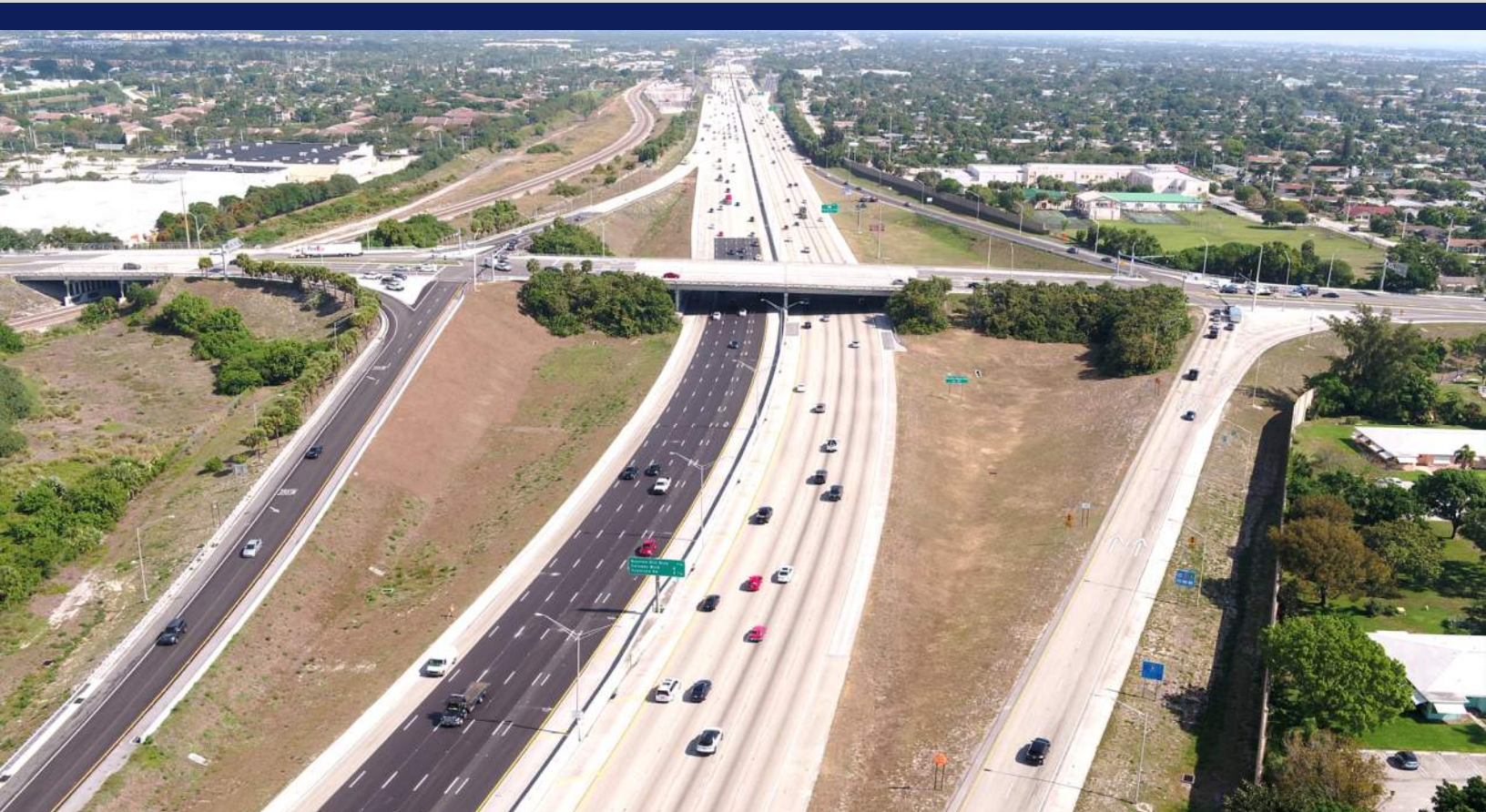




**SR 9/I-95 Project Development and Environment (PD&E) Study
from S. of Woolbright Road to N. of Woolbright Road
Palm Beach County, Florida**

FPID No.: 437279-1-22-02 | ETDM No.: 14341



**INTERCHANGE MODIFICATION REPORT
APPENDICES**

June 2021

Appendix A
Methodology Letter of Understanding
(MLOU)

Florida Department of Transportation Interchange Access Request Methodology Letter of Understanding (MLOU)

Type of Request: IJR IMR IOAR SIMR

Type of Process: Programmatic Non-Programmatic

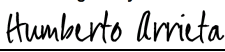
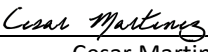
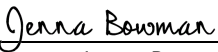
Woolbright Road at Interstate 95 (I-95) Area Improvements

FPID: 437279-1-22-02

Coordination of assumptions, procedures, data, networks, and outputs for project traffic review during the access request process will be maintained throughout the evaluation process.

Full compliance with all MLOU requirements does not obligate the Acceptance Authorities to accept the IAR.

The Requestor shall inform the approval authorities of any changes to the approved methodology in the MLOU and an amendment shall be prepared if determined to be necessary.

| | | |
|---------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|
| <i>Requestor</i> | <p style="font-size: small;">DocuSigned by:  <small>F2701836D...</small> Humberto Arrieta, P.E. FDOT District 4 Project Manager</p> | <p>10/25/2019 4:19 PM EDT</p> <hr style="width: 100%;"/> <p><i>Date</i></p> |
| <i>Interchange Review Coordinator</i> | <p style="font-size: small;">DocuSigned by:  <small>DC7B76799B4C...</small> Cesar Martinez, P.E. FDOT District 4 Project Development Manager</p> | <p>10/25/2019 4:27 PM EDT</p> <hr style="width: 100%;"/> <p><i>Date</i></p> |
| <i>Systems Management Administrator</i> | <p style="font-size: small;">DocuSigned by:  <small>4AD03E64337F4C...</small> Jenna Bowman, P.E. Systems Implementation Office-Central Office</p> | <p>10/28/2019 6:48 AM EDT</p> <hr style="width: 100%;"/> <p><i>Date</i></p> |
| <i>Federal Highway Administration (if applicable)</i> | <p>N/A</p> <p>Choose an item. Choose an item.</p> | <p>N/A</p> <hr style="width: 100%;"/> <p><i>Date</i></p> |

1.0 Project Description

The interchange of Woolbright Road with I-95 is located in the City of Boynton Beach, Palm Beach County. The Florida Department of Transportation (FDOT) District Four is conducting an Interchange Modification Study as part of the Project Development and Environment Study (PD&E) for the interchange of Woolbright Road and I-95. The study will evaluate alternatives to improve traffic operations and safety at this critical interchange in Palm Beach County. A Concept Development Report was completed in December 2014 that evaluated improvements at this interchange. The I-95 and Woolbright Road interchange is a diamond type configuration. Woolbright Road is a six lane Divided Urban Minor Arterial west of I-95 and five lane Urban Minor Arterial with a two-way left turn lane east of I-95. Within the project limits, I-95 is a ten-lane divided interstate freeway with four general purpose lanes and one High Occupancy Vehicle (HOV) lane in each direction. This Interchange Modification Report (IMR) is being prepared as part of the PD&E Study to address the proposed improvements at the I-95 Interchange with Woolbright Road. The Methodology Letter of Understanding (MLOU) outlines the criteria, assumptions, processes, analyses and documentation requirements for preparation of the Interchange Modification Report (IMR) for the proposed improvements at the I-95 at Woolbright Road interchange. This MLOU has been developed in accordance with FDOT's Policy No. 000-525-015 and Procedure No. 525-030-160, including the FDOT publications: Interchange Access Request User's Guide (IARUG), January 2018. It outlines the technical procedures, assumptions, traffic data, analyses, and documentation required for this project.

A. Purpose and Need Statement

Purpose: The purpose of this study is to complete an IMR to determine what improvements can be programmed to improve traffic spillback onto I-95, interchange operations, reduce congestion, and improve safety at this interchange location. Improvements are aimed at increasing the efficiency of the Woolbright Road and I-95 ramps while minimizing or eliminating right of way and bridge impacts.

The study will also evaluate short term or Transportation Systems Management and Operations (TSM&O) improvements. Short term improvements should be feasible to implement without right of way acquisition.

Need: The primary need of the project is to alleviate existing and future traffic congestion thereby improving safety at the interchange. Recent studies completed in the region such as the Concept Development Report completed in 2014 and I-95 Interchange Master Plan for Palm Beach County completed in 2015 identified operational deficiencies at ramps, the terminal intersections, and the adjacent intersections such as the Woolbright Road at Seacrest Boulevard intersection operating at an LOS F during the Design Year 2040.

If no operational and safety improvements are made within the interchange area, conditions will become progressively worse as traffic volumes continue to increase, thereby increasing the number of crashes and deteriorating access of this interchange.

B. *Project Location*

The project is located in the City of Boynton Beach, in Palm Beach County, Florida (see **Figure 1**). The I-95 at Woolbright Road Interchange is located on I-95 between the Boynton Beach Boulevard (1.0 mile to the north) and the Atlantic Boulevard (3.8 miles to the south) interchanges. The study area does not extend to the Atlantic Boulevard interchange because it is over 3.5 miles south of the study interchange. All signalized intersections along Woolbright Road from Corporate Drive/SW 8th Street to Seacrest Boulevard will also be analyzed. The interchange of I-95 and Woolbright Road is located at Milepost 13.75, Section number 93220000.

C. *Area of Influence*

In urban areas, the area of influence (AOI), as defined in the IARUG, includes one adjacent interchange in each direction and signalized intersections within half-a-mile of the interchanges. The AOI along I-95 extends from just south of the Woolbright Road interchange to the Boynton Beach Boulevard northbound off-ramp and southbound on-ramp to the north, a distance of approximately 1.6 miles. The AOI along I-95 does not extend south to the Atlantic Boulevard interchange because it is over 3.5 miles south of the study interchange and is not expected to be impacted by alternatives at the Woolbright Road interchange. The AOI along Woolbright Road includes the signalized intersections at the ramp terminals with I-95 and the signalized intersections at Corporate Drive/SW 8th Street and Seacrest Boulevard. The Seacrest Boulevard is included in the AOI to understand its impacts on the Woolbright Road interchange ramp terminals. Evaluating improvements for the Seacrest intersection are not in the scope of this IMR. The preliminary findings indicate that the operations of the interchange are not impacted by the intersection. These preliminary findings will be confirmed by the No-Build and Build Alternatives analysis of the IMR. Also Palm Beach County has an improvement project programmed for this intersection. **Figure 1** showing the AOI for the IMR is attached.

D. *Project Schedule*

- Begin PD&E Study – November 2018
- Prepare MLOU – April 2019
- Approval of MLOU – September 2019
- Agency/Public Kick-Off Meeting – October 2019
- Draft SO&E Report – September 2019
- Final SO&E Report – November 2019
- Approval of SO&E Report – February 2020
- Draft Environmental & Engineering Documents – December 2019
- Public Hearing – September 2020
- Final Environmental & Engineering Documents – November 2020
- Approval Decision of IMR – February 2021
- Final Design – FY 2021
- Right of Way – FY 2022-2023
- Construction – FY 2026

2.1 Analysis Years

A. *Traffic Forecasting*

- Base year – 2010
- Horizon year – 2040

B. *Traffic Operational Analysis*

- Existing year – 2019
- Opening year – 2025
- Design year – 2045

The analysis years proposed for the IMR are consistent with the PD&E. A year of failure analysis will be coordinated with FDOT and shall be performed for the Preferred Alternative if there is a failing LOS in the Design Year.

3.0 **Alternatives**

The No Build and Build alternatives will be analyzed in the IMR. Details of all reasonable build alternatives considered, including those eliminated from further consideration, will be documented with a summary of what was considered and reasons for elimination. Three Build Alternatives have been developed at this stage. They include the Concept Development Report (CDR) concept, a Diverging Diamond Interchange (DDI) and Single Point Urban Interchange (SPUI). The Build Alternatives will be evaluated in more detail as part of the study to assure they meet purpose and need for the project.

The No Build alternative will consider existing configuration plus any programmed improvements with future traffic. TSM&O improvements include implementation of non-capacity improvements to improve traffic flow within the project area. The Build Alternatives developed for this IMR will incorporate TSM&O improvements.

4.0 **Data Collection**

The following data will be collected and used as part of the study. A Traffic Data Collection & Traffic Projections for I-95 at Woolbright Road Report was prepared in December 2017. This report will also be utilized while accumulating the data.

A. *Transportation System Data*

- **Roadway System Data**
Field visits will be conducted to verify the geometry information obtained from aerial imagery and other sources. The information collected will include:
 - Roadway geometry information
 - Functional Classification
 - Number of lanes
 - Truck data
 - Length of acceleration/deceleration lanes,
 - Posted speed limits
- **Control Data**
Traffic signal timing data for AM and PM peak hours will be obtained from the signal maintaining agency. Field visits will be conducted to verify the signal timing and phasing information provided during the AM and PM peak hours. It is essential to confirm the signal timing information in the field, as recent projects in the region might have altered these timings. Field visits will also be conducted to inventory following items:
 - Stop/yield sign locations
 - Regulatory/advisory speed limits
 - Guide sign locations

B. Existing and Historical Traffic Data

Existing daily vehicle counts and turning movement counts will be obtained from the 2017 Traffic Data Collection & Traffic Projections for I-95 at Woolbright Road Report. Additional field counts will be collected within the study area to validate the 2017 data at the following locations.

- Woolbright Road at I-95 Northbound Ramps hose counts
- Woolbright Road at I-95 Southbound Ramps hose counts
- Woolbright Road at Seacrest Boulevard turning movement counts

Daily vehicle machine counts will be collected in 15 minute intervals on typical weekdays, Tuesday, Wednesday or Thursday for up to seventy two hours; peak hour turning movement counts will be conducted from 6:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 7:00 p.m. for the morning and evening peak hours, respectively. These counts will be checked for reasonableness and used for this study. Historical traffic volume information from the 2017 FDOT Florida Traffic Online (FTO) will also be used to supplement additional data needs. All data collected and traffic count adjustments will be summarized in the IMR. Traffic counts will be adjusted with appropriate seasonal and axle correction factors if applicable. The 2017 data and 2019 counts will be used to develop the Existing Year 2019 traffic for this IMR. Origin/Destination data is not anticipated to be used and therefore will not be collected as part of this study.

C. Land Use Data

Existing and future land use data will be obtained from the Florida Geographic Data Library (FGDL) and other available sources and documented in the IMR.

D. Environmental Data

Environmental data will be obtained from the Efficient Transportation Decision Making (ETDM) tool and the ongoing PD&E for identifying any environmental concerns.

E. Planned and Programmed Projects

Managed lanes along I-95 within the interchange AOI are planned and considered for this IMR. These will be used in the analysis of this IMR alternatives. Any other planned or programmed improvements within the AOI will be included in the analysis in the IMR.

5.0 Travel Demand Forecasting**A. Selected Travel Demand Model(s)**

The travel demand modeling and future year AADT forecasts for this study were developed by the Department under a separate study – Traffic Data Collection and Traffic Projections for I-95 at Woolbright Road, dated December 2017. The Southeast Regional Planning Model (SERPM) version 7.062 with base year 2010 and horizon year 2040 was used as a reference to estimate future years daily forecasts for the study area. The SERPM model is based on the Florida Standard Urban Transportation Modeling Structure (FSUTMS) and is recognized by both FDOT District Four, as well as the Palm Beach County Transportation Planning Agency (TPA) as an acceptable travel demand forecasting tool which has been used to develop Design Traffic for several recent interchange improvement projects. The daily forecasts shown in the December 2017 Report will be used in development of the Directional Design Hour Volumes (DDHV).

B. Project Traffic Forecast Development Methodology

The methodology used to develop the future years 2020 and 2040 AADT volumes in the December 2017 Data Collection and Traffic Projections Report prepared for I-95 and Woolbright Road interchange is described in this Section. The approach that will be used to estimate the DDHVs in this IMR is also explained later in the Section.

Various traffic forecasting methodologies were evaluated in development of the AADT forecasts. The purpose of this effort was to recommend the most reasonable forecasting methodology for the study interchanges to develop consistent traffic projections. The forecasting methodologies that were reviewed include:

- Regression analysis of at least 5 years of the most recent historical AADTs from FDOT count sites using FDOT Trend analysis spreadsheet;
- Regression analysis of at least 5 years of the most recent historical AADTs from FDOT count sites and the 2040 model volumes from the SERPM 7.062 projections using FDOT Trend analysis spreadsheet;
- Socioeconomic growth for TAZs within 2-mile buffer of the study interchanges between the base year 2010 and future year 2040, and;
- Comprehensive traffic forecasting method, which first calculated the difference between the 2017 AADT from field data and the projected 2017 AADT interpolated from 2010 and 2040 SERPM 7.062 projections, and then maintained this difference, which is a fixed number and applied to 2040 SERPM 7.062 projections to calculate final 2040 AADT.

The growth rates of historical counts, historical counts plus model projections, SERPM socioeconomic growth, and the comprehensive model to model projections methodology were summarized and compared with each other. Based on the comparison and discussions with FDOT Project Manager, the comprehensive traffic forecasting methodology was used to develop the AADT forecasts. The traffic forecasting methodology used for each approach of each intersection was based on the 2017 AADT (from field), and 2010 and 2040 SERPM 7.062 model volumes. The 2017 traffic data from the Traffic Data Collection and Traffic Projections Report was validated using the field counts and FTO. The 2017 model volume was interpolated using 2010 and 2040 model volumes. Then the differences of 2017 AADT and interpolated 2017 forecasted AADT from model was calculated. This technique is used to validate the SERPM 7.062 volumes. The recommended 2040 AADT were calculated by applying this difference to the 2040 SERPM 7.062 model volumes. Then the 2020 volumes were interpolated using 2017 AADT and recommended 2040 volumes. For the roadway segments where the SERPM 7.062 2040 model volumes are lower than the SERPM 7.062 2010 model volumes, or are not included in the SERPM 7.062 network, the future 2020 and 2040 AADTs were calculated using 2017 AADT and a compound growth factor of 0.5%. For all the roadway links, the 2017 and 2040 AADT has been compared, and a minimum compound growth rate of 0.5% has been adopted.

The opening and design years for this IMR are 2025 and 2045 respectively. AADT volumes will be developed by interpolation for opening year and extrapolation for the design year of this IMR. The Directional Design Hourly Volumes (DDHVs) will be calculated using FDOT's TM-Tool and application of the Standard K and D factors discussed below. The resulting projected traffic volumes will be reviewed for reasonableness and balanced within the study area. The DDHV turning movements will be developed by applying existing turning percentages to the intersection approach DDHVs. The DDHVs will be balanced and adjusted so that the intersection turns balance with the ramp traffic.

The volumes will then be balanced along the arterials. The traffic projections will also be checked for reasonableness. Coordination will be done with any other ongoing studies, to obtain any

required data as well as to ensure that traffic volumes are consistent between the studies.

C. Validation Methodology

The SERPM is validated to base year 2010. No further modifications or Validation of the travel demand model is anticipated as part of this IMR. However, the future daily volumes and travel patterns will be checked for reasonableness. Any changes made to the model volumes, will be documented and concurred by the Systems Implementation Office.

D. Adjustment Procedures

Future daily volumes were developed using SERPM base year 2010 and horizon year 2040. The design year 2040 AADTs were developed as discussed in Section 5B and provided to the PD&E team. The PD&E team will develop DDHVs to be used in this IMR. Any adjustments needed to the future volumes will be done as per guidelines in NCHRP 765.

E. Traffic Factors

Traffic factors obtained from the 2017 FDOT FTO are presented in the table below. Standard K and D factors will be used to develop the DDHVs for the study. A range of D factors have been considered. The final D factors will be obtained using FTO and traffic counts and provided in the IMR. The Design Hour Truck (T_f) percentage is calculated as one half of the daily truck percentage. The factors listed below will be compared against the field count data and adjusted as necessary prior to their use in the study.

| Roadway | K | D | T_{24} | T_f | PHF | MOCF |
|-------------------------------------------|-----|-----------|----------|-------|------|------|
| I-95 S of Woolbright Road | 8.5 | 50.4-61.2 | 6.1 | 3.1 | 0.95 | N/A |
| I-95 N of Woolbright Road | 8.5 | 50.4-61.2 | 7.4 | 3.7 | 0.95 | N/A |
| Boynton Beach Boulevard Ramps | 9.0 | 99.9 | 4.7 | 2.4 | 0.95 | N/A |
| Woolbright Road Ramps | 9.0 | 99.9 | 4.6 | 2.3 | 0.95 | N/A |
| Woolbright Road E of I-95 | 9.0 | 50.8-67.1 | 5.2 | 2.6 | 0.92 | N/A |
| Woolbright Road W of I-95 | 9.0 | 50.8-67.1 | 3.3 | 1.7 | 0.92 | N/A |
| Corporate Drive/SW 8 th Street | 9.0 | 50.8-67.1 | 4.6 | 2.3 | 0.92 | N/A |
| Seacrest Boulevard | 9.0 | 50.8-67.1 | 4.6 | 2.3 | 0.92 | N/A |

Source: 2017 FDOT FTO and FDOT Project Traffic Forecasting Handbook

6.0 Traffic Operational Analysis

The area type, traffic conditions, and analysis tools to be used are summarized in this section.

A. Existing Area Type/Traffic Conditions

| Area Type | Conditions | |
|-------------------------------|--------------------------|-------------------------------------|
| | Under Saturated | Saturated |
| Rural | <input type="checkbox"/> | <input type="checkbox"/> |
| Urban Area/Transitioning Area | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

B. Traffic Analysis Software Used

| Software | System Component | | | | | | |
|------------|------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| | Version | Freeway | | | | Crossroad | |
| | | Basic Segment | Weaving | Ramp Merge | Ramp Diverge | Arterials | Intersections |
| HCS HCM | 7.8 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Synchro | 10.3 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| SimTraffic | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Corsim | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Vissim | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Other | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

C. Calibration Methodology

- Calibration methodology and parameters utilized will be documented.
- Calibration Measures of Effectiveness (MOEs) and calibration targets.

The calibration methodology used for this IMR will be consistent with recent similar studies dealing with interchange improvements in the Palm Beach County region and specific calibration criteria and targets discussed in this MLOU. Traffic volume data, queuing and visual observations made during field visits will be used in the calibration of existing Synchro models. These calibrated existing Synchro models will be used to analyze the Opening and Design Year conditions.

Synchro models will be calibrated based on the below guidance from the “Florida Traffic Analysis Handbook”:

- Lost time adjustment factor will be adjusted if needed to replicate field observed queue lengths.
- In order to calculate reasonable queuing in the model, all link terminals will be extended at least 1,000-feet from the last node.
- Any limitations with Synchro software with regards to the 95th percentile queue lengths (i.e. “#” or “m” symbols) will be examined for the extent of queuing problems.

The default values for Synchro parameters listed above, changes made to these parameters for calibration purposes and the justification for these changes will be documented in the IMR.

The No Build Synchro models will utilize existing signal timing information and Build Synchro models will use optimized signal timings (cycle length and green times) and phasing plans. Fine tuning of these timings and plans may be needed and will be made at the engineer’s discretion and these changes will be documented in the IMR.

Volumes will be balanced as needed for the analysis. Driveways and any other cross streets will be considered during balancing.

D. Selection of Measures of Effectiveness (MOE)

- *The Level of Service criteria for each roadway classification, including mainline, ramps, ramp terminal intersections and the crossroad beyond the interchange ramp terminal intersections are identified below.*
- *In addition to the Level of Service criteria, state other operational MOEs to be utilized for the evaluation of alternatives.*

FDOT Topic No. 525-000-006 provides LOS targets for the State Highway System (SHS). The acceptable LOS standard from this document for the area of influence is LOS “D” for the intersections, freeway, and ramps.

Analyses of I-95 at Woolbright Road interchange and Woolbright Road arterial, including the mainline and the interchange ramps, will be based on criteria and policies detailed in the FDOT Traffic Analysis Handbook, March 2014 Edition. Freeway and ramp operations analyses will be conducted utilizing Highway Capacity Software (HCS 7.8). Intersection analyses will be conducted using Synchro 10.3 software and results will be reported utilizing the HCM 2010 output when feasible. Otherwise, results will be reported utilizing the HCM 2000 output.

The following MOEs will be used to evaluate the performance of the Build and No Build alternatives considered and will be reported as listed below:

- Synchro – An intersection level operational analysis will be performed for the No Build and Build Alternatives. HCM-methodology results will be reported from Synchro. The following MOEs will be documented for these alternatives in the IMR:
 - LOS – Intersection LOS
 - Delay – Average control delay
- Queue Lengths – 95th percentile queue lengths will be utilized to determine the required storage length and to address potential queue spillback and turn lane blockage for all study area intersections.
- HCS – The freeway segments will be analyzed and the No Build and Build Alternatives will be compared using the following MOEs:
 - Mainline Freeway Segment – Density and LOS
 - Freeway Ramps (Merge and Diverge) – Density and LOS
 - Weaving – Density, speed and LOS

7.0 Safety Analysis

A. Detailed crash data within the study area will be analyzed and documented.

Years: Latest 5 years available

Source: FDOT Safety Office

Crash data will be obtained from FDOT safety office for the most recent five-year period on the arterial segments and intersections within the area of influence. The data collected shall include the number, type and location of crashes, the crash severity, and estimates of property damage and economic loss. Utilizing the information obtained from the crash data, the evaluation will identify needs associated with the safety of the existing facility. The study will discuss they source of the crash data, document crash rates and compare to the statewide averages for similar corridors and will also provide tables and figures summarizing the analysis results. Using the Highway Safety Manual (HSM) procedures, quantitative safety analysis will also be performed to

determine if the study alternatives addressed the existing safety concerns. If the HSM procedures cannot be applied, qualitative safety benefits will be discussed.

8.0 Consistency with Other Plans/Projects

- A. *The request will be reviewed for consistency with facility Master Plans, Actions Plans, SIS Plan, MPO Long Range Transportation Plans, Local Government Comprehensive Plans or development applications, etc.*
 - Palm Beach TPA Year 2040 Long-Range Transportation Plan (LRTP)
 - 2019-2023 Palm Beach TPA Transportation Improvement Program (TIP)
 - 2019-2024 FDOT Five-Year Work Program
 - Local Government Comprehensive Plans
 - FDOT’s Strategic Intermodal System Plans
 - City of Boynton Beach Comprehensive Plan
 - Applicable Master Plans

- B. *Where the request is inconsistent with any plan, steps to bring the plan into consistency will be developed.*

- C. *The operational relationship of this request to the other interchanges will be reviewed and documented. The following other IARs are located within the area of influence.*
 - I-95 at Boynton-Gateway Systems Interchange Modification Report (SIMR)

9.0 Environmental Considerations

- A. *FDOT is conducting the PD&E for this project concurrent with the IMR task. Information concerning the status of the Environmental Approval and the permitting process will be included in the IMR. NEPA approval will be obtained should the IAR study develop a viable alternative.*

- B. *Environmental impacts will be evaluated in the PD&E study. A summary of key environmental findings from the PD&E will be added to the IMR.*

10.0 Coordination

| Yes | No/NA | |
|-------------------------------------|--------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | An appropriate effort of coordination will be made with appropriate proposed developments in the area. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Request will identify and include (if applicable) a commitment to complete the other non-interchange/non-intersection improvements that are necessary for the interchange/intersection to function as proposed. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Request will document whether the project requires financial or infrastructure commitments from other agencies, organizations, or private entities. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Request will document any pre-condition contingencies required in regards to the timing of other improvements and their inclusion in a TIP/STIP/LRTP prior to the Interstate access approval (final approval of NEPA document). |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Request will document the funding and phasing. |

**Explain if No or Not Applicable (N/A) is checked:*

11.0 Anticipated Design Exceptions and Variations

Design exceptions/variations are not anticipated, but if an exception/variation should arise it will be processed per FHWA and FDOT standards. Any recommended design exceptions and variations will be specified in the IMR and its potential benefits will be highlighted.

The following exceptions/variations to FDOT, AASHTO or FHWA rules, policies, standards, criteria or procedures have been identified:

12.0 Conceptual Signing Plan

A conceptual signing and marking plan shall be prepared and included in the access request.

A Conceptual Signing and Marking Plan in accordance with FHWA guidelines will be prepared for the proposed Preferred Build Alternative and included with the IMR. The purpose of the signing plan is to demonstrate the ability to provide adequate advance signing and directions to drivers entering and/or exiting the interchange under the proposed configuration.

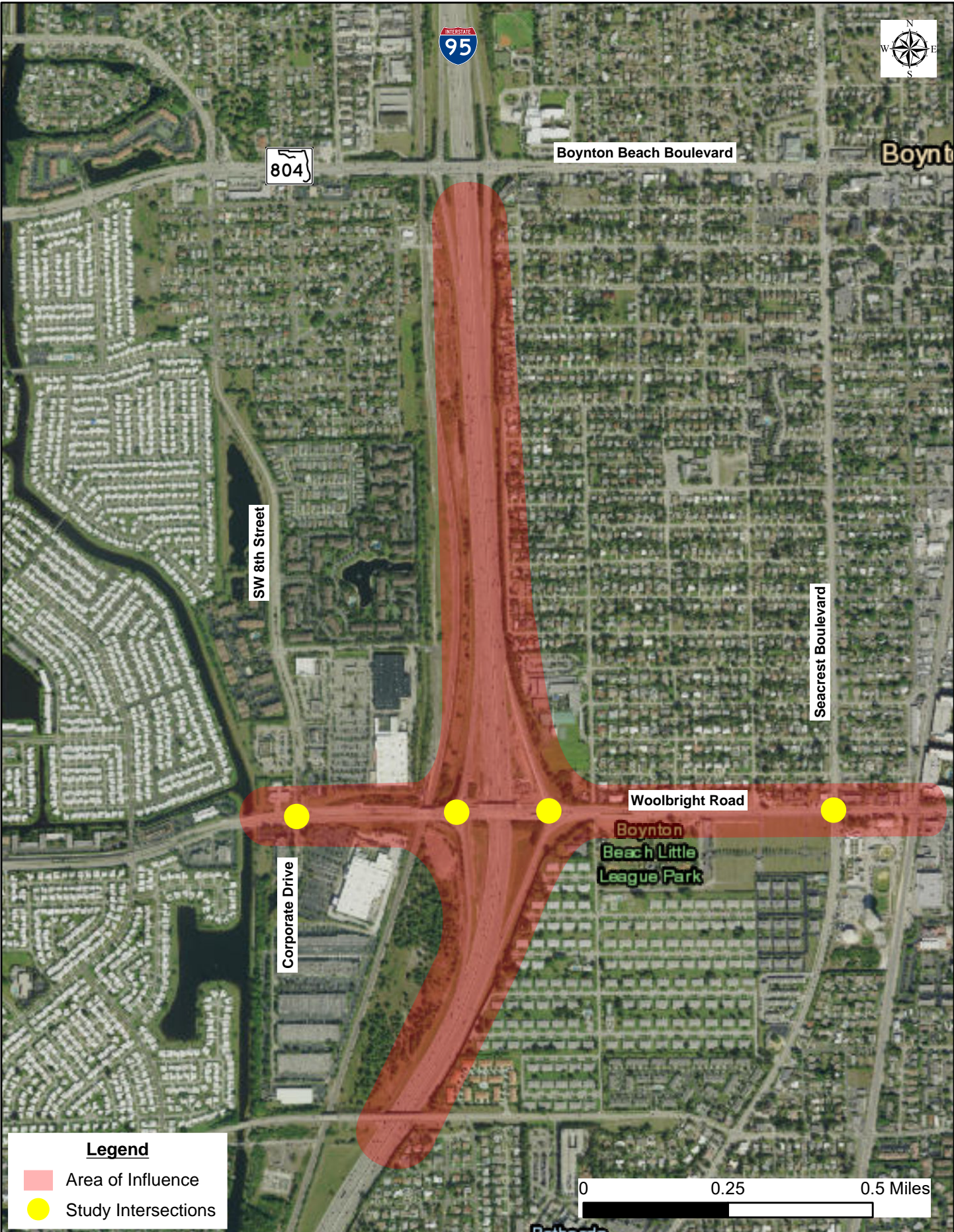
13.0 Access Management Plan

Access management plan within the area of influence will not be changed by the proposed improvements to the interchange.

The improvement will affect access management within the area of influence will be changed. An access management plan will be developed within the area of influence to complement the improvements to the interchange:

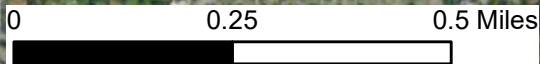
14.0 FHWA Policy Points

The two FHWA policy points will be addressed within the access request.



Legend

- Area of Influence
- Study Intersections



Appendix B
TRAFFIC DATA COLLECTION &
TRAFFIC PROJECTIONS
FOR
I-95 AT WOOLBRIGHT ROAD PD&E
STUDY

**TRAFFIC DATA COLLECTION &
TRAFFIC PROJECTIONS
FOR
I-95 AT WOOLBRIGHT ROAD PD&E STUDY**

FM No. 437279-1-22-01



Prepared by: CTS Engineering, Inc.

Date: December 21, 2017

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Appendix A – Traffic Data Collection Report

Appendix B – SERPM 7.062 (April 2016 Version) Model Output - 2010

Appendix C – SERPM 7.062 (April 2016 Version) Model Output – 2040

Appendix D – SERPM 7.062 TAZ Structure

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1. INTRODUCTION

The Florida Department of Transportation (FDOT) District 4 programmed the I-95 interchange improvements at Woolbright Road in Palm Beach County. The PD&E study locations are depicted in **Figure 1**. The PD&E studies will evaluate the recommendations from the Palm Beach County I-95 Interchange Master Plan (IMP), and propose ultimate improvements to enhance the movement of people and goods at the interchanges along I-95. To streamline the PD&E process and expedite the traffic analysis, the District Planning and Environmental Management Office has retained CTS Engineering Inc. to perform traffic data collection and traffic projections before the execution of the PD&E studies. The purpose of this effort is to provide the PD&E Team with the consistent traffic data and forecasting at the beginning of the study. Based on the scope of work, the following tasks have been performed and summarized in this report:

- Collect traffic data for intersections within the study limits of the PD&E studies,
- Summarize traffic data for existing conditions,
- Review and summarize available historical traffic data from the FDOT traffic information DVD, Review the latest travel demand model of Southeast Florida Regional Planning Model (SERPM) 7.062 and perform model runs based on the latest version of the model,
- Perform traffic projection for study corridors based on County Long Range Transportation Plan (LRTP) Cost Feasible Plan (no-build scenario).

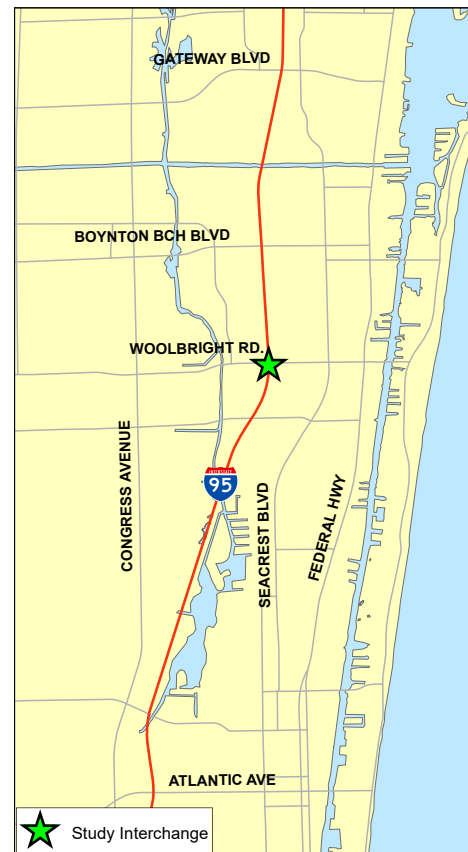


Figure 1 Study Locations

2. DATA COLLECTION

The traffic data was collected in September 2017 on typical weekdays (Tuesday, Wednesday, and Thursday) at the intersections within the vicinity of the I-95 at Woolbright Road interchange. This data collection effort was performed during the peak season for traffic. In general, the traffic data for each intersection included 6-hour turning movement counts (6:00 AM to 9:00 AM, and 4:00 PM to 7:00 PM), including the Right-Turn-On-Red (RTOR) volumes, for three consecutive weekdays, 72-hour approach/departure machine counts for all the approaches, and vehicle classification counts for selected approaches at selected intersections.

Considering the potential impact to adjacent interchanges and major intersections, the data collection and traffic analysis effort has been extended to the I-95 at Boynton Beach Boulevard interchange and the I-95 at Atlantic Boulevard, which are located on the north and south of the study interchange. The signalized intersections east and west of the interchange termini (typically) are also included. **Figure 2** shows the study limit for the PD&E studies.



Figure 2 Study Limit

The study intersections are summarized below and shown in **Figure 3**:

- a. Woolbright Road Corridor
 1. Woolbright Road at SW 8th Street/Corporate Drive
 2. Woolbright Road at I-95 Southbound off Ramp
 3. Woolbright Road at I-95 Northbound off Ramp
 4. Woolbright Road at Seacrest Drive

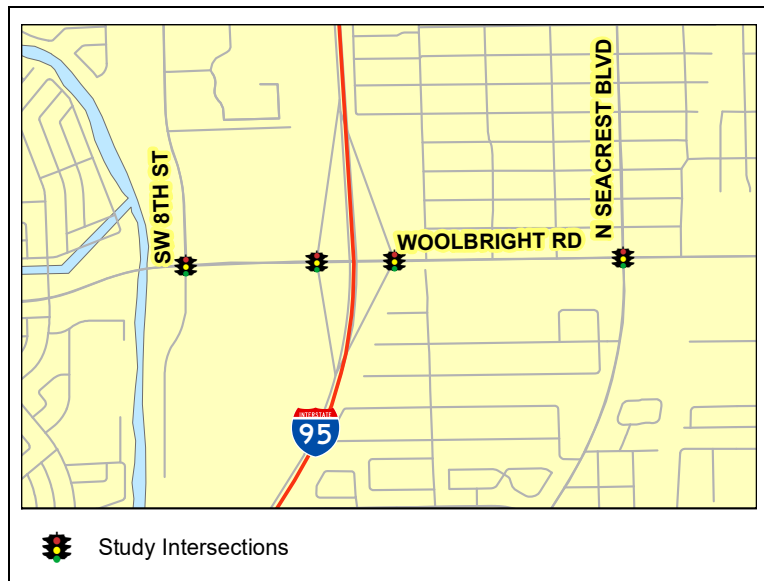


Figure 3 Study Intersections

In addition, the 72-hour classification counts from Tuesday to Thursday were collected for all the I-95 on and off ramps, including the four I-95 interchange ramps at Boynton Beach Boulevard, four I-95 interchange ramps at Woolbright Road, and the five I-95 interchange ramps at Atlantic Avenue.

As part of this study, traffic data for I-95 mainline were obtained from the District Statistics Unit, where the 2017 count data is available from FDOT's annual traffic data collection program. The following locations along the mainline are provided from the annual count program:

- I-95 North of Woolbright Road

3. TRAFFIC DATA SUMMARY

The detailed traffic data collection report, including the 72-hour daily volume/classification count and peak-period turning movement counts were attached in **Appendix A** of this report.

For this analysis, the three-day average traffic volumes were used, together with the applicable seasonal factors published in the 2016 FDOT Traffic DVD, to calculate the 2017 AADTs for each approach of the study intersections. The axle adjustment factor is not applicable for the classification counts since the number of vehicles, instead of axles, were collected in this effort. The axle adjustment factors were applied to other traffic counts. The traffic count, 2017 AADT, daily directional volume are summarized in **Table 1**.

To develop Design Hour Volume, the peak hour volume for each approach is summarized in **Table 2**. Based on the traffic volumes on major crossing facilities, 7:30 AM to 8:30 AM was recommended as the AM peak hour for all the study intersections. 5:00 PM to 6:00 PM was recommended as the PM peak hour. The turning movement counts, including the RTOR volumes, are shown in **Figure 4** through **Figure 6**. The turning movement counts along each corridor were balanced and the balanced turning movement volumes are depicted in **Figure 7**.

Table 1 2017 Daily Counts Summary

| Interchange | Intersection | Location | Count | | | | Axle Correction Factor | Seasonal Factor | 2017 AADT | Daily Directional Volume | | | | | | T Factor (Truck) | | | |
|---------------------|-----------------------------|------------------------------------------|----------------|--------|--------|----------------|------------------------|-----------------|----------------|--------------------------|----------------|--------|--------|--------|--------|------------------|--------|--------|---------|
| | | | Day 1 | Day 2 | Day 3 | Average | | | | Day 1 | | Day 2 | | Day 3 | | Day 1 | Day 2 | Day 3 | Average |
| | | | | | | | | | | EB/NB | WB/SB | EB/NB | WB/SB | EB/NB | WB/SB | | | | |
| I-95 | | I-95 north of Boyonton Beach Blvd | 231,708 | | | 231,708 | 0.94 | 0.94 | 232,000 | 113,968 | 117,740 | | | | | | | | |
| Boyonton Beach Blvd | I-95 Ramps | I-95 SB Off Ramp to Boyonton Beach Blvd | 13,573 | 13,703 | 13,999 | 13,758 | - | 1.04 | 14,000 | 0 | 13,573 | 0 | 13,703 | 0 | 13,999 | 8.17% | 8.04% | 8.64% | 8.28% |
| | | I-95 NB On Ramp from Boyonton Beach Blvd | 12,899 | 13,051 | 13,295 | 13,082 | - | 1.04 | 14,000 | 12,899 | 0 | 13,051 | 0 | 13,295 | 0 | 4.54% | 4.17% | 4.08% | 4.26% |
| | | I-95 NB Off Ramp to Boyonton Beach Blvd | 10,912 | 10,767 | 11,443 | 11,041 | - | 1.04 | 11,000 | 10,912 | 0 | 10,767 | 0 | 11,443 | 0 | 4.18% | 3.96% | 3.67% | 3.94% |
| | | I-95 SB On Ramp from Boyonton Beach Blvd | 10,546 | 10,639 | 11,000 | 10,728 | - | 1.04 | 11,000 | 0 | 10,546 | 0 | 10,639 | 0 | 11,000 | 14.04% | 14.12% | 13.81% | 13.99% |
| I-95 | | I-95 north of Woolbright Road | 256,112 | | | 256,112 | 0.94 | 0.95 | 226,000 | 121,557 | 134,555 | | | | | | | | |
| Woolbright Road | SW 8th St / Corporate Drive | SW 8 St north of Woolbright Road | 16,151 | 16,001 | 16,716 | 16,289 | 0.99 | 1.02 | 16,000 | 8,069 | 8,082 | 8,116 | 7,885 | 8,676 | 8,040 | | | | |
| | | Woolbright Road east of SW 8 St | 41,419 | 42,448 | 42,176 | 42,014 | 0.99 | 1.02 | 42,000 | 20,072 | 21,347 | 20,508 | 21,940 | 20,534 | 21,642 | | | | |
| | | Corporate Drive south of Woolbright Road | 7,824 | 8,241 | 8,162 | 8,076 | 0.99 | 1.02 | 8,200 | 4,240 | 3,584 | 4,299 | 3,942 | 4,348 | 3,814 | | | | |
| | | Woolbright Road west of SW 8 St | 37,739 | 37,288 | 34,517 | 36,515 | 0.99 | 1.02 | 37,000 | 18,300 | 19,439 | 18,067 | 19,221 | 16,766 | 17,751 | | | | |
| | I-95 SB Ramps | I-95 SB Off Ramp | 18,803 | 18,916 | 18,616 | 18,778 | - | 1.04 | 20,000 | 0 | 18,803 | 0 | 18,916 | 0 | 18,616 | 6.34% | 6.49% | 6.33% | 6.39% |
| | | Woolbright Road east of I-95 SB Ramps | 40,374 | 39,916 | 40,736 | 40,342 | 0.99 | 1.02 | 41,000 | 22,444 | 17,930 | 22,650 | 17,266 | 22,414 | 18,322 | | | | |
| | | I-95 SB On Ramp | 10,752 | 10,863 | 10,837 | 10,817 | - | 1.04 | 11,000 | 0 | 10,752 | 0 | 10,863 | 0 | 10,837 | 3.07% | 3.53% | 3.41% | 3.34% |
| | | Woolbright Road west of I-95 SB Ramps | 41,419 | 42,448 | 42,176 | 42,014 | 0.99 | 1.02 | 42,000 | 20,072 | 21,347 | 20,508 | 21,940 | 20,534 | 21,642 | | | | |
| | I-95 NB Ramps | I-95 NB on Ramp | 17,361 | 17,882 | 18,273 | 17,839 | - | 1.04 | 19,000 | 17,361 | | 17,882 | | 18,273 | | 5.66% | 5.29% | 5.05% | 5.33% |
| | | Woolbright Road east of I-95 NB Ramps | 39,315 | 38,503 | 38,584 | 38,801 | - | 1.02 | 40,000 | 19,648 | 19,667 | 19,215 | 19,288 | 19,503 | 19,081 | 3.29% | 3.08% | 3.10% | 3.16% |
| | | I-95 NB Off Ramp | 10,924 | 10,875 | 10,894 | 10,898 | - | 1.04 | 11,000 | 10,924 | 0 | 10,875 | 0 | 10,894 | 0 | 3.43% | 3.67% | 3.99% | 3.70% |
| | | Woolbright Road west of I-95 NB Ramps | 40,374 | 39,916 | 40,736 | 40,342 | 0.99 | 1.02 | 41,000 | 22,444 | 17,930 | 22,650 | 17,266 | 22,414 | 18,322 | | | | |
| | S Seacrest Blvd | S Seacrest Blvd north of Woolbright Road | 10,215 | 10,166 | 10,154 | 10,178 | 0.99 | 1.02 | 10,000 | 5,084 | 5,131 | 5,123 | 5,043 | 4,997 | 5,157 | | | | |
| | | Woolbright Road east of S Seacrest Blvd | 30,689 | 28,524 | 28,025 | 29,079 | 0.99 | 1.02 | 29,000 | 16,201 | 14,488 | 14,382 | 14,142 | 14,140 | 13,885 | | | | |
| | | S Seacrest Blvd south of Woolbright Road | 20,124 | 18,847 | 19,024 | 19,332 | 0.99 | 1.02 | 20,000 | 11,046 | 9,078 | 10,013 | 8,834 | 9,625 | 9,399 | | | | |
| | | Woolbright Road west of S Seacrest Blvd | 39,315 | 38,503 | 38,584 | 38,801 | - | 1.02 | 40,000 | 19,648 | 19,667 | 19,215 | 19,288 | 19,503 | 19,081 | 3.29% | 3.08% | 3.10% | 3.16% |
| I-95 | | I-95 south of Woolbright Road | | | | | | 209,000 | | | | | | | | | | | |
| Atlantic Avenue | I-95 Ramps | I-95 SB Off Ramp to Atlantic Avenue | 15,194 | 14,790 | 15,390 | 15,125 | - | 1.04 | 16,000 | 0 | 15,194 | 0 | 14,790 | 0 | 15,390 | 5.92% | 6.06% | 6.29% | 6.09% |
| | | I-95 NB On Ramp from Atlantic Avenue | 12,823 | 12,419 | 12,081 | 12,441 | - | 1.04 | 13,000 | 12,823 | 0 | 12,419 | 0 | 12,081 | 0 | 7.67% | 6.54% | 6.72% | 6.98% |
| | | I-95 NB Off Ramp to Atlantic Avenue | 15,685 | 15,380 | 15,548 | 15,538 | - | 1.04 | 16,000 | 15,685 | 0 | 15,380 | 0 | 15,548 | 0 | 4.40% | 4.67% | 5.23% | 4.77% |
| | | I-95 SB On Ramp from Atlantic Avenue EB | 8,492 | 8,604 | 8,180 | 8,425 | - | 1.04 | 8,800 | 0 | 8,492 | 0 | 8,604 | 0 | 8,180 | 6.37% | 6.61% | 6.37% | 6.45% |
| | | I-95 SB On Ramp from Atlantic Avenue WB | 5,261 | 6,187 | 6,124 | 5,857 | - | 1.04 | 6,100 | 5,261 | | 6,187 | | 6,124 | | 9.43% | 9.39% | 8.59% | 9.14% |
| I-95 | | I-95 South of Atlantic Avenue | 228,782 | | | 228,782 | 0.94 | 0.95 | 211,000 | 114,158 | 114,624 | | | | | | | | |

Table 2 2017 Peak Hour Counts Summary

| Interchange | Intersection | Location | Count | | | | Axle Correction Factor | Seasonal Factor | 2017 AADT | Peak Hour Volume | | | | | | | | | | | |
|---------------------|-----------------------------|------------------------------------------|---------|--------|--------|---------|------------------------|-----------------|-----------|------------------|--------|-------|--------|-------|--------|-------|--------|-------|--------|-------|--------|
| | | | Day 1 | Day 2 | Day 3 | Average | | | | Day 1 | | | | Day 2 | | | | Day 3 | | | |
| | | | | | | | | | | AM | | PM | | AM | | PM | | AM | | PM | |
| | | | | | | | | | | Time | Volume | Time | Volume | Time | Volume | Time | Volume | Time | Volume | Time | Volume |
| I-95 | | I-95 north of Boyonton Beach Blvd | 231,708 | | | 231,708 | 0.94 | 0.94 | 232,000 | 7:45 | 15,964 | 16:15 | 16,909 | | | | | | | | |
| Boyonton Beach Blvd | I-95 Ramps | I-95 SB Off Ramp to Boyonton Beach Blvd | 13,573 | 13,703 | 13,999 | 13,758 | - | 1.04 | 14,000 | 8:15 | 1,063 | 17:15 | 1,179 | 7:30 | 1,025 | 17:15 | 1,150 | 7:45 | 1,209 | 17:00 | 1,185 |
| | | I-95 NB On Ramp from Boyonton Beach Blvd | 12,899 | 13,051 | 13,295 | 13,082 | - | 1.04 | 14,000 | 7:15 | 1,075 | 16:30 | 1,042 | 7:15 | 1,060 | 16:30 | 965 | 7:15 | 1,105 | 16:30 | 1,022 |
| | | I-95 NB Off Ramp to Boyonton Beach Blvd | 10,912 | 10,767 | 11,443 | 11,041 | - | 1.04 | 11,000 | 7:30 | 472 | 17:00 | 976 | 8:15 | 532 | 16:30 | 958 | 8:45 | 494 | 17:15 | 1,073 |
| | | I-95 SB On Ramp from Boyonton Beach Blvd | 10,546 | 10,639 | 11,000 | 10,728 | - | 1.04 | 11,000 | 7:15 | 1,039 | 14:30 | 706 | 7:15 | 1,041 | 13:15 | 698 | 7:00 | 1,061 | 14:00 | 690 |
| I-95 | | I-95 north of Woolbright Road | 256,112 | | | 256,112 | 0.94 | 0.95 | 226,000 | 7:15 | 17,239 | 17:00 | 17,735 | | | | | | | | |
| Woolbright Road | SW 8th St / Corporate Drive | SW 8 St north of Woolbright Road | 16,151 | 16,001 | 16,716 | 16,289 | 0.99 | 1.02 | 16,000 | 7:45 | 1086 | 12:00 | 1234 | 7:45 | 1089 | 12:15 | 1313 | 8:45 | 1144 | 12:15 | 1242 |
| | | Woolbright Road east of SW 8 St | 41,419 | 42,448 | 42,176 | 42,014 | 0.99 | 1.02 | 42,000 | 7:30 | 3,274 | 16:30 | 3,098 | 7:45 | 3,269 | 16:30 | 3,170 | 7:15 | 3,146 | 16:45 | 3,291 |
| | | Corporate Drive south of Woolbright Road | 7,824 | 8,241 | 8,162 | 8,076 | 0.99 | 1.02 | 8,200 | 7:45 | 537 | 12:00 | 840 | 7:45 | 612 | 12:00 | 873 | 8:15 | 676 | 12:15 | 754 |
| | | Woolbright Road west of SW 8 St | 37,739 | 37,288 | 34,517 | 36,515 | 0.99 | 1.02 | 37,000 | 7:45 | 2,768 | 15:15 | 2,855 | 7:45 | 2,713 | 16:30 | 2,728 | 7:15 | 2,549 | 16:45 | 2,707 |
| | I-95 SB Ramps | I-95 SB Off Ramp | 18,803 | 18,916 | 18,616 | 18,778 | - | 1.04 | 20,000 | 7:00 | 1,445 | 16:45 | 1,482 | 7:15 | 1,599 | 17:15 | 1,414 | 8:30 | 1,512 | 17:15 | 1,398 |
| | | Woolbright Road east of I-95 SB Ramps | 40,374 | 39,916 | 40,736 | 40,342 | 0.99 | 1.02 | 41,000 | 7:30 | 2,707 | 17:00 | 3,170 | 7:45 | 2,831 | 16:45 | 3,110 | 7:15 | 2,687 | 17:00 | 3,198 |
| | | I-95 SB On Ramp | 10,752 | 10,863 | 10,837 | 10,817 | - | 1.04 | 11,000 | 7:15 | 1,036 | 12:00 | 651 | 7:15 | 1,082 | 15:00 | 704 | 7:15 | 1,017 | 15:00 | 724 |
| | | Woolbright Road west of I-95 SB Ramps | 41,419 | 42,448 | 42,176 | 42,014 | 0.99 | 1.02 | 42,000 | 7:30 | 3,274 | 16:30 | 3,098 | 7:45 | 3,269 | 16:30 | 3,170 | 7:15 | 3,146 | 16:45 | 3,291 |
| | I-95 NB Ramps | I-95 NB On Ramp | 17,361 | 17,882 | 18,273 | 17,839 | - | 1.04 | 19,000 | 7:15 | 1,430 | 16:00 | 1,530 | 7:15 | 1,389 | 16:30 | 1,585 | 7:15 | 1,469 | 16:30 | 1,568 |
| | | Woolbright Road east of I-95 NB Ramps | 39,315 | 38,503 | 38,584 | 38,801 | - | 1.02 | 40,000 | 7:30 | 2,882 | 17:00 | 3,075 | 8:00 | 2,909 | 17:00 | 3,052 | 7:30 | 2,640 | 16:45 | 3,034 |
| | | I-95 NB Off Ramp | 10,924 | 10,875 | 10,894 | 10,898 | - | 1.04 | 11,000 | 7:15 | 603 | 17:45 | 928 | 7:45 | 752 | 17:45 | 942 | 7:45 | 574 | 17:30 | 950 |
| | | Woolbright Road west of I-95 NB Ramps | 40,374 | 39,916 | 40,736 | 40,342 | 0.99 | 1.02 | 41,000 | 7:30 | 2,707 | 17:00 | 3,170 | 7:45 | 2,831 | 16:45 | 3,110 | 7:15 | 2,687 | 17:00 | 3,198 |
| | S Seacrest Blvd | S Seacrest Blvd north of Woolbright Road | 10,215 | 10,166 | 10,154 | 10,178 | 0.99 | 1.02 | 10,000 | 7:30 | 780 | 16:30 | 885 | 7:30 | 798 | 17:00 | 852 | 7:30 | 758 | 17:15 | 809 |
| | | Woolbright Road east of S Seacrest Blvd | 30,689 | 28,524 | 28,025 | 29,079 | 0.99 | 1.02 | 29,000 | 7:30 | 1,995 | 15:30 | 2,448 | 8:00 | 1,956 | 15:30 | 2,209 | 8:30 | 1,900 | 15:45 | 2,162 |
| | | S Seacrest Blvd south of Woolbright Road | 20,124 | 18,847 | 19,024 | 19,332 | 0.99 | 1.02 | 20,000 | 7:30 | 1,496 | 16:00 | 1,582 | 7:30 | 1,320 | 16:45 | 1,504 | 7:30 | 1,410 | 17:00 | 1,496 |
| | | Woolbright Road west of S Seacrest Blvd | 39,315 | 38,503 | 38,584 | 38,801 | - | 1.02 | 40,000 | 7:30 | 2,882 | 17:00 | 3,075 | 8:00 | 2,909 | 17:00 | 3,052 | 7:30 | 2,640 | 16:45 | 3,034 |
| I-95 | | I-95 south of Woolbright Road | | | | | | 209,000 | | | | | | | | | | | | | |
| Atlantic Avenue | I-95 Ramps | I-95 SB Off Ramp to Atlantic Avenue | 15,194 | 14,790 | 15,390 | 15,125 | - | 1.04 | 16,000 | 7:45 | 1,267 | 17:15 | 1,030 | 7:00 | 1,150 | 17:00 | 1,080 | 7:15 | 1,234 | 17:45 | 1,129 |
| | | I-95 NB On Ramp from Atlantic Avenue | 12,823 | 12,419 | 12,081 | 12,441 | - | 1.04 | 13,000 | 7:15 | 786 | 16:45 | 1,120 | 7:15 | 733 | 16:15 | 1,084 | 7:30 | 779 | 16:30 | 1,122 |
| | | I-95 NB Off Ramp to Atlantic Avenue | 15,685 | 15,380 | 15,548 | 15,538 | - | 1.04 | 16,000 | 7:45 | 1,005 | 17:15 | 1,289 | 7:45 | 1,004 | 17:00 | 1,105 | 7:30 | 1,044 | 15:45 | 1,227 |
| | | I-95 SB On Ramp from Atlantic Avenue EB | 8,492 | 8,604 | 8,180 | 8,425 | - | 1.04 | 8,800 | 7:00 | 610 | 14:45 | 605 | 7:00 | 620 | 14:45 | 591 | 7:00 | 559 | 13:00 | 606 |
| | | I-95 SB On Ramp from Atlantic Avenue WB | 5,261 | 6,187 | 6,124 | 5,857 | - | 1.04 | 6,100 | 7:30 | 405 | 12:30 | 399 | 8:00 | 426 | 15:00 | 422 | 7:15 | 407 | 14:45 | 454 |
| I-95 | | I-95 South of Atlantic Avenue | 228,782 | | | 228,782 | 0.94 | 0.95 | 211,000 | 7:30 | 15,690 | 16:30 | 16,011 | | | | | | | | |



FIGURE 4 2017 INTERSECTION TURNING MOVEMENT COUNTS AT BOYNTON BEACH BOULEVARD



FIGURE 5 2017 INTERSECTION TURNING MOVEMENT COUNTS AT WOOLBRIGHT ROAD



FIGURE 6 2017 INTERSECTION TURNING MOVEMENT COUNTS AT ATLANTIC AVENUE

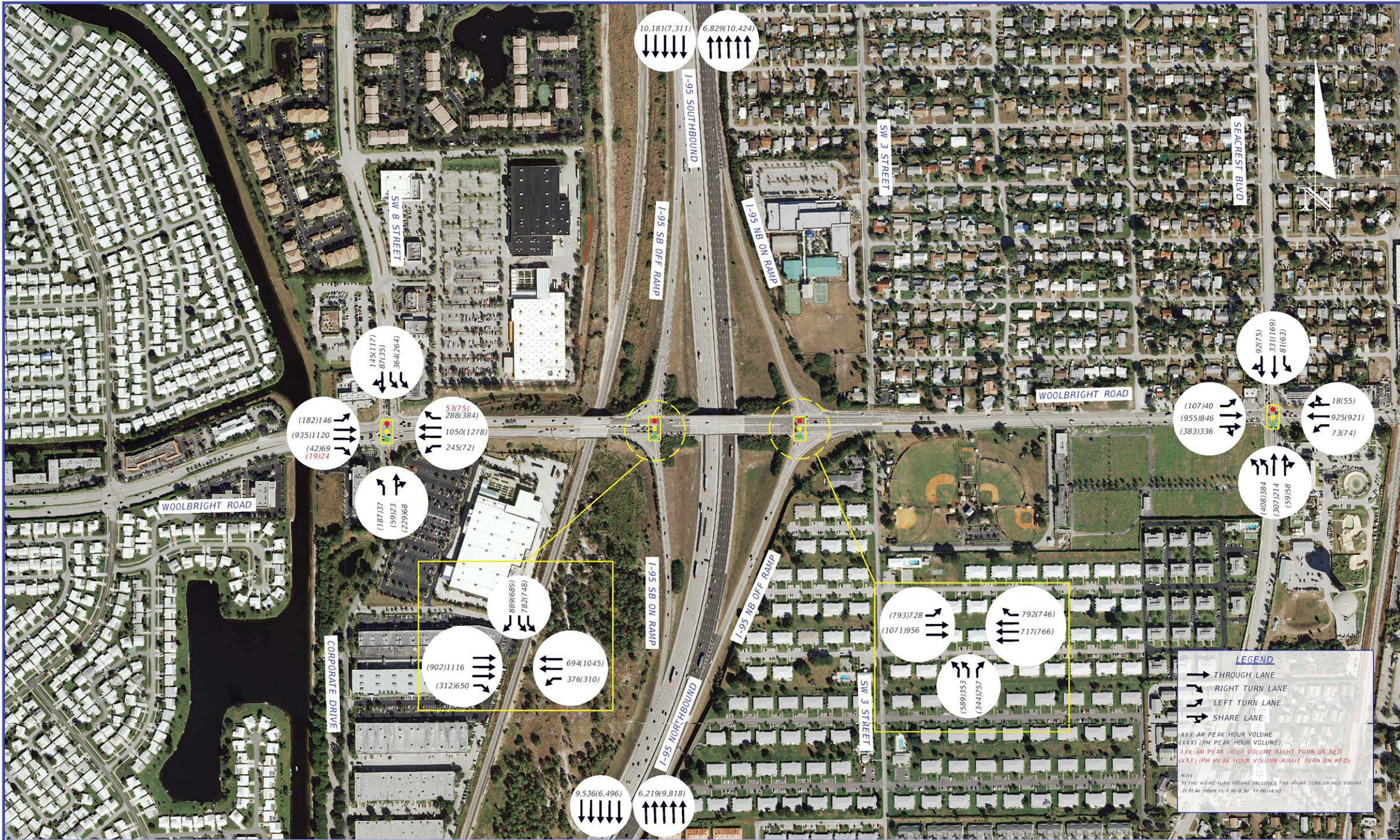


FIGURE 7 2017 INTERSECTION BALANCED TURNING MOVEMENT COUNTS AT WOOLBRIGHT ROAD

4. TRAFFIC FORECASTING

Various traffic forecasting methodologies have been evaluated and summarized under this study. The purpose of this effort is to recommend the most reasonable forecasting method for the study interchanges to develop consistent traffic projections. The forecast methodologies that were reviewed include:

- Regression analysis of at least 5 years of the most recent historical AADTs from FDOT count sites using FDOT Trend analysis spreadsheet (**Appendix E**);
- Regression analysis of at least 5 years of the most recent historical AADTs from FDOT count sites and the 2040 model volumes from the SERPM 7.062 projections using FDOT Trend analysis spreadsheet (**Appendix E**);
- Socioeconomic growth for TAZs within 2-mile buffer of the study interchanges between the SERPM 7.062 base year 2010 and future year 2040, and;
- Comprehensive traffic forecasting method, which first calculated the percent difference between the 2017 AADT from field data and the projected 2017 AADT interpolated from 2010 and 2040 SERPM 7.062 projections, and then maintained this percent difference and applied to 2040 SERPM 7.062 projections to calculate 2040 AADT.

The growth rates of historical counts, historical counts plus model projections, SERPM socioeconomic growth, and the comprehensive model to model projections methodology were summarized and compared with each other. The growth rates comparison results were shown in **Table 3**.

Based on the comparison and discussions with FDOT Project Manager, the comprehensive traffic forecasting method was used to develop the AADT for these PD&E studies. The traffic forecasting methodology used for each approach of each intersection was based on the 2017 AADT (from field), and 2010 and 2040 SERPM 7.062 model volumes. The 2017 model volume was interpolated using 2010 and 2040 model volumes. Then the percent differences of 2017 AADT and interpolated 2017 forecasted AADT from model was calculated. The recommended 2040 AADT were calculated by applying this percent difference to the 2040 SERPM 7.062 model volumes. Then the 2020 and 2030 volumes were interpolated using 2017 AADT and recommended 2040 volumes.

For the roadway segments where the SERPM 7.062 2040 model volumes are lower than the SERPM 7.062 2010 model volumes, or are not included in the SERPM 7 network, the future 2020, 2030, and 2040 AADTs were calculated using 2017 AADT and a compound growth factor of 0.5%. For all the roadway links, the 2017 and 2040 AADT has been compared, and a minimum compound growth rate of 0.5% has been adopted. The recommended future AADTs are summarized in **Table 4**. The AADT projections are depicted in **Figure 8** through **Figure 10**.

Table 3 Growth Rates Summary

| Interchange | Intersection | Location | Historical | Historical + SERPM 7.062 Model | SERPM 7.062 Model Volumes | | | SERPM 7.062 TAZ (2-Mile Buffer) | | | | | |
|--------------------|--------------------------------|------------------------------------------|--------------|-----------------------------------|---------------------------|----------------|-------------------|---------------------------------|-------|-------------|------------|-------|-------------|
| | | | | | 2010 | 2040 | Model Growth Rate | Population | | | Employment | | |
| | | | | | | | | 2010 | 2040 | Growth Rate | 2010 | 2040 | Growth Rate |
| I-95 | | I-95 north of Boynton Beach Blvd | 3.90% | 1.31% | 228,797 | 257,181 | 0.39% | 50707 | 67940 | 1.0% | 25890 | 33870 | 0.9% |
| Boynton Beach Blvd | I-95 Ramps | I-95 SB Off Ramp to Boynton Beach Blvd | | | 13,135 | 15,608 | 0.58% | | | | | | |
| | | I-95 NB On Ramp from Boynton Beach Blvd | | | 12,751 | 15,192 | 0.59% | | | | | | |
| | | I-95 NB Off Ramp to Boynton Beach Blvd | | | 12,551 | 14,317 | 0.44% | | | | | | |
| | | I-95 SB On Ramp from Boynton Beach Blvd | | | 13,057 | 15,345 | 0.54% | | | | | | |
| I-95 | | I-95 north of Woolbright Road | 2.83% | 2.25% | 228,517 | 256,040 | 0.38% | | | | | | |
| Woolbright Road | SW 8th St / Corporate Drive | SW 8 St north of Woolbright Road | 4.41% | 0.16% | 4,643 | 5,819 | 0.76% | | | | | | |
| | | Woolbright Road east of SW 8 St | | | 24,942 | 30,934 | 0.72% | | | | | | |
| | | Corporate Drive south of Woolbright Road | | | - | - | - | | | | | | |
| | | Woolbright Road west of SW 8 St | | | 21,620 | 26,408 | 0.67% | | | | | | |
| | I-95 SB Ramps | I-95 SB Off Ramp | | | 14,138 | 17,229 | 0.66% | | | | | | |
| | | Woolbright Road east of I-95 SB Ramps | | | 28,065 | 34,163 | 0.66% | | | | | | |
| | | I-95 SB On Ramp | | | 10,781 | 12,362 | 0.46% | | | | | | |
| | | Woolbright Road west of I-95 SB Ramps | 3.73% | -0.48% | 24,942 | 30,934 | 0.72% | | | | | | |
| | I-95 NB Ramps | I-95 NB on Ramp | | | 14,167 | 16,362 | 0.48% | | | | | | |
| | | Woolbright Road east of I-95 NB Ramps | 1.22% | 0.16% | 33,662 | 39,402 | 0.53% | | | | | | |
| | | I-95 NB Off Ramp | | | 28,065 | 34,163 | 0.66% | | | | | | |
| | | Woolbright Road west of I-95 NB Ramps | | | 28,065 | 34,163 | 0.66% | | | | | | |
| | S Seacrest Blvd | S Seacrest Blvd north of Woolbright Road | -1.09% | 1.13% | 8,740 | 10,643 | 0.66% | | | | | | |
| | | Woolbright Road east of S Seacrest Blvd | | | 21,961 | 27,171 | 0.71% | | | | | | |
| | | S Seacrest Blvd south of Woolbright Road | 1.36% | -0.50% | 15,694 | 19,410 | 0.71% | | | | | | |
| | | Woolbright Road west of S Seacrest Blvd | | | 31,302 | 36,524 | 0.52% | | | | | | |
| I-95 | | I-95 south of Woolbright Road | 2.51% | 1.35% | 221,692 | 247,214 | 0.36% | | | | | | |
| Atlantic Avenue | I-95 Ramps | I-95 SB Off Ramp to Atlantic Avenue | | | 14,268 | 16,864 | 0.56% | | | | | | |
| | | I-95 NB On Ramp from Atlantic Avenue | | | 13,241 | 16,530 | 0.74% | | | | | | |
| | | I-95 NB Off Ramp to Atlantic Avenue | | | 19,834 | 22,635 | 0.44% | | | | | | |
| | | I-95 SB On Ramp from Atlantic Avenue EB | | | 13,356 | 13,496 | 0.03% | | | | | | |
| | | I-95 SB On Ramp from Atlantic Avenue WB | | | 6,670 | 7,978 | 0.60% | | | | | | |
| I-95 | | I-95 south of Atlantic Avenue | 2.53% | 1.31% | 234,044 | 257,929 | 0.32% | | | | | | |

Table 4 Recommended Future AADT

| Interchange | Intersection | Location | SERPM 7.062 Model Volumes | | | | 2017 Difference (Model vs AADT) (%) | 2017 AADT | Future Forecasted AADT | | | |
|---------------------------|-----------------------------|------------------------------------------|---------------------------|----------------|--------------|----------------|-------------------------------------------|----------------|------------------------|----------------|----------------|----------------|
| | | | 2010 | 2040 | Growth Rate | 2017 | | | 2020 | 2030 | 2040 | 2045 |
| I-95 | | I-95 north of Boynton Beach Blvd | 228,797 | 257,181 | 0.39% | 234,211 | 1% | 232,000 | 236,000 | 249,000 | 262,000 | 269,000 |
| Boynton Beach Blvd | I-95 Ramps | I-95 SB Off Ramp to Boynton Beach Blvd | 13,135 | 15,608 | 0.58% | 13,596 | -3% | 14,000 | 14,300 | 15,100 | 16,100 | 16,600 |
| | | I-95 NB On Ramp from Boynton Beach Blvd | 12,751 | 15,192 | 0.59% | 13,206 | -6% | 14,000 | 14,300 | 15,100 | 16,100 | 16,600 |
| | | I-95 NB Off Ramp to Boynton Beach Blvd | 12,551 | 14,317 | 0.44% | 12,886 | 17% | 11,000 | 11,200 | 11,800 | 12,400 | 12,700 |
| | | I-95 SB On Ramp from Boynton Beach Blvd | 13,057 | 15,345 | 0.54% | 13,486 | 23% | 11,000 | 11,200 | 11,800 | 12,500 | 12,800 |
| I-95 | | I-95 north of Woolbright Road | 228,517 | 256,040 | 0.38% | 233,774 | 3% | 226,000 | 230,000 | 242,000 | 255,000 | 261,000 |
| Woolbright Road | SW 8th St / Corporate Drive | SW 8 St north of Woolbright Road | 4,643 | 5,819 | 0.76% | 4,857 | -70% | 16,000 | 16,500 | 17,700 | 19,200 | 19,900 |
| | | Woolbright Road east of SW 8 St | 24,942 | 30,934 | 0.72% | 26,039 | -38% | 42,000 | 43,000 | 46,000 | 50,000 | 52,000 |
| | | Corporate Drive south of Woolbright Road | - | - | - | - | - | 8,200 | 8,400 | 8,700 | 9,200 | 9,400 |
| | | Woolbright Road west of SW 8 St | 21,620 | 26,408 | 0.67% | 22,503 | -39% | 37,000 | 38,000 | 40,000 | 43,000 | 44,000 |
| | I-95 SB Ramps | I-95 SB Off Ramp | 14,138 | 17,229 | 0.66% | 14,708 | -26% | 20,000 | 20,500 | 21,800 | 23,400 | 24,000 |
| | | Woolbright Road east of I-95 SB Ramps | 28,065 | 34,163 | 0.66% | 29,191 | -29% | 41,000 | 42,000 | 45,000 | 48,000 | 50,000 |
| | | I-95 SB On Ramp | 10,781 | 12,362 | 0.46% | 11,080 | 1% | 11,000 | 11,200 | 11,800 | 12,400 | 12,700 |
| | | Woolbright Road west of I-95 SB Ramps | 24,942 | 30,934 | 0.72% | 26,039 | -38% | 42,000 | 43,000 | 46,000 | 50,000 | 52,000 |
| | I-95 NB Ramps | I-95 NB on Ramp | 14,167 | 16,362 | 0.48% | 14,581 | -23% | 19,000 | 19,400 | 20,300 | 21,400 | 21,900 |
| | | Woolbright Road east of I-95 NB Ramps | 33,662 | 39,402 | 0.53% | 34,739 | -13% | 40,000 | 41,000 | 43,000 | 45,000 | 46,000 |
| | | I-95 NB Off Ramp | 28,065 | 34,163 | 0.66% | 29,191 | 165% | 11,000 | 11,300 | 12,000 | 12,900 | 13,300 |
| | | Woolbright Road west of I-95 NB Ramps | 28,065 | 34,163 | 0.66% | 29,191 | -29% | 41,000 | 42,000 | 45,000 | 48,000 | 50,000 |
| | S Seacrest Blvd | S Seacrest Blvd north of Woolbright Road | 8,740 | 10,643 | 0.66% | 9,091 | -9% | 10,000 | 10,300 | 10,900 | 11,700 | 12,100 |
| | | Woolbright Road east of S Seacrest Blvd | 21,961 | 27,171 | 0.71% | 22,916 | -21% | 29,000 | 30,000 | 32,000 | 34,000 | 35,000 |
| | | S Seacrest Blvd south of Woolbright Road | 15,694 | 19,410 | 0.71% | 16,375 | -18% | 20,000 | 20,600 | 22,000 | 23,700 | 24,600 |
| | | Woolbright Road west of S Seacrest Blvd | 31,302 | 36,524 | 0.52% | 32,283 | -19% | 40,000 | 41,000 | 43,000 | 45,000 | 46,000 |
| I-95 | | I-95 south of Woolbright Road | 221,692 | 247,214 | 0.36% | 226,576 | 8% | 209,000 | 213,000 | 224,000 | 236,000 | 241,000 |
| Atlantic Avenue | I-95 Ramps | I-95 SB Off Ramp to Atlantic Avenue | 14,268 | 16,864 | 0.56% | 14,753 | -8% | 16,000 | 16,300 | 17,200 | 18,300 | 18,800 |
| | | I-95 NB On Ramp from Atlantic Avenue | 13,241 | 16,530 | 0.74% | 13,842 | 6% | 13,000 | 13,400 | 14,300 | 15,500 | 16,100 |
| | | I-95 NB Off Ramp to Atlantic Avenue | 19,834 | 22,635 | 0.44% | 20,365 | 27% | 16,000 | 16,300 | 17,100 | 18,000 | 18,400 |
| | | I-95 SB On Ramp from Atlantic Avenue EB | 13,356 | 13,496 | 0.03% | 13,384 | 52% | 8,800 | 9,000 | 9,400 | 9,900 | 10,100 |
| | | I-95 SB On Ramp from Atlantic Avenue WB | 6,670 | 7,978 | 0.60% | 6,913 | 13% | 6,100 | 6,200 | 6,600 | 7,000 | 7,200 |
| I-95 | | I-95 south of Atlantic Avenue | 234,044 | 257,929 | 0.32% | 238,637 | 13% | 211,000 | 215,000 | 226,000 | 237,000 | 242,000 |

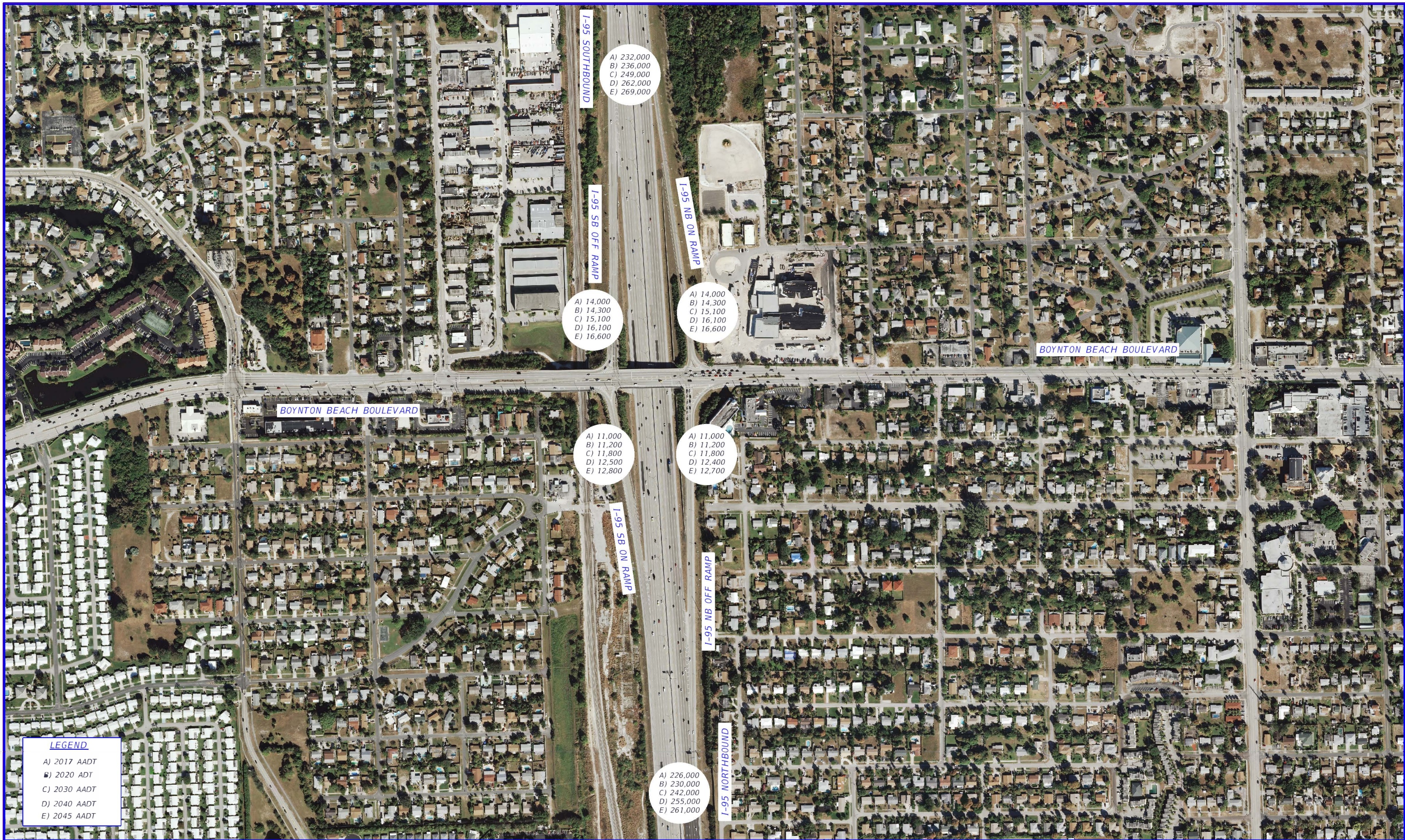


FIGURE 8 FORECASTED FUTURE AADT I-95 AT BOYNTON BEACH BOULEVARD INTERCHANGE

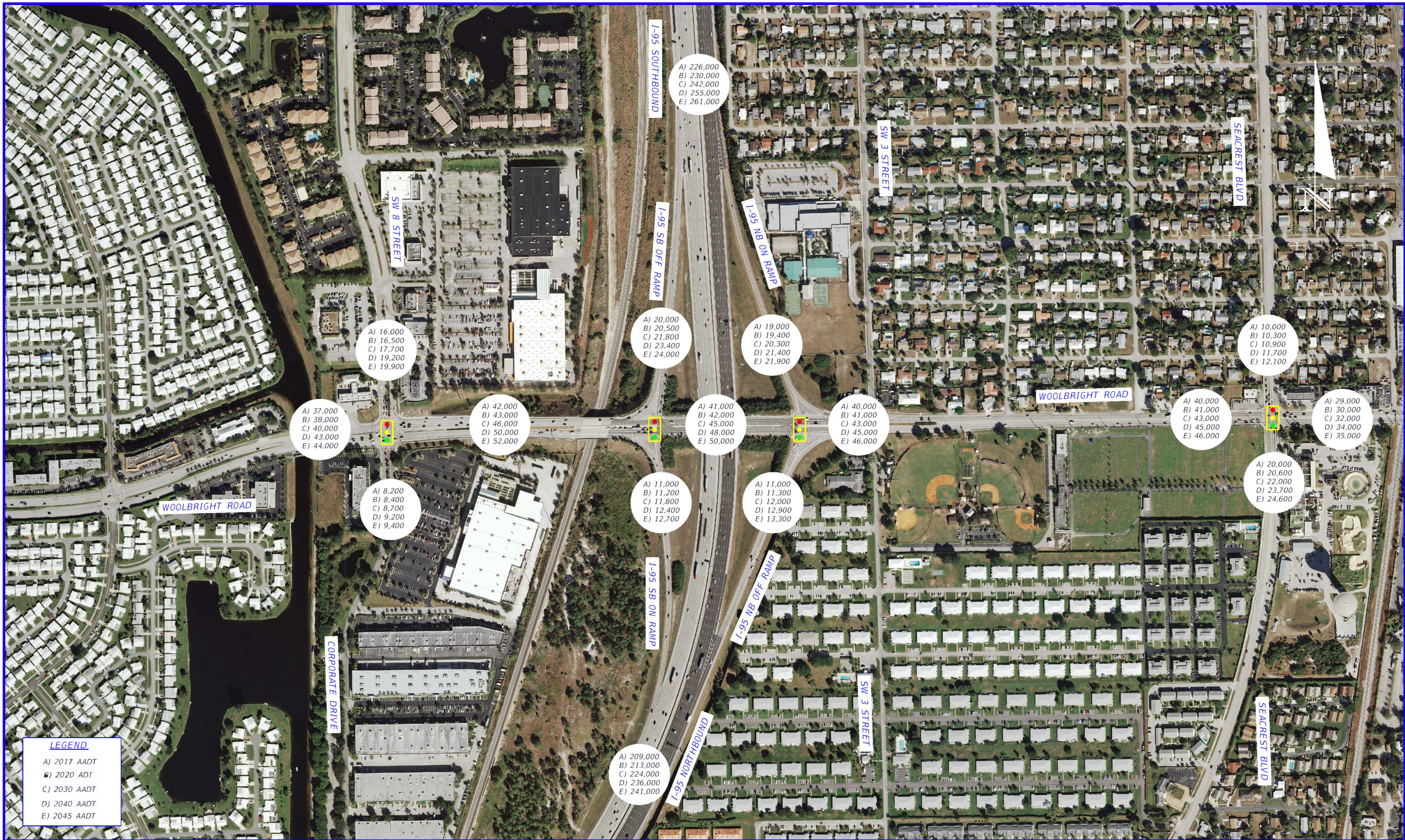


FIGURE 9 FORECASTED FUTURE AADT I-95 AT WOOLBRIGHT ROAD INTERCHANGE

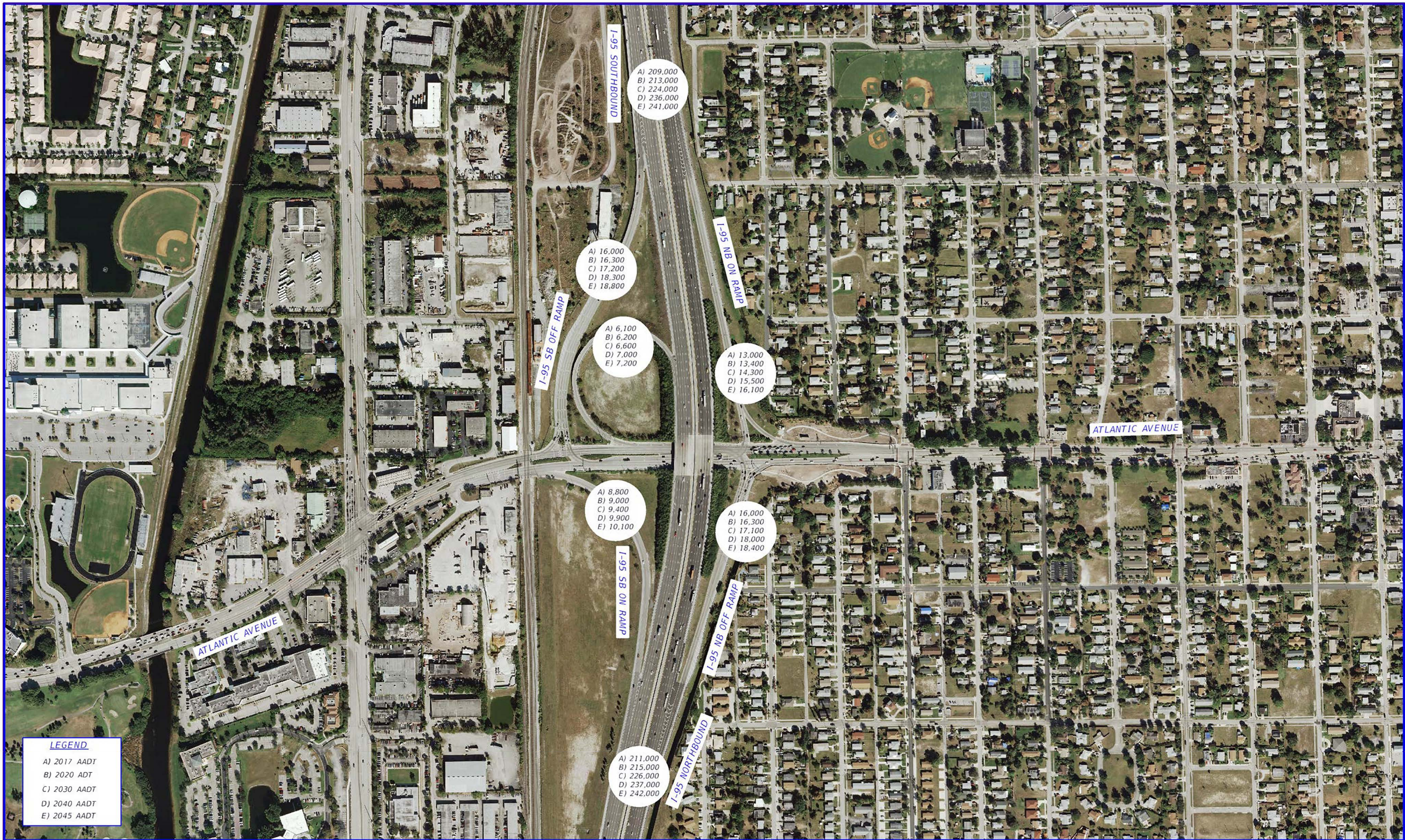


FIGURE 10 FORECASTED FUTURE AADT I-95 AT ATLANTIC AVENUE INTERCHANGE

Traffic Count 2019

County: 99
 Station: 9066
 Description: I-95 NB ON RAMP NORTH OF WOOLBRIGHT RD
 Start Date: 04/10/2019
 Start Time: 0000

Direction: N

| Time | 1st | 2nd | 3rd | 4th | Total |
|------|-----|-----|-----|-----|-------|
| 0000 | 24 | 39 | 33 | 25 | 121 |
| 0100 | 22 | 23 | 17 | 9 | 71 |
| 0200 | 10 | 12 | 15 | 6 | 43 |
| 0300 | 15 | 22 | 22 | 17 | 76 |
| 0400 | 17 | 22 | 37 | 33 | 109 |
| 0500 | 44 | 76 | 83 | 89 | 292 |
| 0600 | 122 | 147 | 218 | 233 | 720 |
| 0700 | 333 | 304 | 409 | 340 | 1386 |
| 0800 | 365 | 336 | 357 | 327 | 1385 |
| 0900 | 290 | 296 | 261 | 274 | 1121 |
| 1000 | 240 | 255 | 284 | 240 | 1019 |
| 1100 | 270 | 284 | 296 | 293 | 1143 |
| 1200 | 274 | 289 | 271 | 244 | 1078 |
| 1300 | 286 | 264 | 278 | 282 | 1110 |
| 1400 | 309 | 306 | 295 | 328 | 1238 |
| 1500 | 324 | 350 | 392 | 385 | 1451 |
| 1600 | 399 | 396 | 389 | 403 | 1587 |
| 1700 | 435 | 431 | 402 | 359 | 1627 |
| 1800 | 323 | 322 | 297 | 259 | 1201 |
| 1900 | 248 | 202 | 220 | 165 | 835 |
| 2000 | 202 | 158 | 168 | 155 | 683 |
| 2100 | 155 | 156 | 116 | 106 | 533 |
| 2200 | 106 | 91 | 86 | 76 | 359 |
| 2300 | 87 | 73 | 53 | 35 | 248 |

24-Hour Totals: 19436

Peak Volume Information

| | Hour | Volume |
|-------|------|--------|
| A.M. | 730 | 1450 |
| P.M. | 1645 | 1671 |
| Daily | 1645 | 1671 |

County: 99
 Station: 9066
 Description: I-95 NB ON RAMP NORTH OF WOOLBRIGHT RD
 Start Date: 04/11/2019
 Start Time: 0000

Direction: N

| Time | 1st | 2nd | 3rd | 4th | Total |
|------|-----|-----|-----|-----|-------|
| 0000 | 47 | 45 | 37 | 23 | 152 |
| 0100 | 26 | 16 | 14 | 24 | 80 |
| 0200 | 21 | 19 | 14 | 20 | 74 |
| 0300 | 21 | 13 | 14 | 17 | 65 |
| 0400 | 15 | 35 | 43 | 43 | 136 |
| 0500 | 62 | 58 | 87 | 89 | 296 |
| 0600 | 120 | 139 | 228 | 232 | 719 |
| 0700 | 326 | 339 | 329 | 360 | 1354 |
| 0800 | 375 | 345 | 338 | 346 | 1404 |
| 0900 | 275 | 288 | 294 | 269 | 1126 |
| 1000 | 294 | 280 | 236 | 291 | 1101 |
| 1100 | 257 | 277 | 264 | 270 | 1068 |
| 1200 | 281 | 274 | 299 | 284 | 1138 |
| 1300 | 284 | 268 | 265 | 313 | 1130 |
| 1400 | 316 | 292 | 320 | 339 | 1267 |
| 1500 | 357 | 365 | 395 | 355 | 1472 |
| 1600 | 391 | 404 | 428 | 372 | 1595 |
| 1700 | 433 | 434 | 395 | 344 | 1606 |
| 1800 | 332 | 323 | 278 | 250 | 1183 |
| 1900 | 243 | 247 | 270 | 183 | 943 |
| 2000 | 219 | 192 | 168 | 170 | 749 |
| 2100 | 185 | 143 | 133 | 139 | 600 |
| 2200 | 131 | 108 | 113 | 84 | 436 |
| 2300 | 73 | 62 | 61 | 43 | 239 |

24-Hour Totals: 19933

Peak Volume Information

| | Hour | Volume |
|-------|------|--------|
| A.M. | 745 | 1418 |
| P.M. | 1630 | 1667 |
| Daily | 1630 | 1667 |

County: 99
 Station: 9067
 Description: I-95 SB ON RAMP SOUTH OF WOOLBRIGHT RD
 Start Date: 04/10/2019
 Start Time: 0000

Direction: S

| Time | 1st | 2nd | 3rd | 4th | Total |
|------|-----|-----|-----|-----|-------|
| 0000 | 19 | 14 | 15 | 10 | 58 |
| 0100 | 17 | 15 | 12 | 9 | 53 |
| 0200 | 2 | 7 | 6 | 5 | 20 |
| 0300 | 11 | 9 | 7 | 18 | 45 |
| 0400 | 17 | 25 | 30 | 37 | 109 |
| 0500 | 51 | 64 | 95 | 79 | 289 |
| 0600 | 112 | 166 | 211 | 211 | 700 |
| 0700 | 241 | 294 | 345 | 297 | 1177 |
| 0800 | 337 | 321 | 306 | 258 | 1222 |
| 0900 | 197 | 229 | 223 | 202 | 851 |
| 1000 | 202 | 199 | 186 | 160 | 747 |
| 1100 | 179 | 173 | 184 | 176 | 712 |
| 1200 | 185 | 170 | 180 | 175 | 710 |
| 1300 | 171 | 167 | 196 | 175 | 709 |
| 1400 | 174 | 208 | 191 | 186 | 759 |
| 1500 | 177 | 193 | 217 | 171 | 758 |
| 1600 | 165 | 173 | 183 | 177 | 698 |
| 1700 | 201 | 194 | 163 | 154 | 712 |
| 1800 | 130 | 143 | 131 | 104 | 508 |
| 1900 | 121 | 122 | 106 | 127 | 476 |
| 2000 | 114 | 70 | 91 | 62 | 337 |
| 2100 | 66 | 90 | 66 | 70 | 292 |
| 2200 | 55 | 52 | 63 | 54 | 224 |
| 2300 | 42 | 38 | 35 | 25 | 140 |

24-Hour Totals: 12306

Peak Volume Information

| | Hour | Volume |
|-------|------|--------|
| A.M. | 730 | 1300 |
| P.M. | 1445 | 773 |
| Daily | 730 | 1300 |

County: 99
 Station: 9067
 Description: I-95 SB ON RAMP SOUTH OF WOOLBRIGHT RD
 Start Date: 04/11/2019
 Start Time: 0000

Direction: S

| Time | 1st | 2nd | 3rd | 4th | Total |
|------|-----|-----|-----|-----|-------|
| 0000 | 21 | 25 | 24 | 17 | 87 |
| 0100 | 20 | 10 | 6 | 8 | 44 |
| 0200 | 15 | 5 | 9 | 12 | 41 |
| 0300 | 9 | 16 | 16 | 16 | 57 |
| 0400 | 15 | 20 | 44 | 28 | 107 |
| 0500 | 48 | 57 | 99 | 91 | 295 |
| 0600 | 102 | 150 | 196 | 225 | 673 |
| 0700 | 233 | 303 | 281 | 302 | 1119 |
| 0800 | 346 | 333 | 273 | 285 | 1237 |
| 0900 | 244 | 227 | 233 | 194 | 898 |
| 1000 | 179 | 210 | 189 | 194 | 772 |
| 1100 | 184 | 169 | 157 | 189 | 699 |
| 1200 | 181 | 198 | 177 | 171 | 727 |
| 1300 | 178 | 200 | 200 | 163 | 741 |
| 1400 | 174 | 173 | 211 | 168 | 726 |
| 1500 | 198 | 206 | 188 | 200 | 792 |
| 1600 | 195 | 188 | 204 | 174 | 761 |
| 1700 | 192 | 211 | 175 | 179 | 757 |
| 1800 | 161 | 151 | 128 | 128 | 568 |
| 1900 | 117 | 125 | 105 | 96 | 443 |
| 2000 | 96 | 96 | 78 | 90 | 360 |
| 2100 | 89 | 94 | 75 | 76 | 334 |
| 2200 | 49 | 67 | 37 | 47 | 200 |
| 2300 | 31 | 48 | 52 | 25 | 156 |

24-Hour Totals: 12594

Peak Volume Information

| | Hour | Volume |
|-------|------|--------|
| A.M. | 730 | 1262 |
| P.M. | 1500 | 792 |
| Daily | 730 | 1262 |

Woolbright Rd & I-95 NB off Ramp Thursday

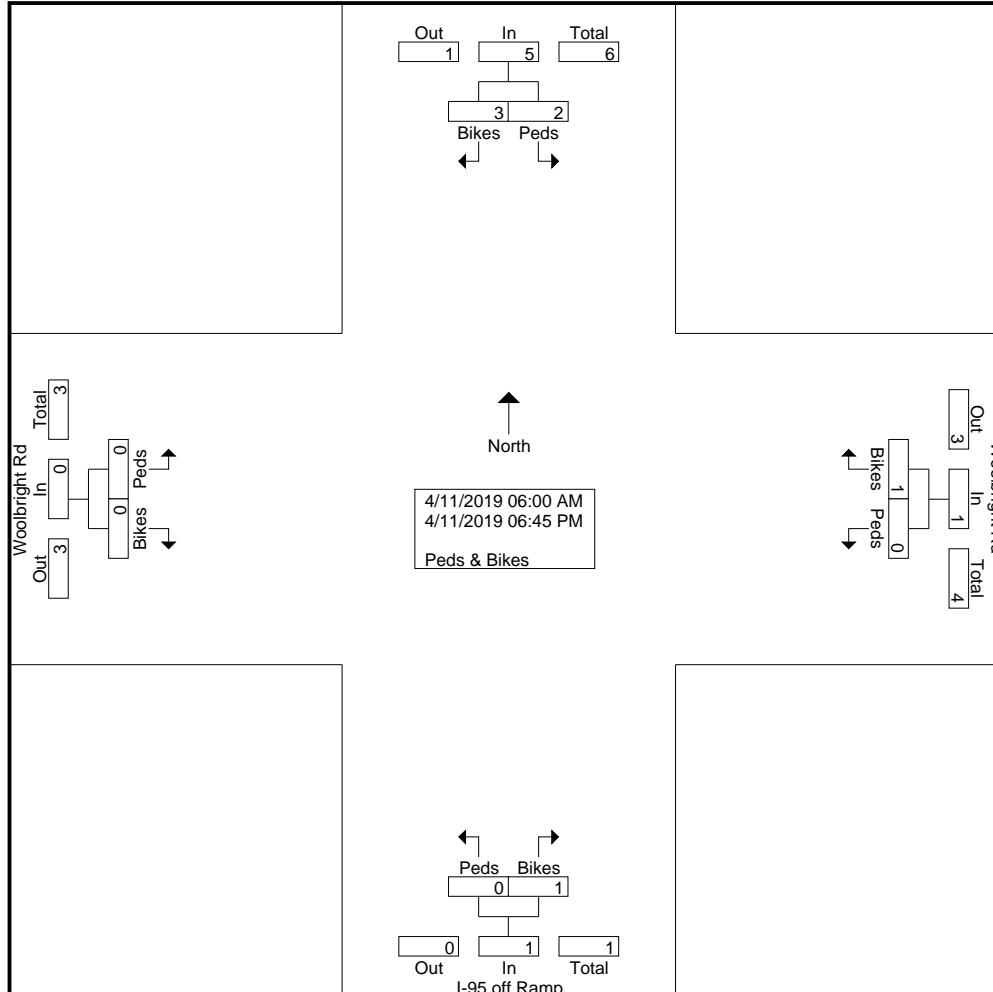
File Name : Woolbright Rd & I-95 NB off Ramp (Thu)
 Site Code : 00000000
 Start Date : 4/11/2019
 Page No : 1

Groups Printed- Peds & Bikes

| Start Time | Southbound | | | I-95 off Ramp Northbound | | | Woolbright Rd Westbound | | | Woolbright Rd Eastbound | | | Int. Total |
|---------------|------------|-------|------------|-----------------------------|-------|------------|----------------------------|-------|------------|----------------------------|-------|------------|------------|
| | Peds | Bikes | App. Total | Peds | Bikes | App. Total | Peds | Bikes | App. Total | Peds | Bikes | App. Total | |
| *** BREAK *** | | | | | | | | | | | | | |
| 07:15 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| *** BREAK *** | | | | | | | | | | | | | |
| Total | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| *** BREAK *** | | | | | | | | | | | | | |
| 08:15 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| *** BREAK *** | | | | | | | | | | | | | |
| Total | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| *** BREAK *** | | | | | | | | | | | | | |
| 04:00 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| *** BREAK *** | | | | | | | | | | | | | |
| Total | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| *** BREAK *** | | | | | | | | | | | | | |
| 05:45 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 06:00 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 06:15 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| *** BREAK *** | | | | | | | | | | | | | |
| Total | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 3 |
| Grand Total | 2 | 3 | 5 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 7 |
| Apprch % | 40 | 60 | | 0 | 100 | | 0 | 100 | | 0 | 0 | | |
| Total % | 28.6 | 42.9 | 71.4 | 0 | 14.3 | 14.3 | 0 | 14.3 | 14.3 | 0 | 0 | 0 | |

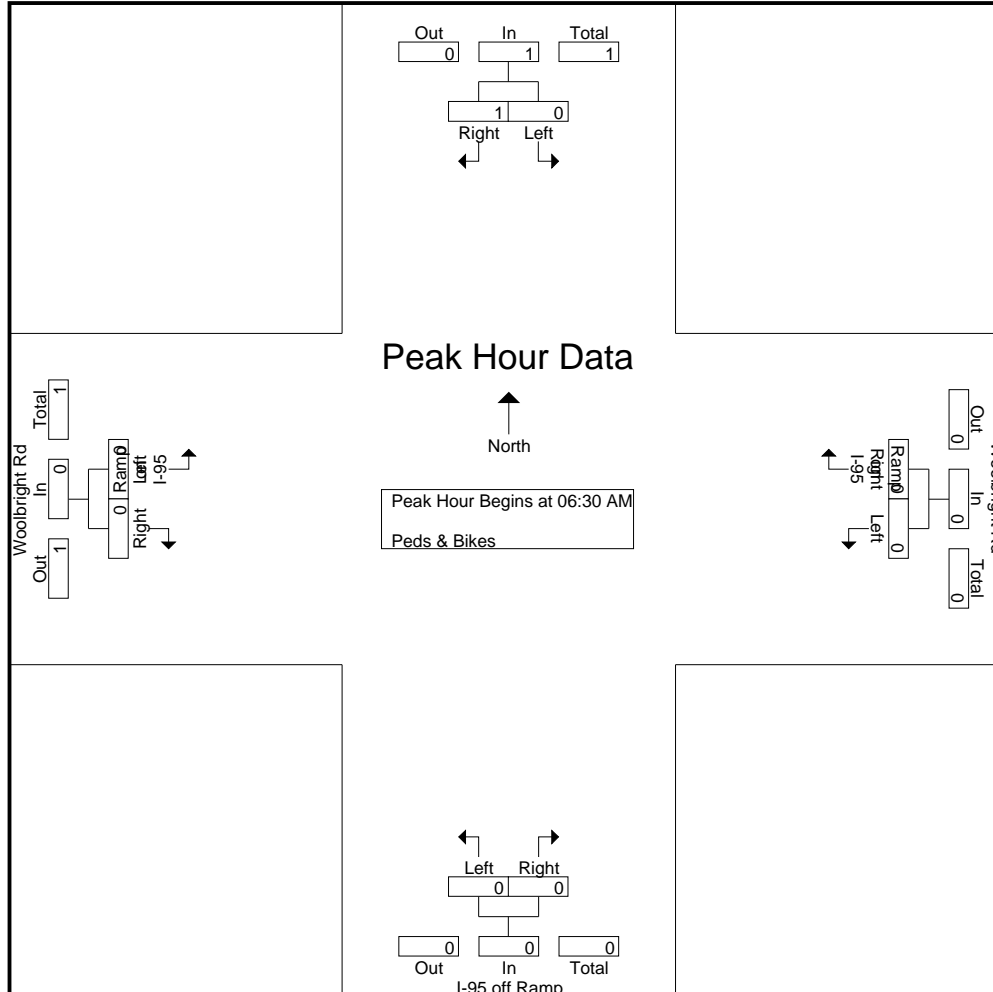
Woolbright Rd & I-95 NB off Ramp Thursday

File Name : Woolbright Rd & I-95 NB off Ramp (Thu)
 Site Code : 00000000
 Start Date : 4/11/2019
 Page No : 2



Woolbright Rd & I-95 NB off Ramp Thursday

File Name : Woolbright Rd & I-95 NB off Ramp (Thu)
 Site Code : 00000000
 Start Date : 4/11/2019
 Page No : 4



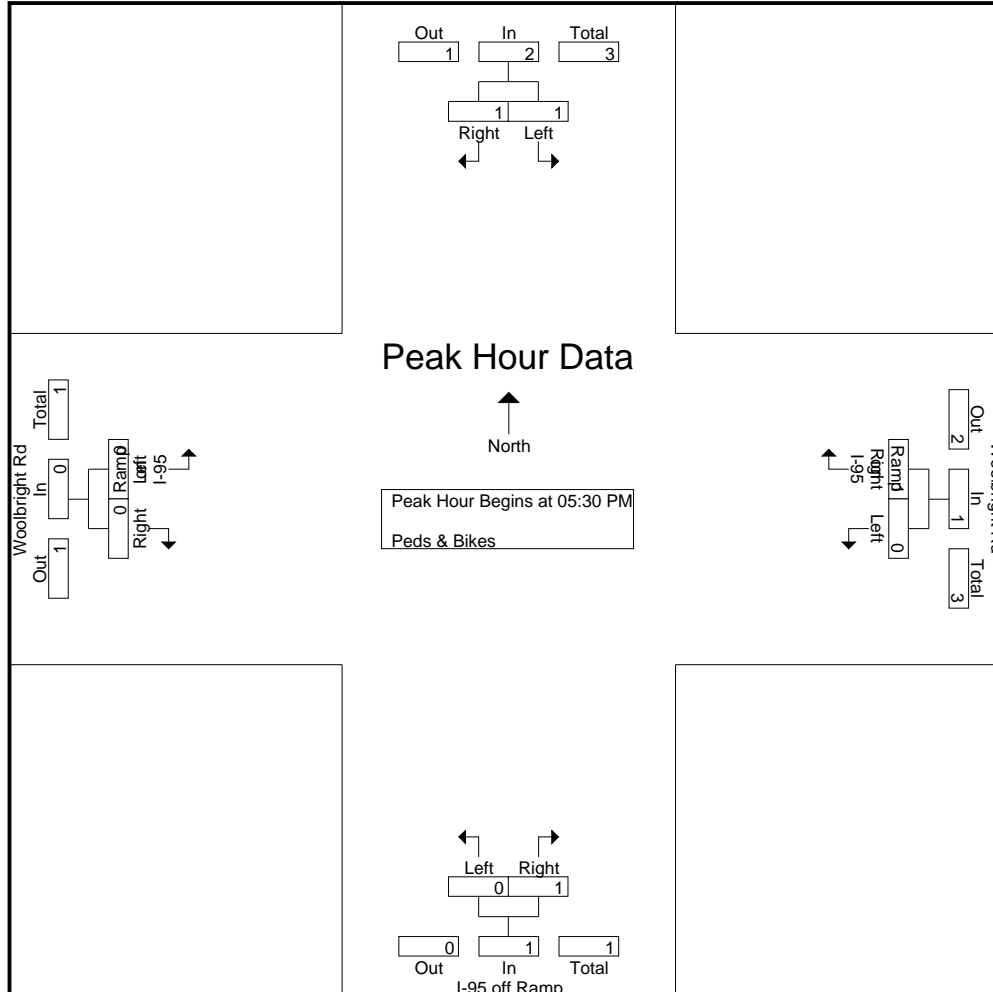
Woolbright Rd & I-95 NB off Ramp Thursday

File Name : Woolbright Rd & I-95 NB off Ramp (Thu)
 Site Code : 00000000
 Start Date : 4/11/2019
 Page No : 5

| Start Time | Southbound | | | I-95 off Ramp Northbound | | | Woolbright Rd Westbound | | | Woolbright Rd Eastbound | | | Int. Total |
|------------------------------------------------------------|------------|-------|------------|--------------------------|-------|------------|-------------------------|-------|------------|-------------------------|-------|------------|------------|
| | Peds | Bikes | App. Total | Peds | Bikes | App. Total | Peds | Bikes | App. Total | Peds | Bikes | App. Total | |
| Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:30 PM | | | | | | | | | | | | | |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:45 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 06:00 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 06:15 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| Total Volume | 1 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 4 |
| % App. Total | 50 | 50 | | 0 | 100 | | 0 | 100 | | 0 | 0 | | |
| PHF | .250 | .250 | .500 | .000 | .250 | .250 | .000 | .250 | .250 | .000 | .000 | .000 | .500 |

Woolbright Rd & I-95 NB off Ramp Thursday

File Name : Woolbright Rd & I-95 NB off Ramp (Thu)
 Site Code : 00000000
 Start Date : 4/11/2019
 Page No : 6



Woolbright Rd & I-95 NB off Ramp Thursday

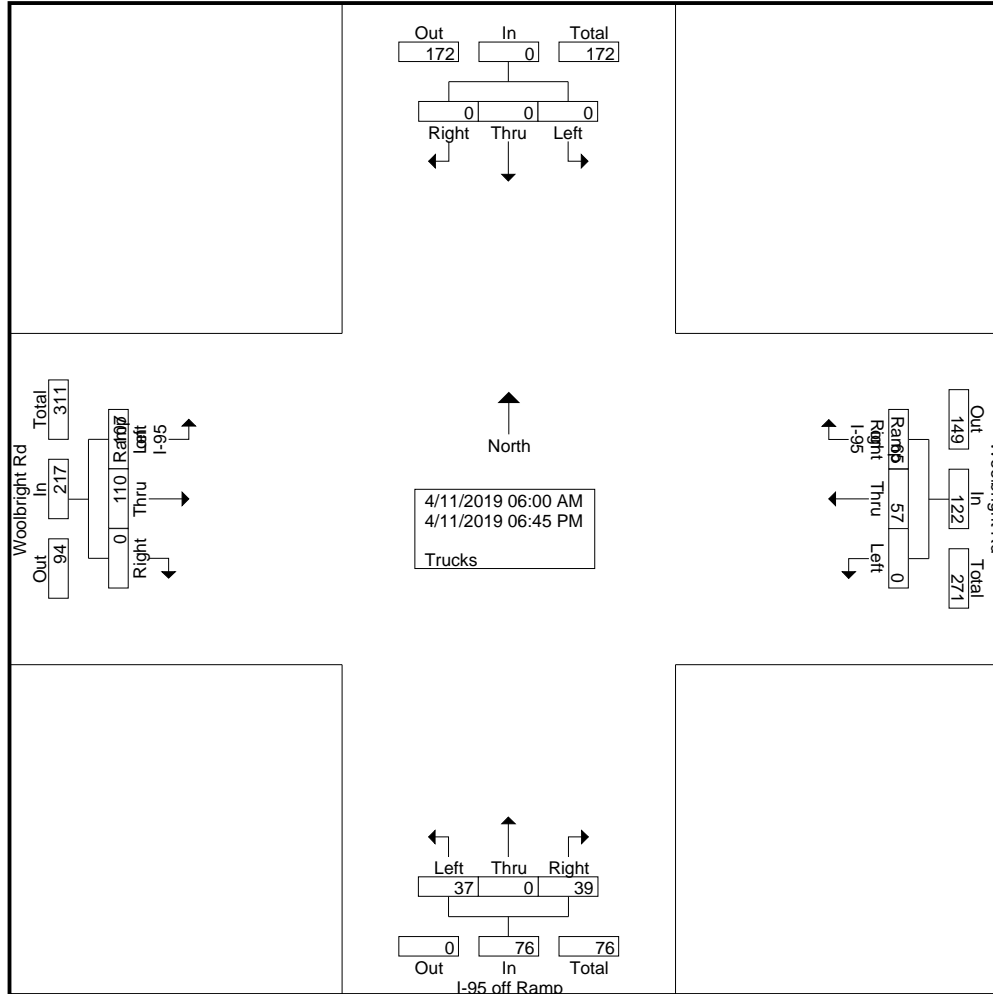
File Name : Woolbright Rd & I-95 NB off Ramp (Thu)
 Site Code : 00000000
 Start Date : 4/11/2019
 Page No : 1

Groups Printed- Trucks

| Start Time | Southbound | | | | | I-95 off Ramp Northbound | | | | | Woolbright Rd Westbound | | | | | Woolbright Rd Eastbound | | | | | Int. Total |
|--------------------|------------|------|------|-------|------------|--------------------------|------|------|-------|------------|-------------------------|------|------|--------------------|------------|-------------------------|-------------------|------|-------|------------|------------|
| | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right I-95 on Ramp | App. Total | U-Turns | Left I-95 on Ramp | Thru | Right | App. Total | |
| 06:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 6 | 6 | 0 | 12 | 16 |
| 06:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 1 | 3 | 0 | 4 | 5 | 0 | 9 | 13 |
| 06:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 2 | 1 | 3 | 0 | 9 | 2 | 0 | 11 | 17 |
| 06:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 3 | 0 | 0 | 3 | 3 | 6 | 0 | 3 | 4 | 0 | 7 | 16 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 6 | 9 | 0 | 0 | 7 | 7 | 14 | 0 | 22 | 17 | 0 | 39 | 62 |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 3 | 0 | 0 | 3 | 1 | 4 | 0 | 0 | 4 | 0 | 4 | 11 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 5 | 0 | 0 | 2 | 4 | 6 | 0 | 0 | 9 | 0 | 9 | 20 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 5 | 0 | 0 | 3 | 4 | 7 | 0 | 4 | 9 | 0 | 13 | 25 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 3 | 0 | 0 | 3 | 6 | 9 | 0 | 3 | 8 | 0 | 11 | 23 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 7 | 16 | 0 | 0 | 11 | 15 | 26 | 0 | 7 | 30 | 0 | 37 | 79 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 7 | 0 | 0 | 2 | 2 | 4 | 0 | 9 | 12 | 0 | 21 | 32 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 4 | 0 | 0 | 2 | 3 | 5 | 0 | 2 | 14 | 0 | 16 | 25 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 5 | 0 | 0 | 3 | 2 | 5 | 0 | 5 | 12 | 0 | 17 | 27 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 4 | 0 | 0 | 5 | 4 | 9 | 0 | 4 | 7 | 0 | 11 | 24 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 10 | 20 | 0 | 0 | 12 | 11 | 23 | 0 | 20 | 45 | 0 | 65 | 108 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 6 | 8 | 14 | 0 | 5 | 2 | 0 | 7 | 25 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 7 | 0 | 0 | 3 | 3 | 6 | 0 | 19 | 3 | 0 | 22 | 35 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 5 | 0 | 0 | 4 | 1 | 5 | 0 | 7 | 3 | 0 | 10 | 20 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 3 | 0 | 0 | 3 | 2 | 5 | 0 | 3 | 0 | 0 | 3 | 11 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 11 | 19 | 0 | 0 | 16 | 14 | 30 | 0 | 34 | 8 | 0 | 42 | 91 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 4 | 6 | 0 | 3 | 1 | 0 | 4 | 12 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 2 | 0 | 4 | 4 | 0 | 8 | 11 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 3 | 1 | 4 | 0 | 1 | 0 | 0 | 1 | 7 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 2 | 3 | 0 | 5 | 2 | 0 | 7 | 12 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 3 | 7 | 0 | 0 | 7 | 8 | 15 | 0 | 13 | 7 | 0 | 20 | 42 |
| 06:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 5 | 6 | 0 | 2 | 1 | 0 | 3 | 10 |
| 06:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 3 | 0 | 4 | 1 | 0 | 5 | 10 |
| 06:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 2 | 0 | 1 | 1 | 0 | 2 | 5 |
| 06:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 1 | 3 | 0 | 4 | 0 | 0 | 4 | 8 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 5 | 0 | 0 | 4 | 10 | 14 | 0 | 11 | 3 | 0 | 14 | 33 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 39 | 76 | 0 | 0 | 57 | 65 | 122 | 0 | 107 | 110 | 0 | 217 | 415 |
| Apprch % | 0 | 0 | 0 | 0 | 0 | 0 | 48.7 | 0 | 51.3 | | 0 | 0 | 46.7 | 53.3 | | 0 | 49.3 | 50.7 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 0 | 8.9 | 0 | 9.4 | 18.3 | 0 | 0 | 13.7 | 15.7 | 29.4 | 0 | 25.8 | 26.5 | 0 | 52.3 | |

Woolbright Rd & I-95 NB off Ramp Thursday

File Name : Woolbright Rd & I-95 NB off Ramp (Thu)
 Site Code : 00000000
 Start Date : 4/11/2019
 Page No : 2



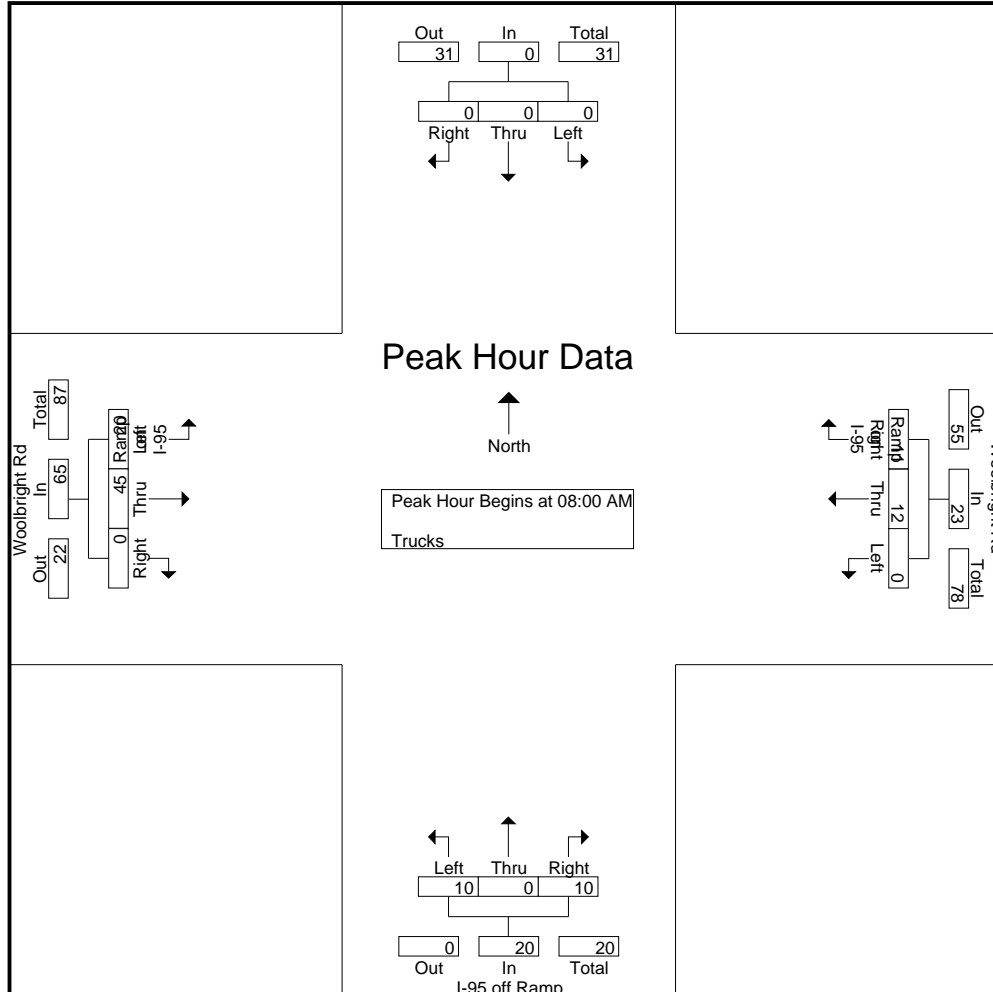
Woolbright Rd & I-95 NB off Ramp Thursday

File Name : Woolbright Rd & I-95 NB off Ramp (Thu)
 Site Code : 00000000
 Start Date : 4/11/2019
 Page No : 3

| Start Time | Southbound | | | | | I-95 off Ramp Northbound | | | | | Woolbright Rd Westbound | | | | | Woolbright Rd Eastbound | | | | | Int. Total | |
|------------------------------------------------------------|------------|------|------|-------|------------|--------------------------|------|------|-------|------------|-------------------------|------|------|--------------------|------------|-------------------------|-------------------|------|-------|------------|------------|--|
| | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right I-95 on Ramp | App. Total | U-Turns | Left I-95 on Ramp | Thru | Right | App. Total | | |
| Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 7 | 0 | 0 | 2 | 2 | 4 | 0 | 9 | 12 | 0 | 21 | 32 | |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 4 | 0 | 0 | 2 | 3 | 5 | 0 | 2 | 14 | 0 | 16 | 25 | |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 5 | 0 | 0 | 3 | 2 | 5 | 0 | 5 | 12 | 0 | 17 | 27 | |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 4 | 0 | 0 | 5 | 4 | 9 | 0 | 4 | 7 | 0 | 11 | 24 | |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 10 | 20 | 0 | 0 | 12 | 11 | 23 | 0 | 20 | 45 | 0 | 65 | 108 | |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 52.2 | 47.8 | 0 | 0 | 30.8 | 69.2 | 0 | 0 | 0 | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .833 | .000 | .500 | .714 | .000 | .000 | .600 | .688 | .639 | .000 | .556 | .804 | .000 | .774 | .844 | |

Woolbright Rd & I-95 NB off Ramp Thursday

File Name : Woolbright Rd & I-95 NB off Ramp (Thu)
 Site Code : 00000000
 Start Date : 4/11/2019
 Page No : 4



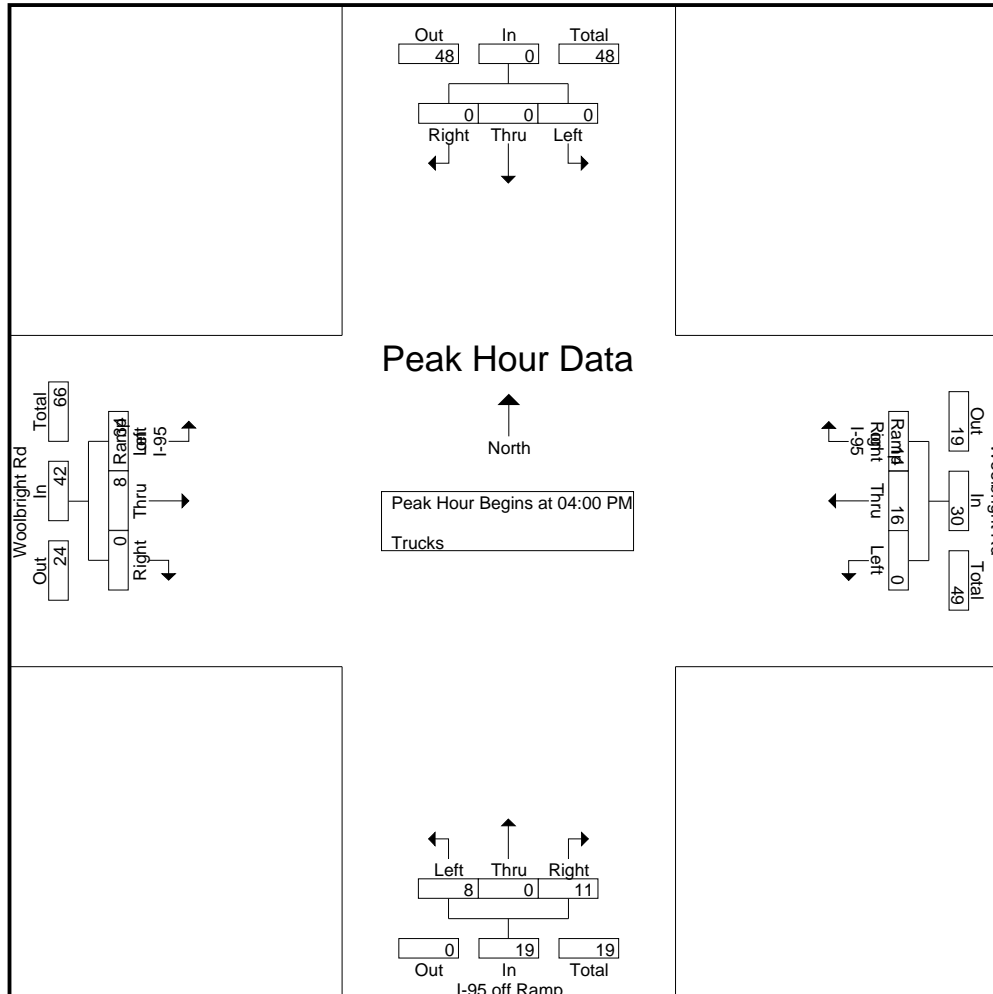
Woolbright Rd & I-95 NB off Ramp Thursday

File Name : Woolbright Rd & I-95 NB off Ramp (Thu)
 Site Code : 00000000
 Start Date : 4/11/2019
 Page No : 5

| Start Time | Southbound | | | | | I-95 off Ramp Northbound | | | | | Woolbright Rd Westbound | | | | | Woolbright Rd Eastbound | | | | | Int. Total | |
|------------------------------------------------------------|------------|------|------|-------|------------|--------------------------|------|------|-------|------------|-------------------------|------|------|--------------------|------------|-------------------------|-------------------|------|-------|------------|------------|--|
| | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right I-95 on Ramp | App. Total | U-Turns | Left I-95 on Ramp | Thru | Right | App. Total | | |
| Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 6 | 8 | 14 | 0 | 5 | 2 | 0 | 7 | 25 | |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 7 | 0 | 0 | 3 | 3 | 6 | 0 | 19 | 3 | 0 | 22 | 35 | |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 5 | 0 | 0 | 4 | 1 | 5 | 0 | 7 | 3 | 0 | 10 | 20 | |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 3 | 0 | 0 | 3 | 2 | 5 | 0 | 3 | 0 | 0 | 3 | 11 | |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 11 | 19 | 0 | 0 | 16 | 14 | 30 | 0 | 34 | 8 | 0 | 42 | 91 | |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 0 | 42.1 | 0 | 57.9 | | 0 | 0 | 53.3 | 46.7 | | 0 | 81 | 19 | 0 | | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .400 | .000 | .688 | .679 | .000 | .000 | .667 | .438 | .536 | .000 | .447 | .667 | .000 | .477 | .650 | |

Woolbright Rd & I-95 NB off Ramp Thursday

File Name : Woolbright Rd & I-95 NB off Ramp (Thu)
 Site Code : 00000000
 Start Date : 4/11/2019
 Page No : 6



Woolbright Rd & I-95 NB off Ramp Thursday

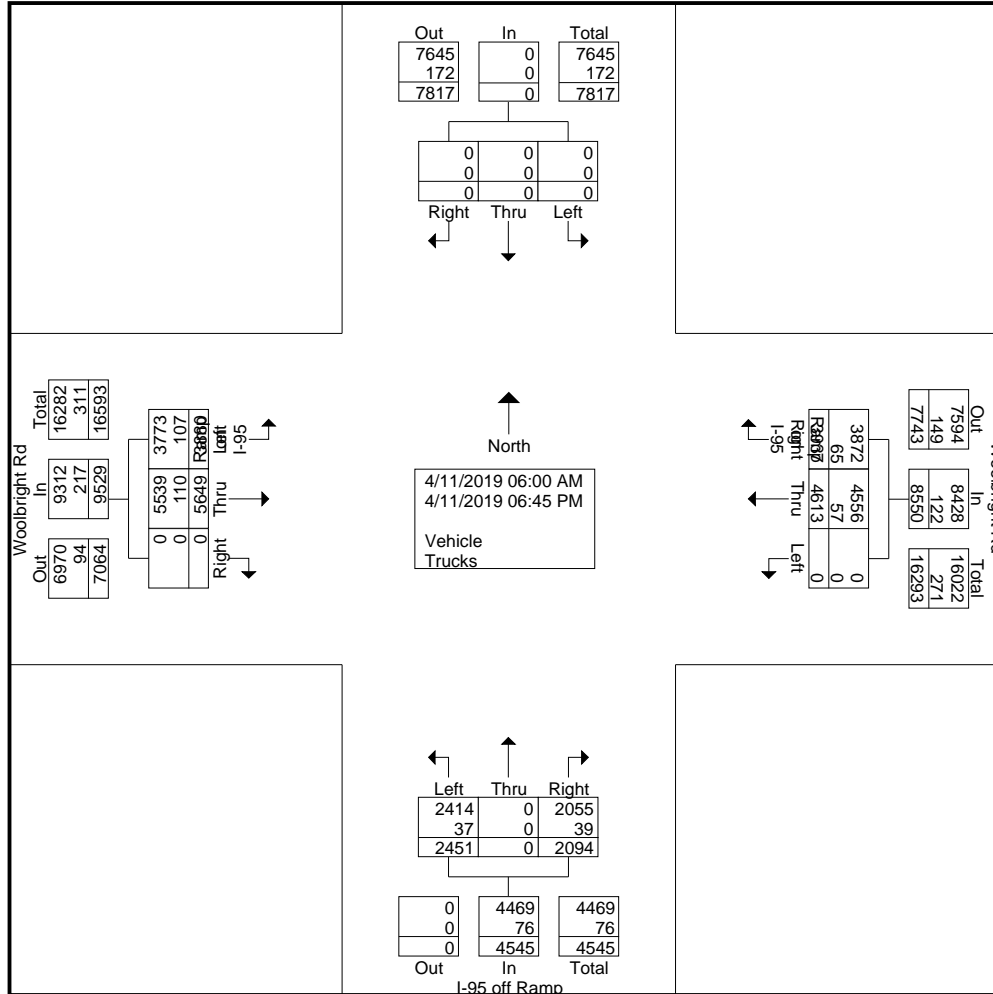
File Name : Woolbright Rd & I-95 NB off Ramp (Thu)
 Site Code : 00000000
 Start Date : 4/11/2019
 Page No : 1

Groups Printed- Vehicle - Trucks

| Start Time | Southbound | | | | | I-95 off Ramp Northbound | | | | | Woolbright Rd Westbound | | | | | Woolbright Rd Eastbound | | | | | Int. Total |
|-------------------|------------|------|------|-------|------------|--------------------------|------|------|-------|------------|-------------------------|------|------|--------------------|------------|-------------------------|-------------------|------|-------|------------|------------|
| | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right I-95 on Ramp | App. Total | U-Turns | Left I-95 on Ramp | Thru | Right | App. Total | |
| 06:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 23 | 45 | 0 | 0 | 59 | 56 | 115 | 0 | 64 | 64 | 0 | 128 | 288 |
| 06:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 27 | 52 | 0 | 0 | 88 | 66 | 154 | 0 | 78 | 88 | 0 | 166 | 372 |
| 06:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 62 | 97 | 0 | 0 | 152 | 103 | 255 | 0 | 124 | 158 | 0 | 282 | 634 |
| 06:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 0 | 73 | 124 | 0 | 0 | 131 | 110 | 241 | 0 | 132 | 180 | 0 | 312 | 677 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 133 | 0 | 185 | 318 | 0 | 0 | 430 | 335 | 765 | 0 | 398 | 490 | 0 | 888 | 1971 |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 0 | 62 | 119 | 0 | 0 | 159 | 156 | 315 | 0 | 166 | 164 | 0 | 330 | 764 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 0 | 72 | 134 | 0 | 0 | 207 | 166 | 373 | 0 | 169 | 247 | 0 | 416 | 923 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 86 | 0 | 74 | 160 | 0 | 0 | 197 | 174 | 371 | 0 | 161 | 226 | 0 | 387 | 918 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 0 | 87 | 194 | 0 | 0 | 262 | 217 | 479 | 0 | 133 | 274 | 0 | 407 | 1080 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 312 | 0 | 295 | 607 | 0 | 0 | 825 | 713 | 1538 | 0 | 629 | 911 | 0 | 1540 | 3685 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 0 | 88 | 178 | 0 | 0 | 200 | 171 | 371 | 1 | 209 | 237 | 0 | 447 | 996 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 0 | 84 | 164 | 0 | 0 | 237 | 172 | 409 | 1 | 163 | 241 | 0 | 405 | 978 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 114 | 0 | 59 | 173 | 0 | 0 | 199 | 173 | 372 | 2 | 176 | 221 | 0 | 399 | 944 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 0 | 79 | 172 | 0 | 0 | 223 | 157 | 380 | 3 | 174 | 264 | 0 | 441 | 993 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 377 | 0 | 310 | 687 | 0 | 0 | 859 | 673 | 1532 | 7 | 722 | 963 | 0 | 1692 | 3911 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 115 | 0 | 99 | 214 | 0 | 0 | 233 | 208 | 441 | 0 | 181 | 254 | 0 | 435 | 1090 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 135 | 0 | 91 | 226 | 0 | 0 | 233 | 218 | 451 | 0 | 180 | 285 | 0 | 465 | 1142 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 133 | 0 | 104 | 237 | 0 | 0 | 235 | 214 | 449 | 1 | 215 | 257 | 0 | 473 | 1159 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 138 | 0 | 99 | 237 | 0 | 0 | 193 | 176 | 369 | 1 | 188 | 239 | 0 | 428 | 1034 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 521 | 0 | 393 | 914 | 0 | 0 | 894 | 816 | 1710 | 2 | 764 | 1035 | 0 | 1801 | 4425 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 131 | 0 | 109 | 240 | 0 | 0 | 225 | 203 | 428 | 0 | 235 | 291 | 0 | 526 | 1194 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 153 | 0 | 133 | 286 | 0 | 0 | 246 | 210 | 456 | 0 | 220 | 308 | 0 | 528 | 1270 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 161 | 0 | 104 | 265 | 0 | 0 | 240 | 200 | 440 | 0 | 181 | 288 | 0 | 469 | 1174 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 159 | 0 | 126 | 285 | 0 | 0 | 213 | 177 | 390 | 2 | 162 | 283 | 0 | 447 | 1122 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 604 | 0 | 472 | 1076 | 0 | 0 | 924 | 790 | 1714 | 2 | 798 | 1170 | 0 | 1970 | 4760 |
| 06:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 131 | 0 | 113 | 244 | 0 | 0 | 178 | 170 | 348 | 0 | 163 | 273 | 0 | 436 | 1028 |
| 06:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 130 | 0 | 114 | 244 | 0 | 0 | 183 | 162 | 345 | 1 | 158 | 275 | 0 | 434 | 1023 |
| 06:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 129 | 0 | 110 | 239 | 0 | 0 | 169 | 137 | 306 | 1 | 132 | 263 | 0 | 396 | 941 |
| 06:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 114 | 0 | 102 | 216 | 0 | 0 | 151 | 141 | 292 | 0 | 103 | 269 | 0 | 372 | 880 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 504 | 0 | 439 | 943 | 0 | 0 | 681 | 610 | 1291 | 2 | 556 | 1080 | 0 | 1638 | 3872 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 2451 | 0 | 2094 | 4545 | 0 | 0 | 4613 | 3937 | 8550 | 13 | 3867 | 5649 | 0 | 9529 | 22624 |
| Apprch % | 0 | 0 | 0 | 0 | 0 | 0 | 53.9 | 0 | 46.1 | | 0 | 0 | 54 | 46 | | 0.1 | 40.6 | 59.3 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 0 | 10.8 | 0 | 9.3 | 20.1 | 0 | 0 | 20.4 | 17.4 | 37.8 | 0.1 | 17.1 | 25 | 0 | 42.1 | |
| Vehicle % Vehicle | 0 | 0 | 0 | 0 | 0 | 0 | 2414 | 0 | 2055 | 4469 | 0 | 0 | 4556 | 3872 | 8428 | 13 | 3760 | 5539 | 0 | 9312 | 22209 |
| Trucks % Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 98.5 | 0 | 98.1 | 98.3 | 0 | 0 | 98.8 | 98.3 | 98.6 | 100 | 97.2 | 98.1 | 0 | 97.7 | 98.2 |
| | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 39 | 76 | 0 | 0 | 57 | 65 | 122 | 0 | 107 | 110 | 0 | 217 | 415 |
| | 0 | 0 | 0 | 0 | 0 | 0 | 1.5 | 0 | 1.9 | 1.7 | 0 | 0 | 1.2 | 1.7 | 1.4 | 0 | 2.8 | 1.9 | 0 | 2.3 | 1.8 |

Woolbright Rd & I-95 NB off Ramp Thursday

File Name : Woolbright Rd & I-95 NB off Ramp (Thu)
 Site Code : 00000000
 Start Date : 4/11/2019
 Page No : 2



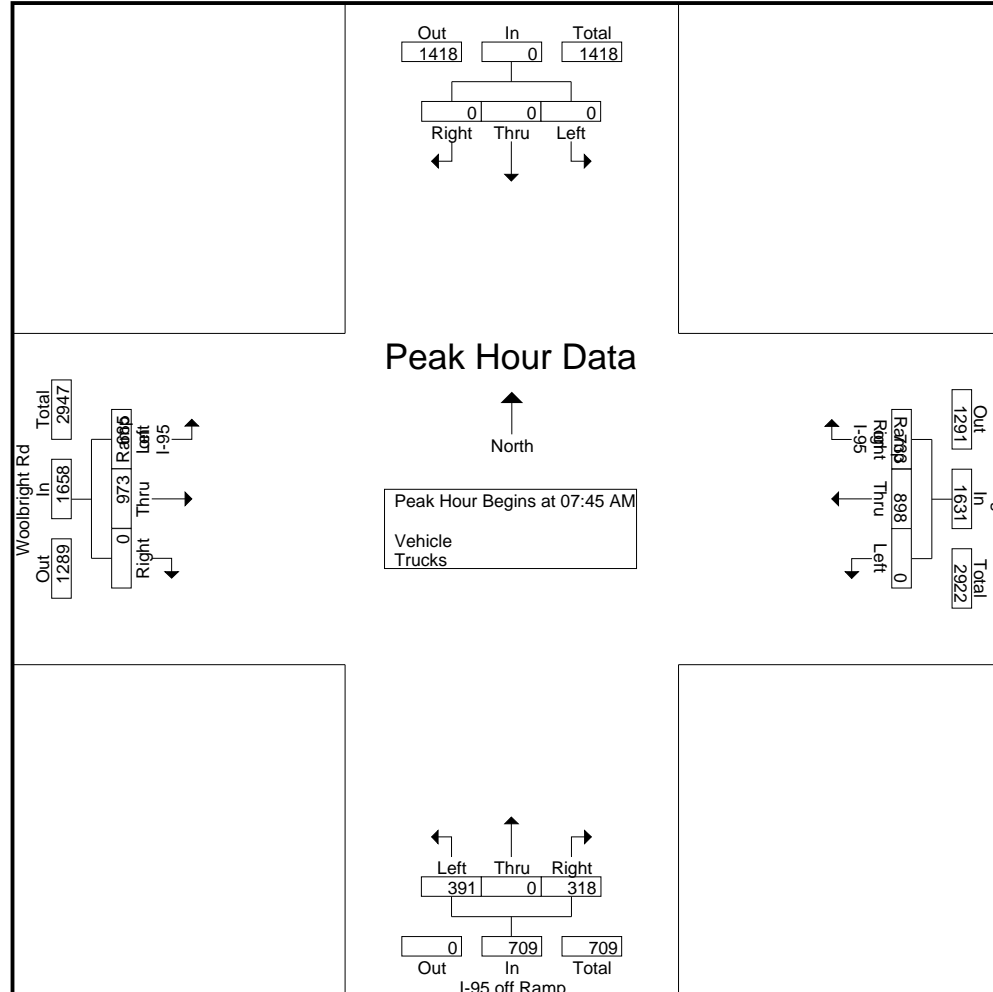
Woolbright Rd & I-95 NB off Ramp Thursday

File Name : Woolbright Rd & I-95 NB off Ramp (Thu)
 Site Code : 00000000
 Start Date : 4/11/2019
 Page No : 3

| Start Time | Southbound | | | | | I-95 off Ramp Northbound | | | | | Woolbright Rd Westbound | | | | | Woolbright Rd Eastbound | | | | | Int. Total | |
|------------------------------------------------------------|------------|------|------|-------|------------|--------------------------|------|------|-------|------------|-------------------------|------|------|--------------------|------------|-------------------------|-------------------|------|-------|------------|------------|--|
| | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right I-95 on Ramp | App. Total | U-Turns | Left I-95 on Ramp | Thru | Right | App. Total | | |
| Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | | | | | | |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 0 | 87 | 194 | 0 | 0 | 262 | 217 | 479 | 0 | 133 | 274 | 0 | 407 | 1080 | |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 0 | 88 | 178 | 0 | 0 | 200 | 171 | 371 | 1 | 209 | 237 | 0 | 447 | 996 | |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 0 | 84 | 164 | 0 | 0 | 237 | 172 | 409 | 1 | 163 | 241 | 0 | 405 | 978 | |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 114 | 0 | 59 | 173 | 0 | 0 | 199 | 173 | 372 | 2 | 176 | 221 | 0 | 399 | 944 | |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 391 | 0 | 318 | 709 | 0 | 0 | 898 | 733 | 1631 | 4 | 681 | 973 | 0 | 1658 | 3998 | |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 0 | 55.1 | 0 | 44.9 | | 0 | 0 | 55.1 | 44.9 | | 0.2 | 41.1 | 58.7 | 0 | | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .857 | .000 | .903 | .914 | .000 | .000 | .857 | .844 | .851 | .500 | .815 | .888 | .000 | .927 | .925 | |

Woolbright Rd & I-95 NB off Ramp Thursday

File Name : Woolbright Rd & I-95 NB off Ramp (Thu)
 Site Code : 00000000
 Start Date : 4/11/2019
 Page No : 4



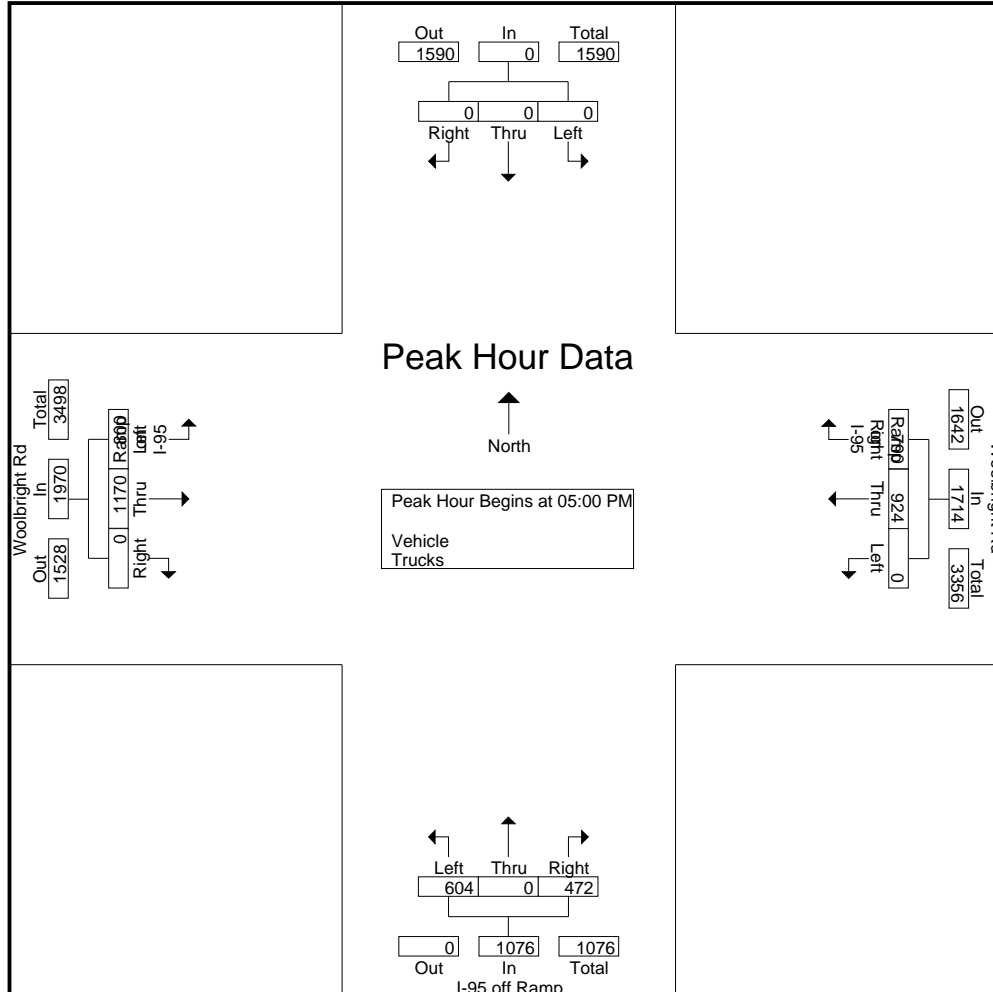
Woolbright Rd & I-95 NB off Ramp Thursday

File Name : Woolbright Rd & I-95 NB off Ramp (Thu)
 Site Code : 00000000
 Start Date : 4/11/2019
 Page No : 5

| Start Time | Southbound | | | | | I-95 off Ramp Northbound | | | | | Woolbright Rd Westbound | | | | | Woolbright Rd Eastbound | | | | | Int. Total | |
|------------------------------------------------------------|------------|------|------|-------|------------|--------------------------|------|------|-------|------------|-------------------------|------|------|--------------------|------------|-------------------------|-------------------|------|-------|------------|------------|--|
| | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right I-95 on Ramp | App. Total | U-Turns | Left I-95 on Ramp | Thru | Right | App. Total | | |
| Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 131 | 0 | 109 | 240 | 0 | 0 | 225 | 203 | 428 | 0 | 235 | 291 | 0 | 526 | 1194 | |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 153 | 0 | 133 | 286 | 0 | 0 | 246 | 210 | 456 | 0 | 220 | 308 | 0 | 528 | 1270 | |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 161 | 0 | 104 | 265 | 0 | 0 | 240 | 200 | 440 | 0 | 181 | 288 | 0 | 469 | 1174 | |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 159 | 0 | 126 | 285 | 0 | 0 | 213 | 177 | 390 | 2 | 162 | 283 | 0 | 447 | 1122 | |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 604 | 0 | 472 | 1076 | 0 | 0 | 924 | 790 | 1714 | 2 | 798 | 1170 | 0 | 1970 | 4760 | |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 0 | 56.1 | 0 | 43.9 | | 0 | 0 | 53.9 | 46.1 | | 0.1 | 40.5 | 59.4 | 0 | | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .938 | .000 | .887 | .941 | .000 | .000 | .939 | .940 | .940 | .250 | .849 | .950 | .000 | .933 | .937 | |

Woolbright Rd & I-95 NB off Ramp Thursday

File Name : Woolbright Rd & I-95 NB off Ramp (Thu)
 Site Code : 00000000
 Start Date : 4/11/2019
 Page No : 6



Woolbright Rd & I-95 NB off Ramp Wednesday

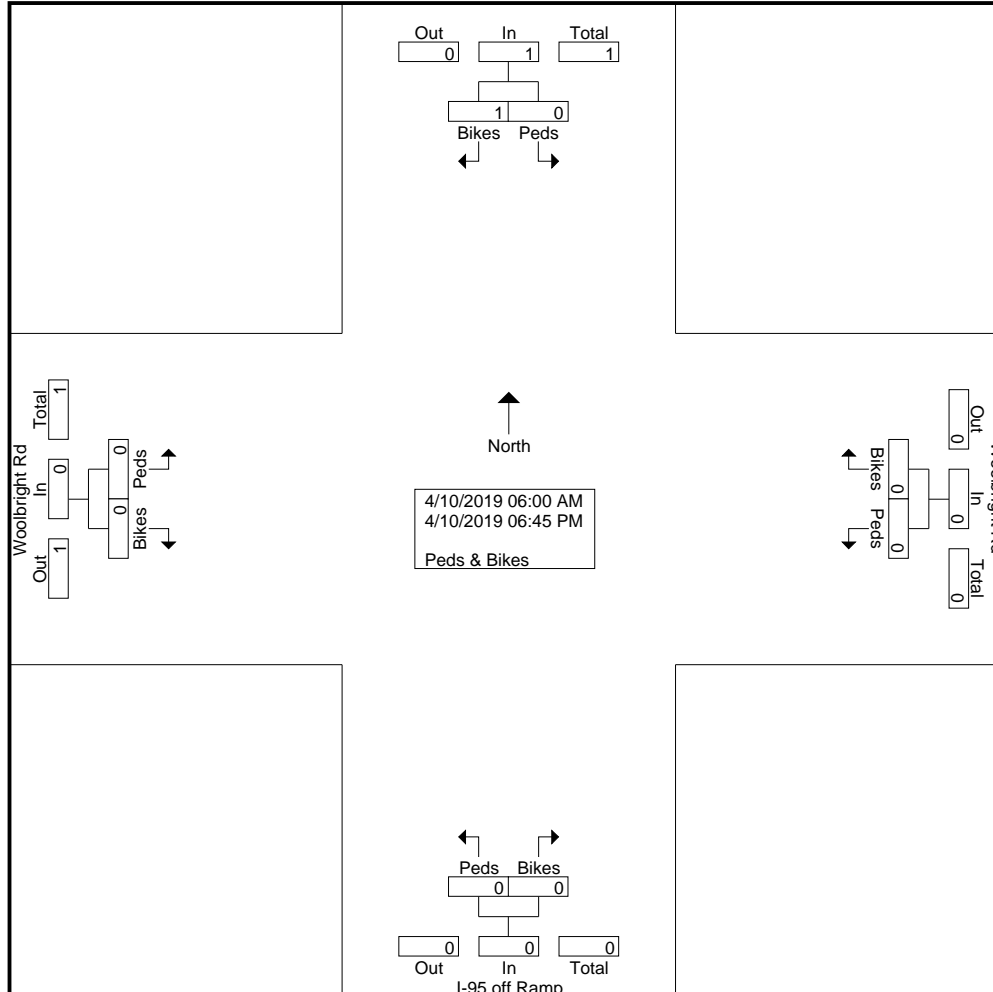
File Name : Woolbright Rd & I-95 NB off Ramp (Wed)
 Site Code : 00000000
 Start Date : 4/10/2019
 Page No : 1

Groups Printed- Peds & Bikes

| Start Time | Southbound | | | I-95 off Ramp Northbound | | | Woolbright Rd Westbound | | | Woolbright Rd Eastbound | | | Int. Total |
|---------------|------------|-------|------------|-----------------------------|-------|------------|----------------------------|-------|------------|----------------------------|-------|------------|------------|
| | Peds | Bikes | App. Total | Peds | Bikes | App. Total | Peds | Bikes | App. Total | Peds | Bikes | App. Total | |
| *** BREAK *** | | | | | | | | | | | | | |
| 05:00 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| *** BREAK *** | | | | | | | | | | | | | |
| Total | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| *** BREAK *** | | | | | | | | | | | | | |
| Grand Total | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Apprch % | 0 | 100 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | |
| Total % | 0 | 100 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

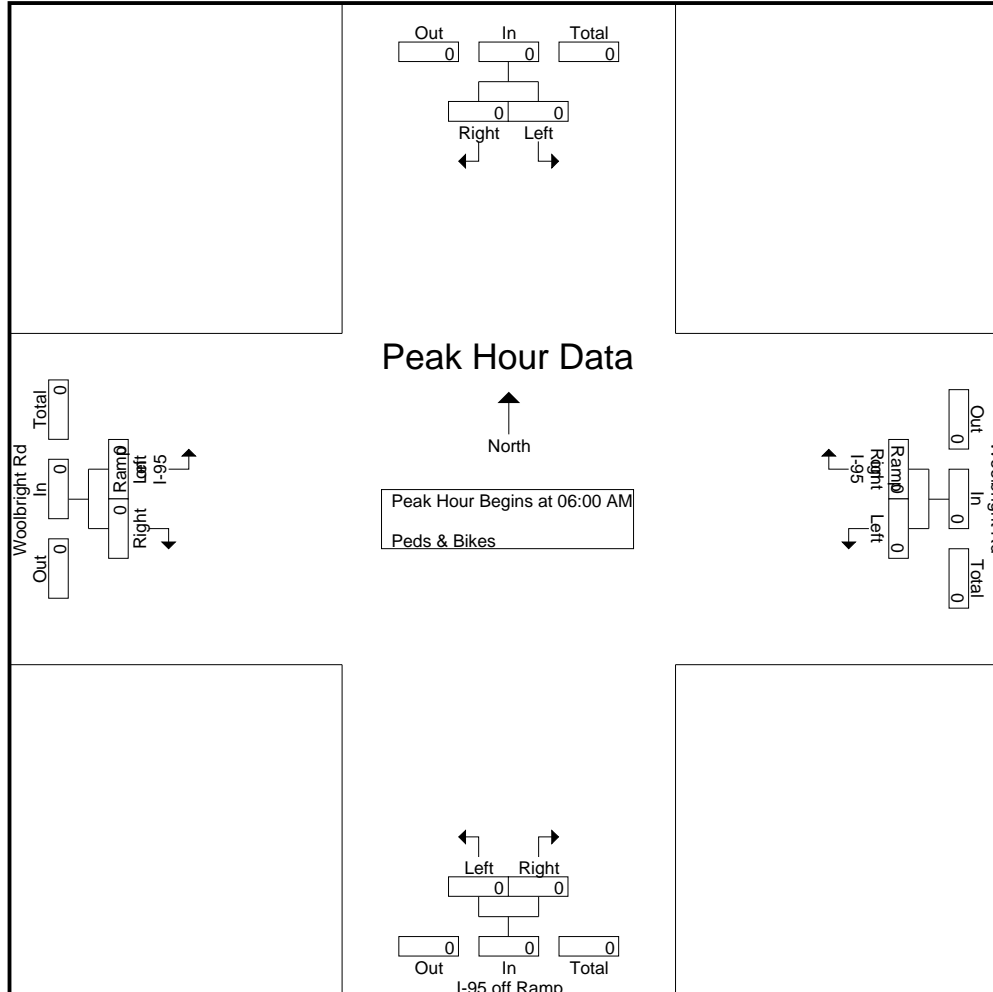
Woolbright Rd & I-95 NB off Ramp Wednesday

File Name : Woolbright Rd & I-95 NB off Ramp (Wed)
 Site Code : 00000000
 Start Date : 4/10/2019
 Page No : 2



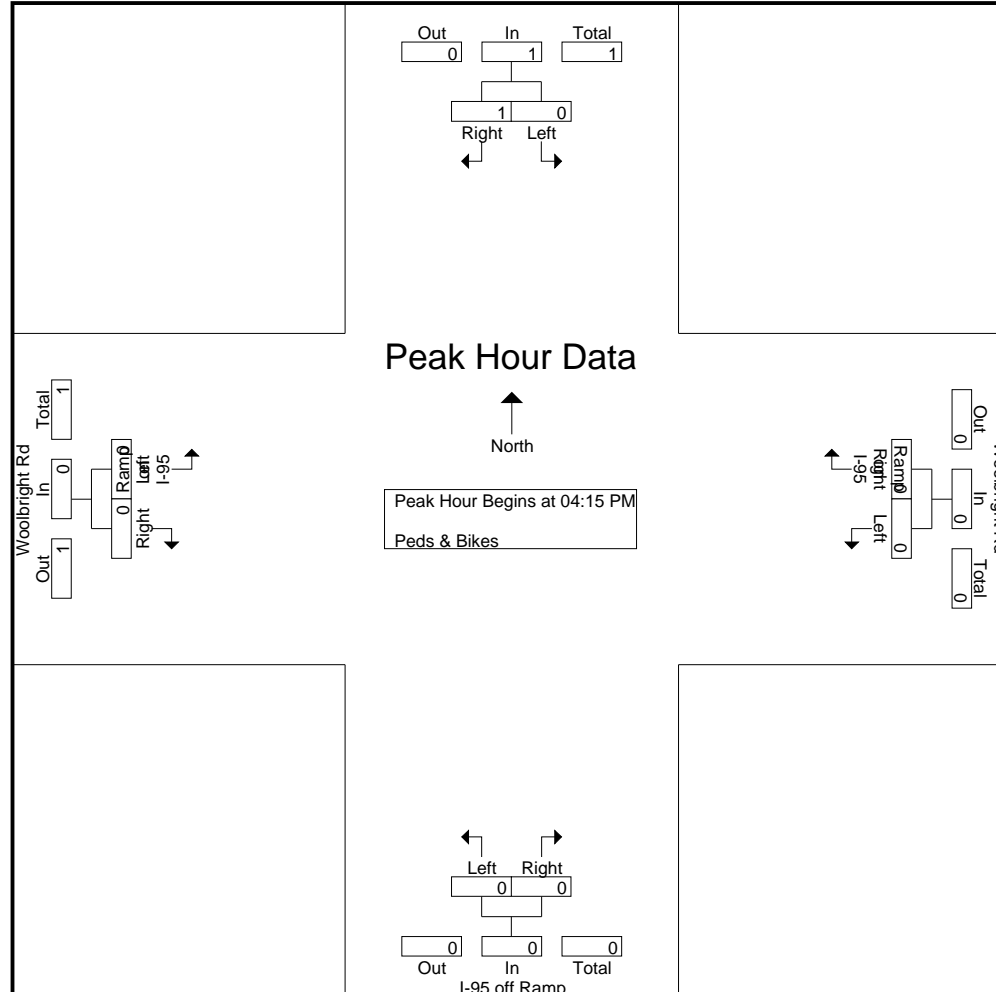
Woolbright Rd & I-95 NB off Ramp Wednesday

File Name : Woolbright Rd & I-95 NB off Ramp (Wed)
 Site Code : 00000000
 Start Date : 4/10/2019
 Page No : 4



Woolbright Rd & I-95 NB off Ramp Wednesday

File Name : Woolbright Rd & I-95 NB off Ramp (Wed)
 Site Code : 00000000
 Start Date : 4/10/2019
 Page No : 6



Woolbright Rd & I-95 NB off Ramp Wednesday

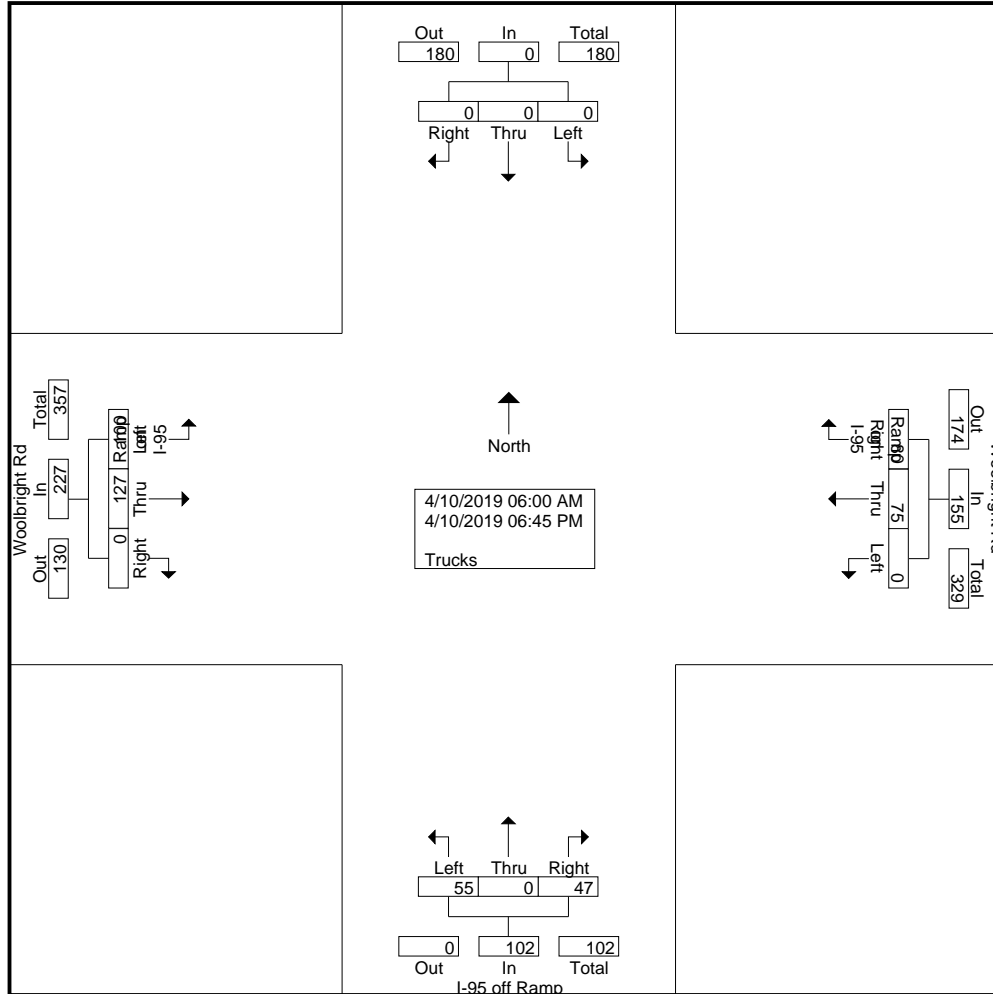
File Name : Woolbright Rd & I-95 NB off Ramp (Wed)
 Site Code : 00000000
 Start Date : 4/10/2019
 Page No : 1

Groups Printed- Trucks

| Start Time | Southbound | | | | | I-95 off Ramp Northbound | | | | | Woolbright Rd Westbound | | | | | Woolbright Rd Eastbound | | | | | Int. Total |
|--------------------|------------|----------|----------|----------|------------|--------------------------|-----------|----------|-----------|------------|-------------------------|----------|-----------|--------------------|------------|-------------------------|-------------------|------------|----------|------------|------------|
| | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right I-95 on Ramp | App. Total | U-Turns | Left I-95 on Ramp | Thru | Right | App. Total | |
| 06:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 3 | 1 | 4 | 0 | 4 | 2 | 0 | 6 | 12 |
| 06:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 4 | 0 | 0 | 2 | 0 | 2 | 0 | 6 | 4 | 0 | 10 | 16 |
| 06:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 6 | 0 | 0 | 2 | 3 | 5 | 0 | 9 | 1 | 0 | 10 | 21 |
| 06:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 4 | 0 | 0 | 3 | 5 | 8 | 0 | 5 | 7 | 0 | 12 | 24 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 16 | 0 | 0 | 10 | 9 | 19 | 0 | 24 | 14 | 0 | 38 | 73 |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 5 | 0 | 0 | 4 | 0 | 4 | 0 | 1 | 6 | 0 | 7 | 16 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 4 | 0 | 0 | 5 | 2 | 7 | 0 | 0 | 9 | 0 | 9 | 20 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 10 | 0 | 0 | 6 | 4 | 10 | 0 | 7 | 8 | 0 | 15 | 35 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 12 | 4 | 16 | 0 | 2 | 11 | 0 | 13 | 32 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 8 | 22 | 0 | 0 | 27 | 10 | 37 | 0 | 10 | 34 | 0 | 44 | 103 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 6 | 0 | 0 | 4 | 6 | 10 | 0 | 3 | 10 | 0 | 13 | 29 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 6 | 0 | 0 | 2 | 1 | 3 | 0 | 8 | 10 | 0 | 18 | 27 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 4 | 0 | 0 | 3 | 5 | 8 | 0 | 7 | 14 | 0 | 21 | 33 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 6 | 11 | 0 | 0 | 5 | 3 | 8 | 0 | 5 | 12 | 0 | 17 | 36 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 14 | 27 | 0 | 0 | 14 | 15 | 29 | 0 | 23 | 46 | 0 | 69 | 125 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 2 | 2 | 4 | 0 | 2 | 3 | 0 | 5 | 13 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 8 | 4 | 12 | 0 | 8 | 4 | 0 | 12 | 28 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 8 | 0 | 0 | 4 | 8 | 12 | 0 | 6 | 5 | 0 | 11 | 31 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 3 | 7 | 10 | 0 | 1 | 5 | 0 | 6 | 18 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 | 18 | 0 | 0 | 17 | 21 | 38 | 0 | 17 | 17 | 0 | 34 | 90 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 4 | 0 | 0 | 3 | 5 | 8 | 0 | 3 | 4 | 0 | 7 | 19 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 3 | 4 | 7 | 0 | 2 | 2 | 0 | 4 | 14 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 0 | 8 | 4 | 0 | 12 | 18 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 2 | 0 | 4 | 5 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 7 | 0 | 0 | 6 | 16 | 22 | 0 | 15 | 12 | 0 | 27 | 56 |
| 06:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 4 | 0 | 2 | 4 | 0 | 6 | 14 |
| 06:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 1 | 2 | 3 | 0 | 2 | 0 | 0 | 2 | 9 |
| 06:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 2 | 0 | 0 | 2 | 6 |
| 06:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 5 | 0 | 0 | 5 | 8 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 3 | 12 | 0 | 0 | 1 | 9 | 10 | 0 | 11 | 4 | 0 | 15 | 37 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 0 | 47 | 102 | 0 | 0 | 75 | 80 | 155 | 0 | 100 | 127 | 0 | 227 | 484 |
| Apprch % | 0 | 0 | 0 | 0 | 0 | 0 | 53.9 | 0 | 46.1 | 102 | 0 | 0 | 48.4 | 51.6 | 155 | 0 | 44.1 | 55.9 | 0 | 227 | 484 |
| Total % | 0 | 0 | 0 | 0 | 0 | 0 | 11.4 | 0 | 9.7 | 21.1 | 0 | 0 | 15.5 | 16.5 | 32 | 0 | 20.7 | 26.2 | 0 | 46.9 | 103 |

Woolbright Rd & I-95 NB off Ramp Wednesday

File Name : Woolbright Rd & I-95 NB off Ramp (Wed)
 Site Code : 00000000
 Start Date : 4/10/2019
 Page No : 2



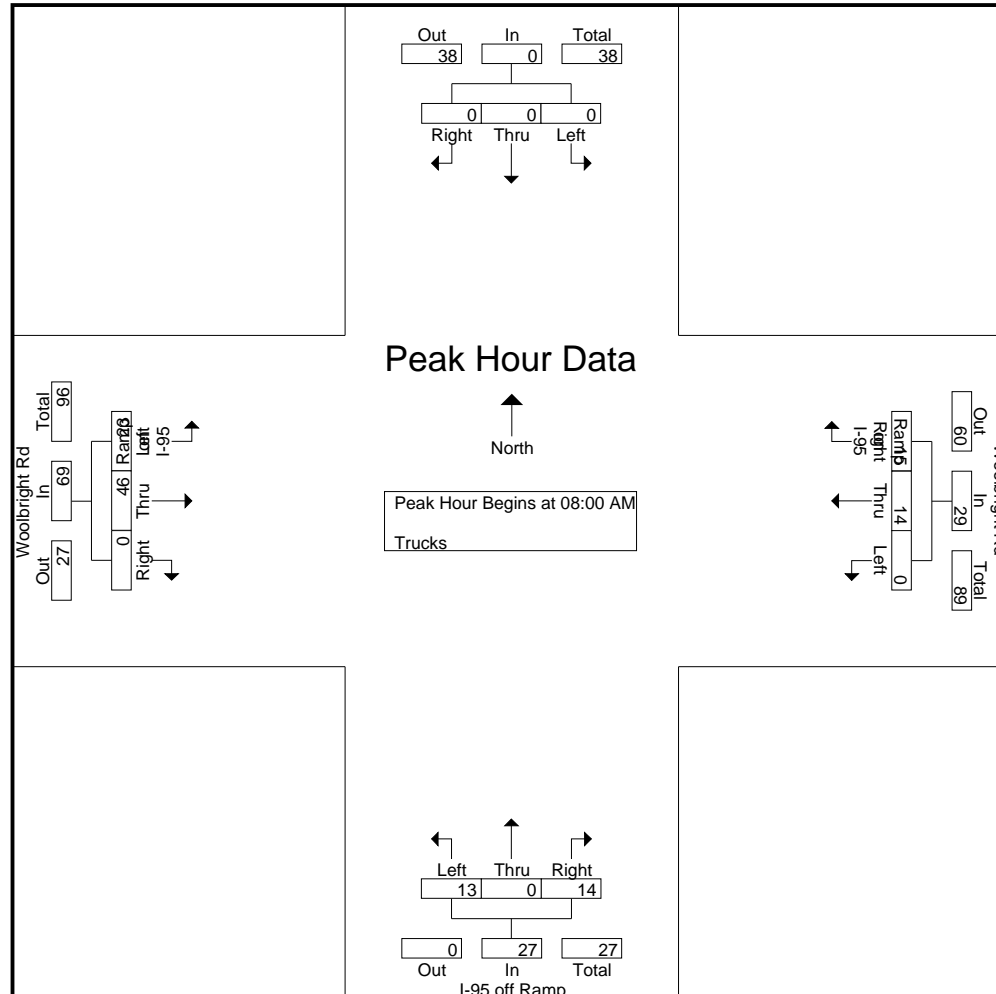
Woolbright Rd & I-95 NB off Ramp Wednesday

File Name : Woolbright Rd & I-95 NB off Ramp (Wed)
 Site Code : 00000000
 Start Date : 4/10/2019
 Page No : 3

| Start Time | Southbound | | | | | I-95 off Ramp Northbound | | | | | Woolbright Rd Westbound | | | | | Woolbright Rd Eastbound | | | | | Int. Total | |
|------------------------------------------------------------|------------|------|------|-------|------------|--------------------------|------|------|-------|------------|-------------------------|------|------|--------------------|------------|-------------------------|-------------------|------|-------|------------|------------|--|
| | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right I-95 on Ramp | App. Total | U-Turns | Left I-95 on Ramp | Thru | Right | App. Total | | |
| Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 6 | 0 | 0 | 4 | 6 | 10 | 0 | 3 | 10 | 0 | 13 | 29 | |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 6 | 0 | 0 | 2 | 1 | 3 | 0 | 8 | 10 | 0 | 18 | 27 | |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 4 | 0 | 0 | 3 | 5 | 8 | 0 | 7 | 14 | 0 | 21 | 33 | |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 6 | 11 | 0 | 0 | 5 | 3 | 8 | 0 | 5 | 12 | 0 | 17 | 36 | |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 14 | 27 | 0 | 0 | 14 | 15 | 29 | 0 | 23 | 46 | 0 | 69 | 125 | |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 0 | 48.1 | 0 | 51.9 | | 0 | 0 | 48.3 | 51.7 | | 0 | 33.3 | 66.7 | 0 | | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .650 | .000 | .583 | .614 | .000 | .000 | .700 | .625 | .725 | .000 | .719 | .821 | .000 | .821 | .868 | |

Woolbright Rd & I-95 NB off Ramp Wednesday

File Name : Woolbright Rd & I-95 NB off Ramp (Wed)
 Site Code : 00000000
 Start Date : 4/10/2019
 Page No : 4



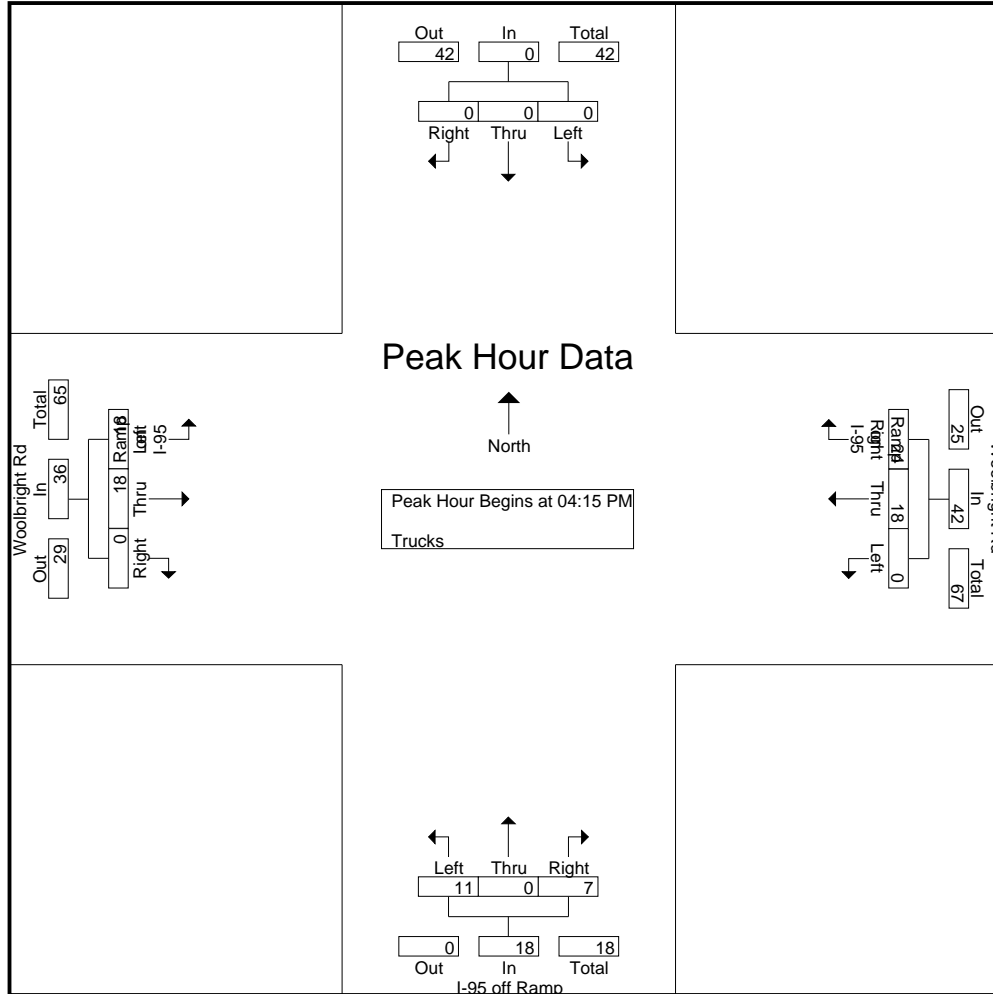
Woolbright Rd & I-95 NB off Ramp Wednesday

File Name : Woolbright Rd & I-95 NB off Ramp (Wed)
 Site Code : 00000000
 Start Date : 4/10/2019
 Page No : 5

| Start Time | Southbound | | | | | I-95 off Ramp Northbound | | | | | Woolbright Rd Westbound | | | | | Woolbright Rd Eastbound | | | | | Int. Total | |
|------------------------------------------------------------|------------|------|------|-------|------------|--------------------------|------|------|-------|------------|-------------------------|------|------|--------------------|------------|-------------------------|-------------------|------|-------|------------|------------|--|
| | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right I-95 on Ramp | App. Total | U-Turns | Left I-95 on Ramp | Thru | Right | App. Total | | |
| Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 8 | 4 | 12 | 0 | 8 | 4 | 0 | 12 | 28 | |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 8 | 0 | 0 | 4 | 8 | 12 | 0 | 6 | 5 | 0 | 11 | 31 | |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 3 | 7 | 10 | 0 | 1 | 5 | 0 | 6 | 18 | |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 4 | 0 | 0 | 3 | 5 | 8 | 0 | 3 | 4 | 0 | 7 | 19 | |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 7 | 18 | 0 | 0 | 18 | 24 | 42 | 0 | 18 | 18 | 0 | 36 | 96 | |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 0 | 61.1 | 0 | 38.9 | | 0 | 0 | 42.9 | 57.1 | | 0 | 50 | 50 | 0 | | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .688 | .000 | .438 | .563 | .000 | .000 | .563 | .750 | .875 | .000 | .563 | .900 | .000 | .750 | .774 | |

Woolbright Rd & I-95 NB off Ramp Wednesday

File Name : Woolbright Rd & I-95 NB off Ramp (Wed)
 Site Code : 00000000
 Start Date : 4/10/2019
 Page No : 6



Woolbright Rd & I-95 NB off Ramp Wednesday

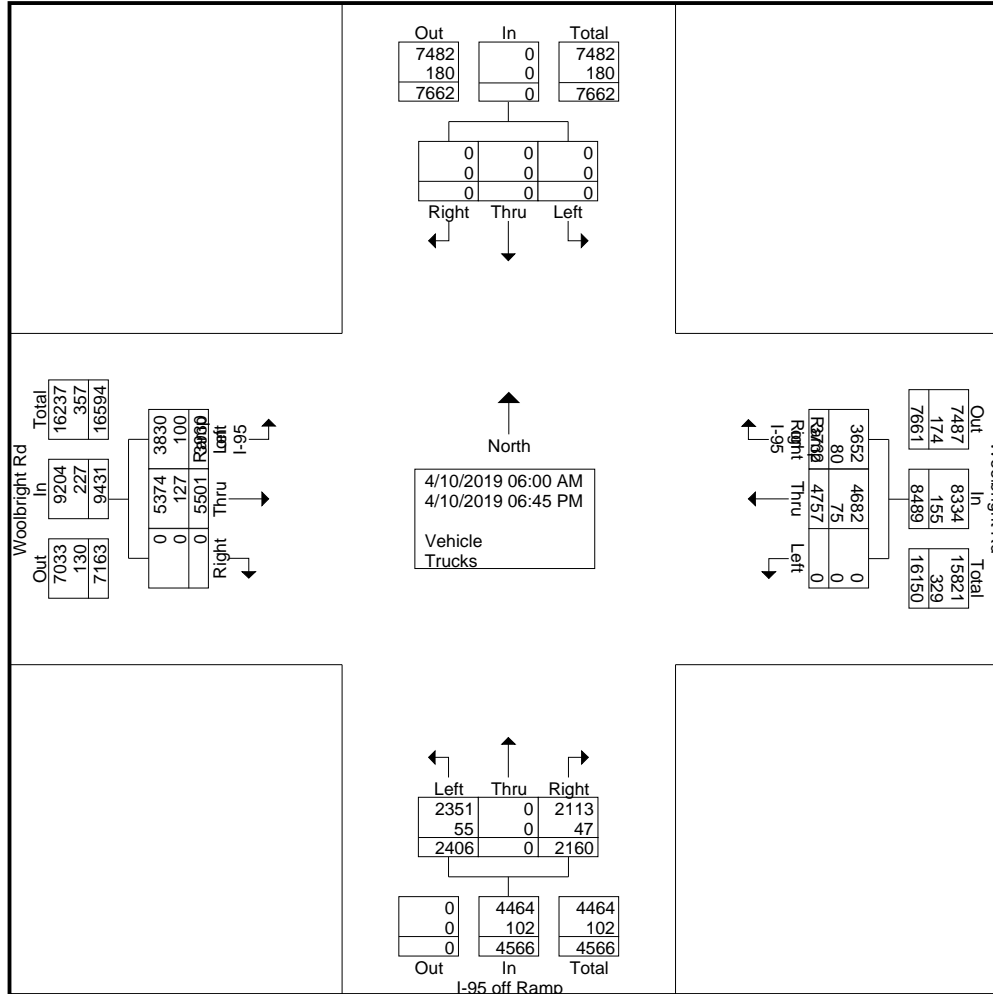
File Name : Woolbright Rd & I-95 NB off Ramp (Wed)
 Site Code : 00000000
 Start Date : 4/10/2019
 Page No : 1

Groups Printed- Vehicle - Trucks

| Start Time | Southbound | | | | | I-95 off Ramp Northbound | | | | | Woolbright Rd Westbound | | | | | Woolbright Rd Eastbound | | | | | Int. Total |
|---------------|------------|------|------|-------|------------|--------------------------|------|------|-------|------------|-------------------------|------|------|--------------------|------------|-------------------------|-------------------|------|-------|------------|------------|
| | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right I-95 on Ramp | App. Total | U-Turns | Left I-95 on Ramp | Thru | Right | App. Total | |
| 06:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 22 | 44 | 0 | 0 | 75 | 62 | 137 | 0 | 59 | 46 | 0 | 105 | 286 |
| 06:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 51 | 64 | 0 | 0 | 97 | 54 | 151 | 0 | 94 | 93 | 0 | 187 | 402 |
| 06:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 48 | 90 | 0 | 0 | 178 | 110 | 288 | 0 | 99 | 127 | 0 | 226 | 604 |
| 06:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 0 | 69 | 133 | 0 | 0 | 150 | 108 | 258 | 0 | 126 | 189 | 0 | 315 | 706 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 141 | 0 | 190 | 331 | 0 | 0 | 500 | 334 | 834 | 0 | 378 | 455 | 0 | 833 | 1998 |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 0 | 49 | 94 | 0 | 0 | 175 | 151 | 326 | 0 | 180 | 162 | 0 | 342 | 762 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 0 | 75 | 145 | 0 | 0 | 236 | 148 | 384 | 0 | 161 | 227 | 0 | 388 | 917 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 0 | 76 | 148 | 0 | 0 | 228 | 198 | 426 | 3 | 201 | 229 | 0 | 433 | 1007 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 0 | 79 | 174 | 0 | 0 | 196 | 163 | 359 | 0 | 159 | 251 | 0 | 410 | 943 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 282 | 0 | 279 | 561 | 0 | 0 | 835 | 660 | 1495 | 3 | 701 | 869 | 0 | 1573 | 3629 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 0 | 79 | 173 | 0 | 0 | 208 | 205 | 413 | 0 | 144 | 229 | 0 | 373 | 959 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 84 | 0 | 65 | 149 | 0 | 0 | 192 | 165 | 357 | 0 | 174 | 237 | 0 | 411 | 917 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 101 | 0 | 76 | 177 | 0 | 0 | 207 | 159 | 366 | 0 | 179 | 223 | 0 | 402 | 945 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 0 | 97 | 173 | 0 | 0 | 202 | 155 | 357 | 1 | 154 | 272 | 0 | 427 | 957 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 355 | 0 | 317 | 672 | 0 | 0 | 809 | 684 | 1493 | 1 | 651 | 961 | 0 | 1613 | 3778 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 137 | 0 | 131 | 268 | 0 | 0 | 193 | 173 | 366 | 0 | 191 | 208 | 0 | 399 | 1033 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 134 | 0 | 112 | 246 | 0 | 0 | 198 | 173 | 371 | 1 | 200 | 261 | 0 | 462 | 1079 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 147 | 0 | 115 | 262 | 0 | 0 | 185 | 188 | 373 | 1 | 198 | 261 | 0 | 460 | 1095 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 145 | 0 | 114 | 259 | 0 | 0 | 274 | 193 | 467 | 1 | 189 | 283 | 0 | 473 | 1199 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 563 | 0 | 472 | 1035 | 0 | 0 | 850 | 727 | 1577 | 3 | 778 | 1013 | 0 | 1794 | 4406 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 166 | 0 | 103 | 269 | 0 | 0 | 223 | 203 | 426 | 3 | 236 | 317 | 0 | 556 | 1251 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 139 | 0 | 133 | 272 | 0 | 0 | 260 | 200 | 460 | 1 | 207 | 288 | 0 | 496 | 1228 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 128 | 0 | 109 | 237 | 0 | 0 | 246 | 198 | 444 | 2 | 196 | 291 | 0 | 489 | 1170 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 141 | 0 | 115 | 256 | 0 | 0 | 260 | 175 | 435 | 0 | 170 | 297 | 0 | 467 | 1158 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 574 | 0 | 460 | 1034 | 0 | 0 | 989 | 776 | 1765 | 6 | 809 | 1193 | 0 | 2008 | 4807 |
| 06:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 121 | 0 | 114 | 235 | 0 | 0 | 222 | 145 | 367 | 1 | 165 | 261 | 0 | 427 | 1029 |
| 06:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 119 | 0 | 108 | 227 | 0 | 0 | 196 | 142 | 338 | 0 | 158 | 245 | 0 | 403 | 968 |
| 06:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 126 | 0 | 102 | 228 | 0 | 0 | 172 | 142 | 314 | 0 | 147 | 263 | 0 | 410 | 952 |
| 06:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 125 | 0 | 118 | 243 | 0 | 0 | 184 | 122 | 306 | 0 | 129 | 241 | 0 | 370 | 919 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 491 | 0 | 442 | 933 | 0 | 0 | 774 | 551 | 1325 | 1 | 599 | 1010 | 0 | 1610 | 3868 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 2406 | 0 | 2160 | 4566 | 0 | 0 | 4757 | 3732 | 8489 | 14 | 3916 | 5501 | 0 | 9431 | 22486 |
| Apprch % | 0 | 0 | 0 | 0 | 0 | 0 | 52.7 | 0 | 47.3 | | 0 | 0 | 56 | 44 | | 0.1 | 41.5 | 58.3 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 0 | 10.7 | 0 | 9.6 | 20.3 | 0 | 0 | 21.2 | 16.6 | 37.8 | 0.1 | 17.4 | 24.5 | 0 | 41.9 | |
| Vehicle | 0 | 0 | 0 | 0 | 0 | 0 | 2351 | 0 | 2113 | 4464 | 0 | 0 | 4682 | 3652 | 8334 | 14 | 3816 | 5374 | 0 | 9204 | 22002 |
| % Vehicle | 0 | 0 | 0 | 0 | 0 | 0 | 97.7 | 0 | 97.8 | 97.8 | 0 | 0 | 98.4 | 97.9 | 98.2 | 100 | 97.4 | 97.7 | 0 | 97.6 | 97.8 |
| Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 0 | 47 | 102 | 0 | 0 | 75 | 80 | 155 | 0 | 100 | 127 | 0 | 227 | 484 |
| % Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 2.3 | 0 | 2.2 | 2.2 | 0 | 0 | 1.6 | 2.1 | 1.8 | 0 | 2.6 | 2.3 | 0 | 2.4 | 2.2 |

Woolbright Rd & I-95 NB off Ramp Wednesday

File Name : Woolbright Rd & I-95 NB off Ramp (Wed)
 Site Code : 00000000
 Start Date : 4/10/2019
 Page No : 2



Top Section

| | |
|-------|------|
| Out | 7482 |
| In | 0 |
| Total | 7482 |

| | |
|-------|-----|
| Out | 180 |
| In | 0 |
| Total | 180 |

| | |
|-------|------|
| Out | 7662 |
| In | 0 |
| Total | 7662 |

| | |
|-------|---|
| Out | 0 |
| In | 0 |
| Total | 0 |

| | |
|-------|---|
| Out | 0 |
| In | 0 |
| Total | 0 |

| | |
|-------|---|
| Out | 0 |
| In | 0 |
| Total | 0 |

Right Thru Left

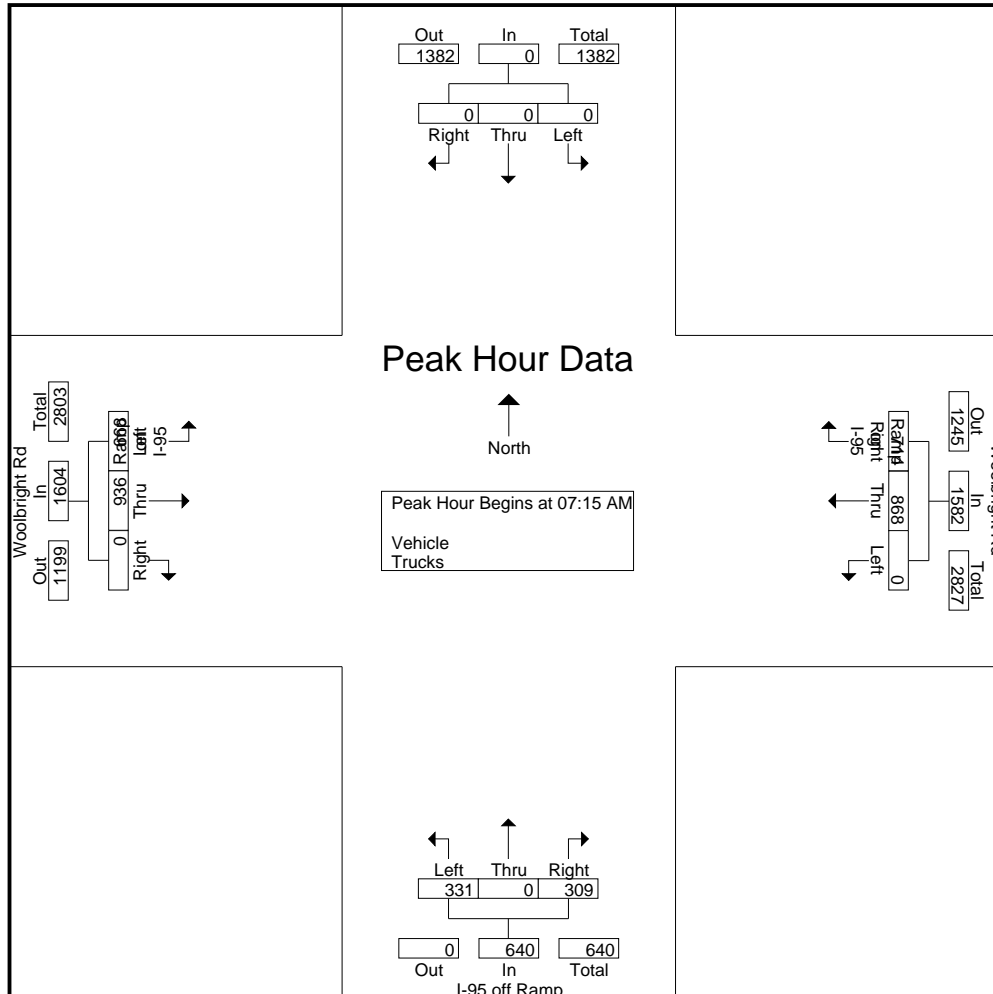
Woolbright Rd & I-95 NB off Ramp Wednesday

File Name : Woolbright Rd & I-95 NB off Ramp (Wed)
 Site Code : 00000000
 Start Date : 4/10/2019
 Page No : 3

| Start Time | Southbound | | | | | I-95 off Ramp Northbound | | | | | Woolbright Rd Westbound | | | | | Woolbright Rd Eastbound | | | | | Int. Total | |
|------------------------------------------------------------|------------|------|------|-------|------------|--------------------------|-----------|------|-----------|------------|-------------------------|------|------------|--------------------|------------|-------------------------|-------------------|------------|-------|------------|-------------|--|
| | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right I-95 on Ramp | App. Total | U-Turns | Left I-95 on Ramp | Thru | Right | App. Total | | |
| Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | | | | | | |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 0 | 75 | 145 | 0 | 0 | 236 | 148 | 384 | 0 | 161 | 227 | 0 | 388 | 917 | |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 0 | 76 | 148 | 0 | 0 | 228 | 198 | 426 | 3 | 201 | 229 | 0 | 433 | 1007 | |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 0 | 79 | 174 | 0 | 0 | 196 | 163 | 359 | 0 | 159 | 251 | 0 | 410 | 943 | |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 0 | 79 | 173 | 0 | 0 | 208 | 205 | 413 | 0 | 144 | 229 | 0 | 373 | 959 | |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 331 | 0 | 309 | 640 | 0 | 0 | 868 | 714 | 1582 | 3 | 665 | 936 | 0 | 1604 | 3826 | |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 0 | 51.7 | 0 | 48.3 | | 0 | 0 | 54.9 | 45.1 | | 0.2 | 41.5 | 58.4 | 0 | | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .871 | .000 | .978 | .920 | .000 | .000 | .919 | .871 | .928 | .250 | .827 | .932 | .000 | .926 | .950 | |

Woolbright Rd & I-95 NB off Ramp Wednesday

File Name : Woolbright Rd & I-95 NB off Ramp (Wed)
 Site Code : 00000000
 Start Date : 4/10/2019
 Page No : 4



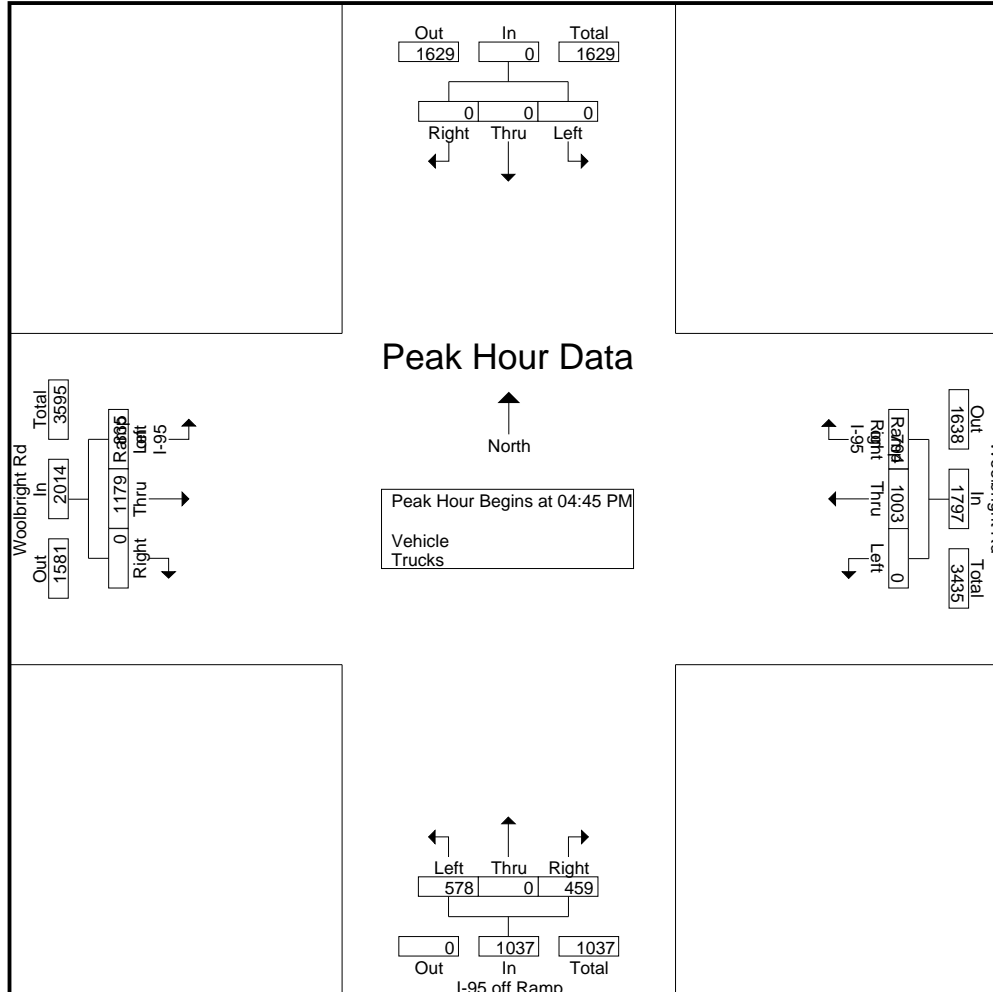
Woolbright Rd & I-95 NB off Ramp Wednesday

File Name : Woolbright Rd & I-95 NB off Ramp (Wed)
 Site Code : 00000000
 Start Date : 4/10/2019
 Page No : 5

| Start Time | Southbound | | | | | I-95 off Ramp Northbound | | | | | Woolbright Rd Westbound | | | | | Woolbright Rd Eastbound | | | | | Int. Total | |
|------------------------------------------------------------|------------|------|------|-------|------------|--------------------------|------------|------|------------|------------|-------------------------|------|------------|--------------------|------------|-------------------------|-------------------|------------|-------|------------|-------------|--|
| | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right I-95 on Ramp | App. Total | U-Turns | Left I-95 on Ramp | Thru | Right | App. Total | | |
| Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | | | | | | |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 145 | 0 | 114 | 259 | 0 | 0 | 274 | 193 | 467 | 1 | 189 | 283 | 0 | 473 | 1199 | |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 166 | 0 | 103 | 269 | 0 | 0 | 223 | 203 | 426 | 3 | 236 | 317 | 0 | 556 | 1251 | |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 139 | 0 | 133 | 272 | 0 | 0 | 260 | 200 | 460 | 1 | 207 | 288 | 0 | 496 | 1228 | |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 128 | 0 | 109 | 237 | 0 | 0 | 246 | 198 | 444 | 2 | 196 | 291 | 0 | 489 | 1170 | |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 578 | 0 | 459 | 1037 | 0 | 0 | 1003 | 794 | 1797 | 7 | 828 | 1179 | 0 | 2014 | 4848 | |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 0 | 55.7 | 0 | 44.3 | | 0 | 0 | 55.8 | 44.2 | | 0.3 | 41.1 | 58.5 | 0 | | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .870 | .000 | .863 | .953 | .000 | .000 | .915 | .978 | .962 | .583 | .877 | .930 | .000 | .906 | .969 | |

Woolbright Rd & I-95 NB off Ramp Wednesday

File Name : Woolbright Rd & I-95 NB off Ramp (Wed)
 Site Code : 00000000
 Start Date : 4/10/2019
 Page No : 6



Woolbright Rd & I-95 SB off Ramp Thursday

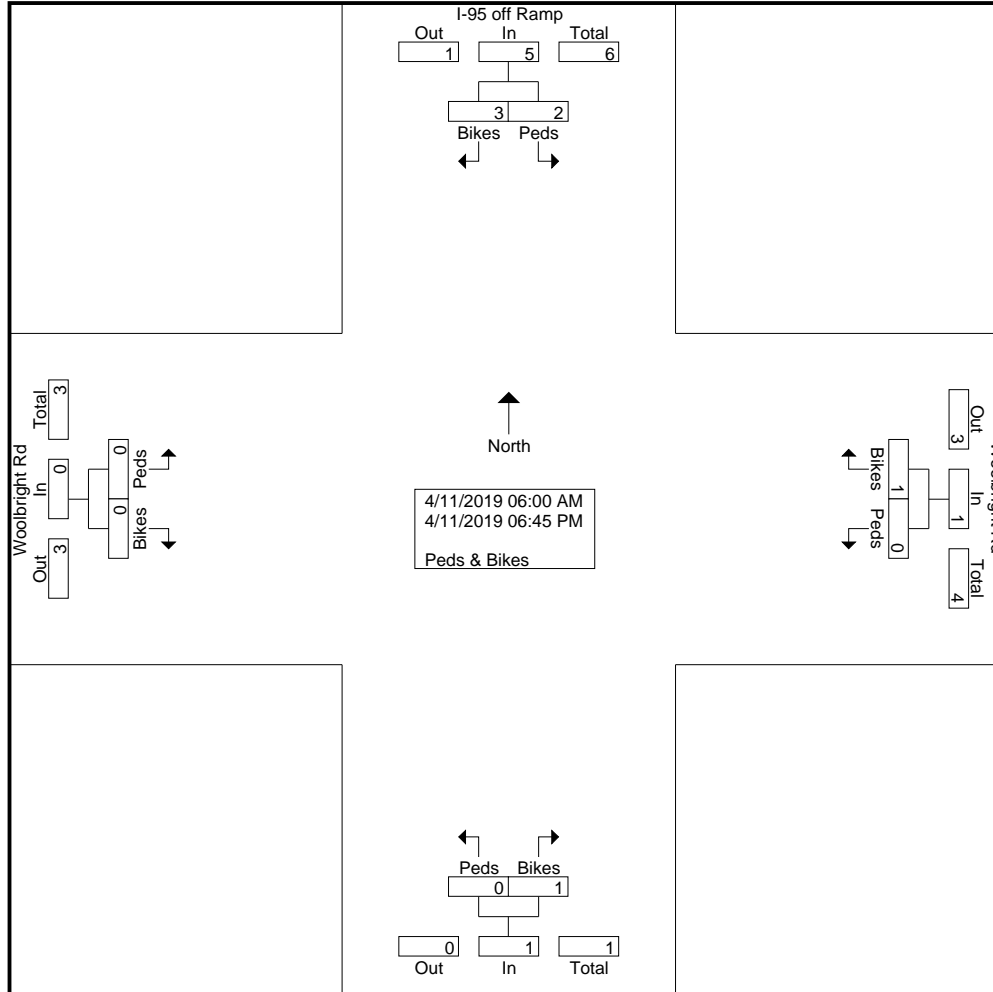
File Name : Woolbright Rd & I-95 SB off Ramp (Thu)
 Site Code : 00000000
 Start Date : 4/11/2019
 Page No : 1

Groups Printed- Peds & Bikes

| Start Time | I-95 off Ramp Southbound | | | Northbound | | | Woolbright Rd Westbound | | | Woolbright Rd Eastbound | | | Int. Total |
|---------------|--------------------------|-------|------------|------------|-------|------------|-------------------------|-------|------------|-------------------------|-------|------------|------------|
| | Peds | Bikes | App. Total | Peds | Bikes | App. Total | Peds | Bikes | App. Total | Peds | Bikes | App. Total | |
| *** BREAK *** | | | | | | | | | | | | | |
| 07:15 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| *** BREAK *** | | | | | | | | | | | | | |
| Total | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:00 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| *** BREAK *** | | | | | | | | | | | | | |
| Total | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| *** BREAK *** | | | | | | | | | | | | | |
| 04:00 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| *** BREAK *** | | | | | | | | | | | | | |
| Total | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| *** BREAK *** | | | | | | | | | | | | | |
| 05:45 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| *** BREAK *** | | | | | | | | | | | | | |
| 06:15 PM | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 3 |
| *** BREAK *** | | | | | | | | | | | | | |
| Total | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 3 |
| Grand Total | 2 | 3 | 5 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 7 |
| Apprch % | 40 | 60 | | 0 | 100 | | 0 | 100 | | 0 | 0 | | |
| Total % | 28.6 | 42.9 | 71.4 | 0 | 14.3 | 14.3 | 0 | 14.3 | 14.3 | 0 | 0 | 0 | |

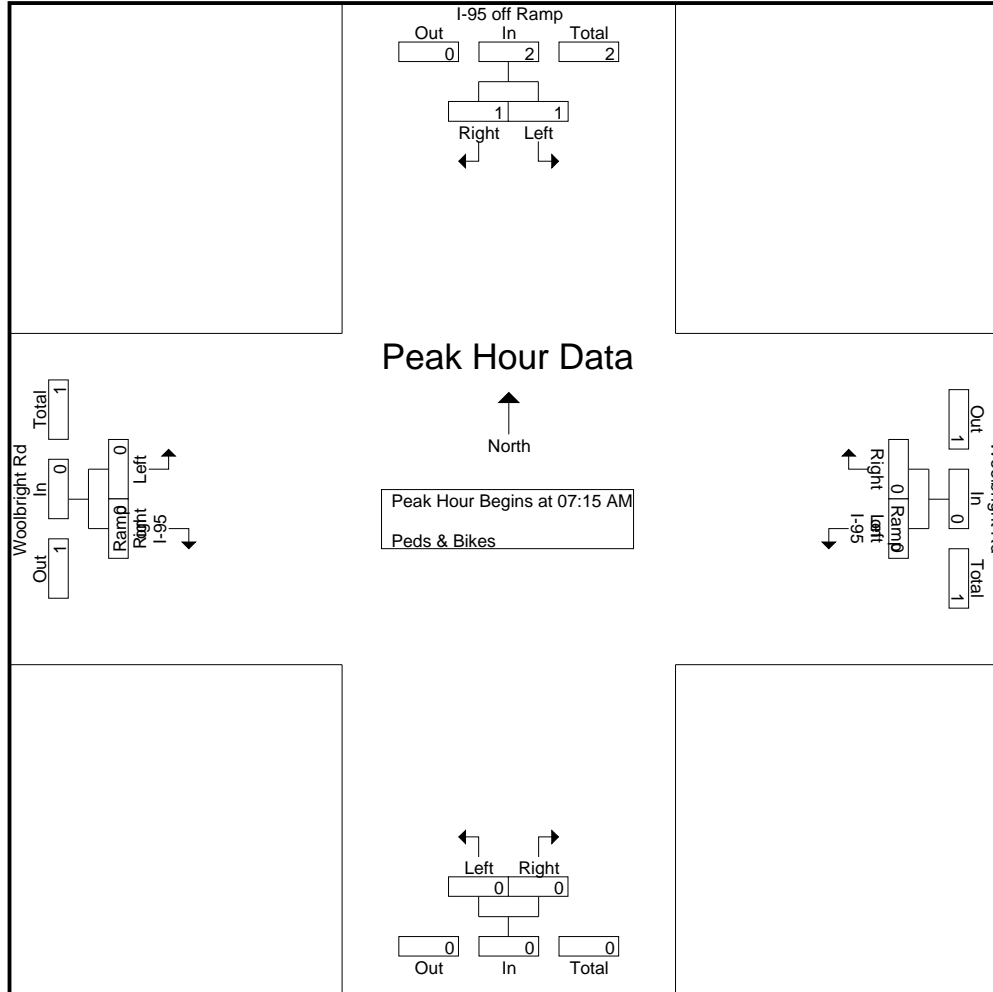
Woolbright Rd & I-95 SB off Ramp Thursday

File Name : Woolbright Rd & I-95 SB off Ramp (Thu)
 Site Code : 00000000
 Start Date : 4/11/2019
 Page No : 2



Woolbright Rd & I-95 SB off Ramp Thursday

File Name : Woolbright Rd & I-95 SB off Ramp (Thu)
 Site Code : 00000000
 Start Date : 4/11/2019
 Page No : 4



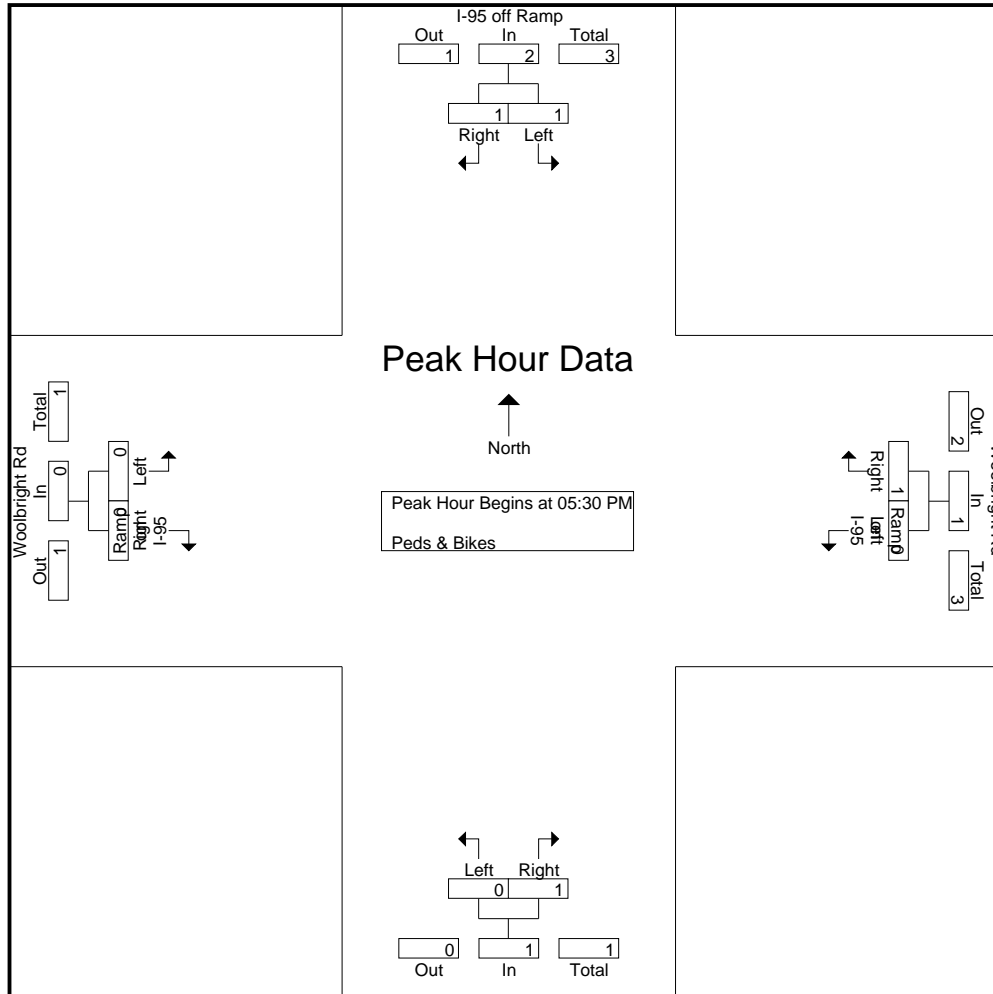
Woolbright Rd & I-95 SB off Ramp Thursday

File Name : Woolbright Rd & I-95 SB off Ramp (Thu)
 Site Code : 00000000
 Start Date : 4/11/2019
 Page No : 5

| Start Time | I-95 off Ramp Southbound | | | Northbound | | | Woolbright Rd Westbound | | | Woolbright Rd Eastbound | | | Int. Total |
|------------------------------------------------------------|--------------------------|-------|------------|------------|-------|------------|-------------------------|-------|------------|-------------------------|-------|------------|------------|
| | Peds | Bikes | App. Total | Peds | Bikes | App. Total | Peds | Bikes | App. Total | Peds | Bikes | App. Total | |
| Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:30 PM | | | | | | | | | | | | | |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:45 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 06:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:15 PM | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 3 |
| Total Volume | 1 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 4 |
| % App. Total | 50 | 50 | | 0 | 100 | | 0 | 100 | | 0 | 0 | | |
| PHF | .250 | .250 | .500 | .000 | .250 | .250 | .000 | .250 | .250 | .000 | .000 | .000 | .333 |

Woolbright Rd & I-95 SB off Ramp Thursday

File Name : Woolbright Rd & I-95 SB off Ramp (Thu)
 Site Code : 00000000
 Start Date : 4/11/2019
 Page No : 6



Woolbright Rd & I-95 SB off Ramp Thursday

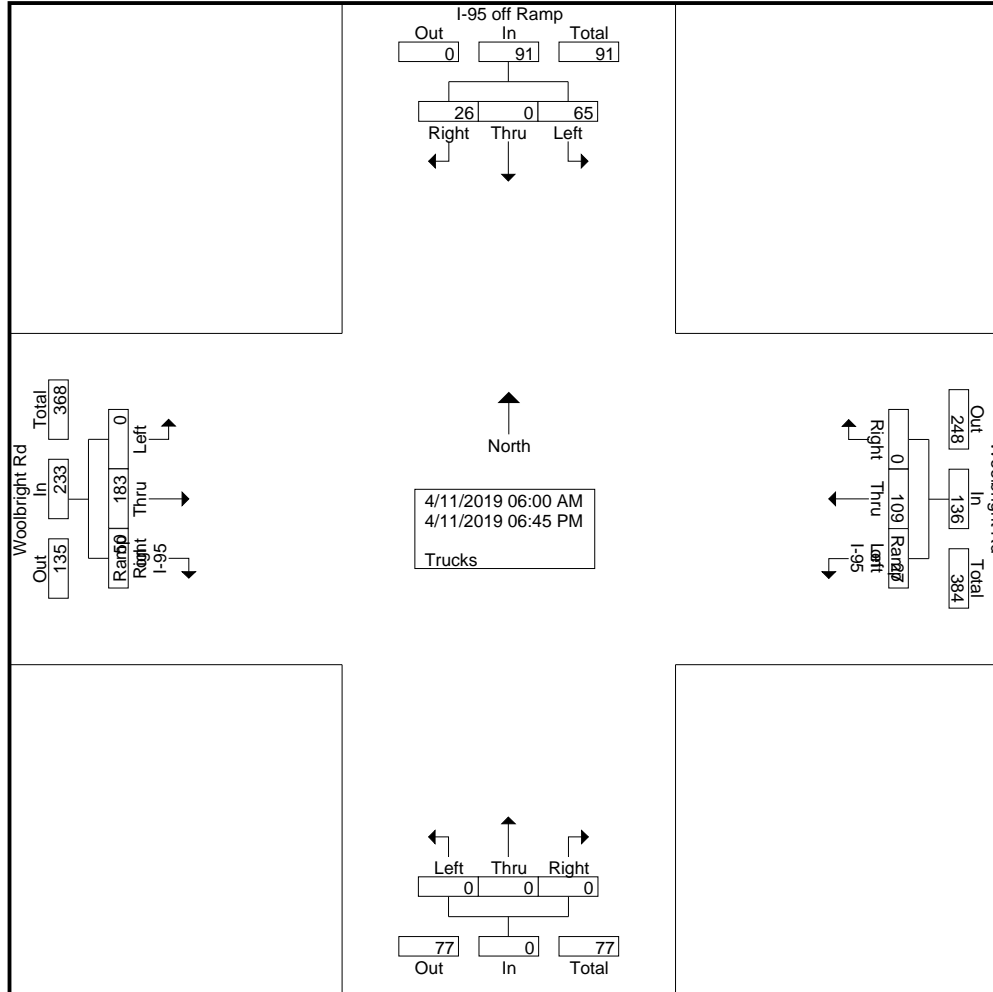
File Name : Woolbright Rd & I-95 SB off Ramp (Thu)
 Site Code : 00000000
 Start Date : 4/11/2019
 Page No : 1

Groups Printed- Trucks

| Start Time | I-95 off Ramp Southbound | | | | | Northbound | | | | | Woolbright Rd Westbound | | | | | Woolbright Rd Eastbound | | | | | Int. Total |
|---------------|--------------------------|------|------|-------|------------|------------|------|------|-------|------------|-------------------------|-------------------|------|-------|------------|-------------------------|------|------|--------------------|------------|------------|
| | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left I-95 on Ramp | Thru | Right | App. Total | U-Turns | Left | Thru | Right I-95 on Ramp | App. Total | |
| 06:00 AM | 0 | 1 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 9 | 0 | 9 | 14 |
| 06:15 AM | 0 | 1 | 0 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 8 | 2 | 10 | 18 |
| 06:30 AM | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 11 | 2 | 13 | 17 |
| 06:45 AM | 0 | 4 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 7 | 0 | 0 | 8 | 2 | 10 | 22 |
| Total | 0 | 7 | 0 | 9 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 10 | 0 | 13 | 0 | 0 | 36 | 6 | 42 | 71 |
| 07:00 AM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 4 | 3 | 7 | 13 |
| 07:15 AM | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 5 | 0 | 0 | 2 | 2 | 4 | 15 |
| 07:30 AM | 0 | 6 | 0 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 0 | 9 | 0 | 0 | 7 | 2 | 9 | 25 |
| 07:45 AM | 0 | 6 | 0 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 7 | 0 | 10 | 0 | 0 | 3 | 3 | 6 | 23 |
| Total | 0 | 20 | 0 | 2 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 23 | 0 | 28 | 0 | 0 | 16 | 10 | 26 | 76 |
| 08:00 AM | 0 | 4 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 9 | 0 | 11 | 0 | 0 | 16 | 3 | 19 | 35 |
| 08:15 AM | 0 | 8 | 0 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 7 | 0 | 0 | 7 | 3 | 10 | 26 |
| 08:30 AM | 0 | 7 | 0 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 7 | 0 | 0 | 7 | 5 | 12 | 27 |
| 08:45 AM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 6 | 0 | 0 | 10 | 6 | 16 | 25 |
| Total | 0 | 22 | 0 | 3 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 25 | 0 | 31 | 0 | 0 | 40 | 17 | 57 | 113 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 3 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 0 | 9 | 0 | 0 | 4 | 3 | 7 | 22 |
| 04:15 PM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 8 | 0 | 0 | 21 | 2 | 23 | 34 |
| 04:30 PM | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 8 | 0 | 0 | 12 | 5 | 17 | 27 |
| 04:45 PM | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 11 | 0 | 0 | 3 | 1 | 4 | 19 |
| Total | 0 | 10 | 0 | 5 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 30 | 0 | 36 | 0 | 0 | 40 | 11 | 51 | 102 |
| 05:00 PM | 0 | 2 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 5 | 0 | 0 | 9 | 1 | 10 | 19 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 5 | 1 | 6 | 8 |
| 05:30 PM | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 6 | 4 | 10 | 17 |
| 05:45 PM | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 8 | 0 | 8 | 15 |
| Total | 0 | 3 | 0 | 5 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15 | 0 | 17 | 0 | 0 | 28 | 6 | 34 | 59 |
| 06:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 6 | 0 | 6 | 9 |
| 06:15 PM | 0 | 2 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 7 | 0 | 7 | 12 |
| 06:30 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 2 | 0 | 2 | 7 |
| 06:45 PM | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 8 | 0 | 8 | 11 |
| Total | 0 | 3 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 6 | 0 | 11 | 0 | 0 | 23 | 0 | 23 | 39 |
| Grand Total | 0 | 65 | 0 | 26 | 91 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 109 | 0 | 136 | 0 | 0 | 183 | 50 | 233 | 460 |
| Apprch % | 0 | 71.4 | 0 | 28.6 | | 0 | 0 | 0 | 0 | | 0 | 19.9 | 80.1 | 0 | | 0 | 0 | 78.5 | 21.5 | | |
| Total % | 0 | 14.1 | 0 | 5.7 | 19.8 | 0 | 0 | 0 | 0 | | 0 | 5.9 | 23.7 | 0 | 29.6 | 0 | 0 | 39.8 | 10.9 | 50.7 | |

Woolbright Rd & I-95 SB off Ramp Thursday

File Name : Woolbright Rd & I-95 SB off Ramp (Thu)
 Site Code : 00000000
 Start Date : 4/11/2019
 Page No : 2



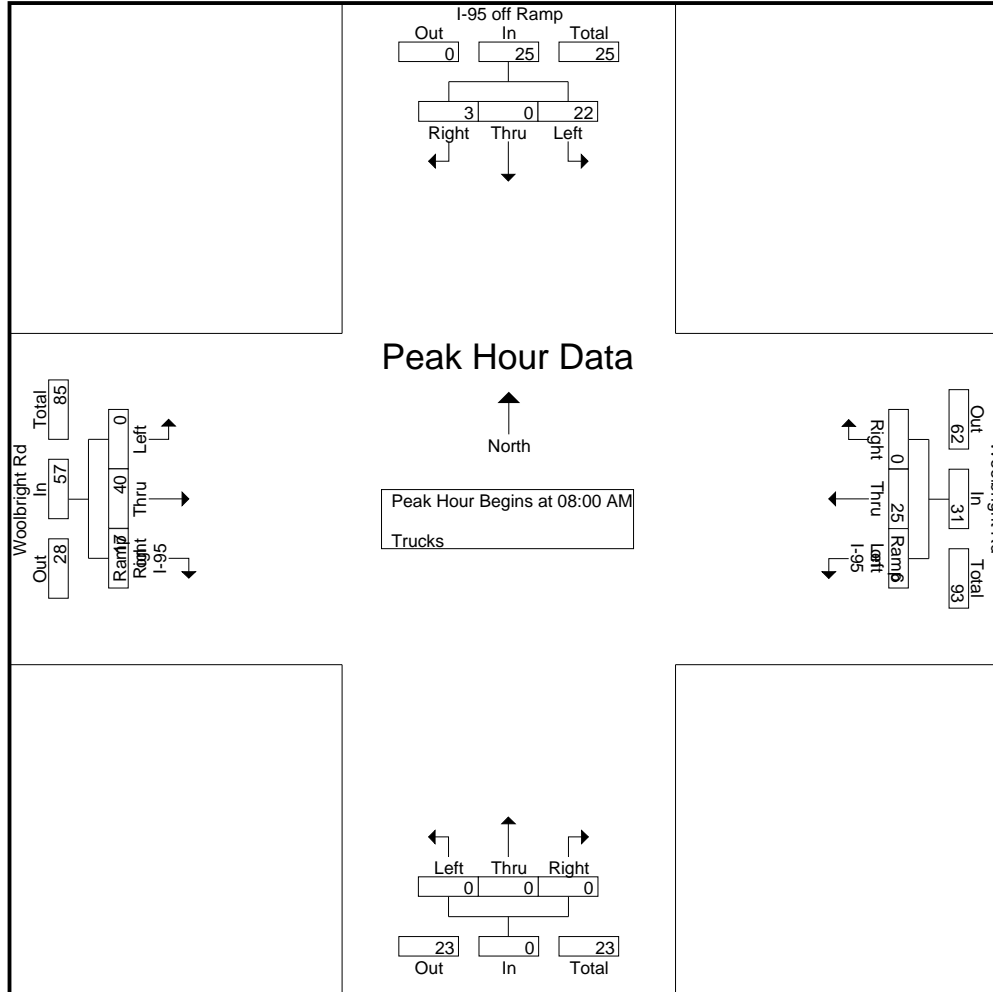
Woolbright Rd & I-95 SB off Ramp Thursday

File Name : Woolbright Rd & I-95 SB off Ramp (Thu)
 Site Code : 00000000
 Start Date : 4/11/2019
 Page No : 3

| Start Time | I-95 off Ramp Southbound | | | | | Northbound | | | | | Woolbright Rd Westbound | | | | | Woolbright Rd Eastbound | | | | | Int. Total |
|------------------------------------------------------------|--------------------------|------|------|-------|------------|------------|------|------|-------|------------|-------------------------|-------------------|------|-------|------------|-------------------------|------|------|--------------------|------------|------------|
| | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left I-95 on Ramp | Thru | Right | App. Total | U-Turns | Left | Thru | Right I-95 on Ramp | App. Total | |
| Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 4 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 9 | 0 | 11 | 0 | 0 | 16 | 3 | 19 | 35 |
| 08:15 AM | 0 | 8 | 0 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 7 | 0 | 0 | 7 | 3 | 10 | 26 |
| 08:30 AM | 0 | 7 | 0 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 7 | 0 | 0 | 7 | 5 | 12 | 27 |
| 08:45 AM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 6 | 0 | 0 | 10 | 6 | 16 | 25 |
| Total Volume | 0 | 22 | 0 | 3 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 25 | 0 | 31 | 0 | 0 | 40 | 17 | 57 | 113 |
| % App. Total | 0 | 88 | 0 | 12 | | 0 | 0 | 0 | 0 | | 0 | 19.4 | 80.6 | 0 | | 0 | 0 | 70.2 | 29.8 | | |
| PHF | .000 | .688 | .000 | .750 | .694 | .000 | .000 | .000 | .000 | .000 | .000 | .750 | .694 | .000 | .705 | .000 | .000 | .625 | .708 | .750 | .807 |

Woolbright Rd & I-95 SB off Ramp Thursday

File Name : Woolbright Rd & I-95 SB off Ramp (Thu)
 Site Code : 00000000
 Start Date : 4/11/2019
 Page No : 4



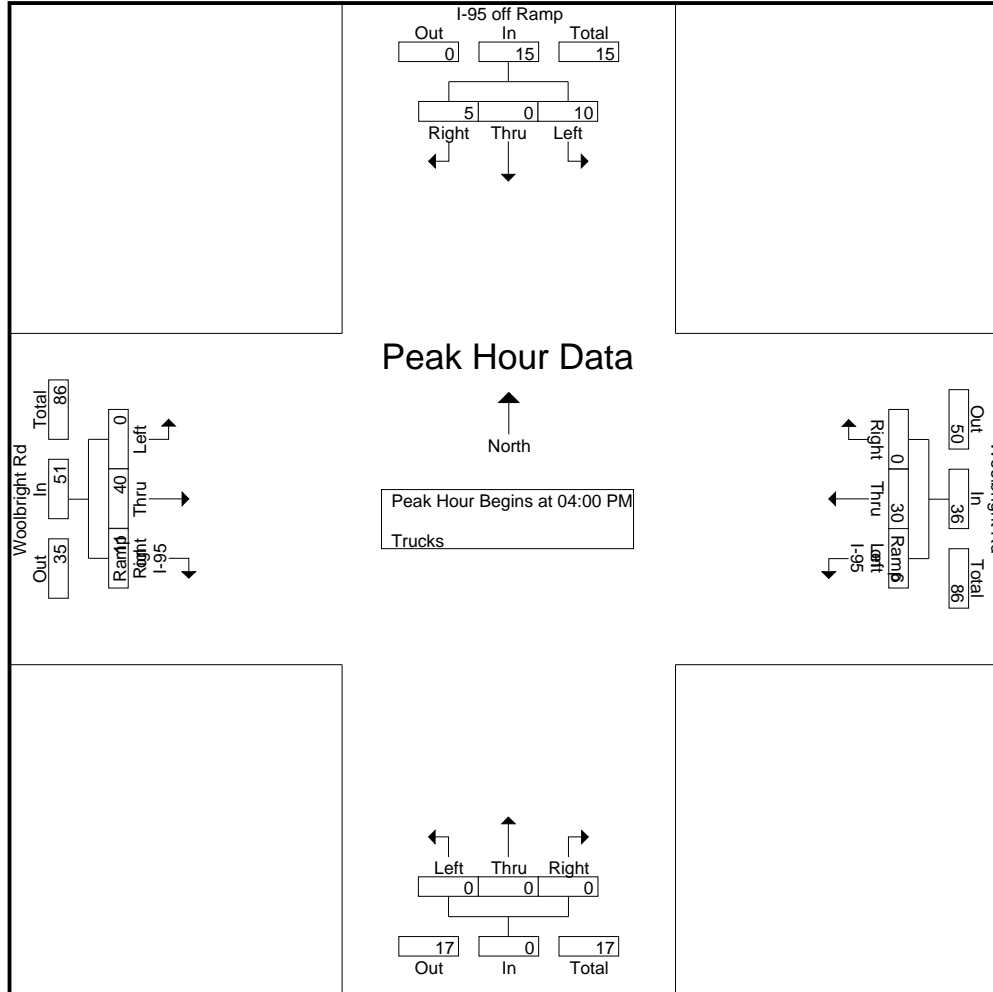
Woolbright Rd & I-95 SB off Ramp Thursday

File Name : Woolbright Rd & I-95 SB off Ramp (Thu)
 Site Code : 00000000
 Start Date : 4/11/2019
 Page No : 5

| Start Time | I-95 off Ramp Southbound | | | | | Northbound | | | | | Woolbright Rd Westbound | | | | | Woolbright Rd Eastbound | | | | | Int. Total |
|------------------------------------------------------------|--------------------------|------|------|-------|------------|------------|------|------|-------|------------|-------------------------|-------------------|------|-------|------------|-------------------------|------|------|--------------------|------------|------------|
| | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left I-95 on Ramp | Thru | Right | App. Total | U-Turns | Left | Thru | Right I-95 on Ramp | App. Total | |
| Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 3 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 0 | 9 | 0 | 0 | 4 | 3 | 7 | 22 |
| 04:15 PM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 8 | 0 | 0 | 21 | 2 | 23 | 34 |
| 04:30 PM | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 8 | 0 | 0 | 12 | 5 | 17 | 27 |
| 04:45 PM | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 11 | 0 | 0 | 3 | 1 | 4 | 19 |
| Total Volume | 0 | 10 | 0 | 5 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 30 | 0 | 36 | 0 | 0 | 40 | 11 | 51 | 102 |
| % App. Total | 0 | 66.7 | 0 | 33.3 | | 0 | 0 | 0 | 0 | | 0 | 16.7 | 83.3 | 0 | | 0 | 0 | 78.4 | 21.6 | | |
| PHF | .000 | .625 | .000 | .417 | .625 | .000 | .000 | .000 | .000 | .000 | .000 | .375 | .682 | .000 | .818 | .000 | .000 | .476 | .550 | .554 | .750 |

Woolbright Rd & I-95 SB off Ramp Thursday

File Name : Woolbright Rd & I-95 SB off Ramp (Thu)
 Site Code : 00000000
 Start Date : 4/11/2019
 Page No : 6



Woolbright Rd & I-95 SB off Ramp Thursday

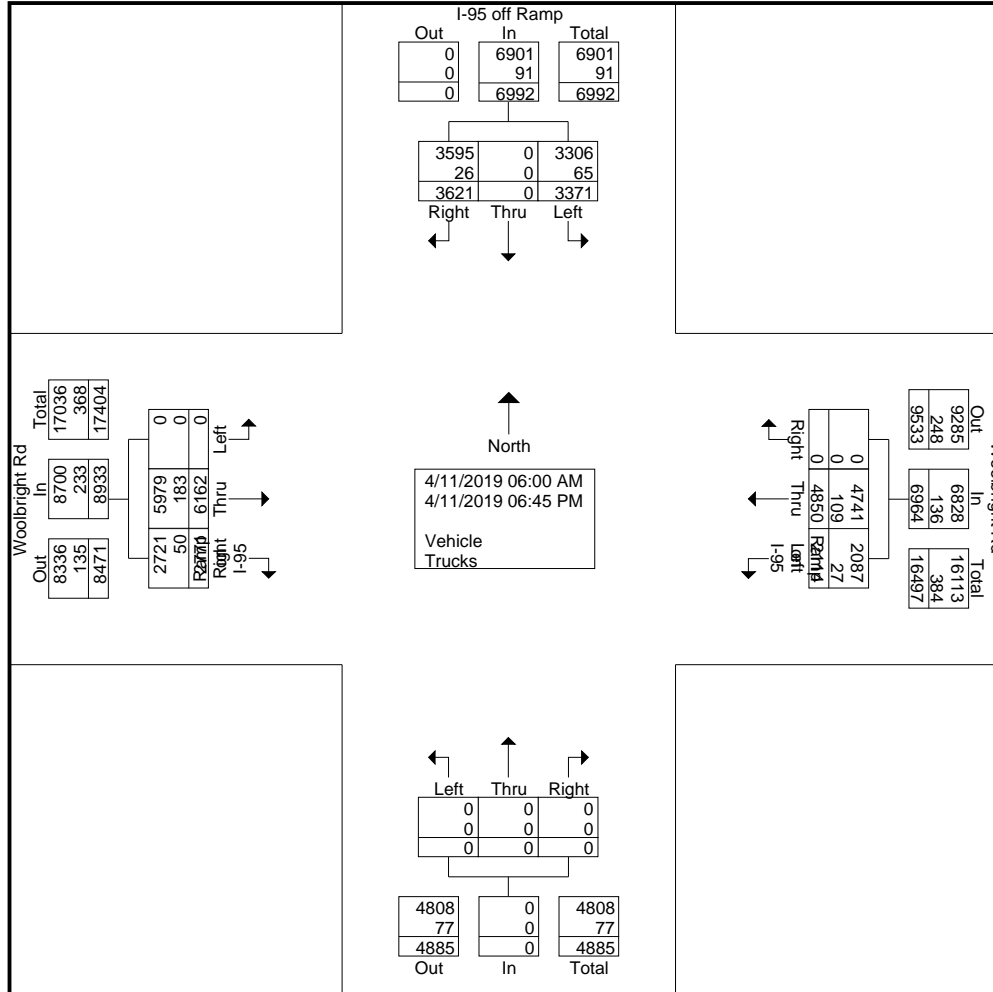
File Name : Woolbright Rd & I-95 SB off Ramp (Thu)
 Site Code : 00000000
 Start Date : 4/11/2019
 Page No : 1

Groups Printed- Vehicle - Trucks

| Start Time | I-95 off Ramp Southbound | | | | | Northbound | | | | | Woolbright Rd Westbound | | | | | Woolbright Rd Eastbound | | | | | Int. Total |
|---------------|--------------------------|------|------|-------|------------|------------|------|------|-------|------------|-------------------------|-------------------|------|-------|------------|-------------------------|------|------|--------------------|------------|------------|
| | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left I-95 on Ramp | Thru | Right | App. Total | U-Turns | Left | Thru | Right I-95 on Ramp | App. Total | |
| 06:00 AM | 0 | 40 | 0 | 92 | 132 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 37 | 0 | 80 | 0 | 0 | 85 | 59 | 144 | 356 |
| 06:15 AM | 0 | 56 | 0 | 104 | 160 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 58 | 0 | 120 | 0 | 0 | 111 | 84 | 195 | 475 |
| 06:30 AM | 0 | 137 | 0 | 154 | 291 | 0 | 0 | 0 | 0 | 0 | 0 | 98 | 99 | 0 | 197 | 0 | 0 | 143 | 120 | 263 | 751 |
| 06:45 AM | 0 | 125 | 0 | 170 | 295 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 96 | 0 | 183 | 0 | 0 | 188 | 116 | 304 | 782 |
| Total | 0 | 358 | 0 | 520 | 878 | 0 | 0 | 0 | 0 | 0 | 0 | 290 | 290 | 0 | 580 | 0 | 0 | 527 | 379 | 906 | 2364 |
| 07:00 AM | 0 | 135 | 0 | 161 | 296 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 110 | 0 | 202 | 0 | 0 | 194 | 138 | 332 | 830 |
| 07:15 AM | 0 | 164 | 0 | 181 | 345 | 0 | 0 | 0 | 0 | 0 | 1 | 131 | 153 | 0 | 285 | 0 | 0 | 257 | 172 | 429 | 1059 |
| 07:30 AM | 0 | 172 | 0 | 184 | 356 | 0 | 0 | 0 | 0 | 0 | 0 | 102 | 167 | 0 | 269 | 0 | 0 | 218 | 181 | 399 | 1024 |
| 07:45 AM | 0 | 160 | 0 | 185 | 345 | 0 | 0 | 0 | 0 | 0 | 0 | 124 | 225 | 0 | 349 | 0 | 0 | 230 | 206 | 436 | 1130 |
| Total | 0 | 631 | 0 | 711 | 1342 | 0 | 0 | 0 | 0 | 0 | 1 | 449 | 655 | 0 | 1105 | 0 | 0 | 899 | 697 | 1596 | 4043 |
| 08:00 AM | 0 | 125 | 0 | 167 | 292 | 0 | 0 | 0 | 0 | 0 | 0 | 105 | 181 | 0 | 286 | 0 | 0 | 334 | 230 | 564 | 1142 |
| 08:15 AM | 0 | 145 | 0 | 150 | 295 | 0 | 0 | 0 | 0 | 0 | 1 | 134 | 159 | 0 | 294 | 0 | 0 | 252 | 194 | 446 | 1035 |
| 08:30 AM | 0 | 118 | 0 | 179 | 297 | 0 | 0 | 0 | 0 | 0 | 2 | 105 | 180 | 0 | 287 | 0 | 0 | 316 | 140 | 456 | 1040 |
| 08:45 AM | 0 | 143 | 0 | 154 | 297 | 0 | 0 | 0 | 0 | 0 | 0 | 116 | 187 | 0 | 303 | 0 | 0 | 272 | 126 | 398 | 998 |
| Total | 0 | 531 | 0 | 650 | 1181 | 0 | 0 | 0 | 0 | 0 | 3 | 460 | 707 | 0 | 1170 | 0 | 0 | 1174 | 690 | 1864 | 4215 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 140 | 0 | 160 | 300 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 245 | 0 | 334 | 0 | 0 | 295 | 94 | 389 | 1023 |
| 04:15 PM | 0 | 161 | 0 | 173 | 334 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 273 | 0 | 349 | 0 | 0 | 324 | 101 | 425 | 1108 |
| 04:30 PM | 0 | 131 | 0 | 142 | 273 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 287 | 0 | 379 | 0 | 0 | 372 | 107 | 479 | 1131 |
| 04:45 PM | 0 | 149 | 0 | 166 | 315 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 251 | 0 | 334 | 0 | 0 | 255 | 71 | 326 | 975 |
| Total | 0 | 581 | 0 | 641 | 1222 | 0 | 0 | 0 | 0 | 0 | 0 | 340 | 1056 | 0 | 1396 | 0 | 0 | 1246 | 373 | 1619 | 4237 |
| 05:00 PM | 0 | 146 | 0 | 129 | 275 | 0 | 0 | 0 | 0 | 0 | 1 | 71 | 275 | 0 | 347 | 0 | 0 | 338 | 98 | 436 | 1058 |
| 05:15 PM | 0 | 166 | 0 | 148 | 314 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 317 | 0 | 396 | 0 | 0 | 373 | 90 | 463 | 1173 |
| 05:30 PM | 0 | 156 | 0 | 169 | 325 | 0 | 0 | 0 | 0 | 0 | 0 | 81 | 322 | 0 | 403 | 0 | 0 | 325 | 92 | 417 | 1145 |
| 05:45 PM | 0 | 140 | 0 | 126 | 266 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | 299 | 0 | 373 | 0 | 0 | 307 | 85 | 392 | 1031 |
| Total | 0 | 608 | 0 | 572 | 1180 | 0 | 0 | 0 | 0 | 0 | 1 | 305 | 1213 | 0 | 1519 | 0 | 0 | 1343 | 365 | 1708 | 4407 |
| 06:00 PM | 0 | 152 | 0 | 135 | 287 | 0 | 0 | 0 | 0 | 0 | 0 | 77 | 229 | 0 | 306 | 0 | 0 | 265 | 71 | 336 | 929 |
| 06:15 PM | 0 | 166 | 0 | 128 | 294 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 247 | 0 | 316 | 0 | 0 | 293 | 65 | 358 | 968 |
| 06:30 PM | 0 | 181 | 0 | 138 | 319 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 238 | 0 | 300 | 0 | 0 | 214 | 63 | 277 | 896 |
| 06:45 PM | 0 | 163 | 0 | 126 | 289 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 215 | 0 | 272 | 0 | 0 | 201 | 68 | 269 | 830 |
| Total | 0 | 662 | 0 | 527 | 1189 | 0 | 0 | 0 | 0 | 0 | 0 | 265 | 929 | 0 | 1194 | 0 | 0 | 973 | 267 | 1240 | 3623 |
| Grand Total | 0 | 3371 | 0 | 3621 | 6992 | 0 | 0 | 0 | 0 | 0 | 5 | 2109 | 4850 | 0 | 6964 | 0 | 0 | 6162 | 2771 | 8933 | 22889 |
| Apprch % | 0 | 48.2 | 0 | 51.8 | | 0 | 0 | 0 | 0 | 0 | 0.1 | 30.3 | 69.6 | 0 | | 0 | 0 | 69 | 31 | | |
| Total % | 0 | 14.7 | 0 | 15.8 | 30.5 | 0 | 0 | 0 | 0 | 0 | 0 | 9.2 | 21.2 | 0 | 30.4 | 0 | 0 | 26.9 | 12.1 | 39 | |
| Vehicle | 0 | 3306 | 0 | 3595 | 6901 | 0 | 0 | 0 | 0 | 0 | 5 | 2082 | 4741 | 0 | 6828 | 0 | 0 | 5979 | 2721 | 8700 | 22429 |
| % Vehicle | 0 | 98.1 | 0 | 99.3 | 98.7 | 0 | 0 | 0 | 0 | 0 | 100 | 98.7 | 97.8 | 0 | 98 | 0 | 0 | 97 | 98.2 | 97.4 | 98 |
| Trucks | 0 | 65 | 0 | 26 | 91 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 109 | 0 | 136 | 0 | 0 | 183 | 50 | 233 | 460 |
| % Trucks | 0 | 1.9 | 0 | 0.7 | 1.3 | 0 | 0 | 0 | 0 | 0 | 0 | 1.3 | 2.2 | 0 | 2 | 0 | 0 | 3 | 1.8 | 2.6 | 2 |

Woolbright Rd & I-95 SB off Ramp Thursday

File Name : Woolbright Rd & I-95 SB off Ramp (Thu)
 Site Code : 00000000
 Start Date : 4/11/2019
 Page No : 2



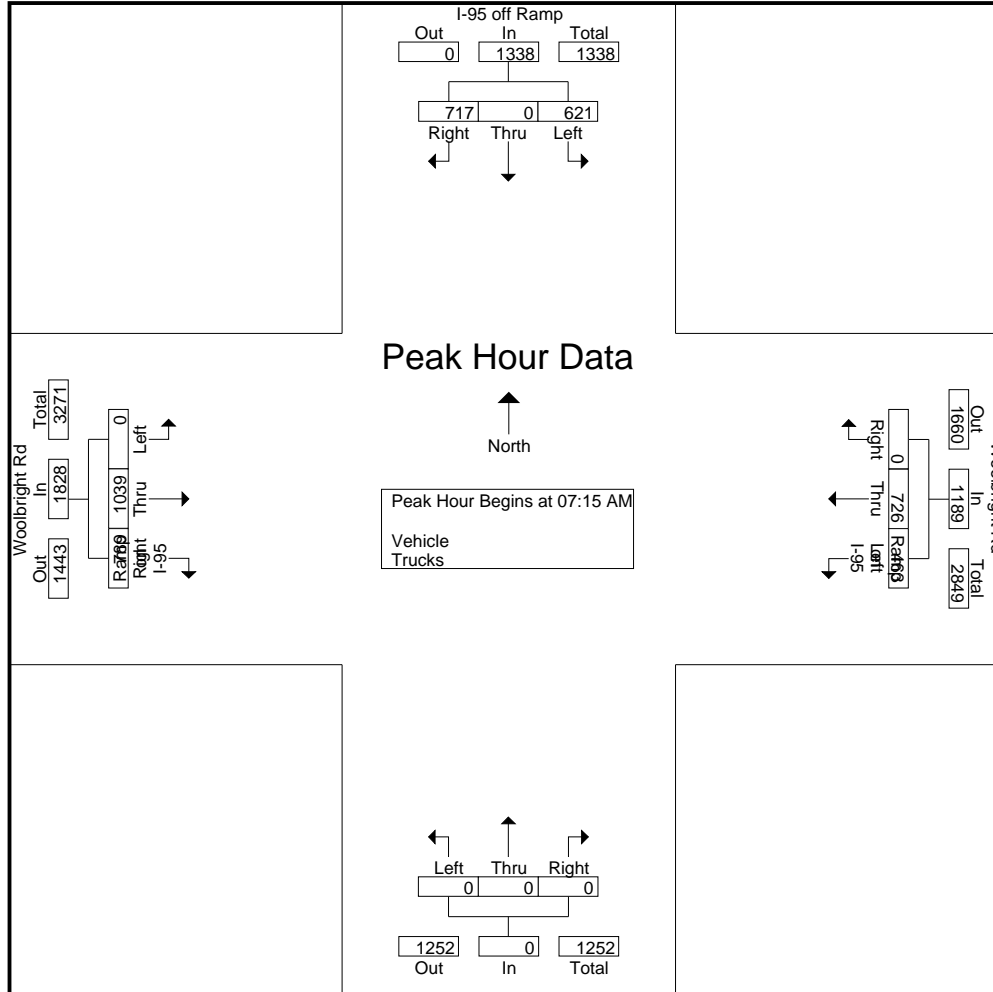
Woolbright Rd & I-95 SB off Ramp Thursday

File Name : Woolbright Rd & I-95 SB off Ramp (Thu)
 Site Code : 00000000
 Start Date : 4/11/2019
 Page No : 3

| Start Time | I-95 off Ramp Southbound | | | | | Northbound | | | | | Woolbright Rd Westbound | | | | | Woolbright Rd Eastbound | | | | | Int. Total | |
|------------------------------------------------------------|--------------------------|------|------|-------|------------|------------|------|------|-------|------------|-------------------------|-------------------|------|-------|------------|-------------------------|------|------|--------------------|------------|------------|--|
| | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left I-95 on Ramp | Thru | Right | App. Total | U-Turns | Left | Thru | Right I-95 on Ramp | App. Total | | |
| Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | | | | | | |
| 07:15 AM | 0 | 164 | 0 | 181 | 345 | 0 | 0 | 0 | 0 | 0 | 1 | 131 | 153 | 0 | 285 | 0 | 0 | 257 | 172 | 429 | 1059 | |
| 07:30 AM | 0 | 172 | 0 | 184 | 356 | 0 | 0 | 0 | 0 | 0 | 0 | 102 | 167 | 0 | 269 | 0 | 0 | 218 | 181 | 399 | 1024 | |
| 07:45 AM | 0 | 160 | 0 | 185 | 345 | 0 | 0 | 0 | 0 | 0 | 0 | 124 | 225 | 0 | 349 | 0 | 0 | 230 | 206 | 436 | 1130 | |
| 08:00 AM | 0 | 125 | 0 | 167 | 292 | 0 | 0 | 0 | 0 | 0 | 0 | 105 | 181 | 0 | 286 | 0 | 0 | 334 | 230 | 564 | 1142 | |
| Total Volume | 0 | 621 | 0 | 717 | 1338 | 0 | 0 | 0 | 0 | 0 | 1 | 462 | 726 | 0 | 1189 | 0 | 0 | 1039 | 789 | 1828 | 4355 | |
| % App. Total | 0 | 46.4 | 0 | 53.6 | | 0 | 0 | 0 | 0 | | 0.1 | 38.9 | 61.1 | 0 | | 0 | 0 | 56.8 | 43.2 | | | |
| PHF | .000 | .903 | .000 | .969 | .940 | .000 | .000 | .000 | .000 | .000 | .250 | .882 | .807 | .000 | .852 | .000 | .000 | .778 | .858 | .810 | .953 | |

Woolbright Rd & I-95 SB off Ramp Thursday

File Name : Woolbright Rd & I-95 SB off Ramp (Thu)
 Site Code : 00000000
 Start Date : 4/11/2019
 Page No : 4



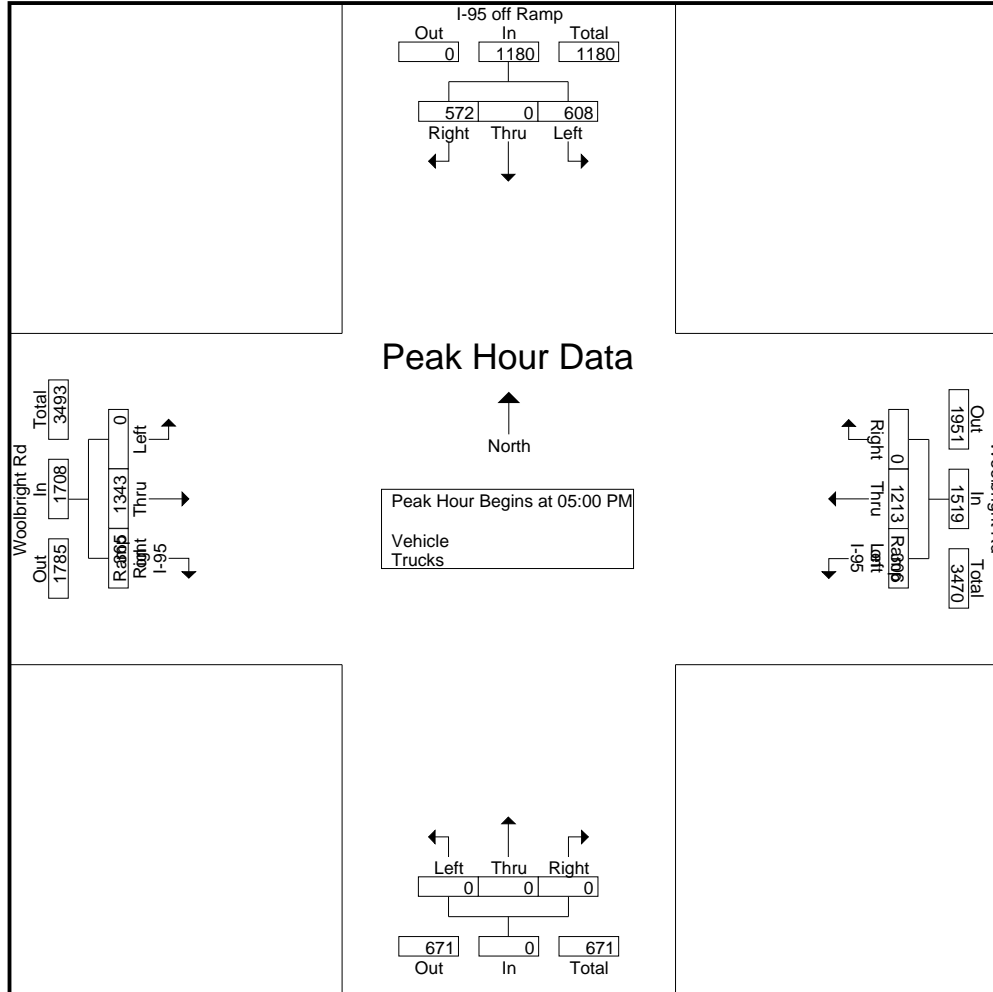
Woolbright Rd & I-95 SB off Ramp Thursday

File Name : Woolbright Rd & I-95 SB off Ramp (Thu)
 Site Code : 00000000
 Start Date : 4/11/2019
 Page No : 5

| Start Time | I-95 off Ramp Southbound | | | | | Northbound | | | | | Woolbright Rd Westbound | | | | | Woolbright Rd Eastbound | | | | | Int. Total |
|------------------------------------------------------------|--------------------------|------|------|-------|------------|------------|------|------|-------|------------|-------------------------|-------------------|------|-------|------------|-------------------------|------|------|--------------------|------------|------------|
| | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left I-95 on Ramp | Thru | Right | App. Total | U-Turns | Left | Thru | Right I-95 on Ramp | App. Total | |
| Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 146 | 0 | 129 | 275 | 0 | 0 | 0 | 0 | 0 | 1 | 71 | 275 | 0 | 347 | 0 | 0 | 338 | 98 | 436 | 1058 |
| 05:15 PM | 0 | 166 | 0 | 148 | 314 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 317 | 0 | 396 | 0 | 0 | 373 | 90 | 463 | 1173 |
| 05:30 PM | 0 | 156 | 0 | 169 | 325 | 0 | 0 | 0 | 0 | 0 | 0 | 81 | 322 | 0 | 403 | 0 | 0 | 325 | 92 | 417 | 1145 |
| 05:45 PM | 0 | 140 | 0 | 126 | 266 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | 299 | 0 | 373 | 0 | 0 | 307 | 85 | 392 | 1031 |
| Total Volume | 0 | 608 | 0 | 572 | 1180 | 0 | 0 | 0 | 0 | 0 | 1 | 305 | 1213 | 0 | 1519 | 0 | 0 | 1343 | 365 | 1708 | 4407 |
| % App. Total | 0 | 51.5 | 0 | 48.5 | | 0 | 0 | 0 | 0 | 0 | 0.1 | 20.1 | 79.9 | 0 | | 0 | 0 | 78.6 | 21.4 | | |
| PHF | .000 | .916 | .000 | .846 | .908 | .000 | .000 | .000 | .000 | .000 | .250 | .941 | .942 | .000 | .942 | .000 | .000 | .900 | .931 | .922 | .939 |

Woolbright Rd & I-95 SB off Ramp Thursday

File Name : Woolbright Rd & I-95 SB off Ramp (Thu)
 Site Code : 00000000
 Start Date : 4/11/2019
 Page No : 6



Woolbright Rd & I-95 SB off Ramp Wednesday

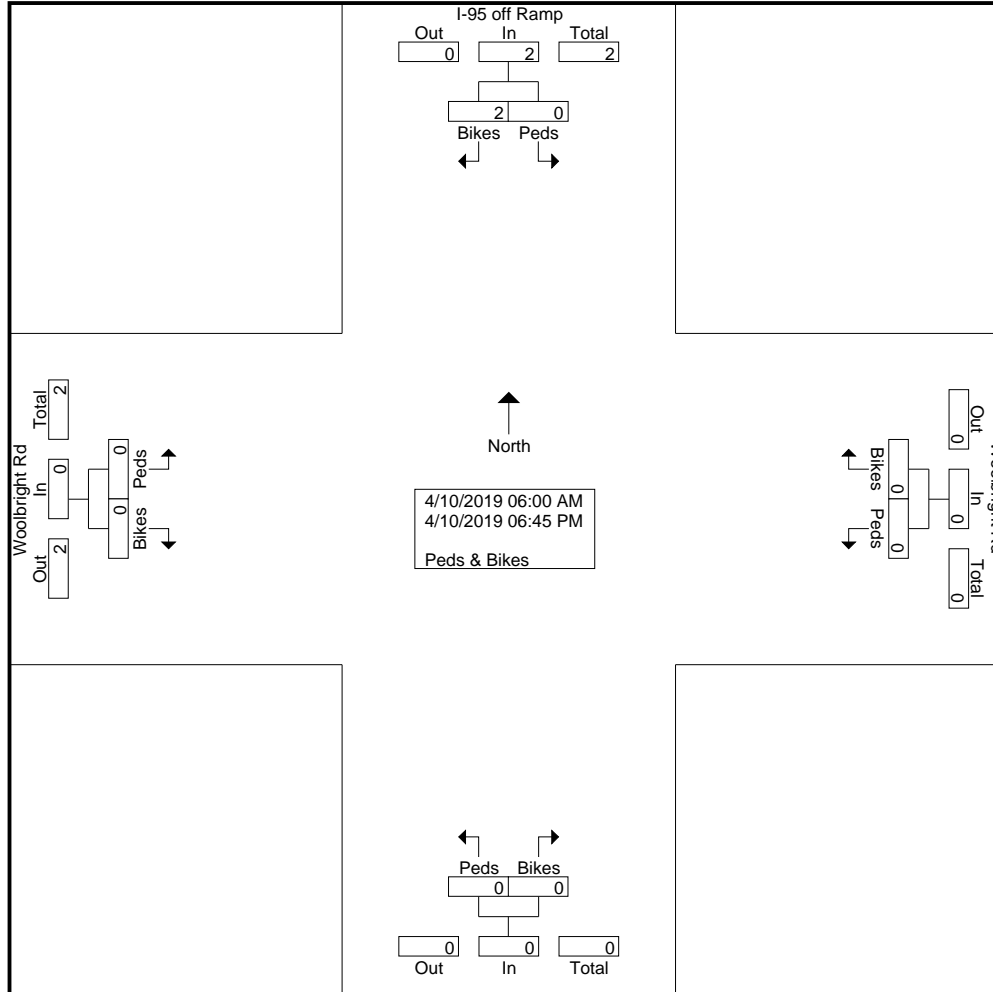
File Name : Woolbright Rd & I-95 SB off Ramp (Wed)
 Site Code : 00000000
 Start Date : 4/10/2019
 Page No : 1

Groups Printed- Peds & Bikes

| Start Time | I-95 off Ramp Southbound | | | Northbound | | | Woolbright Rd Westbound | | | Woolbright Rd Eastbound | | | Int. Total |
|---------------|--------------------------|-------|------------|------------|-------|------------|-------------------------|-------|------------|-------------------------|-------|------------|------------|
| | Peds | Bikes | App. Total | Peds | Bikes | App. Total | Peds | Bikes | App. Total | Peds | Bikes | App. Total | |
| *** BREAK *** | | | | | | | | | | | | | |
| 06:45 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| *** BREAK *** | | | | | | | | | | | | | |
| 04:15 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| *** BREAK *** | | | | | | | | | | | | | |
| Total | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| *** BREAK *** | | | | | | | | | | | | | |
| Grand Total | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Apprch % | 0 | 100 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | |
| Total % | 0 | 100 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

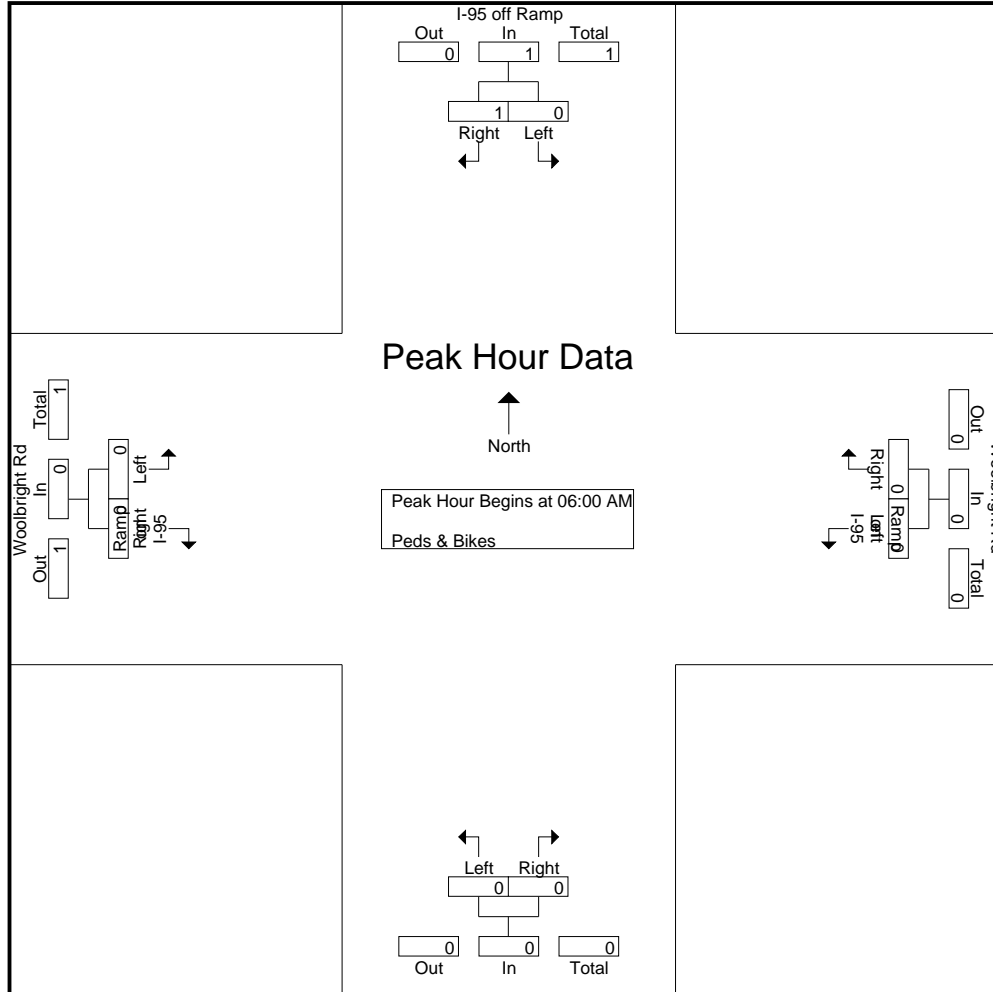
Woolbright Rd & I-95 SB off Ramp Wednesday

File Name : Woolbright Rd & I-95 SB off Ramp (Wed)
 Site Code : 00000000
 Start Date : 4/10/2019
 Page No : 2



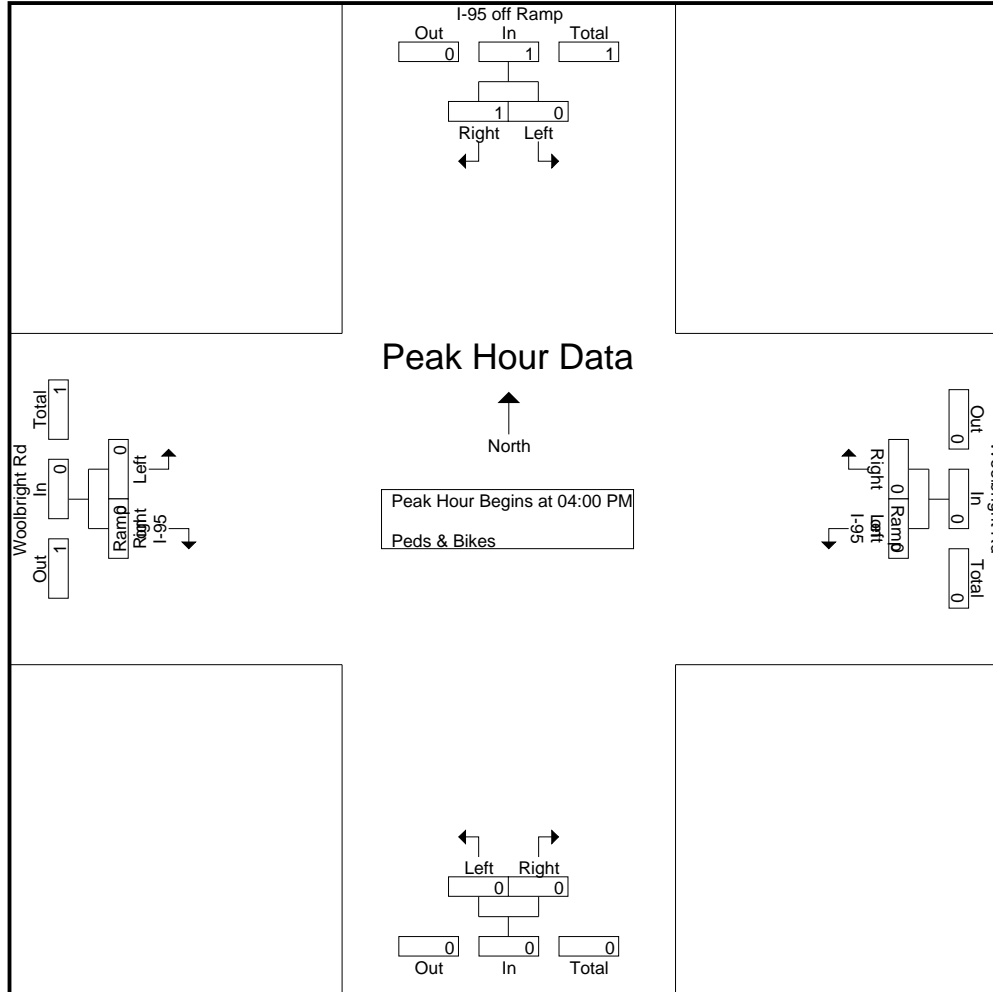
Woolbright Rd & I-95 SB off Ramp Wednesday

File Name : Woolbright Rd & I-95 SB off Ramp (Wed)
 Site Code : 00000000
 Start Date : 4/10/2019
 Page No : 4



Woolbright Rd & I-95 SB off Ramp Wednesday

File Name : Woolbright Rd & I-95 SB off Ramp (Wed)
 Site Code : 00000000
 Start Date : 4/10/2019
 Page No : 6



Woolbright Rd & I-95 SB off Ramp Wednesday

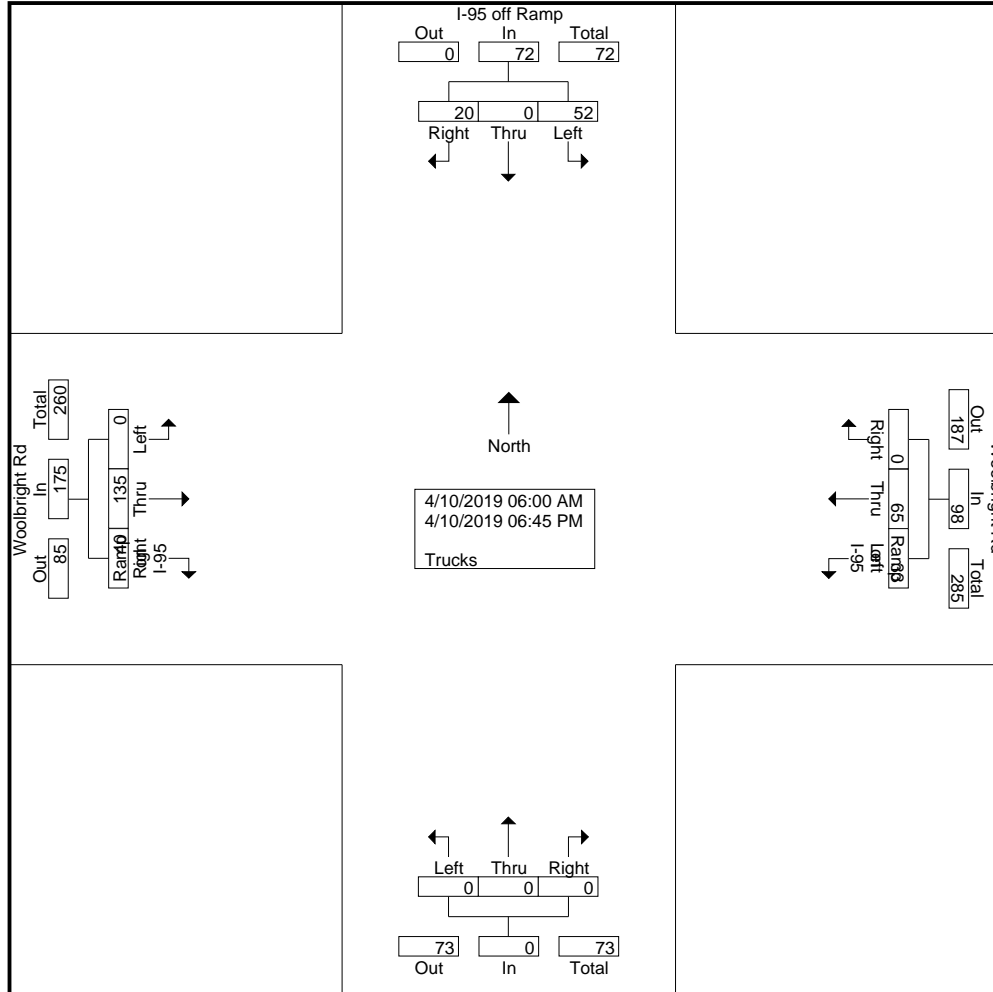
File Name : Woolbright Rd & I-95 SB off Ramp (Wed)
 Site Code : 00000000
 Start Date : 4/10/2019
 Page No : 1

Groups Printed- Trucks

| Start Time | I-95 off Ramp Southbound | | | | | Northbound | | | | | Woolbright Rd Westbound | | | | | Woolbright Rd Eastbound | | | | | Int. Total |
|--------------------|--------------------------|-----------|----------|-----------|------------|------------|----------|----------|----------|------------|-------------------------|-------------------|-----------|----------|------------|-------------------------|----------|------------|--------------------|------------|------------|
| | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left I-95 on Ramp | Thru | Right | App. Total | U-Turns | Left | Thru | Right I-95 on Ramp | App. Total | |
| 06:00 AM | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 6 | 1 | 7 | 9 |
| 06:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 4 | 0 | 4 | 7 |
| 06:30 AM | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 6 | 0 | 0 | 8 | 3 | 11 | 19 |
| 06:45 AM | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 5 | 0 | 0 | 4 | 3 | 7 | 16 |
| Total | 0 | 4 | 0 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 13 | 0 | 15 | 0 | 0 | 22 | 7 | 29 | 51 |
| 07:00 AM | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 0 | 9 | 0 | 0 | 5 | 2 | 7 | 18 |
| 07:15 AM | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 5 | 0 | 0 | 4 | 1 | 5 | 15 |
| 07:30 AM | 0 | 5 | 0 | 5 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 6 | 0 | 0 | 10 | 2 | 12 | 28 |
| 07:45 AM | 0 | 7 | 0 | 4 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 0 | 8 | 0 | 0 | 3 | 1 | 4 | 23 |
| Total | 0 | 18 | 0 | 10 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 17 | 0 | 28 | 0 | 0 | 22 | 6 | 28 | 84 |
| 08:00 AM | 0 | 1 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 12 | 4 | 16 | 24 |
| 08:15 AM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 5 | 0 | 0 | 13 | 1 | 14 | 22 |
| 08:30 AM | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 4 | 0 | 0 | 7 | 3 | 10 | 19 |
| 08:45 AM | 0 | 9 | 0 | 1 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 8 | 0 | 0 | 6 | 4 | 10 | 28 |
| Total | 0 | 18 | 0 | 4 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 15 | 0 | 21 | 0 | 0 | 38 | 12 | 50 | 93 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 3 | 2 | 5 | 8 |
| 04:15 PM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 6 | 0 | 9 | 0 | 0 | 12 | 3 | 15 | 26 |
| 04:30 PM | 0 | 2 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 7 | 0 | 0 | 3 | 2 | 5 | 15 |
| 04:45 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 2 | 1 | 3 | 7 |
| Total | 0 | 6 | 0 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 13 | 0 | 21 | 0 | 0 | 20 | 8 | 28 | 56 |
| 05:00 PM | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 4 | 0 | 0 | 7 | 1 | 8 | 14 |
| 05:15 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 4 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 6 | 2 | 8 | 9 |
| 05:45 PM | 0 | 3 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 8 |
| Total | 0 | 5 | 0 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 5 | 0 | 0 | 20 | 3 | 23 | 35 |
| 06:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 5 | 2 | 7 | 10 |
| 06:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 4 |
| 06:30 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 1 | 3 | 5 |
| 06:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 5 | 1 | 6 | 7 |
| Total | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 0 | 8 | 0 | 0 | 13 | 4 | 17 | 26 |
| Grand Total | 0 | 52 | 0 | 20 | 72 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 65 | 0 | 98 | 0 | 0 | 135 | 40 | 175 | 345 |
| Apprch % | 0 | 72.2 | 0 | 27.8 | | 0 | 0 | 0 | 0 | | 0 | 33.7 | 66.3 | 0 | | 0 | 0 | 77.1 | 22.9 | | |
| Total % | 0 | 15.1 | 0 | 5.8 | 20.9 | 0 | 0 | 0 | 0 | | 0 | 9.6 | 18.8 | 0 | 28.4 | 0 | 0 | 39.1 | 11.6 | 50.7 | |

Woolbright Rd & I-95 SB off Ramp Wednesday

File Name : Woolbright Rd & I-95 SB off Ramp (Wed)
 Site Code : 00000000
 Start Date : 4/10/2019
 Page No : 2



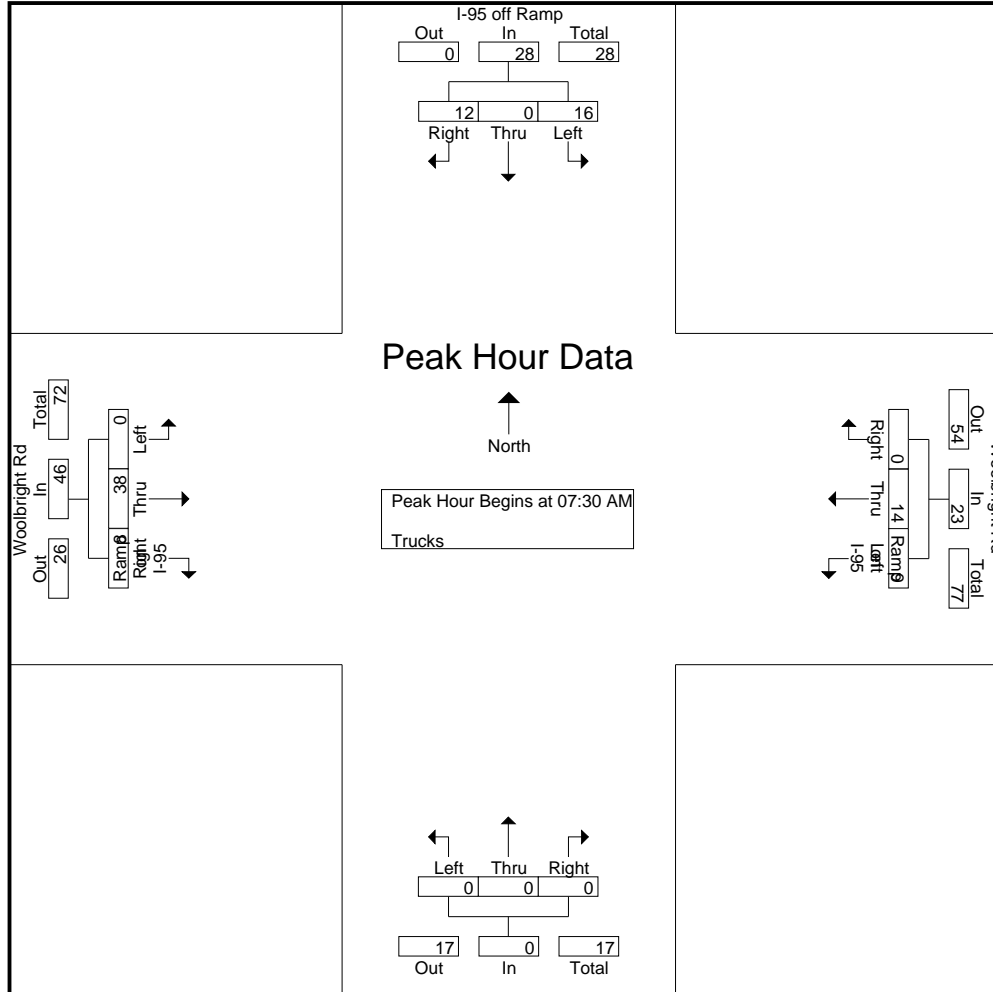
Woolbright Rd & I-95 SB off Ramp Wednesday

File Name : Woolbright Rd & I-95 SB off Ramp (Wed)
 Site Code : 00000000
 Start Date : 4/10/2019
 Page No : 3

| Start Time | I-95 off Ramp Southbound | | | | | Northbound | | | | | Woolbright Rd Westbound | | | | | Woolbright Rd Eastbound | | | | | Int. Total |
|------------------------------------------------------------|--------------------------|------|------|-------|------------|------------|------|------|-------|------------|-------------------------|-------------------|------|-------|------------|-------------------------|------|------|--------------------|------------|------------|
| | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left I-95 on Ramp | Thru | Right | App. Total | U-Turns | Left | Thru | Right I-95 on Ramp | App. Total | |
| Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 5 | 0 | 5 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 6 | 0 | 0 | 10 | 2 | 12 | 28 |
| 07:45 AM | 0 | 7 | 0 | 4 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 0 | 8 | 0 | 0 | 3 | 1 | 4 | 23 |
| 08:00 AM | 0 | 1 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 12 | 4 | 16 | 24 |
| 08:15 AM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 5 | 0 | 0 | 13 | 1 | 14 | 22 |
| Total Volume | 0 | 16 | 0 | 12 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 14 | 0 | 23 | 0 | 0 | 38 | 8 | 46 | 97 |
| % App. Total | 0 | 57.1 | 0 | 42.9 | | 0 | 0 | 0 | 0 | | 0 | 39.1 | 60.9 | 0 | | 0 | 0 | 82.6 | 17.4 | | |
| PHF | .000 | .571 | .000 | .600 | .636 | .000 | .000 | .000 | .000 | .000 | .000 | .750 | .700 | .000 | .719 | .000 | .000 | .731 | .500 | .719 | .866 |

Woolbright Rd & I-95 SB off Ramp Wednesday

File Name : Woolbright Rd & I-95 SB off Ramp (Wed)
 Site Code : 00000000
 Start Date : 4/10/2019
 Page No : 4



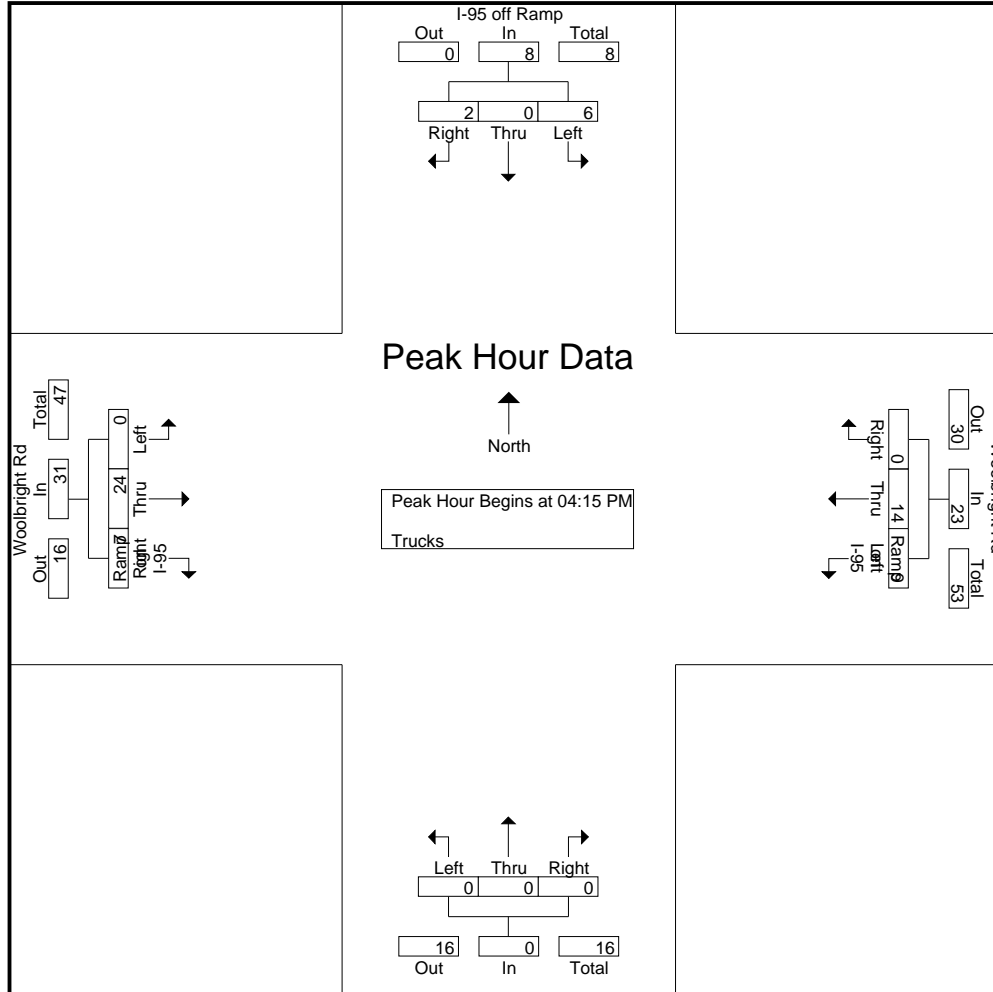
Woolbright Rd & I-95 SB off Ramp Wednesday

File Name : Woolbright Rd & I-95 SB off Ramp (Wed)
 Site Code : 00000000
 Start Date : 4/10/2019
 Page No : 5

| Start Time | I-95 off Ramp Southbound | | | | | Northbound | | | | | Woolbright Rd Westbound | | | | | Woolbright Rd Eastbound | | | | | Int. Total |
|------------------------------------------------------------|--------------------------|------|------|-------|------------|------------|------|------|-------|------------|-------------------------|-------------------|------|-------|------------|-------------------------|------|------|--------------------|------------|------------|
| | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left I-95 on Ramp | Thru | Right | App. Total | U-Turns | Left | Thru | Right I-95 on Ramp | App. Total | |
| Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 6 | 0 | 9 | 0 | 0 | 12 | 3 | 15 | 26 |
| 04:30 PM | 0 | 2 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 7 | 0 | 0 | 3 | 2 | 5 | 15 |
| 04:45 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 2 | 1 | 3 | 7 |
| 05:00 PM | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 4 | 0 | 0 | 7 | 1 | 8 | 14 |
| Total Volume | 0 | 6 | 0 | 2 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 14 | 0 | 23 | 0 | 0 | 24 | 7 | 31 | 62 |
| % App. Total | 0 | 75 | 0 | 25 | | 0 | 0 | 0 | 0 | | 0 | 39.1 | 60.9 | 0 | | 0 | 0 | 77.4 | 22.6 | | |
| PHF | .000 | .750 | .000 | .500 | .667 | .000 | .000 | .000 | .000 | .000 | .000 | .750 | .583 | .000 | .639 | .000 | .000 | .500 | .583 | .517 | .596 |

Woolbright Rd & I-95 SB off Ramp Wednesday

File Name : Woolbright Rd & I-95 SB off Ramp (Wed)
 Site Code : 00000000
 Start Date : 4/10/2019
 Page No : 6



Woolbright Rd & I-95 SB off Ramp Wednesday

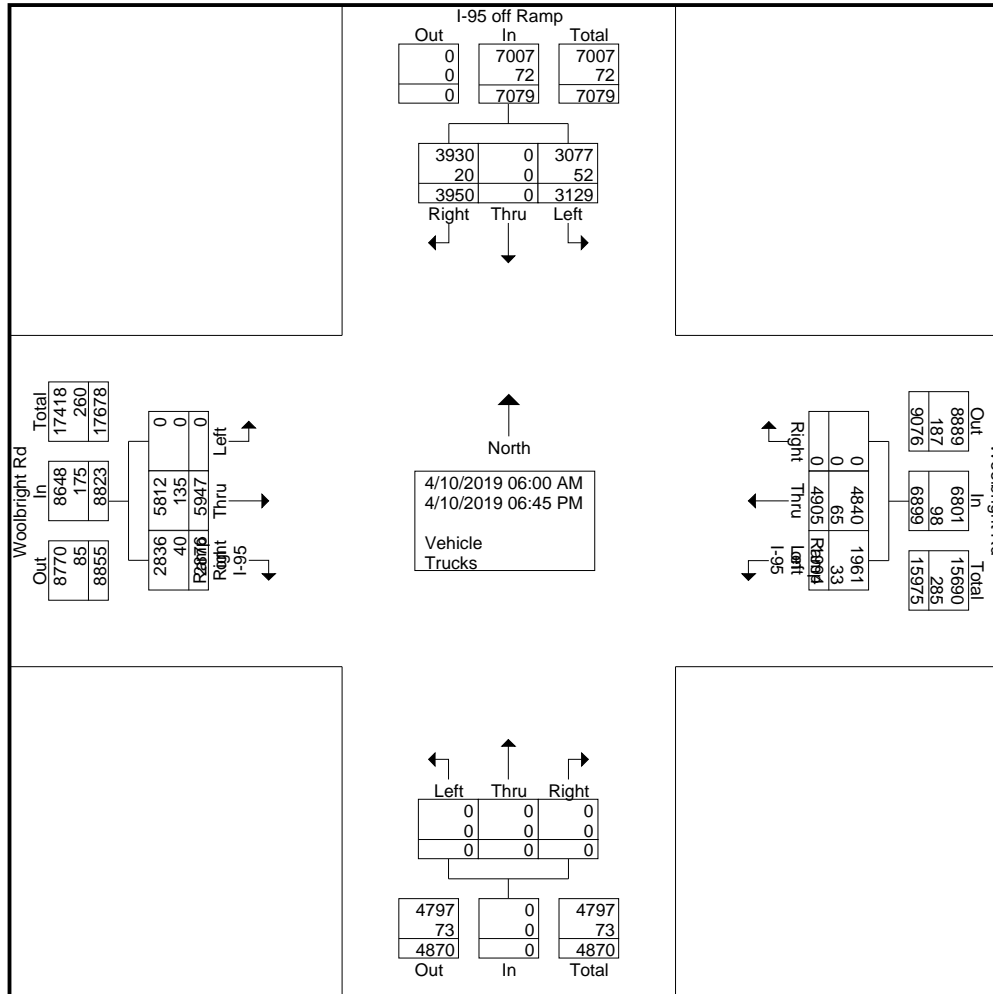
File Name : Woolbright Rd & I-95 SB off Ramp (Wed)
 Site Code : 00000000
 Start Date : 4/10/2019
 Page No : 1

Groups Printed- Vehicle - Trucks

| Start Time | I-95 off Ramp Southbound | | | | | Northbound | | | | | Woolbright Rd Westbound | | | | | Woolbright Rd Eastbound | | | | | Int. Total |
|--------------------|--------------------------|-------------|----------|-------------|-------------|------------|----------|----------|----------|------------|-------------------------|-------------------|-------------|----------|-------------|-------------------------|----------|-------------|--------------------|-------------|--------------|
| | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left I-95 on Ramp | Thru | Right | App. Total | U-Turns | Left | Thru | Right I-95 on Ramp | App. Total | |
| 06:00 AM | 0 | 31 | 0 | 86 | 117 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 48 | 0 | 89 | 0 | 0 | 79 | 67 | 146 | 352 |
| 06:15 AM | 0 | 57 | 0 | 105 | 162 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 43 | 0 | 110 | 0 | 0 | 122 | 91 | 213 | 485 |
| 06:30 AM | 0 | 94 | 0 | 156 | 250 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 116 | 0 | 210 | 0 | 0 | 117 | 124 | 241 | 701 |
| 06:45 AM | 0 | 137 | 0 | 214 | 351 | 0 | 0 | 0 | 0 | 0 | 0 | 81 | 114 | 0 | 195 | 0 | 0 | 178 | 112 | 290 | 836 |
| Total | 0 | 319 | 0 | 561 | 880 | 0 | 0 | 0 | 0 | 0 | 0 | 283 | 321 | 0 | 604 | 0 | 0 | 496 | 394 | 890 | 2374 |
| 07:00 AM | 0 | 116 | 0 | 160 | 276 | 0 | 0 | 0 | 0 | 0 | 0 | 101 | 106 | 0 | 207 | 0 | 0 | 199 | 129 | 328 | 811 |
| 07:15 AM | 0 | 148 | 0 | 190 | 338 | 0 | 0 | 0 | 0 | 0 | 0 | 129 | 159 | 0 | 288 | 0 | 0 | 211 | 166 | 377 | 1003 |
| 07:30 AM | 0 | 138 | 0 | 179 | 317 | 0 | 0 | 0 | 0 | 0 | 0 | 118 | 191 | 0 | 309 | 0 | 0 | 302 | 217 | 519 | 1145 |
| 07:45 AM | 0 | 173 | 0 | 249 | 422 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 182 | 0 | 276 | 0 | 0 | 227 | 190 | 417 | 1115 |
| Total | 0 | 575 | 0 | 778 | 1353 | 0 | 0 | 0 | 0 | 0 | 0 | 442 | 638 | 0 | 1080 | 0 | 0 | 939 | 702 | 1641 | 4074 |
| 08:00 AM | 0 | 114 | 0 | 165 | 279 | 0 | 0 | 0 | 0 | 0 | 0 | 105 | 203 | 0 | 308 | 0 | 0 | 249 | 204 | 453 | 1040 |
| 08:15 AM | 0 | 112 | 0 | 152 | 264 | 0 | 0 | 0 | 0 | 0 | 0 | 98 | 163 | 0 | 261 | 0 | 0 | 268 | 229 | 497 | 1022 |
| 08:30 AM | 0 | 119 | 0 | 177 | 296 | 0 | 0 | 0 | 0 | 0 | 0 | 126 | 174 | 0 | 300 | 0 | 0 | 255 | 173 | 428 | 1024 |
| 08:45 AM | 0 | 131 | 0 | 192 | 323 | 0 | 0 | 0 | 0 | 0 | 0 | 106 | 176 | 0 | 282 | 0 | 0 | 268 | 147 | 415 | 1020 |
| Total | 0 | 476 | 0 | 686 | 1162 | 0 | 0 | 0 | 0 | 0 | 0 | 435 | 716 | 0 | 1151 | 0 | 0 | 1040 | 753 | 1793 | 4106 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 127 | 0 | 150 | 277 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | 238 | 0 | 312 | 0 | 0 | 248 | 80 | 328 | 917 |
| 04:15 PM | 0 | 149 | 0 | 160 | 309 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 240 | 0 | 313 | 0 | 0 | 327 | 88 | 415 | 1037 |
| 04:30 PM | 0 | 137 | 0 | 160 | 297 | 0 | 0 | 0 | 0 | 0 | 0 | 77 | 243 | 0 | 320 | 0 | 0 | 314 | 97 | 411 | 1028 |
| 04:45 PM | 0 | 162 | 0 | 185 | 347 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 318 | 0 | 407 | 0 | 0 | 281 | 79 | 360 | 1114 |
| Total | 0 | 575 | 0 | 655 | 1230 | 0 | 0 | 0 | 0 | 0 | 0 | 313 | 1039 | 0 | 1352 | 0 | 0 | 1170 | 344 | 1514 | 4096 |
| 05:00 PM | 0 | 160 | 0 | 155 | 315 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 297 | 0 | 375 | 0 | 0 | 388 | 123 | 511 | 1201 |
| 05:15 PM | 0 | 138 | 0 | 173 | 311 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 313 | 0 | 388 | 0 | 0 | 347 | 114 | 461 | 1160 |
| 05:30 PM | 0 | 147 | 0 | 191 | 338 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 292 | 0 | 363 | 0 | 0 | 321 | 90 | 411 | 1112 |
| 05:45 PM | 0 | 146 | 0 | 169 | 315 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 317 | 0 | 387 | 0 | 0 | 299 | 81 | 380 | 1082 |
| Total | 0 | 591 | 0 | 688 | 1279 | 0 | 0 | 0 | 0 | 0 | 0 | 294 | 1219 | 0 | 1513 | 0 | 0 | 1355 | 408 | 1763 | 4555 |
| 06:00 PM | 0 | 151 | 0 | 164 | 315 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 276 | 0 | 329 | 0 | 0 | 255 | 79 | 334 | 978 |
| 06:15 PM | 0 | 165 | 0 | 155 | 320 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 224 | 0 | 292 | 0 | 0 | 226 | 72 | 298 | 910 |
| 06:30 PM | 0 | 142 | 0 | 140 | 282 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 223 | 0 | 287 | 0 | 0 | 234 | 71 | 305 | 874 |
| 06:45 PM | 0 | 135 | 0 | 123 | 258 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 249 | 0 | 291 | 0 | 0 | 232 | 53 | 285 | 834 |
| Total | 0 | 593 | 0 | 582 | 1175 | 0 | 0 | 0 | 0 | 0 | 0 | 227 | 972 | 0 | 1199 | 0 | 0 | 947 | 275 | 1222 | 3596 |
| Grand Total | 0 | 3129 | 0 | 3950 | 7079 | 0 | 0 | 0 | 0 | 0 | 0 | 1994 | 4905 | 0 | 6899 | 0 | 0 | 5947 | 2876 | 8823 | 22801 |
| Apprch % | 0 | 44.2 | 0 | 55.8 | | 0 | 0 | 0 | 0 | 0 | 0 | 28.9 | 71.1 | 0 | | 0 | 0 | 67.4 | 32.6 | | |
| Total % | 0 | 13.7 | 0 | 17.3 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 8.7 | 21.5 | 0 | 30.3 | 0 | 0 | 26.1 | 12.6 | 38.7 | |
| Vehicle | 0 | 3077 | 0 | 3930 | 7007 | 0 | 0 | 0 | 0 | 0 | 0 | 1961 | 4840 | 0 | 6801 | 0 | 0 | 5812 | 2836 | 8648 | 22456 |
| % Vehicle | 0 | 98.3 | 0 | 99.5 | 99 | 0 | 0 | 0 | 0 | 0 | 0 | 98.3 | 98.7 | 0 | 98.6 | 0 | 0 | 97.7 | 98.6 | 98 | 98.5 |
| Trucks | 0 | 52 | 0 | 20 | 72 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 65 | 0 | 98 | 0 | 0 | 135 | 40 | 175 | 345 |
| % Trucks | 0 | 1.7 | 0 | 0.5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.7 | 1.3 | 0 | 1.4 | 0 | 0 | 2.3 | 1.4 | 2 | 1.5 |

Woolbright Rd & I-95 SB off Ramp Wednesday

File Name : Woolbright Rd & I-95 SB off Ramp (Wed)
 Site Code : 00000000
 Start Date : 4/10/2019
 Page No : 2



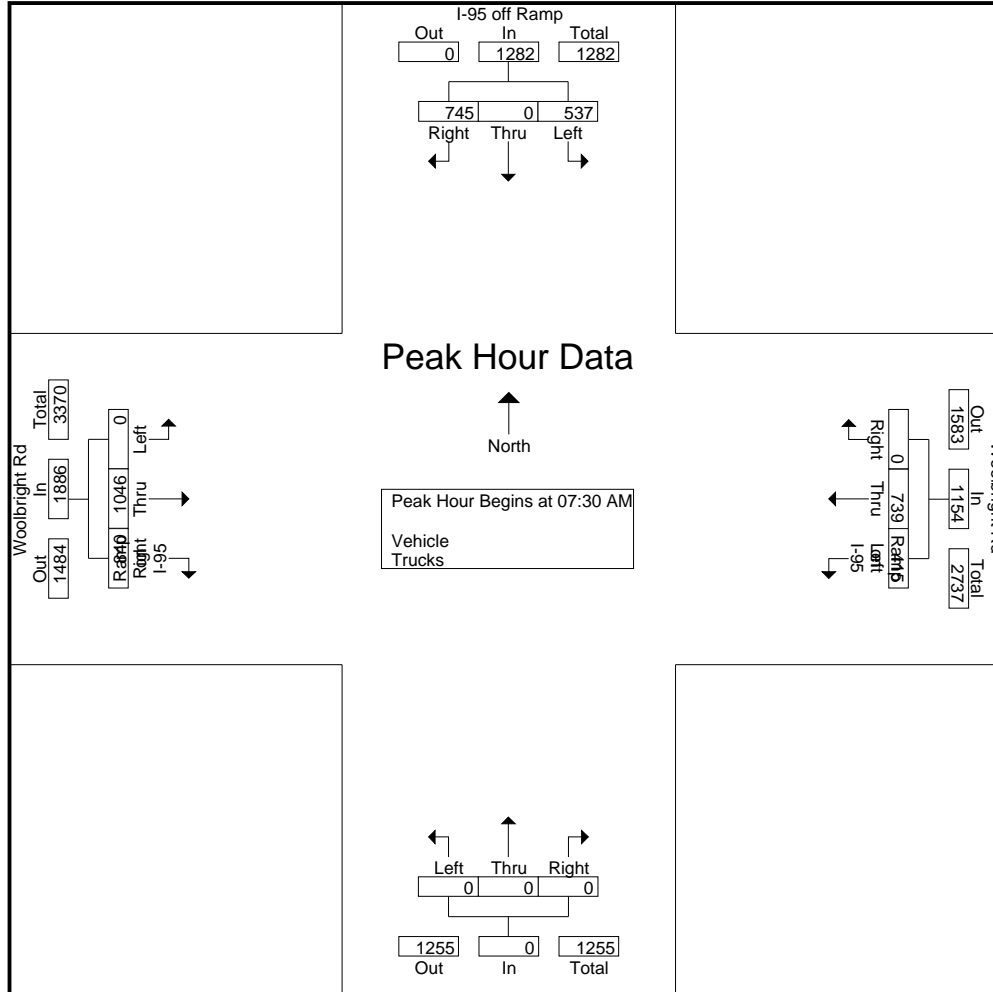
Woolbright Rd & I-95 SB off Ramp Wednesday

File Name : Woolbright Rd & I-95 SB off Ramp (Wed)
 Site Code : 00000000
 Start Date : 4/10/2019
 Page No : 3

| Start Time | I-95 off Ramp Southbound | | | | | Northbound | | | | | Woolbright Rd Westbound | | | | | Woolbright Rd Eastbound | | | | | Int. Total | |
|------------------------------------------------------------|--------------------------|------|------|-------|------------|------------|------|------|-------|------------|-------------------------|-------------------|------|-------|------------|-------------------------|------|------|--------------------|------------|------------|--|
| | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left I-95 on Ramp | Thru | Right | App. Total | U-Turns | Left | Thru | Right I-95 on Ramp | App. Total | | |
| Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 138 | 0 | 179 | 317 | 0 | 0 | 0 | 0 | 0 | 0 | 118 | 191 | 0 | 309 | 0 | 0 | 302 | 217 | 519 | 1145 | |
| 07:45 AM | 0 | 173 | 0 | 249 | 422 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 182 | 0 | 276 | 0 | 0 | 227 | 190 | 417 | 1115 | |
| 08:00 AM | 0 | 114 | 0 | 165 | 279 | 0 | 0 | 0 | 0 | 0 | 0 | 105 | 203 | 0 | 308 | 0 | 0 | 249 | 204 | 453 | 1040 | |
| 08:15 AM | 0 | 112 | 0 | 152 | 264 | 0 | 0 | 0 | 0 | 0 | 0 | 98 | 163 | 0 | 261 | 0 | 0 | 268 | 229 | 497 | 1022 | |
| Total Volume | 0 | 537 | 0 | 745 | 1282 | 0 | 0 | 0 | 0 | 0 | 0 | 415 | 739 | 0 | 1154 | 0 | 0 | 1046 | 840 | 1886 | 4322 | |
| % App. Total | 0 | 41.9 | 0 | 58.1 | | 0 | 0 | 0 | 0 | | 0 | 36 | 64 | 0 | | 0 | 0 | 55.5 | 44.5 | | | |
| PHF | .000 | .776 | .000 | .748 | .759 | .000 | .000 | .000 | .000 | .000 | .000 | .879 | .910 | .000 | .934 | .000 | .000 | .866 | .917 | .908 | .944 | |

Woolbright Rd & I-95 SB off Ramp Wednesday

File Name : Woolbright Rd & I-95 SB off Ramp (Wed)
 Site Code : 00000000
 Start Date : 4/10/2019
 Page No : 4



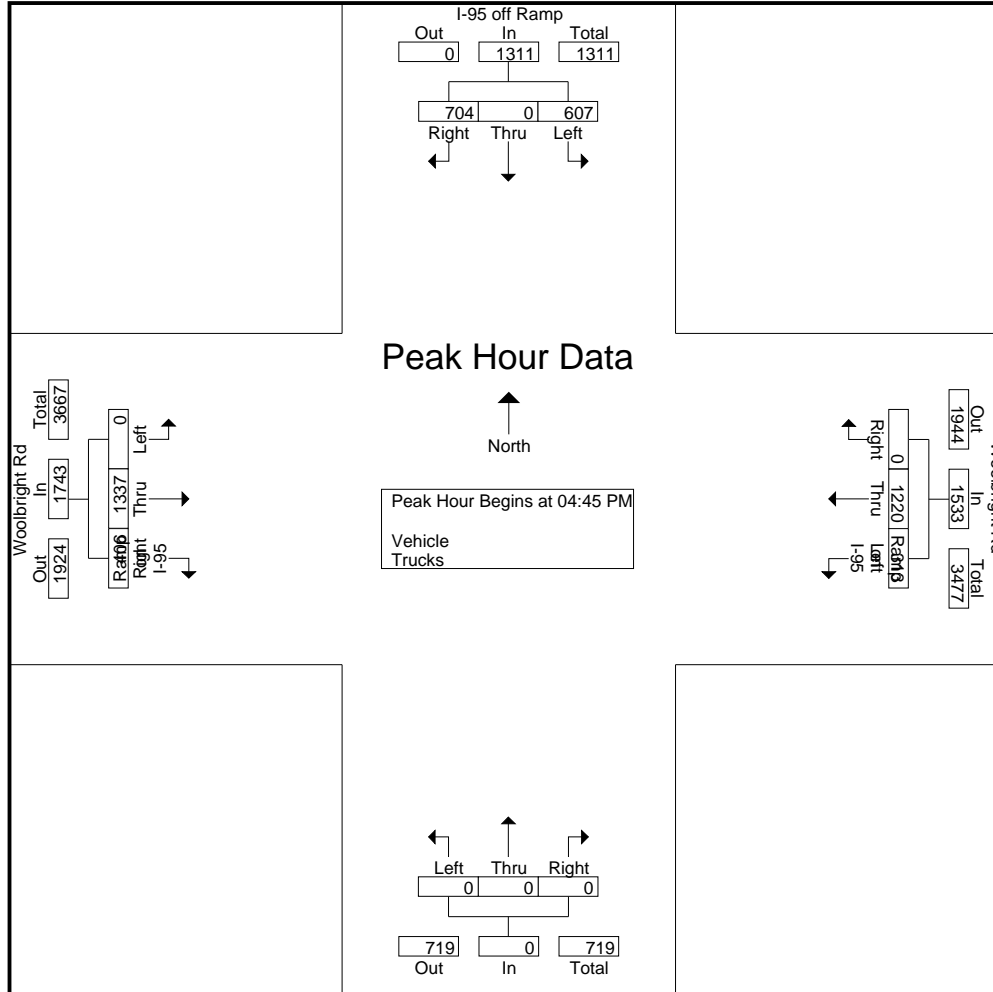
Woolbright Rd & I-95 SB off Ramp Wednesday

File Name : Woolbright Rd & I-95 SB off Ramp (Wed)
 Site Code : 00000000
 Start Date : 4/10/2019
 Page No : 5

| Start Time | I-95 off Ramp Southbound | | | | | Northbound | | | | | Woolbright Rd Westbound | | | | | Woolbright Rd Eastbound | | | | | Int. Total |
|------------------------------------------------------------|--------------------------|------|------|-------|------------|------------|------|------|-------|------------|-------------------------|-------------------|------|-------|------------|-------------------------|------|------|--------------------|------------|------------|
| | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left I-95 on Ramp | Thru | Right | App. Total | U-Turns | Left | Thru | Right I-95 on Ramp | App. Total | |
| Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:45 PM | 0 | 162 | 0 | 185 | 347 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 318 | 0 | 407 | 0 | 0 | 281 | 79 | 360 | 1114 |
| 05:00 PM | 0 | 160 | 0 | 155 | 315 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 297 | 0 | 375 | 0 | 0 | 388 | 123 | 511 | 1201 |
| 05:15 PM | 0 | 138 | 0 | 173 | 311 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 313 | 0 | 388 | 0 | 0 | 347 | 114 | 461 | 1160 |
| 05:30 PM | 0 | 147 | 0 | 191 | 338 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 292 | 0 | 363 | 0 | 0 | 321 | 90 | 411 | 1112 |
| Total Volume | 0 | 607 | 0 | 704 | 1311 | 0 | 0 | 0 | 0 | 0 | 0 | 313 | 1220 | 0 | 1533 | 0 | 0 | 1337 | 406 | 1743 | 4587 |
| % App. Total | 0 | 46.3 | 0 | 53.7 | | 0 | 0 | 0 | 0 | 0 | 0 | 20.4 | 79.6 | 0 | | 0 | 0 | 76.7 | 23.3 | | |
| PHF | .000 | .937 | .000 | .921 | .945 | .000 | .000 | .000 | .000 | .000 | .000 | .879 | .959 | .000 | .942 | .000 | .000 | .861 | .825 | .853 | .955 |

Woolbright Rd & I-95 SB off Ramp Wednesday

File Name : Woolbright Rd & I-95 SB off Ramp (Wed)
 Site Code : 00000000
 Start Date : 4/10/2019
 Page No : 6



Woolbright Rd & S Seacrest Blvd

Thursday

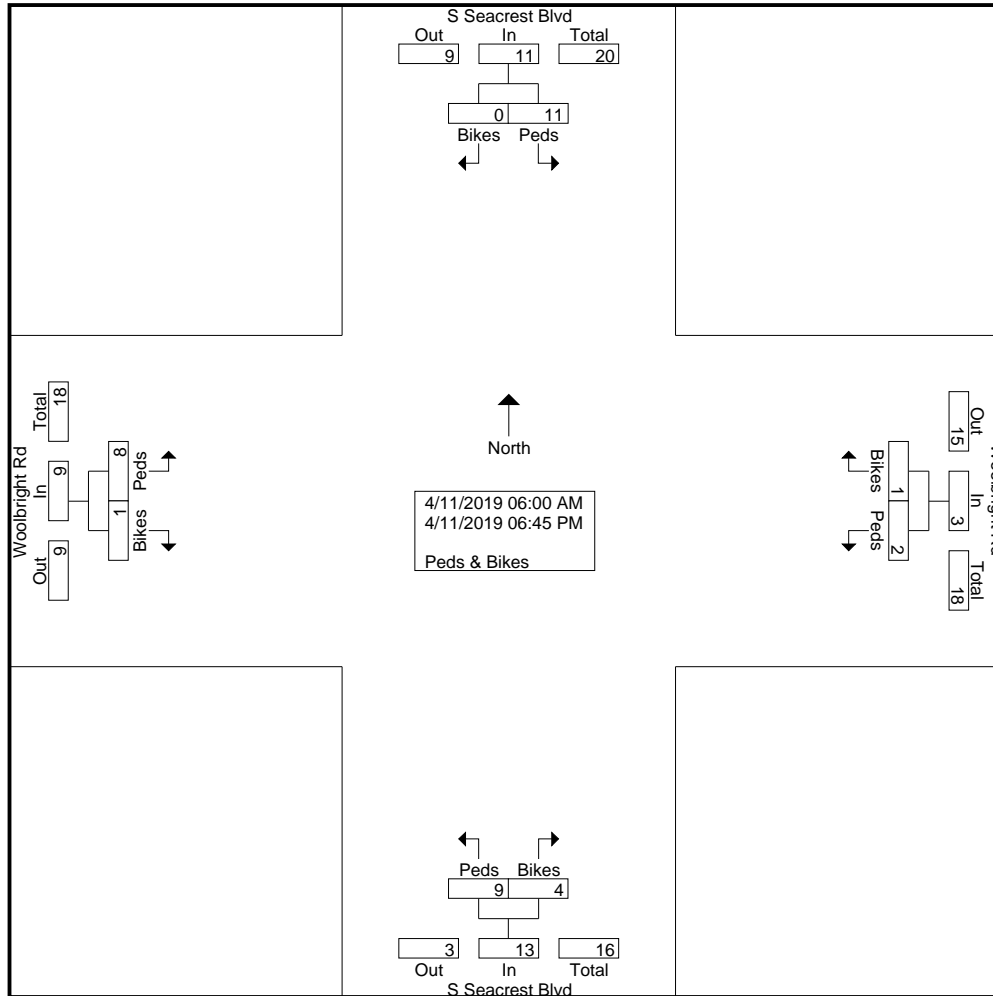
File Name : Woolbright Rd & S Seacrest Blvd (Thu)
 Site Code : 00000000
 Start Date : 4/11/2019
 Page No : 1

Groups Printed- Peds & Bikes

| Start Time | S Seacrest Blvd Southbound | | | S Seacrest Blvd Northbound | | | Woolbright Rd Westbound | | | Woolbright Rd Eastbound | | | Int. Total |
|---------------|----------------------------|-------|------------|----------------------------|-------|------------|-------------------------|-------|------------|-------------------------|-------|------------|------------|
| | Peds | Bikes | App. Total | Peds | Bikes | App. Total | Peds | Bikes | App. Total | Peds | Bikes | App. Total | |
| *** BREAK *** | | | | | | | | | | | | | |
| 06:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| 06:30 AM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 06:45 AM | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 1 | 1 | 2 | 5 |
| 07:00 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:15 AM | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 3 | 4 |
| 07:45 AM | 1 | 0 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Total | 6 | 0 | 6 | 0 | 2 | 2 | 1 | 0 | 1 | 3 | 0 | 3 | 12 |
| 08:00 AM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 08:15 AM | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| *** BREAK *** | | | | | | | | | | | | | |
| Total | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 1 | 5 |
| *** BREAK *** | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 |
| *** BREAK *** | | | | | | | | | | | | | |
| 04:30 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:45 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 1 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 3 |
| 05:00 PM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 2 | 3 |
| *** BREAK *** | | | | | | | | | | | | | |
| Total | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 2 | 4 |
| 06:00 PM | 1 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 4 |
| *** BREAK *** | | | | | | | | | | | | | |
| 06:30 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 06:45 PM | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 4 | 0 | 4 | 2 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 7 |
| Grand Total | 11 | 0 | 11 | 9 | 4 | 13 | 2 | 1 | 3 | 8 | 1 | 9 | 36 |
| Apprch % | 100 | 0 | | 69.2 | 30.8 | | 66.7 | 33.3 | | 88.9 | 11.1 | | |
| Total % | 30.6 | 0 | 30.6 | 25 | 11.1 | 36.1 | 5.6 | 2.8 | 8.3 | 22.2 | 2.8 | 25 | |

Woolbright Rd & S Seacrest Blvd Thursday

File Name : Woolbright Rd & S Seacrest Blvd (Thu)
 Site Code : 00000000
 Start Date : 4/11/2019
 Page No : 2



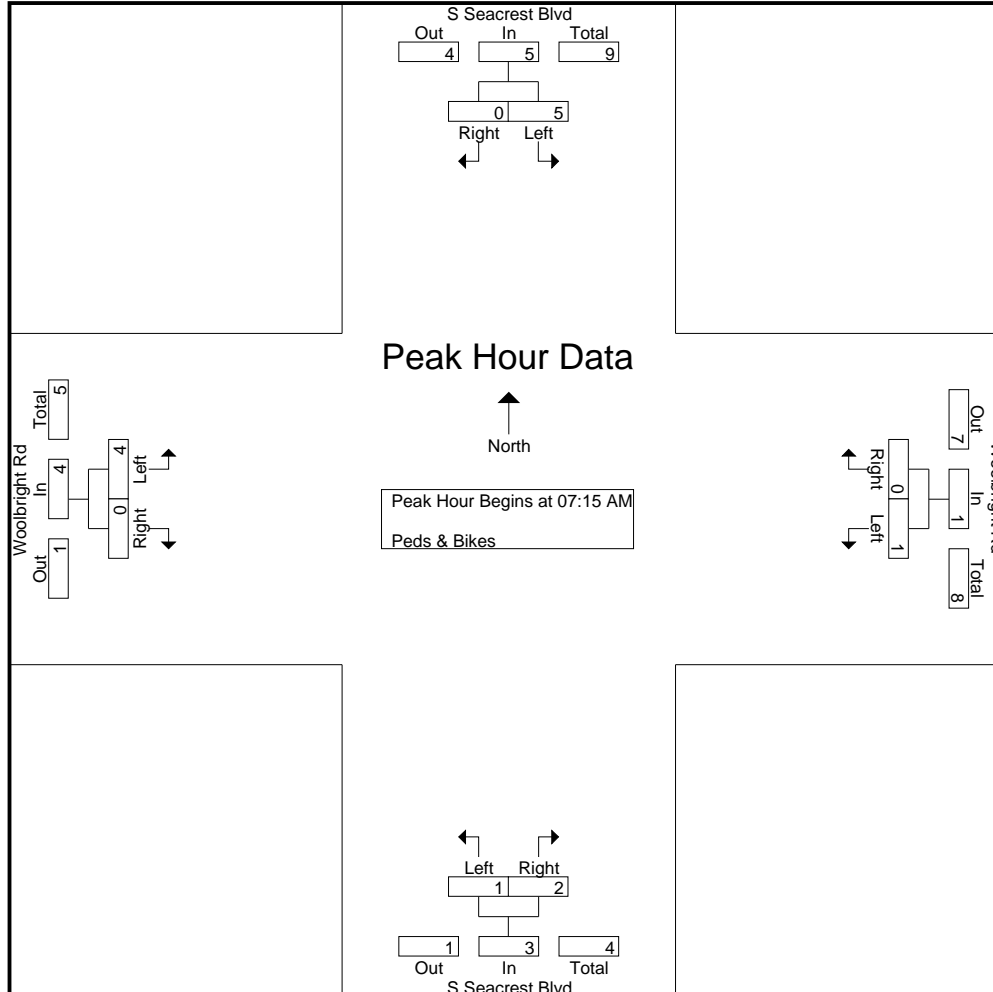
Woolbright Rd & S Seacrest Blvd Thursday

File Name : Woolbright Rd & S Seacrest Blvd (Thu)
 Site Code : 00000000
 Start Date : 4/11/2019
 Page No : 3

| Start Time | S Seacrest Blvd Southbound | | | S Seacrest Blvd Northbound | | | Woolbright Rd Westbound | | | Woolbright Rd Eastbound | | | Int. Total |
|------------------------------------------------------------|----------------------------|-------|------------|----------------------------|-------|------------|-------------------------|-------|------------|-------------------------|-------|------------|------------|
| | Peds | Bikes | App. Total | Peds | Bikes | App. Total | Peds | Bikes | App. Total | Peds | Bikes | App. Total | |
| Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | |
| 07:15 AM | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 3 | 4 |
| 07:45 AM | 1 | 0 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:00 AM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| Total Volume | 5 | 0 | 5 | 1 | 2 | 3 | 1 | 0 | 1 | 4 | 0 | 4 | 13 |
| % App. Total | 100 | 0 | | 33.3 | 66.7 | | 100 | 0 | | 100 | 0 | | |
| PHF | .313 | .000 | .313 | .250 | .250 | .375 | .250 | .000 | .250 | .333 | .000 | .333 | .813 |

Woolbright Rd & S Seacrest Blvd Thursday

File Name : Woolbright Rd & S Seacrest Blvd (Thu)
 Site Code : 00000000
 Start Date : 4/11/2019
 Page No : 4



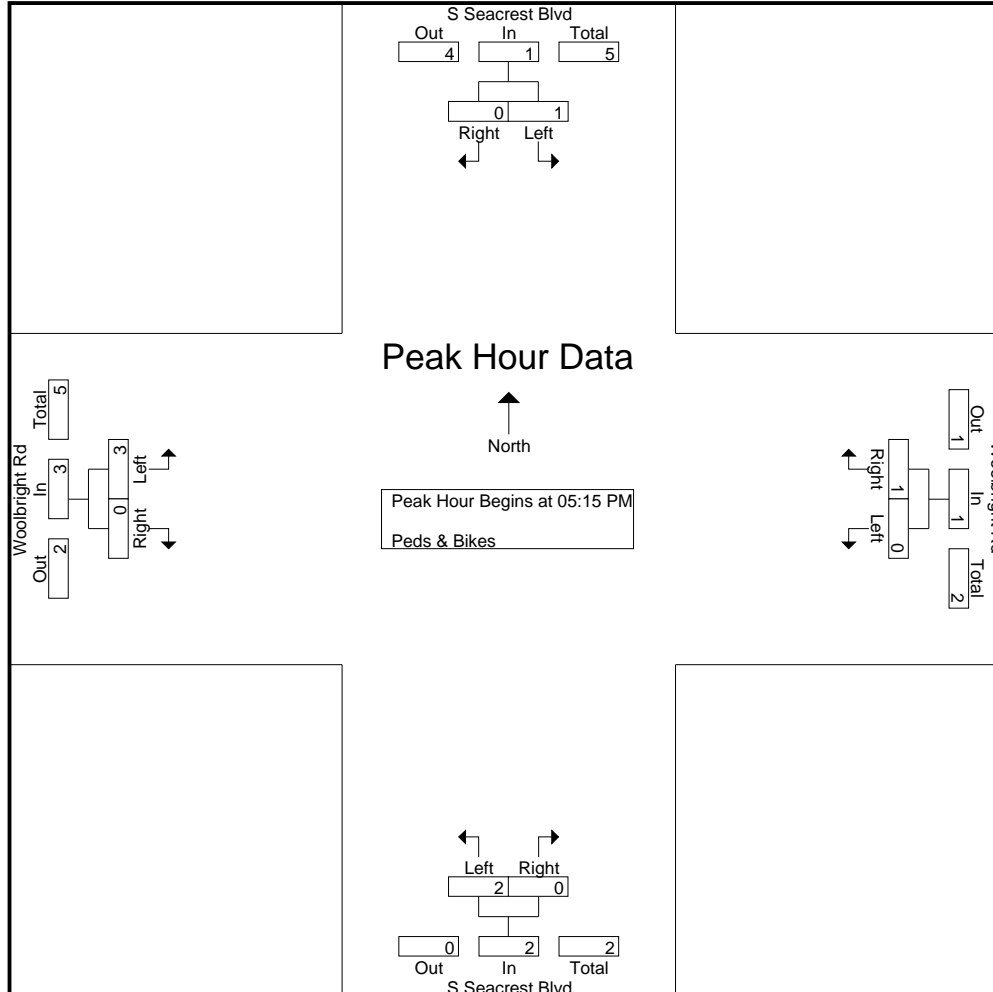
Woolbright Rd & S Seacrest Blvd Thursday

File Name : Woolbright Rd & S Seacrest Blvd (Thu)
 Site Code : 00000000
 Start Date : 4/11/2019
 Page No : 5

| Start Time | S Seacrest Blvd Southbound | | | S Seacrest Blvd Northbound | | | Woolbright Rd Westbound | | | Woolbright Rd Eastbound | | | Int. Total |
|------------------------------------------------------------|----------------------------|-------|------------|----------------------------|-------|------------|-------------------------|-------|------------|-------------------------|-------|------------|------------|
| | Peds | Bikes | App. Total | Peds | Bikes | App. Total | Peds | Bikes | App. Total | Peds | Bikes | App. Total | |
| Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:15 PM | | | | | | | | | | | | | |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 2 | 3 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 PM | 1 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 4 |
| Total Volume | 1 | 0 | 1 | 2 | 0 | 2 | 0 | 1 | 1 | 3 | 0 | 3 | 7 |
| % App. Total | 100 | 0 | | 100 | 0 | | 0 | 100 | | 100 | 0 | | |
| PHF | .250 | .000 | .250 | .250 | .000 | .250 | .000 | .250 | .250 | .375 | .000 | .375 | .438 |

Woolbright Rd & S Seacrest Blvd Thursday

File Name : Woolbright Rd & S Seacrest Blvd (Thu)
 Site Code : 00000000
 Start Date : 4/11/2019
 Page No : 6



Woolbright Rd & S Seacrest Blvd Thursday

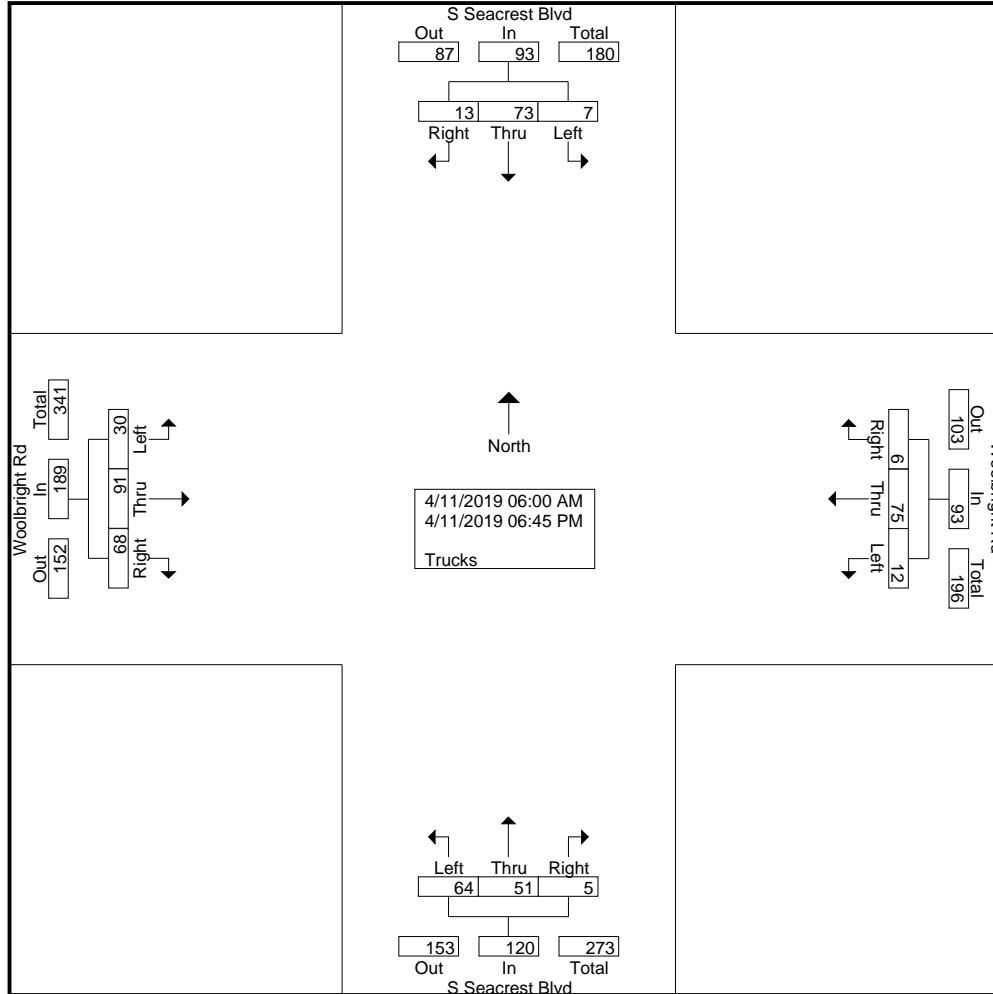
File Name : Woolbright Rd & S Seacrest Blvd (Thu)
 Site Code : 00000000
 Start Date : 4/11/2019
 Page No : 1

Groups Printed- Trucks

| Start Time | S Seacrest Blvd Southbound | | | | | S Seacrest Blvd Northbound | | | | | Woolbright Rd Westbound | | | | | Woolbright Rd Eastbound | | | | | Int. Total |
|--------------------|----------------------------|----------|-----------|-----------|------------|----------------------------|-----------|-----------|----------|------------|-------------------------|-----------|-----------|----------|------------|-------------------------|-----------|-----------|-----------|------------|------------|
| | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right | App. Total | |
| 06:00 AM | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 3 | 0 | 5 | 11 |
| 06:15 AM | 0 | 0 | 3 | 1 | 4 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 5 | 1 | 7 | 15 |
| 06:30 AM | 0 | 1 | 3 | 2 | 6 | 0 | 4 | 3 | 0 | 7 | 0 | 0 | 4 | 1 | 5 | 0 | 0 | 2 | 1 | 3 | 21 |
| 06:45 AM | 0 | 0 | 4 | 1 | 5 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 3 | 0 | 4 | 0 | 1 | 4 | 1 | 6 | 17 |
| Total | 0 | 1 | 12 | 4 | 17 | 0 | 7 | 6 | 0 | 13 | 0 | 1 | 11 | 1 | 13 | 0 | 4 | 14 | 3 | 21 | 64 |
| 07:00 AM | 0 | 1 | 2 | 0 | 3 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 3 | 9 | 15 |
| 07:15 AM | 0 | 0 | 2 | 1 | 3 | 0 | 4 | 3 | 1 | 8 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 8 | 4 | 12 | 24 |
| 07:30 AM | 0 | 1 | 4 | 1 | 6 | 0 | 0 | 2 | 0 | 2 | 0 | 3 | 3 | 0 | 6 | 0 | 2 | 7 | 5 | 14 | 28 |
| 07:45 AM | 0 | 0 | 2 | 0 | 2 | 0 | 6 | 1 | 0 | 7 | 0 | 0 | 5 | 0 | 5 | 0 | 1 | 5 | 6 | 12 | 26 |
| Total | 0 | 2 | 10 | 2 | 14 | 0 | 12 | 7 | 1 | 20 | 0 | 4 | 8 | 0 | 12 | 0 | 3 | 26 | 18 | 47 | 93 |
| 08:00 AM | 0 | 0 | 7 | 1 | 8 | 0 | 2 | 4 | 1 | 7 | 0 | 1 | 5 | 0 | 6 | 0 | 3 | 11 | 8 | 22 | 43 |
| 08:15 AM | 0 | 1 | 3 | 0 | 4 | 0 | 1 | 3 | 0 | 4 | 0 | 2 | 1 | 0 | 3 | 0 | 1 | 8 | 7 | 16 | 27 |
| 08:30 AM | 0 | 0 | 3 | 1 | 4 | 0 | 4 | 3 | 1 | 8 | 0 | 1 | 5 | 0 | 6 | 0 | 2 | 11 | 6 | 19 | 37 |
| 08:45 AM | 0 | 1 | 5 | 0 | 6 | 0 | 3 | 2 | 0 | 5 | 0 | 0 | 7 | 1 | 8 | 0 | 1 | 3 | 5 | 9 | 28 |
| Total | 0 | 2 | 18 | 2 | 22 | 0 | 10 | 12 | 2 | 24 | 0 | 4 | 18 | 1 | 23 | 0 | 7 | 33 | 26 | 66 | 135 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 3 | 1 | 4 | 0 | 9 | 3 | 0 | 12 | 0 | 0 | 8 | 0 | 8 | 0 | 1 | 6 | 2 | 9 | 33 |
| 04:15 PM | 0 | 1 | 2 | 1 | 4 | 0 | 4 | 5 | 0 | 9 | 0 | 0 | 4 | 0 | 4 | 0 | 2 | 2 | 1 | 5 | 22 |
| 04:30 PM | 0 | 0 | 4 | 0 | 4 | 0 | 4 | 2 | 0 | 6 | 0 | 0 | 4 | 0 | 4 | 0 | 2 | 2 | 2 | 6 | 20 |
| 04:45 PM | 0 | 0 | 3 | 0 | 3 | 0 | 3 | 2 | 0 | 5 | 0 | 2 | 6 | 0 | 8 | 0 | 1 | 1 | 2 | 4 | 20 |
| Total | 0 | 1 | 12 | 2 | 15 | 0 | 20 | 12 | 0 | 32 | 0 | 2 | 22 | 0 | 24 | 0 | 6 | 11 | 7 | 24 | 95 |
| 05:00 PM | 0 | 0 | 2 | 0 | 2 | 0 | 4 | 3 | 0 | 7 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 1 | 5 | 8 | 19 |
| 05:15 PM | 0 | 0 | 5 | 0 | 5 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 3 | 0 | 3 | 0 | 5 | 0 | 2 | 7 | 18 |
| 05:30 PM | 0 | 0 | 3 | 0 | 3 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 2 | 2 | 10 |
| 05:45 PM | 0 | 0 | 3 | 1 | 4 | 0 | 2 | 2 | 0 | 4 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 11 |
| Total | 0 | 0 | 13 | 1 | 14 | 0 | 9 | 6 | 1 | 16 | 0 | 1 | 8 | 1 | 10 | 0 | 8 | 1 | 9 | 18 | 58 |
| 06:00 PM | 0 | 1 | 3 | 1 | 5 | 0 | 2 | 2 | 0 | 4 | 0 | 0 | 5 | 1 | 6 | 0 | 0 | 2 | 3 | 5 | 20 |
| 06:15 PM | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 4 | 0 | 5 | 0 | 0 | 1 | 1 | 2 | 0 | 2 | 1 | 1 | 4 | 13 |
| 06:30 PM | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 2 | 0 | 4 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 2 | 1 | 3 | 11 |
| 06:45 PM | 0 | 0 | 2 | 1 | 3 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6 |
| Total | 0 | 1 | 8 | 2 | 11 | 0 | 6 | 8 | 1 | 15 | 0 | 0 | 8 | 3 | 11 | 0 | 2 | 6 | 5 | 13 | 50 |
| Grand Total | 0 | 7 | 73 | 13 | 93 | 0 | 64 | 51 | 5 | 120 | 0 | 12 | 75 | 6 | 93 | 0 | 30 | 91 | 68 | 189 | 495 |
| Apprch % | 0 | 7.5 | 78.5 | 14 | | 0 | 53.3 | 42.5 | 4.2 | | 0 | 12.9 | 80.6 | 6.5 | | 0 | 15.9 | 48.1 | 36 | | |
| Total % | 0 | 1.4 | 14.7 | 2.6 | 18.8 | 0 | 12.9 | 10.3 | 1 | 24.2 | 0 | 2.4 | 15.2 | 1.2 | 18.8 | 0 | 6.1 | 18.4 | 13.7 | 38.2 | |

Woolbright Rd & S Seacrest Blvd Thursday

File Name : Woolbright Rd & S Seacrest Blvd (Thu)
 Site Code : 00000000
 Start Date : 4/11/2019
 Page No : 2



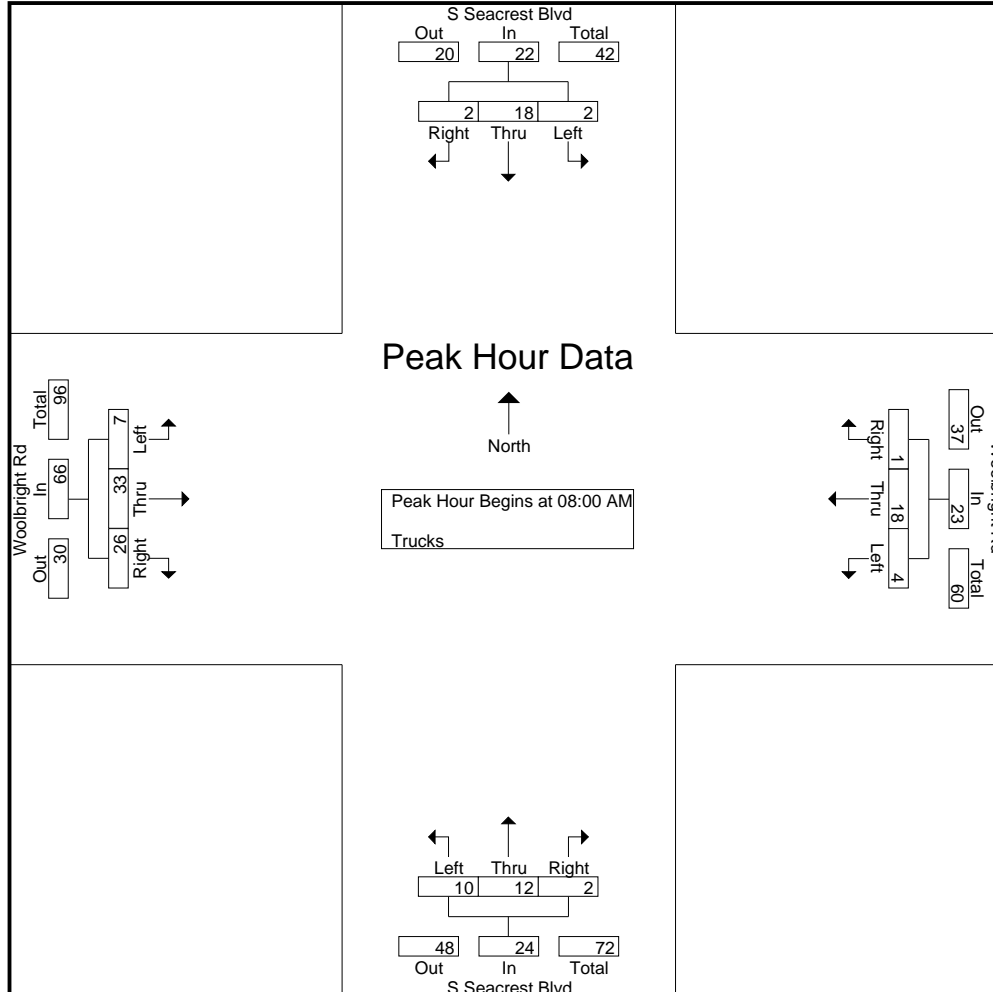
Woolbright Rd & S Seacrest Blvd Thursday

File Name : Woolbright Rd & S Seacrest Blvd (Thu)
 Site Code : 00000000
 Start Date : 4/11/2019
 Page No : 3

| Start Time | S Seacrest Blvd Southbound | | | | | S Seacrest Blvd Northbound | | | | | Woolbright Rd Westbound | | | | | Woolbright Rd Eastbound | | | | | Int. Total |
|------------------------------------------------------------|----------------------------|------|------|-------|------------|----------------------------|------|------|-------|------------|-------------------------|------|------|-------|------------|-------------------------|------|------|-------|------------|------------|
| | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 0 | 7 | 1 | 8 | 0 | 2 | 4 | 1 | 7 | 0 | 1 | 5 | 0 | 6 | 0 | 3 | 11 | 8 | 22 | 43 |
| 08:15 AM | 0 | 1 | 3 | 0 | 4 | 0 | 1 | 3 | 0 | 4 | 0 | 2 | 1 | 0 | 3 | 0 | 1 | 8 | 7 | 16 | 27 |
| 08:30 AM | 0 | 0 | 3 | 1 | 4 | 0 | 4 | 3 | 1 | 8 | 0 | 1 | 5 | 0 | 6 | 0 | 2 | 11 | 6 | 19 | 37 |
| 08:45 AM | 0 | 1 | 5 | 0 | 6 | 0 | 3 | 2 | 0 | 5 | 0 | 0 | 7 | 1 | 8 | 0 | 1 | 3 | 5 | 9 | 28 |
| Total Volume | 0 | 2 | 18 | 2 | 22 | 0 | 10 | 12 | 2 | 24 | 0 | 4 | 18 | 1 | 23 | 0 | 7 | 33 | 26 | 66 | 135 |
| % App. Total | 0 | 9.1 | 81.8 | 9.1 | | 0 | 41.7 | 50 | 8.3 | | 0 | 17.4 | 78.3 | 4.3 | | 0 | 10.6 | 50 | 39.4 | | |
| PHF | .000 | .500 | .643 | .500 | .688 | .000 | .625 | .750 | .500 | .750 | .000 | .500 | .643 | .250 | .719 | .000 | .583 | .750 | .813 | .750 | .785 |

Woolbright Rd & S Seacrest Blvd Thursday

File Name : Woolbright Rd & S Seacrest Blvd (Thu)
 Site Code : 00000000
 Start Date : 4/11/2019
 Page No : 4



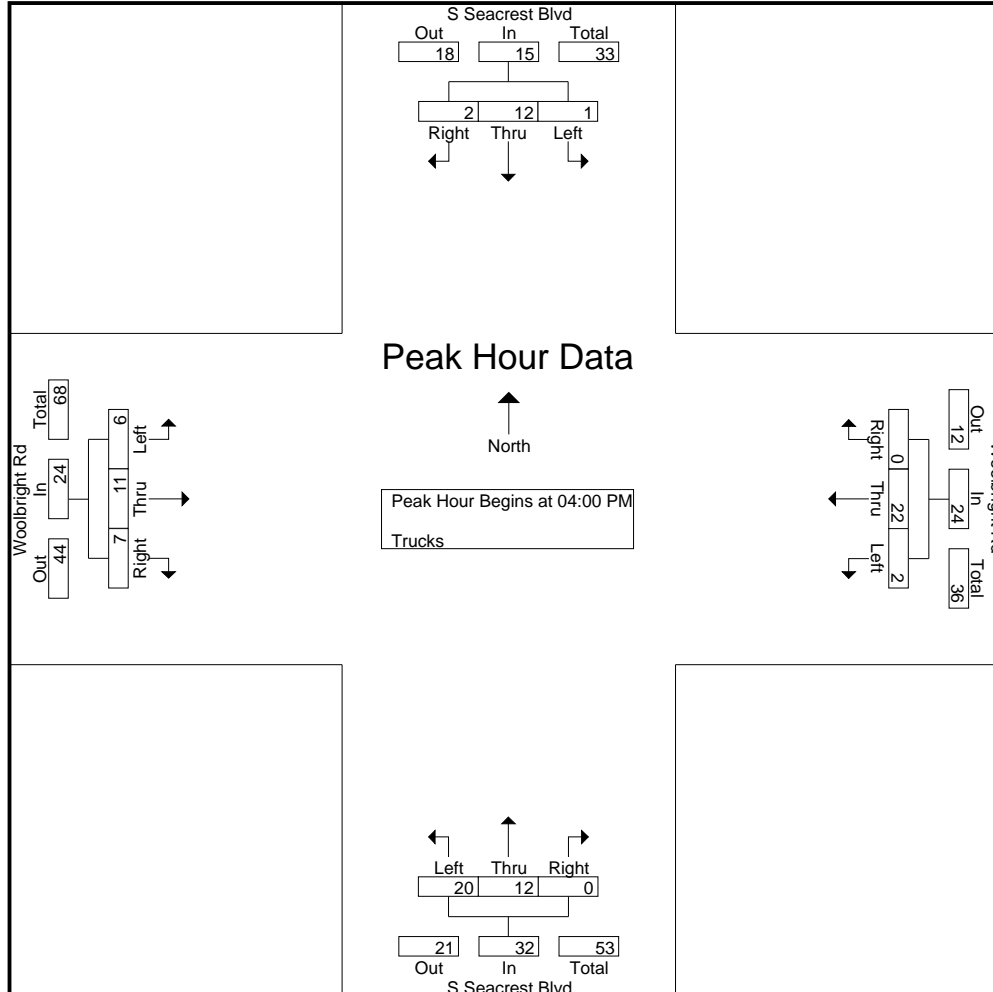
Woolbright Rd & S Seacrest Blvd Thursday

File Name : Woolbright Rd & S Seacrest Blvd (Thu)
 Site Code : 00000000
 Start Date : 4/11/2019
 Page No : 5

| Start Time | S Seacrest Blvd Southbound | | | | | S Seacrest Blvd Northbound | | | | | Woolbright Rd Westbound | | | | | Woolbright Rd Eastbound | | | | | Int. Total | |
|------------------------------------------------------------|----------------------------|------|------|-------|------------|----------------------------|------|------|-------|------------|-------------------------|------|------|-------|------------|-------------------------|------|------|-------|------------|------------|--|
| | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right | App. Total | | |
| Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 3 | 1 | 4 | 0 | 9 | 3 | 0 | 12 | 0 | 0 | 8 | 0 | 8 | 0 | 1 | 6 | 2 | 9 | 33 | |
| 04:15 PM | 0 | 1 | 2 | 1 | 4 | 0 | 4 | 5 | 0 | 9 | 0 | 0 | 4 | 0 | 4 | 0 | 2 | 2 | 1 | 5 | 22 | |
| 04:30 PM | 0 | 0 | 4 | 0 | 4 | 0 | 4 | 2 | 0 | 6 | 0 | 0 | 4 | 0 | 4 | 0 | 2 | 2 | 2 | 6 | 20 | |
| 04:45 PM | 0 | 0 | 3 | 0 | 3 | 0 | 3 | 2 | 0 | 5 | 0 | 2 | 6 | 0 | 8 | 0 | 1 | 1 | 2 | 4 | 20 | |
| Total Volume | 0 | 1 | 12 | 2 | 15 | 0 | 20 | 12 | 0 | 32 | 0 | 2 | 22 | 0 | 24 | 0 | 6 | 11 | 7 | 24 | 95 | |
| % App. Total | 0 | 6.7 | 80 | 13.3 | | 0 | 62.5 | 37.5 | 0 | | 0 | 8.3 | 91.7 | 0 | | 0 | 25 | 45.8 | 29.2 | | | |
| PHF | .000 | .250 | .750 | .500 | .938 | .000 | .556 | .600 | .000 | .667 | .000 | .250 | .688 | .000 | .750 | .000 | .750 | .458 | .875 | .667 | .720 | |

Woolbright Rd & S Seacrest Blvd Thursday

File Name : Woolbright Rd & S Seacrest Blvd (Thu)
 Site Code : 00000000
 Start Date : 4/11/2019
 Page No : 6



Woolbright Rd & S Seacrest Blvd Thursday

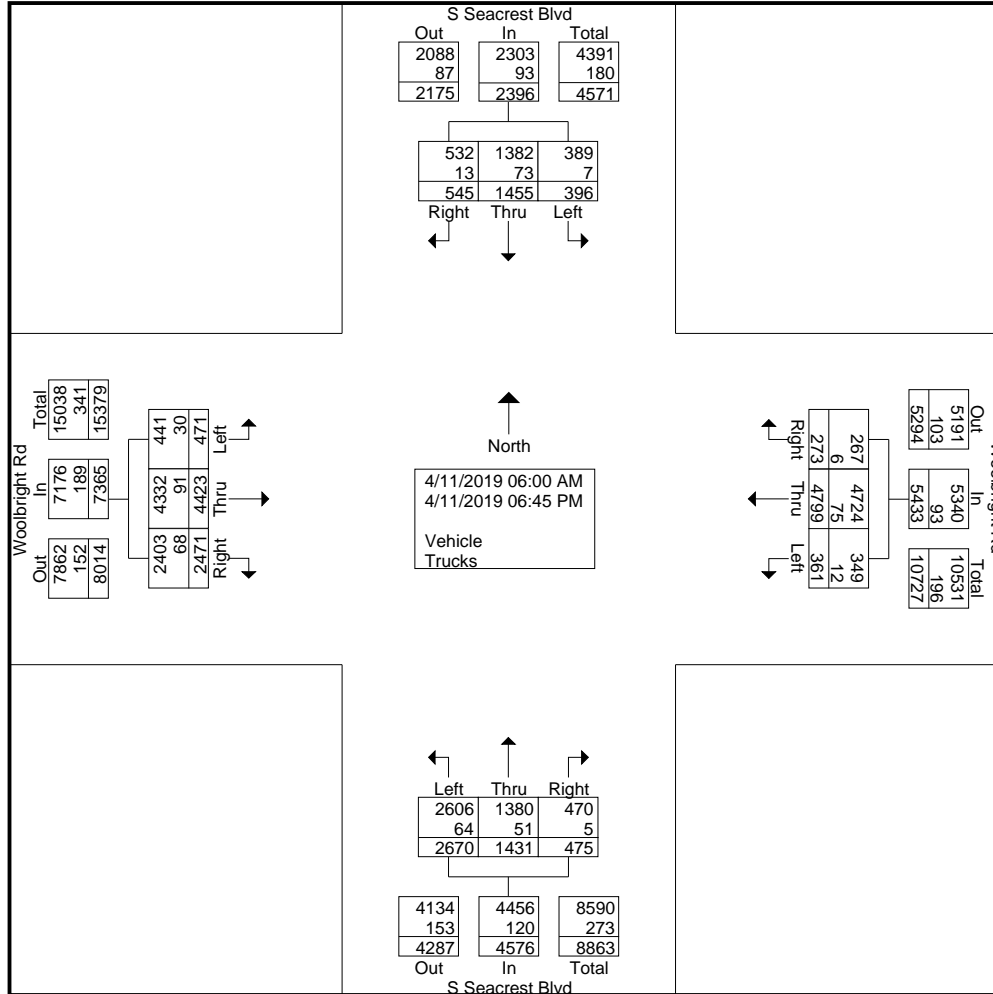
File Name : Woolbright Rd & S Seacrest Blvd (Thu)
 Site Code : 00000000
 Start Date : 4/11/2019
 Page No : 1

Groups Printed- Vehicle - Trucks

| Start Time | S Seacrest Blvd Southbound | | | | | S Seacrest Blvd Northbound | | | | | Woolbright Rd Westbound | | | | | Woolbright Rd Eastbound | | | | | Int. Total |
|--------------------|----------------------------|------------|-------------|------------|-------------|----------------------------|-------------|-------------|------------|-------------|-------------------------|------------|-------------|------------|-------------|-------------------------|------------|-------------|-------------|-------------|--------------|
| | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right | App. Total | |
| 06:00 AM | 0 | 2 | 15 | 13 | 30 | 0 | 33 | 13 | 4 | 50 | 0 | 0 | 60 | 3 | 63 | 0 | 6 | 47 | 32 | 85 | 228 |
| 06:15 AM | 0 | 2 | 34 | 16 | 52 | 0 | 37 | 14 | 7 | 58 | 0 | 6 | 92 | 3 | 101 | 0 | 3 | 55 | 51 | 109 | 320 |
| 06:30 AM | 0 | 7 | 40 | 20 | 67 | 0 | 79 | 24 | 11 | 114 | 0 | 10 | 138 | 3 | 151 | 0 | 8 | 95 | 103 | 206 | 538 |
| 06:45 AM | 0 | 11 | 48 | 17 | 76 | 0 | 69 | 23 | 12 | 104 | 0 | 16 | 135 | 1 | 152 | 0 | 10 | 103 | 148 | 261 | 593 |
| Total | 0 | 22 | 137 | 66 | 225 | 0 | 218 | 74 | 34 | 326 | 0 | 32 | 425 | 10 | 467 | 0 | 27 | 300 | 334 | 661 | 1679 |
| 07:00 AM | 0 | 9 | 28 | 13 | 50 | 0 | 100 | 26 | 14 | 140 | 0 | 7 | 186 | 3 | 196 | 0 | 10 | 125 | 76 | 211 | 597 |
| 07:15 AM | 0 | 8 | 52 | 28 | 88 | 0 | 86 | 39 | 13 | 138 | 0 | 12 | 229 | 5 | 246 | 0 | 8 | 173 | 115 | 296 | 768 |
| 07:30 AM | 0 | 18 | 83 | 19 | 120 | 0 | 132 | 34 | 16 | 182 | 0 | 16 | 204 | 10 | 230 | 0 | 9 | 158 | 115 | 282 | 814 |
| 07:45 AM | 0 | 18 | 125 | 35 | 178 | 0 | 168 | 72 | 19 | 259 | 0 | 16 | 233 | 4 | 253 | 0 | 9 | 213 | 112 | 334 | 1024 |
| Total | 0 | 53 | 288 | 95 | 436 | 0 | 486 | 171 | 62 | 719 | 0 | 51 | 852 | 22 | 925 | 0 | 36 | 669 | 418 | 1123 | 3203 |
| 08:00 AM | 0 | 16 | 81 | 26 | 123 | 0 | 121 | 45 | 18 | 184 | 0 | 17 | 206 | 8 | 231 | 0 | 11 | 203 | 131 | 345 | 883 |
| 08:15 AM | 0 | 24 | 94 | 35 | 153 | 0 | 119 | 60 | 26 | 205 | 0 | 18 | 217 | 7 | 242 | 0 | 14 | 180 | 119 | 313 | 913 |
| 08:30 AM | 0 | 12 | 90 | 22 | 124 | 0 | 123 | 38 | 25 | 186 | 0 | 15 | 202 | 9 | 226 | 0 | 7 | 164 | 109 | 280 | 816 |
| 08:45 AM | 0 | 16 | 85 | 32 | 133 | 0 | 111 | 39 | 14 | 164 | 0 | 14 | 202 | 17 | 233 | 0 | 21 | 184 | 112 | 317 | 847 |
| Total | 0 | 68 | 350 | 115 | 533 | 0 | 474 | 182 | 83 | 739 | 0 | 64 | 827 | 41 | 932 | 0 | 53 | 731 | 471 | 1255 | 3459 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 15 | 69 | 20 | 104 | 0 | 153 | 89 | 35 | 277 | 0 | 27 | 226 | 13 | 266 | 0 | 30 | 204 | 90 | 324 | 971 |
| 04:15 PM | 0 | 19 | 46 | 18 | 83 | 0 | 138 | 79 | 29 | 246 | 0 | 19 | 268 | 16 | 303 | 0 | 25 | 224 | 97 | 346 | 978 |
| 04:30 PM | 0 | 22 | 64 | 20 | 106 | 0 | 142 | 74 | 25 | 241 | 0 | 16 | 255 | 16 | 287 | 0 | 32 | 229 | 92 | 353 | 987 |
| 04:45 PM | 0 | 29 | 59 | 21 | 109 | 0 | 123 | 90 | 23 | 236 | 0 | 16 | 205 | 20 | 241 | 1 | 33 | 191 | 99 | 324 | 910 |
| Total | 0 | 85 | 238 | 79 | 402 | 0 | 556 | 332 | 112 | 1000 | 0 | 78 | 954 | 65 | 1097 | 1 | 120 | 848 | 378 | 1347 | 3846 |
| 05:00 PM | 0 | 21 | 56 | 30 | 107 | 0 | 162 | 113 | 26 | 301 | 0 | 16 | 228 | 19 | 263 | 0 | 31 | 250 | 105 | 386 | 1057 |
| 05:15 PM | 0 | 20 | 59 | 22 | 101 | 0 | 151 | 104 | 18 | 273 | 0 | 17 | 271 | 16 | 304 | 0 | 35 | 261 | 108 | 404 | 1082 |
| 05:30 PM | 0 | 24 | 68 | 28 | 120 | 0 | 116 | 84 | 29 | 229 | 0 | 16 | 258 | 20 | 294 | 0 | 39 | 232 | 97 | 368 | 1011 |
| 05:45 PM | 0 | 14 | 67 | 23 | 104 | 0 | 121 | 101 | 19 | 241 | 0 | 22 | 220 | 14 | 256 | 0 | 45 | 238 | 115 | 398 | 999 |
| Total | 0 | 79 | 250 | 103 | 432 | 0 | 550 | 402 | 92 | 1044 | 0 | 71 | 977 | 69 | 1117 | 0 | 150 | 981 | 425 | 1556 | 4149 |
| 06:00 PM | 0 | 20 | 56 | 26 | 102 | 0 | 108 | 78 | 26 | 212 | 0 | 18 | 204 | 22 | 244 | 0 | 25 | 238 | 105 | 368 | 926 |
| 06:15 PM | 0 | 22 | 47 | 22 | 91 | 0 | 89 | 74 | 24 | 187 | 0 | 15 | 205 | 17 | 237 | 0 | 18 | 228 | 116 | 362 | 877 |
| 06:30 PM | 0 | 23 | 48 | 14 | 85 | 0 | 111 | 60 | 19 | 190 | 0 | 11 | 178 | 15 | 204 | 0 | 19 | 217 | 107 | 343 | 822 |
| 06:45 PM | 0 | 24 | 41 | 25 | 90 | 0 | 78 | 58 | 23 | 159 | 0 | 21 | 177 | 12 | 210 | 1 | 21 | 211 | 117 | 350 | 809 |
| Total | 0 | 89 | 192 | 87 | 368 | 0 | 386 | 270 | 92 | 748 | 0 | 65 | 764 | 66 | 895 | 1 | 83 | 894 | 445 | 1423 | 3434 |
| Grand Total | 0 | 396 | 1455 | 545 | 2396 | 0 | 2670 | 1431 | 475 | 4576 | 0 | 361 | 4799 | 273 | 5433 | 2 | 469 | 4423 | 2471 | 7365 | 19770 |
| Apprch % | 0 | 16.5 | 60.7 | 22.7 | | 0 | 58.3 | 31.3 | 10.4 | | 0 | 6.6 | 88.3 | 5 | | 0 | 6.4 | 60.1 | 33.6 | | |
| Total % | 0 | 2 | 7.4 | 2.8 | 12.1 | 0 | 13.5 | 7.2 | 2.4 | 23.1 | 0 | 1.8 | 24.3 | 1.4 | 27.5 | 0 | 2.4 | 22.4 | 12.5 | 37.3 | |
| Vehicle | 0 | 389 | 1382 | 532 | 2303 | 0 | 2606 | 1380 | 470 | 4456 | 0 | 349 | 4724 | 267 | 5340 | 2 | 439 | 4332 | 2403 | 7176 | 19275 |
| % Vehicle | 0 | 98.2 | 95 | 97.6 | 96.1 | 0 | 97.6 | 96.4 | 98.9 | 97.4 | 0 | 96.7 | 98.4 | 97.8 | 98.3 | 100 | 93.6 | 97.9 | 97.2 | 97.4 | 97.5 |
| Trucks | 0 | 7 | 73 | 13 | 93 | 0 | 64 | 51 | 5 | 120 | 0 | 12 | 75 | 6 | 93 | 0 | 30 | 91 | 68 | 189 | 495 |
| % Trucks | 0 | 1.8 | 5 | 2.4 | 3.9 | 0 | 2.4 | 3.6 | 1.1 | 2.6 | 0 | 3.3 | 1.6 | 2.2 | 1.7 | 0 | 6.4 | 2.1 | 2.8 | 2.6 | 2.5 |

Woolbright Rd & S Seacrest Blvd Thursday

File Name : Woolbright Rd & S Seacrest Blvd (Thu)
 Site Code : 00000000
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Woolbright Rd & S Seacrest Blvd

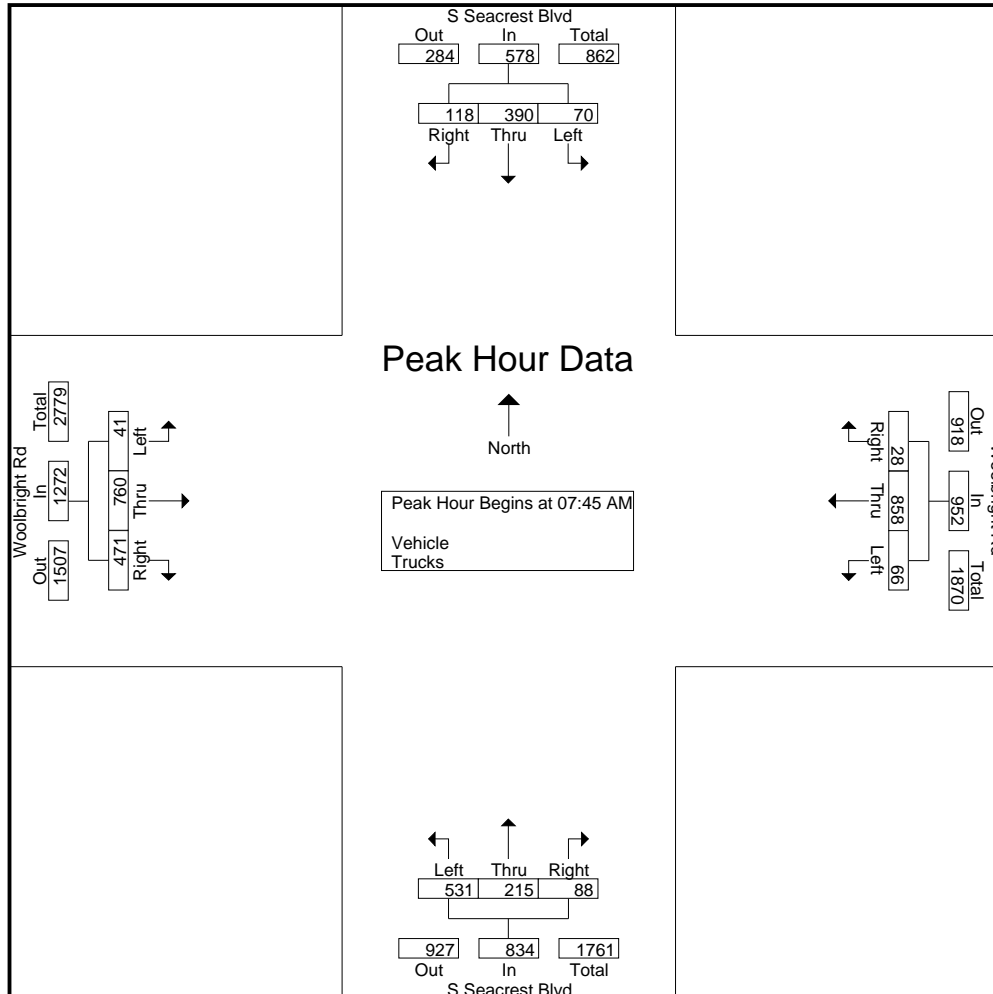
Thursday

File Name : Woolbright Rd & S Seacrest Blvd (Thu)
 Site Code : 00000000
 Start Date : 4/11/2019
 Page No : 3

| Start Time | S Seacrest Blvd Southbound | | | | | S Seacrest Blvd Northbound | | | | | Woolbright Rd Westbound | | | | | Woolbright Rd Eastbound | | | | | Int. Total |
|------------------------------------------------------------|----------------------------|------|------|-------|------------|----------------------------|------|------|-------|------------|-------------------------|------|------|-------|------------|-------------------------|------|------|-------|------------|------------|
| | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:45 AM | 0 | 18 | 125 | 35 | 178 | 0 | 168 | 72 | 19 | 259 | 0 | 16 | 233 | 4 | 253 | 0 | 9 | 213 | 112 | 334 | 1024 |
| 08:00 AM | 0 | 16 | 81 | 26 | 123 | 0 | 121 | 45 | 18 | 184 | 0 | 17 | 206 | 8 | 231 | 0 | 11 | 203 | 131 | 345 | 883 |
| 08:15 AM | 0 | 24 | 94 | 35 | 153 | 0 | 119 | 60 | 26 | 205 | 0 | 18 | 217 | 7 | 242 | 0 | 14 | 180 | 119 | 313 | 913 |
| 08:30 AM | 0 | 12 | 90 | 22 | 124 | 0 | 123 | 38 | 25 | 186 | 0 | 15 | 202 | 9 | 226 | 0 | 7 | 164 | 109 | 280 | 816 |
| Total Volume | 0 | 70 | 390 | 118 | 578 | 0 | 531 | 215 | 88 | 834 | 0 | 66 | 858 | 28 | 952 | 0 | 41 | 760 | 471 | 1272 | 3636 |
| % App. Total | 0 | 12.1 | 67.5 | 20.4 | | 0 | 63.7 | 25.8 | 10.6 | | 0 | 6.9 | 90.1 | 2.9 | | 0 | 3.2 | 59.7 | 37 | | |
| PHF | .000 | .729 | .780 | .843 | .812 | .000 | .790 | .747 | .846 | .805 | .000 | .917 | .921 | .778 | .941 | .000 | .732 | .892 | .899 | .922 | .888 |

Woolbright Rd & S Seacrest Blvd Thursday

File Name : Woolbright Rd & S Seacrest Blvd (Thu)
 Site Code : 00000000
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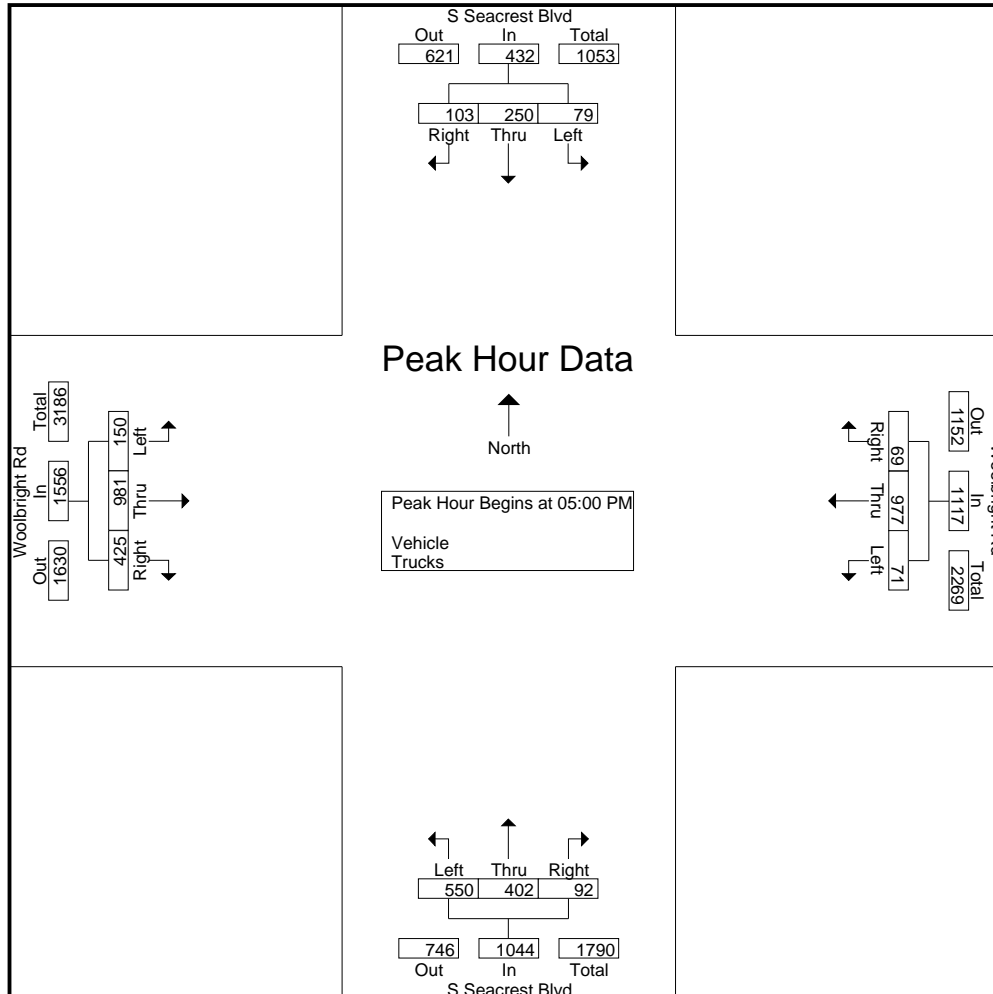
Woolbright Rd & S Seacrest Blvd Thursday

File Name : Woolbright Rd & S Seacrest Blvd (Thu)
 Site Code : 00000000
 Start Date : 4/11/2019
 Page No : 5

| Start Time | S Seacrest Blvd Southbound | | | | | S Seacrest Blvd Northbound | | | | | Woolbright Rd Westbound | | | | | Woolbright Rd Eastbound | | | | | Int. Total | |
|------------------------------------------------------------|----------------------------|-----------|-----------|-----------|------------|----------------------------|------------|------------|-----------|------------|-------------------------|-----------|------------|-----------|------------|-------------------------|-----------|------------|------------|------------|-------------|--|
| | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right | App. Total | | |
| Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 21 | 56 | 30 | 107 | 0 | 162 | 113 | 26 | 301 | 0 | 16 | 228 | 19 | 263 | 0 | 31 | 250 | 105 | 386 | 1057 | |
| 05:15 PM | 0 | 20 | 59 | 22 | 101 | 0 | 151 | 104 | 18 | 273 | 0 | 17 | 271 | 16 | 304 | 0 | 35 | 261 | 108 | 404 | 1082 | |
| 05:30 PM | 0 | 24 | 68 | 28 | 120 | 0 | 116 | 84 | 29 | 229 | 0 | 16 | 258 | 20 | 294 | 0 | 39 | 232 | 97 | 368 | 1011 | |
| 05:45 PM | 0 | 14 | 67 | 23 | 104 | 0 | 121 | 101 | 19 | 241 | 0 | 22 | 220 | 14 | 256 | 0 | 45 | 238 | 115 | 398 | 999 | |
| Total Volume | 0 | 79 | 250 | 103 | 432 | 0 | 550 | 402 | 92 | 1044 | 0 | 71 | 977 | 69 | 1117 | 0 | 150 | 981 | 425 | 1556 | 4149 | |
| % App. Total | 0 | 18.3 | 57.9 | 23.8 | | 0 | 52.7 | 38.5 | 8.8 | | 0 | 6.4 | 87.5 | 6.2 | | 0 | 9.6 | 63 | 27.3 | | | |
| PHF | .000 | .823 | .919 | .858 | .900 | .000 | .849 | .889 | .793 | .867 | .000 | .807 | .901 | .863 | .919 | .000 | .833 | .940 | .924 | .963 | .959 | |

Woolbright Rd & S Seacrest Blvd Thursday

File Name : Woolbright Rd & S Seacrest Blvd (Thu)
 Site Code : 00000000
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Woolbright Rd & S Seacrest Blvd Wednesday

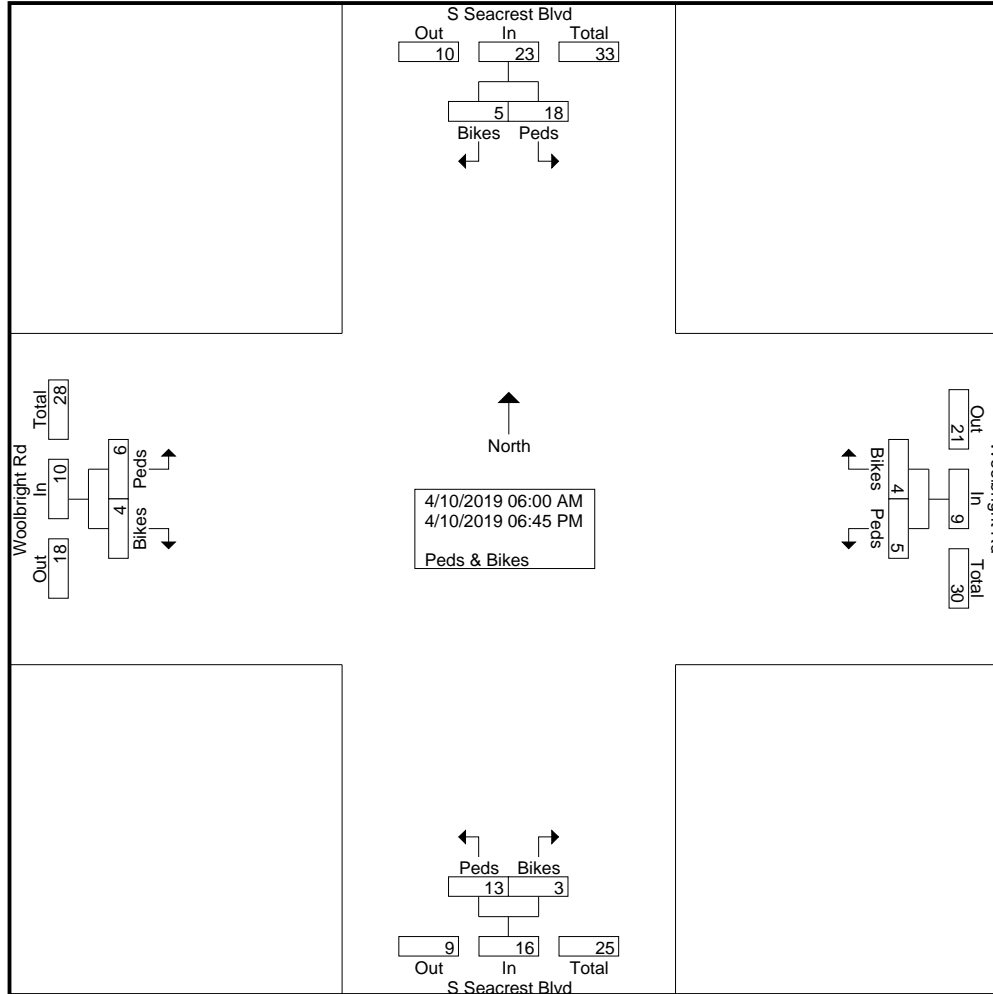
File Name : Woolbright Rd & S Seacrest Blvd (Wed)
 Site Code : 00000000
 Start Date : 4/10/2019
 Page No : 1

Groups Printed- Peds & Bikes

| Start Time | S Seacrest Blvd Southbound | | | S Seacrest Blvd Northbound | | | Woolbright Rd Westbound | | | Woolbright Rd Eastbound | | | Int. Total |
|---------------|----------------------------|-------|------------|----------------------------|-------|------------|-------------------------|-------|------------|-------------------------|-------|------------|------------|
| | Peds | Bikes | App. Total | Peds | Bikes | App. Total | Peds | Bikes | App. Total | Peds | Bikes | App. Total | |
| 06:00 AM | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 06:15 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| *** BREAK *** | | | | | | | | | | | | | |
| 06:45 AM | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 4 |
| Total | 3 | 2 | 5 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 1 | 1 | 8 |
| 07:00 AM | 1 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 4 |
| 07:15 AM | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 2 | 4 |
| 07:30 AM | 6 | 0 | 6 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 07:45 AM | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Total | 12 | 0 | 12 | 0 | 2 | 2 | 3 | 0 | 3 | 1 | 1 | 2 | 19 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 08:30 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| Total | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 4 |
| *** BREAK *** | | | | | | | | | | | | | |
| 04:00 PM | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 4 |
| 04:15 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 2 |
| *** BREAK *** | | | | | | | | | | | | | |
| Total | 1 | 1 | 2 | 1 | 0 | 1 | 2 | 1 | 3 | 1 | 0 | 1 | 7 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 |
| 05:15 PM | 0 | 1 | 1 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 05:30 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:45 PM | 0 | 1 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Total | 1 | 2 | 3 | 10 | 0 | 10 | 0 | 0 | 0 | 2 | 0 | 2 | 15 |
| 06:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 06:15 PM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 06:30 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 06:45 PM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| Total | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 1 | 1 | 1 | 0 | 1 | 5 |
| Grand Total | 18 | 5 | 23 | 13 | 3 | 16 | 5 | 4 | 9 | 6 | 4 | 10 | 58 |
| Apprch % | 78.3 | 21.7 | | 81.2 | 18.8 | | 55.6 | 44.4 | | 60 | 40 | | |
| Total % | 31 | 8.6 | 39.7 | 22.4 | 5.2 | 27.6 | 8.6 | 6.9 | 15.5 | 10.3 | 6.9 | 17.2 | |

Woolbright Rd & S Seacrest Blvd Wednesday

File Name : Woolbright Rd & S Seacrest Blvd (Wed)
 Site Code : 00000000
 Start Date : 4/10/2019
 Page No : 2



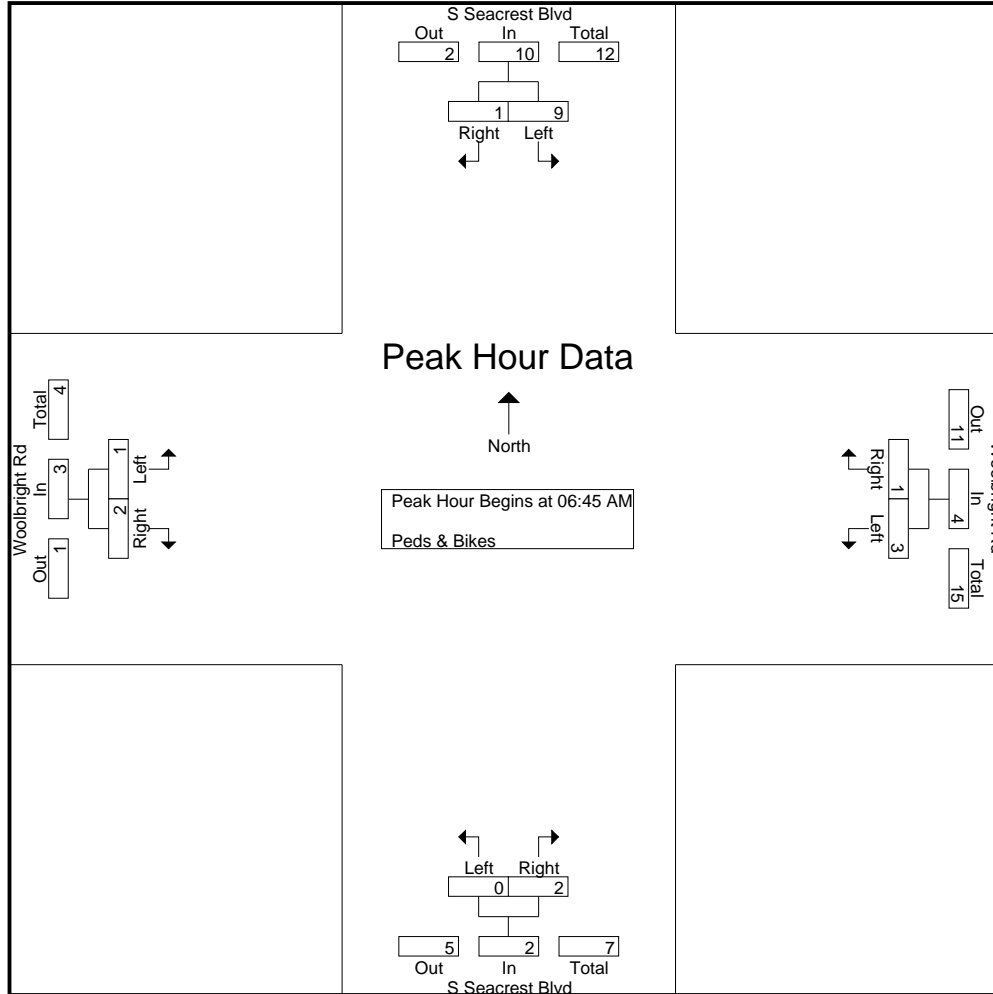
Woolbright Rd & S Seacrest Blvd Wednesday

File Name : Woolbright Rd & S Seacrest Blvd (Wed)
 Site Code : 00000000
 Start Date : 4/10/2019
 Page No : 3

| Start Time | S Seacrest Blvd Southbound | | | S Seacrest Blvd Northbound | | | Woolbright Rd Westbound | | | Woolbright Rd Eastbound | | | Int. Total |
|------------------------------------------------------------|----------------------------|-------|------------|----------------------------|-------|------------|-------------------------|-------|------------|-------------------------|-------|------------|------------|
| | Peds | Bikes | App. Total | Peds | Bikes | App. Total | Peds | Bikes | App. Total | Peds | Bikes | App. Total | |
| Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 06:45 AM | | | | | | | | | | | | | |
| 06:45 AM | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 4 |
| 07:00 AM | 1 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 4 |
| 07:15 AM | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 2 | 4 |
| 07:30 AM | 6 | 0 | 6 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| Total Volume | 9 | 1 | 10 | 0 | 2 | 2 | 3 | 1 | 4 | 1 | 2 | 3 | 19 |
| % App. Total | 90 | 10 | | 0 | 100 | | 75 | 25 | | 33.3 | 66.7 | | |
| PHF | .375 | .250 | .417 | .000 | .500 | .500 | .375 | .250 | .500 | .250 | .500 | .375 | .679 |

Woolbright Rd & S Seacrest Blvd Wednesday

File Name : Woolbright Rd & S Seacrest Blvd (Wed)
 Site Code : 00000000
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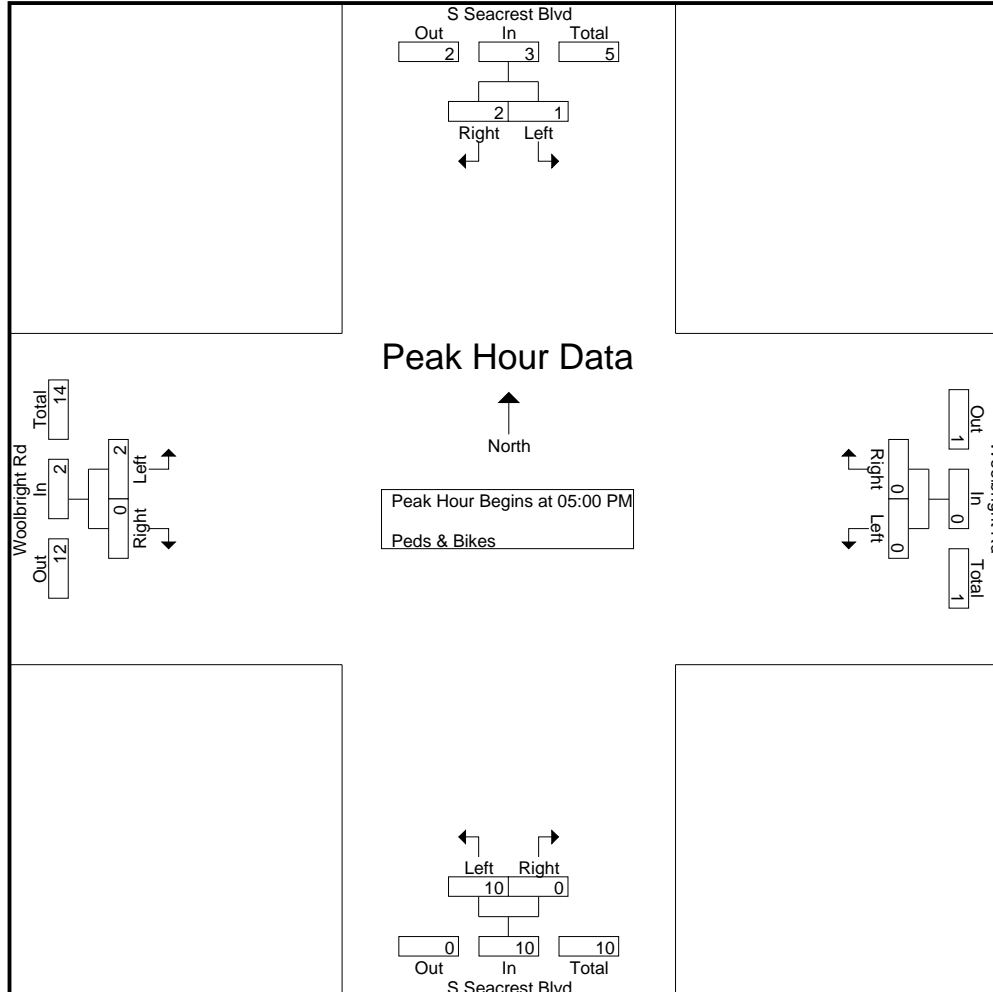
Woolbright Rd & S Seacrest Blvd Wednesday

File Name : Woolbright Rd & S Seacrest Blvd (Wed)
 Site Code : 00000000
 Start Date : 4/10/2019
 Page No : 5

| Start Time | S Seacrest Blvd Southbound | | | S Seacrest Blvd Northbound | | | Woolbright Rd Westbound | | | Woolbright Rd Eastbound | | | Int. Total |
|------------------------------------------------------------|----------------------------|-------|------------|----------------------------|-------|------------|-------------------------|-------|------------|-------------------------|-------|------------|------------|
| | Peds | Bikes | App. Total | Peds | Bikes | App. Total | Peds | Bikes | App. Total | Peds | Bikes | App. Total | |
| Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 |
| 05:15 PM | 0 | 1 | 1 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 05:30 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:45 PM | 0 | 1 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Total Volume | 1 | 2 | 3 | 10 | 0 | 10 | 0 | 0 | 0 | 2 | 0 | 2 | 15 |
| % App. Total | 33.3 | 66.7 | | 100 | 0 | | 0 | 0 | | 100 | 0 | | |
| PHF | .250 | .500 | .750 | .313 | .000 | .313 | .000 | .000 | .000 | .250 | .000 | .250 | .417 |

Woolbright Rd & S Seacrest Blvd Wednesday

File Name : Woolbright Rd & S Seacrest Blvd (Wed)
 Site Code : 00000000
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Woolbright Rd & S Seacrest Blvd Wednesday

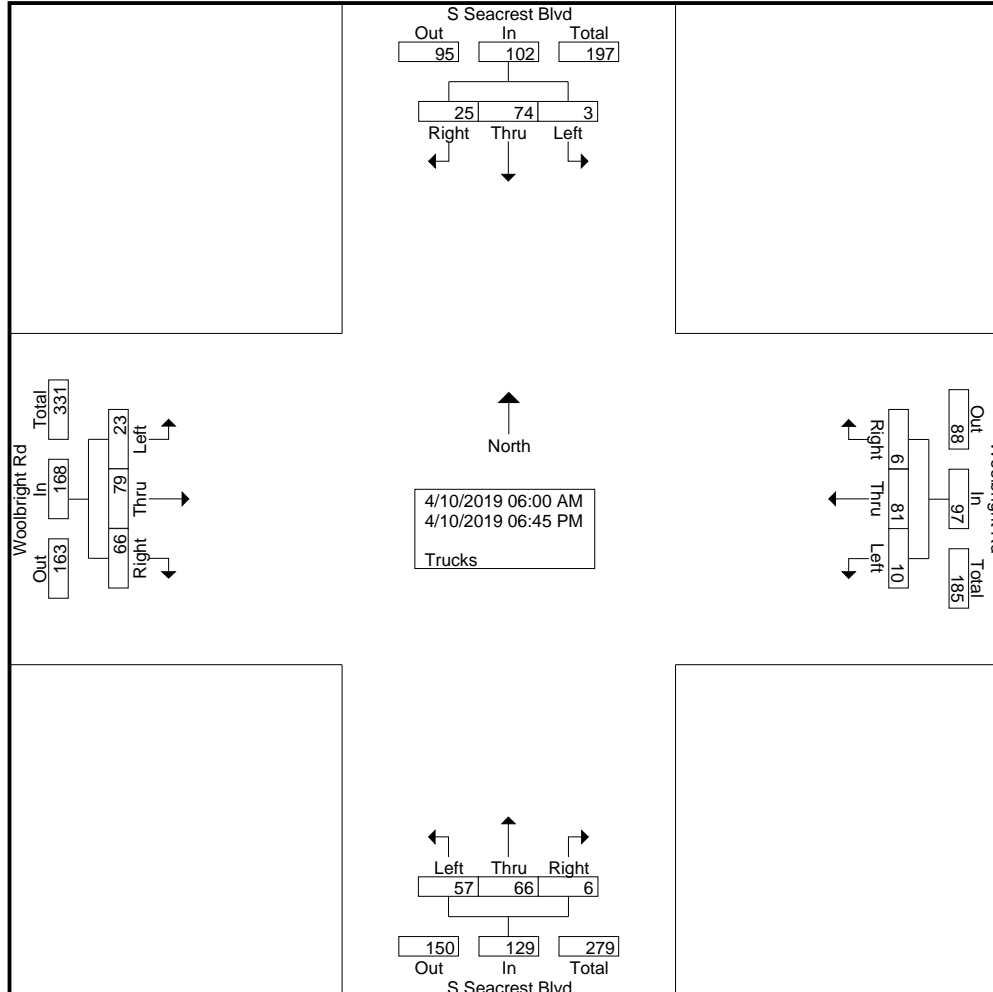
File Name : Woolbright Rd & S Seacrest Blvd (Wed)
 Site Code : 00000000
 Start Date : 4/10/2019
 Page No : 1

Groups Printed- Trucks

| Start Time | S Seacrest Blvd Southbound | | | | | S Seacrest Blvd Northbound | | | | | Woolbright Rd Westbound | | | | | Woolbright Rd Eastbound | | | | | Int. Total |
|--------------------|----------------------------|----------|-----------|-----------|------------|----------------------------|-----------|-----------|----------|------------|-------------------------|-----------|-----------|----------|------------|-------------------------|-----------|-----------|-----------|------------|------------|
| | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right | App. Total | |
| 06:00 AM | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 3 | 10 |
| 06:15 AM | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 6 | 1 | 7 | 13 |
| 06:30 AM | 0 | 1 | 3 | 2 | 6 | 0 | 3 | 2 | 0 | 5 | 0 | 0 | 3 | 1 | 4 | 0 | 0 | 2 | 0 | 2 | 17 |
| 06:45 AM | 0 | 0 | 2 | 2 | 4 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 5 | 5 | 10 | 18 |
| Total | 0 | 1 | 10 | 5 | 16 | 0 | 4 | 6 | 0 | 10 | 0 | 0 | 9 | 1 | 10 | 0 | 1 | 15 | 6 | 22 | 58 |
| 07:00 AM | 0 | 1 | 3 | 0 | 4 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 3 | 4 | 12 |
| 07:15 AM | 0 | 0 | 3 | 2 | 5 | 0 | 3 | 3 | 1 | 7 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 2 | 5 | 9 | 23 |
| 07:30 AM | 0 | 0 | 5 | 2 | 7 | 0 | 4 | 3 | 0 | 7 | 0 | 6 | 2 | 0 | 8 | 0 | 1 | 5 | 7 | 13 | 35 |
| 07:45 AM | 0 | 0 | 5 | 2 | 7 | 0 | 3 | 5 | 1 | 9 | 0 | 0 | 8 | 0 | 8 | 0 | 1 | 7 | 5 | 13 | 37 |
| Total | 0 | 1 | 16 | 6 | 23 | 0 | 10 | 13 | 2 | 25 | 0 | 6 | 14 | 0 | 20 | 0 | 4 | 15 | 20 | 39 | 107 |
| 08:00 AM | 0 | 0 | 7 | 2 | 9 | 0 | 3 | 6 | 1 | 10 | 0 | 1 | 3 | 0 | 4 | 0 | 0 | 7 | 7 | 14 | 37 |
| 08:15 AM | 0 | 0 | 6 | 3 | 9 | 0 | 3 | 3 | 2 | 8 | 0 | 2 | 3 | 0 | 5 | 0 | 0 | 8 | 7 | 15 | 37 |
| 08:30 AM | 0 | 1 | 3 | 0 | 4 | 0 | 3 | 1 | 0 | 4 | 0 | 1 | 4 | 1 | 6 | 0 | 3 | 7 | 6 | 16 | 30 |
| 08:45 AM | 0 | 0 | 7 | 3 | 10 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 6 | 1 | 7 | 0 | 4 | 7 | 2 | 13 | 32 |
| Total | 0 | 1 | 23 | 8 | 32 | 0 | 10 | 11 | 3 | 24 | 0 | 4 | 16 | 2 | 22 | 0 | 7 | 29 | 22 | 58 | 136 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 4 | 1 | 5 | 0 | 8 | 9 | 1 | 18 | 0 | 0 | 3 | 1 | 4 | 0 | 2 | 2 | 3 | 7 | 34 |
| 04:15 PM | 0 | 0 | 3 | 1 | 4 | 0 | 2 | 7 | 0 | 9 | 0 | 0 | 12 | 1 | 13 | 0 | 1 | 1 | 3 | 5 | 31 |
| 04:30 PM | 0 | 0 | 3 | 0 | 3 | 0 | 5 | 3 | 0 | 8 | 0 | 0 | 6 | 0 | 6 | 0 | 1 | 3 | 3 | 7 | 24 |
| 04:45 PM | 0 | 0 | 4 | 1 | 5 | 0 | 5 | 2 | 0 | 7 | 0 | 0 | 3 | 0 | 3 | 0 | 1 | 2 | 2 | 5 | 20 |
| Total | 0 | 0 | 14 | 3 | 17 | 0 | 20 | 21 | 1 | 42 | 0 | 0 | 24 | 2 | 26 | 0 | 5 | 8 | 11 | 24 | 109 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 6 | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 1 | 1 | 2 | 15 |
| 05:15 PM | 0 | 0 | 3 | 1 | 4 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 3 | 0 | 3 | 0 | 2 | 1 | 1 | 4 | 14 |
| 05:30 PM | 0 | 0 | 1 | 1 | 2 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 3 | 0 | 3 | 0 | 1 | 4 | 2 | 7 | 15 |
| 05:45 PM | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 4 | 0 | 6 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 2 | 4 | 13 |
| Total | 0 | 0 | 5 | 2 | 7 | 0 | 9 | 9 | 0 | 18 | 0 | 0 | 15 | 0 | 15 | 0 | 3 | 8 | 6 | 17 | 57 |
| 06:00 PM | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 2 | 0 | 4 | 11 |
| 06:15 PM | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 7 |
| 06:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 4 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 6 |
| 06:45 PM | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 5 |
| Total | 0 | 0 | 6 | 1 | 7 | 0 | 4 | 6 | 0 | 10 | 0 | 0 | 3 | 1 | 4 | 0 | 3 | 4 | 1 | 8 | 29 |
| Grand Total | 0 | 3 | 74 | 25 | 102 | 0 | 57 | 66 | 6 | 129 | 0 | 10 | 81 | 6 | 97 | 0 | 23 | 79 | 66 | 168 | 496 |
| Apprch % | 0 | 2.9 | 72.5 | 24.5 | | 0 | 44.2 | 51.2 | 4.7 | | 0 | 10.3 | 83.5 | 6.2 | | 0 | 13.7 | 47 | 39.3 | | |
| Total % | 0 | 0.6 | 14.9 | 5 | 20.6 | 0 | 11.5 | 13.3 | 1.2 | 26 | 0 | 2 | 16.3 | 1.2 | 19.6 | 0 | 4.6 | 15.9 | 13.3 | 33.9 | |

Woolbright Rd & S Seacrest Blvd Wednesday

File Name : Woolbright Rd & S Seacrest Blvd (Wed)
 Site Code : 00000000
 Start Date : 4/10/2019
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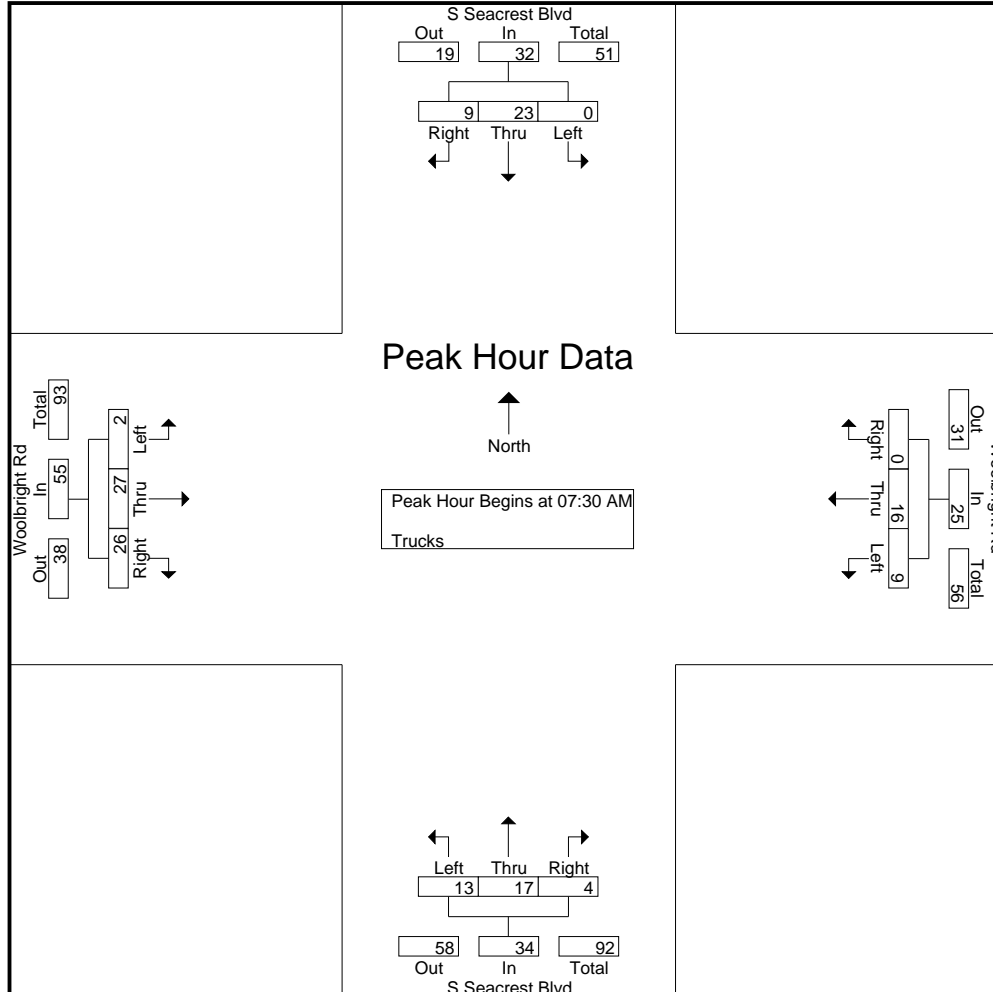
Woolbright Rd & S Seacrest Blvd Wednesday

File Name : Woolbright Rd & S Seacrest Blvd (Wed)
 Site Code : 00000000
 Start Date : 4/10/2019
 Page No : 3

| Start Time | S Seacrest Blvd Southbound | | | | | S Seacrest Blvd Northbound | | | | | Woolbright Rd Westbound | | | | | Woolbright Rd Eastbound | | | | | Int. Total |
|------------------------------------------------------------|----------------------------|------|------|-------|------------|----------------------------|------|------|-------|------------|-------------------------|------|------|-------|------------|-------------------------|------|------|-------|------------|------------|
| | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 0 | 5 | 2 | 7 | 0 | 4 | 3 | 0 | 7 | 0 | 6 | 2 | 0 | 8 | 0 | 1 | 5 | 7 | 13 | 35 |
| 07:45 AM | 0 | 0 | 5 | 2 | 7 | 0 | 3 | 5 | 1 | 9 | 0 | 0 | 8 | 0 | 8 | 0 | 1 | 7 | 5 | 13 | 37 |
| 08:00 AM | 0 | 0 | 7 | 2 | 9 | 0 | 3 | 6 | 1 | 10 | 0 | 1 | 3 | 0 | 4 | 0 | 0 | 7 | 7 | 14 | 37 |
| 08:15 AM | 0 | 0 | 6 | 3 | 9 | 0 | 3 | 3 | 2 | 8 | 0 | 2 | 3 | 0 | 5 | 0 | 0 | 8 | 7 | 15 | 37 |
| Total Volume | 0 | 0 | 23 | 9 | 32 | 0 | 13 | 17 | 4 | 34 | 0 | 9 | 16 | 0 | 25 | 0 | 2 | 27 | 26 | 55 | 146 |
| % App. Total | 0 | 0 | 71.9 | 28.1 | | 0 | 38.2 | 50 | 11.8 | | 0 | 36 | 64 | 0 | | 0 | 3.6 | 49.1 | 47.3 | | |
| PHF | .000 | .000 | .821 | .750 | .889 | .000 | .813 | .708 | .500 | .850 | .000 | .375 | .500 | .000 | .781 | .000 | .500 | .844 | .929 | .917 | .986 |

Woolbright Rd & S Seacrest Blvd Wednesday

File Name : Woolbright Rd & S Seacrest Blvd (Wed)
 Site Code : 00000000
 Start Date : 4/10/2019
 Page No : 4



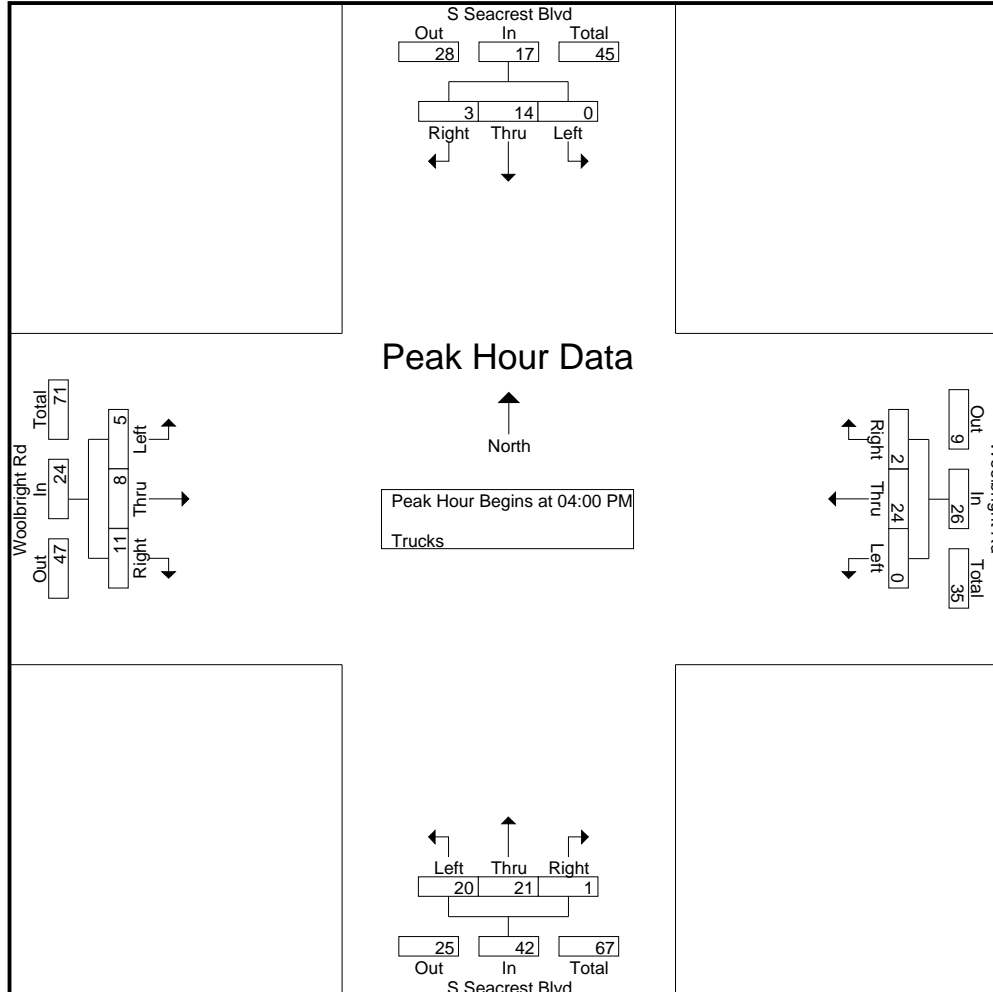
Woolbright Rd & S Seacrest Blvd Wednesday

File Name : Woolbright Rd & S Seacrest Blvd (Wed)
 Site Code : 00000000
 Start Date : 4/10/2019
 Page No : 5

| Start Time | S Seacrest Blvd Southbound | | | | | S Seacrest Blvd Northbound | | | | | Woolbright Rd Westbound | | | | | Woolbright Rd Eastbound | | | | | Int. Total | |
|------------------------------------------------------------|----------------------------|------|------|-------|------------|----------------------------|------|------|-------|------------|-------------------------|------|------|-------|------------|-------------------------|------|------|-------|------------|------------|--|
| | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right | App. Total | | |
| Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 4 | 1 | 5 | 0 | 8 | 9 | 1 | 18 | 0 | 0 | 3 | 1 | 4 | 0 | 2 | 2 | 3 | 7 | 34 | |
| 04:15 PM | 0 | 0 | 3 | 1 | 4 | 0 | 2 | 7 | 0 | 9 | 0 | 0 | 12 | 1 | 13 | 0 | 1 | 1 | 3 | 5 | 31 | |
| 04:30 PM | 0 | 0 | 3 | 0 | 3 | 0 | 5 | 3 | 0 | 8 | 0 | 0 | 6 | 0 | 6 | 0 | 1 | 3 | 3 | 7 | 24 | |
| 04:45 PM | 0 | 0 | 4 | 1 | 5 | 0 | 5 | 2 | 0 | 7 | 0 | 0 | 3 | 0 | 3 | 0 | 1 | 2 | 2 | 5 | 20 | |
| Total Volume | 0 | 0 | 14 | 3 | 17 | 0 | 20 | 21 | 1 | 42 | 0 | 0 | 24 | 2 | 26 | 0 | 5 | 8 | 11 | 24 | 109 | |
| % App. Total | 0 | 0 | 82.4 | 17.6 | | 0 | 47.6 | 50 | 2.4 | | 0 | 0 | 92.3 | 7.7 | | 0 | 20.8 | 33.3 | 45.8 | | | |
| PHF | .000 | .000 | .875 | .750 | .850 | .000 | .625 | .583 | .250 | .583 | .000 | .000 | .500 | .500 | .500 | .000 | .625 | .667 | .917 | .857 | .801 | |

Woolbright Rd & S Seacrest Blvd Wednesday

File Name : Woolbright Rd & S Seacrest Blvd (Wed)
 Site Code : 00000000
 Start Date : 4/10/2019
 Page No : 6



Woolbright Rd & S Seacrest Blvd Wednesday

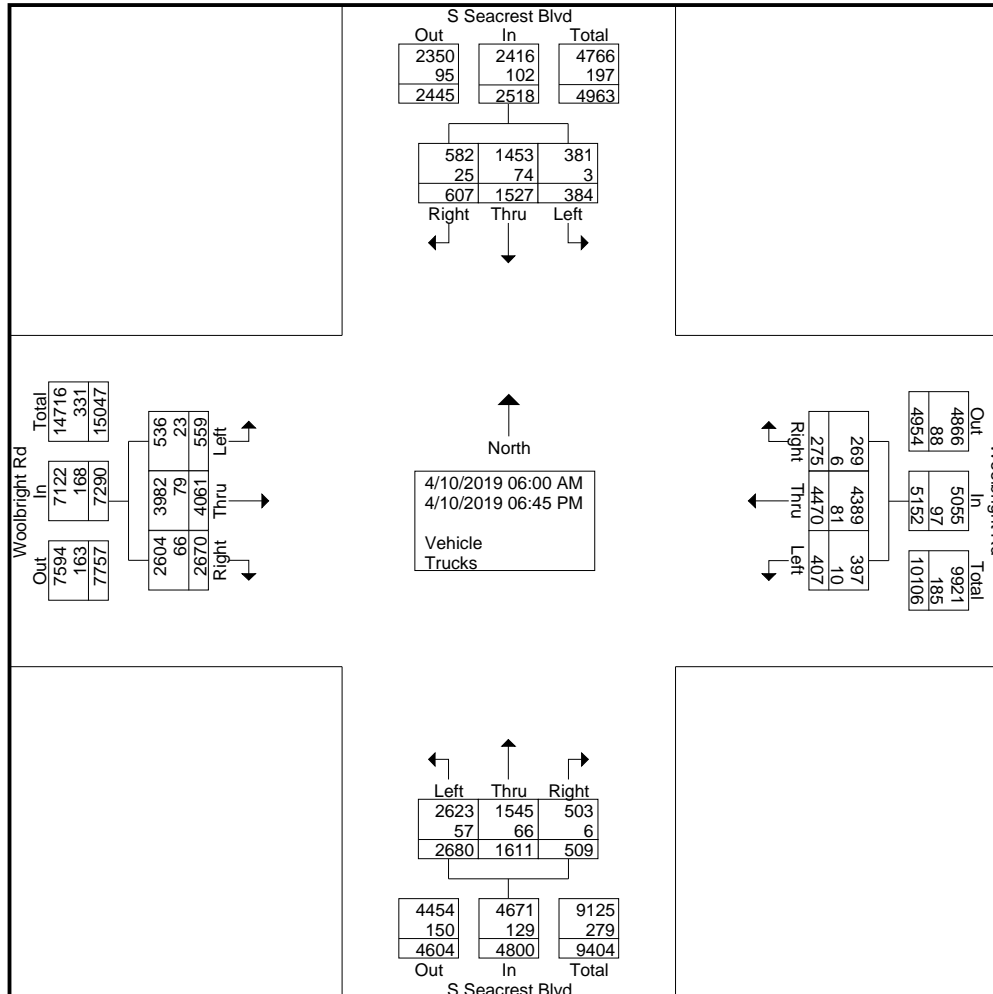
File Name : Woolbright Rd & S Seacrest Blvd (Wed)
 Site Code : 00000000
 Start Date : 4/10/2019
 Page No : 1

Groups Printed- Vehicle - Trucks

| Start Time | S Seacrest Blvd Southbound | | | | | S Seacrest Blvd Northbound | | | | | Woolbright Rd Westbound | | | | | Woolbright Rd Eastbound | | | | | Int. Total |
|--------------------|----------------------------|------------|-------------|------------|-------------|----------------------------|-------------|-------------|------------|-------------|-------------------------|------------|-------------|------------|-------------|-------------------------|------------|-------------|-------------|-------------|--------------|
| | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right | App. Total | |
| 06:00 AM | 0 | 3 | 15 | 21 | 39 | 0 | 42 | 18 | 5 | 65 | 0 | 1 | 59 | 2 | 62 | 0 | 6 | 41 | 13 | 60 | 226 |
| 06:15 AM | 0 | 9 | 23 | 21 | 53 | 0 | 38 | 22 | 6 | 66 | 0 | 5 | 85 | 2 | 92 | 0 | 8 | 67 | 71 | 146 | 357 |
| 06:30 AM | 0 | 10 | 38 | 34 | 82 | 0 | 73 | 22 | 4 | 99 | 0 | 10 | 125 | 3 | 138 | 0 | 16 | 61 | 83 | 160 | 479 |
| 06:45 AM | 0 | 12 | 48 | 22 | 82 | 0 | 64 | 20 | 7 | 91 | 0 | 15 | 134 | 3 | 152 | 0 | 11 | 101 | 147 | 259 | 584 |
| Total | 0 | 34 | 124 | 98 | 256 | 0 | 217 | 82 | 22 | 321 | 0 | 31 | 403 | 10 | 444 | 0 | 41 | 270 | 314 | 625 | 1646 |
| 07:00 AM | 0 | 5 | 43 | 26 | 74 | 0 | 112 | 46 | 9 | 167 | 0 | 9 | 156 | 3 | 168 | 0 | 10 | 104 | 80 | 194 | 603 |
| 07:15 AM | 0 | 5 | 60 | 34 | 99 | 0 | 103 | 36 | 18 | 157 | 0 | 10 | 186 | 3 | 199 | 0 | 16 | 169 | 98 | 283 | 738 |
| 07:30 AM | 0 | 22 | 92 | 32 | 146 | 0 | 132 | 44 | 11 | 187 | 0 | 27 | 201 | 3 | 231 | 0 | 14 | 155 | 124 | 293 | 857 |
| 07:45 AM | 0 | 20 | 107 | 38 | 165 | 0 | 128 | 93 | 23 | 244 | 0 | 17 | 173 | 14 | 204 | 0 | 12 | 164 | 153 | 329 | 942 |
| Total | 0 | 52 | 302 | 130 | 484 | 0 | 475 | 219 | 61 | 755 | 0 | 63 | 716 | 23 | 802 | 0 | 52 | 592 | 455 | 1099 | 3140 |
| 08:00 AM | 0 | 21 | 106 | 37 | 164 | 0 | 138 | 71 | 23 | 232 | 0 | 31 | 223 | 7 | 261 | 0 | 11 | 179 | 121 | 311 | 968 |
| 08:15 AM | 0 | 18 | 98 | 28 | 144 | 0 | 131 | 54 | 20 | 205 | 0 | 24 | 166 | 5 | 195 | 0 | 16 | 145 | 135 | 296 | 840 |
| 08:30 AM | 0 | 21 | 85 | 29 | 135 | 0 | 104 | 47 | 20 | 171 | 0 | 15 | 210 | 8 | 233 | 0 | 21 | 160 | 126 | 307 | 846 |
| 08:45 AM | 0 | 20 | 92 | 37 | 149 | 0 | 114 | 45 | 13 | 172 | 0 | 20 | 173 | 14 | 207 | 0 | 30 | 179 | 128 | 337 | 865 |
| Total | 0 | 80 | 381 | 131 | 592 | 0 | 487 | 217 | 76 | 780 | 0 | 90 | 772 | 34 | 896 | 0 | 78 | 663 | 510 | 1251 | 3519 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 20 | 69 | 18 | 107 | 0 | 155 | 90 | 28 | 273 | 0 | 26 | 215 | 31 | 272 | 1 | 17 | 187 | 114 | 319 | 971 |
| 04:15 PM | 0 | 17 | 59 | 21 | 97 | 0 | 112 | 109 | 28 | 249 | 0 | 19 | 216 | 16 | 251 | 0 | 29 | 206 | 115 | 350 | 947 |
| 04:30 PM | 0 | 25 | 65 | 20 | 110 | 0 | 142 | 86 | 22 | 250 | 0 | 12 | 177 | 15 | 204 | 0 | 31 | 206 | 114 | 351 | 915 |
| 04:45 PM | 0 | 13 | 68 | 16 | 97 | 0 | 139 | 104 | 26 | 269 | 0 | 12 | 281 | 16 | 309 | 0 | 30 | 232 | 135 | 397 | 1072 |
| Total | 0 | 75 | 261 | 75 | 411 | 0 | 548 | 389 | 104 | 1041 | 0 | 69 | 889 | 78 | 1036 | 1 | 107 | 831 | 478 | 1417 | 3905 |
| 05:00 PM | 1 | 22 | 70 | 19 | 112 | 0 | 152 | 93 | 25 | 270 | 0 | 18 | 219 | 12 | 249 | 0 | 37 | 236 | 117 | 390 | 1021 |
| 05:15 PM | 0 | 13 | 53 | 29 | 95 | 0 | 151 | 85 | 71 | 307 | 0 | 15 | 234 | 14 | 263 | 0 | 43 | 220 | 121 | 384 | 1049 |
| 05:30 PM | 0 | 32 | 66 | 32 | 130 | 0 | 147 | 124 | 31 | 302 | 0 | 14 | 218 | 17 | 249 | 0 | 52 | 211 | 102 | 365 | 1046 |
| 05:45 PM | 0 | 18 | 69 | 28 | 115 | 0 | 108 | 106 | 24 | 238 | 0 | 29 | 228 | 18 | 275 | 0 | 40 | 225 | 117 | 382 | 1010 |
| Total | 1 | 85 | 258 | 108 | 452 | 0 | 558 | 408 | 151 | 1117 | 0 | 76 | 899 | 61 | 1036 | 0 | 172 | 892 | 457 | 1521 | 4126 |
| 06:00 PM | 0 | 23 | 53 | 12 | 88 | 0 | 97 | 81 | 24 | 202 | 0 | 27 | 235 | 17 | 279 | 0 | 27 | 221 | 105 | 353 | 922 |
| 06:15 PM | 0 | 10 | 61 | 22 | 93 | 0 | 112 | 76 | 22 | 210 | 0 | 14 | 207 | 12 | 233 | 0 | 29 | 204 | 106 | 339 | 875 |
| 06:30 PM | 0 | 10 | 51 | 14 | 75 | 0 | 100 | 77 | 20 | 197 | 0 | 16 | 171 | 15 | 202 | 0 | 31 | 190 | 126 | 347 | 821 |
| 06:45 PM | 0 | 14 | 36 | 17 | 67 | 0 | 86 | 62 | 29 | 177 | 0 | 21 | 178 | 25 | 224 | 0 | 21 | 198 | 119 | 338 | 806 |
| Total | 0 | 57 | 201 | 65 | 323 | 0 | 395 | 296 | 95 | 786 | 0 | 78 | 791 | 69 | 938 | 0 | 108 | 813 | 456 | 1377 | 3424 |
| Grand Total | 1 | 383 | 1527 | 607 | 2518 | 0 | 2680 | 1611 | 509 | 4800 | 0 | 407 | 4470 | 275 | 5152 | 1 | 558 | 4061 | 2670 | 7290 | 19760 |
| Apprch % | 0 | 15.2 | 60.6 | 24.1 | | 0 | 55.8 | 33.6 | 10.6 | | 0 | 7.9 | 86.8 | 5.3 | | 0 | 7.7 | 55.7 | 36.6 | | |
| Total % | 0 | 1.9 | 7.7 | 3.1 | 12.7 | 0 | 13.6 | 8.2 | 2.6 | 24.3 | 0 | 2.1 | 22.6 | 1.4 | 26.1 | 0 | 2.8 | 20.6 | 13.5 | 36.9 | |
| Vehicle | 1 | 380 | 1453 | 582 | 2416 | 0 | 2623 | 1545 | 503 | 4671 | 0 | 397 | 4389 | 269 | 5055 | 1 | 535 | 3982 | 2604 | 7122 | 19264 |
| % Vehicle | 100 | 99.2 | 95.2 | 95.9 | 95.9 | 0 | 97.9 | 95.9 | 98.8 | 97.3 | 0 | 97.5 | 98.2 | 97.8 | 98.1 | 100 | 95.9 | 98.1 | 97.5 | 97.7 | 97.5 |
| Trucks | 0 | 3 | 74 | 25 | 102 | 0 | 57 | 66 | 6 | 129 | 0 | 10 | 81 | 6 | 97 | 0 | 23 | 79 | 66 | 168 | 496 |
| % Trucks | 0 | 0.8 | 4.8 | 4.1 | 4.1 | 0 | 2.1 | 4.1 | 1.2 | 2.7 | 0 | 2.5 | 1.8 | 2.2 | 1.9 | 0 | 4.1 | 1.9 | 2.5 | 2.3 | 2.5 |

Woolbright Rd & S Seacrest Blvd Wednesday

File Name : Woolbright Rd & S Seacrest Blvd (Wed)
 Site Code : 00000000
 Start Date : 4/10/2019
 Page No : 2



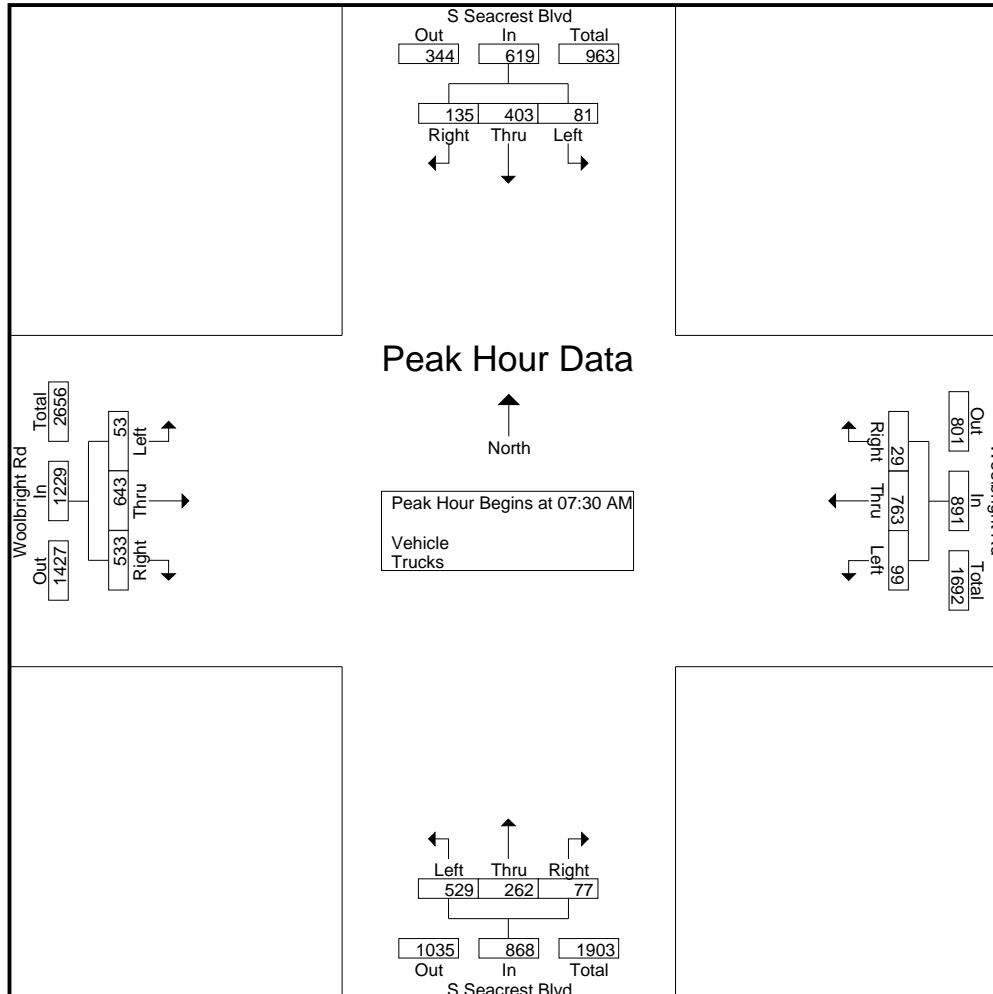
Woolbright Rd & S Seacrest Blvd Wednesday

File Name : Woolbright Rd & S Seacrest Blvd (Wed)
 Site Code : 00000000
 Start Date : 4/10/2019
 Page No : 3

| Start Time | S Seacrest Blvd Southbound | | | | | S Seacrest Blvd Northbound | | | | | Woolbright Rd Westbound | | | | | Woolbright Rd Eastbound | | | | | Int. Total |
|------------------------------------------------------------|----------------------------|------|------|-------|------------|----------------------------|------|------|-------|------------|-------------------------|------|------|-------|------------|-------------------------|------|------|-------|------------|------------|
| | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 22 | 92 | 32 | 146 | 0 | 132 | 44 | 11 | 187 | 0 | 27 | 201 | 3 | 231 | 0 | 14 | 155 | 124 | 293 | 857 |
| 07:45 AM | 0 | 20 | 107 | 38 | 165 | 0 | 128 | 93 | 23 | 244 | 0 | 17 | 173 | 14 | 204 | 0 | 12 | 164 | 153 | 329 | 942 |
| 08:00 AM | 0 | 21 | 106 | 37 | 164 | 0 | 138 | 71 | 23 | 232 | 0 | 31 | 223 | 7 | 261 | 0 | 11 | 179 | 121 | 311 | 968 |
| 08:15 AM | 0 | 18 | 98 | 28 | 144 | 0 | 131 | 54 | 20 | 205 | 0 | 24 | 166 | 5 | 195 | 0 | 16 | 145 | 135 | 296 | 840 |
| Total Volume | 0 | 81 | 403 | 135 | 619 | 0 | 529 | 262 | 77 | 868 | 0 | 99 | 763 | 29 | 891 | 0 | 53 | 643 | 533 | 1229 | 3607 |
| % App. Total | 0 | 13.1 | 65.1 | 21.8 | | 0 | 60.9 | 30.2 | 8.9 | | 0 | 11.1 | 85.6 | 3.3 | | 0 | 4.3 | 52.3 | 43.4 | | |
| PHF | .000 | .920 | .942 | .888 | .938 | .000 | .958 | .704 | .837 | .889 | .000 | .798 | .855 | .518 | .853 | .000 | .828 | .898 | .871 | .934 | .932 |

Woolbright Rd & S Seacrest Blvd Wednesday

File Name : Woolbright Rd & S Seacrest Blvd (Wed)
 Site Code : 00000000
 Start Date : 4/10/2019
 Page No : 4



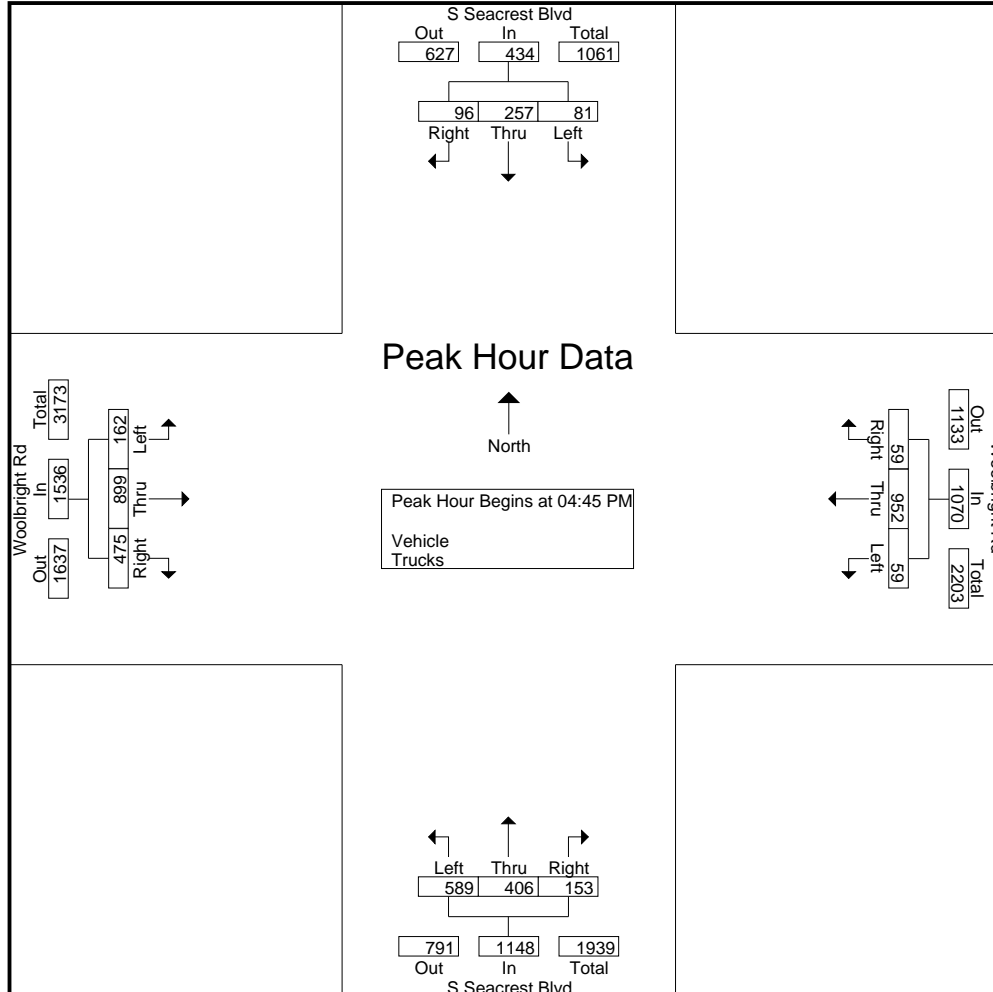
Woolbright Rd & S Seacrest Blvd Wednesday

File Name : Woolbright Rd & S Seacrest Blvd (Wed)
 Site Code : 00000000
 Start Date : 4/10/2019
 Page No : 5

| Start Time | S Seacrest Blvd Southbound | | | | | S Seacrest Blvd Northbound | | | | | Woolbright Rd Westbound | | | | | Woolbright Rd Eastbound | | | | | Int. Total | |
|------------------------------------------------------------|----------------------------|------|------|-------|------------|----------------------------|------|------|-------|------------|-------------------------|------|------|-------|------------|-------------------------|------|------|-------|------------|------------|--|
| | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right | App. Total | U-Turns | Left | Thru | Right | App. Total | | |
| Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | | | | | | |
| 04:45 PM | 0 | 13 | 68 | 16 | 97 | 0 | 139 | 104 | 26 | 269 | 0 | 12 | 281 | 16 | 309 | 0 | 30 | 232 | 135 | 397 | 1072 | |
| 05:00 PM | 1 | 22 | 70 | 19 | 112 | 0 | 152 | 93 | 25 | 270 | 0 | 18 | 219 | 12 | 249 | 0 | 37 | 236 | 117 | 390 | 1021 | |
| 05:15 PM | 0 | 13 | 53 | 29 | 95 | 0 | 151 | 85 | 71 | 307 | 0 | 15 | 234 | 14 | 263 | 0 | 43 | 220 | 121 | 384 | 1049 | |
| 05:30 PM | 0 | 32 | 66 | 32 | 130 | 0 | 147 | 124 | 31 | 302 | 0 | 14 | 218 | 17 | 249 | 0 | 52 | 211 | 102 | 365 | 1046 | |
| Total Volume | 1 | 80 | 257 | 96 | 434 | 0 | 589 | 406 | 153 | 1148 | 0 | 59 | 952 | 59 | 1070 | 0 | 162 | 899 | 475 | 1536 | 4188 | |
| % App. Total | 0.2 | 18.4 | 59.2 | 22.1 | | 0 | 51.3 | 35.4 | 13.3 | | 0 | 5.5 | 89 | 5.5 | | 0 | 10.5 | 58.5 | 30.9 | | | |
| PHF | .250 | .625 | .918 | .750 | .835 | .000 | .969 | .819 | .539 | .935 | .000 | .819 | .847 | .868 | .866 | .000 | .779 | .952 | .880 | .967 | .977 | |

Woolbright Rd & S Seacrest Blvd Wednesday

File Name : Woolbright Rd & S Seacrest Blvd (Wed)
 Site Code : 00000000
 Start Date : 4/10/2019
 Page No : 6



Signal Timing Sheets

CONTROLLER TIME SHEET

DATE TIMING INSTALLED: _____

| | |
|--------------------------------------------------------|-------------------------|
| INTERSECTION: WOOLBRIGHT RD AND SW 8TH ST/CORPORATE DR | CONTROLLER TYPE: NAZTEC |
| SIGNAL # 47530 | SYSTEM # 4175 |

| PHASE NUMBER | BOUND | TIMING INTERVAL | | | | | | | | | | DETECTOR SETTINGS | | | |
|--------------|-------|-----------------|---------|-------|-------|---------|---------|------|---------|---------|---------|-------------------|---------|--------------|--------------|
| | | MIN GREEN | GAP EXT | MAX 1 | MAX 2 | YEL CLR | RED CLR | WALK | PED CLR | MIN RCL | MAX RCL | | PED RCL | PHASE ENABLE | LOCKED CALLS |
| 1 | EBLT | 4.0 | 2.0 | 25.0 | | 4.5 | 2.0 | 0.0 | 0.0 | 0 | | | 1 | 0 | L1=NORMAL |
| 2 | WB | 20.0 | 4.0 | 45.0 | | 4.5 | 2.0 | 7.0 | 27.0 | 1 | | | 1 | 1 | ADV NORMAL |
| 3 | SBLT | 4.0 | 2.0 | 30.0 | | 4.0 | 3.0 | 0.0 | 0.0 | 0 | | | 1 | 0 | L3=NORMAL |
| 4 | NB | 6.0 | 2.0 | 30.0 | | 4.0 | 3.5 | 7.0 | 34.0 | 0 | | | 1 | 0 | L4=D/N(S) |
| 5 | WBLT | 4.0 | 2.0 | 20.0 | | 4.5 | 2.0 | 0.0 | 0.0 | 0 | | | 1 | 0 | L5=NORMAL |
| 6 | EB | 20.0 | 4.0 | 45.0 | | 4.5 | 2.0 | 7.0 | 23.0 | 1 | | | 1 | 1 | ADV NORMAL |
| 7 | NBLT | 4.0 | 2.0 | 20.0 | | 4.0 | 3.0 | 0.0 | 0.0 | 0 | | | 1 | 0 | L7=NORMAL |
| 8 | SB | 6.0 | 2.0 | 30.0 | | 4.0 | 3.5 | 7.0 | 29.0 | 0 | | | 1 | 0 | L8=D/N(S) |

| | PRE-EMPTION TIMING | | | | | | SPECIAL FUNCTIONS | | | | | | |
|----------|--------------------|--------------|------------------------|-------------|-----------------|---------|-------------------|--------|-------------------------------------------------------|------------|------------|--------------|------------|
| | DELAY BEFORE | GREEN BEFORE | PRE-EMPT 1 LOCK MEMORY | TRACK CLR Φ | TRACK CLR GREEN | DWELL Φ | MIN DWELL | EXIT Φ | START Φ | DUAL ENTRY | DET SWITCH | OUT OF FLASH | INTO FLASH |
| R/R | | | | | | | | | 2,6 | 2,4,6,8 | 1,5,7 | 2,6 | 4,8 |
| BRIDGE | | | | | | | | | Notes: 1. REFER TO SYSTEM TIMING AND ALT TIMING PLANS | | | | |
| FIRE STN | | | | | | | | | 2. UPDATED PED+Y+R CLEARANCE TIMES | | | | |
| BUS | | | | | | | | | 3. PROGRAMMED FOR FP USING ALT TIME TABLES | | | | |
| | | | | | | | | | 4. | | | | |

TIMING DESIGNED BY: SCOTT ORNITZ, P.E. DATE: _____

APPROVED BY: LEE GAO, P.E. PTOE *[Signature]* DATE: 7/20/18

SYSTEM TIMING SHEET

DATE TIMING INSTALLED: _____

| | | |
|--------------------------------------------------------|-------------------------|---------------|
| INTERSECTION: WOOLBRIGHT RD AND SW 8TH ST/CORPORATE DR | CONTROLLER TYPE: NAZTEC | |
| SYSTEM: WOOLBRIGHT RD | SIGNAL # 47530 | SYSTEM # 4175 |

| TOD SCHEDULER | | | | | | | | | | | |
|---------------|---------|-------|---------|-------|---------|---------|---------|-------|---------|------|---------|
| WEEKDAY | | | | | | WEEKEND | | | | | |
| TIME | PATTERN | TIME | PATTERN | TIME | PATTERN | TIME | PATTERN | TIME | PATTERN | TIME | PATTERN |
| 0:00 | 100 | 6:30 | 2 | 0:00 | 100 | 7:00 | 1 | 0:00 | 100 | 7:00 | 1 |
| 10:00 | 1 | 14:30 | 3 | 22:00 | 100 | | | 22:00 | 100 | | |
| 18:30 | 1 | 22:00 | 100 | | | | | | | | |

| TIMING PLANS | | | | | | | | | | | |
|--------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| 3 | | | 4 | | | 5 | | | 6 | | |
| PATTERN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| CYCLE LENGTH (SEC) | 130 | 140 | 150 | | | | | | | | |
| OFFSET (SEC) | 2 | 1 | 1 | | | | | | | | |
| COORDINATED PHASE | 2 | 2 | 2 | | | | | | | | |
| SEQUENCE | 1 | 1 | 1 | | | | | | | | |
| ALT TIMING PLAN | 1 | 2 | 3 | | | | | | | | |
| FORCE-OFF 1 (SEC) | SPLIT: 22 | MODE: NON | SPLIT: 31 | MODE: NON | SPLIT: 41 | MODE: NON | SPLIT: 56 | MODE: NON | SPLIT: 56 | MODE: NON | MODE: NON |
| FORCE-OFF 2 (SEC) | EBLT: 40 | MODE: MAX | EBLT: 37 | MODE: MAX | EBLT: 41 | MODE: MAX | EBLT: 52 | MODE: MAX | EBLT: 52 | MODE: MAX | MODE: MAX |
| FORCE-OFF 3 (SEC) | SBLT: 24 | MODE: NON | SBLT: 32 | MODE: NON | SBLT: 30 | MODE: NON | SBLT: 24 | MODE: NON | SBLT: 24 | MODE: NON | MODE: NON |
| FORCE-OFF 4 (SEC) | NB: 44 | MODE: NON | NB: 49 | MODE: NON | NB: 48 | MODE: NON | NB: 20 | MODE: NON | NB: 20 | MODE: NON | MODE: NON |
| FORCE-OFF 5 (SEC) | WBLT: 20 | MODE: NON | WBLT: 22 | MODE: NON | WBLT: 20 | MODE: NON | WBLT: 37 | MODE: MAX | WBLT: 37 | MODE: MAX | MODE: MAX |
| FORCE-OFF 6 (SEC) | EB: 42 | MODE: MAX | EB: 37 | MODE: MAX | EB: 52 | MODE: MAX | EB: 20 | MODE: NON | EB: 20 | MODE: NON | MODE: NON |
| FORCE-OFF 7 (SEC) | NBLT: 20 | MODE: NON | NBLT: 24 | MODE: NON | NBLT: 22 | MODE: NON | NBLT: 48 | MODE: NON | NBLT: 48 | MODE: NON | MODE: NON |
| FORCE-OFF 8 (SEC) | SB: 48 | MODE: NON | SB: 57 | MODE: NON | SB: 56 | MODE: NON | SB: 48 | MODE: NON | SB: 48 | MODE: NON | MODE: NON |

Special Features:

- _____
- _____
- _____

TIMING DESIGNED BY: SCOTT ORNITZ, P.E.
 APPROVED BY: LEE GAO, P.E. PTOE

DATE: _____ DATE: 7/20/2018

[1.1.6.1] ALTERNATE TIMING SHEET

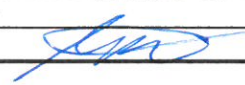
| INTERSECTION: WOOLBRIGHT RD AND SW 8TH ST/CORPORATE DR | | | | | | | | | | | SIGNAL # 47530 | | | | | SYSTEM # 4175 | | | | | |
|--------------------------------------------------------|-----------|----------|-------|-------|--------|-----------|------|-----------|----------------|------------|-------------------|-----------|----------|-------|-------|---------------|-----------|------|-----------|----------------|------------|
| | MIN GREEN | GAP TIME | MAX 1 | MAX 2 | YELLOW | RED CLEAR | WALK | PED CLEAR | ASSIGNED PHASE | BIKE CLEAR | | MIN GREEN | GAP TIME | MAX 1 | MAX 2 | YELLOW | RED CLEAR | WALK | PED CLEAR | ASSIGNED PHASE | BIKE CLEAR |
| ALT TIMING PLAN 1 | | | | | | | | | | | ALT TIMING PLAN 2 | | | | | | | | | | |
| 1 | 4.0 | 2.0 | 25.0 | 13.0 | 4.5 | 2.0 | 0.0 | 0.0 | 1 | | 1 | 4.0 | 2.0 | 25.0 | 8.0 | 4.5 | 2.0 | 0.0 | 0.0 | 1 | |
| 2 | 20.0 | 4.0 | 45.0 | 45.0 | 4.5 | 2.0 | 7.0 | 27.0 | 2 | | 2 | 20.0 | 4.0 | 45.0 | 45.0 | 4.5 | 2.0 | 7.0 | 27.0 | 2 | |
| 3 | 4.0 | 2.0 | 30.0 | 17.0 | 4.0 | 3.0 | 0.0 | 0.0 | 3 | | 3 | 4.0 | 2.0 | 30.0 | 23.0 | 4.0 | 3.0 | 0.0 | 0.0 | 3 | |
| 4 | 6.0 | 2.0 | 30.0 | 25.0 | 4.0 | 3.5 | 7.0 | 34.0 | 4 | | 4 | 6.0 | 2.0 | 30.0 | 15.0 | 4.0 | 3.5 | 7.0 | 34.0 | 4 | |
| 5 | 4.0 | 2.0 | 20.0 | 8.0 | 4.5 | 2.0 | 0.0 | 0.0 | 5 | | 5 | 4.0 | 2.0 | 20.0 | 8.0 | 4.5 | 2.0 | 0.0 | 0.0 | 5 | |
| 6 | 20.0 | 4.0 | 45.0 | 45.0 | 4.5 | 2.0 | 7.0 | 23.0 | 6 | | 6 | 20.0 | 4.0 | 45.0 | 45.0 | 4.5 | 2.0 | 7.0 | 23.0 | 6 | |
| 7 | 4.0 | 2.0 | 20.0 | 11.0 | 4.0 | 3.0 | 0.0 | 0.0 | 7 | | 7 | 4.0 | 2.0 | 20.0 | 8.0 | 4.0 | 3.0 | 0.0 | 0.0 | 7 | |
| 8 | 6.0 | 2.0 | 30.0 | 31.0 | 4.0 | 3.5 | 7.0 | 29.0 | 8 | | 8 | 6.0 | 2.0 | 30.0 | 33.0 | 4.0 | 3.5 | 7.0 | 29.0 | 8 | |

| | MIN GREEN | GAP TIME | MAX 1 | MAX 2 | YELLOW | RED CLEAR | WALK | PED CLEAR | ASSIGNED PHASE | BIKE CLEAR | | MIN GREEN | GAP TIME | MAX 1 | MAX 2 | YELLOW | RED CLEAR | WALK | PED CLEAR | ASSIGNED PHASE | BIKE CLEAR | |
|-------------------|-----------|----------|-------|-------|--------|-----------|------|-----------|----------------|------------|-------------------|-----------|----------|-------|-------|--------|-----------|------|-----------|----------------|------------|--|
| ALT TIMING PLAN 3 | | | | | | | | | | | ALT TIMING PLAN 4 | | | | | | | | | | | |
| 1 | 4.0 | 2.0 | 25.0 | 14.0 | 4.5 | 2.0 | 0.0 | 0.0 | 1 | | 1 | | | | | | | | | | | |
| 2 | 20.0 | 4.0 | 45.0 | 45.0 | 4.5 | 2.0 | 7.0 | 27.0 | 2 | | 2 | | | | | | | | | | | |
| 3 | 4.0 | 2.0 | 30.0 | 22.0 | 4.0 | 3.0 | 0.0 | 0.0 | 3 | | 3 | | | | | | | | | | | |
| 4 | 6.0 | 2.0 | 30.0 | 26.0 | 4.0 | 3.5 | 7.0 | 34.0 | 4 | | 4 | | | | | | | | | | | |
| 5 | 4.0 | 2.0 | 20.0 | 8.0 | 4.5 | 2.0 | 0.0 | 0.0 | 5 | | 5 | | | | | | | | | | | |
| 6 | 20.0 | 4.0 | 45.0 | 45.0 | 4.5 | 2.0 | 7.0 | 23.0 | 6 | | 6 | | | | | | | | | | | |
| 7 | 4.0 | 2.0 | 20.0 | 16.0 | 4.0 | 3.0 | 0.0 | 0.0 | 7 | | 7 | | | | | | | | | | | |
| 8 | 6.0 | 2.0 | 30.0 | 31.0 | 4.0 | 3.5 | 7.0 | 29.0 | 8 | | 8 | | | | | | | | | | | |

| | MIN GREEN | GAP TIME | MAX 1 | MAX 2 | YELLOW | RED CLEAR | WALK | PED CLEAR | ASSIGNED PHASE | BIKE CLEAR | ALT TIMING PLAN ASSIGNMENTS | | | | | | | | | | | |
|-------------------|-----------|----------|-------|-------|--------|-----------|------|-----------|----------------|------------|-----------------------------|-----------|--|--|--|--|--|--|--|--|--|--|
| ALT TIMING PLAN 5 | | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | ALT TIMING PLAN 1 | PATTERN 1 | | | | | | | | | | |
| 2 | | | | | | | | | | | ALT TIMING PLAN 2 | PATTERN 2 | | | | | | | | | | |
| 3 | | | | | | | | | | | ALT TIMING PLAN 3 | PATTERN 3 | | | | | | | | | | |
| 4 | | | | | | | | | | | ALT TIMING PLAN 4 | | | | | | | | | | | |
| 5 | | | | | | | | | | | ALT TIMING PLAN 5 | | | | | | | | | | | |
| 6 | | | | | | | | | | | | | | | | | | | | | | |
| 7 | | | | | | | | | | | | | | | | | | | | | | |
| 8 | | | | | | | | | | | | | | | | | | | | | | |

NOTES:

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|---------------------|--------------------------------------------------------------------------------------------------------|------|-----------|
| TIMING DESIGNED BY: | SCOTT ORNITZ, P.E. | DATE | |
| APPROVED BY: | LEE GAO, P.E. PTOE  | DATE | 7/20/2018 |

CONTROLLER TIME SHEET

DATE TIMING INSTALLED: _____

| | | |
|-------------------------------------------------|--|-------------------------|
| INTERSECTION: WOOLBRIGHT ROAD AND SEACREST BLVD | | CONTROLLER TYPE: NAZTEC |
| SIGNAL # 47575 | | SYSTEM # 4190 |

| PHASE NUMBER | BOUND | TIMING INTERVAL | | | | | | | | | | DETECTOR SETTINGS | | | |
|--------------|-------|-----------------|---------|-------|-------|---------|---------|------|---------|---------|---------|-------------------|---------|--------------|--------------|
| | | MIN GREEN | GAP EXT | MAX 1 | MAX 2 | YEL CLR | RED CLR | WALK | PED CLR | MIN RCL | MAX RCL | | PED RCL | PHASE ENABLE | LOCKED CALLS |
| 1 | EBLT | 4.0 | 2.0 | 20.0 | | 4.5 | 2.0 | 0.0 | 0.0 | 0 | | | | | |
| 2 | WB | 20.0 | 4.0 | 60.0 | | 4.5 | 2.0 | 10.0 | 21.0 | 1 | | | | | |
| 3 | SBLT | 4.0 | 2.0 | 20.0 | | 4.5 | 2.0 | 0.0 | 0.0 | 0 | | | | | |
| 4 | NB | 6.0 | 2.0 | 35.0 | | 4.5 | 2.0 | 7.0 | 21.0 | 0 | | | | | |
| 5 | WBTL | 4.0 | 2.0 | 20.0 | | 4.5 | 2.0 | 0.0 | 0.0 | 0 | | | | | |
| 6 | EB | 20.0 | 4.0 | 40.0 | | 4.5 | 2.0 | 7.0 | 26.0 | 1 | | | | | |
| 7 | NBLT | 4.0 | 2.0 | 35.0 | | 4.5 | 2.0 | 0.0 | 0.0 | 0 | | | | | |
| 8 | SB | 6.0 | 2.0 | 35.0 | | 4.5 | 2.0 | 10.0 | 21.0 | 0 | | | | | |

| | PRE-EMPTION TIMING | | | | | | SPECIAL FUNCTIONS | | | | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|--------------|------------------------|-------------|-----------------|----------------------------------|-------------------|------------|------------|--------------|------------|--|
| | DELAY BEFORE | GREEN BEFORE | PRE-EMPT 1 LOCK MEMORY | TRACK CLR Φ | TRACK CLR GREEN | EXIT Φ | START Φ | DUAL ENTRY | DET SWITCH | OUT OF FLASH | INTO FLASH | |
| R/R | | | | | | | 2.6 | 2,4,6,8 | 1,5 | 2,6 | 4,8 | |
| BRIDGE | | | | | | | | | | | | |
| FIRE STN | | | | | | | | | | | | |
| BUS | | | | | | | | | | | | |
| Notes: 1. REFER TO SYSTEM TIMING AND ALT TIMING PLANS 2. UPDATED PED+Y+R CLEARANCE TIMES 3. PROGRAMMED FOR FP USING ALT TIME TABLES 4. | | | | | | | | | | | | |
| TIMING DESIGNED BY: SCOTT E. ORNITZ, P. E. | | | | | | APPROVED BY: LEE GAO, P. E. PTOE | | | | | | |
| DATE: _____ | | | | | | DATE: 7/19/18 | | | | | | |

SYSTEM TIMING SHEET

DATE TIMING INSTALLED: _____

| | | |
|-------------------------------------------------|----------------|-------------------------|
| INTERSECTION: WOOLBRIGHT ROAD AND SEACREST BLVD | SIGNAL # 47575 | CONTROLLER TYPE: NAZTEC |
| SYSTEM: WOOLBRIGHT RD | | SYSTEM # 4190 |

| TOD SCHEDULER | | | | | | | | | | | |
|---------------|---------|-------|---------|-------|---------|---------|---------|-------|---------|------|---------|
| WEEKDAY | | | | | | WEEKEND | | | | | |
| TIME | PATTERN | TIME | PATTERN | TIME | PATTERN | TIME | PATTERN | TIME | PATTERN | TIME | PATTERN |
| 0:00 | 100 | 6:30 | 2 | 0:00 | 100 | 7:00 | 1 | 0:00 | 100 | 7:00 | 1 |
| 10:00 | 1 | 14:30 | 3 | 22:00 | 100 | | | 22:00 | 100 | | |
| 18:30 | 1 | 22:00 | 100 | | | | | | | | |
| | | | | | | | | | | | |

| TIMING PLANS | | | | | | | | | | | |
|--------------------|------|----------|----------|----------|----------|-------|----------|--|--|--|--|
| PATTERN | | 1 | 2 | 3 | 4 | 5 | 6 | | | | |
| CYCLE LENGTH (SEC) | | 130 | 140 | 150 | | | | | | | |
| OFFSET (SEC) | | 99 | 5 | 92 | | | | | | | |
| COORDINATED PHASE | | 2 | 2 | 2 | | | | | | | |
| SEQUENCE | | 1 | 1 | 5 | | | | | | | |
| ALT TIMING PLAN | | 1 | 2 | 3 | | | | | | | |
| FORCE-OFF 1 (SEC) | EBLT | SPLIT 22 | MODE NON | SPLIT 20 | MODE NON | SPLIT | MODE NON | | | | |
| FORCE-OFF 2 (SEC) | WB | SPLIT 41 | MODE MAX | SPLIT 50 | MODE MAX | SPLIT | MODE MAX | | | | |
| FORCE-OFF 3 (SEC) | SBLT | SPLIT 22 | MODE NON | SPLIT 23 | MODE NON | SPLIT | MODE NON | | | | |
| FORCE-OFF 4 (SEC) | NB | SPLIT 45 | MODE NON | SPLIT 57 | MODE NON | SPLIT | MODE NON | | | | |
| FORCE-OFF 5 (SEC) | WBLT | SPLIT 22 | MODE NON | SPLIT 20 | MODE NON | SPLIT | MODE NON | | | | |
| FORCE-OFF 6 (SEC) | EB | SPLIT 41 | MODE MAX | SPLIT 50 | MODE MAX | SPLIT | MODE MAX | | | | |
| FORCE-OFF 7 (SEC) | NBLT | SPLIT 28 | MODE NON | SPLIT 40 | MODE NON | SPLIT | MODE NON | | | | |
| FORCE-OFF 8 (SEC) | SB | SPLIT 39 | MODE NON | SPLIT 40 | MODE NON | SPLIT | MODE NON | | | | |


Special Features:

1) _____

2) _____

3) _____

TIMING DESIGNED BY: SCOTT E. ORNITZ, P.E.

APPROVED BY:  LEE GAO, P.E. PTOE

DATE: _____ DATE: 7/19/2018

[1.1.6.1] ALTERNATE TIMING SHEET


| INTERSECTION: WOOLBRIGHT ROAD AND SEACREST BLVD | | | | | | | | | | | SIGNAL # 47575 | | | | | SYSTEM # 4190 | | | | | |
|-------------------------------------------------|-----------|----------|-------|-------|--------|-----------|------|-----------|----------------|------------|-------------------|-----------|----------|-------|-------|---------------|-----------|------|-----------|----------------|------------|
| | MIN GREEN | GAP TIME | MAX 1 | MAX 2 | YELLOW | RED CLEAR | WALK | PED CLEAR | ASSIGNED PHASE | BIKE CLEAR | | MIN GREEN | GAP TIME | MAX 1 | MAX 2 | YELLOW | RED CLEAR | WALK | PED CLEAR | ASSIGNED PHASE | BIKE CLEAR |
| ALT TIMING PLAN 1 | | | | | | | | | | | ALT TIMING PLAN 2 | | | | | | | | | | |
| 1 | 4.0 | 2.0 | 20.0 | 8.0 | 4.5 | 2.0 | 0.0 | 0.0 | 1 | | 1 | 4.0 | 2.0 | 20.0 | 8.0 | 4.5 | 2.0 | 0.0 | 0.0 | 1 | |
| 2 | 20.0 | 4.0 | 60.0 | 60.0 | 4.5 | 2.0 | 10.0 | 21.0 | 2 | | 2 | 20.0 | 4.0 | 60.0 | 60.0 | 4.5 | 2.0 | 10.0 | 21.0 | 2 | |
| 3 | 4.0 | 2.0 | 20.0 | 8.0 | 4.5 | 2.0 | 0.0 | 0.0 | 3 | | 3 | 4.0 | 2.0 | 20.0 | 8.0 | 4.5 | 2.0 | 0.0 | 0.0 | 3 | |
| 4 | 6.0 | 2.0 | 35.0 | 35.0 | 4.5 | 2.0 | 7.0 | 21.0 | 4 | | 4 | 6.0 | 2.0 | 35.0 | 35.0 | 4.5 | 2.0 | 7.0 | 21.0 | 4 | |
| 5 | 4.0 | 2.0 | 20.0 | 8.0 | 4.5 | 2.0 | 0.0 | 0.0 | 5 | | 5 | 4.0 | 2.0 | 20.0 | 8.0 | 4.5 | 2.0 | 0.0 | 0.0 | 5 | |
| 6 | 20.0 | 4.0 | 40.0 | 40.0 | 4.5 | 2.0 | 7.0 | 26.0 | 6 | | 6 | 20.0 | 4.0 | 40.0 | 40.0 | 4.5 | 2.0 | 7.0 | 26.0 | 6 | |
| 7 | 4.0 | 2.0 | 35.0 | 18.0 | 4.5 | 2.0 | 0.0 | 0.0 | 7 | | 7 | 4.0 | 2.0 | 35.0 | 21.0 | 4.5 | 2.0 | 0.0 | 0.0 | 7 | |
| 8 | 6.0 | 2.0 | 35.0 | 25.0 | 4.5 | 2.0 | 10.0 | 21.0 | 8 | | 8 | 6.0 | 2.0 | 35.0 | 28.0 | 4.5 | 2.0 | 10.0 | 21.0 | 8 | |

| | MIN GREEN | GAP TIME | MAX 1 | MAX 2 | YELLOW | RED CLEAR | WALK | PED CLEAR | ASSIGNED PHASE | BIKE CLEAR | | MIN GREEN | GAP TIME | MAX 1 | MAX 2 | YELLOW | RED CLEAR | WALK | PED CLEAR | ASSIGNED PHASE | BIKE CLEAR | |
|-------------------|-----------|----------|-------|-------|--------|-----------|------|-----------|----------------|------------|-------------------|-----------|----------|-------|-------|--------|-----------|------|-----------|----------------|------------|--|
| ALT TIMING PLAN 3 | | | | | | | | | | | ALT TIMING PLAN 4 | | | | | | | | | | | |
| 1 | 4.0 | 2.0 | 20.0 | 8.0 | 4.5 | 2.0 | 0.0 | 0.0 | 1 | | 1 | | | | | | | | | | | |
| 2 | 20.0 | 4.0 | 60.0 | 60.0 | 4.5 | 2.0 | 10.0 | 21.0 | 2 | | 2 | | | | | | | | | | | |
| 3 | 4.0 | 2.0 | 20.0 | 9.0 | 4.5 | 2.0 | 0.0 | 0.0 | 3 | | 3 | | | | | | | | | | | |
| 4 | 6.0 | 2.0 | 35.0 | 35.0 | 4.5 | 2.0 | 7.0 | 21.0 | 4 | | 4 | | | | | | | | | | | |
| 5 | 4.0 | 2.0 | 20.0 | 8.0 | 4.5 | 2.0 | 0.0 | 0.0 | 5 | | 5 | | | | | | | | | | | |
| 6 | 20.0 | 4.0 | 40.0 | 40.0 | 4.5 | 2.0 | 7.0 | 26.0 | 6 | | 6 | | | | | | | | | | | |
| 7 | 4.0 | 2.0 | 35.0 | 28.0 | 4.5 | 2.0 | 0.0 | 0.0 | 7 | | 7 | | | | | | | | | | | |
| 8 | 6.0 | 2.0 | 35.0 | 29.0 | 4.5 | 2.0 | 10.0 | 21.0 | 8 | | 8 | | | | | | | | | | | |

| | MIN GREEN | GAP TIME | MAX 1 | MAX 2 | YELLOW | RED CLEAR | WALK | PED CLEAR | ASSIGNED PHASE | BIKE CLEAR | ALT TIMING PLAN ASSIGNMENTS | | | | | | | | | | |
|-------------------|-----------|----------|-------|-------|--------|-----------|------|-----------|----------------|------------|-----------------------------|---------------------|--|--|--|--|--|--|--|--|--|
| ALT TIMING PLAN 5 | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | ALT TIMING PLAN 1 | PATTERN 1 & PREEMPT | | | | | | | | | |
| 2 | | | | | | | | | | | ALT TIMING PLAN 2 | PATTERN 2 & PREEMPT | | | | | | | | | |
| 3 | | | | | | | | | | | ALT TIMING PLAN 3 | PATTERN 3 & PREEMPT | | | | | | | | | |
| 4 | | | | | | | | | | | ALT TIMING PLAN 4 | | | | | | | | | | |
| 5 | | | | | | | | | | | ALT TIMING PLAN 5 | | | | | | | | | | |
| 6 | | | | | | | | | | | | | | | | | | | | | |
| 7 | | | | | | | | | | | | | | | | | | | | | |
| 8 | | | | | | | | | | | | | | | | | | | | | |

NOTES:

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|---------------------|-------------------------------------------------------------------------------------------------------|------|-----------|
| TIMING DESIGNED BY: | SCOTT E. ORNITZ, P.E. | DATE | |
| APPROVED BY: | LEE GAO, P.E PTOE  | DATE | 7/19/2018 |

Palm Beach County

Signal Timing Sheet

5/8/2019

47550 : 4180 - Woolbright Rd and I-95 (Standard File)

Phase [1.1.1]

| | 1 | 2 (WT) | 3 (NR) | 4 | 5 (ET) | 6 (SR) | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---------------|---|-----------|-----------|---|-----------|-----------|-----|---|-----|-----|-----|-----|-----|-----|-----|-----|
| Walk | | 5 | | | 5 | | | | | | | | | | | |
| Ped Clearance | | 10 | | | 10 | | | | | | | | | | | |
| Min Green | 6 | 10 | 6 | 6 | 10 | 6 | | | | | | | | | | |
| Passage | | 4 | 2 | | 4 | 2 | | | | | | | | | | |
| Max1 | 6 | 40 | 20 | 6 | 45 | 30 | | | | | | | | | | |
| Max2 | | | | | | | | | | | | | | | | |
| Yellow | 4 | 4.5 | 4.5 | 4 | 4.5 | 4.5 | 4.5 | 5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| Red | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | | | | | | | | |

Phase Option [1.1.2]

| | 1 | 2 (WT) | 3 (NR) | 4 | 5 (ET) | 6 (SR) | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------------|----|-----------|-----------|----|-----------|-----------|---|----|----|----|----|----|----|----|----|----|
| Enable | ON | ON | ON | ON | ON | ON | | | | | | | | | | |
| Auto Entry | | | | | | ON | | | | | | | | | | |
| Auto Exit | | | | | ON | | | | | | | | | | | |
| Non Act1 | | | | | | | | | | | | | | | | |
| Non Act2 | | | | | | | | | | | | | | | | |
| Lock Call | | | | | ON | | | ON | ON | ON | ON | ON | ON | ON | ON | ON |
| Min Recall | | | | | ON | | | | | | | | | | | |
| Max Recall | ON | ON | ON | ON | ON | ON | | | | | | | | | | |
| Ped Recall | | | | | | | | | | | | | | | | |
| Dual Entry | | ON | | ON | | ON | | ON | | | | | | | | |
| Sim Gap Enable | | | | | | | | ON | ON | ON | ON | ON | ON | ON | ON | ON |
| Rest In Walk | | | | | | | | | | | | | | | | |

Detector, Vehicle Parameters 1-16 [5.1]

| | 1 (WBT1) | 2 (WBT2) | 3 (NBR1) | 4 (EBT1) | 5 (EBT2) | 6 (SBR1) | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|--------------|-------------|-------------|-------------|-------------|-------------|-------------|---|---|---|----|----|----|----|----|----|----|
| Call Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | | | | | |
| Switch Phase | | | | | | | | | | | | | | | | |
| Delay Time | | | | | | | | | | | | | | | | |

Detector, Vehicle Parameters 17-32 [5.1]

| | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 |
|--------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| Call Phase | | | | | | | | | | | | | | | | |
| Switch Phase | | | | | | | | | | | | | | | | |
| Delay Time | | | | | | | | | | | | | | | | |

Detector, Vehicle Parameters 33-48 [5.1]

| | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 |
|--------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| Call Phase | | | | | | | | | | | | | | | | |
| Switch Phase | | | | | | | | | | | | | | | | |
| Delay Time | | | | | | | | | | | | | | | | |

Detector, Vehicle Parameters 49-64 [5.1]

| | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 |
|--------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| Call Phase | | | | | | | | | | | | | | | | |
| Switch Phase | | | | | | | | | | | | | | | | |
| Delay Time | | | | | | | | | | | | | | | | |

Approved By: lgao

Date: _____

Palm Beach County

System Timing Sheet

5/8/2019

47550 : 4180 - Woolbright Rd and I-95 (Standard File)

TB Coor, Day Plan [4.4]

| Day Plan Table 1 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|------------------|-----|----|----|----|----|-----|---|---|---|----|----|----|----|----|----|----|
| Hour | | 6 | 10 | 14 | 18 | 22 | | | | | | | | | | |
| Minute | | 30 | | 30 | 30 | | | | | | | | | | | |
| Action | 100 | 2 | 1 | 3 | 1 | 100 | | | | | | | | | | |

| Day Plan Table 2 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|------------------|-----|---|-----|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Hour | | 7 | 22 | | | | | | | | | | | | | |
| Minute | | | | | | | | | | | | | | | | |
| Action | 100 | 1 | 100 | | | | | | | | | | | | | |

| Day Plan Table 3 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|------------------|-----|---|-----|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Hour | | 7 | 22 | | | | | | | | | | | | | |
| Minute | | | | | | | | | | | | | | | | |
| Action | 100 | 1 | 100 | | | | | | | | | | | | | |

Coordination, Pattern 1-16 [2.1]/Coordination, Alt Tables+[2.6]

| Pattern | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|--------------|-----|-----|-----|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Cycle Time | 130 | 140 | 150 | | | | | | | | | | | | | |
| Offset Time | | | | | | | | | | | | | | | | |
| Split Number | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| Seq Number | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Ph Opt Alt | | | | | | | | | | | | | | | | |
| Ph Time Alt | | | | | | | | | | | | | | | | |

Coordination, Splits [2.7.1]

| Split Table 1 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Time | 12 | 26 | 22 | 12 | 36 | 22 | | | | | | | | | | |
| Mode | NON | MXP | NON | NON | MXP | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord-Ph | | | | | ON | | | | | | | | | | | |

| Split Table 2 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Time | 12 | 34 | 15 | 12 | 43 | 24 | | | | | | | | | | |
| Mode | NON | NON | NON | NON | MAX | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord-Ph | | | | | ON | | | | | | | | | | | |

| Split Table 3 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Time | 12 | 36 | 21 | 12 | 46 | 23 | | | | | | | | | | |
| Mode | NON | NON | NON | NON | MAX | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord-Ph | | | | | ON | | | | | | | | | | | |

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

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

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

Approved By: lgao

Date: _____

Palm Beach County

Preempt & Overlap Timing Sheet

5/8/2019

47550 : 4180 - Woolbright Rd and I-95 (Standard File)

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

| Channel | 1 | 2 | 3 | 4 | 5 | 6 |
|-----------------|----|----|----|----|----|----|
| Lock Input | ON | ON | ON | ON | ON | ON |
| Override Flash | | ON | ON | ON | ON | ON |
| Override Higher | ON | ON | ON | ON | ON | ON |
| Flash Dwell | | | | | | |
| Link | | | | | | |
| Delay | | | | | | |
| Min Duration | | | | | | |
| Min Green | | | | | | |
| Min Walk | | | | | | |
| Ped Clear | | | | | | |
| Track Green | | | | | | |
| Min Dwell | | | | | | |
| Max Presence | | | | | | |
| Track R1 | | | | | | |
| Track R2 | | | | | | |
| Track R3 | | | | | | |
| Track R4 | | | | | | |
| Dwell P1 | | | | | | |
| Dwell P2 | | | | | | |
| Dwell P3 | | | | | | |
| Dwell P4 | | | | | | |
| Dwell P5 | | | | | | |
| Dwell P6 | | | | | | |
| Dwell P7 | | | | | | |
| Dwell P8 | | | | | | |
| Dwell P9 | | | | | | |
| Dwell P10 | | | | | | |
| Dwell P11 | | | | | | |
| Dwell P12 | | | | | | |
| Dwell Ped1 | | | | | | |
| Dwell Ped2 | | | | | | |
| Dwell Ped3 | | | | | | |
| Dwell Ped4 | | | | | | |
| Dwell Ped5 | | | | | | |
| Dwell Ped6 | | | | | | |
| Dwell Ped7 | | | | | | |
| Dwell Ped8 | | | | | | |
| Exit R1 | | | | | | |
| Exit R2 | | | | | | |
| Exit R3 | | | | | | |
| Exit R4 | | | | | | |

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

| Preempt | 1 | 2 | 3 | 4 | 5 | 6 |
|------------------|------|-------|-------|-------|-------|-------|
| Enable | | | | | | |
| Type | RAIL | EMERG | EMERG | EMERG | EMERG | EMERG |
| Skip Track | | | | | | |
| Volt Mon Flash | | | | | | |
| Coord in Preempt | | | | | | |
| Max2 | | | | | | |
| Return Max/Min | MAX | MAX | MAX | MAX | MAX | MAX |
| Extend Dwell | | | | | | |
| Pattern | | | | | | |
| Output Mode | TS2 | TS2 | TS2 | TS2 | TS2 | TS2 |
| Track Over 1 | | | | | | |
| Track Over 2 | | | | | | |
| Track Over 3 | | | | | | |
| Track Over 4 | | | | | | |
| Track Over 5 | | | | | | |
| Track Over 6 | | | | | | |
| Track Over 7 | | | | | | |
| Track Over 8 | | | | | | |
| Track Over 9 | | | | | | |
| Track Over 10 | | | | | | |
| Track Over 11 | | | | | | |
| Track Over 12 | | | | | | |
| Dwell Over 1 | | | | | | |
| Dwell Over 2 | | | | | | |
| Dwell Over 3 | | | | | | |
| Dwell Over 4 | | | | | | |
| Dwell Over 5 | | | | | | |
| Dwell Over 6 | | | | | | |
| Dwell Over 7 | | | | | | |
| Dwell Over 8 | | | | | | |
| Dwell Over 9 | | | | | | |
| Dwell Over 10 | | | | | | |
| Dwell Over 11 | | | | | | |
| Dwell Over 12 | | | | | | |
| Ped Clear | | | | | | |
| Yellow | | | | | | |
| Red | | | | | | |
| Return Min/Max | | | | | | |
| Delay Inh | | | | | | |
| Exit Time | | | | | | |
| All Red B4 | | | | | | |

Overlap Program Parameters [1.5.2.1]

| Overlap | Included Phases | | | | | | Modifier Phases | | | | | | Type | Green | Yellow | Red |
|------------|-----------------|---|---|---|--|--|-----------------|--|--|--|--|--|--------|-------|--------|-----|
| Overlap 1 | 2 | 3 | | | | | | | | | | | NORMAL | | 3.5 | 1.5 |
| Overlap 2 | 2 | 3 | 4 | 5 | | | | | | | | | NORMAL | | 3.5 | 1.5 |
| Overlap 3 | 1 | 6 | | | | | | | | | | | NORMAL | | 3.5 | 1.5 |
| Overlap 4 | | | | | | | | | | | | | NORMAL | | 3.5 | 1.5 |
| Overlap 5 | 4 | 5 | | | | | | | | | | | NORMAL | | 3.5 | 1.5 |
| Overlap 6 | | | | | | | | | | | | | NORMAL | | 3.5 | 1.5 |
| Overlap 7 | 2 | | | | | | | | | | | | NORMAL | | 3.5 | 1.5 |
| Overlap 8 | 5 | | | | | | | | | | | | NORMAL | | 3.5 | 1.5 |
| Overlap 9 | 5 | 6 | | | | | | | | | | | NORMAL | | 3.5 | 1.5 |
| Overlap 10 | 1 | 2 | 5 | 6 | | | | | | | | | NORMAL | | 3.5 | 1.5 |
| Overlap 11 | 3 | 4 | | | | | | | | | | | NORMAL | | 3.5 | 1.5 |
| Overlap 12 | | | | | | | | | | | | | NORMAL | | 3.5 | 1.5 |
| Overlap 13 | 1 | 2 | | | | | | | | | | | NORMAL | | 3.5 | 1.5 |
| Overlap 14 | | | | | | | | | | | | | NORMAL | | 3.5 | 1.5 |
| Overlap 15 | 5 | | | | | | | | | | | | NORMAL | | 3.5 | 1.5 |
| Overlap 16 | 2 | | | | | | | | | | | | NORMAL | | 3.5 | 1.5 |

Approved By: lgao

Date: _____

Palm Beach County

Alternate Timing Sheet

5/8/2019

47550 : 4180 - Woolbright Rd and I-95 (Standard File)

Alternate Phase Program 1, Interval Times [1.1.6.1]

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

Alternate Phase Program 2, Interval Times [1.1.6.1]

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

Alternate Phase Program 3, Interval Times [1.1.6.1]

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

Alternate Phase Program 4, Interval Times [1.1.6.1]

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

Alternate Phase Program 5, Interval Times [1.1.6.1]

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

TB Coor, Day Plan [4.4]

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

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

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

Approved By: lgao

Date: _____

Palm Beach County

Special System Timing Sheet

5/8/2019

47550 : 4180 - Woolbright Rd and I-95 (Standard File)

Coordination, Splits [2.7.1]

Split Table 7

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Time | | | | | | | | | | | | | | | | |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord-Ph | | ON | | | | | | | | | | | | | | |

Split Table 8

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Time | | | | | | | | | | | | | | | | |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord-Ph | | ON | | | | | | | | | | | | | | |

Split Table 9

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Time | | | | | | | | | | | | | | | | |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord-Ph | | ON | | | | | | | | | | | | | | |

Split Table 10

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Time | | | | | | | | | | | | | | | | |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord-Ph | | ON | | | | | | | | | | | | | | |

Split Table 11

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Time | | | | | | | | | | | | | | | | |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord-Ph | | ON | | | | | | | | | | | | | | |

Split Table 12

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Time | | | | | | | | | | | | | | | | |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord-Ph | | ON | | | | | | | | | | | | | | |

Split Table 13

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Time | | | | | | | | | | | | | | | | |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord-Ph | | ON | | | | | | | | | | | | | | |

Split Table 14

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Time | | | | | | | | | | | | | | | | |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord-Ph | | ON | | | | | | | | | | | | | | |

Split Table 15

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Time | | | | | | | | | | | | | | | | |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord-Ph | | ON | | | | | | | | | | | | | | |

Split Table 16

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Time | | | | | | | | | | | | | | | | |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord-Ph | | ON | | | | | | | | | | | | | | |

Approved By: lgao

Date: _____

Appendix C
Existing Year 2019 HCS Outputs,
Synchro 10 Outputs and Existing Raw
Signal Timings

HCS
AM Peak Period

Mainline Capacity Analysis

HCS7 Basic Freeway Report

Project Information

| | | | |
|---------------------|-------------------------|----------------------|-------------|
| Analyst | LL | Date | 05/29/2020 |
| Agency | FDOT | Analysis Year | 2019 |
| Jurisdiction | District 4 | Time Period Analyzed | Existing AM |
| Project Description | I-95 S of Woolbright-NB | | |

Geometric Data

| | | | |
|-----------------------------------|------|------------------------------------|-------|
| Number of Lanes, ln | 4 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 70.0 | Total Ramp Density (TRD), ramps/mi | 0.67 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 67.7 |
| Right-Side Lateral Clearance, ft | 10 | | |

Adjustment Factors

| | | | |
|-------------------|--------------------|----------------------------------------|-------|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

Demand and Capacity

| | | | |
|-------------------------------|-------|---------------------------------------|-------|
| Demand Volume veh/h | 5641 | Heavy Vehicle Adjustment Factor (fhv) | 0.970 |
| Peak Hour Factor | 0.95 | Flow Rate (Vp), pc/h/ln | 1530 |
| Total Trucks, % | 3.10 | Capacity (c), pc/h/ln | 2377 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity (cadj), pc/h/ln | 2377 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.64 |
| Passenger Car Equivalent (ET) | 2.000 | | |

Speed and Density

| | | | |
|------------------------------------------|------|-------------------------|------|
| Lane Width Adjustment (flw) | 0.0 | Average Speed (S), mi/h | 67.0 |
| Right-Side Lateral Clearance Adj. (fRLC) | 0.0 | Density (D), pc/mi/ln | 22.8 |
| Total Ramp Density Adjustment | 2.3 | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed (FFSadj), mi/h | 67.7 | | |

HCS7 Basic Freeway Report

Project Information

| | | | |
|---------------------|-----------------------------------------|----------------------|-------------|
| Analyst | LL | Date | 05/29/2020 |
| Agency | FDOT | Analysis Year | 2019 |
| Jurisdiction | District 4 | Time Period Analyzed | Existing AM |
| Project Description | I-95 Between NB Off-Ramp and NB On-Ramp | | |

Geometric Data

| | | | |
|-----------------------------------|------|------------------------------------|-------|
| Number of Lanes, In | 4 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 70.0 | Total Ramp Density (TRD), ramps/mi | 1.00 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 66.8 |
| Right-Side Lateral Clearance, ft | 10 | | |

Adjustment Factors

| | | | |
|-------------------|--------------------|----------------------------------------|-------|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

Demand and Capacity

| | | | |
|-------------------------------|-------|---------------------------------------|-------|
| Demand Volume veh/h | 4987 | Heavy Vehicle Adjustment Factor (fhv) | 0.964 |
| Peak Hour Factor | 0.95 | Flow Rate (Vp), pc/h/ln | 1362 |
| Total Trucks, % | 3.70 | Capacity (c), pc/h/ln | 2368 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity (cadj), pc/h/ln | 2368 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.57 |
| Passenger Car Equivalent (ET) | 2.000 | | |

Speed and Density

| | | | |
|------------------------------------------|------|-------------------------|------|
| Lane Width Adjustment (fLW) | 0.0 | Average Speed (S), mi/h | 66.8 |
| Right-Side Lateral Clearance Adj. (fRLC) | 0.0 | Density (D), pc/mi/ln | 20.4 |
| Total Ramp Density Adjustment | 3.2 | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed (FFSadj), mi/h | 66.8 | | |

HCS7 Basic Freeway Report

Project Information

| | | | |
|---------------------|--------------------------|----------------------|-------------|
| Analyst | LL | Date | 05/29/2020 |
| Agency | FDOT | Analysis Year | 2019 |
| Jurisdiction | District 4 | Time Period Analyzed | Existing AM |
| Project Description | I-95 S of Woolbright -SB | | |

Geometric Data

| | | | |
|-----------------------------------|------|------------------------------------|-------|
| Number of Lanes, In | 4 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 70.0 | Total Ramp Density (TRD), ramps/mi | 0.67 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 67.7 |
| Right-Side Lateral Clearance, ft | 10 | | |

Adjustment Factors

| | | | |
|-------------------|--------------------|----------------------------------------|-------|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

Demand and Capacity

| | | | |
|-------------------------------|-------|---------------------------------------|-------|
| Demand Volume veh/h | 8335 | Heavy Vehicle Adjustment Factor (fhv) | 0.970 |
| Peak Hour Factor | 0.95 | Flow Rate (Vp), pc/h/ln | 2261 |
| Total Trucks, % | 3.10 | Capacity (c), pc/h/ln | 2377 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity (cadj), pc/h/ln | 2377 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.95 |
| Passenger Car Equivalent (ET) | 2.000 | | |

Speed and Density

| | | | |
|------------------------------------------|------|-------------------------|------|
| Lane Width Adjustment (fLW) | 0.0 | Average Speed (S), mi/h | 55.8 |
| Right-Side Lateral Clearance Adj. (fRLC) | 0.0 | Density (D), pc/mi/ln | 40.5 |
| Total Ramp Density Adjustment | 2.3 | Level of Service (LOS) | E |
| Adjusted Free-Flow Speed (FFSadj), mi/h | 67.7 | | |

HCS7 Basic Freeway Report

Project Information

| | | | |
|---------------------|-------------------------------------------------------|----------------------|-------------|
| Analyst | LL | Date | 05/29/2020 |
| Agency | FDOT | Analysis Year | 2019 |
| Jurisdiction | District 4 | Time Period Analyzed | Existing AM |
| Project Description | I-95 Basic Segment Between SB Off-Ramp and SB On-Ramp | | |

Geometric Data

| | | | |
|-----------------------------------|------|------------------------------------|-------|
| Number of Lanes, ln | 5 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 70.0 | Total Ramp Density (TRD), ramps/mi | 1.67 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 65.0 |
| Right-Side Lateral Clearance, ft | 10 | | |

Adjustment Factors

| | | | |
|-------------------|--------------------|----------------------------------------|-------|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

Demand and Capacity

| | | | |
|-------------------------------|-------|---------------------------------------|-------|
| Demand Volume veh/h | 7186 | Heavy Vehicle Adjustment Factor (fhv) | 0.964 |
| Peak Hour Factor | 0.95 | Flow Rate (Vp), pc/h/ln | 1569 |
| Total Trucks, % | 3.70 | Capacity (c), pc/h/ln | 2350 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity (cadj), pc/h/ln | 2350 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.67 |
| Passenger Car Equivalent (ET) | 2.000 | | |

Speed and Density

| | | | |
|------------------------------------------|------|-------------------------|------|
| Lane Width Adjustment (fLW) | 0.0 | Average Speed (S), mi/h | 64.6 |
| Right-Side Lateral Clearance Adj. (fRLC) | 0.0 | Density (D), pc/mi/ln | 24.3 |
| Total Ramp Density Adjustment | 5.0 | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed (FFSadj), mi/h | 65.0 | | |

Ramp Analysis

HCS7 Freeway Diverge Report

Project Information

| | | | |
|---------------------|----------------------------------|----------------------|-------------|
| Analyst | LL | Date | 05/29/2020 |
| Agency | FDOT | Analysis Year | 2019 |
| Jurisdiction | District 4 | Time Period Analyzed | Existing AM |
| Project Description | I-95 at Woolbright Rd-NB Diverge | | |

Geometric Data

| | Freeway | Ramp |
|--------------------------------------------------|---------|-------|
| Number of Lanes (N), ln | 4 | 2 |
| Free-Flow Speed (FFS), mi/h | 70.0 | 40.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 1500 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

Adjustment Factors

| | | |
|----------------------------------------|--------------------|--------------------|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

Demand and Capacity

| | | |
|---------------------------------------|-------|-------|
| Demand Volume (Vi) | 5641 | 654 |
| Peak Hour Factor (PHF) | 0.95 | 0.95 |
| Total Trucks, % | 3.10 | 2.30 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.970 | 0.978 |
| Flow Rate (vi),pc/h | 6122 | 704 |
| Capacity (c), pc/h | 9600 | 4000 |
| Volume-to-Capacity Ratio (v/c) | 0.64 | 0.18 |

Speed and Density

| | | | |
|----------------------------------------------|-------|-----------------------------------------------|-------|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 2 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (Ds) | 0.426 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/mi/ln | 1837 |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 58.1 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 0.260 | Outer Lanes Freeway Speed (SO), mi/h | 73.5 |
| Flow in Lanes 1 and 2 (v12), pc/h | 2449 | Ramp Junction Speed (S), mi/h | 66.5 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 23.0 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 11.8 |

HCS7 Freeway Merge Report

Project Information

| | | | |
|---------------------|----------------------------------|----------------------|-------------|
| Analyst | LL | Date | 05/29/2020 |
| Agency | FDOT | Analysis Year | 2019 |
| Jurisdiction | District 4 | Time Period Analyzed | Existing AM |
| Project Description | I-95 at Woolbright SB Merge Ramp | | |

Geometric Data

| | Freeway | Ramp |
|--------------------------------------------------|---------|-------|
| Number of Lanes (N), ln | 4 | 1 |
| Free-Flow Speed (FFS), mi/h | 70.0 | 40.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 1500 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

Adjustment Factors

| | | |
|----------------------------------------|--------------------|--------------------|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

Demand and Capacity

| | | |
|---------------------------------------|-------|-------|
| Demand Volume (Vi) | 7186 | 1255 |
| Peak Hour Factor (PHF) | 0.95 | 0.95 |
| Total Trucks, % | 3.70 | 2.40 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.964 | 0.977 |
| Flow Rate (vi),pc/h | 7847 | 1352 |
| Capacity (c), pc/h | 9600 | 2000 |
| Volume-to-Capacity Ratio (v/c) | 0.96 | 0.68 |

Speed and Density

| | | | |
|----------------------------------------------|-------|-----------------------------------------------|-------|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 2 |
| Distance to Upstream Ramp (LUP), ft | 3551 | Speed Index (MS) | 0.549 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (VOA), pc/mi/ln | 2354 |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 54.6 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 0.049 | Outer Lanes Freeway Speed (SO), mi/h | 63.1 |
| Flow in Lanes 1 and 2 (v12), pc/h | 3139 | Ramp Junction Speed (S), mi/h | 58.6 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 4491 | Average Density (D), pc/mi/ln | 39.2 |
| Level of Service (LOS) | D | Density in Ramp Influence Area (DR), pc/mi/ln | 30.6 |

Weaving Analysis

HCS7 Freeway Weaving Report

Project Information

| | | | |
|---------------------|-------------------------------------------------------|----------------------|-------------|
| Analyst | LL | Date | 07/16/2020 |
| Agency | FDOT | Analysis Year | 2019 |
| Jurisdiction | District 4 | Time Period Analyzed | Existing AM |
| Project Description | I-95 NB Between Woolbright Road and Boyton Beach Blvd | | |

Geometric Data

| | | | |
|----------------------------------|-----------|-----------------------------------------|---------|
| Number of Lanes (N), ln | 5 | Segment Type | Freeway |
| Segment Length (Ls), ft | 1450 | Number of Maneuver Lanes (NWL), ln | 3 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes (LCRF), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes (LCFR), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes (LCRR), lc | 0 |
| Interchange Density (ID), int/mi | 1.00 | Cross Weaving Managed Lane | No |

Adjustment Factors

| | | | |
|-------------------|--------------------|----------------------------------------|-------|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

Demand and Capacity

| | FF | RF | RR | FR |
|----------------------------------------|-------|----------------------------------------|-------|-------|
| Demand Volume (Vi), veh/h | 5188 | 1309 | 103 | 407 |
| Peak Hour Factor (PHF) | 0.95 | 0.95 | 0.95 | 0.95 |
| Total Trucks, % | 3.10 | 2.30 | 2.40 | 2.40 |
| Heavy Vehicle Adjustment Factor (fhv) | 0.970 | 0.978 | 0.977 | 0.977 |
| Flow Rate (vi), pc/h | 5630 | 1409 | 111 | 439 |
| Weaving Flow Rate (vw), pc/h | 1848 | Freeway Max Capacity (ciFL), pc/h/ln | | 2400 |
| Non-Weaving Flow Rate (vNW), pc/h | 5741 | Density-Based Capacity (ciWL), pc/h/ln | | 2249 |
| Total Flow Rate (v), pc/h | 7589 | Demand Flow-Based Capacity (ciW), pc/h | | 14344 |
| Volume Ratio (VR) | 0.244 | Weaving Segment Capacity (cw), veh/h | | 10930 |
| Minimum Lane Change Rate (LCMIN), lc/h | 1848 | Adjusted Weaving Area Capacity, pc/h | | 11245 |
| Maximum Weaving Length (LMAX), ft | 3425 | Volume-to-Capacity Ratio (v/c) | | 0.67 |

Speed and Density

| | | | |
|-------------------------------------------|-------|---------------------------------------|------|
| Non-Weaving Vehicle Index (INW) | 832 | Average Weaving Speed (SW), mi/h | 53.0 |
| Non-Weaving Lane Change Rate (LCNW), lc/h | 1006 | Average Non-Weaving Speed (SNW), mi/h | 49.4 |
| Weaving Lane Change Rate (LCW), lc/h | 2424 | Average Speed (S), mi/h | 50.2 |
| Weaving Lane Change Rate (LCAII), lc/h | 3430 | Density (D), pc/mi/ln | 30.2 |
| Weaving Intensity Factor (W) | 0.446 | Level of Service (LOS) | D |

HCS7 Freeway Weaving Report

Project Information

| | | | |
|---------------------|-------------------------------------------------------------|----------------------|-------------|
| Analyst | LL | Date | 07/16/2020 |
| Agency | FDOT | Analysis Year | 2019 |
| Jurisdiction | District 4 | Time Period Analyzed | Existing AM |
| Project Description | I-95 SB Weave Between Boyton Beach Blvd and Woolbright Road | | |

Geometric Data

| | | | |
|----------------------------------|-----------|-----------------------------------------|---------|
| Number of Lanes (N), ln | 6 | Segment Type | Freeway |
| Segment Length (Ls), ft | 2100 | Number of Maneuver Lanes (NWL), ln | 2 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes (LCRF), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes (LCFR), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes (LCRR), lc | 0 |
| Interchange Density (ID), int/mi | 1.67 | Cross Weaving Managed Lane | No |

Adjustment Factors

| | | | |
|-------------------|--------------------|----------------------------------------|-------|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

Demand and Capacity

| | FF | RF | RR | FR |
|----------------------------------------|-------|----------------------------------------|-------|-------|
| Demand Volume (Vi), veh/h | 7095 | 947 | 143 | 1139 |
| Peak Hour Factor (PHF) | 0.95 | 0.95 | 0.95 | 0.95 |
| Total Trucks, % | 3.70 | 2.40 | 2.30 | 2.30 |
| Heavy Vehicle Adjustment Factor (fhv) | 0.964 | 0.977 | 0.978 | 0.978 |
| Flow Rate (vi), pc/h | 7747 | 1020 | 154 | 1226 |
| Weaving Flow Rate (vw), pc/h | 2246 | Freeway Max Capacity (ciFL), pc/h/ln | | 2400 |
| Non-Weaving Flow Rate (vNW), pc/h | 7901 | Density-Based Capacity (ciWL), pc/h/ln | | 2197 |
| Total Flow Rate (v), pc/h | 10147 | Demand Flow-Based Capacity (ciW), pc/h | | 10860 |
| Volume Ratio (VR) | 0.221 | Weaving Segment Capacity (cw), veh/h | | 10504 |
| Minimum Lane Change Rate (LCMIN), lc/h | 2246 | Adjusted Weaving Area Capacity, pc/h | | 10860 |
| Maximum Weaving Length (LMAX), ft | 4752 | Volume-to-Capacity Ratio (v/c) | | 0.93 |

Speed and Density

| | | | |
|-------------------------------------------|-------|---------------------------------------|------|
| Non-Weaving Vehicle Index (INW) | 2771 | Average Weaving Speed (SW), mi/h | 49.7 |
| Non-Weaving Lane Change Rate (LCNW), lc/h | 3451 | Average Non-Weaving Speed (SNW), mi/h | 45.7 |
| Weaving Lane Change Rate (LCW), lc/h | 3553 | Average Speed (S), mi/h | 46.5 |
| Weaving Lane Change Rate (LCAII), lc/h | 7004 | Density (D), pc/mi/ln | 36.4 |
| Weaving Intensity Factor (W) | 0.585 | Level of Service (LOS) | E |

HCS
PM Peak Period

Mainline Capacity Analysis

HCS7 Basic Freeway Report

Project Information

| | | | |
|---------------------|-------------------------|----------------------|-------------|
| Analyst | LL | Date | 05/29/2020 |
| Agency | FDOT | Analysis Year | 2019 |
| Jurisdiction | District 4 | Time Period Analyzed | Existing PM |
| Project Description | I-95 S of Woolbright-NB | | |

Geometric Data

| | | | |
|-----------------------------------|------|------------------------------------|-------|
| Number of Lanes, ln | 4 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 70.0 | Total Ramp Density (TRD), ramps/mi | 0.67 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 67.7 |
| Right-Side Lateral Clearance, ft | 10 | | |

Adjustment Factors

| | | | |
|-------------------|--------------------|----------------------------------------|-------|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

Demand and Capacity

| | | | |
|-------------------------------|-------|---------------------------------------|-------|
| Demand Volume veh/h | 8744 | Heavy Vehicle Adjustment Factor (fhv) | 0.970 |
| Peak Hour Factor | 0.95 | Flow Rate (Vp), pc/h/ln | 2372 |
| Total Trucks, % | 3.10 | Capacity (c), pc/h/ln | 2377 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity (cadj), pc/h/ln | 2377 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 1.00 |
| Passenger Car Equivalent (ET) | 2.000 | | |

Speed and Density

| | | | |
|------------------------------------------|------|-------------------------|------|
| Lane Width Adjustment (fLW) | 0.0 | Average Speed (S), mi/h | 53.0 |
| Right-Side Lateral Clearance Adj. (fRLC) | 0.0 | Density (D), pc/mi/ln | 44.8 |
| Total Ramp Density Adjustment | 2.3 | Level of Service (LOS) | E |
| Adjusted Free-Flow Speed (FFSadj), mi/h | 67.7 | | |

HCS7 Basic Freeway Report

Project Information

| | | | |
|---------------------|------------------------------------------------------|----------------------|-------------|
| Analyst | LL | Date | 05/29/2020 |
| Agency | FDOT | Analysis Year | 2019 |
| Jurisdiction | District 4 | Time Period Analyzed | Existing PM |
| Project Description | I-95 Basic Segment Between NB Off-Ramp to NB On-Ramp | | |

Geometric Data

| | | | |
|-----------------------------------|------|------------------------------------|-------|
| Number of Lanes, ln | 4 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 70.0 | Total Ramp Density (TRD), ramps/mi | 1.00 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 66.8 |
| Right-Side Lateral Clearance, ft | 10 | | |

Adjustment Factors

| | | | |
|-------------------|--------------------|----------------------------------------|-------|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

Demand and Capacity

| | | | |
|-------------------------------|-------|---------------------------------------|-------|
| Demand Volume veh/h | 7707 | Heavy Vehicle Adjustment Factor (fhv) | 0.964 |
| Peak Hour Factor | 0.95 | Flow Rate (Vp), pc/h/ln | 2104 |
| Total Trucks, % | 3.70 | Capacity (c), pc/h/ln | 2368 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity (cadj), pc/h/ln | 2368 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.89 |
| Passenger Car Equivalent (ET) | 2.000 | | |

Speed and Density

| | | | |
|------------------------------------------|------|-------------------------|------|
| Lane Width Adjustment (fLW) | 0.0 | Average Speed (S), mi/h | 58.9 |
| Right-Side Lateral Clearance Adj. (fRLC) | 0.0 | Density (D), pc/mi/ln | 35.7 |
| Total Ramp Density Adjustment | 3.2 | Level of Service (LOS) | E |
| Adjusted Free-Flow Speed (FFSadj), mi/h | 66.8 | | |

HCS7 Basic Freeway Report

Project Information

| | | | |
|---------------------|--------------------------|----------------------|-------------|
| Analyst | LL | Date | 05/29/2020 |
| Agency | FDOT | Analysis Year | 2019 |
| Jurisdiction | District 4 | Time Period Analyzed | Existing PM |
| Project Description | I-95 S of Woolbright -SB | | |

Geometric Data

| | | | |
|-----------------------------------|------|------------------------------------|-------|
| Number of Lanes, ln | 4 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 70.0 | Total Ramp Density (TRD), ramps/mi | 0.67 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 67.7 |
| Right-Side Lateral Clearance, ft | 10 | | |

Adjustment Factors

| | | | |
|-------------------|--------------------|----------------------------------------|-------|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

Demand and Capacity

| | | | |
|-------------------------------|-------|---------------------------------------|-------|
| Demand Volume veh/h | 5878 | Heavy Vehicle Adjustment Factor (fhv) | 0.970 |
| Peak Hour Factor | 0.95 | Flow Rate (Vp), pc/h/ln | 1595 |
| Total Trucks, % | 3.10 | Capacity (c), pc/h/ln | 2377 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity (cadj), pc/h/ln | 2377 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.67 |
| Passenger Car Equivalent (ET) | 2.000 | | |

Speed and Density

| | | | |
|------------------------------------------|------|-------------------------|------|
| Lane Width Adjustment (fLW) | 0.0 | Average Speed (S), mi/h | 66.5 |
| Right-Side Lateral Clearance Adj. (fRLC) | 0.0 | Density (D), pc/mi/ln | 24.0 |
| Total Ramp Density Adjustment | 2.3 | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed (FFSadj), mi/h | 67.7 | | |

HCS7 Basic Freeway Report

Project Information

| | | | |
|---------------------|-----------------------------------------------------------|----------------------|-------------|
| Analyst | LL | Date | 05/29/2020 |
| Agency | FDOT | Analysis Year | 2019 |
| Jurisdiction | District 4 | Time Period Analyzed | Existing PM |
| Project Description | I-95 Basic Segment SB Off-Ramp and SB On-Ramp_Existing PM | | |

Geometric Data

| | | | |
|-----------------------------------|------|------------------------------------|-------|
| Number of Lanes, ln | 4 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 70.0 | Total Ramp Density (TRD), ramps/mi | 1.67 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 65.0 |
| Right-Side Lateral Clearance, ft | 10 | | |

Adjustment Factors

| | | | |
|-------------------|--------------------|----------------------------------------|-------|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

Demand and Capacity

| | | | |
|-------------------------------|-------|---------------------------------------|-------|
| Demand Volume veh/h | 5143 | Heavy Vehicle Adjustment Factor (fhv) | 0.964 |
| Peak Hour Factor | 0.95 | Flow Rate (Vp), pc/h/ln | 1404 |
| Total Trucks, % | 3.70 | Capacity (c), pc/h/ln | 2350 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity (cadj), pc/h/ln | 2350 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.60 |
| Passenger Car Equivalent (ET) | 2.000 | | |

Speed and Density

| | | | |
|------------------------------------------|------|-------------------------|------|
| Lane Width Adjustment (flw) | 0.0 | Average Speed (S), mi/h | 65.0 |
| Right-Side Lateral Clearance Adj. (fRLC) | 0.0 | Density (D), pc/mi/ln | 21.6 |
| Total Ramp Density Adjustment | 5.0 | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed (FFSadj), mi/h | 65.0 | | |

Ramp Analysis

HCS7 Freeway Diverge Report

Project Information

| | | | |
|---------------------|----------------------------------|----------------------|-------------|
| Analyst | LL | Date | 05/29/2020 |
| Agency | FDOT | Analysis Year | 2019 |
| Jurisdiction | District 4 | Time Period Analyzed | Existing PM |
| Project Description | I-95 at Woolbright Rd-NB Diverge | | |

Geometric Data

| | Freeway | Ramp |
|--------------------------------------------------|---------|-------|
| Number of Lanes (N), ln | 4 | 2 |
| Free-Flow Speed (FFS), mi/h | 70.0 | 40.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 1500 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

Adjustment Factors

| | | |
|----------------------------------------|--------------------|--------------------|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

Demand and Capacity

| | | |
|---------------------------------------|-------|-------|
| Demand Volume (Vi) | 8744 | 1037 |
| Peak Hour Factor (PHF) | 0.95 | 0.95 |
| Total Trucks, % | 3.10 | 2.30 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.970 | 0.978 |
| Flow Rate (vi),pc/h | 9489 | 1116 |
| Capacity (c), pc/h | 9600 | 4000 |
| Volume-to-Capacity Ratio (v/c) | 0.99 | 0.28 |

Speed and Density

| | | | |
|----------------------------------------------|-------|-----------------------------------------------|-------|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 2 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (Ds) | 0.463 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/mi/ln | 2700 |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 57.0 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 0.260 | Outer Lanes Freeway Speed (SO), mi/h | 70.2 |
| Flow in Lanes 1 and 2 (v12), pc/h | 4089 | Ramp Junction Speed (S), mi/h | 63.8 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 37.2 |
| Level of Service (LOS) | C | Density in Ramp Influence Area (DR), pc/mi/ln | 25.9 |

HCS7 Freeway Merge Report

Project Information

| | | | |
|---------------------|----------------------------------|----------------------|-------------|
| Analyst | LL | Date | 05/29/2020 |
| Agency | FDOT | Analysis Year | 2019 |
| Jurisdiction | District 4 | Time Period Analyzed | Existing PM |
| Project Description | I-95 at Woolbright SB Merge Ramp | | |

Geometric Data

| | Freeway | Ramp |
|--------------------------------------------------|---------|-------|
| Number of Lanes (N), ln | 4 | 1 |
| Free-Flow Speed (FFS), mi/h | 70.0 | 40.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 1500 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

Adjustment Factors

| | | |
|----------------------------------------|--------------------|--------------------|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

Demand and Capacity

| | | |
|---------------------------------------|-------|-------|
| Demand Volume (Vi) | 5143 | 719 |
| Peak Hour Factor (PHF) | 0.95 | 0.95 |
| Total Trucks, % | 3.70 | 2.30 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.964 | 0.978 |
| Flow Rate (vi),pc/h | 5616 | 774 |
| Capacity (c), pc/h | 9600 | 2000 |
| Volume-to-Capacity Ratio (v/c) | 0.67 | 0.39 |

Speed and Density

| | | | |
|----------------------------------------------|-------|-----------------------------------------------|-------|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 2 |
| Distance to Upstream Ramp (LUP), ft | 3551 | Speed Index (MS) | 0.281 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (VOA), pc/mi/ln | 1685 |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 62.1 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 0.121 | Outer Lanes Freeway Speed (SO), mi/h | 65.7 |
| Flow in Lanes 1 and 2 (v12), pc/h | 2246 | Ramp Junction Speed (S), mi/h | 63.9 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 3020 | Average Density (D), pc/mi/ln | 25.0 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 19.3 |

Weaving Analysis

HCS7 Freeway Weaving Report

Project Information

| | | | |
|---------------------|-------------------------------------------------------|----------------------|-------------|
| Analyst | LL | Date | 07/16/2020 |
| Agency | FDOT | Analysis Year | 2019 |
| Jurisdiction | District 4 | Time Period Analyzed | Existing PM |
| Project Description | I-95 NB Between Woolbright Road and Boyton Beach Blvd | | |

Geometric Data

| | | | |
|----------------------------------|-----------|-----------------------------------------|---------|
| Number of Lanes (N), ln | 5 | Segment Type | Freeway |
| Segment Length (Ls), ft | 1450 | Number of Maneuver Lanes (NWL), ln | 3 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes (LCRF), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes (LCFR), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes (LCRR), lc | 0 |
| Interchange Density (ID), int/mi | 1.00 | Cross Weaving Managed Lane | No |

Adjustment Factors

| | | | |
|-------------------|--------------------|----------------------------------------|-------|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

Demand and Capacity

| | FF | RF | RR | FR |
|----------------------------------------|-------|----------------------------------------|-------|-------|
| Demand Volume (Vi), veh/h | 6820 | 1466 | 163 | 887 |
| Peak Hour Factor (PHF) | 0.95 | 0.95 | 0.95 | 0.95 |
| Total Trucks, % | 3.10 | 2.30 | 2.40 | 2.40 |
| Heavy Vehicle Adjustment Factor (fhv) | 0.970 | 0.978 | 0.977 | 0.977 |
| Flow Rate (vi), pc/h | 7401 | 1578 | 176 | 956 |
| Weaving Flow Rate (vw), pc/h | 2534 | Freeway Max Capacity (ciFL), pc/h/ln | | 2400 |
| Non-Weaving Flow Rate (vNW), pc/h | 7577 | Density-Based Capacity (ciWL), pc/h/ln | | 2243 |
| Total Flow Rate (v), pc/h | 10111 | Demand Flow-Based Capacity (ciW), pc/h | | 13944 |
| Volume Ratio (VR) | 0.251 | Weaving Segment Capacity (cw), veh/h | | 10901 |
| Minimum Lane Change Rate (LCMIN), lc/h | 2534 | Adjusted Weaving Area Capacity, pc/h | | 11215 |
| Maximum Weaving Length (LMAX), ft | 3498 | Volume-to-Capacity Ratio (v/c) | | 0.90 |

Speed and Density

| | | | |
|-------------------------------------------|---|---------------------------------------|---|
| Non-Weaving Vehicle Index (INW) | - | Average Weaving Speed (SW), mi/h | - |
| Non-Weaving Lane Change Rate (LCNW), lc/h | - | Average Non-Weaving Speed (SNW), mi/h | - |
| Weaving Lane Change Rate (LCW), lc/h | - | Average Speed (S), mi/h | - |
| Weaving Lane Change Rate (LCAII), lc/h | - | Density (D), pc/mi/ln | - |
| Weaving Intensity Factor (W) | - | Level of Service (LOS) | F |

HCS7 Freeway Weaving Report

Project Information

| | | | |
|---------------------|-------------------------------------------------------|----------------------|-------------|
| Analyst | LL | Date | 07/16/2020 |
| Agency | FDOT | Analysis Year | 2019 |
| Jurisdiction | District 4 | Time Period Analyzed | Existing PM |
| Project Description | I-95 SB Between Boyton Beach Blvd and Woolbright Road | | |

Geometric Data

| | | | |
|----------------------------------|-----------|-----------------------------------------|---------|
| Number of Lanes (N), ln | 6 | Segment Type | Freeway |
| Segment Length (Ls), ft | 2100 | Number of Maneuver Lanes (NWL), ln | 2 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes (LCRF), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes (LCFR), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes (LCRR), lc | 0 |
| Interchange Density (ID), int/mi | 1.67 | Cross Weaving Managed Lane | No |

Adjustment Factors

| | | | |
|-------------------|--------------------|----------------------------------------|-------|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

Demand and Capacity

| | FF | RF | RR | FR |
|----------------------------------------|-------|----------------------------------------|-------|-------|
| Demand Volume (Vi), veh/h | 4620 | 523 | 117 | 1194 |
| Peak Hour Factor (PHF) | 0.95 | 0.95 | 0.95 | 0.95 |
| Total Trucks, % | 3.70 | 2.40 | 2.30 | 2.30 |
| Heavy Vehicle Adjustment Factor (fhv) | 0.964 | 0.977 | 0.978 | 0.978 |
| Flow Rate (vi), pc/h | 5045 | 563 | 126 | 1285 |
| Weaving Flow Rate (vw), pc/h | 1848 | Freeway Max Capacity (ciFL), pc/h/ln | | 2400 |
| Non-Weaving Flow Rate (vNW), pc/h | 5171 | Density-Based Capacity (ciWL), pc/h/ln | | 2164 |
| Total Flow Rate (v), pc/h | 7019 | Demand Flow-Based Capacity (ciW), pc/h | | 9125 |
| Volume Ratio (VR) | 0.263 | Weaving Segment Capacity (cw), veh/h | | 8832 |
| Minimum Lane Change Rate (LCMIN), lc/h | 1848 | Adjusted Weaving Area Capacity, pc/h | | 9125 |
| Maximum Weaving Length (LMAX), ft | 5190 | Volume-to-Capacity Ratio (v/c) | | 0.77 |

Speed and Density





























| | | | |
|-------------------------------------------|-------|---------------------------------------|------|
| Non-Weaving Vehicle Index (INW) | 1813 | Average Weaving Speed (SW), mi/h | 57.9 |
| Non-Weaving Lane Change Rate (LCNW), lc/h | -368 | Average Non-Weaving Speed (SNW), mi/h | 51.1 |
| Weaving Lane Change Rate (LCW), lc/h | 3155 | Average Speed (S), mi/h | 52.7 |
| Weaving Lane Change Rate (LCAII), lc/h | 2787 | Density (D), pc/mi/ln | 22.2 |
| Weaving Intensity Factor (W) | 0.283 | Level of Service (LOS) | C |

AM Peak Period

HCM 6th Edition Methodology













HCM Signalized Intersection Capacity Analysis
301: Woolbright Rd & SW 8th St

Existing 2019 AM - HCM
12/30/2020

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |    |  |  |    |  |  |   | |   |  | |
| Traffic Volume (vph) | 154 | 1392 | 98 | 236 | 998 | 275 | 39 | 25 | 85 | 453 | 92 | 153 |
| Future Volume (vph) | 154 | 1392 | 98 | 236 | 998 | 275 | 39 | 25 | 85 | 453 | 92 | 153 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | 7.0 | 7.0 | 7.5 | | 7.0 | 7.5 | |
| Lane Util. Factor | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 | 1.00 | 1.00 | | 0.97 | 1.00 | |
| Flt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.88 | | 1.00 | 0.91 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 5085 | 1583 | 1770 | 5085 | 1583 | 1770 | 1647 | | 3433 | 1688 | |
| Flt Permitted | 0.22 | 1.00 | 1.00 | 0.07 | 1.00 | 1.00 | 0.60 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 411 | 5085 | 1583 | 132 | 5085 | 1583 | 1109 | 1647 | | 3433 | 1688 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 167 | 1513 | 107 | 257 | 1085 | 299 | 42 | 27 | 92 | 492 | 100 | 166 |
| RTOR Reduction (vph) | 0 | 0 | 62 | 0 | 0 | 109 | 0 | 85 | 0 | 0 | 53 | 0 |
| Lane Group Flow (vph) | 167 | 1513 | 45 | 257 | 1085 | 190 | 42 | 34 | 0 | 492 | 213 | 0 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | pm+ov | pm+pt | NA | | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | 3 | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 6 | | 6 | 2 | | 2 | 4 | | | | | |
| Actuated Green, G (s) | 71.9 | 58.6 | 58.6 | 85.8 | 66.0 | 89.1 | 16.0 | 10.1 | | 23.1 | 27.3 | |
| Effective Green, g (s) | 71.9 | 58.6 | 58.6 | 85.8 | 66.0 | 89.1 | 16.0 | 10.1 | | 23.1 | 27.3 | |
| Actuated g/C Ratio | 0.51 | 0.42 | 0.42 | 0.61 | 0.47 | 0.64 | 0.11 | 0.07 | | 0.17 | 0.20 | |
| Clearance Time (s) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | 7.0 | 7.0 | 7.5 | | 7.0 | 7.5 | |
| Vehicle Extension (s) | 2.0 | 4.0 | 4.0 | 2.0 | 4.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lane Grp Cap (vph) | 340 | 2128 | 662 | 323 | 2397 | 1007 | 154 | 118 | | 566 | 329 | |
| v/s Ratio Prot | 0.05 | 0.30 | | c0.12 | 0.21 | 0.03 | 0.01 | 0.02 | | c0.14 | c0.13 | |
| v/s Ratio Perm | 0.21 | | 0.03 | c0.37 | | 0.09 | 0.02 | | | | | |
| v/c Ratio | 0.49 | 0.71 | 0.07 | 0.80 | 0.45 | 0.19 | 0.27 | 0.29 | | 0.87 | 0.65 | |
| Uniform Delay, d1 | 18.6 | 33.7 | 24.4 | 38.9 | 24.9 | 10.5 | 56.2 | 61.5 | | 57.0 | 51.9 | |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.17 | 1.11 | 0.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.4 | 2.0 | 0.2 | 10.5 | 0.5 | 0.0 | 0.4 | 0.5 | | 13.0 | 3.3 | |
| Delay (s) | 19.0 | 35.7 | 24.6 | 55.8 | 28.0 | 0.0 | 56.6 | 62.0 | | 69.9 | 55.2 | |
| Level of Service | B | D | C | E | C | A | E | E | | E | E | |
| Approach Delay (s) | | 33.5 | | | 27.3 | | | 60.6 | | | 64.8 | |
| Approach LOS | | C | | | C | | | E | | | E | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 37.6 | | HCM 2000 Level of Service | | | | | | D | |
| HCM 2000 Volume to Capacity ratio | | | 0.83 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 140.0 | | Sum of lost time (s) | | | | | 27.5 | | |
| Intersection Capacity Utilization | | | 82.4% | | ICU Level of Service | | | | | E | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |
























HCM Signalized Intersection Capacity Analysis
 302: Woolbright Rd & I95 SB Off Ramp

Existing 2019 AM - HCM
 12/30/2020

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↑↑↑ | ↗ | ↖↗ | ↕ | | | | | ↖↗ | | ↗ |
| Traffic Volume (vph) | 0 | 1090 | 840 | 415 | 764 | 0 | 0 | 0 | 0 | 537 | 0 | 745 |
| Future Volume (vph) | 0 | 1090 | 840 | 415 | 764 | 0 | 0 | 0 | 0 | 537 | 0 | 745 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | 6.0 | 6.0 | 6.0 | | | | | 6.5 | | 4.0 |
| Lane Util. Factor | | 0.86 | 1.00 | 0.97 | 0.95 | | | | | 0.97 | | 1.00 |
| Flt | | 1.00 | 0.85 | 1.00 | 1.00 | | | | | 1.00 | | 0.85 |
| Flt Protected | | 1.00 | 1.00 | 0.95 | 1.00 | | | | | 0.95 | | 1.00 |
| Satd. Flow (prot) | | 6408 | 1583 | 3433 | 3539 | | | | | 3433 | | 1583 |
| Flt Permitted | | 1.00 | 1.00 | 0.95 | 1.00 | | | | | 0.95 | | 1.00 |
| Satd. Flow (perm) | | 6408 | 1583 | 3433 | 3539 | | | | | 3433 | | 1583 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 0 | 1147 | 884 | 437 | 804 | 0 | 0 | 0 | 0 | 565 | 0 | 784 |
| RTOR Reduction (vph) | 0 | 0 | 365 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 1147 | 519 | 437 | 804 | 0 | 0 | 0 | 0 | 565 | 0 | 784 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 0% | 0% | 0% | 2% | 2% | 2% |
| Turn Type | | NA | Perm | Prot | NA | | | | | Prot | | Free |
| Protected Phases | | 4 5 | | 1 2 | 1 2 3 | | | | | 6 | | |
| Permitted Phases | | | 4 5 | | | | | | | | | Free |
| Actuated Green, G (s) | | 48.5 | 48.5 | 39.5 | 54.5 | | | | | 17.5 | | 140.0 |
| Effective Green, g (s) | | 48.5 | 48.5 | 39.5 | 48.0 | | | | | 17.5 | | 140.0 |
| Actuated g/C Ratio | | 0.35 | 0.35 | 0.28 | 0.34 | | | | | 0.12 | | 1.00 |
| Clearance Time (s) | | | | | | | | | | 6.5 | | |
| Vehicle Extension (s) | | | | | | | | | | 2.0 | | |
| Lane Grp Cap (vph) | | 2219 | 548 | 968 | 1213 | | | | | 429 | | 1583 |
| v/s Ratio Prot | | 0.18 | | 0.13 | c0.23 | | | | | c0.16 | | |
| v/s Ratio Perm | | | c0.33 | | | | | | | | | c0.50 |
| v/c Ratio | | 0.52 | 0.95 | 0.45 | 0.66 | | | | | 1.32 | | 0.50 |
| Uniform Delay, d1 | | 36.4 | 44.5 | 41.3 | 39.1 | | | | | 61.2 | | 0.0 |
| Progression Factor | | 0.84 | 2.17 | 0.64 | 0.78 | | | | | 1.00 | | 1.00 |
| Incremental Delay, d2 | | 0.1 | 20.1 | 0.2 | 0.6 | | | | | 158.4 | | 1.1 |
| Delay (s) | | 30.7 | 116.9 | 26.6 | 31.1 | | | | | 219.6 | | 1.1 |
| Level of Service | | C | F | C | C | | | | | F | | A |
| Approach Delay (s) | | 68.2 | | | 29.5 | | | 0.0 | | | 92.6 | |
| Approach LOS | | E | | | C | | | A | | | F | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 65.0 | | | HCM 2000 Level of Service | | | | E | | |
| HCM 2000 Volume to Capacity ratio | | | 1.01 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 140.0 | | | Sum of lost time (s) | | | | 38.0 | | |
| Intersection Capacity Utilization | | | 94.6% | | | ICU Level of Service | | | | F | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |



























HCM Signalized Intersection Capacity Analysis
303: I-95 NB Off Ramp & Woolbright Rd

Existing 2019 AM - HCM
12/30/2020

| |  |  |  |  |  |  |  |  |  |  |  |  | |
|-----------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | |
| Lane Configurations |   |   | | |    |  |   | |  | | | | |
| Traffic Volume (vph) | 681 | 946 | 0 | 0 | 824 | 731 | 355 | 0 | 299 | 0 | 0 | 0 | |
| Future Volume (vph) | 681 | 946 | 0 | 0 | 824 | 731 | 355 | 0 | 299 | 0 | 0 | 0 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Total Lost time (s) | 6.0 | 6.0 | | | 6.0 | 6.0 | 6.5 | | 4.0 | | | | |
| Lane Util. Factor | 0.97 | 0.95 | | | 0.86 | 1.00 | 0.97 | | 1.00 | | | | |
| Flt | 1.00 | 1.00 | | | 1.00 | 0.85 | 1.00 | | 0.85 | | | | |
| Flt Protected | 0.95 | 1.00 | | | 1.00 | 1.00 | 0.95 | | 1.00 | | | | |
| Satd. Flow (prot) | 3433 | 3539 | | | 6346 | 1568 | 3433 | | 1583 | | | | |
| Flt Permitted | 0.95 | 1.00 | | | 1.00 | 1.00 | 0.95 | | 1.00 | | | | |
| Satd. Flow (perm) | 3433 | 3539 | | | 6346 | 1568 | 3433 | | 1583 | | | | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | |
| Adj. Flow (vph) | 717 | 996 | 0 | 0 | 867 | 769 | 374 | 0 | 315 | 0 | 0 | 0 | |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 329 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lane Group Flow (vph) | 717 | 996 | 0 | 0 | 867 | 440 | 374 | 0 | 315 | 0 | 0 | 0 | |
| Heavy Vehicles (%) | 2% | 2% | 2% | 3% | 3% | 3% | 2% | 2% | 2% | 0% | 0% | 0% | |
| Turn Type | Prot | NA | | | NA | Perm | Prot | | Free | | | | |
| Protected Phases | 4 5 | 4 5 6 | | | 1 2 | | 3 | | | | | | |
| Permitted Phases | | | | | | 1 2 | | | Free | | | | |
| Actuated Green, G (s) | 48.5 | 72.5 | | | 39.5 | 39.5 | 8.5 | | 140.0 | | | | |
| Effective Green, g (s) | 48.5 | 66.0 | | | 39.5 | 39.5 | 8.5 | | 140.0 | | | | |
| Actuated g/C Ratio | 0.35 | 0.47 | | | 0.28 | 0.28 | 0.06 | | 1.00 | | | | |
| Clearance Time (s) | | | | | | | 6.5 | | | | | | |
| Vehicle Extension (s) | | | | | | | 3.0 | | | | | | |
| Lane Grp Cap (vph) | 1189 | 1668 | | | 1790 | 442 | 208 | | 1583 | | | | |
| v/s Ratio Prot | c0.21 | c0.28 | | | 0.14 | | c0.11 | | | | | | |
| v/s Ratio Perm | | | | | | c0.28 | | | 0.20 | | | | |
| v/c Ratio | 0.60 | 0.60 | | | 0.48 | 1.00 | 1.80 | | 0.20 | | | | |
| Uniform Delay, d1 | 37.8 | 27.2 | | | 41.8 | 50.2 | 65.8 | | 0.0 | | | | |
| Progression Factor | 0.63 | 0.61 | | | 1.28 | 1.95 | 1.00 | | 1.00 | | | | |
| Incremental Delay, d2 | 0.5 | 0.4 | | | 0.1 | 34.8 | 377.7 | | 0.3 | | | | |
| Delay (s) | 24.4 | 16.9 | | | 53.7 | 132.7 | 443.4 | | 0.3 | | | | |
| Level of Service | C | B | | | D | F | F | | A | | | | |
| Approach Delay (s) | | 20.0 | | | 90.8 | | | 240.8 | | | | 0.0 | |
| Approach LOS | | C | | | F | | | F | | | | A | |
| Intersection Summary | | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 86.4 | | | | | | | | | HCM 2000 Level of Service | F |
| HCM 2000 Volume to Capacity ratio | | | 0.92 | | | | | | | | | | |
| Actuated Cycle Length (s) | | | 140.0 | | | | | | | | | Sum of lost time (s) | 38.0 |
| Intersection Capacity Utilization | | | 94.6% | | | | | | | | | ICU Level of Service | F |
| Analysis Period (min) | | | 15 | | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | | |

HCM Signalized Intersection Capacity Analysis
304: Woolbright Rd & Seacrest Blvd

Existing 2019 AM - HCM
12/30/2020

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |   | |  |   | |   |   | |  |   |  |
| Traffic Volume (vph) | 53 | 643 | 533 | 99 | 763 | 29 | 529 | 262 | 77 | 81 | 403 | 135 |
| Future Volume (vph) | 53 | 643 | 533 | 99 | 763 | 29 | 529 | 262 | 77 | 81 | 403 | 135 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.5 | 6.5 | | 6.5 | 6.5 | | 6.5 | 6.5 | | 6.5 | 6.5 | |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 0.97 | 0.95 | | 1.00 | 0.95 | |
| Fr _t | 1.00 | 0.93 | | 1.00 | 0.99 | | 1.00 | 0.97 | | 1.00 | 0.96 | |
| Fl _t Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1752 | 3267 | | 1752 | 3485 | | 3433 | 3418 | | 1770 | 3406 | |
| Fl _t Permitted | 0.21 | 1.00 | | 0.07 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 391 | 3267 | | 133 | 3485 | | 3433 | 3418 | | 1770 | 3406 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 58 | 699 | 579 | 108 | 829 | 32 | 575 | 285 | 84 | 88 | 438 | 147 |
| RTOR Reduction (vph) | 0 | 93 | 0 | 0 | 2 | 0 | 0 | 20 | 0 | 0 | 25 | 0 |
| Lane Group Flow (vph) | 58 | 1185 | 0 | 108 | 859 | 0 | 575 | 349 | 0 | 88 | 560 | 0 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | pm+pt | NA | | pm+pt | NA | | Prot | NA | | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 6 | | | 2 | | | | | | | | |
| Actuated Green, G (s) | 58.4 | 52.3 | | 65.0 | 55.6 | | 25.0 | 41.0 | | 11.3 | 27.3 | |
| Effective Green, g (s) | 58.4 | 52.3 | | 65.0 | 55.6 | | 25.0 | 41.0 | | 11.3 | 27.3 | |
| Actuated g/C Ratio | 0.42 | 0.37 | | 0.46 | 0.40 | | 0.18 | 0.29 | | 0.08 | 0.20 | |
| Clearance Time (s) | 6.5 | 6.5 | | 6.5 | 6.5 | | 6.5 | 6.5 | | 6.5 | 6.5 | |
| Vehicle Extension (s) | 2.0 | 4.0 | | 2.0 | 4.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lane Grp Cap (vph) | 222 | 1220 | | 170 | 1384 | | 613 | 1000 | | 142 | 664 | |
| v/s Ratio Prot | 0.01 | c0.36 | | c0.04 | 0.25 | | c0.17 | 0.10 | | 0.05 | c0.16 | |
| v/s Ratio Perm | 0.10 | | | c0.25 | | | | | | | | |
| v/c Ratio | 0.26 | 0.97 | | 0.64 | 0.62 | | 0.94 | 0.35 | | 0.62 | 0.84 | |
| Uniform Delay, d ₁ | 26.0 | 43.1 | | 30.9 | 33.8 | | 56.7 | 39.0 | | 62.3 | 54.3 | |
| Progression Factor | 0.64 | 0.96 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d ₂ | 0.2 | 18.6 | | 5.6 | 2.1 | | 21.8 | 0.1 | | 5.6 | 9.2 | |
| Delay (s) | 16.9 | 59.9 | | 36.5 | 35.9 | | 78.5 | 39.1 | | 67.8 | 63.5 | |
| Level of Service | B | E | | D | D | | E | D | | E | E | |
| Approach Delay (s) | | 58.0 | | | 35.9 | | | 63.1 | | | 64.1 | |
| Approach LOS | | E | | | D | | | E | | | E | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 54.8 | | | HCM 2000 Level of Service | | | | D | | |
| HCM 2000 Volume to Capacity ratio | | | 0.91 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 140.0 | | | Sum of lost time (s) | | | 26.0 | | | |
| Intersection Capacity Utilization | | | 92.6% | | | ICU Level of Service | | | F | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |

Synchro Methodology

Lanes, Volumes, Timings
301: Woolbright Rd & SW 8th St

Existing 2019 AM - Synchro
12/30/2020

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 154 | 1392 | 98 | 236 | 998 | 275 | 39 | 25 | 85 | 453 | 92 | 153 |
| Future Volume (vph) | 154 | 1392 | 98 | 236 | 998 | 275 | 39 | 25 | 85 | 453 | 92 | 153 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 250 | | 225 | 300 | | 375 | 0 | | 0 | 250 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 50 | | | 50 | | | 25 | | | 50 | | |
| Lane Util. Factor | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Fr t | | | 0.850 | | | 0.850 | | 0.884 | | | | 0.906 |
| Fl t Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 5085 | 1583 | 1770 | 5085 | 1583 | 1770 | 1647 | 0 | 3433 | 1688 | 0 |
| Fl t Permitted | 0.221 | | | 0.071 | | | 0.595 | | | 0.950 | | |
| Satd. Flow (perm) | 412 | 5085 | 1583 | 132 | 5085 | 1583 | 1108 | 1647 | 0 | 3433 | 1688 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 195 | | | 299 | | 92 | | | 66 | |
| Link Speed (mph) | | 40 | | | 40 | | | 30 | | | 30 | |
| Link Distance (ft) | | 893 | | | 1382 | | | 626 | | | 469 | |
| Travel Time (s) | | 15.2 | | | 23.6 | | | 14.2 | | | 10.7 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 167 | 1513 | 107 | 257 | 1085 | 299 | 42 | 27 | 92 | 492 | 100 | 166 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 167 | 1513 | 107 | 257 | 1085 | 299 | 42 | 119 | 0 | 492 | 266 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | pm+ov | pm+pt | NA | | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | 3 | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 6 | | 6 | 2 | | 2 | 4 | | | | | |
| Detector Phase | 1 | 6 | 6 | 5 | 2 | 3 | 7 | 4 | | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 20.0 | 20.0 | 4.0 | 20.0 | 4.0 | 4.0 | 6.0 | | 4.0 | 6.0 | |
| Minimum Split (s) | 10.5 | 36.5 | 36.5 | 10.5 | 40.5 | 25.0 | 11.0 | 48.5 | | 25.0 | 43.5 | |
| Total Split (s) | 22.0 | 37.0 | 37.0 | 22.0 | 37.0 | 32.0 | 24.0 | 49.0 | | 32.0 | 57.0 | |
| Total Split (%) | 15.7% | 26.4% | 26.4% | 15.7% | 26.4% | 22.9% | 17.1% | 35.0% | | 22.9% | 40.7% | |
| Maximum Green (s) | 15.5 | 30.5 | 30.5 | 15.5 | 30.5 | 25.0 | 17.0 | 41.5 | | 25.0 | 49.5 | |
| Yellow Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 3.0 | 3.0 | 3.5 | | 3.0 | 3.5 | |
| 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) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | 7.0 | 7.0 | 7.5 | | 7.0 | 7.5 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 2.0 | 4.0 | 4.0 | 2.0 | 4.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | |

Lanes, Volumes, Timings
301: Woolbright Rd & SW 8th St

Existing 2019 AM - Synchro
12/30/2020

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | |
|-------------------------|------|-------|-------|------|-------|------|------|------|-----|------|------|-----|------|
| Minimum Gap (s) | 2.0 | 4.0 | 4.0 | 2.0 | 4.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | |
| Time To Reduce (s) | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | |
| Recall Mode | None | C-Max | C-Max | None | C-Max | None | None | None | | None | None | | |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | | | 7.0 | | |
| Flash Dont Walk (s) | | 23.0 | 23.0 | | 27.0 | | | 34.0 | | | 29.0 | | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | | | 0 | | |
| Act Effct Green (s) | 73.3 | 60.0 | 60.0 | 86.3 | 67.4 | 97.0 | 16.0 | 8.7 | | 23.1 | 27.3 | | |
| Actuated g/C Ratio | 0.52 | 0.43 | 0.43 | 0.62 | 0.48 | 0.69 | 0.11 | 0.06 | | 0.16 | 0.20 | | |
| v/c Ratio | 0.49 | 0.69 | 0.14 | 0.80 | 0.44 | 0.25 | 0.26 | 0.63 | | 0.87 | 0.70 | | |
| Control Delay | 18.0 | 35.7 | 0.4 | 57.2 | 28.8 | 0.4 | 41.1 | 33.8 | | 73.3 | 49.8 | | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | |
| Total Delay | 18.0 | 35.7 | 0.4 | 57.2 | 28.8 | 0.4 | 41.1 | 33.8 | | 73.3 | 49.8 | | |
| LOS | B | D | A | E | C | A | D | C | | E | D | | |
| Approach Delay | | 31.9 | | | | 28.1 | | | | 35.7 | | | 65.0 |
| Approach LOS | | C | | | | C | | | | D | | | E |
| Queue Length 50th (ft) | 59 | 393 | 0 | 178 | 195 | 0 | 28 | 24 | | 225 | 177 | | |
| Queue Length 95th (ft) | 110 | 534 | 0 | 284 | 267 | 0 | 54 | 86 | | 288 | 266 | | |
| Internal Link Dist (ft) | | 813 | | | | 1302 | | | | 546 | | | 389 |
| Turn Bay Length (ft) | 250 | | 225 | 300 | | 375 | | | | 250 | | | |
| Base Capacity (vph) | 384 | 2180 | 790 | 322 | 2448 | 1205 | 287 | 552 | | 613 | 639 | | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | |
| Reduced v/c Ratio | 0.43 | 0.69 | 0.14 | 0.80 | 0.44 | 0.25 | 0.15 | 0.22 | | 0.80 | 0.42 | | |

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 1 (1%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 36.4

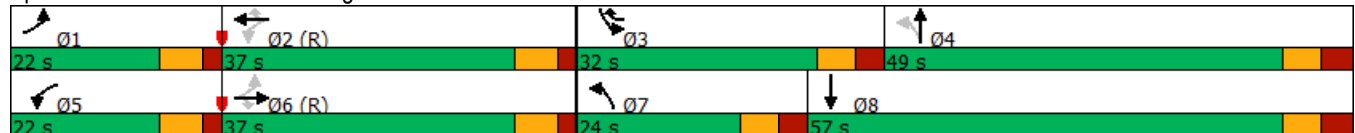
Intersection LOS: D

Intersection Capacity Utilization 82.4%

ICU Level of Service E













Analysis Period (min) 15

Splits and Phases: 301: Woolbright Rd & SW 8th St



Lanes, Volumes, Timings
302: Woolbright Rd & I95 SB Off Ramp

Existing 2019 AM - Synchro
12/30/2020

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↑↑↑ | ↗ | ↘↘ | ↑↑ | | | | | ↘↘ | | ↗ |
| Traffic Volume (vph) | 0 | 1090 | 840 | 415 | 764 | 0 | 0 | 0 | 0 | 537 | 0 | 745 |
| Future Volume (vph) | 0 | 1090 | 840 | 415 | 764 | 0 | 0 | 0 | 0 | 537 | 0 | 745 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 300 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 400 |
| Storage Lanes | 2 | | 1 | 2 | | 0 | 0 | | 0 | 2 | | 1 |
| Taper Length (ft) | 100 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.86 | 1.00 | 0.97 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Flt | | | 0.850 | | | | | | | | | 0.850 |
| Flt Protected | | | | 0.950 | | | | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 6408 | 1583 | 3433 | 3539 | 0 | 0 | 0 | 0 | 3433 | 0 | 1583 |
| Flt Permitted | | | | 0.950 | | | | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 6408 | 1583 | 3433 | 3539 | 0 | 0 | 0 | 0 | 3433 | 0 | 1583 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 559 | | | | | | | | | 671 |
| Link Speed (mph) | | 40 | | | 40 | | | 35 | | | | 35 |
| Link Distance (ft) | | 1382 | | | 660 | | | 437 | | | | 828 |
| Travel Time (s) | | 23.6 | | | 11.3 | | | 8.5 | | | | 16.1 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 0% | 0% | 0% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 0 | 1147 | 884 | 437 | 804 | 0 | 0 | 0 | 0 | 565 | 0 | 784 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 1147 | 884 | 437 | 804 | 0 | 0 | 0 | 0 | 565 | 0 | 784 |
| Turn Type | | NA | Perm | Prot | NA | | | | | Prot | | Free |
| Protected Phases | | 4 5 | | 1 2 | 1 2 3 | | | | | 6 | | |
| Permitted Phases | | | 4 5 | | | | | | | | | Free |
| Detector Phase | | 4 5 | 4 5 | 1 2 | 1 2 3 | | | | | 6 | | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | | | | | | | 6.0 | | |
| Minimum Split (s) | | | | | | | | | | 12.5 | | |
| Total Split (s) | | | | | | | | | | 24.0 | | |
| Total Split (%) | | | | | | | | | | 17.1% | | |
| Maximum Green (s) | | | | | | | | | | 17.5 | | |
| Yellow Time (s) | | | | | | | | | | 4.5 | | |
| All-Red Time (s) | | | | | | | | | | 2.0 | | |
| Lost Time Adjust (s) | | | | | | | | | | 0.0 | | |
| Total Lost Time (s) | | | | | | | | | | 6.5 | | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | | | | | | | | | | 2.0 | | |

| Lane Group | Ø1 | Ø2 | Ø3 | Ø4 | Ø5 |
|-------------------------|------|------|------|------|------|
| Lane Configurations | | | | | |
| Traffic Volume (vph) | | | | | |
| Future Volume (vph) | | | | | |
| Ideal Flow (vphpl) | | | | | |
| Lane Width (ft) | | | | | |
| Grade (%) | | | | | |
| Storage Length (ft) | | | | | |
| Storage Lanes | | | | | |
| Taper Length (ft) | | | | | |
| Lane Util. Factor | | | | | |
| Ped Bike Factor | | | | | |
| Frt | | | | | |
| Flt Protected | | | | | |
| Satd. Flow (prot) | | | | | |
| Flt Permitted | | | | | |
| Satd. Flow (perm) | | | | | |
| Right Turn on Red | | | | | |
| Satd. Flow (RTOR) | | | | | |
| Link Speed (mph) | | | | | |
| Link Distance (ft) | | | | | |
| Travel Time (s) | | | | | |
| Confl. Peds. (#/hr) | | | | | |
| Confl. Bikes (#/hr) | | | | | |
| Peak Hour Factor | | | | | |
| Growth Factor | | | | | |
| Heavy Vehicles (%) | | | | | |
| Bus Blockages (#/hr) | | | | | |
| Parking (#/hr) | | | | | |
| Mid-Block Traffic (%) | | | | | |
| Adj. Flow (vph) | | | | | |
| Shared Lane Traffic (%) | | | | | |
| Lane Group Flow (vph) | | | | | |
| Turn Type | | | | | |
| Protected Phases | 1 | 2 | 3 | 4 | 5 |
| Permitted Phases | | | | | |
| Detector Phase | | | | | |
| Switch Phase | | | | | |
| Minimum Initial (s) | 6.0 | 10.0 | 6.0 | 6.0 | 10.0 |
| Minimum Split (s) | 12.0 | 24.5 | 12.5 | 12.0 | 24.5 |
| Total Split (s) | 12.0 | 34.0 | 15.0 | 12.0 | 43.0 |
| Total Split (%) | 9% | 24% | 11% | 9% | 31% |
| Maximum Green (s) | 6.0 | 27.5 | 8.5 | 6.0 | 36.5 |
| Yellow Time (s) | 4.0 | 4.5 | 4.5 | 4.0 | 4.5 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | | | | |
| Total Lost Time (s) | | | | | |
| Lead/Lag | Lead | Lag | | Lead | Lag |
| Lead-Lag Optimize? | | Yes | | Yes | Yes |
| Vehicle Extension (s) | 3.0 | 4.0 | 3.0 | 3.0 | 4.0 |

Lanes, Volumes, Timings
302: Woolbright Rd & I95 SB Off Ramp

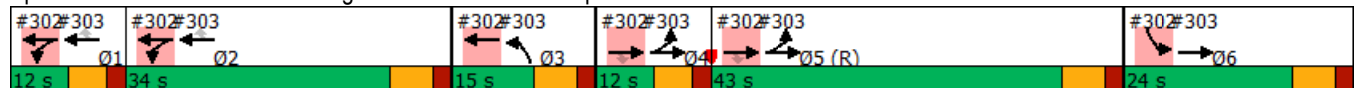
Existing 2019 AM - Synchro
12/30/2020

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|------|------|------|------|-----|-----|-----|-----|-------|------|-------|
| Minimum Gap (s) | | | | | | | | | | 3.0 | | |
| Time Before Reduce (s) | | | | | | | | | | 0.0 | | |
| Time To Reduce (s) | | | | | | | | | | 0.0 | | |
| Recall Mode | | | | | | | | | | None | | |
| Walk Time (s) | | | | | | | | | | | | |
| Flash Dont Walk (s) | | | | | | | | | | | | |
| Pedestrian Calls (#/hr) | | | | | | | | | | | | |
| Act Effect Green (s) | | 49.0 | 49.0 | 40.0 | 55.0 | | | | | 17.5 | | 140.0 |
| Actuated g/C Ratio | | 0.35 | 0.35 | 0.29 | 0.39 | | | | | 0.12 | | 1.00 |
| v/c Ratio | | 0.51 | 0.96 | 0.45 | 0.58 | | | | | 1.32 | | 0.50 |
| Control Delay | | 30.9 | 50.3 | 27.0 | 27.1 | | | | | 204.6 | | 1.1 |
| Queue Delay | | 0.0 | 0.0 | 0.0 | 0.0 | | | | | 0.0 | | 0.0 |
| Total Delay | | 30.9 | 50.3 | 27.0 | 27.1 | | | | | 204.6 | | 1.1 |
| LOS | | C | D | C | C | | | | | F | | A |
| Approach Delay | | 39.4 | | | 27.1 | | | | | | 86.3 | |
| Approach LOS | | D | | | C | | | | | | F | |
| Queue Length 50th (ft) | | 242 | 635 | 67 | 124 | | | | | ~341 | | 0 |
| Queue Length 95th (ft) | | 284 | #924 | m69 | m122 | | | | | #460 | | 0 |
| Internal Link Dist (ft) | | 1302 | | | 580 | | | 357 | | | 748 | |
| Turn Bay Length (ft) | | | | | | | | | | | | 400 |
| Base Capacity (vph) | | 2242 | 917 | 980 | 1390 | | | | | 429 | | 1583 |
| Starvation Cap Reductn | | 0 | 0 | 0 | 0 | | | | | 0 | | 0 |
| Spillback Cap Reductn | | 0 | 0 | 0 | 0 | | | | | 0 | | 0 |
| Storage Cap Reductn | | 0 | 0 | 0 | 0 | | | | | 0 | | 0 |
| Reduced v/c Ratio | | 0.51 | 0.96 | 0.45 | 0.58 | | | | | 1.32 | | 0.50 |

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 61 (44%), Referenced to phase 5:EBT, Start of Green
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.80
 Intersection Signal Delay: 49.8 Intersection LOS: D
 Intersection Capacity Utilization 94.6% ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.



















Splits and Phases: 302: Woolbright Rd & I95 SB Off Ramp



| Lane Group | Ø1 | Ø2 | Ø3 | Ø4 | Ø5 |
|-----------------------------|------|------|------|------|-------|
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Recall Mode | None | None | None | None | C-Max |
| Walk Time (s) | | 5.0 | | | 5.0 |
| Flash Dont Walk (s) | | 10.0 | | | 10.0 |
| Pedestrian Calls (#/hr) | | 0 | | | 0 |
| Act Effct Green (s) | | | | | |
| Actuated g/C Ratio | | | | | |
| v/c Ratio | | | | | |
| Control Delay | | | | | |
| Queue Delay | | | | | |
| Total Delay | | | | | |
| LOS | | | | | |
| Approach Delay | | | | | |
| Approach LOS | | | | | |
| Queue Length 50th (ft) | | | | | |
| Queue Length 95th (ft) | | | | | |
| Internal Link Dist (ft) | | | | | |
| Turn Bay Length (ft) | | | | | |
| Base Capacity (vph) | | | | | |
| Starvation Cap Reductn | | | | | |
| Spillback Cap Reductn | | | | | |
| Storage Cap Reductn | | | | | |
| Reduced v/c Ratio | | | | | |
| Intersection Summary | | | | | |

Lanes, Volumes, Timings
303: I-95 NB Off Ramp & Woolbright Rd

Existing 2019 AM - Synchro
12/30/2020

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | | |  |  |  | |  | | | |
| Traffic Volume (vph) | 681 | 946 | 0 | 0 | 824 | 731 | 355 | 0 | 299 | 0 | 0 | 0 |
| Future Volume (vph) | 681 | 946 | 0 | 0 | 824 | 731 | 355 | 0 | 299 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 350 | | 675 | 0 | | 400 | 0 | | 0 |
| Storage Lanes | 2 | | 0 | 1 | | 1 | 2 | | 1 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 0.97 | 0.95 | 1.00 | 1.00 | 0.86 | 1.00 | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Fr | | | | | | 0.850 | | | 0.850 | | | |
| Flt Protected | 0.950 | | | | | | 0.950 | | | | | |
| Satd. Flow (prot) | 3433 | 3539 | 0 | 0 | 6346 | 1568 | 3433 | 0 | 1583 | 0 | 0 | 0 |
| Flt Permitted | 0.950 | | | | | | 0.950 | | | | | |
| Satd. Flow (perm) | 3433 | 3539 | 0 | 0 | 6346 | 1568 | 3433 | 0 | 1583 | 0 | 0 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | | | | 458 | | | 315 | | | |
| Link Speed (mph) | | 40 | | | 40 | | | 35 | | | 35 | |
| Link Distance (ft) | | 660 | | | 872 | | | 919 | | | 547 | |
| Travel Time (s) | | 11.3 | | | 14.9 | | | 17.9 | | | 10.7 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 3% | 3% | 3% | 2% | 2% | 2% | 0% | 0% | 0% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 717 | 996 | 0 | 0 | 867 | 769 | 374 | 0 | 315 | 0 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 717 | 996 | 0 | 0 | 867 | 769 | 374 | 0 | 315 | 0 | 0 | 0 |
| Turn Type | Prot | NA | | | NA | Perm | Prot | | Free | | | |
| Protected Phases | 4 5 | 4 5 6 | | | 1 2 | | 3 | | | | | |
| Permitted Phases | | | | | | 1 2 | | | Free | | | |
| Detector Phase | 4 5 | 4 5 6 | | | 1 2 | 1 2 | 3 | | | | | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | | | | 6.0 | | | | | |
| Minimum Split (s) | | | | | | | 12.5 | | | | | |
| Total Split (s) | | | | | | | 15.0 | | | | | |
| Total Split (%) | | | | | | | 10.7% | | | | | |
| Maximum Green (s) | | | | | | | 8.5 | | | | | |
| Yellow Time (s) | | | | | | | 4.5 | | | | | |
| All-Red Time (s) | | | | | | | 2.0 | | | | | |
| Lost Time Adjust (s) | | | | | | | 0.0 | | | | | |
| Total Lost Time (s) | | | | | | | 6.5 | | | | | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | | | | | | | 3.0 | | | | | |

| Lane Group | Ø1 | Ø2 | Ø4 | Ø5 | Ø6 |
|-------------------------|------|------|------|------|------|
| Lane Configurations | | | | | |
| Traffic Volume (vph) | | | | | |
| Future Volume (vph) | | | | | |
| Ideal Flow (vphpl) | | | | | |
| Lane Width (ft) | | | | | |
| Grade (%) | | | | | |
| Storage Length (ft) | | | | | |
| Storage Lanes | | | | | |
| Taper Length (ft) | | | | | |
| Lane Util. Factor | | | | | |
| Ped Bike Factor | | | | | |
| Frt | | | | | |
| Flt Protected | | | | | |
| Satd. Flow (prot) | | | | | |
| Flt Permitted | | | | | |
| Satd. Flow (perm) | | | | | |
| Right Turn on Red | | | | | |
| Satd. Flow (RTOR) | | | | | |
| Link Speed (mph) | | | | | |
| Link Distance (ft) | | | | | |
| Travel Time (s) | | | | | |
| Confl. Peds. (#/hr) | | | | | |
| Confl. Bikes (#/hr) | | | | | |
| Peak Hour Factor | | | | | |
| Growth Factor | | | | | |
| Heavy Vehicles (%) | | | | | |
| Bus Blockages (#/hr) | | | | | |
| Parking (#/hr) | | | | | |
| Mid-Block Traffic (%) | | | | | |
| Adj. Flow (vph) | | | | | |
| Shared Lane Traffic (%) | | | | | |
| Lane Group Flow (vph) | | | | | |
| Turn Type | | | | | |
| Protected Phases | 1 | 2 | 4 | 5 | 6 |
| Permitted Phases | | | | | |
| Detector Phase | | | | | |
| Switch Phase | | | | | |
| Minimum Initial (s) | 6.0 | 10.0 | 6.0 | 10.0 | 6.0 |
| Minimum Split (s) | 12.0 | 24.5 | 12.0 | 24.5 | 12.5 |
| Total Split (s) | 12.0 | 34.0 | 12.0 | 43.0 | 24.0 |
| Total Split (%) | 9% | 24% | 9% | 31% | 17% |
| Maximum Green (s) | 6.0 | 27.5 | 6.0 | 36.5 | 17.5 |
| Yellow Time (s) | 4.0 | 4.5 | 4.0 | 4.5 | 4.5 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | | | | |
| Total Lost Time (s) | | | | | |
| Lead/Lag | Lead | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | Yes | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 4.0 | 3.0 | 4.0 | 2.0 |

Lanes, Volumes, Timings
303: I-95 NB Off Ramp & Woolbright Rd

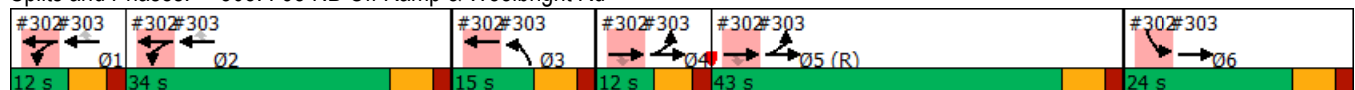
Existing 2019 AM - Synchro
12/30/2020

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|-----|-----|------|-------|-------|-------|-------|-----|-----|-----|
| Minimum Gap (s) | | | | | | | 3.0 | | | | | |
| Time Before Reduce (s) | | | | | | | 0.0 | | | | | |
| Time To Reduce (s) | | | | | | | 0.0 | | | | | |
| Recall Mode | | | | | | | None | | | | | |
| Walk Time (s) | | | | | | | | | | | | |
| Flash Dont Walk (s) | | | | | | | | | | | | |
| Pedestrian Calls (#/hr) | | | | | | | | | | | | |
| Act Effct Green (s) | 49.0 | 73.0 | | | 40.0 | 40.0 | 8.5 | | 140.0 | | | |
| Actuated g/C Ratio | 0.35 | 0.52 | | | 0.29 | 0.29 | 0.06 | | 1.00 | | | |
| v/c Ratio | 0.60 | 0.54 | | | 0.48 | 0.99 | 1.80 | | 0.20 | | | |
| Control Delay | 25.2 | 14.4 | | | 53.9 | 61.3 | 412.8 | | 0.3 | | | |
| Queue Delay | 0.0 | 0.2 | | | 0.0 | 0.0 | 0.0 | | 0.0 | | | |
| Total Delay | 25.2 | 14.6 | | | 53.9 | 61.3 | 412.8 | | 0.3 | | | |
| LOS | C | B | | | D | E | F | | A | | | |
| Approach Delay | | 19.0 | | | 57.3 | | | 224.2 | | | | |
| Approach LOS | | B | | | E | | | F | | | | |
| Queue Length 50th (ft) | 121 | 103 | | | 237 | 476 | ~262 | | 0 | | | |
| Queue Length 95th (ft) | m126 | m105 | | | m266 | m#755 | #368 | | 0 | | | |
| Internal Link Dist (ft) | | 580 | | | 792 | | | 839 | | | 467 | |
| Turn Bay Length (ft) | | | | | | 675 | | | 400 | | | |
| Base Capacity (vph) | 1201 | 1845 | | | 1813 | 775 | 208 | | 1583 | | | |
| Starvation Cap Reductn | 0 | 227 | | | 0 | 0 | 0 | | 0 | | | |
| Spillback Cap Reductn | 0 | 0 | | | 0 | 0 | 0 | | 0 | | | |
| Storage Cap Reductn | 0 | 0 | | | 0 | 0 | 0 | | 0 | | | |
| Reduced v/c Ratio | 0.60 | 0.62 | | | 0.48 | 0.99 | 1.80 | | 0.20 | | | |

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 61 (44%), Referenced to phase 5:EBT, Start of Green
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.80
 Intersection Signal Delay: 69.5 Intersection LOS: E
 Intersection Capacity Utilization 94.6% ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 303: I-95 NB Off Ramp & Woolbright Rd



| Lane Group | Ø1 | Ø2 | Ø4 | Ø5 | Ø6 |
|-------------------------|------|------|------|-------|------|
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Recall Mode | None | None | None | C-Max | None |
| Walk Time (s) | | 5.0 | | 5.0 | |
| Flash Dont Walk (s) | | 10.0 | | 10.0 | |
| Pedestrian Calls (#/hr) | | 0 | | 0 | |
| Act Effct Green (s) | | | | | |
| Actuated g/C Ratio | | | | | |
| v/c Ratio | | | | | |
| Control Delay | | | | | |
| Queue Delay | | | | | |
| Total Delay | | | | | |
| LOS | | | | | |
| Approach Delay | | | | | |
| Approach LOS | | | | | |
| Queue Length 50th (ft) | | | | | |
| Queue Length 95th (ft) | | | | | |
| Internal Link Dist (ft) | | | | | |
| Turn Bay Length (ft) | | | | | |
| Base Capacity (vph) | | | | | |
| Starvation Cap Reductn | | | | | |
| Spillback Cap Reductn | | | | | |
| Storage Cap Reductn | | | | | |
| Reduced v/c Ratio | | | | | |
| Intersection Summary | | | | | |

Lanes, Volumes, Timings
304: Woolbright Rd & Seacrest Blvd

Existing 2019 AM - Synchro
12/30/2020

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 53 | 643 | 533 | 99 | 763 | 29 | 529 | 262 | 77 | 81 | 403 | 135 |
| Future Volume (vph) | 53 | 643 | 533 | 99 | 763 | 29 | 529 | 262 | 77 | 81 | 403 | 135 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 300 | | 0 | 300 | | 0 | 475 | | 0 | 180 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 2 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 0.97 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Ped Bike Factor | | | | | | | | | | | | |
| Fr t | | 0.932 | | | 0.994 | | | 0.966 | | | 0.962 | |
| Fl t Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 3267 | 0 | 1752 | 3484 | 0 | 3433 | 3419 | 0 | 1770 | 3405 | 0 |
| Fl t Permitted | 0.212 | | | 0.072 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 391 | 3267 | 0 | 133 | 3484 | 0 | 3433 | 3419 | 0 | 1770 | 3405 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 149 | | | 3 | | | 28 | | | 31 | |
| Link Speed (mph) | | 40 | | | 40 | | | 40 | | | 40 | |
| Link Distance (ft) | | 1495 | | | 649 | | | 896 | | | 641 | |
| Travel Time (s) | | 25.5 | | | 11.1 | | | 15.3 | | | 10.9 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 58 | 699 | 579 | 108 | 829 | 32 | 575 | 285 | 84 | 88 | 438 | 147 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 58 | 1278 | 0 | 108 | 861 | 0 | 575 | 369 | 0 | 88 | 585 | 0 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | Prot | NA | | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 6 | | | 2 | | | | | | | | |
| Detector Phase | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 20.0 | | 4.0 | 20.0 | | 4.0 | 6.0 | | 4.0 | 6.0 | |
| Minimum Split (s) | 10.5 | 39.5 | | 10.5 | 37.5 | | 10.5 | 34.5 | | 10.5 | 37.5 | |
| Total Split (s) | 22.0 | 46.0 | | 22.0 | 46.0 | | 32.0 | 48.0 | | 24.0 | 40.0 | |
| Total Split (%) | 15.7% | 32.9% | | 15.7% | 32.9% | | 22.9% | 34.3% | | 17.1% | 28.6% | |
| Maximum Green (s) | 15.5 | 39.5 | | 15.5 | 39.5 | | 25.5 | 41.5 | | 17.5 | 33.5 | |
| Yellow Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 6.5 | 6.5 | | 6.5 | 6.5 | | 6.5 | 6.5 | | 6.5 | 6.5 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 2.0 | 4.0 | | 2.0 | 4.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |

Lanes, Volumes, Timings
304: Woolbright Rd & Seacrest Blvd

Existing 2019 AM - Synchro
12/30/2020

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|-------|-----|------|-------|-----|------|------|-----|------|------|-----|
| Minimum Gap (s) | 2.0 | 4.0 | | 2.0 | 4.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | None | C-Max | | None | C-Max | | None | None | | None | None | |
| Walk Time (s) | | 7.0 | | | 10.0 | | | 7.0 | | | 10.0 | |
| Flash Dont Walk (s) | | 26.0 | | | 21.0 | | | 21.0 | | | 21.0 | |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 59.3 | 52.3 | | 65.2 | 56.9 | | 25.0 | 41.0 | | 11.3 | 27.3 | |
| Actuated g/C Ratio | 0.42 | 0.37 | | 0.47 | 0.41 | | 0.18 | 0.29 | | 0.08 | 0.20 | |
| v/c Ratio | 0.25 | 0.97 | | 0.64 | 0.61 | | 0.94 | 0.36 | | 0.62 | 0.85 | |
| Control Delay | 16.1 | 55.0 | | 42.8 | 36.9 | | 80.5 | 36.9 | | 79.7 | 63.5 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 16.1 | 55.0 | | 42.8 | 36.9 | | 80.5 | 36.9 | | 79.7 | 63.5 | |
| LOS | B | E | | D | D | | F | D | | E | E | |
| Approach Delay | | 53.3 | | | 37.6 | | | 63.5 | | | 65.6 | |
| Approach LOS | | D | | | D | | | E | | | E | |
| Queue Length 50th (ft) | 29 | 596 | | 53 | 332 | | 268 | 128 | | 79 | 260 | |
| Queue Length 95th (ft) | m66 | #842 | | 117 | 450 | | #375 | 172 | | 133 | 313 | |
| Internal Link Dist (ft) | | 1415 | | | 569 | | | 816 | | | 561 | |
| Turn Bay Length (ft) | 300 | | | 300 | | | 475 | | | 180 | | |
| Base Capacity (vph) | 337 | 1313 | | 244 | 1418 | | 625 | 1043 | | 221 | 838 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.17 | 0.97 | | 0.44 | 0.61 | | 0.92 | 0.35 | | 0.40 | 0.70 | |

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 5 (4%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 54.0

Intersection LOS: D

Intersection Capacity Utilization 92.6%

ICU Level of Service F

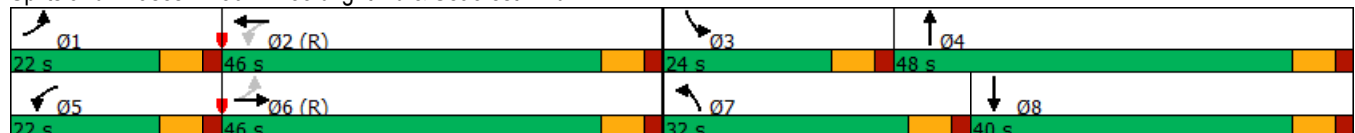
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 304: Woolbright Rd & Seacrest Blvd
































PM Peak Period

HCM 6th Edition Methodology













HCM Signalized Intersection Capacity Analysis
301: Woolbright Rd & SW 8th St

Existing 2019 PM - HCM
12/30/2020

| |  |  |  |  |  |  |  |  |  |  |  |  | |
|-----------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | |
| Lane Configurations |  |    |  |  |    |  |  |   | |   |  |  | |
| Traffic Volume (vph) | 192 | 1187 | 64 | 79 | 1395 | 498 | 197 | 62 | 291 | 335 | 37 | 123 | |
| Future Volume (vph) | 192 | 1187 | 64 | 79 | 1395 | 498 | 197 | 62 | 291 | 335 | 37 | 123 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Total Lost time (s) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | 7.0 | 7.0 | 7.5 | | 7.0 | 7.5 | | |
| Lane Util. Factor | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 | 1.00 | 1.00 | | 0.97 | 1.00 | | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.88 | | 1.00 | 0.88 | | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | |
| Satd. Flow (prot) | 1770 | 5085 | 1583 | 1770 | 5085 | 1583 | 1770 | 1632 | | 3433 | 1648 | | |
| Flt Permitted | 0.06 | 1.00 | 1.00 | 0.15 | 1.00 | 1.00 | 0.65 | 1.00 | | 0.95 | 1.00 | | |
| Satd. Flow (perm) | 116 | 5085 | 1583 | 284 | 5085 | 1583 | 1206 | 1632 | | 3433 | 1648 | | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | |
| Adj. Flow (vph) | 209 | 1290 | 70 | 86 | 1516 | 541 | 214 | 67 | 316 | 364 | 40 | 134 | |
| RTOR Reduction (vph) | 0 | 0 | 39 | 0 | 0 | 261 | 0 | 126 | 0 | 0 | 93 | 0 | |
| Lane Group Flow (vph) | 209 | 1290 | 31 | 86 | 1516 | 280 | 214 | 257 | 0 | 364 | 81 | 0 | |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | pm+ov | pm+pt | NA | | Prot | NA | | |
| Protected Phases | 1 | 6 | | 5 | 2 | 3 | 7 | 4 | | 3 | 8 | | |
| Permitted Phases | 6 | | 6 | 2 | | 2 | 4 | | | | | | |
| Actuated Green, G (s) | 81.5 | 66.6 | 66.6 | 66.0 | 57.6 | 77.5 | 42.2 | 27.6 | | 19.9 | 32.9 | | |
| Effective Green, g (s) | 81.5 | 66.6 | 66.6 | 66.0 | 57.6 | 77.5 | 42.2 | 27.6 | | 19.9 | 32.9 | | |
| Actuated g/C Ratio | 0.54 | 0.44 | 0.44 | 0.44 | 0.38 | 0.52 | 0.28 | 0.18 | | 0.13 | 0.22 | | |
| Clearance Time (s) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | 7.0 | 7.0 | 7.5 | | 7.0 | 7.5 | | |
| Vehicle Extension (s) | 2.0 | 4.0 | 4.0 | 2.0 | 4.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | |
| Lane Grp Cap (vph) | 254 | 2257 | 702 | 208 | 1952 | 817 | 394 | 300 | | 455 | 361 | | |
| v/s Ratio Prot | c0.10 | 0.25 | | 0.02 | 0.30 | 0.05 | 0.05 | c0.16 | | c0.11 | c0.05 | | |
| v/s Ratio Perm | c0.35 | | 0.02 | 0.16 | | 0.13 | 0.10 | | | | | | |
| v/c Ratio | 0.82 | 0.57 | 0.04 | 0.41 | 0.78 | 0.34 | 0.54 | 0.86 | | 0.80 | 0.22 | | |
| Uniform Delay, d1 | 43.8 | 31.1 | 23.7 | 25.6 | 40.6 | 21.3 | 44.1 | 59.3 | | 63.1 | 48.1 | | |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.39 | 1.16 | 0.24 | 1.00 | 1.00 | | 1.00 | 1.00 | | |
| Incremental Delay, d2 | 18.1 | 1.1 | 0.1 | 0.3 | 2.1 | 0.1 | 0.8 | 19.8 | | 9.2 | 0.1 | | |
| Delay (s) | 61.9 | 32.1 | 23.8 | 36.0 | 49.0 | 5.1 | 44.9 | 79.1 | | 72.3 | 48.2 | | |
| Level of Service | E | C | C | D | D | A | D | E | | E | D | | |
| Approach Delay (s) | | 35.7 | | | 37.4 | | | 66.8 | | | 64.5 | | |
| Approach LOS | | D | | | D | | | E | | | E | | |
| Intersection Summary | | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 43.5 | | | | | | | | | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | | | 0.84 | | | | | | | | | | |
| Actuated Cycle Length (s) | | | 150.0 | | | | | | | | | Sum of lost time (s) | 27.5 |
| Intersection Capacity Utilization | | | 91.3% | | | | | | | | | ICU Level of Service | F |
| Analysis Period (min) | | | 15 | | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | | |


























HCM Signalized Intersection Capacity Analysis
302: Woolbright Rd & I95 SB Off Ramp

Existing 2019 PM - HCM
12/30/2020

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↑↑↑ | ↗ | ↖↗ | ↖↗ | | | | | ↖↗ | | ↗ |
| Traffic Volume (vph) | 0 | 1407 | 406 | 313 | 1268 | 0 | 0 | 0 | 0 | 607 | 0 | 704 |
| Future Volume (vph) | 0 | 1407 | 406 | 313 | 1268 | 0 | 0 | 0 | 0 | 607 | 0 | 704 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | 6.0 | 6.0 | 6.0 | | | | | 6.5 | | 4.0 |
| Lane Util. Factor | | 0.86 | 1.00 | 0.97 | 0.95 | | | | | 0.97 | | 1.00 |
| Flt | | 1.00 | 0.85 | 1.00 | 1.00 | | | | | 1.00 | | 0.85 |
| Flt Protected | | 1.00 | 1.00 | 0.95 | 1.00 | | | | | 0.95 | | 1.00 |
| Satd. Flow (prot) | | 6408 | 1583 | 3433 | 3539 | | | | | 3433 | | 1583 |
| Flt Permitted | | 1.00 | 1.00 | 0.95 | 1.00 | | | | | 0.95 | | 1.00 |
| Satd. Flow (perm) | | 6408 | 1583 | 3433 | 3539 | | | | | 3433 | | 1583 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 0 | 1481 | 427 | 329 | 1335 | 0 | 0 | 0 | 0 | 639 | 0 | 741 |
| RTOR Reduction (vph) | 0 | 0 | 263 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 1481 | 164 | 329 | 1335 | 0 | 0 | 0 | 0 | 639 | 0 | 741 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 0% | 0% | 0% | 2% | 2% | 2% |
| Turn Type | | NA | Perm | Prot | NA | | | | | Prot | | Free |
| Protected Phases | | 4 5 | | 1 2 | 1 2 3 | | | | | 6 | | |
| Permitted Phases | | | 4 5 | | | | | | | | | Free |
| Actuated Green, G (s) | | 51.5 | 51.5 | 41.5 | 62.5 | | | | | 16.5 | | 150.0 |
| Effective Green, g (s) | | 51.5 | 51.5 | 41.5 | 56.0 | | | | | 16.5 | | 150.0 |
| Actuated g/C Ratio | | 0.34 | 0.34 | 0.28 | 0.37 | | | | | 0.11 | | 1.00 |
| Clearance Time (s) | | | | | | | | | | 6.5 | | |
| Vehicle Extension (s) | | | | | | | | | | 4.0 | | |
| Lane Grp Cap (vph) | | 2200 | 543 | 949 | 1321 | | | | | 377 | | 1583 |
| v/s Ratio Prot | | c0.23 | | 0.10 | c0.38 | | | | | c0.19 | | |
| v/s Ratio Perm | | | 0.10 | | | | | | | | | 0.47 |
| v/c Ratio | | 0.67 | 0.30 | 0.35 | 1.01 | | | | | 1.69 | | 0.47 |
| Uniform Delay, d1 | | 42.1 | 36.1 | 43.4 | 47.0 | | | | | 66.8 | | 0.0 |
| Progression Factor | | 1.03 | 3.55 | 0.83 | 0.83 | | | | | 1.00 | | 1.00 |
| Incremental Delay, d2 | | 0.7 | 0.3 | 0.0 | 10.2 | | | | | 324.0 | | 1.0 |
| Delay (s) | | 43.8 | 128.4 | 36.0 | 49.3 | | | | | 390.7 | | 1.0 |
| Level of Service | | D | F | D | D | | | | | F | | A |
| Approach Delay (s) | | 62.7 | | | 46.6 | | | 0.0 | | | 181.5 | |
| Approach LOS | | E | | | D | | | A | | | F | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 90.4 | | | HCM 2000 Level of Service | | | | F | | |
| HCM 2000 Volume to Capacity ratio | | | 1.06 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 150.0 | | | Sum of lost time (s) | | | | 38.0 | | |
| Intersection Capacity Utilization | | | 104.9% | | | ICU Level of Service | | | | G | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |


























HCM Signalized Intersection Capacity Analysis
303: I-95 NB Off Ramp & Woolbright Rd

Existing 2019 PM - HCM
12/30/2020

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |   |   | | |    |   |   | |   | | | |
| Traffic Volume (vph) | 835 | 1179 | 0 | 0 | 1003 | 794 | 578 | 0 | 459 | 0 | 0 | 0 |
| Future Volume (vph) | 835 | 1179 | 0 | 0 | 1003 | 794 | 578 | 0 | 459 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 6.0 | | | 6.0 | 6.0 | 6.5 | | 4.0 | | | |
| Lane Util. Factor | 0.97 | 0.95 | | | 0.86 | 1.00 | 0.97 | | 1.00 | | | |
| Flt | 1.00 | 1.00 | | | 1.00 | 0.85 | 1.00 | | 0.85 | | | |
| Flt Protected | 0.95 | 1.00 | | | 1.00 | 1.00 | 0.95 | | 1.00 | | | |
| Satd. Flow (prot) | 3433 | 3539 | | | 6346 | 1568 | 3433 | | 1583 | | | |
| Flt Permitted | 0.95 | 1.00 | | | 1.00 | 1.00 | 0.95 | | 1.00 | | | |
| Satd. Flow (perm) | 3433 | 3539 | | | 6346 | 1568 | 3433 | | 1583 | | | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 879 | 1241 | 0 | 0 | 1056 | 836 | 608 | 0 | 483 | 0 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 335 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 879 | 1241 | 0 | 0 | 1056 | 501 | 608 | 0 | 483 | 0 | 0 | 0 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 3% | 3% | 3% | 2% | 2% | 2% | 0% | 0% | 0% |
| Turn Type | Prot | NA | | | NA | Perm | Prot | | Free | | | |
| Protected Phases | 4 5 | 4 5 6 | | | 1 2 | | 3 | | | | | |
| Permitted Phases | | | | | | 1 2 | | | Free | | | |
| Actuated Green, G (s) | 51.5 | 74.5 | | | 41.5 | 41.5 | 14.5 | | 150.0 | | | |
| Effective Green, g (s) | 51.5 | 68.0 | | | 41.5 | 41.5 | 14.5 | | 150.0 | | | |
| Actuated g/C Ratio | 0.34 | 0.45 | | | 0.28 | 0.28 | 0.10 | | 1.00 | | | |
| Clearance Time (s) | | | | | | | 6.5 | | | | | |
| Vehicle Extension (s) | | | | | | | 3.0 | | | | | |
| Lane Grp Cap (vph) | 1178 | 1604 | | | 1755 | 433 | 331 | | 1583 | | | |
| v/s Ratio Prot | 0.26 | c0.35 | | | 0.17 | | c0.18 | | | | | |
| v/s Ratio Perm | | | | | | c0.32 | | | 0.31 | | | |
| v/c Ratio | 0.75 | 0.77 | | | 0.60 | 1.16 | 1.84 | | 0.31 | | | |
| Uniform Delay, d1 | 43.5 | 34.5 | | | 47.1 | 54.2 | 67.8 | | 0.0 | | | |
| Progression Factor | 0.62 | 0.55 | | | 0.97 | 1.04 | 1.00 | | 1.00 | | | |
| Incremental Delay, d2 | 0.7 | 0.7 | | | 0.4 | 85.9 | 388.2 | | 0.5 | | | |
| Delay (s) | 27.7 | 19.6 | | | 46.1 | 142.1 | 455.9 | | 0.5 | | | |
| Level of Service | C | B | | | D | F | F | | A | | | |
| Approach Delay (s) | | 23.0 | | | 88.5 | | | 254.3 | | | | 0.0 |
| Approach LOS | | C | | | F | | | F | | | | A |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 96.7 | | HCM 2000 Level of Service | | | | F | | | |
| HCM 2000 Volume to Capacity ratio | | | 1.13 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 150.0 | | Sum of lost time (s) | | | | 38.0 | | | |
| Intersection Capacity Utilization | | | 104.9% | | ICU Level of Service | | | | G | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |

HCM Signalized Intersection Capacity Analysis
304: Woolbright Rd & Seacrest Blvd

Existing 2019 PM - HCM
12/30/2020

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |   | |  |   | |   |   | |  |   | |
| Traffic Volume (vph) | 162 | 899 | 475 | 59 | 952 | 59 | 589 | 406 | 153 | 81 | 257 | 96 |
| Future Volume (vph) | 162 | 899 | 475 | 59 | 952 | 59 | 589 | 406 | 153 | 81 | 257 | 96 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.5 | 6.5 | | 6.5 | 6.5 | | 6.5 | 6.5 | | 6.5 | 6.5 | |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 0.97 | 0.95 | | 1.00 | 0.95 | |
| Flt | 1.00 | 0.95 | | 1.00 | 0.99 | | 1.00 | 0.96 | | 1.00 | 0.96 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1752 | 3323 | | 1752 | 3474 | | 3433 | 3394 | | 1770 | 3395 | |
| Flt Permitted | 0.07 | 1.00 | | 0.07 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 128 | 3323 | | 134 | 3474 | | 3433 | 3394 | | 1770 | 3395 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 176 | 977 | 516 | 64 | 1035 | 64 | 640 | 441 | 166 | 88 | 279 | 104 |
| RTOR Reduction (vph) | 0 | 37 | 0 | 0 | 3 | 0 | 0 | 29 | 0 | 0 | 28 | 0 |
| Lane Group Flow (vph) | 176 | 1456 | 0 | 64 | 1096 | 0 | 640 | 578 | 0 | 88 | 355 | 0 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | pm+pt | NA | | pm+pt | NA | | Prot | NA | | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 6 | | | 2 | | | | | | | | |
| Actuated Green, G (s) | 78.1 | 64.5 | | 62.0 | 54.9 | | 31.5 | 39.8 | | 12.6 | 20.9 | |
| Effective Green, g (s) | 78.1 | 64.5 | | 62.0 | 54.9 | | 31.5 | 39.8 | | 12.6 | 20.9 | |
| Actuated g/C Ratio | 0.52 | 0.43 | | 0.41 | 0.37 | | 0.21 | 0.27 | | 0.08 | 0.14 | |
| Clearance Time (s) | 6.5 | 6.5 | | 6.5 | 6.5 | | 6.5 | 6.5 | | 6.5 | 6.5 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 247 | 1428 | | 131 | 1271 | | 720 | 900 | | 148 | 473 | |
| v/s Ratio Prot | c0.08 | c0.44 | | 0.02 | 0.32 | | c0.19 | 0.17 | | 0.05 | c0.10 | |
| v/s Ratio Perm | 0.29 | | | 0.18 | | | | | | | | |
| v/c Ratio | 0.71 | 1.02 | | 0.49 | 0.86 | | 0.89 | 0.64 | | 0.59 | 0.75 | |
| Uniform Delay, d1 | 38.4 | 42.8 | | 35.5 | 44.1 | | 57.6 | 48.8 | | 66.2 | 62.0 | |
| Progression Factor | 1.75 | 0.68 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 7.7 | 26.5 | | 2.9 | 7.9 | | 12.9 | 1.6 | | 6.3 | 6.4 | |
| Delay (s) | 74.7 | 55.7 | | 38.4 | 51.9 | | 70.4 | 50.4 | | 72.5 | 68.5 | |
| Level of Service | E | E | | D | D | | E | D | | E | E | |
| Approach Delay (s) | | 57.7 | | | 51.2 | | | 60.7 | | | 69.2 | |
| Approach LOS | | E | | | D | | | E | | | E | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 58.0 | | | HCM 2000 Level of Service | | | E | | | |
| HCM 2000 Volume to Capacity ratio | | | 0.95 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 150.0 | | | Sum of lost time (s) | | 26.0 | | | | |
| Intersection Capacity Utilization | | | 92.0% | | | ICU Level of Service | | | F | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |

Synchro Methodology

Lanes, Volumes, Timings
301: Woolbright Rd & SW 8th St

Existing 2019 PM - Synchro
12/30/2020

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 192 | 1187 | 64 | 79 | 1395 | 498 | 197 | 62 | 291 | 335 | 37 | 123 |
| Future Volume (vph) | 192 | 1187 | 64 | 79 | 1395 | 498 | 197 | 62 | 291 | 335 | 37 | 123 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 250 | | 225 | 300 | | 375 | 0 | | 0 | 250 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 50 | | | 50 | | | 25 | | | 50 | | |
| Lane Util. Factor | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Fr t | | | 0.850 | | | 0.850 | | 0.876 | | | | 0.884 |
| Fl t Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 5085 | 1583 | 1770 | 5085 | 1583 | 1770 | 1632 | 0 | 3433 | 1647 | 0 |
| Fl t Permitted | 0.062 | | | 0.153 | | | 0.647 | | | 0.950 | | |
| Satd. Flow (perm) | 115 | 5085 | 1583 | 285 | 5085 | 1583 | 1205 | 1632 | 0 | 3433 | 1647 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 182 | | | 541 | | 155 | | | 119 | |
| Link Speed (mph) | | 40 | | | 40 | | | 30 | | | 30 | |
| Link Distance (ft) | | 893 | | | 1382 | | | 626 | | | 469 | |
| Travel Time (s) | | 15.2 | | | 23.6 | | | 14.2 | | | 10.7 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 209 | 1290 | 70 | 86 | 1516 | 541 | 214 | 67 | 316 | 364 | 40 | 134 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 209 | 1290 | 70 | 86 | 1516 | 541 | 214 | 383 | 0 | 364 | 174 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | pm+ov | pm+pt | NA | | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | 3 | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 6 | | 6 | 2 | | 2 | 4 | | | | | |
| Detector Phase | 1 | 6 | 6 | 5 | 2 | 3 | 7 | 4 | | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 20.0 | 20.0 | 4.0 | 20.0 | 4.0 | 4.0 | 6.0 | | 4.0 | 6.0 | |
| Minimum Split (s) | 10.5 | 36.5 | 36.5 | 10.5 | 40.5 | 11.0 | 11.0 | 48.5 | | 11.0 | 43.5 | |
| Total Split (s) | 31.0 | 52.0 | 52.0 | 20.0 | 41.0 | 30.0 | 22.0 | 48.0 | | 30.0 | 56.0 | |
| Total Split (%) | 20.7% | 34.7% | 34.7% | 13.3% | 27.3% | 20.0% | 14.7% | 32.0% | | 20.0% | 37.3% | |
| Maximum Green (s) | 24.5 | 45.5 | 45.5 | 13.5 | 34.5 | 23.0 | 15.0 | 40.5 | | 23.0 | 48.5 | |
| Yellow Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 3.0 | 3.0 | 3.5 | | 3.0 | 3.5 | |
| 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) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | 7.0 | 7.0 | 7.5 | | 7.0 | 7.5 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 2.0 | 4.0 | 4.0 | 2.0 | 4.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|-------|-------|------|-------|------|------|------|-----|------|------|-----|
| Minimum Gap (s) | 2.0 | 4.0 | 4.0 | 2.0 | 4.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | None | C-Max | C-Max | None | C-Max | None | None | None | | None | None | |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 23.0 | 23.0 | | 27.0 | | | 34.0 | | | 29.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 81.1 | 66.7 | 66.7 | 66.1 | 57.7 | 84.1 | 42.6 | 27.6 | | 19.9 | 32.9 | |
| Actuated g/C Ratio | 0.54 | 0.44 | 0.44 | 0.44 | 0.38 | 0.56 | 0.28 | 0.18 | | 0.13 | 0.22 | |
| v/c Ratio | 0.83 | 0.57 | 0.09 | 0.41 | 0.78 | 0.48 | 0.54 | 0.90 | | 0.80 | 0.38 | |
| Control Delay | 64.5 | 34.7 | 0.2 | 33.7 | 50.0 | 1.5 | 38.7 | 58.8 | | 76.7 | 17.1 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 64.5 | 34.7 | 0.2 | 33.7 | 50.0 | 1.5 | 38.7 | 58.8 | | 76.7 | 17.1 | |
| LOS | E | C | A | C | D | A | D | E | | E | B | |
| Approach Delay | | 37.1 | | | 37.1 | | | 51.6 | | | 57.4 | |
| Approach LOS | | D | | | D | | | D | | | E | |
| Queue Length 50th (ft) | 151 | 340 | 0 | 48 | 376 | 0 | 150 | 232 | | 180 | 44 | |
| Queue Length 95th (ft) | 251 | 484 | 0 | m72 | #777 | m25 | 185 | 334 | | 233 | 99 | |
| Internal Link Dist (ft) | | 813 | | | 1302 | | | 546 | | | 389 | |
| Turn Bay Length (ft) | 250 | | 225 | 300 | | 375 | | | | 250 | | |
| Base Capacity (vph) | 334 | 2261 | 805 | 268 | 1956 | 1146 | 402 | 553 | | 526 | 613 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.63 | 0.57 | 0.09 | 0.32 | 0.78 | 0.47 | 0.53 | 0.69 | | 0.69 | 0.28 | |

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 1 (1%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Natural Cycle: 135

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 41.1

Intersection LOS: D

Intersection Capacity Utilization 91.3%

ICU Level of Service F

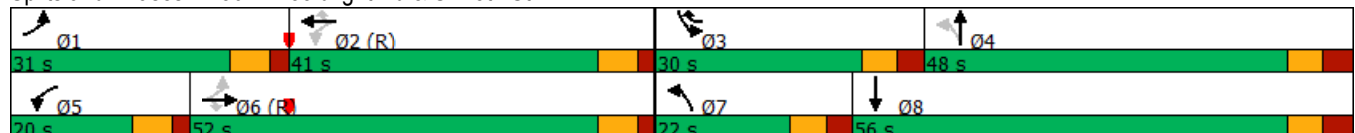
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.













m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 301: Woolbright Rd & SW 8th St



Lanes, Volumes, Timings
302: Woolbright Rd & I95 SB Off Ramp

Existing 2019 PM - Synchro
12/30/2020

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↑↑↑ | ↗ | ↘↗ | ↑↑ | | | | | ↘↗ | | ↗ |
| Traffic Volume (vph) | 0 | 1407 | 406 | 313 | 1268 | 0 | 0 | 0 | 0 | 607 | 0 | 704 |
| Future Volume (vph) | 0 | 1407 | 406 | 313 | 1268 | 0 | 0 | 0 | 0 | 607 | 0 | 704 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 300 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 400 |
| Storage Lanes | 2 | | 1 | 2 | | 0 | 0 | | 0 | 2 | | 1 |
| Taper Length (ft) | 100 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.86 | 1.00 | 0.97 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Fr | | | 0.850 | | | | | | | | | 0.850 |
| Flt Protected | | | | 0.950 | | | | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 6408 | 1583 | 3433 | 3539 | 0 | 0 | 0 | 0 | 3433 | 0 | 1583 |
| Flt Permitted | | | | 0.950 | | | | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 6408 | 1583 | 3433 | 3539 | 0 | 0 | 0 | 0 | 3433 | 0 | 1583 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 400 | | | | | | | | | 610 |
| Link Speed (mph) | | 40 | | | 40 | | | 35 | | | | 35 |
| Link Distance (ft) | | 1382 | | | 660 | | | 437 | | | | 828 |
| Travel Time (s) | | 23.6 | | | 11.3 | | | 8.5 | | | | 16.1 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 0% | 0% | 0% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 0 | 1481 | 427 | 329 | 1335 | 0 | 0 | 0 | 0 | 639 | 0 | 741 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 1481 | 427 | 329 | 1335 | 0 | 0 | 0 | 0 | 639 | 0 | 741 |
| Turn Type | | NA | Perm | Prot | NA | | | | | Prot | | Free |
| Protected Phases | | 4 5 | | 1 2 | 1 2 3 | | | | | 6 | | |
| Permitted Phases | | | 4 5 | | | | | | | | | Free |
| Detector Phase | | 4 5 | 4 5 | 1 2 | 1 2 3 | | | | | 6 | | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | | | | | | | 6.0 | | |
| Minimum Split (s) | | | | | | | | | | 12.5 | | |
| Total Split (s) | | | | | | | | | | 23.0 | | |
| Total Split (%) | | | | | | | | | | 15.3% | | |
| Maximum Green (s) | | | | | | | | | | 16.5 | | |
| Yellow Time (s) | | | | | | | | | | 4.5 | | |
| All-Red Time (s) | | | | | | | | | | 2.0 | | |
| Lost Time Adjust (s) | | | | | | | | | | 0.0 | | |
| Total Lost Time (s) | | | | | | | | | | 6.5 | | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | | | | | | | | | | 4.0 | | |

| Lane Group | Ø1 | Ø2 | Ø3 | Ø4 | Ø5 |
|-------------------------|------|------|------|------|------|
| Lane Configurations | | | | | |
| Traffic Volume (vph) | | | | | |
| Future Volume (vph) | | | | | |
| Ideal Flow (vphpl) | | | | | |
| Lane Width (ft) | | | | | |
| Grade (%) | | | | | |
| Storage Length (ft) | | | | | |
| Storage Lanes | | | | | |
| Taper Length (ft) | | | | | |
| Lane Util. Factor | | | | | |
| Ped Bike Factor | | | | | |
| Fr _t | | | | | |
| Flt Protected | | | | | |
| Satd. Flow (prot) | | | | | |
| Flt Permitted | | | | | |
| Satd. Flow (perm) | | | | | |
| Right Turn on Red | | | | | |
| Satd. Flow (RTOR) | | | | | |
| Link Speed (mph) | | | | | |
| Link Distance (ft) | | | | | |
| Travel Time (s) | | | | | |
| Confl. Peds. (#/hr) | | | | | |
| Confl. Bikes (#/hr) | | | | | |
| Peak Hour Factor | | | | | |
| Growth Factor | | | | | |
| Heavy Vehicles (%) | | | | | |
| Bus Blockages (#/hr) | | | | | |
| Parking (#/hr) | | | | | |
| Mid-Block Traffic (%) | | | | | |
| Adj. Flow (vph) | | | | | |
| Shared Lane Traffic (%) | | | | | |
| Lane Group Flow (vph) | | | | | |
| Turn Type | | | | | |
| Protected Phases | 1 | 2 | 3 | 4 | 5 |
| Permitted Phases | | | | | |
| Detector Phase | | | | | |
| Switch Phase | | | | | |
| Minimum Initial (s) | 6.0 | 10.0 | 6.0 | 6.0 | 10.0 |
| Minimum Split (s) | 12.0 | 24.5 | 12.5 | 12.0 | 24.5 |
| Total Split (s) | 12.0 | 36.0 | 21.0 | 12.0 | 46.0 |
| Total Split (%) | 8% | 24% | 14% | 8% | 31% |
| Maximum Green (s) | 6.0 | 29.5 | 14.5 | 6.0 | 39.5 |
| Yellow Time (s) | 4.0 | 4.5 | 4.5 | 4.0 | 4.5 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | | | | |
| Total Lost Time (s) | | | | | |
| Lead/Lag | Lead | Lag | | Lead | Lag |
| Lead-Lag Optimize? | | Yes | | Yes | Yes |
| Vehicle Extension (s) | 3.0 | 4.0 | 3.0 | 3.0 | 3.0 |

Lanes, Volumes, Timings
302: Woolbright Rd & I95 SB Off Ramp

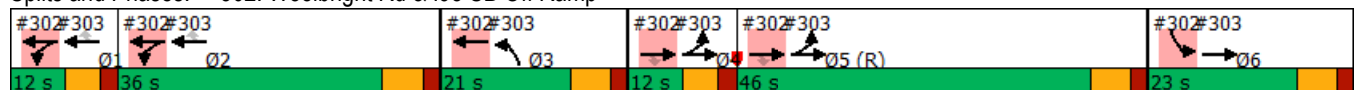
Existing 2019 PM - Synchro
12/30/2020

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|------|------|------|------|-----|-----|-----|-----|-------|-------|-------|
| Minimum Gap (s) | | | | | | | | | | 4.0 | | |
| Time Before Reduce (s) | | | | | | | | | | 0.0 | | |
| Time To Reduce (s) | | | | | | | | | | 0.0 | | |
| Recall Mode | | | | | | | | | | None | | |
| Walk Time (s) | | | | | | | | | | | | |
| Flash Dont Walk (s) | | | | | | | | | | | | |
| Pedestrian Calls (#/hr) | | | | | | | | | | | | |
| Act Effct Green (s) | | 52.0 | 52.0 | 42.0 | 63.0 | | | | | 16.5 | | 150.0 |
| Actuated g/C Ratio | | 0.35 | 0.35 | 0.28 | 0.42 | | | | | 0.11 | | 1.00 |
| v/c Ratio | | 0.67 | 0.53 | 0.34 | 0.90 | | | | | 1.69 | | 0.47 |
| Control Delay | | 44.1 | 17.6 | 36.0 | 35.0 | | | | | 361.7 | | 1.0 |
| Queue Delay | | 0.0 | 0.0 | 0.0 | 12.6 | | | | | 0.0 | | 0.0 |
| Total Delay | | 44.2 | 17.6 | 36.0 | 47.6 | | | | | 361.7 | | 1.0 |
| LOS | | D | B | D | D | | | | | F | | A |
| Approach Delay | | 38.2 | | | 45.3 | | | | | | 168.0 | |
| Approach LOS | | D | | | D | | | | | | F | |
| Queue Length 50th (ft) | | 411 | 163 | 68 | 678 | | | | | ~470 | | 0 |
| Queue Length 95th (ft) | | 463 | 315 | m77 | m192 | | | | | #596 | | 0 |
| Internal Link Dist (ft) | | 1302 | | | 580 | | | 357 | | | 748 | |
| Turn Bay Length (ft) | | | | | | | | | | | | 400 |
| Base Capacity (vph) | | 2221 | 810 | 961 | 1486 | | | | | 377 | | 1583 |
| Starvation Cap Reductn | | 0 | 0 | 0 | 162 | | | | | 0 | | 0 |
| Spillback Cap Reductn | | 28 | 0 | 0 | 0 | | | | | 0 | | 0 |
| Storage Cap Reductn | | 0 | 0 | 0 | 0 | | | | | 0 | | 0 |
| Reduced v/c Ratio | | 0.68 | 0.53 | 0.34 | 1.01 | | | | | 1.69 | | 0.47 |

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 69 (46%), Referenced to phase 5:EBT, Start of Green
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.84
 Intersection Signal Delay: 76.8 Intersection LOS: E
 Intersection Capacity Utilization 104.9% ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.



















Splits and Phases: 302: Woolbright Rd & I95 SB Off Ramp



| Lane Group | Ø1 | Ø2 | Ø3 | Ø4 | Ø5 |
|-----------------------------|------|------|------|------|-------|
| Minimum Gap (s) | 3.0 | 4.0 | 3.0 | 3.0 | 3.0 |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Recall Mode | None | None | None | None | C-Max |
| Walk Time (s) | | 5.0 | | | 5.0 |
| Flash Dont Walk (s) | | 10.0 | | | 10.0 |
| Pedestrian Calls (#/hr) | | 0 | | | 0 |
| Act Effct Green (s) | | | | | |
| Actuated g/C Ratio | | | | | |
| v/c Ratio | | | | | |
| Control Delay | | | | | |
| Queue Delay | | | | | |
| Total Delay | | | | | |
| LOS | | | | | |
| Approach Delay | | | | | |
| Approach LOS | | | | | |
| Queue Length 50th (ft) | | | | | |
| Queue Length 95th (ft) | | | | | |
| Internal Link Dist (ft) | | | | | |
| Turn Bay Length (ft) | | | | | |
| Base Capacity (vph) | | | | | |
| Starvation Cap Reductn | | | | | |
| Spillback Cap Reductn | | | | | |
| Storage Cap Reductn | | | | | |
| Reduced v/c Ratio | | | | | |
| Intersection Summary | | | | | |

Lanes, Volumes, Timings
303: I-95 NB Off Ramp & Woolbright Rd

Existing 2019 PM - Synchro
12/30/2020

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | | |  |  |  | |  | | | |
| Traffic Volume (vph) | 835 | 1179 | 0 | 0 | 1003 | 794 | 578 | 0 | 459 | 0 | 0 | 0 |
| Future Volume (vph) | 835 | 1179 | 0 | 0 | 1003 | 794 | 578 | 0 | 459 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 350 | | 675 | 0 | | 400 | 0 | | 0 |
| Storage Lanes | 2 | | 0 | 1 | | 1 | 2 | | 1 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 0.97 | 0.95 | 1.00 | 1.00 | 0.86 | 1.00 | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Fr | | | | | | 0.850 | | | 0.850 | | | |
| Flt Protected | 0.950 | | | | | | 0.950 | | | | | |
| Satd. Flow (prot) | 3433 | 3539 | 0 | 0 | 6346 | 1568 | 3433 | 0 | 1583 | 0 | 0 | 0 |
| Flt Permitted | 0.950 | | | | | | 0.950 | | | | | |
| Satd. Flow (perm) | 3433 | 3539 | 0 | 0 | 6346 | 1568 | 3433 | 0 | 1583 | 0 | 0 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | | | | 463 | | | 483 | | | |
| Link Speed (mph) | | 40 | | | 40 | | | 35 | | | 35 | |
| Link Distance (ft) | | 660 | | | 872 | | | 919 | | | 547 | |
| Travel Time (s) | | 11.3 | | | 14.9 | | | 17.9 | | | 10.7 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 3% | 3% | 3% | 2% | 2% | 2% | 0% | 0% | 0% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 879 | 1241 | 0 | 0 | 1056 | 836 | 608 | 0 | 483 | 0 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 879 | 1241 | 0 | 0 | 1056 | 836 | 608 | 0 | 483 | 0 | 0 | 0 |
| Turn Type | Prot | NA | | | NA | Perm | Prot | | Free | | | |
| Protected Phases | 4 5 | 4 5 6 | | | 1 2 | | 3 | | | | | |
| Permitted Phases | | | | | | 1 2 | | | Free | | | |
| Detector Phase | 4 5 | 4 5 6 | | | 1 2 | 1 2 | 3 | | | | | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | | | | 6.0 | | | | | |
| Minimum Split (s) | | | | | | | 12.5 | | | | | |
| Total Split (s) | | | | | | | 21.0 | | | | | |
| Total Split (%) | | | | | | | 14.0% | | | | | |
| Maximum Green (s) | | | | | | | 14.5 | | | | | |
| Yellow Time (s) | | | | | | | 4.5 | | | | | |
| All-Red Time (s) | | | | | | | 2.0 | | | | | |
| Lost Time Adjust (s) | | | | | | | 0.0 | | | | | |
| Total Lost Time (s) | | | | | | | 6.5 | | | | | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | | | | | | | 3.0 | | | | | |

| Lane Group | Ø1 | Ø2 | Ø4 | Ø5 | Ø6 |
|-------------------------|------|------|------|------|------|
| Lane Configurations | | | | | |
| Traffic Volume (vph) | | | | | |
| Future Volume (vph) | | | | | |
| Ideal Flow (vphpl) | | | | | |
| Lane Width (ft) | | | | | |
| Grade (%) | | | | | |
| Storage Length (ft) | | | | | |
| Storage Lanes | | | | | |
| Taper Length (ft) | | | | | |
| Lane Util. Factor | | | | | |
| Ped Bike Factor | | | | | |
| Frt | | | | | |
| Flt Protected | | | | | |
| Satd. Flow (prot) | | | | | |
| Flt Permitted | | | | | |
| Satd. Flow (perm) | | | | | |
| Right Turn on Red | | | | | |
| Satd. Flow (RTOR) | | | | | |
| Link Speed (mph) | | | | | |
| Link Distance (ft) | | | | | |
| Travel Time (s) | | | | | |
| Confl. Peds. (#/hr) | | | | | |
| Confl. Bikes (#/hr) | | | | | |
| Peak Hour Factor | | | | | |
| Growth Factor | | | | | |
| Heavy Vehicles (%) | | | | | |
| Bus Blockages (#/hr) | | | | | |
| Parking (#/hr) | | | | | |
| Mid-Block Traffic (%) | | | | | |
| Adj. Flow (vph) | | | | | |
| Shared Lane Traffic (%) | | | | | |
| Lane Group Flow (vph) | | | | | |
| Turn Type | | | | | |
| Protected Phases | 1 | 2 | 4 | 5 | 6 |
| Permitted Phases | | | | | |
| Detector Phase | | | | | |
| Switch Phase | | | | | |
| Minimum Initial (s) | 6.0 | 10.0 | 6.0 | 10.0 | 6.0 |
| Minimum Split (s) | 12.0 | 24.5 | 12.0 | 24.5 | 12.5 |
| Total Split (s) | 12.0 | 36.0 | 12.0 | 46.0 | 23.0 |
| Total Split (%) | 8% | 24% | 8% | 31% | 15% |
| Maximum Green (s) | 6.0 | 29.5 | 6.0 | 39.5 | 16.5 |
| Yellow Time (s) | 4.0 | 4.5 | 4.0 | 4.5 | 4.5 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | | | | |
| Total Lost Time (s) | | | | | |
| Lead/Lag | Lead | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | Yes | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 4.0 | 3.0 | 3.0 | 4.0 |

Lanes, Volumes, Timings
303: I-95 NB Off Ramp & Woolbright Rd

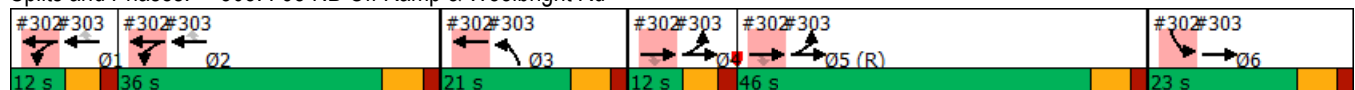
Existing 2019 PM - Synchro
12/30/2020

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|-----|-----|------|------|-------|-------|-------|-----|-----|-----|
| Minimum Gap (s) | | | | | | | 3.0 | | | | | |
| Time Before Reduce (s) | | | | | | | 0.0 | | | | | |
| Time To Reduce (s) | | | | | | | 0.0 | | | | | |
| Recall Mode | | | | | | | None | | | | | |
| Walk Time (s) | | | | | | | | | | | | |
| Flash Dont Walk (s) | | | | | | | | | | | | |
| Pedestrian Calls (#/hr) | | | | | | | | | | | | |
| Act Effct Green (s) | 52.0 | 75.0 | | | 42.0 | 42.0 | 14.5 | | 150.0 | | | |
| Actuated g/C Ratio | 0.35 | 0.50 | | | 0.28 | 0.28 | 0.10 | | 1.00 | | | |
| v/c Ratio | 0.74 | 0.70 | | | 0.59 | 1.08 | 1.84 | | 0.31 | | | |
| Control Delay | 28.1 | 16.7 | | | 46.4 | 73.8 | 423.1 | | 0.5 | | | |
| Queue Delay | 0.1 | 0.6 | | | 0.5 | 0.0 | 0.0 | | 0.0 | | | |
| Total Delay | 28.2 | 17.3 | | | 46.9 | 73.8 | 423.1 | | 0.5 | | | |
| LOS | C | B | | | D | E | F | | A | | | |
| Approach Delay | | 21.8 | | | 58.8 | | | 236.0 | | | | |
| Approach LOS | | C | | | E | | | F | | | | |
| Queue Length 50th (ft) | 159 | 134 | | | 242 | ~591 | ~462 | | 0 | | | |
| Queue Length 95th (ft) | m152 | m127 | | | 242 | #848 | #585 | | 0 | | | |
| Internal Link Dist (ft) | | 580 | | | 792 | | | 839 | | | 467 | |
| Turn Bay Length (ft) | | | | | | 675 | | | 400 | | | |
| Base Capacity (vph) | 1190 | 1769 | | | 1776 | 772 | 331 | | 1583 | | | |
| Starvation Cap Reductn | 18 | 201 | | | 0 | 0 | 0 | | 0 | | | |
| Spillback Cap Reductn | 0 | 0 | | | 315 | 0 | 0 | | 0 | | | |
| Storage Cap Reductn | 0 | 0 | | | 0 | 0 | 0 | | 0 | | | |
| Reduced v/c Ratio | 0.75 | 0.79 | | | 0.72 | 1.08 | 1.84 | | 0.31 | | | |

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 69 (46%), Referenced to phase 5:EBT, Start of Green
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.84
 Intersection Signal Delay: 81.3 Intersection LOS: F
 Intersection Capacity Utilization 104.9% ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 303: I-95 NB Off Ramp & Woolbright Rd



| Lane Group | Ø1 | Ø2 | Ø4 | Ø5 | Ø6 |
|-------------------------|------|------|------|-------|------|
| Minimum Gap (s) | 3.0 | 4.0 | 3.0 | 3.0 | 4.0 |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Recall Mode | None | None | None | C-Max | None |
| Walk Time (s) | | 5.0 | | 5.0 | |
| Flash Dont Walk (s) | | 10.0 | | 10.0 | |
| Pedestrian Calls (#/hr) | | 0 | | 0 | |
| Act Effct Green (s) | | | | | |
| Actuated g/C Ratio | | | | | |
| v/c Ratio | | | | | |
| Control Delay | | | | | |
| Queue Delay | | | | | |
| Total Delay | | | | | |
| LOS | | | | | |
| Approach Delay | | | | | |
| Approach LOS | | | | | |
| Queue Length 50th (ft) | | | | | |
| Queue Length 95th (ft) | | | | | |
| Internal Link Dist (ft) | | | | | |
| Turn Bay Length (ft) | | | | | |
| Base Capacity (vph) | | | | | |
| Starvation Cap Reductn | | | | | |
| Spillback Cap Reductn | | | | | |
| Storage Cap Reductn | | | | | |
| Reduced v/c Ratio | | | | | |
| Intersection Summary | | | | | |

Lanes, Volumes, Timings
304: Woolbright Rd & Seacrest Blvd

Existing 2019 PM - Synchro
12/30/2020

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 162 | 899 | 475 | 59 | 952 | 59 | 589 | 406 | 153 | 81 | 257 | 96 |
| Future Volume (vph) | 162 | 899 | 475 | 59 | 952 | 59 | 589 | 406 | 153 | 81 | 257 | 96 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 300 | | 0 | 300 | | 0 | 475 | | 0 | 180 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 2 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 0.97 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Ped Bike Factor | | | | | | | | | | | | |
| Fr t | | 0.948 | | | 0.991 | | | 0.959 | | | 0.959 | |
| Fl t Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 3323 | 0 | 1752 | 3473 | 0 | 3433 | 3394 | 0 | 1770 | 3394 | 0 |
| Fl t Permitted | 0.069 | | | 0.073 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 127 | 3323 | 0 | 135 | 3473 | 0 | 3433 | 3394 | 0 | 1770 | 3394 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 65 | | | 4 | | | 39 | | | 33 | |
| Link Speed (mph) | | 40 | | | 40 | | | 40 | | | 40 | |
| Link Distance (ft) | | 1495 | | | 649 | | | 896 | | | 641 | |
| Travel Time (s) | | 25.5 | | | 11.1 | | | 15.3 | | | 10.9 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 176 | 977 | 516 | 64 | 1035 | 64 | 640 | 441 | 166 | 88 | 279 | 104 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 176 | 1493 | 0 | 64 | 1099 | 0 | 640 | 607 | 0 | 88 | 383 | 0 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | Prot | NA | | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 6 | | | 2 | | | | | | | | |
| Detector Phase | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 20.0 | | 4.0 | 20.0 | | 4.0 | 6.0 | | 4.0 | 6.0 | |
| Minimum Split (s) | 10.5 | 39.5 | | 10.5 | 37.5 | | 10.5 | 34.5 | | 10.5 | 37.5 | |
| Total Split (s) | 20.0 | 50.0 | | 20.0 | 50.0 | | 40.0 | 57.0 | | 23.0 | 40.0 | |
| Total Split (%) | 13.3% | 33.3% | | 13.3% | 33.3% | | 26.7% | 38.0% | | 15.3% | 26.7% | |
| Maximum Green (s) | 13.5 | 43.5 | | 13.5 | 43.5 | | 33.5 | 50.5 | | 16.5 | 33.5 | |
| Yellow Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 6.5 | 6.5 | | 6.5 | 6.5 | | 6.5 | 6.5 | | 6.5 | 6.5 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |

Lanes, Volumes, Timings
304: Woolbright Rd & Seacrest Blvd

Existing 2019 PM - Synchro
12/30/2020

| | ↖ | → | ↘ | ↙ | ← | ↖ | ↙ | ↑ | ↘ | ↘ | ↓ | ↙ |
|-------------------------|------|-------|-----|------|-------|-----|------|------|-----|------|------|-----|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Minimum Gap (s) | 2.0 | 4.0 | | 2.0 | 4.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | None | C-Min | | None | C-Min | | None | None | | None | None | |
| Walk Time (s) | | 7.0 | | | 10.0 | | | 7.0 | | | 10.0 | |
| Flash Dont Walk (s) | | 26.0 | | | 21.0 | | | 21.0 | | | 21.0 | |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 78.1 | 65.8 | | 63.2 | 54.9 | | 31.5 | 39.8 | | 12.6 | 20.9 | |
| Actuated g/C Ratio | 0.52 | 0.44 | | 0.42 | 0.37 | | 0.21 | 0.27 | | 0.08 | 0.14 | |
| v/c Ratio | 0.71 | 1.00 | | 0.44 | 0.86 | | 0.89 | 0.65 | | 0.59 | 0.76 | |
| Control Delay | 72.3 | 50.5 | | 33.5 | 52.8 | | 72.7 | 49.0 | | 82.1 | 66.9 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 72.3 | 50.5 | | 33.5 | 52.8 | | 72.7 | 49.0 | | 82.1 | 66.9 | |
| LOS | E | D | | C | D | | E | D | | F | E | |
| Approach Delay | | 52.8 | | | 51.7 | | | 61.2 | | | 69.7 | |
| Approach LOS | | D | | | D | | | E | | | E | |
| Queue Length 50th (ft) | 138 | ~795 | | 31 | 536 | | 311 | 258 | | 84 | 176 | |
| Queue Length 95th (ft) | m219 | #1041 | | 69 | #774 | | 386 | 320 | | 143 | 227 | |
| Internal Link Dist (ft) | | 1415 | | | 569 | | | 816 | | | 561 | |
| Turn Bay Length (ft) | 300 | | | 300 | | | 475 | | | 180 | | |
| Base Capacity (vph) | 253 | 1493 | | 206 | 1273 | | 766 | 1168 | | 194 | 783 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.70 | 1.00 | | 0.31 | 0.86 | | 0.84 | 0.52 | | 0.45 | 0.49 | |

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 92 (61%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.00

Intersection Signal Delay: 56.6

Intersection LOS: E

Intersection Capacity Utilization 92.0%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

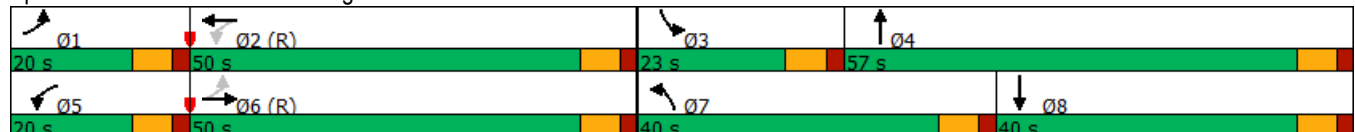
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 304: Woolbright Rd & Seacrest Blvd



Existing Signal Timings

CONTROLLER TIME SHEET

DATE TIMING INSTALLED: _____

| | | | |
|---------------|------------------------------------------|------------------|--------|
| INTERSECTION: | WOOLBRIGHT RD AND SW 8TH ST/CORPORATE DR | CONTROLLER TYPE: | NAZTEC |
| SIGNAL # | 47530 | SYSTEM # | 4175 |

| PHASE NUMBER | BOUND | TIMING INTERVAL | | | | | | | | | | | | | |
|--------------|-------|-----------------|---------|-------|-------|---------|---------|------|---------|---------|---------|---------|--------------|--------------|-------------------|
| | | MIN GREEN | GAP EXT | MAX 1 | MAX 2 | YEL CLR | RED CLR | WALK | PED CLR | MIN RCL | MAX RCL | PED RCL | PHASE ENABLE | LOCKED CALLS | DETECTOR SETTINGS |
| 1 | EBLT | 4.0 | 2.0 | 25.0 | | 4.5 | 2.0 | 0.0 | 0.0 | 0 | | | 1 | 0 | L1=NORMAL |
| 2 | WB | 20.0 | 4.0 | 45.0 | | 4.5 | 2.0 | 7.0 | 27.0 | 1 | | | 1 | 1 | ADV NORMAL |
| 3 | SBLT | 4.0 | 2.0 | 30.0 | | 4.0 | 3.0 | 0.0 | 0.0 | 0 | | | 1 | 0 | L3=NORMAL |
| 4 | NB | 6.0 | 2.0 | 30.0 | | 4.0 | 3.5 | 7.0 | 34.0 | 0 | | | 1 | 0 | L4=D/N(5) |
| 5 | WBLT | 4.0 | 2.0 | 20.0 | | 4.5 | 2.0 | 0.0 | 0.0 | 0 | | | 1 | 0 | L5=NORMAL |
| 6 | EB | 20.0 | 4.0 | 45.0 | | 4.5 | 2.0 | 7.0 | 23.0 | 1 | | | 1 | 1 | ADV NORMAL |
| 7 | NBLT | 4.0 | 2.0 | 20.0 | | 4.0 | 3.0 | 0.0 | 0.0 | 0 | | | 1 | 0 | L7=NORMAL |
| 8 | SB | 6.0 | 2.0 | 30.0 | | 4.0 | 3.5 | 7.0 | 29.0 | 0 | | | 1 | 0 | L8=D/N(5) |

| PRE-EMPTION TIMING | | | | | | | | | SPECIAL FUNCTIONS | | | | | | |
|----------------------------------------|--------------|--------------|------------------------|------------------|-----------------|---------------------------------------|-----------|-------------|-------------------------------------------------------|--------------|------------|------------|--------------|------------|--|
| | DELAY BEFORE | GREEN BEFORE | PRE-EMPT 1 LOCK MEMORY | TRACK CLR ϕ | TRACK CLR GREEN | DWELL ϕ | MIN DWELL | EXIT ϕ | | START ϕ | DUAL ENTRY | DET SWITCH | OUT OF FLASH | INTO FLASH | |
| R/R | | | | | | | | | | 2,6 | 2,4,6,8 | 1,5,7 | 2,6 | 4,8 | |
| BRIDGE | | | | | | | | | Notes: 1. REFER TO SYSTEM TIMING AND ALT TIMING PLANS | | | | | | |
| FIRE STN | | | | | | | | | 2. UPDATED PED+Y+R CLEARANCE TIMES | | | | | | |
| BUS | | | | | | | | | 3. PROGRAMMED FOR FP USING ALT TIME TABLES | | | | | | |
| | | | | | | | | | 4. | | | | | | |
| TIMING DESIGNED BY: SCOTT ORNITZ, P.E. | | | DATE: | | | APPROVED BY: LEE GAO, P.E. <i>LMG</i> | | | DATE: 7/20/18 | | | | | | |

SYSTEM TIMING SHEET

DATE TIMING INSTALLED: _____

| | | | |
|---------------|------------------------------------------|------------------|--------|
| INTERSECTION: | WOOLBRIGHT RD AND SW 8TH ST/CORPORATE DR | CONTROLLER TYPE: | NAZTEC |
| SYSTEM: | WOOLBRIGHT RD | SIGNAL # | 47530 |
| | | SYSTEM # | 4175 |

| TOD SCHEDULER | | | | | | | | | | | |
|---------------|---------|-------|---------|----------|---------|------|---------|--------|---------|------|---------|
| WEEKDAY | | | | WEEKEND | | | | | | | |
| | | | | SATURDAY | | | | SUNDAY | | | |
| TIME | PATTERN | TIME | PATTERN | TIME | PATTERN | TIME | PATTERN | TIME | PATTERN | TIME | PATTERN |
| 0:00 | 100 | 6:30 | 2 | 0:00 | 100 | 7:00 | 1 | 0:00 | 100 | 7:00 | 1 |
| 10:00 | 1 | 14:30 | 3 | 22:00 | 100 | | | 22:00 | 100 | | |
| 18:30 | 1 | 22:00 | 100 | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |

| TIMING PLANS | | | | | | | | | | | | | |
|--------------------|------|-------|------|-------|------|-------|------|-------|------|-------|------|-------|------|
| PATTERN | | 1 | | 2 | | 3 | | 4 | | 5 | | 6 | |
| CYCLE LENGTH (SEC) | | 130 | | 140 | | 150 | | | | | | | |
| OFFSET (SEC) | | 2 | | 1 | | 1 | | | | | | | |
| COORDINATED PHASE | | 2 | | 2 | | 2 | | | | | | | |
| SEQUENCE | | 1 | | 1 | | 1 | | | | | | | |
| ALT TIMING PLAN | | 1 | | 2 | | 3 | | | | | | | |
| | | SPLIT | MODE | SPLIT | MODE | SPLIT | MODE | SPLIT | MODE | SPLIT | MODE | SPLIT | MODE |
| FORCE-OFF 1 (SEC) | EBLT | 22 | NON | 22 | NON | 31 | NON | | NON | | NON | | NON |
| FORCE-OFF 2 (SEC) | WB | 40 | MAX | 37 | MAX | 41 | MAX | | MAX | | MAX | | MAX |
| FORCE-OFF 3 (SEC) | SBLT | 24 | NON | 32 | NON | 30 | NON | | NON | | NON | | NON |
| FORCE-OFF 4 (SEC) | NB | 44 | NON | 49 | NON | 48 | NON | | NON | | NON | | NON |
| FORCE-OFF 5 (SEC) | WBLT | 20 | NON | 22 | NON | 20 | NON | | NON | | NON | | NON |
| FORCE-OFF 6 (SEC) | EB | 42 | MAX | 37 | MAX | 52 | MAX | | MAX | | MAX | | MAX |
| FORCE-OFF 7 (SEC) | NBLT | 20 | NON | 24 | NON | 22 | NON | | NON | | NON | | NON |
| FORCE-OFF 8 (SEC) | SB | 48 | NON | 57 | NON | 56 | NON | | NON | | NON | | NON |

| | |
|-------------------|--|
| Special Features: | |
| 1) | |
| 2) | |
| 3) | |

| | | | |
|---------------------|--------------------|-------|-----------|
| TIMING DESIGNED BY: | SCOTT ORNITZ, P.E. | DATE: | |
| APPROVED BY: | LEE GAO, P.E. PTOE | DATE: | 7/20/2018 |

[1.1.6.1] ALTERNATE TIMING SHEET

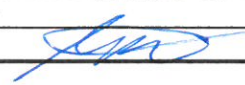
| INTERSECTION: WOOLBRIGHT RD AND SW 8TH ST/CORPORATE DR | | | | | | | | | | | SIGNAL # 47530 | | | | | SYSTEM # 4175 | | | | | |
|--------------------------------------------------------|-----------|----------|-------|-------|--------|-----------|------|-----------|----------------|------------|-------------------|-----------|----------|-------|-------|---------------|-----------|------|-----------|----------------|------------|
| | MIN GREEN | GAP TIME | MAX 1 | MAX 2 | YELLOW | RED CLEAR | WALK | PED CLEAR | ASSIGNED PHASE | BIKE CLEAR | | MIN GREEN | GAP TIME | MAX 1 | MAX 2 | YELLOW | RED CLEAR | WALK | PED CLEAR | ASSIGNED PHASE | BIKE CLEAR |
| ALT TIMING PLAN 1 | | | | | | | | | | | ALT TIMING PLAN 2 | | | | | | | | | | |
| 1 | 4.0 | 2.0 | 25.0 | 13.0 | 4.5 | 2.0 | 0.0 | 0.0 | 1 | | 1 | 4.0 | 2.0 | 25.0 | 8.0 | 4.5 | 2.0 | 0.0 | 0.0 | 1 | |
| 2 | 20.0 | 4.0 | 45.0 | 45.0 | 4.5 | 2.0 | 7.0 | 27.0 | 2 | | 2 | 20.0 | 4.0 | 45.0 | 45.0 | 4.5 | 2.0 | 7.0 | 27.0 | 2 | |
| 3 | 4.0 | 2.0 | 30.0 | 17.0 | 4.0 | 3.0 | 0.0 | 0.0 | 3 | | 3 | 4.0 | 2.0 | 30.0 | 23.0 | 4.0 | 3.0 | 0.0 | 0.0 | 3 | |
| 4 | 6.0 | 2.0 | 30.0 | 25.0 | 4.0 | 3.5 | 7.0 | 34.0 | 4 | | 4 | 6.0 | 2.0 | 30.0 | 15.0 | 4.0 | 3.5 | 7.0 | 34.0 | 4 | |
| 5 | 4.0 | 2.0 | 20.0 | 8.0 | 4.5 | 2.0 | 0.0 | 0.0 | 5 | | 5 | 4.0 | 2.0 | 20.0 | 8.0 | 4.5 | 2.0 | 0.0 | 0.0 | 5 | |
| 6 | 20.0 | 4.0 | 45.0 | 45.0 | 4.5 | 2.0 | 7.0 | 23.0 | 6 | | 6 | 20.0 | 4.0 | 45.0 | 45.0 | 4.5 | 2.0 | 7.0 | 23.0 | 6 | |
| 7 | 4.0 | 2.0 | 20.0 | 11.0 | 4.0 | 3.0 | 0.0 | 0.0 | 7 | | 7 | 4.0 | 2.0 | 20.0 | 8.0 | 4.0 | 3.0 | 0.0 | 0.0 | 7 | |
| 8 | 6.0 | 2.0 | 30.0 | 31.0 | 4.0 | 3.5 | 7.0 | 29.0 | 8 | | 8 | 6.0 | 2.0 | 30.0 | 33.0 | 4.0 | 3.5 | 7.0 | 29.0 | 8 | |

| | MIN GREEN | GAP TIME | MAX 1 | MAX 2 | YELLOW | RED CLEAR | WALK | PED CLEAR | ASSIGNED PHASE | BIKE CLEAR | | MIN GREEN | GAP TIME | MAX 1 | MAX 2 | YELLOW | RED CLEAR | WALK | PED CLEAR | ASSIGNED PHASE | BIKE CLEAR | |
|-------------------|-----------|----------|-------|-------|--------|-----------|------|-----------|----------------|------------|-------------------|-----------|----------|-------|-------|--------|-----------|------|-----------|----------------|------------|--|
| ALT TIMING PLAN 3 | | | | | | | | | | | ALT TIMING PLAN 4 | | | | | | | | | | | |
| 1 | 4.0 | 2.0 | 25.0 | 14.0 | 4.5 | 2.0 | 0.0 | 0.0 | 1 | | 1 | | | | | | | | | | | |
| 2 | 20.0 | 4.0 | 45.0 | 45.0 | 4.5 | 2.0 | 7.0 | 27.0 | 2 | | 2 | | | | | | | | | | | |
| 3 | 4.0 | 2.0 | 30.0 | 22.0 | 4.0 | 3.0 | 0.0 | 0.0 | 3 | | 3 | | | | | | | | | | | |
| 4 | 6.0 | 2.0 | 30.0 | 26.0 | 4.0 | 3.5 | 7.0 | 34.0 | 4 | | 4 | | | | | | | | | | | |
| 5 | 4.0 | 2.0 | 20.0 | 8.0 | 4.5 | 2.0 | 0.0 | 0.0 | 5 | | 5 | | | | | | | | | | | |
| 6 | 20.0 | 4.0 | 45.0 | 45.0 | 4.5 | 2.0 | 7.0 | 23.0 | 6 | | 6 | | | | | | | | | | | |
| 7 | 4.0 | 2.0 | 20.0 | 16.0 | 4.0 | 3.0 | 0.0 | 0.0 | 7 | | 7 | | | | | | | | | | | |
| 8 | 6.0 | 2.0 | 30.0 | 31.0 | 4.0 | 3.5 | 7.0 | 29.0 | 8 | | 8 | | | | | | | | | | | |

| | MIN GREEN | GAP TIME | MAX 1 | MAX 2 | YELLOW | RED CLEAR | WALK | PED CLEAR | ASSIGNED PHASE | BIKE CLEAR | ALT TIMING PLAN ASSIGNMENTS | | | | | | | | | | | |
|-------------------|-----------|----------|-------|-------|--------|-----------|------|-----------|----------------|------------|-----------------------------|-----------|--|--|--|--|--|--|--|--|--|--|
| ALT TIMING PLAN 5 | | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | ALT TIMING PLAN 1 | PATTERN 1 | | | | | | | | | | |
| 2 | | | | | | | | | | | ALT TIMING PLAN 2 | PATTERN 2 | | | | | | | | | | |
| 3 | | | | | | | | | | | ALT TIMING PLAN 3 | PATTERN 3 | | | | | | | | | | |
| 4 | | | | | | | | | | | ALT TIMING PLAN 4 | | | | | | | | | | | |
| 5 | | | | | | | | | | | ALT TIMING PLAN 5 | | | | | | | | | | | |
| 6 | | | | | | | | | | | | | | | | | | | | | | |
| 7 | | | | | | | | | | | | | | | | | | | | | | |
| 8 | | | | | | | | | | | | | | | | | | | | | | |

NOTES:

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|---------------------|--------------------------------------------------------------------------------------------------------|------|-----------|
| TIMING DESIGNED BY: | SCOTT ORNITZ, P.E. | DATE | |
| APPROVED BY: | LEE GAO, P.E. PTOE  | DATE | 7/20/2018 |

Palm Beach County

Signal Timing Sheet

5/8/2019

47550 : 4180 - Woolbright Rd and I-95 (Standard File)

Phase [1.1.1]

| | 1 | 2 (WT) | 3 (NR) | 4 | 5 (ET) | 6 (SR) | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---------------|---|-----------|-----------|---|-----------|-----------|-----|---|-----|-----|-----|-----|-----|-----|-----|-----|
| Walk | | 5 | | | 5 | | | | | | | | | | | |
| Ped Clearance | | 10 | | | 10 | | | | | | | | | | | |
| Min Green | 6 | 10 | 6 | 6 | 10 | 6 | | | | | | | | | | |
| Passage | | 4 | 2 | | 4 | 2 | | | | | | | | | | |
| Max1 | 6 | 40 | 20 | 6 | 45 | 30 | | | | | | | | | | |
| Max2 | | | | | | | | | | | | | | | | |
| Yellow | 4 | 4.5 | 4.5 | 4 | 4.5 | 4.5 | 4.5 | 5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| Red | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | | | | | | | | |

Phase Option [1.1.2]

| | 1 | 2 (WT) | 3 (NR) | 4 | 5 (ET) | 6 (SR) | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------------|----|-----------|-----------|----|-----------|-----------|---|----|----|----|----|----|----|----|----|----|
| Enable | ON | ON | ON | ON | ON | ON | | | | | | | | | | |
| Auto Entry | | | | | | ON | | | | | | | | | | |
| Auto Exit | | | | | ON | | | | | | | | | | | |
| Non Act1 | | | | | | | | | | | | | | | | |
| Non Act2 | | | | | | | | | | | | | | | | |
| Lock Call | | | | | ON | | | ON | ON | ON | ON | ON | ON | ON | ON | ON |
| Min Recall | | | | | ON | | | | | | | | | | | |
| Max Recall | ON | ON | ON | ON | ON | ON | | | | | | | | | | |
| Ped Recall | | | | | | | | | | | | | | | | |
| Dual Entry | | ON | | ON | | ON | | ON | | | | | | | | |
| Sim Gap Enable | | | | | | | | ON | ON | ON | ON | ON | ON | ON | ON | ON |
| Rest In Walk | | | | | | | | | | | | | | | | |

Detector, Vehicle Parameters 1-16 [5.1]

| | 1 (WBT1) | 2 (WBT2) | 3 (NBR1) | 4 (EBT1) | 5 (EBT2) | 6 (SBR1) | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|--------------|-------------|-------------|-------------|-------------|-------------|-------------|---|---|---|----|----|----|----|----|----|----|
| Call Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | | | | | |
| Switch Phase | | | | | | | | | | | | | | | | |
| Delay Time | | | | | | | | | | | | | | | | |

Detector, Vehicle Parameters 17-32 [5.1]

| | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 |
|--------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| Call Phase | | | | | | | | | | | | | | | | |
| Switch Phase | | | | | | | | | | | | | | | | |
| Delay Time | | | | | | | | | | | | | | | | |

Detector, Vehicle Parameters 33-48 [5.1]

| | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 |
|--------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| Call Phase | | | | | | | | | | | | | | | | |
| Switch Phase | | | | | | | | | | | | | | | | |
| Delay Time | | | | | | | | | | | | | | | | |

Detector, Vehicle Parameters 49-64 [5.1]

| | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 |
|--------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| Call Phase | | | | | | | | | | | | | | | | |
| Switch Phase | | | | | | | | | | | | | | | | |
| Delay Time | | | | | | | | | | | | | | | | |

Approved By: lgao

Date: _____

Palm Beach County

System Timing Sheet

5/8/2019

47550 : 4180 - Woolbright Rd and I-95 (Standard File)

TB Coor, Day Plan [4.4]

| Day Plan Table 1 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|------------------|-----|----|----|----|----|-----|---|---|---|----|----|----|----|----|----|----|
| Hour | | 6 | 10 | 14 | 18 | 22 | | | | | | | | | | |
| Minute | | 30 | | 30 | 30 | | | | | | | | | | | |
| Action | 100 | 2 | 1 | 3 | 1 | 100 | | | | | | | | | | |

| Day Plan Table 2 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|------------------|-----|---|-----|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Hour | | 7 | 22 | | | | | | | | | | | | | |
| Minute | | | | | | | | | | | | | | | | |
| Action | 100 | 1 | 100 | | | | | | | | | | | | | |

| Day Plan Table 3 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|------------------|-----|---|-----|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Hour | | 7 | 22 | | | | | | | | | | | | | |
| Minute | | | | | | | | | | | | | | | | |
| Action | 100 | 1 | 100 | | | | | | | | | | | | | |

Coordination, Pattern 1-16 [2.1]/Coordination, Alt Tables+[2.6]

| Pattern | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|--------------|-----|-----|-----|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Cycle Time | 130 | 140 | 150 | | | | | | | | | | | | | |
| Offset Time | | | | | | | | | | | | | | | | |
| Split Number | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| Seq Number | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Ph Opt Alt | | | | | | | | | | | | | | | | |
| Ph Time Alt | | | | | | | | | | | | | | | | |

Coordination, Splits [2.7.1]

| Split Table 1 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Time | 12 | 26 | 22 | 12 | 36 | 22 | | | | | | | | | | |
| Mode | NON | MXP | NON | NON | MXP | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord-Ph | | | | | ON | | | | | | | | | | | |

| Split Table 2 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Time | 12 | 34 | 15 | 12 | 43 | 24 | | | | | | | | | | |
| Mode | NON | NON | NON | NON | MAX | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord-Ph | | | | | ON | | | | | | | | | | | |

| Split Table 3 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Time | 12 | 36 | 21 | 12 | 46 | 23 | | | | | | | | | | |
| Mode | NON | NON | NON | NON | MAX | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord-Ph | | | | | ON | | | | | | | | | | | |

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

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

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

Approved By: lgao

Date: _____

Palm Beach County

Preempt & Overlap Timing Sheet

5/8/2019

47550 : 4180 - Woolbright Rd and I-95 (Standard File)

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

| Channel | 1 | 2 | 3 | 4 | 5 | 6 |
|-----------------|----|----|----|----|----|----|
| Lock Input | ON | ON | ON | ON | ON | ON |
| Override Flash | | ON | ON | ON | ON | ON |
| Override Higher | ON | ON | ON | ON | ON | ON |
| Flash Dwell | | | | | | |
| Link | | | | | | |
| Delay | | | | | | |
| Min Duration | | | | | | |
| Min Green | | | | | | |
| Min Walk | | | | | | |
| Ped Clear | | | | | | |
| Track Green | | | | | | |
| Min Dwell | | | | | | |
| Max Presence | | | | | | |
| Track R1 | | | | | | |
| Track R2 | | | | | | |
| Track R3 | | | | | | |
| Track R4 | | | | | | |
| Dwell P1 | | | | | | |
| Dwell P2 | | | | | | |
| Dwell P3 | | | | | | |
| Dwell P4 | | | | | | |
| Dwell P5 | | | | | | |
| Dwell P6 | | | | | | |
| Dwell P7 | | | | | | |
| Dwell P8 | | | | | | |
| Dwell P9 | | | | | | |
| Dwell P10 | | | | | | |
| Dwell P11 | | | | | | |
| Dwell P12 | | | | | | |
| Dwell Ped1 | | | | | | |
| Dwell Ped2 | | | | | | |
| Dwell Ped3 | | | | | | |
| Dwell Ped4 | | | | | | |
| Dwell Ped5 | | | | | | |
| Dwell Ped6 | | | | | | |
| Dwell Ped7 | | | | | | |
| Dwell Ped8 | | | | | | |
| Exit R1 | | | | | | |
| Exit R2 | | | | | | |
| Exit R3 | | | | | | |
| Exit R4 | | | | | | |

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

| Preempt | 1 | 2 | 3 | 4 | 5 | 6 |
|------------------|------|-------|-------|-------|-------|-------|
| Enable | | | | | | |
| Type | RAIL | EMERG | EMERG | EMERG | EMERG | EMERG |
| Skip Track | | | | | | |
| Volt Mon Flash | | | | | | |
| Coord in Preempt | | | | | | |
| Max2 | | | | | | |
| Return Max/Min | MAX | MAX | MAX | MAX | MAX | MAX |
| Extend Dwell | | | | | | |
| Pattern | | | | | | |
| Output Mode | TS2 | TS2 | TS2 | TS2 | TS2 | TS2 |
| Track Over 1 | | | | | | |
| Track Over 2 | | | | | | |
| Track Over 3 | | | | | | |
| Track Over 4 | | | | | | |
| Track Over 5 | | | | | | |
| Track Over 6 | | | | | | |
| Track Over 7 | | | | | | |
| Track Over 8 | | | | | | |
| Track Over 9 | | | | | | |
| Track Over 10 | | | | | | |
| Track Over 11 | | | | | | |
| Track Over 12 | | | | | | |
| Dwell Over 1 | | | | | | |
| Dwell Over 2 | | | | | | |
| Dwell Over 3 | | | | | | |
| Dwell Over 4 | | | | | | |
| Dwell Over 5 | | | | | | |
| Dwell Over 6 | | | | | | |
| Dwell Over 7 | | | | | | |
| Dwell Over 8 | | | | | | |
| Dwell Over 9 | | | | | | |
| Dwell Over 10 | | | | | | |
| Dwell Over 11 | | | | | | |
| Dwell Over 12 | | | | | | |
| Ped Clear | | | | | | |
| Yellow | | | | | | |
| Red | | | | | | |
| Return Min/Max | | | | | | |
| Delay Inh | | | | | | |
| Exit Time | | | | | | |
| All Red B4 | | | | | | |

Overlap Program Parameters [1.5.2.1]

| Overlap | Included Phases | | | | | | Modifier Phases | | | | | | Type | Green | Yellow | Red |
|------------|-----------------|---|---|---|--|--|-----------------|--|--|--|--|--|--------|-------|--------|-----|
| Overlap 1 | 2 | 3 | | | | | | | | | | | NORMAL | | 3.5 | 1.5 |
| Overlap 2 | 2 | 3 | 4 | 5 | | | | | | | | | NORMAL | | 3.5 | 1.5 |
| Overlap 3 | 1 | 6 | | | | | | | | | | | NORMAL | | 3.5 | 1.5 |
| Overlap 4 | | | | | | | | | | | | | NORMAL | | 3.5 | 1.5 |
| Overlap 5 | 4 | 5 | | | | | | | | | | | NORMAL | | 3.5 | 1.5 |
| Overlap 6 | | | | | | | | | | | | | NORMAL | | 3.5 | 1.5 |
| Overlap 7 | 2 | | | | | | | | | | | | NORMAL | | 3.5 | 1.5 |
| Overlap 8 | 5 | | | | | | | | | | | | NORMAL | | 3.5 | 1.5 |
| Overlap 9 | 5 | 6 | | | | | | | | | | | NORMAL | | 3.5 | 1.5 |
| Overlap 10 | 1 | 2 | 5 | 6 | | | | | | | | | NORMAL | | 3.5 | 1.5 |
| Overlap 11 | 3 | 4 | | | | | | | | | | | NORMAL | | 3.5 | 1.5 |
| Overlap 12 | | | | | | | | | | | | | NORMAL | | 3.5 | 1.5 |
| Overlap 13 | 1 | 2 | | | | | | | | | | | NORMAL | | 3.5 | 1.5 |
| Overlap 14 | | | | | | | | | | | | | NORMAL | | 3.5 | 1.5 |
| Overlap 15 | 5 | | | | | | | | | | | | NORMAL | | 3.5 | 1.5 |
| Overlap 16 | 2 | | | | | | | | | | | | NORMAL | | 3.5 | 1.5 |

Approved By: lgao

Date: _____

Palm Beach County

Alternate Timing Sheet

5/8/2019

47550 : 4180 - Woolbright Rd and I-95 (Standard File)

Alternate Phase Program 1, Interval Times [1.1.6.1]

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

Alternate Phase Program 2, Interval Times [1.1.6.1]

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

Alternate Phase Program 3, Interval Times [1.1.6.1]

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

Alternate Phase Program 4, Interval Times [1.1.6.1]

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

Alternate Phase Program 5, Interval Times [1.1.6.1]

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

TB Coor, Day Plan [4.4]

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

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

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

Approved By: lgao

Date: _____

Palm Beach County

Special System Timing Sheet

5/8/2019

47550 : 4180 - Woolbright Rd and I-95 (Standard File)

Coordination, Splits [2.7.1]

Split Table 7

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Time | | | | | | | | | | | | | | | | |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord-Ph | | ON | | | | | | | | | | | | | | |

Split Table 8

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Time | | | | | | | | | | | | | | | | |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord-Ph | | ON | | | | | | | | | | | | | | |

Split Table 9

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Time | | | | | | | | | | | | | | | | |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord-Ph | | ON | | | | | | | | | | | | | | |

Split Table 10

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Time | | | | | | | | | | | | | | | | |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord-Ph | | ON | | | | | | | | | | | | | | |

Split Table 11

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Time | | | | | | | | | | | | | | | | |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord-Ph | | ON | | | | | | | | | | | | | | |

Split Table 12

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Time | | | | | | | | | | | | | | | | |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord-Ph | | ON | | | | | | | | | | | | | | |

Split Table 13

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Time | | | | | | | | | | | | | | | | |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord-Ph | | ON | | | | | | | | | | | | | | |

Split Table 14

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Time | | | | | | | | | | | | | | | | |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord-Ph | | ON | | | | | | | | | | | | | | |

Split Table 15

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Time | | | | | | | | | | | | | | | | |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord-Ph | | ON | | | | | | | | | | | | | | |

Split Table 16

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Time | | | | | | | | | | | | | | | | |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord-Ph | | ON | | | | | | | | | | | | | | |

Approved By: lgao

Date: _____

CONTROLLER TIME SHEET

DATE TIMING INSTALLED: _____

| | | | |
|---------------|-----------------------------------|------------------|--------|
| INTERSECTION: | WOOLBRIGHT ROAD AND SEACREST BLVD | CONTROLLER TYPE: | NAZTEC |
| SIGNAL # | 47575 | SYSTEM # | 4190 |

| PHASE NUMBER | BOUND | TIMING INTERVAL | | | | | | | | | | | | | |
|--------------|-------|-----------------|---------|-------|-------|---------|---------|------|---------|---------|---------|---------|--------------|--------------|-------------------|
| | | MIN GREEN | GAP EXT | MAX 1 | MAX 2 | YEL CLR | RED CLR | WALK | PED CLR | MIN RCL | MAX RCL | PED RCL | PHASE ENABLE | LOCKED CALLS | DETECTOR SETTINGS |
| 1 | EBLT | 4.0 | 2.0 | 20.0 | | 4.5 | 2.0 | 0.0 | 0.0 | 0 | | | | | |
| 2 | WB | 20.0 | 4.0 | 60.0 | | 4.5 | 2.0 | 10.0 | 21.0 | 1 | | | | | |
| 3 | SBLT | 4.0 | 2.0 | 20.0 | | 4.5 | 2.0 | 0.0 | 0.0 | 0 | | | | | |
| 4 | NB | 6.0 | 2.0 | 35.0 | | 4.5 | 2.0 | 7.0 | 21.0 | 0 | | | | | |
| 5 | WBLT | 4.0 | 2.0 | 20.0 | | 4.5 | 2.0 | 0.0 | 0.0 | 0 | | | | | |
| 6 | EB | 20.0 | 4.0 | 40.0 | | 4.5 | 2.0 | 7.0 | 26.0 | 1 | | | | | |
| 7 | NBLT | 4.0 | 2.0 | 35.0 | | 4.5 | 2.0 | 0.0 | 0.0 | 0 | | | | | |
| 8 | SB | 6.0 | 2.0 | 35.0 | | 4.5 | 2.0 | 10.0 | 21.0 | 0 | | | | | |

| PRE-EMPTION TIMING | | | | | | | | | SPECIAL FUNCTIONS | | | | | | | | | | | |
|---------------------|--------------|--------------|------------------------|------------------|-----------------|--------------|-----------|-------------|-------------------------------------------------------|------------|------------|--------------------|------------|--|-------|--|--|---------|--|--|
| | DELAY BEFORE | GREEN BEFORE | PRE-EMPT 1 LOCK MEMORY | TRACK CLR ϕ | TRACK CLR GREEN | DWELL ϕ | MIN DWELL | EXIT ϕ | START ϕ | DUAL ENTRY | DET SWITCH | OUT OF FLASH | INTO FLASH | | | | | | | |
| R/R | | | | | | | | | 2,6 | 2,4,6,8 | 1,5 | 2,6 | 4,8 | | | | | | | |
| BRIDGE | | | | | | | | | Notes: 1. REFER TO SYSTEM TIMING AND ALT TIMING PLANS | | | | | | | | | | | |
| FIRE STN | | | | | | | | | 2. UPDATED PED+Y+R CLEARANCE TIMES | | | | | | | | | | | |
| BUS | | | | | | | | | 3. PROGRAMMED FOR FP USING ALT TIME TABLES | | | | | | | | | | | |
| | | | | | | | | | 4. | | | | | | | | | | | |
| TIMING DESIGNED BY: | | | SCOTT E. ORNITZ, P.E. | | | DATE: | | | APPROVED BY: | | | LEE GAO, P.E. PTOE | | | DATE: | | | 7/19/18 | | |

SYSTEM TIMING SHEET

DATE TIMING INSTALLED: _____

| | | | |
|---------------|-----------------------------------|------------------|--------|
| INTERSECTION: | WOOLBRIGHT ROAD AND SEACREST BLVD | CONTROLLER TYPE: | NAZTEC |
| SYSTEM: | WOOLBRIGHT RD | SIGNAL # | 47575 |
| | | SYSTEM # | 4190 |

| TOD SCHEDULER | | | | | | | | | | | |
|---------------|---------|-------|---------|----------|---------|------|---------|--------|---------|------|---------|
| WEEKDAY | | | | WEEKEND | | | | | | | |
| | | | | SATURDAY | | | | SUNDAY | | | |
| TIME | PATTERN | TIME | PATTERN | TIME | PATTERN | TIME | PATTERN | TIME | PATTERN | TIME | PATTERN |
| 0:00 | 100 | 6:30 | 2 | 0:00 | 100 | 7:00 | 1 | 0:00 | 100 | 7:00 | 1 |
| 10:00 | 1 | 14:30 | 3 | 22:00 | 100 | | | 22:00 | 100 | | |
| 18:30 | 1 | 22:00 | 100 | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |

| TIMING PLANS | | | | | | |
|--------------------|-----|-----|-----|---|---|---|
| PATTERN | 1 | 2 | 3 | 4 | 5 | 6 |
| CYCLE LENGTH (SEC) | 130 | 140 | 150 | | | |
| OFFSET (SEC) | 99 | 5 | 92 | | | |
| COORDINATED PHASE | 2 | 2 | 2 | | | |
| SEQUENCE | 1 | 1 | 5 | | | |
| ALT TIMING PLAN | 1 | 2 | 3 | | | |

| | | SPLIT | MODE | SPLIT | MODE | SPLIT | MODE | SPLIT | MODE | SPLIT | MODE | SPLIT | MODE |
|-------------------|------|-------|------|-------|------|-------|------|-------|------|-------|------|-------|------|
| FORCE-OFF 1 (SEC) | EBLT | 22 | NON | 22 | NON | 20 | NON | | NON | | NON | | NON |
| FORCE-OFF 2 (SEC) | WB | 41 | MAX | 46 | MAX | 50 | MAX | | MAX | | MAX | | MAX |
| FORCE-OFF 3 (SEC) | SBLT | 22 | NON | 24 | NON | 23 | NON | | NON | | NON | | NON |
| FORCE-OFF 4 (SEC) | NB | 45 | NON | 48 | NON | 57 | NON | | NON | | NON | | NON |
| FORCE-OFF 5 (SEC) | WBLT | 22 | NON | 22 | NON | 20 | NON | | NON | | NON | | NON |
| FORCE-OFF 6 (SEC) | EB | 41 | MAX | 46 | MAX | 50 | MAX | | MAX | | MAX | | MAX |
| FORCE-OFF 7 (SEC) | NBLT | 28 | NON | 32 | NON | 40 | NON | | NON | | NON | | NON |
| FORCE-OFF 8 (SEC) | SB | 39 | NON | 40 | NON | 40 | NON | | NON | | NON | | NON |

Special Features:

1) _____

2) _____

3) _____

| | | | |
|---------------------|-----------------------|-------|-----------|
| TIMING DESIGNED BY: | SCOTT E. ORNITZ, P.E. | DATE: | |
| APPROVED BY: | LEE GAO, P.E PTOE | DATE: | 7/19/2018 |

[1.1.6.1] ALTERNATE TIMING SHEET


| INTERSECTION: WOOLBRIGHT ROAD AND SEACREST BLVD | | | | | | | | | | | SIGNAL # 47575 | | | | | SYSTEM # 4190 | | | | | |
|-------------------------------------------------|-----------|----------|-------|-------|--------|-----------|------|-----------|----------------|------------|-------------------|-----------|----------|-------|-------|---------------|-----------|------|-----------|----------------|------------|
| | MIN GREEN | GAP TIME | MAX 1 | MAX 2 | YELLOW | RED CLEAR | WALK | PED CLEAR | ASSIGNED PHASE | BIKE CLEAR | | MIN GREEN | GAP TIME | MAX 1 | MAX 2 | YELLOW | RED CLEAR | WALK | PED CLEAR | ASSIGNED PHASE | BIKE CLEAR |
| ALT TIMING PLAN 1 | | | | | | | | | | | ALT TIMING PLAN 2 | | | | | | | | | | |
| 1 | 4.0 | 2.0 | 20.0 | 8.0 | 4.5 | 2.0 | 0.0 | 0.0 | 1 | | 1 | 4.0 | 2.0 | 20.0 | 8.0 | 4.5 | 2.0 | 0.0 | 0.0 | 1 | |
| 2 | 20.0 | 4.0 | 60.0 | 60.0 | 4.5 | 2.0 | 10.0 | 21.0 | 2 | | 2 | 20.0 | 4.0 | 60.0 | 60.0 | 4.5 | 2.0 | 10.0 | 21.0 | 2 | |
| 3 | 4.0 | 2.0 | 20.0 | 8.0 | 4.5 | 2.0 | 0.0 | 0.0 | 3 | | 3 | 4.0 | 2.0 | 20.0 | 8.0 | 4.5 | 2.0 | 0.0 | 0.0 | 3 | |
| 4 | 6.0 | 2.0 | 35.0 | 35.0 | 4.5 | 2.0 | 7.0 | 21.0 | 4 | | 4 | 6.0 | 2.0 | 35.0 | 35.0 | 4.5 | 2.0 | 7.0 | 21.0 | 4 | |
| 5 | 4.0 | 2.0 | 20.0 | 8.0 | 4.5 | 2.0 | 0.0 | 0.0 | 5 | | 5 | 4.0 | 2.0 | 20.0 | 8.0 | 4.5 | 2.0 | 0.0 | 0.0 | 5 | |
| 6 | 20.0 | 4.0 | 40.0 | 40.0 | 4.5 | 2.0 | 7.0 | 26.0 | 6 | | 6 | 20.0 | 4.0 | 40.0 | 40.0 | 4.5 | 2.0 | 7.0 | 26.0 | 6 | |
| 7 | 4.0 | 2.0 | 35.0 | 18.0 | 4.5 | 2.0 | 0.0 | 0.0 | 7 | | 7 | 4.0 | 2.0 | 35.0 | 21.0 | 4.5 | 2.0 | 0.0 | 0.0 | 7 | |
| 8 | 6.0 | 2.0 | 35.0 | 25.0 | 4.5 | 2.0 | 10.0 | 21.0 | 8 | | 8 | 6.0 | 2.0 | 35.0 | 28.0 | 4.5 | 2.0 | 10.0 | 21.0 | 8 | |

| | MIN GREEN | GAP TIME | MAX 1 | MAX 2 | YELLOW | RED CLEAR | WALK | PED CLEAR | ASSIGNED PHASE | BIKE CLEAR | | MIN GREEN | GAP TIME | MAX 1 | MAX 2 | YELLOW | RED CLEAR | WALK | PED CLEAR | ASSIGNED PHASE | BIKE CLEAR | |
|-------------------|-----------|----------|-------|-------|--------|-----------|------|-----------|----------------|------------|-------------------|-----------|----------|-------|-------|--------|-----------|------|-----------|----------------|------------|--|
| ALT TIMING PLAN 3 | | | | | | | | | | | ALT TIMING PLAN 4 | | | | | | | | | | | |
| 1 | 4.0 | 2.0 | 20.0 | 8.0 | 4.5 | 2.0 | 0.0 | 0.0 | 1 | | 1 | | | | | | | | | | | |
| 2 | 20.0 | 4.0 | 60.0 | 60.0 | 4.5 | 2.0 | 10.0 | 21.0 | 2 | | 2 | | | | | | | | | | | |
| 3 | 4.0 | 2.0 | 20.0 | 9.0 | 4.5 | 2.0 | 0.0 | 0.0 | 3 | | 3 | | | | | | | | | | | |
| 4 | 6.0 | 2.0 | 35.0 | 35.0 | 4.5 | 2.0 | 7.0 | 21.0 | 4 | | 4 | | | | | | | | | | | |
| 5 | 4.0 | 2.0 | 20.0 | 8.0 | 4.5 | 2.0 | 0.0 | 0.0 | 5 | | 5 | | | | | | | | | | | |
| 6 | 20.0 | 4.0 | 40.0 | 40.0 | 4.5 | 2.0 | 7.0 | 26.0 | 6 | | 6 | | | | | | | | | | | |
| 7 | 4.0 | 2.0 | 35.0 | 28.0 | 4.5 | 2.0 | 0.0 | 0.0 | 7 | | 7 | | | | | | | | | | | |
| 8 | 6.0 | 2.0 | 35.0 | 29.0 | 4.5 | 2.0 | 10.0 | 21.0 | 8 | | 8 | | | | | | | | | | | |

| | MIN GREEN | GAP TIME | MAX 1 | MAX 2 | YELLOW | RED CLEAR | WALK | PED CLEAR | ASSIGNED PHASE | BIKE CLEAR | ALT TIMING PLAN ASSIGNMENTS | | | | | | | | | | |
|-------------------|-----------|----------|-------|-------|--------|-----------|------|-----------|----------------|------------|-----------------------------|---------------------|--|--|--|--|--|--|--|--|--|
| ALT TIMING PLAN 5 | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | ALT TIMING PLAN 1 | PATTERN 1 & PREEMPT | | | | | | | | | |
| 2 | | | | | | | | | | | ALT TIMING PLAN 2 | PATTERN 2 & PREEMPT | | | | | | | | | |
| 3 | | | | | | | | | | | ALT TIMING PLAN 3 | PATTERN 3 & PREEMPT | | | | | | | | | |
| 4 | | | | | | | | | | | ALT TIMING PLAN 4 | | | | | | | | | | |
| 5 | | | | | | | | | | | ALT TIMING PLAN 5 | | | | | | | | | | |
| 6 | | | | | | | | | | | | | | | | | | | | | |
| 7 | | | | | | | | | | | | | | | | | | | | | |
| 8 | | | | | | | | | | | | | | | | | | | | | |

NOTES:

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|---------------------|-------------------------------------------------------------------------------------------------------|------|-----------|
| TIMING DESIGNED BY: | SCOTT E. ORNITZ, P.E. | DATE | |
| APPROVED BY: | LEE GAO, P.E PTOE  | DATE | 7/19/2018 |

Appendix D
Raw Crash Data

| FID | OBJECTID | CALENDAR_Y | CRASH_NUMB | CASE_NUMBE | INVSTGT_AG | AGENCY_TYP | DOT_GEOG_D | DOT_CNTY_C | CRASH_DATE | CRASH_TIME | WEEKDAY_TX | DHSMV_CTY_ | DHSCNTYCTY | IN_TOWN_FL |
|------|----------|------------|------------|-----------------|------------|------------------------|------------|------------|------------|------------|------------|------------|------------|------------|
| 921 | 3265279 | 2013 | 832602010 | FHPL13OFF002019 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/10/2013 | 1810 | THURSDAY | 9340 | 0640 | Y |
| 922 | 3266020 | 2013 | 832601790 | FHPL13OFF017906 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 03/25/2013 | 0054 | MONDAY | 9340 | 0640 | N |
| 926 | 3270219 | 2013 | 833067390 | FHPL13OFF031707 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 05/26/2013 | 0542 | SUNDAY | 9340 | 0640 | Y |
| 928 | 3276775 | 2013 | 832875780 | FHPL13OFF031717 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 05/26/2013 | 0635 | SUNDAY | 9334 | 0634 | Y |
| 932 | 3294700 | 2013 | 833361220 | FHPL13OFF064991 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 10/24/2013 | 0630 | THURSDAY | 9334 | 0634 | Y |
| 934 | 3323242 | 2013 | 832709730 | FHPL13OFF038891 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/27/2013 | 1307 | THURSDAY | 9340 | 0640 | N |
| 938 | 3367034 | 2013 | 836427900 | FHPL13OFF053414 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/01/2013 | 0955 | SUNDAY | 9334 | 0634 | Y |
| 940 | 3381304 | 2013 | 831858240 | FHPL13OFF059450 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/28/2013 | 0743 | SATURDAY | 9334 | 0634 | Y |
| 941 | 3390465 | 2013 | 836890510 | FHPL13OFF062520 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 10/12/2013 | 1500 | SATURDAY | 9334 | 0634 | N |
| 942 | 3406119 | 2013 | 819681940 | FHPL13OFF009785 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 02/16/2013 | 0220 | SATURDAY | 9300 | 0600 | N |
| 943 | 3407388 | 2013 | 820122330 | FHPL13OFF017413 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 03/23/2013 | 0405 | SATURDAY | 9300 | 0600 | N |
| 946 | 3418325 | 2013 | 832709790 | FHPL13OFF016272 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 03/18/2013 | 0701 | MONDAY | 9334 | 0634 | N |
| 951 | 3426686 | 2013 | 832743690 | FHPL13OFF066546 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/01/2013 | 0515 | FRIDAY | 9334 | 0634 | Y |
| 952 | 3430633 | 2013 | 833313820 | FHPL13OFF031707 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 05/26/2013 | 0530 | SUNDAY | 9334 | 0634 | N |
| 958 | 3444207 | 2013 | 836519180 | FHPL13OFF064072 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 10/20/2013 | 0149 | SUNDAY | 9340 | 0640 | Y |
| 960 | 3459022 | 2013 | 836427720 | FHPL13OFF044528 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/22/2013 | 1245 | MONDAY | 9334 | 0634 | Y |
| 968 | 3518172 | 2013 | 833249880 | FHPL13OFF059442 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/28/2013 | 0625 | SATURDAY | 9334 | 0634 | Y |
| 972 | 3535297 | 2014 | 837570210 | FHPL14OFF020839 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 04/04/2014 | 2218 | FRIDAY | 9334 | 0634 | Y |
| 975 | 3544228 | 2014 | 837965730 | FHPL14OFF053106 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/28/2014 | 1705 | THURSDAY | 9334 | 0634 | N |
| 978 | 3547518 | 2014 | 837335780 | FHPL14OFF032051 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 05/27/2014 | 0520 | TUESDAY | 9334 | 0634 | Y |
| 979 | 3551654 | 2014 | 838180080 | FHPL14OFF049218 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/12/2014 | 1235 | TUESDAY | 9334 | 0634 | N |
| 983 | 3557626 | 2014 | 838109610 | FHPL14OFF079659 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/22/2014 | 0425 | MONDAY | 9334 | 0634 | N |
| 991 | 3605337 | 2014 | 845325390 | FHPL14OFF079626 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/21/2014 | 2210 | SUNDAY | 9340 | 0640 | N |
| 992 | 3625789 | 2014 | 838179970 | FHPL14OFF046151 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/30/2014 | 0930 | WEDNESDAY | 9334 | 0634 | N |
| 998 | 3691705 | 2014 | 820114150 | FHPL14OFF027091 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 05/03/2014 | 2300 | SATURDAY | 9334 | 0634 | Y |
| 1003 | 3720589 | 2014 | 837570520 | FHPL14OFF034544 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/08/2014 | 0640 | SUNDAY | 9334 | 0634 | Y |
| 1007 | 3728606 | 2014 | 837359690 | FHPL14OFF009783 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 02/13/2014 | 0745 | THURSDAY | 9334 | 0634 | Y |
| 1010 | 3730684 | 2014 | 837887580 | FHPL14OFF042789 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/15/2014 | 2127 | TUESDAY | 9340 | 0640 | N |
| 1016 | 3785263 | 2014 | 845323950 | FHPL14OFF076621 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/08/2014 | 1351 | MONDAY | 9334 | 0634 | N |
| 1017 | 3809642 | 2014 | 844929710 | FHPL14OFF064107 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 10/15/2014 | 0241 | WEDNESDAY | 9334 | 0634 | Y |
| 1022 | 3854123 | 2015 | 845596180 | FHPL15OFF042204 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/04/2015 | 1820 | SATURDAY | 9334 | 0634 | N |
| 1023 | 3860081 | 2015 | 845590480 | FHPL15OFF012072 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 02/25/2015 | 1700 | WEDNESDAY | 9334 | 0634 | Y |
| 1024 | 3869303 | 2015 | 845324970 | FHPL15OFF007317 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 02/04/2015 | 2043 | WEDNESDAY | 9334 | 0634 | N |
| 1026 | 3891986 | 2015 | 848840710 | FHPL15OFF036855 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/11/2015 | 1553 | THURSDAY | 9334 | 0634 | Y |
| 1028 | 3899976 | 2015 | 851455810 | FHPL15OFF056190 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/05/2015 | 1529 | SATURDAY | 9334 | 0634 | Y |
| 1029 | 3925816 | 2015 | 852168070 | FHPL15OFF071244 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/08/2015 | 0202 | SUNDAY | 9340 | 0640 | N |
| 1032 | 3980347 | 2015 | 845577800 | FHPL15OFF001262 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/07/2015 | 0351 | WEDNESDAY | 9334 | 0634 | N |
| 1037 | 4009826 | 2015 | 851455870 | FHPL15OFF056240 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/05/2015 | 2057 | SATURDAY | 9334 | 0634 | N |
| 1038 | 4026177 | 2015 | 844985340 | FHPL15OFF061693 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/29/2015 | 0648 | TUESDAY | 9334 | 0634 | N |
| 1041 | 4045061 | 2015 | 852388920 | FHPL15OFF078742 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/08/2015 | 1300 | TUESDAY | 9334 | 0634 | Y |
| 1045 | 4084156 | 2015 | 845620650 | FHPL15OFF000028 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/01/2015 | 0310 | THURSDAY | 9334 | 0634 | Y |
| 1047 | 4093488 | 2015 | 848826410 | FHPL15OFF036853 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/11/2015 | 1550 | THURSDAY | 9334 | 0634 | N |
| 1051 | 4212644 | 2015 | 848687640 | FHPL15OFF014308 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 03/07/2015 | 0142 | SATURDAY | 9334 | 0634 | N |
| 1060 | 4268171 | 2015 | 851959860 | FHPL15OFF069740 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/01/2015 | 0050 | SUNDAY | 9362 | 0662 | N |
| 1062 | 4304981 | 2013 | 819754900 | FHPL13OFF047410 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/04/2013 | 1500 | SUNDAY | 9300 | 0600 | N |
| 1066 | 4503799 | 2014 | 837967170 | FHPL14OFF039214 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/29/2014 | 2232 | SUNDAY | 9340 | 0640 | Y |
| 1069 | 4604165 | 2015 | 848581540 | FHPL15OFF040249 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/26/2015 | 0700 | FRIDAY | 9334 | 0634 | N |
| 1073 | 10273908 | 2016 | 852526060 | FHPL16OFF001988 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/10/2016 | 0058 | SUNDAY | 9334 | 0634 | Y |
| 1081 | 10385325 | 2016 | 853766970 | FHPL16OFF081535 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/06/2016 | 1900 | SUNDAY | 9334 | 0634 | Y |
| 1082 | 10385488 | 2016 | 854290130 | FHPL16OFF093785 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/20/2016 | 1620 | TUESDAY | 9334 | 0634 | Y |
| 1083 | 10392042 | 2016 | 852792450 | FHPL16OFF048146 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/08/2016 | 1315 | FRIDAY | 9334 | 0634 | Y |
| 1088 | 10407800 | 2016 | 853467760 | FHPL16OFF042067 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/15/2016 | 0640 | WEDNESDAY | 9334 | 0634 | N |
| 1089 | 10408394 | 2016 | 853766900 | FHPL16OFF080390 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/02/2016 | 1635 | WEDNESDAY | 9340 | 0640 | Y |
| 1092 | 10466844 | 2016 | 853067820 | FHPL16OFF057340 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/12/2016 | 2103 | FRIDAY | 9334 | 0634 | N |
| 1093 | 10467160 | 2016 | 853467780 | FHPL16OFF042616 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/17/2016 | 0645 | FRIDAY | 9334 | 0634 | N |
| 1095 | 10476647 | 2016 | 852251690 | FHPL16OFF015598 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 03/05/2016 | 1625 | SATURDAY | 9334 | 0634 | N |
| 1096 | 10532496 | 2016 | 851415210 | FHPL16OFF094705 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/23/2016 | 2134 | FRIDAY | 9334 | 0634 | Y |

| ON_ROADWAY | INT_ROADWA | ROADWAYID | LOCMP | NEAREST_NO | STATE_ROAD | US_ROAD_NU | ACCSIDRD | ACCLANE | TRAVDIR | CRRATECD | DHSRDSYS | JCT_CD | FRST_HARM_ | INTCT_TYP_ | TYPESHLD | SKID_NUMBE |
|------------|---------------|-----------|-------|------------|------------|------------|----------|---------|---------|----------|----------|--------|------------|------------|----------|------------|
| SR 9 | WOOLBRIGHT RD | 93220000 | 12 | 02190 | SR 9 | I 95 | M | M | N | 01 | 01 | 01 | 01 | 01 | 01 | 32 |
| SR 9 | WOOLBRIGHT | 93220000 | 12 | 02190 | SR 9 | I 95 | R | S | N | 01 | 01 | 01 | 01 | 01 | 01 | 32 |
| SR 9 | WOOLBRIGHT RD | 93220000 | 12 | 02190 | SR 9 | I 95 | R | 5 | N | 01 | 01 | 01 | 01 | 01 | 01 | 32 |
| I 95 | WOOLBRIGHT RD | 93220000 | 12 | 02190 | SR 9 | I 95 | R | 1 | N | 01 | 01 | 01 | 01 | 01 | 01 | 32 |
| I 95 | WOOLBRGHT RD | 93220000 | 12 | 02190 | SR 9 | I 95 | M | M | N | 01 | 01 | 01 | 04 | 01 | 01 | 32 |
| SR 9 | WOOLBRIGHT | 93220000 | 12 | 02190 | SR 9 | I 95 | R | 3 | N | 01 | 01 | 01 | 01 | 01 | 01 | 32 |
| I 95 | WOOLBRIGHT RD | 93220000 | 12 | 02235 | SR 9 | I 95 | R | 2 | N | 01 | 01 | 01 | 01 | 01 | 01 | 32 |
| SR 9 | WOOLBRIGHT RD | 93220000 | 12 | 02190 | SR 9 | I 95 | R | 2 | N | 01 | 01 | 01 | 01 | 01 | 01 | 32 |
| SR 9 | WOOLBRIGHT RD | 93220000 | 12 | 02190 | SR 9 | I 95 | R | 1 | N | 01 | 01 | 01 | 01 | 01 | 01 | 32 |
| I 95 | WOOLBRIGHT RD | 93220000 | 12 | 02190 | SR 9 | I 95 | R | 3 | N | 01 | 01 | 01 | 01 | 01 | 01 | 32 |
| SR 9 | WOOLBRIGHT RD | 93220000 | 12 | 02190 | SR 9 | I 95 | R | 3 | N | 01 | 01 | 01 | 01 | 01 | 01 | 32 |
| SR 9 | WOOLBRIGHT RD | 93220000 | 12 | 02190 | SR 9 | I 95 | R | 2 | N | 01 | 01 | 01 | 01 | 01 | 01 | 32 |
| I 95 | WOOLBRIGHT RD | 93220000 | 12 | 02190 | SR 9 | I 95 | M | M | N | 01 | 01 | 18 | 04 | 01 | 01 | 32 |
| I 95 | WOOLBRIGHT RD | 93220000 | 12 | 02190 | SR 9 | I 95 | R | 5 | N | 01 | 01 | 01 | 01 | 01 | 01 | 32 |
| I 95 | WOOLBRIGHT RD | 93220000 | 12 | 02190 | SR 9 | I 95 | R | 3 | N | 01 | 01 | 01 | 01 | 01 | 01 | 32 |
| I 95 | WOOLBRIGHT RD | 93220000 | 12 | 02190 | SR 9 | I 95 | R | U | N | 01 | 01 | 01 | 01 | 01 | 01 | 32 |
| I 95 | WOOLBRIGHT RD | 93220000 | 12 | 02190 | SR 9 | I 95 | R | 4 | N | 01 | 01 | 01 | 01 | 01 | 01 | 32 |
| I 95 | WOOLBRIGHT RD | 93220000 | 12 | 02190 | SR 9 | I 95 | R | 3 | N | 01 | 01 | 18 | 01 | 01 | 01 | 32 |
| I 95 | WOOLBRIGHT RD | 93220000 | 12 | 02190 | SR 9 | I 95 | R | 3 | N | 01 | 01 | 01 | 01 | 01 | 01 | 32 |
| I 95 | WOOLBRIGHT RD | 93220000 | 12 | 02190 | SR 9 | I 95 | M | M | S | 01 | 01 | 01 | 03 | 01 | 01 | 32 |
| I 95 | WOOLBRIGHT RD | 93220000 | 12 | 02190 | SR 9 | I 95 | R | 5 | N | 01 | 01 | 01 | 01 | 01 | 01 | 32 |
| I 95 | WOOLBRIGHT RD | 93220000 | 12 | 02190 | SR 9 | I 95 | R | 2 | N | 01 | 01 | 01 | 01 | 01 | 01 | 32 |
| I 95 | WOOLBRIGHT RD | 93220000 | 12 | 02190 | SR 9 | I 95 | R | 1 | N | 01 | 01 | 01 | 01 | 01 | 01 | 32 |
| I 95 | WOOLBRIGHT RD | 93220000 | 12 | 02190 | SR 9 | I 95 | R | 3 | N | 01 | 01 | 01 | 01 | 01 | 01 | 32 |
| I 95 | 23RD AVE | 93220000 | 12 | 02190 | SR 9 | I 95 | M | M | S | 01 | 01 | 01 | 04 | 01 | 01 | 32 |
| I 95 | WOOLBRIGHT RD | 93220000 | 13 | 02235 | SR 9 | I 95 | M | M | N | 01 | 01 | 01 | 04 | 01 | 01 | 32 |
| SR 9 | WOOLBRIGHT RD | 93220000 | 12 | 02190 | SR 9 | I 95 | R | 4 | N | 01 | 01 | 01 | 01 | 01 | 01 | 32 |
| SR 9 | WOOLBRIGHT RD | 93220000 | 12 | 02235 | SR 9 | I 95 | R | 3 | N | 01 | 01 | 01 | 01 | 01 | 01 | 32 |
| I 95 | WOOLBRIGHT RD | 93220000 | 12 | 02190 | SR 9 | I 95 | M | M | S | 01 | 01 | 01 | 03 | 01 | 01 | 32 |
| I 95 | WOOLBRIGHT RD | 93220000 | 12 | 02190 | SR 9 | I 95 | R | 4 | N | 01 | 01 | 01 | 01 | 01 | 01 | 32 |
| I 95 | WOOLBRIGHT RD | 93220000 | 12 | 02190 | SR 9 | I 95 | M | M | N | 01 | 01 | 01 | 01 | 01 | 01 | 36 |
| I 95 | WOOLBRIGHT RD | 93220000 | 12 | 02190 | SR 9 | I 95 | R | 2 | N | 01 | 01 | 18 | 01 | 01 | 01 | 36 |
| I 95 | WOOLBRIGHT RD | 93220000 | 12 | 02190 | SR 9 | I 95 | R | 3 | N | 01 | 01 | 01 | 01 | 01 | 01 | 36 |
| I 95 | WOOLBRIGHT RD | 93220000 | 12 | 02190 | SR 9 | I 95 | R | 4 | N | 01 | 01 | 01 | 01 | 01 | 01 | 36 |
| I 95 | WOOLBRIGHT RD | 93220000 | 12 | 02190 | SR 9 | I 95 | M | M | N | 01 | 01 | 01 | 01 | 01 | 01 | 36 |
| I 95 | WOOLBRIGHT RD | 93220000 | 12 | 02190 | SR 9 | I 95 | R | 3 | N | 01 | 01 | 01 | 01 | 01 | 01 | 36 |
| I 95 | WOOLBRIGHT RD | 93220000 | 12 | 02190 | SR 9 | I 95 | R | S | N | 01 | 01 | 01 | 03 | 01 | 01 | 36 |
| I 95 | WOOLBRIGHT RD | 93220000 | 12 | 02190 | SR 9 | I 95 | R | S | S | 01 | 01 | 01 | 01 | 01 | 01 | 36 |
| I 95 | WOOLBRIGHT RD | 93220000 | 12 | 02190 | SR 9 | I 95 | R | S | N | 01 | 01 | 01 | 01 | 01 | 01 | 36 |
| I 95 | WOOLBRIGHT RD | 93220000 | 12 | 02235 | SR 9 | I 95 | R | S | N | 01 | 01 | 01 | 03 | 01 | 01 | 36 |
| I 95 | WOOLBRIGHT RD | 93220000 | 12 | 02190 | SR 9 | I 95 | M | M | N | 01 | 01 | 01 | 03 | 01 | 01 | 36 |
| I 95 | WOOLBRIGHT RD | 93220000 | 12 | 02190 | SR 9 | I 95 | R | 2 | N | 01 | 01 | 01 | 01 | 01 | 01 | 36 |
| I 95 | WOOLBRIGHT RD | 93220000 | 13 | 02235 | SR 9 | I 95 | R | 3 | N | 01 | 01 | 01 | 01 | 01 | 01 | 36 |
| I 95 | WOOLBRIGHT RD | 93220000 | 12 | 02190 | SR 9 | I 95 | M | M | N | 01 | 01 | 01 | 01 | 01 | 01 | 36 |
| I 95 | WOOLBRIGHT RD | 93220000 | 12 | 02190 | SR 9 | I 95 | R | S | N | 01 | 01 | 01 | 02 | 01 | 01 | 32 |
| SR 9 | WOOLBRIGHT RD | 93220000 | 12 | 02190 | SR 9 | I 95 | M | M | N | 01 | 01 | 01 | 01 | 01 | 01 | 32 |
| I 95 | GOLF RD | 93220000 | 13 | 02235 | SR 9 | I 95 | M | M | S | 01 | 01 | 01 | 01 | 01 | 01 | 36 |
| SR 9 | WOOLBRIGHT RD | 93220000 | 13 | 02235 | SR 9 | I 95 | R | 3 | N | 01 | 01 | 01 | 01 | 01 | 01 | 36 |
| I 95 | WOOLBRIGHT RD | 93220000 | 12 | 02190 | SR 9 | I 95 | R | 2 | N | 01 | 01 | 01 | 01 | 01 | 01 | 36 |
| I 95 | WOOLBRIGHT RD | 93220000 | 12 | 02190 | SR 9 | I 95 | R | 5 | N | 01 | 01 | 01 | 01 | 01 | 01 | 36 |
| I 95 | WOOLBRIGHT RD | 93220000 | 12 | 02190 | SR 9 | I 95 | M | M | S | 01 | 01 | 01 | 01 | 01 | 01 | 36 |
| I 95 | WOOLBRIGHT RD | 93220000 | 12 | 02190 | SR 9 | I 95 | R | S | N | 01 | 01 | 01 | 03 | 01 | 01 | 36 |
| I 95 | WOOLBRIGHT RD | 93220000 | 12 | 02190 | SR 9 | I 95 | R | 2 | N | 01 | 01 | 01 | 01 | 01 | 01 | 36 |
| I 95 | WOOLBRIGHT RD | 93220000 | 12 | 02190 | SR 9 | I 95 | R | 5 | N | 01 | 03 | 01 | 01 | 01 | 01 | 36 |
| I 95 | GOLF RD | 93220000 | 13 | 02235 | SR 9 | I 95 | M | M | S | 01 | 01 | 01 | 03 | 01 | 01 | 36 |
| I 95 | WOOLBRIGHT RD | 93220000 | 12 | 02190 | SR 9 | I 95 | R | 2 | N | 01 | 01 | 01 | 01 | 01 | 01 | 36 |
| I 95 | WOOLBRIGHT RD | 93220000 | 12 | 02190 | SR 9 | I 95 | R | 2 | 0 | 01 | 01 | 01 | 01 | 01 | 01 | 36 |

| FUNCLASS | RCI_SHOULD | RCI_SHOU_1 | RCI_SHOU_2 | RCI_SHOU_3 | RCI_SHOU_4 | RCI_SHOU_5 | RCI_AVG_PE | AVERAGE_DA | AADT_SOURC | SPEED_LIMI | INJSEVER | ALCINVCD | SITELOCA | LGHT_COND_ | EVNT_WTHR_ | RD_SRFC_CO |
|----------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|----------|----------|----------|------------|------------|------------|
| 11 | PAVED WARN | 10 | LAWN | 12 | | 0 | 6 | 181062 | RCI | 65 | 2 | 0 | 01 | 04 | 02 | 01 |
| 11 | PAVED WARN | 10 | LAWN | 12 | | 0 | 6 | 181062 | RCI | 65 | 2 | 0 | 01 | 04 | 02 | 02 |
| 11 | PAVED WARN | 10 | LAWN | 12 | | 0 | 6 | 181062 | RCI | 65 | 1 | 0 | 01 | 04 | 02 | 01 |
| 11 | PAVED WARN | 10 | LAWN | 12 | | 0 | 6 | 181062 | RCI | 65 | 1 | 0 | 01 | 03 | 02 | 01 |
| 11 | PAVED WARN | 10 | LAWN | 12 | | 0 | 6 | 181062 | RCI | 65 | 2 | 0 | 01 | 01 | 02 | 01 |
| 11 | PAVED WARN | 10 | LAWN | 12 | | 0 | 6 | 181062 | RCI | 65 | 2 | 0 | 01 | 01 | 02 | 01 |
| 11 | PAVED WARN | 10 | LAWN | 12 | | 0 | 6 | 181062 | RCI | 65 | 5 | 0 | 01 | 01 | 02 | 01 |
| 11 | PAVED WARN | 10 | LAWN | 12 | | 0 | 6 | 181062 | RCI | 65 | 1 | 0 | 01 | 01 | 02 | 02 |
| 11 | PAVED WARN | 10 | LAWN | 12 | | 0 | 6 | 181062 | RCI | 65 | 4 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 | LAWN | 12 | | 0 | 6 | 181062 | RCI | 65 | 1 | 0 | 01 | 04 | 03 | 02 |
| 11 | PAVED WARN | 10 | LAWN | 12 | | 0 | 6 | 181062 | RCI | 65 | 2 | 1 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 10 | LAWN | 12 | | 0 | 6 | 181062 | RCI | 65 | 1 | 0 | 01 | 01 | 02 | 01 |
| 11 | PAVED WARN | 10 | LAWN | 12 | | 0 | 6 | 181062 | RCI | 65 | 1 | 1 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 10 | LAWN | 12 | | 0 | 6 | 181062 | RCI | 65 | 5 | 3 | 01 | 03 | 01 | 01 |
| 11 | PAVED WARN | 10 | LAWN | 12 | | 0 | 6 | 181062 | RCI | 65 | 1 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 10 | LAWN | 12 | | 0 | 6 | 181062 | RCI | 65 | 3 | 0 | 01 | 01 | 02 | 01 |
| 11 | PAVED WARN | 10 | LAWN | 12 | | 0 | 6 | 181062 | RCI | 65 | 1 | 0 | 01 | 03 | 02 | 02 |
| 11 | PAVED WARN | 10 | LAWN | 12 | | 0 | 6 | 186390 | RCI | 65 | 2 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 10 | LAWN | 12 | | 0 | 6 | 186390 | RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 | LAWN | 12 | | 0 | 6 | 186390 | RCI | 65 | 1 | 0 | 01 | 04 | 02 | 02 |
| 11 | PAVED WARN | 10 | LAWN | 12 | | 0 | 6 | 186390 | RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 | LAWN | 12 | | 0 | 6 | 186390 | RCI | 65 | 3 | 1 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 10 | LAWN | 12 | | 0 | 6 | 186390 | RCI | 65 | 1 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 10 | LAWN | 12 | | 0 | 6 | 186390 | RCI | 65 | 4 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 | LAWN | 12 | | 0 | 6 | 186390 | RCI | 65 | 3 | 0 | 01 | 04 | 02 | 01 |
| 11 | PAVED WARN | 10 | LAWN | 12 | | 0 | 6 | 186390 | RCI | 65 | 1 | 0 | 01 | 01 | 02 | 02 |
| 11 | PAVED WARN | 10 | LAWN | 12 | | 0 | 6 | 186390 | RCI | 65 | 1 | 0 | 01 | 01 | 03 | 02 |
| 11 | PAVED WARN | 10 | LAWN | 12 | | 0 | 6 | 186390 | RCI | 65 | 1 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 10 | LAWN | 12 | | 0 | 6 | 186390 | RCI | 65 | 2 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 | LAWN | 12 | | 0 | 6 | 186390 | RCI | 65 | 3 | 1 | 01 | 04 | 02 | 02 |
| 11 | PAVED WARN | 10 | LAWN | 12 | | 0 | 6 | 195661 | RCI | 65 | 2 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 | LAWN | 12 | | 0 | 6 | 195661 | RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 | LAWN | 12 | | 0 | 6 | 195661 | RCI | 65 | 3 | 0 | 01 | 04 | 02 | 02 |
| 11 | PAVED WARN | 10 | LAWN | 12 | | 0 | 6 | 195661 | RCI | 65 | 1 | 0 | 01 | 01 | 02 | 01 |
| 11 | PAVED WARN | 10 | LAWN | 12 | | 0 | 6 | 195661 | RCI | 65 | 1 | 0 | 01 | 01 | 02 | 01 |
| 11 | PAVED WARN | 10 | LAWN | 12 | | 0 | 6 | 195661 | RCI | 65 | 3 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 10 | LAWN | 12 | | 0 | 6 | 195661 | RCI | 65 | 2 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 10 | LAWN | 12 | | 0 | 6 | 195661 | RCI | 65 | 4 | 0 | 01 | 04 | 03 | 02 |
| 11 | PAVED WARN | 10 | LAWN | 12 | | 0 | 6 | 195661 | RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 | LAWN | 12 | | 0 | 6 | 195661 | RCI | 65 | 1 | 0 | 01 | 01 | 02 | 01 |
| 11 | PAVED WARN | 10 | LAWN | 12 | | 0 | 6 | 195661 | RCI | 65 | 0 | 0 | 01 | 04 | 02 | 02 |
| 11 | PAVED WARN | 10 | LAWN | 12 | | 0 | 6 | 195661 | RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 | LAWN | 12 | | 0 | 6 | 195661 | RCI | 65 | 3 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 10 | LAWN | 12 | | 0 | 6 | 195661 | RCI | 65 | 4 | 0 | 01 | 05 | 02 | 01 |
| 11 | PAVED WARN | 10 | LAWN | 12 | | 0 | 6 | 181062 | RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 | LAWN | 12 | | 0 | 6 | 186390 | RCI | 65 | 2 | 0 | 01 | 04 | 02 | 01 |
| 11 | PAVED WARN | 10 | LAWN | 12 | | 0 | 6 | 195661 | RCI | 65 | 1 | 3 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 | LAWN | 12 | | 0 | 6 | 203082 | RCI | 65 | 1 | 0 | 01 | 04 | 03 | 02 |
| 11 | PAVED WARN | 10 | LAWN | 12 | | 0 | 6 | 203082 | RCI | 65 | 1 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 10 | LAWN | 12 | | 0 | 6 | 203082 | RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 | LAWN | 12 | | 0 | 6 | 203082 | RCI | 65 | 3 | 0 | 01 | 01 | 02 | 01 |
| 11 | PAVED WARN | 10 | LAWN | 12 | | 0 | 6 | 203082 | RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 | LAWN | 12 | | 0 | 6 | 203082 | RCI | 65 | 3 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 | LAWN | 12 | | 0 | 6 | 203082 | RCI | 65 | 1 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 10 | LAWN | 12 | | 0 | 6 | 203082 | RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 | LAWN | 12 | | 0 | 6 | 203082 | RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 | LAWN | 12 | | 0 | 6 | 203082 | RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 | LAWN | 12 | | 0 | 6 | 203082 | RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 | LAWN | 12 | | 0 | 6 | 203082 | RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 | LAWN | 12 | | 0 | 6 | 203082 | RCI | 65 | 1 | 0 | 01 | 04 | 02 | 01 |

| D1_FRST_DR | D2_FRST_DR | LOC_WTHN_Z | WRK_ZONE_T | WRK_PRSNT_ | LAW_ENFRC_ | SCHL_BUS_R | Non Fatal Injuries | Fatalities | Serious Injuries | Count of Pedestrians | TOTAL_DRIV |
|--------------------------------|--------------------------------|------------|------------|------------|------------|------------|--------------------|------------|------------------|----------------------|------------|
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| DROVE TOO FAST FOR CONDITIONS | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 3 | 0 | 0 | 0 | 1 |
| SWERVED OR AVOIDED: DUE TO WI | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 3 | 1 | 1 | 0 | 2 |
| FAILED TO YIELD RIGHT-OF-WAY | DISREGARDED OTHER TRAFFIC SIGN | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 1 | 0 | 4 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| EXCEEDED POSTED SPEED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 4 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 1 | 0 | 0 | 2 |
| EXCEEDED POSTED SPEED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 3 |
| NOT CODED | OVER-CORRECTING/OVERSTEERING | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| DROVE TOO FAST FOR CONDITIONS | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 2 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 4 | 0 | 1 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| FAILED TO KEEP IN PROPER LANE | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| FOLLOWED TOO CLOSELY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 3 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 4 |
| NOT CODED | SWERVED OR AVOIDED: DUE TO WI | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 5 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 2 | 0 | 1 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| DROVE TOO FAST FOR CONDITIONS | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NOT CODED | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 0 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 1 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 3 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 3 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OVER-CORRECTING/OVERSTEERING | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| SWERVED OR AVOIDED: DUE TO WI | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| RAN OFF ROADWAY | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OVER-CORRECTING/OVERSTEERING | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| FAILED TO KEEP IN PROPER LANE | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |

| Count of Bicyclists | Count of Vehicles | TOTAL_PERS | WRONGWAY_I | SPEEDING_I | WORKZONE_I | COMMERCIAL | INTERSECTI | LANE_DEPAR | MOTORCYCLE | AGGRESSIVE | IMPAIRED_D | IMPAIRED_P | DISTRACTED | IMPAIRED_B | NO_BELT_IN |
|---------------------|-------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| 0 | 23 | N | N | N | N | N | N | Y | N | N | N | N | N | N | N |
| 0 | 11 | N | N | N | N | N | N | N | N | N | N | N | Y | N | N |
| 0 | 23 | N | N | N | N | N | N | Y | N | N | N | N | N | N | N |
| 0 | 24 | N | N | Y | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 13 | N | N | N | N | N | N | Y | N | N | N | N | N | N | N |
| 0 | 23 | N | N | N | N | Y | N | Y | N | N | N | N | N | N | N |
| 0 | 24 | N | N | N | N | N | N | Y | N | N | N | N | N | N | N |
| 0 | 25 | N | N | N | N | Y | N | Y | N | N | N | N | N | N | N |
| 0 | 44 | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 21 | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 24 | N | N | Y | N | N | N | Y | N | N | N | N | Y | N | N |
| 0 | 22 | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 13 | N | N | N | N | N | N | Y | N | N | N | N | N | N | N |
| 0 | 22 | N | N | N | N | Y | N | Y | N | N | Y | N | N | N | Y |
| 0 | 23 | N | N | Y | N | N | N | Y | N | Y | N | N | N | N | N |
| 0 | 34 | N | N | N | N | N | N | Y | N | N | N | N | N | N | N |
| 0 | 32 | N | N | N | N | Y | N | Y | N | N | N | N | N | N | N |
| 0 | 24 | N | N | Y | N | N | N | Y | N | Y | N | N | N | N | N |
| 0 | 22 | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 11 | N | N | N | N | N | N | Y | N | N | N | N | N | N | N |
| 0 | 21 | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 22 | N | N | N | N | N | N | N | N | N | Y | N | N | N | N |
| 0 | 21 | N | N | N | N | N | N | Y | N | N | N | N | N | N | N |
| 0 | 24 | N | N | N | N | N | N | Y | N | N | N | N | N | N | N |
| 0 | 11 | N | N | N | N | N | N | Y | N | N | N | N | Y | N | N |
| 0 | 11 | N | N | N | N | N | N | Y | N | N | N | N | N | N | N |
| 0 | 32 | N | N | N | N | N | N | Y | N | N | N | N | N | N | N |
| 0 | 22 | N | N | N | N | Y | N | Y | N | N | N | N | N | N | N |
| 0 | 11 | N | N | N | N | N | N | Y | N | N | N | N | N | N | N |
| 0 | 22 | N | N | Y | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 11 | N | N | N | N | N | N | Y | N | N | N | N | N | N | N |
| 0 | 34 | N | N | N | N | N | N | Y | N | N | N | N | N | N | N |
| 0 | 23 | N | N | N | N | N | N | Y | N | N | N | N | N | N | N |
| 0 | 44 | N | N | N | N | Y | N | N | N | N | N | N | N | N | N |
| 0 | 21 | N | N | N | N | N | N | Y | N | N | N | N | N | N | N |
| 0 | 25 | N | N | N | N | N | N | Y | N | N | N | N | N | N | Y |
| 0 | 11 | N | N | N | N | N | N | Y | N | N | N | N | N | N | N |
| 0 | 12 | N | N | N | N | N | N | Y | N | N | N | N | N | N | N |
| 0 | 11 | N | N | N | N | N | N | Y | N | N | N | N | N | N | N |
| 0 | 22 | N | N | Y | N | Y | N | Y | N | N | N | N | Y | N | N |
| 0 | 10 | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 22 | N | N | N | N | N | N | N | N | N | N | N | Y | N | N |
| 0 | 22 | N | N | N | N | N | N | Y | N | N | N | N | N | N | N |
| 0 | 11 | N | N | N | N | N | N | N | N | N | Y | N | N | N | N |
| 0 | 11 | N | N | N | N | N | N | Y | N | N | N | N | N | N | N |
| 0 | 13 | N | N | N | N | N | N | Y | N | N | N | N | N | N | N |
| 0 | 36 | N | N | N | N | N | N | Y | N | N | Y | N | N | N | N |
| 0 | 23 | N | N | Y | N | N | N | N | N | N | N | N | Y | N | N |
| 0 | 21 | N | N | N | N | N | N | Y | N | N | N | N | N | N | N |
| 0 | 22 | N | N | N | N | N | N | Y | N | N | N | N | N | N | N |
| 0 | 11 | N | N | N | N | N | N | Y | N | N | N | N | N | N | N |
| 0 | 12 | N | N | N | N | N | N | Y | N | N | N | N | N | N | N |
| 0 | 23 | N | N | N | N | N | N | Y | N | N | N | N | N | N | N |
| 0 | 22 | N | N | N | N | N | N | Y | N | N | N | N | Y | N | N |
| 0 | 11 | N | N | N | N | N | N | Y | N | N | N | N | N | N | N |
| 0 | 25 | N | N | N | N | N | N | Y | N | N | N | N | N | N | N |
| 0 | 22 | N | N | N | N | N | N | N | N | N | N | N | N | N | N |

| | | | | | | | | | | | | | | |
|------|----------|------|-----------|-----------------|---|------------------------|----|----|------------|------|-----------|------|------|---|
| 1100 | 10540782 | 2016 | 852910820 | FHPL16OFF055103 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/04/2016 | 1050 | THURSDAY | 9340 | 0640 | Y |
| 1101 | 10547403 | 2016 | 853512630 | FHPL16OFF088230 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/30/2016 | 2212 | WEDNESDAY | 9334 | 0634 | Y |
| 1104 | 10549456 | 2016 | 853708950 | FHPL16OFF084051 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/16/2016 | 0000 | WEDNESDAY | 9334 | 0634 | Y |
| 1109 | 10556893 | 2016 | 854290050 | FHPL16OFF091895 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/13/2016 | 2025 | TUESDAY | 9334 | 0634 | Y |
| 1110 | 10556991 | 2016 | 854293150 | FHPL16OFF095821 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/28/2016 | 1005 | WEDNESDAY | 9334 | 0634 | N |
| 1111 | 10558669 | 2016 | 854135610 | FHPL16OFF091946 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/14/2016 | 0150 | WEDNESDAY | 9334 | 0634 | N |
| 1117 | 10584269 | 2016 | 852213620 | FHPL16OFF018399 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 03/17/2016 | 0100 | THURSDAY | 9334 | 0634 | N |
| 1121 | 10595348 | 2016 | 853330770 | FHPL16OFF07 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/08/2016 | 2222 | FRIDAY | 9334 | 0634 | Y |
| 1124 | 10596205 | 2016 | 853330760 | FHPL16OFF048310 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/08/2016 | 2222 | FRIDAY | 9334 | 0634 | Y |
| 1131 | 10604333 | 2017 | 851362010 | FHPL17OFF002079 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/09/2017 | 0250 | MONDAY | 9334 | 0634 | Y |
| 1132 | 10605520 | 2017 | 854528120 | FHPL17OFF089157 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 10/28/2017 | 2005 | SATURDAY | 9340 | 0640 | Y |
| 1133 | 10605806 | 2017 | 854524840 | FHPL17OFF007508 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/29/2017 | 1627 | SUNDAY | 9334 | 0634 | N |
| 1135 | 10606930 | 2017 | 854285220 | FHPL17OFF007263 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/28/2017 | 1445 | SATURDAY | 9334 | 0634 | Y |
| 1137 | 10609296 | 2017 | 855098150 | FHPL17OFF026546 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 04/07/2017 | 0955 | FRIDAY | 9334 | 0634 | N |
| 1139 | 10609392 | 2017 | 854875920 | FHPL17OFF017813 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 03/08/2017 | 0610 | WEDNESDAY | 9334 | 0634 | Y |
| 1141 | 10612784 | 2017 | 855535550 | FHPL17OFF050950 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/27/2017 | 0628 | TUESDAY | 9376 | 0676 | N |
| 1143 | 10613069 | 2017 | 855765570 | FHPL17OFF086706 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 10/21/2017 | 0730 | SATURDAY | 9334 | 0634 | N |
| 1144 | 10613208 | 2017 | 855776900 | FHPL17OFF063215 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/07/2017 | 0257 | MONDAY | 9334 | 0634 | Y |
| 1145 | 10613215 | 2017 | 855777080 | FHPL17OFF070450 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/30/2017 | 1700 | WEDNESDAY | 9334 | 0634 | Y |
| 1147 | 10614008 | 2017 | 855808300 | FHPL17OFF083658 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 10/12/2017 | 1440 | THURSDAY | 9334 | 0634 | N |
| 1149 | 10636714 | 2017 | 871223560 | FHPL17OFF103187 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/12/2017 | 1608 | TUESDAY | 9334 | 0634 | N |
| 1150 | 10638705 | 2017 | 871163980 | FHPL17OFF104420 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/16/2017 | 1355 | SATURDAY | 9334 | 0634 | Y |
| 1151 | 10639338 | 2017 | 871100710 | FHPL17OFF085818 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 10/18/2017 | 2338 | WEDNESDAY | 9334 | 0634 | N |
| 1156 | 10665562 | 2017 | 854654720 | FHPL17OFF010181 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 02/08/2017 | 1638 | WEDNESDAY | 9334 | 0634 | N |
| 1158 | 10666446 | 2017 | 854487900 | FHPL17OFF039371 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 05/20/2017 | 0240 | SATURDAY | 9334 | 0634 | Y |
| 1161 | 10667906 | 2017 | 854908250 | FHPL17OFF027681 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 04/11/2017 | 0810 | TUESDAY | 9334 | 0634 | Y |
| 1164 | 10669842 | 2017 | 855110470 | FHPL17OFF033820 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 05/01/2017 | 1115 | MONDAY | 9334 | 0634 | Y |
| 1166 | 10671193 | 2017 | 855159940 | FHPL17OFF057847 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/20/2017 | 0750 | THURSDAY | 9334 | 0634 | N |
| 1168 | 10671598 | 2017 | 855816320 | FHPL17OFF103868 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/14/2017 | 1843 | THURSDAY | 9334 | 0634 | N |
| 1171 | 10674254 | 2017 | 856086420 | FHPL17OFF092717 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/09/2017 | 1100 | THURSDAY | 9334 | 0634 | Y |
| 1172 | 10674277 | 2017 | 855919970 | FHPL17OFF095559 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/17/2017 | 1829 | FRIDAY | 9334 | 0634 | N |
| 1177 | 10711290 | 2017 | 854726210 | FHPL17OFF007825 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/31/2017 | 0200 | TUESDAY | 9334 | 0634 | Y |
| 1178 | 10711291 | 2017 | 854726220 | FHPL17OFF009255 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 02/05/2017 | 0110 | SUNDAY | 9334 | 0634 | Y |
| 1181 | 10717279 | 2017 | 855808070 | FHPL17OFF072938 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/07/2017 | 1638 | THURSDAY | 9334 | 0634 | N |
| 12 | 3272393 | 2013 | 831591070 | FHPL13OFF011312 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 02/23/2013 | 0037 | SATURDAY | 9300 | 0600 | N |
| 15 | 3280708 | 2013 | 833125840 | FHPL13OFF051436 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/23/2013 | 1550 | FRIDAY | 9334 | 0634 | Y |
| 16 | 3280756 | 2013 | 833126140 | FHPL13OFF066741 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/01/2013 | 2100 | FRIDAY | 9334 | 0634 | Y |
| 22 | 3316678 | 2013 | 831591060 | FHPL13OFF009392 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 02/14/2013 | 2149 | THURSDAY | 9334 | 0634 | Y |
| 26 | 3339563 | 2013 | 836886490 | FHPL13OFF069410 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/14/2013 | 1850 | THURSDAY | 9334 | 0634 | Y |
| 27 | 3339843 | 2013 | 836965780 | FHPL13OFF066983 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/03/2013 | 0330 | SUNDAY | 9300 | 0600 | N |
| 31 | 3352461 | 2013 | 833249600 | FHPL13OFF043813 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/19/2013 | 0845 | FRIDAY | 9334 | 0634 | Y |
| 34 | 3353132 | 2013 | 836537580 | FHPL13OFF062414 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 10/12/2013 | 0038 | SATURDAY | 9334 | 0634 | Y |
| 42 | 3387337 | 2013 | 836965790 | FHPL13OFF067138 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/04/2013 | 0215 | MONDAY | 9300 | 0600 | N |
| 45 | 3411763 | 2013 | 832716950 | FHPL13OFF049569 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/15/2013 | 0530 | THURSDAY | 9300 | 0600 | N |
| 46 | 3419069 | 2013 | 832671500 | FHPL13OFF019638 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 04/02/2013 | 0610 | TUESDAY | 9334 | 0634 | Y |
| 55 | 3432561 | 2013 | 832602940 | FHPL13OFF020266 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 04/05/2013 | 0807 | FRIDAY | 9300 | 0600 | N |
| 61 | 3442508 | 2013 | 833212950 | FHPL13OFF041486 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/09/2013 | 0237 | TUESDAY | 9334 | 0634 | N |
| 79 | 3590559 | 2014 | 845115830 | FHPL14OFF065449 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 10/20/2014 | 2148 | MONDAY | 9334 | 0634 | N |
| 84 | 3646820 | 2014 | 837747300 | FHPL14OFF045286 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/26/2014 | 0300 | SATURDAY | 9334 | 0634 | N |
| 87 | 3654106 | 2014 | 836922370 | FHPL14OFF003201 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/15/2014 | 0726 | WEDNESDAY | 9300 | 0600 | N |
| 94 | 3690827 | 2014 | 838123800 | FHPL14OFF057065 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/14/2014 | 1814 | SUNDAY | 9334 | 0634 | N |
| 110 | 3810059 | 2014 | 845009830 | FHPL14OFF056365 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/12/2014 | 0024 | FRIDAY | 9334 | 0634 | Y |
| 131 | 3973973 | 2015 | 848826570 | FHPL15OFF047189 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/27/2015 | 1353 | MONDAY | 9334 | 0634 | N |
| 157 | 4085612 | 2015 | 848877730 | FHPL15OFF034258 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 05/31/2015 | 0449 | SUNDAY | 9334 | 0634 | N |
| 169 | 4201469 | 2015 | 848906150 | FHPL15OFF072695 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/13/2015 | 2255 | FRIDAY | 9334 | 0634 | N |
| 171 | 4208154 | 2015 | 851367140 | FHPL15OFF041861 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/03/2015 | 0750 | FRIDAY | 9334 | 0634 | N |
| 175 | 4215933 | 2015 | 848906180 | FHPL15OFF072942 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/14/2015 | 2250 | SATURDAY | 9340 | 0640 | N |
| 184 | 4264448 | 2015 | 845620660 | FHPL15OFF000033 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/01/2015 | 0425 | THURSDAY | 9334 | 0634 | N |

| | | | | | | | | | | | |
|--------------------------------|-------------------------------|----|----|----|----|----|---|---|---|---|---|
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 02 | 01 | 02 | 01 | 01 | 0 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 02 | 01 | 02 | 02 | 01 | 1 | 0 | 0 | 0 | 3 |
| IMPROPER TURN | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OTHER CONTRIBUTING ACTION | OTHER CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 3 |
| OPERATED MV IN CARLESS OR NEGL | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| DROVE TOO FAST FOR CONDITIONS | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 4 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OVER-CORRECTING/OVERSTEERING | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 3 |
| FOLLOWED TOO CLOSELY | SWERVED OR AVOIDED: DUE TO WI | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | OTHER CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 3 |
| FOLLOWED TOO CLOSELY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 3 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 3 | 0 | 0 | 0 | 2 |
| RAN OFF ROADWAY | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 1 |
| DROVE TOO FAST FOR CONDITIONS | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OVER-CORRECTING/OVERSTEERING | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 3 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OTHER CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 1 | 0 | 1 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NOT CODED | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 0 |
| OPERATED MV IN CARLESS OR NEGL | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| DROVE TOO FAST FOR CONDITIONS | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| FOLLOWED TOO CLOSELY | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OTHER CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |

| | | | | | | | | | | | | | | |
|------|----------|------|-----------|-----------------|---|------------------------|----|----|------------|------|-----------|------|------|---|
| 221 | 10295791 | 2016 | 854231780 | FHPL16OFF093528 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/19/2016 | 1805 | MONDAY | 9334 | 0634 | Y |
| 245 | 10385324 | 2016 | 853766510 | FHPL16OFF067105 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/15/2016 | 2240 | THURSDAY | 9334 | 0634 | Y |
| 249 | 10385644 | 2016 | 854231790 | FHPL16OFF093545 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/19/2016 | 1810 | MONDAY | 9334 | 0634 | Y |
| 257 | 10392974 | 2016 | 853796520 | FHPL16OFF087619 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/28/2016 | 1733 | MONDAY | 9334 | 0634 | Y |
| 263 | 10403232 | 2016 | 853766290 | FHPL16OFF056799 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/10/2016 | 1740 | WEDNESDAY | 9334 | 0634 | Y |
| 303 | 10536056 | 2016 | 852539960 | FHPL16OFF006591 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/28/2016 | 1740 | THURSDAY | 9334 | 0634 | Y |
| 314 | 10559432 | 2016 | 854231700 | FHPL16OFF091732 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/13/2016 | 1216 | TUESDAY | 9340 | 0640 | Y |
| 339 | 10587112 | 2016 | 852537380 | FHPL16OFF034798 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 05/18/2016 | 1812 | WEDNESDAY | 9334 | 0634 | Y |
| 354 | 10599718 | 2016 | 853685430 | FHPL16OFF057322 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/12/2016 | 1910 | FRIDAY | 9334 | 0634 | N |
| 852 | 10476325 | 2016 | 848745440 | FHPL16OFF064820 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/07/2016 | 2153 | WEDNESDAY | 9300 | 0600 | N |
| 853 | 10477469 | 2016 | 853142320 | FHPL16OFF043910 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/22/2016 | 0812 | WEDNESDAY | 9334 | 0634 | Y |
| 870 | 10595545 | 2016 | 853446720 | FHPL16OFF066845 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/15/2016 | 0233 | THURSDAY | 9300 | 0600 | N |
| 878 | 10605859 | 2017 | 854525050 | FHPL17OFF016738 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 03/04/2017 | 0415 | SATURDAY | 9334 | 0634 | N |
| 879 | 10606302 | 2017 | 854424490 | FHPL17OFF026819 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 04/08/2017 | 0325 | SATURDAY | 9300 | 0600 | N |
| 881 | 10612380 | 2017 | 855627280 | FHPL17OFF066472 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/17/2017 | 1319 | THURSDAY | 9334 | 0634 | N |
| 882 | 10612443 | 2017 | 855627310 | FHPL17OFF068866 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/25/2017 | 1245 | FRIDAY | 9334 | 0634 | N |
| 883 | 10612556 | 2017 | 855703290 | FHPL17OFF079318 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/29/2017 | 0924 | FRIDAY | 9334 | 0634 | Y |
| 886 | 10614101 | 2017 | 855815340 | FHPL17OFF086632 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 10/21/2017 | 0010 | SATURDAY | 9334 | 0634 | Y |
| 897 | 10634542 | 2017 | 871114370 | FHPL17OFF102657 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/10/2017 | 1505 | SUNDAY | 9334 | 0634 | Y |
| 904 | 10670045 | 2017 | 855028090 | FHPL17OFF048433 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/18/2017 | 1647 | SUNDAY | 9334 | 0634 | N |
| 917 | 10714416 | 2017 | 855387170 | FHPL17OFF042237 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 05/29/2017 | 1255 | MONDAY | 9334 | 0634 | N |
| 919 | 3254164 | 2013 | 831947460 | FHPL13OFF004854 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/24/2013 | 1912 | THURSDAY | 9334 | 0634 | N |
| 920 | 3257654 | 2013 | 828813880 | FHPL13OFF004855 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/24/2013 | 1907 | THURSDAY | 9334 | 0634 | Y |
| 925 | 3270104 | 2013 | 833066980 | FHPL13OFF019551 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 04/01/2013 | 1710 | MONDAY | 9334 | 0634 | Y |
| 930 | 3278035 | 2013 | 833393780 | FHPL13OFF036565 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/16/2013 | 1315 | SUNDAY | 9340 | 0640 | Y |
| 944 | 3411845 | 2013 | 832671440 | FHPL13OFF014122 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 03/08/2013 | 0615 | FRIDAY | 9340 | 0640 | Y |
| 962 | 3460354 | 2013 | 836554390 | FHPL13OFF051420 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/23/2013 | 1500 | FRIDAY | 9334 | 0634 | Y |
| 969 | 3520425 | 2013 | 836537690 | FHPL13OFF077847 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/20/2013 | 2200 | FRIDAY | 9300 | 0600 | N |
| 974 | 3542450 | 2014 | 837736720 | FHPL14OFF023955 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 04/19/2014 | 0445 | SATURDAY | 9340 | 0640 | N |
| 980 | 3553963 | 2014 | 838080280 | FHPL14OFF038796 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/27/2014 | 2025 | FRIDAY | 9334 | 0634 | N |
| 981 | 3554013 | 2014 | 837737100 | FHPL14OFF036246 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/16/2014 | 0610 | MONDAY | 9334 | 0634 | N |
| 987 | 3589608 | 2014 | 845017380 | FHPL14OFF072359 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/19/2014 | 1855 | WEDNESDAY | 9334 | 0634 | N |
| 994 | 3647097 | 2014 | 837736620 | FHPL14OFF020830 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 04/04/2014 | 2215 | FRIDAY | 9334 | 0634 | N |
| 995 | 3652138 | 2014 | 845115750 | FHPL14OFF061876 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 10/05/2014 | 0947 | SUNDAY | 9334 | 0634 | N |
| 999 | 3692416 | 2014 | 844929750 | FHPL14OFF066007 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 10/23/2014 | 0347 | THURSDAY | 9334 | 0634 | Y |
| 1002 | 3719954 | 2014 | 837096930 | FHPL14OFF025070 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 04/24/2014 | 2240 | THURSDAY | 9334 | 0634 | Y |
| 1008 | 3729079 | 2014 | 837666620 | FHPL14OFF039063 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/29/2014 | 0508 | SUNDAY | 9334 | 0634 | N |
| 1011 | 3732776 | 2014 | 837078640 | FHPL14OFF002441 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/11/2014 | 1246 | SATURDAY | 9340 | 0640 | N |
| 1012 | 3735180 | 2014 | 838127950 | FHPL14OFF043562 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/19/2014 | 0700 | SATURDAY | 9340 | 0640 | N |
| 1013 | 3749388 | 2014 | 837965670 | FHPL14OFF051137 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/20/2014 | 1535 | WEDNESDAY | 9334 | 0634 | N |
| 1018 | 3809923 | 2014 | 845170030 | FHPL14OFF075134 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/02/2014 | 0637 | TUESDAY | 9334 | 0634 | Y |
| 1020 | 3824861 | 2014 | 837440990 | FHPL14OFF022291 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 04/11/2014 | 1915 | FRIDAY | 9340 | 0640 | N |
| 1025 | 3881760 | 2015 | 848638690 | FHPL15OFF034237 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 05/31/2015 | 0108 | SUNDAY | 9334 | 0634 | N |
| 1033 | 3991783 | 2015 | 852166580 | FHPL15OFF070177 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/03/2015 | 1955 | TUESDAY | 9334 | 0634 | N |
| 1034 | 3993148 | 2015 | 851976120 | FHPL15OFF060306 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/22/2015 | 2215 | TUESDAY | 9334 | 0634 | N |
| 1036 | 4009505 | 2015 | 848810990 | FHPL15OFF083607 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/29/2015 | 0325 | TUESDAY | 9340 | 0640 | N |
| 1039 | 4027683 | 2015 | 852166750 | FHPL15OFF074434 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/21/2015 | 0240 | SATURDAY | 9334 | 0634 | N |
| 1043 | 4070478 | 2015 | 845590610 | FHPL15OFF018611 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 03/24/2015 | 2220 | TUESDAY | 9334 | 0634 | Y |
| 1046 | 4090006 | 2015 | 848841180 | FHPL15OFF081614 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/20/2015 | 1459 | SUNDAY | 9340 | 0640 | Y |
| 1048 | 4094320 | 2015 | 851240100 | FHPL15OFF056282 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/06/2015 | 0135 | SUNDAY | 9334 | 0634 | N |
| 1049 | 4122100 | 2015 | 851655840 | FHPL15OFF072637 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/13/2015 | 1900 | FRIDAY | 9334 | 0634 | N |
| 1059 | 4262862 | 2015 | 845540580 | FHPL15OFF000710 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/04/2015 | 1359 | SUNDAY | 9334 | 0634 | Y |
| 1065 | 4503433 | 2014 | 837398190 | FHPL14OFF020789 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 04/04/2014 | 1850 | FRIDAY | 9334 | 0634 | N |
| 1070 | 4662289 | 2015 | 852166760 | FHPL15OFF075342 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/25/2015 | 0145 | WEDNESDAY | 9334 | 0634 | N |
| 1071 | 10272997 | 2016 | 852611890 | FHPL16OFF014241 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 02/29/2016 | 0030 | MONDAY | 9340 | 0640 | N |
| 1074 | 10274969 | 2016 | 852536940 | FHPL16OFF006940 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/30/2016 | 0016 | SATURDAY | 9334 | 0634 | Y |
| 1077 | 10293942 | 2016 | 854501040 | FHPL16OFF094016 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/21/2016 | 1500 | WEDNESDAY | 9334 | 0634 | Y |
| 1086 | 10402913 | 2016 | 853685690 | FHPL16OFF066840 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/15/2016 | 0200 | THURSDAY | 9334 | 0634 | N |

| | | | | | | | | | | | | | |
|----|------------|---------|----|---|---|------------|----|---|---|----|----|----|----|
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 1 | 0 | 01 | 04 | 02 | 02 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 1 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 1 | 0 | 01 | 04 | 02 | 02 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 1 | 0 | 01 | 01 | 03 | 02 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 2 | 0 | 01 | 01 | 02 | 02 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 1 | 0 | 01 | 01 | 02 | 02 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 2 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 1 | 0 | 01 | 01 | 03 | 02 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 2 | 0 | 01 | 01 | 02 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 2 | 0 | 01 | 04 | 03 | 02 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 1 | 0 | 01 | 01 | 02 | 02 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 2 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203059 RCI | 65 | 1 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203059 RCI | 65 | 1 | 1 | 01 | 04 | 02 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203059 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203059 RCI | 65 | 1 | 0 | 01 | 01 | 03 | 02 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203059 RCI | 65 | 1 | 0 | 01 | 04 | 03 | 02 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203059 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203059 RCI | 65 | 2 | 0 | 01 | 01 | 02 | 02 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203059 RCI | 65 | 2 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 6 | 181062 RCI | 65 | 1 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 6 | 181062 RCI | 65 | 3 | 0 | 01 | 02 | 02 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 6 | 181062 RCI | 65 | 2 | 0 | 01 | 01 | 02 | 02 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 6 | 181062 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 6 | 181062 RCI | 65 | 1 | 0 | 01 | 02 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 6 | 181062 RCI | 65 | 1 | 0 | 01 | 01 | 02 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 6 | 181062 RCI | 65 | 4 | 0 | 01 | 05 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 186390 RCI | 65 | 2 | 0 | 01 | 04 | 02 | 02 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 186390 RCI | 65 | 1 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 186390 RCI | 65 | 3 | 0 | 01 | 03 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 7 | 186390 RCI | 65 | 3 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 7 | 186390 RCI | 65 | 1 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 186390 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 186390 RCI | 65 | 1 | 0 | 01 | 04 | 03 | 02 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 186390 RCI | 65 | 2 | 3 | 01 | 04 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 7 | 186390 RCI | 65 | 1 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 7 | 186390 RCI | 65 | 2 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 186390 RCI | 65 | 1 | 1 | 01 | 01 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 186390 RCI | 65 | 2 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 186390 RCI | 65 | 1 | 0 | 01 | 03 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 7 | 186390 RCI | 65 | 2 | 0 | 01 | 02 | 02 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 195661 RCI | 65 | 1 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 195661 RCI | 65 | 3 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 195661 RCI | 65 | 1 | 0 | 01 | 04 | 02 | 02 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 195661 RCI | 65 | 1 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 195661 RCI | 65 | 1 | 1 | 01 | 04 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 195661 RCI | 65 | 1 | 1 | 01 | 04 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 195661 RCI | 65 | 1 | 1 | 01 | 01 | 02 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 195661 RCI | 65 | 4 | 1 | 01 | 04 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 195661 RCI | 65 | 1 | 0 | 01 | 04 | 02 | 02 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 195661 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 186390 RCI | 65 | 4 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 195661 RCI | 65 | 1 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 1 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 1 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 2 | 0 | 01 | 01 | 02 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 2 | 0 | 01 | 04 | 01 | 01 |

| | | | | | | | | | | | |
|--------------------------------|------------------------|----|----|----|----|----|---|---|---|---|---|
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| FOLLOWED TOO CLOSELY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FOLLOWED TOO CLOSELY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 3 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| SWERVED OR AVOIDED: DUE TO WI | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| FOLLOWED TOO CLOSELY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 04 | 04 | 02 | 01 | 01 | 1 | 0 | 0 | 0 | 3 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 3 |
| OPERATED MV IN CARLESS OR NEGL | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 3 |
| OPERATED MV IN CARLESS OR NEGL | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 2 | 0 | 2 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| DROVE TOO FAST FOR CONDITIONS | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 3 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 3 | 0 | 0 | 0 | 2 |
| IMPROPER PASSING | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| IMPROPER PASSING | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| DROVE TOO FAST FOR CONDITIONS | NO CONTRIBUTING ACTION | 03 | 01 | 02 | 02 | 01 | 0 | 0 | 0 | 0 | 3 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 1 | 0 | 4 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 3 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OVER-CORRECTING/OVERSTEERING | NOT CODED | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 2 | 0 | 1 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FAILED TO KEEP IN PROPER LANE | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| FOLLOWED TOO CLOSELY | NO CONTRIBUTING ACTION | 04 | 01 | 02 | 01 | 01 | 2 | 0 | 0 | 0 | 2 |

| | | | |
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| | | | | | | | | | | | | | | |
|------|----------|------|-----------|-----------------|---|------------------------|----|----|------------|------|-----------|------|------|---|
| 1091 | 10466225 | 2016 | 852834830 | FHPL16OFF022229 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 03/31/2016 | 0835 | THURSDAY | 9340 | 0640 | Y |
| 1094 | 10467472 | 2016 | 854086140 | FHPL16OFF089366 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/04/2016 | 2235 | SUNDAY | 9334 | 0634 | N |
| 1097 | 10533309 | 2016 | 851376300 | FHPL16OFF016752 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 03/10/2016 | 1522 | THURSDAY | 9334 | 0634 | Y |
| 1098 | 10536058 | 2016 | 852540050 | FHPL16OFF011969 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 02/19/2016 | 1825 | FRIDAY | 9334 | 0634 | Y |
| 1099 | 10539997 | 2016 | 852910930 | FHPL16OFF057660 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/13/2016 | 1940 | SATURDAY | 9334 | 0634 | Y |
| 1103 | 10548702 | 2016 | 853709070 | FHPL16OFF088218 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/30/2016 | 2100 | WEDNESDAY | 9334 | 0634 | Y |
| 1105 | 10549788 | 2016 | 853512360 | FHPL16OFF052774 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/26/2016 | 1554 | TUESDAY | 9334 | 0634 | Y |
| 1107 | 10555797 | 2016 | 854140620 | FHPL16OFF093959 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/21/2016 | 1132 | WEDNESDAY | 9334 | 0634 | N |
| 1108 | 10556160 | 2016 | 854260730 | FHPL16OFF088234 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/30/2016 | 2147 | WEDNESDAY | 9334 | 0634 | Y |
| 1112 | 10560101 | 2016 | 854086060 | FHPL16OFF081106 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/05/2016 | 0550 | SATURDAY | 9334 | 0634 | N |
| 1113 | 10560740 | 2016 | 854057360 | FHPL16OFF078548 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 10/26/2016 | 2130 | WEDNESDAY | 9334 | 0634 | N |
| 1114 | 10561535 | 2016 | 854086150 | FHPL16OFF089624 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/05/2016 | 2229 | MONDAY | 9300 | 0600 | N |
| 1115 | 10579731 | 2016 | 845119190 | FHPL16OFF026588 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 04/16/2016 | 2245 | SATURDAY | 9334 | 0634 | N |
| 1122 | 10596003 | 2016 | 853415790 | FHPL16OFF057244 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/12/2016 | 1311 | FRIDAY | 9334 | 0634 | N |
| 1126 | 10599320 | 2016 | 853685700 | FHPL16OFF066844 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/15/2016 | 0210 | THURSDAY | 9334 | 0634 | N |
| 1128 | 10599602 | 2016 | 853766770 | FHPL16OFF076379 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 10/19/2016 | 1430 | WEDNESDAY | 9334 | 0634 | Y |
| 1138 | 10609312 | 2017 | 855019760 | FHPL17OFF099098 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/28/2017 | 2330 | TUESDAY | 9334 | 0634 | Y |
| 1140 | 10609397 | 2017 | 854876130 | FHPL17OFF032068 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 04/25/2017 | 1650 | TUESDAY | 9334 | 0634 | N |
| 1142 | 10613015 | 2017 | 855559450 | FHPL17OFF097884 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/25/2017 | 0225 | SATURDAY | 9334 | 0634 | Y |
| 1146 | 10613632 | 2017 | 855486740 | FHPL17OFF061677 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/02/2017 | 0430 | WEDNESDAY | 9334 | 0634 | Y |
| 1152 | 10640411 | 2017 | 871185390 | FHPL17OFF099695 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/30/2017 | 1440 | THURSDAY | 9334 | 0634 | N |
| 1165 | 10670631 | 2017 | 855228100 | FHPL17OFF058758 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/23/2017 | 0700 | SUNDAY | 9334 | 0634 | N |
| 1169 | 10673733 | 2017 | 855807960 | FHPL17OFF067433 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/20/2017 | 1529 | SUNDAY | 9334 | 0634 | N |
| 1170 | 10673899 | 2017 | 855978360 | FHPL17OFF105645 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/20/2017 | 1716 | WEDNESDAY | 9334 | 0634 | Y |
| 1175 | 10709749 | 2017 | 854396960 | FHPL17OFF018676 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 03/11/2017 | 0048 | SATURDAY | 9334 | 0634 | N |
| 1179 | 10711444 | 2017 | 854822130 | FHPL17OFF052227 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/01/2017 | 0655 | SATURDAY | 9334 | 0634 | Y |
| 35 | 3360331 | 2013 | 836886510 | FHPL13OFF070521 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/19/2013 | 2050 | TUESDAY | 9334 | 0634 | Y |
| 192 | 4313178 | 2013 | 833213100 | FHPL13OFF047929 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/07/2013 | 1021 | WEDNESDAY | 9334 | 0634 | N |
| 296 | 10467783 | 2016 | 853671440 | FHPL16OFF088780 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/02/2016 | 1640 | FRIDAY | 9334 | 0634 | N |
| 332 | 10584804 | 2016 | 852045710 | FHPL16OFF003702 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/17/2016 | 0059 | SUNDAY | 9334 | 0634 | N |
| 663 | 3721900 | 2014 | 837201710 | FHPL14OFF006384 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/29/2014 | 2018 | WEDNESDAY | 9376 | 0676 | N |
| 703 | 3890711 | 2015 | 848829690 | FHPL15OFF042618 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/06/2015 | 2100 | MONDAY | 9334 | 0634 | Y |
| 0 | 3226723 | 2013 | 837335250 | FHPL13OFF079610 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/28/2013 | 2333 | SATURDAY | 9340 | 0640 | Y |
| 1 | 3226724 | 2013 | 837335260 | FHPL13OFF079629 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/28/2013 | 2333 | SATURDAY | 9340 | 0640 | Y |
| 4 | 3265281 | 2013 | 832602030 | FHPL13OFF002193 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/11/2013 | 1530 | FRIDAY | 9334 | 0634 | Y |
| 10 | 3268342 | 2013 | 832550300 | FHPL13OFF028326 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 05/11/2013 | 0124 | SATURDAY | 9334 | 0634 | Y |
| 20 | 3310385 | 2013 | 836808910 | FHPL13OFF054716 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/07/2013 | 1341 | SATURDAY | 9334 | 0634 | N |
| 21 | 3316677 | 2013 | 837041120 | FHPL13OFF079623 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/28/2013 | 2333 | SATURDAY | 9300 | 0600 | N |
| 23 | 3316966 | 2013 | 837041110 | FHPL13OFF079615 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/28/2013 | 2333 | SATURDAY | 9300 | 0600 | N |
| 41 | 3386618 | 2013 | 820540740 | FHPL13OFF073402 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/02/2013 | 0040 | MONDAY | 9334 | 0634 | N |
| 60 | 3442087 | 2013 | 833213190 | FHPL13OFF052056 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/26/2013 | 1148 | MONDAY | 9334 | 0634 | N |
| 70 | 3519857 | 2013 | 836485890 | FHPL13OFF041397 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/08/2013 | 1627 | MONDAY | 9334 | 0634 | Y |
| 73 | 3533572 | 2014 | 836986770 | FHPL14OFF013886 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 03/03/2014 | 2020 | MONDAY | 9334 | 0634 | N |
| 96 | 3709790 | 2014 | 820121270 | FHPL14OFF001974 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/09/2014 | 1730 | THURSDAY | 9334 | 0634 | Y |
| 102 | 3735945 | 2014 | 838109360 | FHPL14OFF067305 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 10/28/2014 | 1720 | TUESDAY | 9332 | 0632 | N |
| 140 | 4005499 | 2015 | 848826910 | FHPL15OFF018544 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 03/24/2015 | 1722 | TUESDAY | 9334 | 0634 | N |
| 145 | 4037800 | 2015 | 848828340 | FHPL15OFF080709 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/17/2015 | 0220 | THURSDAY | 9334 | 0634 | Y |
| 152 | 4069954 | 2015 | 845444960 | FHPL15OFF019426 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 03/28/2015 | 0854 | SATURDAY | 9334 | 0634 | N |
| 153 | 4070479 | 2015 | 845590620 | FHPL15OFF018838 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 03/25/2015 | 2205 | WEDNESDAY | 9334 | 0634 | Y |
| 163 | 4099603 | 2015 | 851367510 | FHPL15OFF059671 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/20/2015 | 0754 | SUNDAY | 9334 | 0634 | N |
| 164 | 4101489 | 2015 | 851413580 | FHPL15OFF059000 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/17/2015 | 1240 | THURSDAY | 9334 | 0634 | N |
| 166 | 4104905 | 2015 | 852525970 | FHPL15OFF083744 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/29/2015 | 1620 | TUESDAY | 9334 | 0634 | Y |
| 174 | 4212614 | 2015 | 845327990 | FHPL15OFF008191 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 02/08/2015 | 1612 | SUNDAY | 9334 | 0634 | N |
| 177 | 4231679 | 2015 | 851350310 | FHPL15OFF070475 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/05/2015 | 0445 | THURSDAY | 9334 | 0634 | Y |
| 181 | 4258637 | 2014 | 837961420 | FHPL14OFF057546 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/17/2014 | 1150 | WEDNESDAY | 9334 | 0634 | Y |
| 204 | 10270876 | 2016 | 852220490 | FHPL16OFF011107 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 02/16/2016 | 0925 | TUESDAY | 9334 | 0634 | N |
| 206 | 10273299 | 2016 | 852470660 | FHPL16OFF010631 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 02/14/2016 | 0619 | SUNDAY | 9334 | 0634 | N |
| 210 | 10278429 | 2016 | 852982070 | FHPL16OFF026362 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 04/16/2016 | 0255 | SATURDAY | 9334 | 0634 | N |

| | | | | | | | | | | | | | |
|----|------------|---------|----|---|---|------------|----|---|---|----|----|----|----|
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 3 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 2 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 2 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 1 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 1 | 0 | 01 | 04 | 02 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 3 | 0 | 01 | 01 | 01 | 01 |
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| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 3 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 3 | 1 | 01 | 05 | 02 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 3 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 3 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 3 | 1 | 01 | 04 | 02 | 02 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 2 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203059 RCI | 65 | 1 | 0 | 01 | 06 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203059 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203059 RCI | 65 | 1 | 0 | 01 | 06 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203059 RCI | 65 | 1 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203059 RCI | 65 | 2 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203059 RCI | 65 | 4 | 0 | 01 | 01 | 01 | 02 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203059 RCI | 65 | 1 | 0 | 01 | 01 | 03 | 02 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203059 RCI | 65 | 2 | 0 | 01 | 02 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203059 RCI | 65 | 2 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203059 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| | PAVED | 5 LAWN | 2 | 0 | 5 | 11500 RCI | | 1 | 0 | 08 | 04 | 02 | 02 |
| | PAVED | 5 LAWN | 2 | 0 | 5 | 11500 RCI | | 3 | 0 | 08 | 01 | 01 | 01 |
| | PAVED | 5 LAWN | 12 | 0 | 5 | 12000 RCI | | 4 | 0 | 08 | 01 | 01 | 01 |
| | PAVED | 5 LAWN | 12 | 0 | 5 | 12000 RCI | | 3 | 0 | 08 | 04 | 01 | 01 |
| | PAVED | 5 LAWN | 4 | 0 | 2 | 12000 RCI | | 1 | 0 | 08 | 02 | 01 | 01 |
| | PAVED | 5 LAWN | 12 | 0 | 6 | 11500 RCI | | 1 | 0 | 08 | 04 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 201000 RCI | 65 | 1 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 201000 RCI | 65 | 1 | 0 | 01 | 04 | 02 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 201000 RCI | 65 | 2 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 201000 RCI | 65 | 1 | 1 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 201000 RCI | 65 | 2 | 0 | 01 | 01 | 03 | 02 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 201000 RCI | 65 | 1 | 0 | 01 | 04 | 01 | 02 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 201000 RCI | 65 | 1 | 0 | 01 | 04 | 01 | 02 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 201000 RCI | 65 | 1 | 3 | 01 | 05 | 03 | 02 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 201000 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 201000 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 7 | 186390 RCI | 65 | 1 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 186390 RCI | 65 | 2 | 0 | 01 | 02 | 02 | 02 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 186390 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 195661 RCI | 65 | 2 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 223000 RCI | 65 | 3 | 3 | 01 | 04 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 195661 RCI | 65 | 3 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 6 | 195661 RCI | 65 | 1 | 1 | 01 | 04 | 02 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 195661 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 6 | 195661 RCI | 65 | 1 | 0 | 01 | 01 | 02 | 02 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 195661 RCI | 65 | 2 | 0 | 01 | 01 | 02 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 195661 RCI | 65 | 2 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 6 | 195661 RCI | 65 | 3 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 187500 RCI | 65 | 1 | 0 | 01 | 01 | 02 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 218000 RCI | 65 | 3 | 0 | 01 | 01 | 02 | 02 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 3 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 1 | 0 | 01 | 04 | 02 | 02 |

| | | | | | | | | | | | |
|--------------------------------|--------------------------------|----|----|----|----|----|---|---|---|---|---|
| FAILED TO KEEP IN PROPER LANE | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 02 | 01 | 02 | 03 | 01 | 4 | 0 | 0 | 0 | 3 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FAILED TO KEEP IN PROPER LANE | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| NOT CODED | NO CONTRIBUTING ACTION | 03 | 04 | 02 | 01 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| FAILED TO KEEP IN PROPER LANE | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 03 | 01 | 01 | 01 | 01 | 0 | 0 | 0 | 0 | 3 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 02 | 01 | 02 | 01 | 01 | 2 | 0 | 0 | 0 | 4 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 03 | 01 | 02 | 03 | 01 | 2 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 1 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NOT CODED | 04 | 01 | 02 | 01 | 01 | 1 | 0 | 0 | 0 | 1 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FAILED TO KEEP IN PROPER LANE | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| RAN OFF ROADWAY | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| SWERVED OR AVOIDED: DUE TO WI | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| FAILED TO KEEP IN PROPER LANE | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 1 | 0 | 1 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FOLLOWED TOO CLOSELY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| IMPROPER PASSING | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 3 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 04 | 03 | 01 | 01 | 01 | 1 | 0 | 1 | 0 | 2 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 2 |
| FAILED TO KEEP IN PROPER LANE | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 1 | 1 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 1 | 1 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| FAILED TO KEEP IN PROPER LANE | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 1 | 1 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 1 | 1 |
| DROVE TOO FAST FOR CONDITIONS | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 3 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 03 | 02 | 02 | 02 | 01 | 0 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 3 |
| IMPROPER PASSING | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| IMPROPER PASSING | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NOT CODED | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | OPERATED MV IN CARLESS OR NEGL | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |

| | | | |
|-----------|-------------|------------|---|
| 26.507302 | -80.0748168 | 06/10/2018 | 2 |
| 26.507083 | -80.074976 | 06/10/2018 | 2 |
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| 26.507083 | -80.074976 | 06/10/2018 | 2 |
| 26.507083 | -80.074976 | 06/10/2018 | 2 |
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| 26.513232 | -80.07146 | 03/04/2018 | 3 |
| 26.511054 | -80.0726144 | 03/04/2018 | 4 |
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| 26.513477 | -80.0720958 | 03/04/2018 | 4 |
| 26.513477 | -80.0720958 | 03/04/2018 | 4 |
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| 26.511054 | -80.0726144 | 03/04/2018 | 4 |
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| 26.511572 | -80.0724478 | 03/04/2018 | 4 |
| 26.513651 | -80.0720848 | 03/04/2018 | 4 |
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| 26.515394 | -80.0721172 | 03/04/2018 | 4 |
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| 26.515394 | -80.0721172 | 03/04/2018 | 4 |
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| 26.513869 | -80.0720783 | 06/10/2018 | 4 |

| | | | | | | | | | | | | | | |
|-----|----------|------|-----------|-----------------|---|-------------------------|----|----|------------|------|-----------|------|------|---|
| 213 | 10280985 | 2016 | 853261920 | FHPL16OFF053928 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/30/2016 | 2328 | SATURDAY | 9334 | 0634 | N |
| 234 | 10374884 | 2016 | 854290200 | FHPL16OFF094698 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/23/2016 | 2050 | FRIDAY | 9334 | 0634 | Y |
| 246 | 10385326 | 2016 | 854012370 | FHPL16OFF089617 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/05/2016 | 2201 | MONDAY | 9334 | 0634 | Y |
| 251 | 10390851 | 2016 | 852445860 | FHPL16OFF027444 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 04/20/2016 | 1417 | WEDNESDAY | 9334 | 0634 | N |
| 256 | 10391896 | 2016 | 852792670 | FHPL16OFF088564 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/02/2016 | 0042 | FRIDAY | 9334 | 0634 | Y |
| 258 | 10393123 | 2016 | 852445790 | FHPL16OFF024247 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 04/07/2016 | 1838 | THURSDAY | 9334 | 0634 | N |
| 261 | 10403072 | 2016 | 854048540 | FHPL16OFF081161 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/05/2016 | 1106 | SATURDAY | 9334 | 0634 | N |
| 290 | 10465743 | 2016 | 852445580 | FHPL16OFF010964 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 02/15/2016 | 1700 | MONDAY | 9334 | 0634 | N |
| 305 | 10537380 | 2016 | 852612330 | FHPL16OFF030702 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 05/03/2016 | 0925 | TUESDAY | 9334 | 0634 | N |
| 309 | 10542484 | 2016 | 853142270 | FHPL16OFF034839 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 05/18/2016 | 2141 | WEDNESDAY | 9334 | 0634 | N |
| 311 | 10549472 | 2016 | 853614190 | FHPL16OFF058027 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/15/2016 | 0545 | MONDAY | 9332 | 0632 | N |
| 312 | 10555704 | 2016 | 854135480 | FHPL16OFF087340 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/27/2016 | 1930 | SUNDAY | 9334 | 0634 | N |
| 313 | 10557169 | 2016 | 854231350 | FHPL16OFF085668 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/21/2016 | 1615 | MONDAY | 9334 | 0634 | Y |
| 315 | 10560898 | 2016 | 854063850 | FHPL16OFF078271 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 10/25/2016 | 2217 | TUESDAY | 9334 | 0634 | N |
| 317 | 10561359 | 2016 | 853945560 | FHPL16OFF076769 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 10/20/2016 | 1700 | THURSDAY | 9334 | 0634 | N |
| 327 | 10579316 | 2016 | 844985410 | FHPL16OFF021919 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 03/30/2016 | 0900 | WEDNESDAY | 9300 | 0600 | N |
| 333 | 10585565 | 2016 | 852281390 | FHPL16OFF000398 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/03/2016 | 0349 | SUNDAY | 9340 | 0640 | Y |
| 336 | 10586997 | 2016 | 852470420 | FHPL16OFF003141 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/15/2016 | 0750 | FRIDAY | 9334 | 0634 | N |
| 337 | 10587054 | 2016 | 852481290 | FHPL16OFF095718 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/27/2016 | 2022 | TUESDAY | 9334 | 0634 | Y |
| 353 | 10599703 | 2016 | 853766470 | FHPL16OFF065955 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/11/2016 | 2345 | SUNDAY | 9334 | 0634 | Y |
| 362 | 10602932 | 2017 | 815318360 | 17-038024 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 07/07/2017 | 0005 | FRIDAY | 9334 | 0634 | Y |
| 372 | 10603287 | 2017 | 815323730 | 17052453 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 09/11/2017 | 1030 | MONDAY | 9334 | 0634 | Y |
| 373 | 10603327 | 2017 | 815316940 | 17034960 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 06/23/2017 | 0851 | FRIDAY | 9334 | 0634 | Y |
| 386 | 10609310 | 2017 | 855019740 | FHPL17OFF096928 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/22/2017 | 0110 | WEDNESDAY | 9334 | 0634 | Y |
| 387 | 10609477 | 2017 | 854876850 | FHPL17OFF031186 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 04/23/2017 | 0215 | SUNDAY | 9334 | 0634 | N |
| 388 | 10609578 | 2017 | 854876900 | FHPL17OFF035580 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 05/07/2017 | 0220 | SUNDAY | 9334 | 0634 | N |
| 390 | 10609671 | 2017 | 854876710 | FHPK17OFF017833 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 03/19/2017 | 0530 | SUNDAY | 9334 | 0634 | N |
| 394 | 10611428 | 2017 | 855299290 | FHPL17OFF046422 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/11/2017 | 2030 | SUNDAY | 9334 | 0634 | Y |
| 395 | 10611533 | 2017 | 855299460 | FHPL17OFF062570 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/04/2017 | 2130 | FRIDAY | 9334 | 0634 | Y |
| 400 | 10613049 | 2017 | 855765130 | FHPL17OFF069429 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/27/2017 | 0640 | SUNDAY | 9334 | 0634 | N |
| 425 | 10635634 | 2017 | 871282110 | FHPL17OFF097393 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/23/2017 | 0850 | THURSDAY | 9334 | 0634 | N |
| 426 | 10639502 | 2017 | 871101090 | FHPL17OFF101616 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/07/2017 | 0704 | THURSDAY | 9340 | 0640 | N |
| 434 | 10661458 | 2017 | 815326210 | 17-058227 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 10/09/2017 | 1717 | MONDAY | 9334 | 0634 | Y |
| 436 | 10662192 | 2017 | 852481370 | FHPL17OFF001285 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/05/2017 | 2048 | THURSDAY | 9334 | 0634 | Y |
| 443 | 10665484 | 2017 | 854140840 | FHPL17OFF012322 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 02/16/2017 | 0754 | THURSDAY | 9334 | 0634 | N |
| 451 | 10670043 | 2017 | 855028060 | FHPL17OFF047521 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/15/2017 | 1758 | THURSDAY | 9334 | 0634 | N |
| 457 | 10671895 | 2017 | 855536320 | FHPL17OFF051522 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/29/2017 | 0725 | THURSDAY | 9334 | 0634 | Y |
| 463 | 10673968 | 2017 | 855815920 | FHPL17OFF079578 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/29/2017 | 2005 | FRIDAY | 9340 | 0640 | Y |
| 471 | 10706353 | 2017 | 815320400 | 17044320 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 08/02/2017 | 1712 | WEDNESDAY | 9334 | 0634 | Y |
| 474 | 10708895 | 2017 | 853760790 | FHPL17OFF047512 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/15/2017 | 1750 | THURSDAY | 9334 | 0634 | N |
| 477 | 10709778 | 2017 | 854501280 | FHPL17OFF008094 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/31/2017 | 2305 | TUESDAY | 9334 | 0634 | Y |
| 479 | 10710909 | 2017 | 854666870 | FHPL17OFF028952 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 04/15/2017 | 1432 | SATURDAY | 9334 | 0634 | Y |
| 490 | 10719012 | 2017 | 855872090 | FHPL17OFF093275 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/10/2017 | 2331 | FRIDAY | 9334 | 0634 | N |
| 511 | 3260468 | 2013 | 832578050 | FHPL13OFF007948 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 02/08/2013 | 1651 | FRIDAY | 9376 | 0676 | N |
| 518 | 3274432 | 2013 | 831985840 | FHPL13OFF018026 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 03/25/2013 | 1559 | MONDAY | 9334 | 0634 | N |
| 532 | 3344874 | 2013 | 833061370 | FHPL13OFF022237 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 04/13/2013 | 2117 | SATURDAY | 9300 | 0600 | N |
| 538 | 3374199 | 2013 | 836716290 | FHPL13OFF053406 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/01/2013 | 0901 | SUNDAY | 9334 | 0634 | Y |
| 539 | 3374351 | 2013 | 836459510 | FHPL13OFF062527 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 10/12/2013 | 1510 | SATURDAY | 9300 | 0600 | N |
| 572 | 3428737 | 2013 | 833178120 | FHPL13OFF028327 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 05/11/2013 | 0125 | SATURDAY | 9334 | 0634 | Y |
| 577 | 3436700 | 2013 | 833153050 | FHPL13OFF039441 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/29/2013 | 1844 | SATURDAY | 9300 | 0600 | N |
| 581 | 3447727 | 2013 | 836554440 | FHPL13OFF052611 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/28/2013 | 1814 | WEDNESDAY | 9334 | 0634 | Y |
| 583 | 3479817 | 2013 | 836768650 | FHPL13OFF058205 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/23/2013 | 0720 | MONDAY | 9334 | 0634 | Y |
| 604 | 3537185 | 2014 | 837217680 | FHPL14OFF008006 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 02/05/2014 | 1400 | WEDNESDAY | 9334 | 0634 | Y |
| 608 | 3546147 | 2014 | 837216460 | FHPL14OFF026205 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 04/30/2014 | 0836 | WEDNESDAY | 9334 | 0634 | Y |
| 617 | 3585812 | 2014 | 845010030 | FHPL14OFF060775 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/30/2014 | 2200 | TUESDAY | 9334 | 0634 | Y |
| 646 | 3650629 | 2014 | 838128140 | FHPL14OFF052963 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/28/2014 | 0835 | THURSDAY | 9334 | 0634 | N |
| 665 | 3723028 | 2014 | 837041410 | FHPL14OFF022644 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 04/13/2014 | 1355 | SUNDAY | 9334 | 0634 | N |
| 684 | 3824500 | 2014 | 837397760 | FHPL14OFF003575 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/16/2014 | 1840 | THURSDAY | 9300 | 0600 | N |

| | | | | | | | | | | | | | |
|----|------------|---------|----|---|---|------------|----|---|---|----|----|----|----|
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 2 | 1 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 218000 RCI | 65 | 1 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 218000 RCI | 65 | 2 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 4 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 3 | 0 | 01 | 04 | 02 | 02 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 2 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 218000 RCI | 65 | 3 | 0 | 01 | 01 | 02 | 02 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 218000 RCI | 65 | 2 | 0 | 01 | 01 | 02 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 218000 RCI | 65 | 3 | 1 | 01 | 05 | 02 | 02 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 1 | 1 | 01 | 05 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 218000 RCI | 65 | 2 | 3 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 218000 RCI | 65 | 2 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 218000 RCI | 65 | 1 | 0 | 01 | 04 | 02 | 02 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 1 | 0 | 01 | 01 | 02 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 218000 RCI | 65 | 1 | 0 | 01 | 01 | 03 | 02 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 218000 RCI | 65 | 2 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 2 | 0 | 01 | 01 | 02 | 02 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 3 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 1 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 2 | 0 | 03 | 04 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 1 | 0 | 01 | 01 | 02 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 2 | 0 | 03 | 01 | 02 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 1 | 0 | 01 | 06 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 6 | 203059 RCI | 65 | 1 | 0 | 01 | 04 | 02 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 1 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 1 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 1 | 0 | 01 | 06 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 1 | 1 | 01 | 06 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 3 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 6 | 203059 RCI | 65 | 2 | 0 | 01 | 01 | 02 | 02 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 3 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 1 | 0 | 02 | 01 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 6 | 203059 RCI | 65 | 1 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 2 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 2 | 0 | 01 | 04 | 03 | 02 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 1 | 0 | 03 | 01 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 6 | 203059 RCI | 65 | 1 | 0 | 01 | 01 | 02 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 1 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 1 | 0 | 01 | 04 | 02 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 201000 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 201000 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 201000 RCI | 65 | 2 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 201000 RCI | 65 | 1 | 0 | 01 | 01 | 02 | 01 |
| 11 | PAVED WARN | 20 LAWN | 12 | 0 | 7 | 201000 RCI | 65 | 3 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 201000 RCI | 65 | 2 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 20 LAWN | 12 | 0 | 7 | 201000 RCI | 65 | 1 | 0 | 01 | 02 | 01 | 01 |
| 11 | PAVED WARN | 20 LAWN | 12 | 0 | 7 | 201000 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 201000 RCI | 65 | 1 | 0 | 02 | 01 | 02 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 186390 RCI | 65 | 3 | 0 | 01 | 01 | 03 | 02 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 187500 RCI | 65 | 3 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 187500 RCI | 65 | 1 | 0 | 01 | 04 | 02 | 02 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 187500 RCI | 65 | 4 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 186390 RCI | 65 | 2 | 0 | 01 | 01 | 01 | 02 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 187500 RCI | 65 | 1 | 0 | 01 | 04 | 01 | 01 |

| | | | | | | | | | | | |
|--------------------------------|--------------------------------|----|----|----|----|----|---|---|---|---|---|
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| FAILED TO KEEP IN PROPER LANE | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 3 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 1 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 04 | 01 | 02 | 02 | 01 | 2 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 3 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | OPERATED MV IN CARLESS OR NEGL | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 1 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 3 | 0 | 0 | 0 | 2 |
| NOT CODED | NO CONTRIBUTING ACTION | 01 | 01 | 02 | 01 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 3 | 0 | 0 | 0 | 2 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OVER-CORRECTING/OVERSTEERING | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OVER-CORRECTING/OVERSTEERING | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | OTHER CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 3 | 0 | 0 | 0 | 3 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 5 |
| FAILED TO YIELD RIGHT-OF-WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 3 | 0 | 0 | 0 | 3 |
| OPERATED MV IN CARLESS OR NEGL | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OTHER CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 8 | 0 | 0 | 0 | 5 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FOLLOWED TOO CLOSELY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FAILED TO KEEP IN PROPER LANE | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OTHER CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OVER-CORRECTING/OVERSTEERING | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 4 |
| OVER-CORRECTING/OVERSTEERING | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| FOLLOWED TOO CLOSELY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 1 | 0 | 1 |
| RAN OFF ROADWAY | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |

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| 26.511055 | -80.0726142 | 06/10/2018 | 4 |
| 26.515466 | -80.0721219 | 06/10/2018 | 4 |
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| | | | | | | | | | | | | | | |
|------|----------|------|-----------|-----------------|---|-------------------------|----|----|------------|------|-----------|------|------|---|
| 692 | 3832689 | 2014 | 837914860 | FHPL14OFF034314 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/06/2014 | 2220 | FRIDAY | 9334 | 0634 | Y |
| 693 | 3836173 | 2014 | 845594620 | FHPL14OFF080817 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/27/2014 | 0950 | SATURDAY | 9334 | 0634 | N |
| 699 | 3869888 | 2015 | 845461060 | FHPL15OFF002695 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/13/2015 | 0854 | TUESDAY | 9334 | 0634 | N |
| 735 | 3998507 | 2015 | 838109840 | FHPL15OFF014664 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 03/08/2015 | 1610 | SUNDAY | 9334 | 0634 | N |
| 738 | 4025974 | 2015 | 845325140 | FHPL15OFF013376 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 03/03/2015 | 0402 | TUESDAY | 9334 | 0634 | N |
| 741 | 4030806 | 2015 | 851361650 | FHPL15OFF071800 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/10/2015 | 1205 | TUESDAY | 9334 | 0634 | N |
| 746 | 4044299 | 2015 | 845445040 | FHPL15OFF021269 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 04/05/2015 | 0750 | SUNDAY | 9334 | 0634 | N |
| 750 | 4078938 | 2015 | 845713290 | FHPL15OFF040242 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/26/2015 | 0553 | FRIDAY | 9334 | 0634 | N |
| 752 | 4088361 | 2015 | 848840820 | FHPL15OFF047201 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/27/2015 | 1425 | MONDAY | 9334 | 0634 | Y |
| 764 | 4125445 | 2015 | 851994680 | FHPL15OFF082540 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/24/2015 | 0212 | THURSDAY | 9334 | 0634 | N |
| 780 | 4229930 | 2015 | 851239610 | FHPL15OFF034501 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/01/2015 | 0830 | MONDAY | 9334 | 0634 | N |
| 787 | 4256512 | 2014 | 837887340 | FHPL14OFF034082 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/05/2014 | 2048 | THURSDAY | 9334 | 0634 | N |
| 802 | 4592372 | 2015 | 851783350 | FHPL15OFF059315 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/18/2015 | 1613 | FRIDAY | 9334 | 0634 | N |
| 803 | 4595984 | 2015 | 845000020 | FHPL15OFF011103 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 02/21/2015 | 1410 | SATURDAY | 9334 | 0634 | N |
| 806 | 4600669 | 2015 | 851107570 | FHPL15OFF030711 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 05/16/2015 | 0634 | SATURDAY | 9334 | 0634 | N |
| 807 | 4601979 | 2015 | 852297480 | FHPL15OFF080498 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/16/2015 | 0547 | WEDNESDAY | 9394 | 0694 | N |
| 850 | 10466217 | 2016 | 852354290 | FHPL16OFF019742 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 03/21/2016 | 1815 | MONDAY | 9334 | 0634 | N |
| 863 | 10542051 | 2016 | 852945980 | FHPL16OFF087172 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/27/2016 | 0740 | SUNDAY | 9334 | 0634 | Y |
| 869 | 10593533 | 2016 | 853142560 | FHPL16OFF058570 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/17/2016 | 0540 | WEDNESDAY | 9334 | 0634 | Y |
| 902 | 10665581 | 2017 | 854655290 | FHPL17OFF038102 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 05/15/2017 | 1814 | MONDAY | 9334 | 0634 | N |
| 1185 | 10713326 | 2017 | 855098330 | FHPL17OFF034389 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 05/03/2017 | 0725 | WEDNESDAY | 9334 | 0634 | N |
| 235 | 10375176 | 2016 | 851376340 | FHPL16OFF020663 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 03/25/2016 | 1405 | FRIDAY | 9334 | 0634 | Y |
| 304 | 10536199 | 2016 | 852481160 | FHPL16OFF093511 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/19/2016 | 1720 | MONDAY | 9334 | 0634 | Y |
| 441 | 10664869 | 2017 | 854200710 | FHPL17OFF004707 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/19/2017 | 0938 | THURSDAY | 9334 | 0634 | N |
| 500 | 3247428 | 2013 | 821903860 | 13-55764 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 11/08/2013 | 1952 | FRIDAY | 9334 | 0634 | Y |
| 512 | 3261023 | 2013 | 832294710 | FHPL13OFF001744 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/09/2013 | 1530 | WEDNESDAY | 9334 | 0634 | Y |
| 582 | 3453521 | 2013 | 836744020 | FHPL13OFF060078 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 10/01/2013 | 1029 | TUESDAY | 9334 | 0634 | N |
| 610 | 3548547 | 2014 | 837635220 | FHPL14OFF028980 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 05/13/2014 | 0814 | TUESDAY | 9334 | 0634 | N |
| 642 | 3626228 | 2014 | 828862520 | FHPL14OFF064964 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 10/18/2014 | 1515 | SATURDAY | 9334 | 0634 | N |
| 648 | 3652816 | 2014 | 845017530 | FHPL14OFF080224 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/24/2014 | 1405 | WEDNESDAY | 9334 | 0634 | N |
| 662 | 3719845 | 2014 | 837562190 | FHPL14OFF018443 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 03/24/2014 | 1835 | MONDAY | 9334 | 0634 | Y |
| 674 | 3781649 | 2014 | 845254380 | FHPL14OFF066390 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 10/24/2014 | 1620 | FRIDAY | 9334 | 0634 | N |
| 6 | 3265858 | 2013 | 832574740 | FHPL13OFF016235 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 03/17/2013 | 2225 | SUNDAY | 9334 | 0634 | Y |
| 18 | 3300673 | 2013 | 836459110 | FHPL13OFF046841 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/01/2013 | 1904 | THURSDAY | 9300 | 0600 | N |
| 30 | 3352422 | 2013 | 836485960 | FHPL13OFF043659 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/18/2013 | 1422 | THURSDAY | 9334 | 0634 | Y |
| 44 | 3401685 | 2013 | 820150250 | FHPL13OFF030243 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 05/20/2013 | 0310 | MONDAY | 9334 | 0634 | Y |
| 57 | 3436720 | 2013 | 833145270 | FHPL13OFF031525 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 05/25/2013 | 1045 | SATURDAY | 9334 | 0634 | Y |
| 64 | 3453852 | 2013 | 836427590 | FHPL13OFF039041 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/28/2013 | 0150 | FRIDAY | 9334 | 0634 | Y |
| 71 | 3520424 | 2013 | 836744040 | FHPL13OFF060449 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 10/03/2013 | 0732 | THURSDAY | 9300 | 0600 | N |
| 74 | 3541037 | 2014 | 837764580 | FHPL14OFF044541 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/23/2014 | 1525 | WEDNESDAY | 9334 | 0634 | N |
| 77 | 3554252 | 2014 | 837680010 | FHPL14OFF033588 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/03/2014 | 1430 | TUESDAY | 9334 | 0634 | N |
| 81 | 3604919 | 2014 | 845254560 | FHPL14OFF076003 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/05/2014 | 1850 | FRIDAY | 9334 | 0634 | N |
| 89 | 3663578 | 2014 | 844999680 | FHPL14OFF066337 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 10/24/2014 | 1205 | FRIDAY | 9334 | 0634 | N |
| 101 | 3733405 | 2014 | 838080300 | FHPL14OFF039566 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/01/2014 | 1650 | TUESDAY | 9334 | 0634 | N |
| 103 | 3738423 | 2014 | 838146260 | FHPL14OFF050422 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/17/2014 | 1510 | SUNDAY | 9334 | 0634 | N |
| 104 | 3739853 | 2014 | 838109670 | FHPL14OFF081750 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/31/2014 | 1630 | WEDNESDAY | 9334 | 0634 | N |
| 106 | 3770302 | 2014 | 845324600 | FHPL14OFF076881 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/09/2014 | 1640 | TUESDAY | 9334 | 0634 | N |
| 108 | 3806678 | 2014 | 837971740 | FHPL14OFF049965 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/15/2014 | 1450 | FRIDAY | 9334 | 0634 | N |
| 112 | 3811008 | 2014 | 837149070 | FHPL14OFF017989 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 03/22/2014 | 1645 | SATURDAY | 9334 | 0634 | N |
| 127 | 3955762 | 2015 | 845327960 | FHPL15OFF007775 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 02/06/2015 | 1833 | FRIDAY | 9334 | 0634 | N |
| 129 | 3962541 | 2015 | 851367500 | FHPL15OFF059453 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/19/2015 | 0658 | SATURDAY | 9334 | 0634 | N |
| 141 | 4009538 | 2015 | 851595850 | FHPL15OFF060470 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/23/2015 | 1728 | WEDNESDAY | 9332 | 0632 | N |
| 149 | 4058341 | 2015 | 851783590 | FHPL15OFF068217 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 10/26/2015 | 1839 | MONDAY | 9334 | 0634 | N |
| 167 | 4122392 | 2015 | 851366080 | FHPL15OFF061868 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/29/2015 | 1750 | TUESDAY | 9334 | 0634 | N |
| 178 | 4232584 | 2015 | 845183440 | FHPL15OFF006633 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 02/01/2015 | 1240 | SUNDAY | 9340 | 0640 | N |
| 180 | 4248525 | 2013 | 833115130 | FHPL13OFF040332 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/03/2013 | 1932 | WEDNESDAY | 9378 | 0678 | N |
| 185 | 4264449 | 2015 | 845713020 | FHPL15OFF024214 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 04/18/2015 | 0700 | SATURDAY | 9340 | 0640 | N |
| 200 | 4643410 | 2015 | 848831290 | FHPL15OFF032219 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 05/22/2015 | 1150 | FRIDAY | 9334 | 0634 | N |

| | | | | | | | | | | | | | | | |
|------|--------------------|----------|----------|------|------|---|---|---|----|----|----|----|----|----|----|
| I 95 | WOOLBRIGHT RD | 93220000 | 14 02326 | SR 9 | I 95 | R | 5 | N | 01 | 01 | 01 | 01 | 01 | 01 | 32 |
| I 95 | WOOLBRIGHT RD | 93220000 | 13 02761 | SR 9 | I 95 | R | S | N | 01 | 01 | 01 | 01 | 01 | 01 | 32 |
| I 95 | WOOLBRIGHT RD | 93220000 | 13 02192 | SR 9 | I 95 | M | M | S | 01 | 01 | 01 | 04 | 01 | 01 | 36 |
| I 95 | WOOLBRIGHT RD | 93220000 | 13 02236 | SR 9 | I 95 | M | M | N | 01 | 01 | 01 | 03 | 01 | 01 | 36 |
| I 95 | WOOLBRIGHT RD | 93220000 | 13 02329 | SR 9 | I 95 | M | M | N | 01 | 01 | 01 | 01 | 01 | 01 | 36 |
| I 95 | WOOLBRIGHT RD | 93220000 | 13 02761 | SR 9 | I 95 | R | 2 | N | 01 | 01 | 01 | 01 | 01 | 01 | 36 |
| I 95 | WOOLBRIGHT RD | 93220000 | 13 02236 | SR 9 | I 95 | M | M | N | 01 | 01 | 01 | 02 | 01 | 01 | 36 |
| I 95 | WOOLBRIGHT RD | 93220000 | 13 02761 | SR 9 | I 95 | M | M | S | 01 | 01 | 01 | 01 | 01 | 01 | 36 |
| I 95 | WOOLBRGHT RD | 93220000 | 13 02326 | SR 9 | I 95 | M | M | S | 01 | 01 | 01 | 01 | 01 | 01 | 36 |
| I 95 | WOOLBRIGHT RD | 93220000 | 13 02236 | SR 9 | I 95 | M | M | N | 01 | 01 | 01 | 02 | 01 | 01 | 36 |
| I 95 | WOOLBRIGHT RD | 93220000 | 13 02236 | SR 9 | I 95 | R | 3 | N | 01 | 01 | 01 | 01 | 01 | 01 | 36 |
| I 95 | WOOLBRIGHT RD | 93220000 | 13 02236 | SR 9 | I 95 | R | 2 | N | 01 | 01 | 01 | 01 | 01 | 01 | 32 |
| SR 9 | WOOLBRIGHT RD | 93220000 | 13 02329 | SR 9 | I 95 | R | 2 | N | 01 | 01 | 01 | 01 | 01 | 01 | 36 |
| I 95 | WOOLBRIGHT RD | 93220000 | 13 02761 | SR 9 | I 95 | M | M | S | 01 | 01 | 01 | 02 | 01 | 01 | 36 |
| I 95 | WOOLBRIGHT RD | 93220000 | 14 02326 | SR 9 | I 95 | M | M | S | 01 | 01 | 01 | 03 | 01 | 01 | 36 |
| I 95 | WOOLBRIGHT RD | 93220000 | 13 02236 | SR 9 | I 95 | R | 5 | N | 01 | 01 | 01 | 01 | 01 | 01 | 36 |
| I 95 | WOOLBRIGHT RD | 93220000 | 13 02236 | SR 9 | I 95 | R | 3 | N | 01 | 01 | 01 | 01 | 01 | 01 | 36 |
| I 95 | WOOLBRIGHT RD | 93220000 | 13 02329 | SR 9 | I 95 | R | 5 | N | 01 | 01 | 01 | 01 | 01 | 01 | 36 |
| I 95 | WOOLBRGHT RD | 93220000 | 13 02329 | SR 9 | I 95 | R | 1 | N | 01 | 01 | 01 | 01 | 01 | 01 | 36 |
| I 95 | WOOLBRIGHT RD | 93220000 | 13 02329 | SR 9 | I 95 | R | S | N | 01 | 01 | 01 | 02 | 01 | 01 | 36 |
| I 95 | WOOLBRIGHT RD | 93220000 | 13 02329 | SR 9 | I 95 | R | 4 | N | 01 | 01 | 01 | 02 | 01 | 01 | 34 |
| I 95 | WOOLBRIGHT RD | 93220000 | 13 02191 | SR 9 | I 95 | L | 2 | S | 01 | 01 | 01 | 01 | 01 | 01 | 34 |
| I 95 | WOOLBRIGHT RD | 93220028 | 0 02326 | SR 9 | I 95 | R | X | N | 07 | 01 | 14 | 01 | 04 | 02 | 0 |
| SR 9 | WOOLBRIGHT RD | 93220028 | 0 02326 | SR 9 | I 95 | R | X | N | 07 | 01 | 01 | 01 | 01 | 01 | 0 |
| I 95 | WOOLBRIGHT RD | 93220028 | 0 02326 | SR 9 | I 95 | R | X | N | 07 | 01 | 03 | 01 | 04 | 01 | 0 |
| SR 9 | WOOLBRIGHT RD | 93220028 | 0 04707 | SR 9 | I 95 | R | X | N | 07 | 03 | 14 | 01 | 01 | 01 | 0 |
| I 95 | WOOLBRIGHT | 93220028 | 0 02326 | SR 9 | I 95 | R | X | N | 08 | 01 | 03 | 01 | 77 | 01 | 0 |
| I 95 | WOOLBRIGHT RD | 93220028 | 0 02326 | SR 9 | I 95 | R | X | N | 08 | 01 | 03 | 01 | 02 | 01 | 0 |
| I 95 | WOOLBRIGHT RD | 93220028 | 0 02326 | SR 9 | I 95 | R | X | N | 07 | 01 | 14 | 01 | 03 | 01 | 0 |
| I 95 | WOOLBRIGHT RD | 93220028 | 0 02326 | SR 9 | I 95 | R | X | N | 07 | 01 | 14 | 03 | 01 | 01 | 0 |
| I 95 | WOOLBRIGHT RD | 93220028 | 0 02326 | SR 9 | I 95 | R | X | N | 07 | 01 | 14 | 01 | 01 | 01 | 0 |
| I 95 | WOOLBRIGHT RD | 93220028 | 0 02326 | SR 9 | I 95 | R | X | N | 07 | 01 | 14 | 02 | 01 | 01 | 0 |
| I 95 | WOOLBRIGHT RD | 93220028 | 0 02326 | SR 9 | I 95 | R | X | N | 07 | 01 | 01 | 01 | 01 | 01 | 0 |
| I 95 | BOYNTON BEACH BLVD | 93220000 | 14 02326 | SR 9 | I 95 | R | 4 | N | 01 | 01 | 01 | 01 | 01 | 01 | 32 |
| I 95 | WOOLBRIGHT RD | 93220000 | 14 02326 | SR 9 | I 95 | R | S | N | 01 | 01 | 01 | 01 | 01 | 01 | 32 |
| SR 9 | BOYNTON BEACH BLVD | 93220000 | 14 02326 | SR 9 | I 95 | R | 4 | 0 | 01 | 01 | 01 | 01 | 01 | 01 | 32 |
| I 95 | BOYNTON BEACH BLVD | 93220000 | 14 02326 | SR 9 | I 95 | M | M | N | 01 | 01 | 01 | 04 | 01 | 01 | 32 |
| SR 9 | WOOLBRIGHT RD | 93220000 | 14 02326 | SR 9 | I 95 | M | M | S | 01 | 01 | 01 | 04 | 01 | 01 | 32 |
| I 95 | SR 804 | 93220000 | 14 02326 | SR 9 | I 95 | R | 4 | N | 01 | 01 | 01 | 01 | 01 | 01 | 32 |
| I 95 | BOYNTON BEACH BLVD | 93220000 | 14 02326 | SR 9 | I 95 | R | 2 | N | 01 | 01 | 01 | 01 | 01 | 01 | 32 |
| SR 9 | SR 804 | 93220000 | 14 02237 | SR 9 | I 95 | R | 3 | N | 01 | 01 | 01 | 01 | 01 | 01 | 32 |
| I 95 | WOOLBRIGHT RD | 93220000 | 14 02326 | SR 9 | I 95 | R | S | N | 01 | 01 | 01 | 02 | 01 | 01 | 32 |
| I 95 | WOOLBRIGHT RD | 93220000 | 14 02237 | SR 9 | I 95 | R | 2 | N | 01 | 01 | 01 | 01 | 01 | 01 | 32 |
| I 95 | BOYNTON BEACH | 93220000 | 14 02326 | SR 9 | I 95 | M | M | S | 01 | 01 | 01 | 01 | 01 | 01 | 32 |
| SR 9 | BOYNTON BEACH BLVD | 93220000 | 14 02326 | SR 9 | I 95 | R | 5 | N | 01 | 01 | 01 | 01 | 01 | 01 | 32 |
| I 95 | WOOLBRIGHT RD | 93220000 | 14 02326 | SR 9 | I 95 | R | 5 | N | 01 | 01 | 01 | 01 | 01 | 01 | 32 |
| I 95 | BOYNTON BEACH BLVD | 93220000 | 14 02326 | SR 9 | I 95 | R | 6 | N | 01 | 01 | 01 | 01 | 01 | 01 | 32 |
| I 95 | WOOLBRIGHT RD | 93220000 | 14 02237 | SR 9 | I 95 | R | 5 | N | 01 | 01 | 01 | 01 | 01 | 01 | 32 |
| SR 9 | WOOLBRIGHT RD | 93220000 | 14 02326 | SR 9 | I 95 | R | S | N | 01 | 01 | 01 | 02 | 01 | 01 | 32 |
| I 95 | WOOLBRIGHT RD | 93220000 | 14 02326 | SR 9 | I 95 | R | S | N | 01 | 01 | 01 | 02 | 01 | 01 | 32 |
| SR 9 | BOYNTON BEACH BLVD | 93220000 | 14 02237 | SR 9 | I 95 | R | 1 | N | 01 | 01 | 01 | 01 | 01 | 01 | 36 |
| I 95 | BOYNTON BEACH BLVD | 93220000 | 14 02237 | SR 9 | I 95 | R | 3 | N | 01 | 01 | 01 | 01 | 01 | 01 | 36 |
| I 95 | SR 804 | 93220000 | 14 02237 | SR 9 | I 95 | R | 2 | N | 01 | 01 | 01 | 01 | 01 | 01 | 36 |
| I 95 | BOYNTON BEACH BLVD | 93220000 | 14 02237 | SR 9 | I 95 | R | 2 | N | 01 | 01 | 01 | 01 | 01 | 01 | 36 |
| I 95 | BOYNTON BEACH BLVD | 93220000 | 14 02326 | SR 9 | I 95 | R | 2 | N | 01 | 01 | 01 | 01 | 01 | 01 | 36 |
| I 95 | WOOLBRIGHT RD | 93220000 | 14 02326 | SR 9 | I 95 | R | 2 | N | 01 | 01 | 01 | 01 | 01 | 01 | 36 |
| I 95 | WOOLBRIGHT RD | 93220000 | 14 02237 | SR 9 | I 95 | M | M | N | 01 | 01 | 01 | 01 | 01 | 01 | 32 |
| I 95 | WOOLBRIGHT RD | 93220000 | 14 02326 | SR 9 | I 95 | M | M | S | 01 | 01 | 01 | 03 | 01 | 01 | 36 |
| I 95 | SR 804 | 93220000 | 14 02326 | SR 9 | I 95 | R | 5 | N | 01 | 01 | 01 | 01 | 01 | 01 | 36 |

| | | | | | | | | | | | | | |
|----|------------|---------|----|---|---|------------|----|---|---|----|----|----|----|
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 187500 RCI | 65 | 1 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 187500 RCI | 65 | 4 | 0 | 01 | 01 | 02 | 02 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 223000 RCI | 65 | 1 | 0 | 01 | 01 | 02 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 6 | 195661 RCI | 65 | 3 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 6 | 195661 RCI | 65 | 2 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 223000 RCI | 65 | 1 | 0 | 01 | 01 | 02 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 6 | 195661 RCI | 65 | 1 | 2 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 223000 RCI | 65 | 1 | 0 | 01 | 03 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 223000 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 6 | 195661 RCI | 65 | 0 | 0 | 01 | 06 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 6 | 195661 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 186390 RCI | 65 | 1 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 223000 RCI | 65 | 2 | 0 | 01 | 01 | 01 | 02 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 223000 RCI | 65 | 2 | 0 | 01 | 01 | 02 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 6 | 195661 RCI | 65 | 0 | 0 | 01 | 03 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 6 | 195661 RCI | 65 | 1 | 0 | 01 | 03 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 2 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 3 | 0 | 01 | 01 | 02 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 0 | 0 | 01 | 03 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203059 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203059 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| | LAWN | 10 LAWN | 12 | 0 | 5 | 15500 RCI | | 1 | 0 | 07 | 01 | 02 | 02 |
| | LAWN | 10 LAWN | 12 | 0 | 5 | 15500 RCI | | 3 | 0 | 07 | 04 | 02 | 02 |
| | LAWN | 10 LAWN | 12 | 0 | 4 | 14500 RCI | | 3 | 0 | 07 | 01 | 01 | 01 |
| | PAVED | 1 LAWN | 12 | 0 | 5 | 13500 RCI | | 2 | 0 | 07 | 04 | 03 | 02 |
| | PAVED | 1 LAWN | 12 | 0 | 5 | 13500 RCI | | 2 | 0 | 07 | 01 | 02 | 01 |
| | PAVED | 1 LAWN | 12 | 0 | 5 | 13500 RCI | | 1 | 0 | 07 | 01 | 01 | 01 |
| | PAVED | 1 LAWN | 12 | 0 | 2 | 14000 RCI | | 1 | 0 | 07 | 01 | 02 | 02 |
| | PAVED | 1 LAWN | 12 | 0 | 2 | 14000 RCI | | 1 | 0 | 07 | 01 | 01 | 01 |
| | PAVED | 1 LAWN | 12 | 0 | 2 | 14000 RCI | | 1 | 0 | 07 | 01 | 02 | 01 |
| | PAVED | 1 LAWN | 12 | 0 | 2 | 14000 RCI | | 1 | 0 | 07 | 02 | 03 | 02 |
| | PAVED | 1 LAWN | 12 | 0 | 2 | 14000 RCI | | 1 | 0 | 07 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 201000 RCI | 65 | 2 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 201000 RCI | 65 | 3 | 0 | 01 | 02 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 201000 RCI | 65 | 1 | 0 | 01 | 01 | 02 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 201000 RCI | 65 | 1 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 201000 RCI | 65 | 2 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 201000 RCI | 65 | 1 | 0 | 01 | 04 | 02 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 201000 RCI | 65 | 3 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 187500 RCI | 65 | 4 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 187500 RCI | 65 | 2 | 0 | 01 | 01 | 02 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 187500 RCI | 65 | 1 | 0 | 01 | 02 | 02 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 187500 RCI | 65 | 2 | 0 | 01 | 01 | 02 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 187500 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 187500 RCI | 65 | 1 | 0 | 01 | 01 | 02 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 187500 RCI | 65 | 1 | 0 | 01 | 01 | 03 | 02 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 187500 RCI | 65 | 2 | 0 | 01 | 01 | 02 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 187500 RCI | 65 | 2 | 0 | 01 | 01 | 03 | 02 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 187500 RCI | 65 | 1 | 0 | 01 | 01 | 03 | 02 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 187500 RCI | 65 | 2 | 0 | 01 | 01 | 02 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 223000 RCI | 65 | 2 | 0 | 01 | 02 | 03 | 02 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 223000 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 223000 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 223000 RCI | 65 | 3 | 0 | 01 | 02 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 223000 RCI | 65 | 3 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 223000 RCI | 65 | 3 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 223000 RCI | 65 | 3 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 201000 RCI | 65 | 0 | 0 | 01 | 02 | 02 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 223000 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 223000 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |

| | | | | | | | | | | | |
|--------------------------------|--------------------------------|----|----|----|----|----|---|---|---|---|---|
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 1 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OVER-CORRECTING/OVERSTEERING | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| FAILED TO KEEP IN PROPER LANE | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FAILED TO KEEP IN PROPER LANE | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NOT CODED | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 0 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| DROVE TOO FAST FOR CONDITIONS | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| NOT CODED | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 0 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 4 | 0 | 0 | 0 | 2 |
| NOT CODED | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 0 |
| OVER-CORRECTING/OVERSTEERING | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | OPERATED MV IN CARLESS OR NEGL | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 3 |
| OPERATED MV IN CARLESS OR NEGL | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| FOLLOWED TOO CLOSELY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| IMPROPER BACKING | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NOT CODED | 00 | 00 | 00 | 00 | 01 | 3 | 0 | 0 | 0 | 1 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OTHER CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| FAILED TO KEEP IN PROPER LANE | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 3 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 1 | 0 | 2 |
| RAN OFF ROADWAY | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | OPERATED MV IN CARLESS OR NEGL | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| SWERVED OR AVOIDED: DUE TO WI | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 3 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 3 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| NOT CODED | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 0 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |

| | | | |
|-----------|-------------|------------|---|
| 26.517644 | -80.0722626 | 03/04/2018 | 4 |
| 26.516221 | -80.0721706 | 03/04/2018 | 4 |
| 26.515466 | -80.0721219 | 03/04/2018 | 4 |
| 26.512927 | -80.0721559 | 03/04/2018 | 4 |
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| 26.516482 | -80.0721875 | 03/04/2018 | 4 |
| 26.517382 | -80.0722455 | 03/04/2018 | 4 |
| 26.512639 | -80.0722011 | 03/04/2018 | 4 |
| 26.513883 | -80.0720778 | 03/04/2018 | 4 |
| 26.512309 | -80.072267 | 03/04/2018 | 4 |
| 26.516758 | -80.0722053 | 03/04/2018 | 4 |
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| 26.512639 | -80.0722011 | 03/04/2018 | 4 |
| 26.511305 | -80.0725309 | 06/10/2018 | 4 |
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| 26.511152 | -80.0725817 | 06/10/2018 | 4 |
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| 26.517929 | -80.0721063 | 06/10/2018 | 5 |
| 26.517987 | -80.0721176 | 06/10/2018 | 5 |
| 26.516552 | -80.07175 | 06/10/2018 | 5 |
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| 26.51771 | -80.0720637 | 03/04/2018 | 5 |
| 26.517092 | -80.0719162 | 03/04/2018 | 5 |
| 26.520983 | -80.072477 | 03/04/2018 | 6 |
| 26.519517 | -80.0723752 | 03/04/2018 | 6 |
| 26.52091 | -80.0724721 | 03/04/2018 | 6 |
| 26.52091 | -80.0724721 | 03/04/2018 | 6 |
| 26.519517 | -80.0723752 | 03/04/2018 | 6 |
| 26.52091 | -80.0724721 | 03/04/2018 | 6 |
| 26.52091 | -80.0724721 | 03/04/2018 | 6 |
| 26.522667 | -80.0725797 | 03/04/2018 | 6 |
| 26.520881 | -80.0724701 | 03/04/2018 | 6 |
| 26.521273 | -80.0724953 | 03/04/2018 | 6 |
| 26.52091 | -80.0724721 | 03/04/2018 | 6 |
| 26.52091 | -80.0724721 | 03/04/2018 | 6 |
| 26.520881 | -80.0724701 | 03/04/2018 | 6 |
| 26.52091 | -80.0724721 | 03/04/2018 | 6 |
| 26.521273 | -80.0724953 | 03/04/2018 | 6 |
| 26.519822 | -80.0723926 | 03/04/2018 | 6 |
| 26.520881 | -80.0724701 | 03/04/2018 | 6 |
| 26.52184 | -80.0725281 | 03/04/2018 | 6 |
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| 26.522594 | -80.0725748 | 03/04/2018 | 6 |
| 26.522667 | -80.0725797 | 03/04/2018 | 6 |
| 26.52091 | -80.0724721 | 03/04/2018 | 6 |
| 26.520881 | -80.0724701 | 03/04/2018 | 6 |
| 26.521273 | -80.0724953 | 03/04/2018 | 6 |
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| 26.521142 | -80.0724878 | 03/04/2018 | 6 |

| | | | | | | | | | | | | | | |
|-----|----------|------|-----------|-----------------|---|-------------------------|----|----|------------|------|-----------|------|------|---|
| 212 | 10279518 | 2016 | 853124580 | FHPL16OFF053257 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/28/2016 | 1209 | THURSDAY | 9334 | 0634 | N |
| 214 | 10282389 | 2016 | 853215330 | FHPL16OFF076008 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 10/18/2016 | 1005 | TUESDAY | 9334 | 0634 | N |
| 316 | 10560900 | 2016 | 854063870 | FHPL16OFF078542 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 10/26/2016 | 2200 | WEDNESDAY | 9334 | 0634 | Y |
| 330 | 10583395 | 2016 | 851386720 | FHPL16OFF094076 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/21/2016 | 1815 | WEDNESDAY | 9334 | 0634 | Y |
| 352 | 10599006 | 2016 | 853760130 | FHPL16OFF057343 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/12/2016 | 2108 | FRIDAY | 9334 | 0634 | N |
| 402 | 10614205 | 2017 | 855815580 | FHPL17OFF094392 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/14/2017 | 1538 | TUESDAY | 9334 | 0634 | Y |
| 405 | 10614499 | 2017 | 855953930 | FHPL17OFF095974 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/19/2017 | 0030 | SUNDAY | 9334 | 0634 | N |
| 439 | 10663579 | 2017 | 853414710 | FHPL17OFF071419 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/02/2017 | 1632 | SATURDAY | 9334 | 0634 | Y |
| 444 | 10666315 | 2017 | 854421680 | FHPL17OFF000453 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/02/2017 | 2248 | MONDAY | 9334 | 0634 | N |
| 445 | 10666417 | 2017 | 854487860 | FHPL17OFF034762 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 05/04/2017 | 1330 | THURSDAY | 9334 | 0634 | Y |
| 462 | 10673967 | 2017 | 855815900 | FHPL17OFF079330 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/29/2017 | 0947 | FRIDAY | 9340 | 0640 | Y |
| 475 | 10709601 | 2017 | 854496570 | FHPL17OFF025983 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 04/05/2017 | 1647 | WEDNESDAY | 9334 | 0634 | N |
| 491 | 10719182 | 2017 | 856091670 | FHPL17OFF100913 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/04/2017 | 1745 | MONDAY | 9334 | 0634 | Y |
| 595 | 3517324 | 2013 | 832707970 | FHPL13OFF037438 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/20/2013 | 1712 | THURSDAY | 9300 | 0600 | N |
| 14 | 3274197 | 2013 | 832574700 | FHPL13OFF013666 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 03/06/2013 | 0008 | WEDNESDAY | 9334 | 0634 | Y |
| 75 | 3543954 | 2014 | 837965700 | FHPL14OFF052077 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/24/2014 | 1450 | SUNDAY | 9334 | 0634 | N |
| 86 | 3651856 | 2014 | 844972690 | FHPL14OFF071819 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/17/2014 | 0910 | MONDAY | 9334 | 0634 | Y |
| 92 | 3676358 | 2014 | 837625570 | FHPL14OFF043290 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/18/2014 | 0301 | FRIDAY | 9334 | 0634 | N |
| 114 | 3862139 | 2015 | 845324290 | FHPL15OFF008414 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 02/09/2015 | 1631 | MONDAY | 9334 | 0634 | N |
| 119 | 3884774 | 2015 | 848841760 | FHPL15OFF036092 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/08/2015 | 1500 | MONDAY | 9334 | 0634 | Y |
| 132 | 3974018 | 2015 | 851239700 | FHPL15OFF036482 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/10/2015 | 0850 | WEDNESDAY | 9334 | 0634 | N |
| 137 | 3996216 | 2015 | 851680800 | FHPL15OFF079164 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/10/2015 | 0900 | THURSDAY | 9334 | 0634 | N |
| 138 | 3996218 | 2015 | 851728730 | FHPL15OFF071967 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/11/2015 | 0615 | WEDNESDAY | 9334 | 0634 | N |
| 139 | 3998637 | 2015 | 837376210 | FHPL15OFF037268 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/13/2015 | 0500 | SATURDAY | 9334 | 0634 | N |
| 170 | 4208153 | 2015 | 851239540 | FHPL15OFF030705 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 05/16/2015 | 0545 | SATURDAY | 9334 | 0634 | N |
| 176 | 4227164 | 2015 | 851365990 | FHPL15OFF059317 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/18/2015 | 1617 | FRIDAY | 9332 | 0632 | N |
| 182 | 4260516 | 2014 | 844999640 | FHPL14OFF063299 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 10/11/2014 | 1800 | SATURDAY | 9334 | 0634 | N |
| 262 | 10403228 | 2016 | 854048590 | FHPL16OFF083496 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/14/2016 | 0746 | MONDAY | 9334 | 0634 | N |
| 306 | 10540643 | 2016 | 852784250 | FHPL16OFF040221 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/08/2016 | 0750 | WEDNESDAY | 9334 | 0634 | N |
| 310 | 10549316 | 2016 | 853489360 | FHPL16OFF054122 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/31/2016 | 1636 | SUNDAY | 9334 | 0634 | Y |
| 334 | 10585822 | 2016 | 852467010 | FHPL16OFF025618 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 04/13/2016 | 1054 | WEDNESDAY | 9334 | 0634 | N |
| 338 | 10587109 | 2016 | 852537320 | FHPL16OFF033440 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 05/13/2016 | 1406 | FRIDAY | 9334 | 0634 | Y |
| 343 | 10590923 | 2016 | 852910650 | FHPL16OFF040495 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/09/2016 | 0748 | THURSDAY | 9334 | 0634 | Y |
| 346 | 10596525 | 2016 | 853365970 | FHPL16OFF040614 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/09/2016 | 1430 | THURSDAY | 9334 | 0634 | Y |
| 382 | 10606251 | 2017 | 854500120 | FHPL17OFF033766 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 05/01/2017 | 0810 | MONDAY | 9334 | 0634 | N |
| 393 | 10611347 | 2017 | 855299240 | FHPL17OFF044518 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/05/2017 | 2210 | MONDAY | 9334 | 0634 | Y |
| 397 | 10612541 | 2017 | 855627410 | FHPL17OFF081001 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 10/04/2017 | 1615 | WEDNESDAY | 9334 | 0634 | N |
| 398 | 10612979 | 2017 | 855765010 | FHPL17OFF062279 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/04/2017 | 0734 | FRIDAY | 9334 | 0634 | N |
| 404 | 10614466 | 2017 | 855953840 | FHPL17OFF087266 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 10/23/2017 | 0800 | MONDAY | 9334 | 0634 | N |
| 440 | 10664765 | 2017 | 854200620 | FHPL17OFF002884 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/12/2017 | 0833 | THURSDAY | 9334 | 0634 | N |
| 450 | 10669946 | 2017 | 855027950 | FHPL17OFF042949 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 05/31/2017 | 1852 | WEDNESDAY | 9334 | 0634 | N |
| 453 | 10670625 | 2017 | 855429910 | FHPL17OFF053279 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/04/2017 | 2255 | TUESDAY | 9334 | 0634 | N |
| 454 | 10670827 | 2017 | 855228300 | FHPL17OFF070879 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/01/2017 | 0530 | FRIDAY | 9334 | 0634 | N |
| 460 | 10672453 | 2017 | 855943850 | FHPL17OFF075816 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/18/2017 | 1550 | MONDAY | 9334 | 0634 | Y |
| 465 | 10674405 | 2017 | 855815790 | FHPL17OFF075255 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/16/2017 | 1410 | SATURDAY | 9334 | 0634 | Y |
| 483 | 10712940 | 2017 | 855098660 | FHPL17OFF051270 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/28/2017 | 0840 | WEDNESDAY | 9334 | 0634 | N |
| 488 | 10715868 | 2017 | 855222570 | FHPL17OFF040948 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 05/25/2017 | 0740 | THURSDAY | 9334 | 0634 | Y |
| 72 | 3533326 | 2014 | 837201620 | FHPL14OFF003777 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/17/2014 | 1615 | FRIDAY | 9376 | 0676 | N |
| 143 | 4014266 | 2015 | 845330420 | FHPL15OFF003994 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/19/2015 | 1145 | MONDAY | 9334 | 0634 | Y |
| 456 | 10671469 | 2017 | 855536920 | FHPL17OFF081584 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 10/06/2017 | 0524 | FRIDAY | 9334 | 0634 | N |
| 504 | 3248246 | 2013 | 821895550 | 13-033726 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 07/15/2013 | 2359 | MONDAY | 9334 | 0634 | Y |
| 519 | 3301133 | 2013 | 836768980 | FHPL13OFF076043 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/13/2013 | 1058 | FRIDAY | 9334 | 0634 | Y |
| 529 | 3338903 | 2013 | 832574690 | FHPL13OFF013651 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 03/05/2013 | 2225 | TUESDAY | 9334 | 0634 | Y |
| 576 | 3435401 | 2013 | 833083780 | FHPL13OFF023730 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 04/20/2013 | 1138 | SATURDAY | 9334 | 0634 | Y |
| 813 | 4664109 | 2015 | 845128340 | FHPL15OFF049314 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/06/2015 | 0901 | THURSDAY | 9334 | 0634 | N |
| 2 | 3248409 | 2013 | 821908020 | 13-063620 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 12/26/2013 | 1513 | THURSDAY | 9334 | 0634 | Y |
| 5 | 3265335 | 2013 | 832428470 | FHPL13OFF024126 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 04/22/2013 | 0853 | MONDAY | 9334 | 0634 | N |
| 7 | 3266084 | 2013 | 832603050 | FHPL13OFF025038 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 04/26/2013 | 0941 | FRIDAY | 9300 | 0600 | N |

| | | | | | | | | | | | | | | | |
|--------------|--------------------|----------|----------|------|------|---|---|---|----|----|----|----|----|----|----|
| I 95 | BOYNTON BEACH BLVD | 93220000 | 14 02326 | SR 9 | I 95 | R | 4 | N | 01 | 01 | 01 | 01 | 01 | 01 | 36 |
| I 95 | SR 804 | 93220000 | 14 02326 | SR 9 | I 95 | R | 3 | N | 01 | 01 | 01 | 01 | 01 | 01 | 36 |
| I 95 | WOOLBRIGHT RD | 93220000 | 14 02326 | SR 9 | I 95 | R | 4 | N | 01 | 01 | 01 | 01 | 01 | 01 | 36 |
| I 95 | BOYNTON BEACH BLVD | 93220000 | 14 02326 | SR 9 | I 95 | R | 6 | N | 01 | 01 | 01 | 01 | 01 | 01 | 36 |
| I 95 | SR 804 | 93220000 | 14 02326 | SR 9 | I 95 | R | 2 | O | 01 | 01 | 01 | 01 | 01 | 01 | 36 |
| SR 9 | BOYNTON BEACH BLVD | 93220000 | 14 02326 | SR 9 | I 95 | R | 4 | N | 01 | 01 | 01 | 01 | 01 | 01 | 34 |
| SR 9 | WOOLBRIGHT RD | 93220000 | 14 02237 | SR 9 | I 95 | M | M | N | 01 | 01 | 01 | 03 | 01 | 01 | 34 |
| I 95 | WOOLBRIGHT RD | 93220000 | 14 02326 | SR 9 | I 95 | R | S | N | 01 | 01 | 01 | 04 | 01 | 01 | 34 |
| I 95 | BOYNTON BEACH BLVD | 93220000 | 14 02237 | SR 9 | I 95 | R | 3 | N | 01 | 01 | 01 | 01 | 01 | 01 | 34 |
| I 95 | BOYNTON BEACH BLVD | 93220000 | 14 02237 | SR 9 | I 95 | R | 4 | N | 01 | 01 | 01 | 01 | 01 | 01 | 34 |
| I 95 | WOOLBRIGHT RD | 93220000 | 14 02237 | SR 9 | I 95 | R | 2 | N | 01 | 01 | 01 | 01 | 01 | 01 | 34 |
| I 95 | BOYNTON BEACH BLVD | 93220000 | 14 02237 | SR 9 | I 95 | R | 3 | N | 01 | 01 | 01 | 01 | 01 | 01 | 34 |
| SR 9 | BOYNTON BEACH BLVD | 93220000 | 14 02326 | SR 9 | I 95 | R | 3 | N | 01 | 01 | 01 | 01 | 01 | 01 | 34 |
| I 95 | WOOLBRIGHT RD | 93220000 | 14 02326 | SR 9 | I 95 | R | U | N | 01 | 01 | 01 | 01 | 01 | 01 | 32 |
| I 95 | SR 804 | 93220000 | 14 02326 | SR 9 | I 95 | L | 3 | N | 01 | 01 | 01 | 01 | 01 | 01 | 32 |
| I 95 | WOOLBRIGHT RD | 93220000 | 14 02237 | SR 9 | I 95 | L | 5 | S | 01 | 01 | 01 | 01 | 01 | 01 | 32 |
| I 95 | BOYNTON BEACH BLVD | 93220000 | 14 02326 | SR 9 | I 95 | L | 7 | O | 01 | 01 | 01 | 01 | 01 | 01 | 32 |
| I 95 | WOOLBRIGHT RD | 93220000 | 14 02237 | SR 9 | I 95 | L | 2 | S | 01 | 01 | 01 | 01 | 01 | 01 | 32 |
| I 95 | WOOLBRIGHT RD | 93220000 | 14 02237 | SR 9 | I 95 | L | 2 | S | 01 | 01 | 01 | 01 | 01 | 01 | 36 |
| I 95 | WOOLBRIGHT RD | 93220000 | 14 02237 | SR 9 | I 95 | L | 2 | S | 01 | 01 | 18 | 01 | 01 | 01 | 36 |
| I 95 | WOOLBRIGHT RD | 93220000 | 14 02326 | SR 9 | I 95 | L | 2 | S | 01 | 01 | 01 | 01 | 01 | 01 | 36 |
| I 95 | WOOLBRIGHT RD | 93220000 | 14 02326 | SR 9 | I 95 | L | 5 | S | 01 | 01 | 01 | 01 | 01 | 01 | 36 |
| I 95 | WOOLBRIGHT RD | 93220000 | 14 02326 | SR 9 | I 95 | L | 1 | S | 01 | 01 | 01 | 01 | 01 | 01 | 36 |
| I 95 | WOOLBRIGHT RD | 93220000 | 14 02237 | SR 9 | I 95 | L | 3 | S | 01 | 01 | 01 | 01 | 01 | 01 | 36 |
| I 95 | WOOLBRIGHT RD | 93220000 | 14 02326 | SR 9 | I 95 | L | 2 | S | 01 | 01 | 01 | 01 | 01 | 01 | 36 |
| I 95 | WOOLBRIGHT RD | 93220000 | 14 02237 | SR 9 | I 95 | L | 2 | S | 01 | 01 | 01 | 01 | 01 | 01 | 36 |
| I 95 | WOOLBRIGHT RD | 93220000 | 14 02237 | SR 9 | I 95 | L | 2 | S | 01 | 01 | 01 | 01 | 01 | 01 | 36 |
| I 95 | WOOLBRIGHT RD | 93220000 | 14 02237 | SR 9 | I 95 | L | S | S | 01 | 01 | 01 | 02 | 01 | 01 | 32 |
| I 95 | BOYNTON BEACH BLVD | 93220000 | 14 02326 | SR 9 | I 95 | L | 2 | S | 01 | 01 | 01 | 01 | 01 | 01 | 36 |
| I 95 | WOOLBRIGHT RD | 93220000 | 14 02237 | SR 9 | I 95 | L | 2 | S | 01 | 01 | 01 | 01 | 01 | 01 | 36 |
| I 95 | WOOLBRIGHT RD | 93220000 | 14 02237 | SR 9 | I 95 | L | 2 | S | 01 | 01 | 01 | 01 | 01 | 01 | 36 |
| I 95 | WOOLBRIGHT RD | 93220000 | 14 02237 | SR 9 | I 95 | L | 1 | S | 01 | 01 | 01 | 01 | 01 | 01 | 36 |
| I 95 | WOOLBRIGHT RD | 93220000 | 14 02237 | SR 9 | I 95 | L | S | S | 01 | 01 | 01 | 01 | 01 | 01 | 36 |
| I 95 | WOOLBRIGHT RD | 93220000 | 14 02237 | SR 9 | I 95 | L | 2 | S | 01 | 01 | 01 | 01 | 01 | 01 | 36 |
| I 95 | WOOLBRIGHT RD | 93220000 | 14 02237 | SR 9 | I 95 | L | 3 | S | 01 | 01 | 18 | 01 | 01 | 01 | 36 |
| I 95 | WOOLBRIGHT RD | 93220000 | 14 02326 | SR 9 | I 95 | L | S | N | 01 | 01 | 01 | 01 | 01 | 01 | 34 |
| I 95 | WOOLBRIGHT RD | 93220000 | 14 02237 | SR 9 | I 95 | L | 3 | N | 01 | 01 | 01 | 01 | 01 | 01 | 34 |
| I 95 | WOOLBRIGHT RD | 93220000 | 14 02237 | SR 9 | I 95 | L | 2 | S | 01 | 01 | 01 | 01 | 01 | 01 | 34 |
| I 95 | WOOLBRIGHT RD | 93220000 | 14 02237 | SR 9 | I 95 | L | 4 | N | 01 | 01 | 01 | 01 | 01 | 01 | 34 |
| SR 9 | SR 804 | 93220000 | 14 02326 | SR 9 | I 95 | L | 1 | S | 01 | 01 | 01 | 01 | 01 | 01 | 34 |
| I 95 | WOOLBRIGHT RD | 93220000 | 14 02237 | SR 9 | I 95 | L | 2 | S | 01 | 01 | 01 | 01 | 01 | 01 | 34 |
| I 95 | BOYNTON BEACH BLVD | 93220000 | 14 02237 | SR 9 | I 95 | L | S | S | 01 | 01 | 01 | 01 | 01 | 01 | 34 |
| I 95 | WOOLBRIGHT RD | 93220000 | 14 02237 | SR 9 | I 95 | L | 3 | N | 01 | 01 | 01 | 01 | 01 | 01 | 34 |
| I 95 | SR 804 | 93220000 | 14 02326 | SR 9 | I 95 | L | 5 | S | 01 | 01 | 01 | 01 | 01 | 01 | 34 |
| I 95 | WOOLBRIGHT RD | 93220000 | 14 02237 | SR 9 | I 95 | L | 2 | S | 01 | 01 | 01 | 01 | 01 | 01 | 34 |
| I 95 | WOOLBRIGHT RD | 93220000 | 14 02237 | SR 9 | I 95 | L | 5 | N | 01 | 01 | 01 | 01 | 01 | 01 | 34 |
| SR 9 | BOYNTON BEACH BLVD | 93220000 | 14 02326 | SR 9 | I 95 | L | 5 | S | 01 | 01 | 01 | 01 | 01 | 01 | 34 |
| I 95 | WOOLBRIGHT RD | 93220000 | 14 02237 | SR 9 | I 95 | L | 4 | S | 01 | 01 | 01 | 01 | 01 | 01 | 34 |
| I 95 | WOOLBRIGHT RD | 93220027 | 0 02761 | SR 9 | I 95 | L | X | S | 07 | 01 | 14 | 01 | 01 | 01 | 0 |
| I 95 | WOOLBRIGHT RD | 93220027 | 0 02761 | SR 9 | I 95 | L | X | S | 07 | 01 | 14 | 03 | 01 | 01 | 0 |
| SR 9 | WOOLBRIGHT RD | 93220027 | 0 04519 | SR 9 | I 95 | L | X | S | 07 | 01 | 14 | 04 | 01 | 01 | 0 |
| I 95 | WOOLBRIGHT RD | 93220027 | 0 02761 | SR 9 | I 95 | L | X | W | 07 | 05 | 01 | 01 | 02 | 03 | 0 |
| I 95 | WOOLBRIGHT RD | 93220027 | 0 02761 | SR 9 | I 95 | L | X | S | 07 | 01 | 01 | 07 | 01 | 01 | 0 |
| I 95 | WOOLBRIGHT RD | 93220027 | 0 02761 | SR 9 | I 95 | L | X | S | 07 | 01 | 14 | 03 | 01 | 01 | 0 |
| SR 9 | WOOLBRIGHT RD | 93220027 | 0 02761 | SR 9 | I 95 | L | X | S | 07 | 01 | 14 | 01 | 01 | 03 | 0 |
| I 95 | WOOLBRIGHT RD | 93220027 | 0 02761 | SR 9 | I 95 | L | X | S | 07 | 01 | 01 | 01 | 01 | 01 | 0 |
| WOOLBRGHT RD | SR 9 | 93220000 | 13 02236 | SR 9 | I 95 | L | L | W | 01 | 05 | 01 | 01 | 01 | 03 | 32 |
| I 95 | WOOLBRIGHT RD | 93220000 | 14 02326 | SR 9 | I 95 | L | 5 | O | 01 | 01 | 01 | 01 | 01 | 01 | 32 |
| I 95 | WOOLBRIGHT RD | 93220000 | 14 02326 | SR 9 | I 95 | L | 3 | S | 01 | 01 | 01 | 01 | 01 | 01 | 32 |

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|----|-------------|---------------|----|---|---|------------|----|---|---|----|----|----|----|
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 218000 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 218000 RCI | 65 | 1 | 0 | 01 | 01 | 02 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 218000 RCI | 65 | 2 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 218000 RCI | 65 | 2 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 218000 RCI | 65 | 1 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 1 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 1 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 1 | 0 | 01 | 01 | 02 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 2 | 0 | 01 | 01 | 03 | 02 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 1 | 3 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 1 | 0 | 01 | 02 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 201000 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 201000 RCI | 65 | 1 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 187500 RCI | 65 | 3 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 187500 RCI | 65 | 1 | 0 | 01 | 01 | 02 | 02 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 187500 RCI | 65 | 1 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 223000 RCI | 65 | 3 | 0 | 01 | 01 | 03 | 02 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 223000 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 223000 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 223000 RCI | 65 | 2 | 0 | 01 | 01 | 02 | 02 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 223000 RCI | 65 | 1 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 223000 RCI | 65 | 2 | 0 | 01 | 04 | 02 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 223000 RCI | 65 | 3 | 0 | 01 | 01 | 03 | 02 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 187500 RCI | 65 | 2 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 218000 RCI | 65 | 2 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 218000 RCI | 65 | 1 | 0 | 01 | 01 | 02 | 02 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 218000 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 218000 RCI | 65 | 2 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 218000 RCI | 65 | 1 | 0 | 01 | 01 | 03 | 02 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 218000 RCI | 65 | 1 | 0 | 01 | 01 | 02 | 02 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 1 | 0 | 01 | 04 | 03 | 02 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 1 | 0 | 01 | 01 | 03 | 02 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 2 | 0 | 01 | 01 | 02 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 3 | 2 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 1 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 3 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 2 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 3 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 2 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 1 | 0 | 01 | 01 | 03 | 02 |
| | PAVED | 2 VALLEY GUTF | 3 | 0 | 2 | 16000 RCI | | 3 | 0 | 08 | 01 | 01 | 01 |
| | PAVED | 10 LAWN | 12 | 0 | 6 | 16500 RCI | | 1 | 0 | 08 | 01 | 02 | 01 |
| | VALLEY GUTR | 4 VALLEY GUTF | 4 | 0 | 4 | 17500 RCI | | 0 | 0 | 08 | 04 | 01 | 01 |
| | PAVED | 4 LAWN | 12 | 0 | 5 | 15500 RCI | | 1 | 0 | 08 | 04 | 03 | 02 |
| | PAVED | 4 LAWN | 12 | 0 | 5 | 15500 RCI | | 3 | 0 | 08 | 01 | 02 | 01 |
| | PAVED | 4 LAWN | 12 | 0 | 5 | 15500 RCI | | 1 | 0 | 07 | 04 | 01 | 01 |
| | PAVED | 4 LAWN | 12 | 0 | 5 | 15500 RCI | | 1 | 0 | 08 | 01 | 01 | 01 |
| | PAVED | 10 LAWN | 12 | 0 | 6 | 16500 RCI | | 2 | 0 | 08 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 201000 RCI | 65 | 1 | 0 | 02 | 01 | 02 | 01 |
| 11 | PAVED WARN | 20 LAWN | 12 | 0 | 7 | 201000 RCI | 65 | 1 | 0 | 01 | 01 | 03 | 02 |
| 11 | PAVED WARN | 20 LAWN | 12 | 0 | 7 | 201000 RCI | 65 | 1 | 3 | 01 | 01 | 01 | 01 |

| | | | | | | | | | | | |
|--------------------------------|--------------------------------|----|----|----|----|----|---|---|---|---|---|
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 3 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 3 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 6 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OVER-CORRECTING/OVERSTEERING | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OTHER CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 2 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| FAILED TO KEEP IN PROPER LANE | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 3 |
| SWERVED OR AVOIDED: DUE TO WI | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 3 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| FOLLOWED TOO CLOSELY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 3 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| FOLLOWED TOO CLOSELY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| SWERVED OR AVOIDED: DUE TO WI | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| FAILED TO KEEP IN PROPER LANE | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 3 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 2 |
| IMPROPER TURN | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| DROVE TOO FAST FOR CONDITIONS | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OVER-CORRECTING/OVERSTEERING | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 2 |
| DROVE TOO FAST FOR CONDITIONS | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OVER-CORRECTING/OVERSTEERING | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 4 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 3 |
| IMPROPER PASSING | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| IMPROPER PASSING | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NOT CODED | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 0 |
| FAILED TO KEEP IN PROPER LANE | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 3 |
| FAILED TO KEEP IN PROPER LANE | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FAILED TO YIELD RIGHT-OF-WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NOT CODED | OPERATED MV IN CARLESS OR NEGL | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |

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| 26.52091 | -80.0724721 | 06/10/2018 | 6 |
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|-----|---------|------|-----------|-----------------|---|-------------------------|----|----|------------|------|-----------|------|------|---|
| 8 | 3266844 | 2013 | 832265630 | FHPL13OFF001426 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/08/2013 | 0731 | TUESDAY | 9300 | 0600 | N |
| 9 | 3266851 | 2013 | 832295100 | FHPL13OFF030816 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 05/22/2013 | 0738 | WEDNESDAY | 9334 | 0634 | Y |
| 11 | 3272269 | 2013 | 832226640 | FHPL13OFF001486 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/08/2013 | 0938 | TUESDAY | 9334 | 0634 | Y |
| 13 | 3272690 | 2013 | 832226670 | FHPL13OFF002938 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/15/2013 | 0830 | TUESDAY | 9334 | 0634 | Y |
| 17 | 3283810 | 2013 | 833125920 | FHPL13OFF053643 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/02/2013 | 1600 | MONDAY | 9340 | 0640 | Y |
| 19 | 3301577 | 2013 | 836886430 | FHPL13OFF066344 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 10/31/2013 | 0820 | THURSDAY | 9334 | 0634 | Y |
| 29 | 3351876 | 2013 | 832709980 | FHPL13OFF042902 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/15/2013 | 0628 | MONDAY | 9334 | 0634 | Y |
| 32 | 3352549 | 2013 | 836428150 | FHPL13OFF070571 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/20/2013 | 0739 | WEDNESDAY | 9334 | 0634 | Y |
| 33 | 3353086 | 2013 | 832671870 | FHPL13OFF032571 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 05/30/2013 | 0755 | THURSDAY | 9334 | 0634 | Y |
| 36 | 3367041 | 2013 | 836768740 | FHPL13OFF060733 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 10/04/2013 | 1103 | FRIDAY | 9334 | 0634 | Y |
| 38 | 3381494 | 2013 | 833249480 | FHPL13OFF041759 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/10/2013 | 0745 | WEDNESDAY | 9334 | 0634 | Y |
| 39 | 3381629 | 2013 | 836518960 | FHPL13OFF051997 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/26/2013 | 0750 | MONDAY | 9334 | 0634 | Y |
| 43 | 3400947 | 2013 | 821896680 | 13-36645 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 07/29/2013 | 0623 | MONDAY | 9334 | 0634 | Y |
| 47 | 3420292 | 2013 | 832602390 | FHPL13OFF011473 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 02/23/2013 | 1829 | SATURDAY | 9334 | 0634 | Y |
| 48 | 3423657 | 2013 | 832710020 | FHPL13OFF030826 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 05/22/2013 | 0748 | WEDNESDAY | 9334 | 0634 | Y |
| 51 | 3428364 | 2013 | 833249350 | FHPL13OFF038640 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/26/2013 | 1035 | WEDNESDAY | 9334 | 0634 | Y |
| 52 | 3429099 | 2013 | 833249680 | FHPL13OFF047717 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/06/2013 | 0815 | TUESDAY | 9334 | 0634 | Y |
| 56 | 3432802 | 2013 | 833314350 | FHPL13OFF057959 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/21/2013 | 1925 | SATURDAY | 9300 | 0600 | N |
| 58 | 3437381 | 2013 | 833249510 | FHPL13OFF042915 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/15/2013 | 0730 | MONDAY | 9334 | 0634 | Y |
| 59 | 3438885 | 2013 | 833249500 | FHPL13OFF042907 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/15/2013 | 0645 | MONDAY | 9334 | 0634 | Y |
| 62 | 3447346 | 2013 | 836539050 | FHPL13OFF043142 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/16/2013 | 0855 | TUESDAY | 9334 | 0634 | N |
| 63 | 3452482 | 2013 | 836474230 | FHPL13OFF040724 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/05/2013 | 1224 | FRIDAY | 9334 | 0634 | N |
| 66 | 3464249 | 2013 | 836518850 | FHPL13OFF048098 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/08/2013 | 0750 | THURSDAY | 9334 | 0634 | Y |
| 76 | 3553658 | 2014 | 837961410 | FHPL14OFF057507 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/17/2014 | 0805 | WEDNESDAY | 9334 | 0634 | Y |
| 82 | 3605315 | 2014 | 845326160 | FHPL14OFF077932 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/14/2014 | 1424 | SUNDAY | 9334 | 0634 | Y |
| 83 | 3635109 | 2014 | 845115780 | FHPL14OFF062249 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 10/07/2014 | 0857 | TUESDAY | 9334 | 0634 | N |
| 85 | 3650607 | 2014 | 845312700 | FHPL14OFF070254 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/10/2014 | 0817 | MONDAY | 9334 | 0634 | N |
| 88 | 3663565 | 2014 | 845009750 | FHPL14OFF054548 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/04/2014 | 0715 | THURSDAY | 9334 | 0634 | Y |
| 91 | 3674536 | 2014 | 838080350 | FHPL14OFF042040 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/12/2014 | 1500 | SATURDAY | 9334 | 0634 | N |
| 95 | 3704901 | 2014 | 837965390 | FHPL14OFF037306 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/20/2014 | 1840 | FRIDAY | 9334 | 0634 | N |
| 98 | 3728327 | 2014 | 837359620 | FHPL14OFF005947 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/28/2014 | 0718 | TUESDAY | 9334 | 0634 | Y |
| 99 | 3728463 | 2014 | 837335570 | FHPL14OFF027341 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 05/05/2014 | 0900 | MONDAY | 9334 | 0634 | Y |
| 105 | 3769787 | 2014 | 845394470 | FHPL14OFF072632 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/21/2014 | 0720 | FRIDAY | 9334 | 0634 | Y |
| 107 | 3775151 | 2014 | 845325360 | FHPL14OFF076513 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/07/2014 | 2355 | SUNDAY | 9334 | 0634 | N |
| 111 | 3810597 | 2014 | 844807030 | FHPL14OFF042927 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/16/2014 | 1551 | WEDNESDAY | 9334 | 0634 | N |
| 113 | 3836174 | 2014 | 845326020 | FHPL14OFF073493 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/24/2014 | 1335 | MONDAY | 9334 | 0634 | N |
| 117 | 3875101 | 2015 | 848723100 | FHPL15OFF044695 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/16/2015 | 0845 | THURSDAY | 9334 | 0634 | N |
| 118 | 3883962 | 2015 | 848785990 | FHPL15OFF046612 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/24/2015 | 1720 | FRIDAY | 9334 | 0634 | Y |
| 120 | 3884953 | 2015 | 848829410 | FHPL15OFF032001 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 05/21/2015 | 1400 | THURSDAY | 9334 | 0634 | N |
| 121 | 3891071 | 2015 | 848862740 | FHPL15OFF048920 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/04/2015 | 0830 | TUESDAY | 9334 | 0634 | Y |
| 122 | 3906193 | 2015 | 851959890 | FHPL15OFF071973 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/11/2015 | 0705 | WEDNESDAY | 9334 | 0634 | N |
| 123 | 3906402 | 2015 | 852060340 | FHPL15OFF070463 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/05/2015 | 0143 | THURSDAY | 9334 | 0634 | Y |
| 124 | 3911178 | 2015 | 856839290 | 15-16505 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 04/16/2015 | 2035 | THURSDAY | 9334 | 0634 | Y |
| 128 | 3962408 | 2015 | 849005130 | FHPL15OFF039535 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/23/2015 | 0820 | TUESDAY | 9334 | 0634 | N |
| 130 | 3972480 | 2015 | 820035260 | FHPL15OFF058607 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/16/2015 | 0817 | WEDNESDAY | 9334 | 0634 | N |
| 133 | 3977082 | 2015 | 845274150 | FHPL15OFF011534 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 02/23/2015 | 1130 | MONDAY | 9334 | 0634 | N |
| 134 | 3984942 | 2015 | 848785780 | FHPL15OFF038118 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/16/2015 | 1940 | TUESDAY | 9334 | 0634 | Y |
| 135 | 3985379 | 2015 | 844999910 | FHPL15OFF006225 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/30/2015 | 1150 | FRIDAY | 9334 | 0634 | N |
| 136 | 3991568 | 2015 | 851366520 | FHPL15OFF055964 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/04/2015 | 1600 | FRIDAY | 9334 | 0634 | N |
| 142 | 4010357 | 2015 | 849046270 | FHPL15OFF052460 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/20/2015 | 1445 | THURSDAY | 9334 | 0634 | N |
| 146 | 4057221 | 2015 | 851367470 | FHPL15OFF058342 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/15/2015 | 0746 | TUESDAY | 9334 | 0634 | N |
| 147 | 4057354 | 2015 | 851413680 | FHPL15OFF062263 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 10/01/2015 | 1135 | THURSDAY | 9340 | 0640 | N |
| 148 | 4058323 | 2015 | 845475750 | FHPL15OFF011963 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 02/25/2015 | 0850 | WEDNESDAY | 9334 | 0634 | Y |
| 150 | 4063381 | 2015 | 845183360 | FHPL15OFF004608 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/22/2015 | 1125 | THURSDAY | 9334 | 0634 | N |
| 151 | 4067869 | 2015 | 845000060 | FHPL15OFF011498 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 02/23/2015 | 0823 | MONDAY | 9334 | 0634 | N |
| 156 | 4082383 | 2015 | 848723240 | FHPL15OFF052176 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/19/2015 | 0820 | WEDNESDAY | 9334 | 0634 | N |
| 160 | 4092076 | 2015 | 848862630 | FHPL15OFF040271 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/26/2015 | 0845 | FRIDAY | 9334 | 0634 | Y |
| 161 | 4094512 | 2015 | 851361570 | FHPL15OFF069053 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 10/30/2015 | 0800 | FRIDAY | 9334 | 0634 | N |

| | | | | | | | | | | | |
|--------------------------------|---------------------------|----|----|----|----|----|---|---|---|---|---|
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 4 |
| DROVE TOO FAST FOR CONDITIONS | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| DROVE TOO FAST FOR CONDITIONS | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| NOT CODED | OTHER CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| DROVE TOO FAST FOR CONDITIONS | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | RAN RED LIGHT | 00 | 00 | 00 | 00 | 01 | 3 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 6 | 0 | 0 | 0 | 2 |
| SWERVED OR AVOIDED: DUE TO WI | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| DROVE TOO FAST FOR CONDITIONS | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OVER-CORRECTING/OVERSTEERING | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| DROVE TOO FAST FOR CONDITIONS | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 4 |
| DROVE TOO FAST FOR CONDITIONS | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 3 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 2 |
| DROVE TOO FAST FOR CONDITIONS | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 2 |
| FOLLOWED TOO CLOSELY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| DROVE TOO FAST FOR CONDITIONS | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| DROVE TOO FAST FOR CONDITIONS | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| DROVE TOO FAST FOR CONDITIONS | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 4 |
| SWERVED OR AVOIDED: DUE TO WI | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 3 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 3 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| DROVE TOO FAST FOR CONDITIONS | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OVER-CORRECTING/OVERSTEERING | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 3 | 0 | 0 | 0 | 2 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| FAILED TO KEEP IN PROPER LANE | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| SWERVED OR AVOIDED: DUE TO WI | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| RAN RED LIGHT | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 4 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 3 |
| FOLLOWED TOO CLOSELY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 3 |
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| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 2 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 3 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| FOLLOWED TOO CLOSELY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| DROVE TOO FAST FOR CONDITIONS | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FOLLOWED TOO CLOSELY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 3 |

| | | | | | | | | | | | | | | | | | |
|---|-----|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 3 2 | N | N | N | N | N | Y | N | N | N | N | N | N | N | N | N | N |
| 0 | 4 4 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 2 | N | Y | N | N | N | N | N | N | N | N | N | N | N | Y | N | N |
| 0 | 2 2 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 1 1 | N | N | N | N | N | N | N | N | Y | N | N | N | N | N | N | N |
| 0 | 2 2 | N | Y | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
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| 0 | 2 2 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
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| 0 | 2 1 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 5 | N | Y | N | N | N | Y | N | N | N | Y | N | N | N | Y | N | N |
| 0 | 2 3 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 6 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 3 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 2 | N | N | N | N | N | N | Y | N | N | N | N | N | N | N | N | N |
| 0 | 2 2 | N | Y | N | N | N | N | N | N | N | N | N | N | N | Y | N | N |
| 0 | 1 1 | N | N | N | N | N | N | N | N | Y | N | N | N | N | N | N | N |
| 0 | 4 4 | N | Y | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 3 4 | N | Y | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 4 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 6 | N | Y | N | N | N | N | N | N | Y | N | N | N | N | N | N | N |
| 0 | 2 4 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 2 | N | Y | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 3 | N | N | N | N | N | N | N | N | Y | N | N | N | N | N | N | N |
| 0 | 2 1 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 2 | N | Y | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 4 5 | N | Y | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 2 | N | N | N | N | N | N | N | N | N | N | Y | N | N | N | N | N |
| 0 | 3 3 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 3 4 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 1 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 7 | N | Y | N | N | N | N | N | N | N | Y | N | N | N | N | N | N |
| 0 | 2 2 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 3 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 3 | N | N | N | N | N | N | Y | N | N | N | N | N | N | N | N | N |
| 0 | 2 1 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 2 | N | N | N | N | N | N | N | N | Y | N | N | N | N | N | N | N |
| 0 | 1 1 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 2 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 2 | N | N | N | N | N | N | Y | N | N | N | N | N | N | N | N | N |
| 0 | 1 1 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 4 | N | N | N | N | N | N | N | N | Y | N | N | N | N | N | N | N |
| 0 | 3 3 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 3 3 | N | N | N | N | N | N | N | N | Y | N | N | N | Y | N | N | N |
| 0 | 2 2 | N | N | N | N | N | N | Y | N | N | N | N | N | N | N | N | N |
| 0 | 1 1 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 3 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 2 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 2 | N | N | N | N | N | N | N | N | Y | N | N | N | N | N | N | N |
| 0 | 3 3 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 2 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 7 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 2 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 2 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 2 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 2 | N | Y | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 3 8 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |

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| 26.510875 | -80.0729941 | 03/04/2018 | 9 |
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| 26.513616 | -80.0723662 | 03/04/2018 | 9 |
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| 26.514531 | -80.0723656 | 03/04/2018 | 9 |
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| 26.516041 | -80.072451 | 03/04/2018 | 9 |
| 26.51181 | -80.0726924 | 03/04/2018 | 9 |
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| 26.517609 | -80.0725483 | 03/04/2018 | 9 |
| 26.515083 | -80.0723913 | 03/04/2018 | 9 |
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| 26.516883 | -80.0725032 | 03/04/2018 | 9 |
| 26.517609 | -80.0725483 | 03/04/2018 | 9 |
| 26.517609 | -80.0725483 | 03/04/2018 | 9 |
| 26.515634 | -80.0724266 | 03/04/2018 | 9 |
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| 26.511542 | -80.0727671 | 03/04/2018 | 9 |
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| 26.515359 | -80.07241 | 03/04/2018 | 9 |
| 26.513167 | -80.0724175 | 03/04/2018 | 9 |

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|-----|----------|------|-----------|-----------------|---|------------------------|----|----|------------|------|-----------|------|------|---|
| 162 | 4098626 | 2015 | 851367320 | FHPL15OFF055132 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/01/2015 | 0755 | TUESDAY | 9334 | 0634 | N |
| 168 | 4123861 | 2015 | 851413630 | FHPL15OFF060615 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/24/2015 | 0845 | THURSDAY | 9334 | 0634 | N |
| 173 | 4211507 | 2015 | 851960100 | FHPL15OFF077602 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/04/2015 | 0545 | FRIDAY | 9340 | 0640 | N |
| 179 | 4233162 | 2015 | 848862730 | FHPL15OFF048742 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/03/2015 | 0825 | MONDAY | 9334 | 0634 | Y |
| 183 | 4263698 | 2015 | 845475410 | FHPL15OFF001050 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/06/2015 | 0820 | TUESDAY | 9334 | 0634 | N |
| 186 | 4269271 | 2015 | 820195790 | FHPL15OFF055635 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/03/2015 | 0820 | THURSDAY | 9334 | 0634 | Y |
| 189 | 4286437 | 2013 | 832341250 | FHPL13OFF019317 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 03/31/2013 | 0905 | SUNDAY | 9334 | 0634 | Y |
| 190 | 4309716 | 2013 | 832709660 | FHPL13OFF004928 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/25/2013 | 0848 | FRIDAY | 9334 | 0634 | Y |
| 191 | 4310764 | 2014 | 837353080 | FHPL14OFF056452 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/12/2014 | 0840 | FRIDAY | 9300 | 0600 | N |
| 193 | 4506439 | 2014 | 837635160 | FHPL14OFF026489 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 05/01/2014 | 1224 | THURSDAY | 9334 | 0634 | N |
| 194 | 4595319 | 2015 | 852060510 | FHPL15OFF077494 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/03/2015 | 1945 | THURSDAY | 9334 | 0634 | Y |
| 195 | 4598092 | 2015 | 845557700 | FHPL15OFF060586 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/24/2015 | 0720 | THURSDAY | 9334 | 0634 | Y |
| 198 | 4636810 | 2015 | 848905740 | FHPL15OFF038370 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/18/2015 | 0020 | THURSDAY | 9334 | 0634 | N |
| 201 | 4667382 | 2015 | 851366020 | FHPL15OFF060273 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/22/2015 | 1850 | TUESDAY | 9334 | 0634 | N |
| 203 | 10270620 | 2016 | 852297830 | FHPL16OFF011881 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 02/19/2016 | 1256 | FRIDAY | 9340 | 0640 | N |
| 215 | 10283847 | 2016 | 853366110 | FHPL16OFF045698 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/29/2016 | 0840 | WEDNESDAY | 9334 | 0634 | Y |
| 216 | 10284129 | 2016 | 853614030 | FHPL16OFF050968 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/19/2016 | 0650 | TUESDAY | 9334 | 0634 | N |
| 218 | 10293167 | 2016 | 854500980 | FHPL16OFF092082 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/14/2016 | 1500 | WEDNESDAY | 9334 | 0634 | Y |
| 243 | 10383751 | 2016 | 852063650 | FHPL16OFF007225 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/31/2016 | 0612 | SUNDAY | 9334 | 0634 | N |
| 244 | 10383905 | 2016 | 852393810 | FHPL16OFF006102 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/27/2016 | 0800 | WEDNESDAY | 9334 | 0634 | N |
| 248 | 10385639 | 2016 | 854290060 | FHPL16OFF092077 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/14/2016 | 1440 | WEDNESDAY | 9334 | 0634 | Y |
| 252 | 10390858 | 2016 | 854294150 | FHPL16OFF090450 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/09/2016 | 0110 | FRIDAY | 9334 | 0634 | Y |
| 259 | 10401470 | 2016 | 851979700 | FHPL16OFF011008 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 02/15/2016 | 2240 | MONDAY | 9334 | 0634 | N |
| 260 | 10402427 | 2016 | 853308340 | FHPL16OFF053933 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/30/2016 | 2350 | SATURDAY | 9334 | 0634 | Y |
| 267 | 10407482 | 2016 | 853313910 | FHPL16OFF036523 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 05/24/2016 | 2125 | TUESDAY | 9334 | 0634 | N |
| 268 | 10407639 | 2016 | 853143020 | FHPL16OFF070752 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/29/2016 | 0635 | THURSDAY | 9334 | 0634 | N |
| 289 | 10465578 | 2016 | 852265120 | FHPL16OFF009473 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 02/09/2016 | 0830 | TUESDAY | 9334 | 0634 | Y |
| 291 | 10466058 | 2016 | 852488380 | FHPL16OFF087996 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/30/2016 | 0830 | WEDNESDAY | 9334 | 0634 | Y |
| 293 | 10466378 | 2016 | 852662240 | FHPL16OFF030680 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 05/03/2016 | 0804 | TUESDAY | 9334 | 0634 | N |
| 294 | 10466383 | 2016 | 852834920 | FHPL16OFF024064 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 04/07/2016 | 0755 | THURSDAY | 9334 | 0634 | N |
| 300 | 10526445 | 2016 | 819911810 | FHPL16OFF051477 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/21/2016 | 0452 | THURSDAY | 9334 | 0634 | Y |
| 301 | 10532814 | 2016 | 851383180 | FHPL16OFF045375 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/27/2016 | 2240 | MONDAY | 9334 | 0634 | N |
| 308 | 10542160 | 2016 | 852910330 | FHPL16OFF020509 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 03/24/2016 | 2030 | THURSDAY | 9334 | 0634 | Y |
| 318 | 10561507 | 2016 | 854048620 | FHPL16OFF084980 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/19/2016 | 0406 | SATURDAY | 9334 | 0634 | N |
| 320 | 10564817 | 2016 | 853945400 | FHPL16OFFM0082 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 10/03/2016 | 2050 | MONDAY | 9300 | 0600 | N |
| 326 | 10578222 | 2016 | 837321210 | FHPL16OFF031766 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 05/06/2016 | 1716 | FRIDAY | 9300 | 0600 | N |
| 328 | 10581969 | 2016 | 848745460 | FHPL16OFF066549 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/14/2016 | 0634 | WEDNESDAY | 9334 | 0634 | N |
| 329 | 10583392 | 2016 | 851386540 | FHPL16OFF036727 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 05/25/2016 | 1715 | WEDNESDAY | 9334 | 0634 | Y |
| 331 | 10584780 | 2016 | 852168430 | FHPL16OFF002475 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/12/2016 | 0821 | TUESDAY | 9334 | 0634 | N |
| 335 | 10586272 | 2016 | 852393730 | FHPL16OFF002899 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/14/2016 | 0745 | THURSDAY | 9334 | 0634 | N |
| 342 | 10590902 | 2016 | 852835060 | FHPL16OFF027154 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 04/19/2016 | 0850 | TUESDAY | 9334 | 0634 | N |
| 349 | 10597937 | 2016 | 853618270 | FHPL16OFF063933 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/04/2016 | 1805 | SUNDAY | 9334 | 0634 | Y |
| 350 | 10598581 | 2016 | 853552990 | FHPL16OFF068237 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/20/2016 | 0720 | TUESDAY | 9334 | 0634 | Y |
| 351 | 10598616 | 2016 | 853553040 | FHPL16OFF070445 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/28/2016 | 0800 | WEDNESDAY | 9334 | 0634 | N |
| 376 | 10605305 | 2017 | 854453090 | FHPL17OFF011874 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 02/14/2017 | 1535 | TUESDAY | 9334 | 0634 | Y |
| 378 | 10605653 | 2017 | 854528780 | FHPL17OFF023875 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 03/29/2017 | 1120 | WEDNESDAY | 9334 | 0634 | Y |
| 380 | 10605966 | 2017 | 854252870 | FHPL17OFF012327 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 02/16/2017 | 0810 | THURSDAY | 9334 | 0634 | N |
| 383 | 10606305 | 2017 | 854424520 | FHPL17OFF028796 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 04/15/2017 | 0155 | SATURDAY | 9334 | 0634 | N |
| 384 | 10606652 | 2017 | 854057970 | FHPL17OFF053629 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/06/2017 | 0817 | THURSDAY | 9334 | 0634 | N |
| 389 | 10609670 | 2017 | 854876620 | FHPL17OFF015605 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 02/28/2017 | 0850 | TUESDAY | 9334 | 0634 | N |
| 392 | 10609929 | 2017 | 855025060 | FHPL17OFF045578 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/09/2017 | 0757 | FRIDAY | 9334 | 0634 | N |
| 396 | 10612374 | 2017 | 855627190 | FHPL17OFF060993 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/30/2017 | 1548 | SUNDAY | 9334 | 0634 | N |
| 399 | 10612982 | 2017 | 855765090 | FHPL17OFF065206 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/13/2017 | 0620 | SUNDAY | 9334 | 0634 | N |
| 401 | 10614154 | 2017 | 855977870 | FHPL17OFF083776 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 10/12/2017 | 2010 | THURSDAY | 9334 | 0634 | Y |
| 403 | 10614323 | 2017 | 855953940 | FHPL17OFF095998 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/19/2017 | 0410 | SUNDAY | 9334 | 0634 | N |
| 442 | 10664871 | 2017 | 854200750 | FHPL17OFF006328 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/25/2017 | 0824 | WEDNESDAY | 9334 | 0634 | N |
| 446 | 10666984 | 2017 | 854778270 | FHPL17OFF019269 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 03/13/2017 | 0111 | MONDAY | 9334 | 0634 | N |
| 448 | 10668442 | 2017 | 854968310 | FHPL17OFF034537 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 05/03/2017 | 1624 | WEDNESDAY | 9334 | 0634 | N |

| | | | | | | | | | | | | | |
|----|------------|---------|----|---|---|------------|----|---|---|----|----|----|----|
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 223000 RCI | 65 | 3 | 0 | 01 | 01 | 03 | 02 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 6 | 195661 RCI | 65 | 2 | 0 | 01 | 01 | 02 | 02 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 6 | 195661 RCI | 65 | 1 | 0 | 01 | 04 | 03 | 02 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 223000 RCI | 65 | 3 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 223000 RCI | 65 | 3 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 223000 RCI | 65 | 2 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 20 LAWN | 12 | 0 | 7 | 201000 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 201000 RCI | 65 | 1 | 0 | 01 | 01 | 02 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 7 | 186390 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 02 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 187500 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 6 | 195661 RCI | 65 | 4 | 0 | 01 | 04 | 03 | 02 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 223000 RCI | 65 | 1 | 0 | 01 | 01 | 02 | 02 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 6 | 195661 RCI | 65 | 1 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 195661 RCI | 65 | 1 | 0 | 01 | 01 | 03 | 02 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 218000 RCI | 65 | 2 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED | 21 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 2 | 0 | 01 | 01 | 03 | 02 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 218000 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 1 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 1 | 0 | 01 | 01 | 03 | 02 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 2 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 218000 RCI | 65 | 2 | 0 | 01 | 06 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 1 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 218000 RCI | 65 | 1 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 2 | 0 | 01 | 04 | 03 | 02 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 4 | 0 | 01 | 03 | 02 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 218000 RCI | 65 | 3 | 0 | 01 | 01 | 02 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 218000 RCI | 65 | 2 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 3 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 1 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 218000 RCI | 65 | 1 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 218000 RCI | 65 | 1 | 0 | 01 | 04 | 03 | 02 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 218000 RCI | 65 | 1 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 1 | 0 | 01 | 04 | 03 | 02 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 218000 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
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| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 218000 RCI | 65 | 2 | 0 | 01 | 01 | 03 | 02 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 218000 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 218000 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 218000 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 218000 RCI | 65 | 1 | 0 | 01 | 03 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 218000 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 1 | 0 | 01 | 05 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 6 | 203059 RCI | 65 | 1 | 0 | 01 | 01 | 02 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 6 | 203059 RCI | 65 | 1 | 0 | 01 | 01 | 02 | 02 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 2 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 1 | 2 | 01 | 01 | 02 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 1 | 0 | 01 | 04 | 02 | 02 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 3 | 0 | 01 | 04 | 02 | 02 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 1 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 4 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |

| | | | | | | | | | | | |
|--------------------------------|--------------------------------|----|----|----|----|----|---|---|---|---|---|
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 3 | 0 | 0 | 0 | 3 |
| OPERATED MV IN CARLESS OR NEGL | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| DROVE TOO FAST FOR CONDITIONS | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 3 | 0 | 0 | 0 | 2 |
| SWERVED OR AVOIDED: DUE TO WI | FAILED TO KEEP IN PROPER LANE | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| IMPROPER PASSING | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 1 | 0 | 4 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FOLLOWED TOO CLOSELY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 3 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FAILED TO KEEP IN PROPER LANE | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 3 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| FAILED TO KEEP IN PROPER LANE | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 1 |
| FOLLOWED TOO CLOSELY | NO CONTRIBUTING ACTION | 04 | 03 | 02 | 01 | 01 | 3 | 0 | 1 | 0 | 5 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 3 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 3 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 2 |
| IMPROPER PASSING | NO CONTRIBUTING ACTION | 04 | 04 | 02 | 02 | 01 | 0 | 0 | 0 | 0 | 2 |
| IMPROPER PASSING | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| SWERVED OR AVOIDED: DUE TO WI | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| FOLLOWED TOO CLOSELY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 3 |
| FOLLOWED TOO CLOSELY | NO CONTRIBUTING ACTION | 04 | 03 | 01 | 01 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPER MV AGRSIVE, ERATIC, RCKLS | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 3 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 4 |
| OTHER CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| FOLLOWED TOO CLOSELY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 3 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FAILED TO KEEP IN PROPER LANE | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 4 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| NOT CODED | SWERVED OR AVOIDED: DUE TO WI | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | OPERATED MV IN CARLESS OR NEGL | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 2 |
| IMPROPER PASSING | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 3 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| OVER-CORRECTING/OVERSTEERING | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 1 | 0 | 1 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |

| | | | |
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| 26.513688 | -80.0723581 | 03/04/2018 | 9 |
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| 26.513702 | -80.072357 | 03/04/2018 | 9 |
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| 26.517608 | -80.0725483 | 06/10/2018 | 9 |
| 26.513153 | -80.0724193 | 06/10/2018 | 9 |
| 26.513168 | -80.0724175 | 06/10/2018 | 9 |
| 26.514255 | -80.0723566 | 06/10/2018 | 9 |
| 26.512893 | -80.0724532 | 06/10/2018 | 9 |
| 26.516882 | -80.0725032 | 06/10/2018 | 9 |
| 26.513572 | -80.072371 | 06/10/2018 | 9 |
| 26.512349 | -80.0725588 | 06/10/2018 | 9 |
| 26.513979 | -80.0723495 | 06/10/2018 | 9 |
| 26.515431 | -80.0724143 | 06/10/2018 | 9 |
| 26.514662 | -80.0723673 | 06/10/2018 | 9 |
| 26.510439 | -80.0731744 | 06/10/2018 | 9 |
| 26.518145 | -80.0725857 | 06/10/2018 | 9 |
| 26.512893 | -80.0724532 | 06/10/2018 | 9 |
| 26.510439 | -80.0731744 | 06/10/2018 | 9 |
| 26.518334 | -80.0725974 | 06/10/2018 | 9 |
| 26.515634 | -80.0724265 | 06/10/2018 | 9 |
| 26.514386 | -80.0723573 | 06/10/2018 | 9 |
| 26.514807 | -80.0723723 | 06/10/2018 | 9 |
| 26.514807 | -80.0723723 | 06/10/2018 | 9 |
| 26.515082 | -80.0723913 | 06/10/2018 | 9 |
| 26.518334 | -80.0725974 | 06/10/2018 | 9 |
| 26.517608 | -80.0725483 | 06/10/2018 | 9 |
| 26.514124 | -80.0723532 | 06/10/2018 | 9 |
| 26.518377 | -80.0726 | 06/10/2018 | 9 |
| 26.513703 | -80.072357 | 06/10/2018 | 9 |
| 26.513703 | -80.072357 | 06/10/2018 | 9 |
| 26.515431 | -80.0724143 | 06/10/2018 | 9 |
| 26.517608 | -80.0725483 | 06/10/2018 | 9 |
| 26.514124 | -80.0723532 | 06/10/2018 | 9 |
| 26.517608 | -80.0725483 | 06/10/2018 | 9 |
| 26.516723 | -80.0724932 | 06/10/2018 | 9 |
| 26.515431 | -80.0724143 | 06/10/2018 | 9 |
| 26.513964 | -80.0723491 | 06/10/2018 | 9 |
| 26.518537 | -80.0726095 | 06/10/2018 | 9 |

| | | | | | | | | | | | | | | |
|-----|----------|------|-----------|-----------------|---|------------------------|----|----|------------|------|-----------|------|------|---|
| 449 | 10669944 | 2017 | 854877010 | FHPL17OFF045269 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/08/2017 | 0745 | THURSDAY | 9334 | 0634 | N |
| 452 | 10670148 | 2017 | 855430020 | FHPL17OFF064167 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/10/2017 | 0809 | THURSDAY | 9334 | 0634 | N |
| 455 | 10671179 | 2017 | 855222670 | FHPL17OFF050682 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/26/2017 | 0825 | MONDAY | 9334 | 0634 | Y |
| 459 | 10672183 | 2017 | 855814210 | FHPL17OFF071979 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/04/2017 | 1953 | MONDAY | 9334 | 0634 | Y |
| 476 | 10709750 | 2017 | 854396970 | FHPL17OFF018697 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 03/11/2017 | 0418 | SATURDAY | 9334 | 0634 | N |
| 478 | 10710198 | 2017 | 854209680 | FHPL17OFF019281 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 03/13/2017 | 0404 | MONDAY | 9334 | 0634 | N |
| 480 | 10710911 | 2017 | 854666890 | FHPL17OFF029287 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 04/16/2017 | 1900 | SUNDAY | 9334 | 0634 | Y |
| 481 | 10711808 | 2017 | 854654310 | FHPL17OFF026735 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 04/07/2017 | 2013 | FRIDAY | 9334 | 0634 | Y |
| 482 | 10712819 | 2017 | 855098480 | FHPL17OFF043300 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/02/2017 | 0712 | FRIDAY | 9334 | 0634 | N |
| 484 | 10714185 | 2017 | 855285600 | FHPL17OFF066317 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/16/2017 | 1914 | WEDNESDAY | 9334 | 0634 | Y |
| 485 | 10714502 | 2017 | 855285250 | FHPL17OFF044861 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/06/2017 | 2100 | TUESDAY | 9334 | 0634 | Y |
| 486 | 10715398 | 2017 | 855475140 | FHPL17OFF066406 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/17/2017 | 0834 | THURSDAY | 9334 | 0634 | N |
| 489 | 10718957 | 2017 | 855842070 | FHPL17OFF098244 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/26/2017 | 0720 | SUNDAY | 9334 | 0634 | Y |
| 497 | 3226722 | 2013 | 837335240 | FHPL13OFF079590 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/28/2013 | 2205 | SATURDAY | 9334 | 0634 | Y |
| 516 | 3268834 | 2013 | 832428280 | FHPL13OFF016503 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 03/19/2013 | 0819 | TUESDAY | 9334 | 0634 | N |
| 523 | 3316965 | 2013 | 837074170 | FHPL13OFF067907 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/07/2013 | 2115 | THURSDAY | 9300 | 0600 | N |
| 528 | 3336052 | 2013 | 831964600 | FHPL13OFF001257 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/07/2013 | 1325 | MONDAY | 9300 | 0600 | N |
| 530 | 3343748 | 2013 | 832428230 | FHPL13OFF014720 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 03/11/2013 | 0809 | MONDAY | 9334 | 0634 | N |
| 531 | 3344573 | 2013 | 832016910 | FHPL13OFF003359 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/17/2013 | 0845 | THURSDAY | 9334 | 0634 | Y |
| 553 | 3405269 | 2013 | 820376590 | FHPL13OFF058476 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/24/2013 | 0820 | TUESDAY | 9300 | 0600 | N |
| 567 | 3418757 | 2013 | 832876030 | FHPL13OFF050882 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/21/2013 | 0810 | WEDNESDAY | 9334 | 0634 | Y |
| 569 | 3423057 | 2013 | 831726860 | FHPL13OFF041945 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/11/2013 | 0840 | THURSDAY | 9334 | 0634 | Y |
| 571 | 3426284 | 2013 | 832716830 | FHPL13OFF012462 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 02/28/2013 | 0750 | THURSDAY | 9300 | 0600 | N |
| 573 | 3428926 | 2013 | 833061980 | FHPL13OFF064869 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 10/23/2013 | 1345 | WEDNESDAY | 9300 | 0600 | N |
| 575 | 3430925 | 2013 | 833213360 | FHPL13OFF056608 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/16/2013 | 0732 | MONDAY | 9300 | 0600 | N |
| 578 | 3438875 | 2013 | 833249710 | FHPL13OFF051128 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/22/2013 | 0815 | THURSDAY | 9334 | 0634 | Y |
| 579 | 3439008 | 2013 | 833249720 | FHPL13OFF051138 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/22/2013 | 0815 | THURSDAY | 9332 | 0632 | Y |
| 580 | 3441883 | 2013 | 833213180 | FHPL13OFF052020 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/26/2013 | 0856 | MONDAY | 9334 | 0634 | N |
| 589 | 3495426 | 2013 | 832709640 | FHPL13OFF004339 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/22/2013 | 0732 | TUESDAY | 9334 | 0634 | Y |
| 590 | 3501067 | 2013 | 836886380 | FHPL13OFF060953 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 10/05/2013 | 1030 | SATURDAY | 9334 | 0634 | Y |
| 609 | 3547135 | 2014 | 837361260 | FHPL14OFF044209 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/22/2014 | 0845 | TUESDAY | 9334 | 0634 | Y |
| 611 | 3552676 | 2014 | 838156360 | FHPL14OFF046386 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/31/2014 | 0823 | THURSDAY | 9334 | 0634 | N |
| 616 | 3562748 | 2014 | 838180020 | FHPL14OFF047843 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/06/2014 | 1015 | WEDNESDAY | 9334 | 0634 | N |
| 640 | 3625341 | 2014 | 837736870 | FHPL14OFF028961 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 05/13/2014 | 0740 | TUESDAY | 9334 | 0634 | N |
| 650 | 3654161 | 2014 | 838135570 | FHPL14OFF045561 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/27/2014 | 1931 | SUNDAY | 9334 | 0634 | N |
| 658 | 3697359 | 2014 | 837583800 | FHPL14OFF010789 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 02/17/2014 | 1505 | MONDAY | 9300 | 0600 | N |
| 667 | 3728364 | 2014 | 837544370 | FHPL14OFF006544 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/30/2014 | 1309 | THURSDAY | 9340 | 0640 | N |
| 668 | 3728456 | 2014 | 837359710 | FHPL14OFF011086 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 02/19/2014 | 0819 | WEDNESDAY | 9334 | 0634 | Y |
| 678 | 3805304 | 2014 | 836926980 | FHPL14OFF005270 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/24/2014 | 1830 | FRIDAY | 9334 | 0634 | N |
| 680 | 3809451 | 2014 | 845024460 | FHPL14OFF076163 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/06/2014 | 1200 | SATURDAY | 9334 | 0634 | N |
| 694 | 3836320 | 2014 | 845125030 | FHPL14OFF079182 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/20/2014 | 0310 | SATURDAY | 9334 | 0634 | Y |
| 695 | 3857834 | 2015 | 845444980 | FHPL15OFF019643 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 03/29/2015 | 0632 | SUNDAY | 9334 | 0634 | N |
| 697 | 3868200 | 2015 | 845327980 | FHPL15OFF008022 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 02/07/2015 | 1954 | SATURDAY | 9334 | 0634 | N |
| 706 | 3908136 | 2015 | 851783360 | FHPL15OFF059317 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/18/2015 | 1613 | FRIDAY | 9332 | 0632 | N |
| 723 | 3962766 | 2015 | 837352010 | FHPL15OFF041414 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/01/2015 | 0905 | WEDNESDAY | 9334 | 0634 | N |
| 740 | 4027684 | 2015 | 852191620 | FHPL15OFF077159 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/02/2015 | 1538 | WEDNESDAY | 9334 | 0634 | Y |
| 751 | 4085167 | 2015 | 849005360 | FHPL15OFF047353 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/28/2015 | 0805 | TUESDAY | 9334 | 0634 | N |
| 753 | 4091759 | 2015 | 848862650 | FHPL15OFF041394 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/01/2015 | 0755 | WEDNESDAY | 9334 | 0634 | Y |
| 754 | 4092530 | 2015 | 848840510 | FHPL15OFF017995 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 03/22/2015 | 0444 | SUNDAY | 9334 | 0634 | Y |
| 756 | 4096030 | 2015 | 851288150 | FHPL15OFF069621 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/01/2015 | 1208 | SUNDAY | 9334 | 0634 | Y |
| 758 | 4098135 | 2015 | 851367350 | FHPL15OFF055454 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/02/2015 | 1143 | WEDNESDAY | 9334 | 0634 | N |
| 761 | 4110831 | 2015 | 852297530 | FHPL15OFF082305 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/23/2015 | 0617 | WEDNESDAY | 9334 | 0634 | N |
| 775 | 4212684 | 2015 | 848827490 | FHPL15OFF048024 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/31/2015 | 0225 | FRIDAY | 9334 | 0634 | N |
| 777 | 4214279 | 2015 | 848827080 | FHPL15OFF026768 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 04/29/2015 | 1508 | WEDNESDAY | 9334 | 0634 | N |
| 781 | 4229969 | 2015 | 851367310 | FHPL15OFF054939 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/31/2015 | 0747 | MONDAY | 9334 | 0634 | N |
| 785 | 4254148 | 2014 | 836922470 | FHPL14OFF005981 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/28/2014 | 1040 | TUESDAY | 9300 | 0600 | N |
| 790 | 4263162 | 2015 | 845000030 | FHPL15OFF011315 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 02/22/2015 | 1015 | SUNDAY | 9334 | 0634 | N |
| 793 | 4308186 | 2014 | 837441000 | FHPL14OFF022883 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 04/14/2014 | 1345 | MONDAY | 9334 | 0634 | N |

| | | | | | | | | | | | | | |
|----|------------|---------|----|---|---|------------|----|---|---|----|----|----|----|
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 1 | 0 | 01 | 01 | 02 | 02 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 1 | 0 | 01 | 01 | 02 | 02 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 1 | 0 | 01 | 04 | 02 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 1 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 2 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 6 | 203059 RCI | 65 | 1 | 0 | 01 | 01 | 02 | 02 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 3 | 0 | 01 | 04 | 02 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 3 | 0 | 01 | 03 | 02 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 3 | 0 | 01 | 02 | 03 | 02 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 2 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 240000 RCI | 65 | 1 | 0 | 01 | 01 | 02 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 201000 RCI | 65 | 1 | 0 | 01 | 04 | 02 | 02 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 201000 RCI | 65 | 1 | 0 | 01 | 01 | 02 | 02 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 201000 RCI | 65 | 2 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 201000 RCI | 65 | 4 | 0 | 01 | 01 | 03 | 02 |
| 11 | PAVED WARN | 20 LAWN | 12 | 0 | 7 | 201000 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 20 LAWN | 12 | 0 | 7 | 201000 RCI | 65 | 2 | 0 | 01 | 01 | 02 | 02 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 201000 RCI | 65 | 1 | 0 | 01 | 01 | 02 | 01 |
| 11 | PAVED WARN | 20 LAWN | 12 | 0 | 7 | 201000 RCI | 65 | 1 | 0 | 01 | 01 | 02 | 01 |
| 11 | PAVED WARN | 20 LAWN | 12 | 0 | 7 | 201000 RCI | 65 | 2 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 201000 RCI | 65 | 3 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 201000 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 20 LAWN | 12 | 0 | 7 | 201000 RCI | 65 | 4 | 0 | 01 | 01 | 02 | 02 |
| 11 | PAVED WARN | 20 LAWN | 12 | 0 | 7 | 201000 RCI | 65 | 1 | 0 | 01 | 01 | 02 | 02 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 201000 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 20 LAWN | 12 | 0 | 7 | 201000 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 20 LAWN | 12 | 0 | 7 | 201000 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 187500 RCI | 65 | 2 | 0 | 01 | 01 | 02 | 02 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 187500 RCI | 65 | 2 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 187500 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 187500 RCI | 65 | 3 | 0 | 01 | 01 | 02 | 02 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 187500 RCI | 65 | 1 | 0 | 01 | 03 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 187500 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 187500 RCI | 65 | 1 | 0 | 01 | 01 | 03 | 02 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 187500 RCI | 65 | 1 | 0 | 01 | 01 | 02 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 187500 RCI | 65 | 1 | 0 | 08 | 01 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 187500 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 186390 RCI | 65 | 2 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 6 | 195661 RCI | 65 | 2 | 0 | 01 | 03 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 223000 RCI | 65 | 2 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 223000 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 02 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 6 | 195661 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 223000 RCI | 65 | 1 | 0 | 01 | 01 | 03 | 02 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 223000 RCI | 65 | 3 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 223000 RCI | 65 | 3 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 223000 RCI | 65 | 2 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 6 | 195661 RCI | 65 | 2 | 0 | 01 | 01 | 02 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 223000 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 223000 RCI | 65 | 2 | 0 | 01 | 01 | 02 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 223000 RCI | 65 | 1 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 223000 RCI | 65 | 2 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 223000 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 187500 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 223000 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 187500 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |

| | | | | | | | | | | | |
|--------------------------------|------------------------------|----|----|----|----|----|---|---|---|---|---|
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 5 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OVER-CORRECTING/OVERSTEERING | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NOT CODED | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 04 | 03 | 01 | 01 | 01 | 1 | 0 | 0 | 0 | 4 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 3 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 3 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 4 | 0 | 0 | 0 | 4 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 1 | 0 | 1 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| SWERVED OR AVOIDED: DUE TO WI | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 1 | 0 | 2 |
| DROVE TOO FAST FOR CONDITIONS | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| DROVE TOO FAST FOR CONDITIONS | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 3 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| IMPROPER PASSING | OVER-CORRECTING/OVERSTEERING | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 3 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OVER-CORRECTING/OVERSTEERING | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| SWERVED OR AVOIDED: DUE TO WI | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 3 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 3 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| SWERVED OR AVOIDED: DUE TO WI | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |

| | | | |
|-----------|-------------|------------|---|
| 26.516447 | -80.0724761 | 06/10/2018 | 9 |
| 26.516723 | -80.0724932 | 06/10/2018 | 9 |
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| 26.516723 | -80.0724932 | 06/10/2018 | 9 |
| 26.515431 | -80.0724143 | 06/10/2018 | 9 |
| 26.513848 | -80.0723497 | 06/10/2018 | 9 |
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| 26.512349 | -80.0725587 | 03/04/2018 | 9 |
| 26.512349 | -80.0725587 | 03/04/2018 | 9 |
| 26.512278 | -80.0725756 | 03/04/2018 | 9 |
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| 26.516723 | -80.0724932 | 03/04/2018 | 9 |
| 26.512278 | -80.0725756 | 03/04/2018 | 9 |
| 26.512278 | -80.0725756 | 03/04/2018 | 9 |
| 26.517609 | -80.0725483 | 03/04/2018 | 9 |
| 26.516186 | -80.0724599 | 03/04/2018 | 9 |
| 26.516186 | -80.0724599 | 03/04/2018 | 9 |
| 26.512349 | -80.0725587 | 03/04/2018 | 9 |
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| 26.518334 | -80.0725974 | 03/04/2018 | 9 |
| 26.518334 | -80.0725974 | 03/04/2018 | 9 |
| 26.515431 | -80.0724143 | 03/04/2018 | 9 |
| 26.515431 | -80.0724143 | 03/04/2018 | 9 |
| 26.516723 | -80.0724932 | 03/04/2018 | 9 |
| 26.516723 | -80.0724932 | 03/04/2018 | 9 |
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| 26.51829 | -80.0725948 | 03/04/2018 | 9 |
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| 26.512893 | -80.0724532 | 03/04/2018 | 9 |
| 26.512893 | -80.0724532 | 03/04/2018 | 9 |
| 26.518102 | -80.0725822 | 03/04/2018 | 9 |
| 26.516723 | -80.0724932 | 03/04/2018 | 9 |
| 26.512607 | -80.0725047 | 03/04/2018 | 9 |
| 26.518334 | -80.0725974 | 03/04/2018 | 9 |
| 26.515431 | -80.0724143 | 03/04/2018 | 9 |
| 26.517609 | -80.0725483 | 03/04/2018 | 9 |
| 26.516883 | -80.0725032 | 03/04/2018 | 9 |
| 26.512349 | -80.0725587 | 03/04/2018 | 9 |
| 26.515359 | -80.07241 | 03/04/2018 | 9 |
| 26.516447 | -80.0724761 | 03/04/2018 | 9 |
| 26.515359 | -80.07241 | 03/04/2018 | 9 |
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| 26.516447 | -80.0724761 | 03/04/2018 | 9 |
| 26.517609 | -80.0725483 | 03/04/2018 | 9 |
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| 26.515359 | -80.07241 | 03/04/2018 | 9 |

| | | | | | | | | | | | | | | |
|------|----------|------|-----------|-----------------|---|------------------------|----|----|------------|------|-----------|------|------|---|
| 794 | 4310763 | 2014 | 837078820 | FHPL14OFF015322 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 03/10/2014 | 0754 | MONDAY | 9340 | 0640 | N |
| 821 | 4683223 | 2013 | 836847490 | FHPL13OFF058512 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/24/2013 | 1158 | TUESDAY | 9334 | 0634 | N |
| 851 | 10466842 | 2016 | 853142720 | FHPL16OFF064317 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/06/2016 | 0823 | TUESDAY | 9334 | 0634 | N |
| 854 | 10477625 | 2016 | 853313880 | FHPL16OFF035447 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 05/20/2016 | 2305 | FRIDAY | 9334 | 0634 | N |
| 880 | 10612341 | 2017 | 855627180 | FHPL17OFF060962 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/30/2017 | 1411 | SUNDAY | 9334 | 0634 | N |
| 884 | 10613213 | 2017 | 855777030 | FHPL17OFF068597 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/24/2017 | 1655 | THURSDAY | 9334 | 0634 | Y |
| 885 | 10614002 | 2017 | 855808110 | FHPL17OFF075908 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/18/2017 | 1944 | MONDAY | 9334 | 0634 | N |
| 887 | 10614618 | 2017 | 856080900 | FHPL17OFF091072 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/03/2017 | 1918 | FRIDAY | 9334 | 0634 | Y |
| 898 | 10637601 | 2017 | 871252340 | FHPL17OFF106875 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/24/2017 | 1507 | SUNDAY | 9334 | 0634 | N |
| 906 | 10671993 | 2017 | 855536530 | FHPL17OFF061190 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/31/2017 | 0831 | MONDAY | 9334 | 0634 | Y |
| 913 | 10707423 | 2017 | 853161360 | FHPL17OFF031375 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 04/23/2017 | 1105 | SUNDAY | 9334 | 0634 | Y |
| 914 | 10709741 | 2017 | 854501380 | FHPL17OFF016133 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 03/02/2017 | 0742 | THURSDAY | 9334 | 0634 | Y |
| 915 | 10711292 | 2017 | 854726230 | FHPL17OFF009449 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 02/05/2017 | 2050 | SUNDAY | 9334 | 0634 | Y |
| 916 | 10711890 | 2017 | 855110780 | FHPL17OFF055442 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/12/2017 | 0825 | WEDNESDAY | 9334 | 0634 | Y |
| 1186 | 10717279 | 2017 | 855808070 | FHPL17OFF072938 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/07/2017 | 1638 | THURSDAY | 9334 | 0634 | N |
| 37 | 3375202 | 2013 | 833125650 | FHPL13OFF034538 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/07/2013 | 1640 | FRIDAY | 9334 | 0634 | Y |
| 68 | 3501428 | 2013 | 836561540 | FHPL13OFF055940 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/13/2013 | 0754 | FRIDAY | 9300 | 0600 | N |
| 154 | 4071242 | 2015 | 845116190 | FHPL15OFF006804 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 02/02/2015 | 1142 | MONDAY | 9334 | 0634 | N |
| 159 | 4091222 | 2015 | 851338130 | FHPL15OFF067300 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 10/23/2015 | 0647 | FRIDAY | 9334 | 0634 | N |
| 700 | 3871636 | 2015 | 845713220 | FHPL15OFF036049 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/08/2015 | 0952 | MONDAY | 9334 | 0634 | N |
| 3 | 3262793 | 2013 | 833067070 | FHPL13OFF022173 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 04/13/2013 | 1517 | SATURDAY | 9334 | 0634 | Y |
| 25 | 3328881 | 2013 | 833249420 | FHPL13OFF039959 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/02/2013 | 0743 | TUESDAY | 9334 | 0634 | Y |
| 40 | 3385514 | 2013 | 832341310 | FHPK13OFF018632 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 04/13/2013 | 1020 | SATURDAY | 9334 | 0634 | Y |
| 49 | 3426860 | 2013 | 833249410 | FHPL13OFF039955 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/02/2013 | 0743 | TUESDAY | 9334 | 0634 | Y |
| 50 | 3427221 | 2013 | 833249400 | FHPL13OFF039948 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/02/2013 | 0743 | TUESDAY | 9334 | 0634 | Y |
| 53 | 3429380 | 2013 | 833314270 | FHPL13OFF056295 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/14/2013 | 1600 | SATURDAY | 9300 | 0600 | N |
| 54 | 3432259 | 2013 | 833249180 | FHPL13OFF030561 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 05/21/2013 | 0820 | TUESDAY | 9334 | 0634 | Y |
| 67 | 3488560 | 2013 | 832341080 | FHPL13OFF003358 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/17/2013 | 0835 | THURSDAY | 9334 | 0634 | Y |
| 69 | 3501592 | 2013 | 833125820 | FHPL13OFF049878 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/16/2013 | 1600 | FRIDAY | 9334 | 0634 | Y |
| 90 | 3672268 | 2014 | 845327580 | FHPL14OFF074083 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/26/2014 | 2130 | WEDNESDAY | 9334 | 0634 | N |
| 93 | 3690530 | 2014 | 838123750 | FHPL14OFF056564 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/12/2014 | 1544 | FRIDAY | 9334 | 0634 | Y |
| 97 | 3724269 | 2014 | 837217620 | FHPL14OFF004379 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/20/2014 | 1605 | MONDAY | 9334 | 0634 | Y |
| 100 | 3728591 | 2014 | 837335580 | FHPL14OFF027757 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 05/07/2014 | 0755 | WEDNESDAY | 9334 | 0634 | Y |
| 109 | 3809601 | 2014 | 837360990 | FHPL14OFF018917 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 03/26/2014 | 2215 | WEDNESDAY | 9334 | 0634 | Y |
| 188 | 4281953 | 2014 | 836922520 | FHPL14OFF006520 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/30/2014 | 1124 | THURSDAY | 9300 | 0600 | N |
| 196 | 4605339 | 2015 | 848826270 | FHPL15OFF024743 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 04/20/2015 | 1500 | MONDAY | 9334 | 0634 | N |
| 202 | 4682540 | 2013 | 833175890 | FHPL13OFF042908 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/15/2013 | 0703 | MONDAY | 9334 | 0634 | Y |
| 208 | 10273909 | 2016 | 852526070 | FHPL16OFF003437 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/16/2016 | 0322 | SATURDAY | 9334 | 0634 | Y |
| 219 | 10293740 | 2016 | 854496480 | FHPL16OFF093376 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/19/2016 | 0944 | MONDAY | 9334 | 0634 | N |
| 220 | 10295364 | 2016 | 854396310 | FHPL16OFF091412 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/12/2016 | 0930 | MONDAY | 9334 | 0634 | N |
| 247 | 10385329 | 2016 | 853945220 | FHPL16OFF068096 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/19/2016 | 1450 | MONDAY | 9334 | 0634 | N |
| 266 | 10407327 | 2016 | 852910570 | FHPL16OFF035201 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 05/20/2016 | 0810 | FRIDAY | 9334 | 0634 | Y |
| 319 | 10564539 | 2016 | 853986600 | FHPL16OFF077405 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 10/22/2016 | 1754 | SATURDAY | 9334 | 0634 | N |
| 568 | 3419353 | 2013 | 832671530 | FHPL13OFF020933 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 04/08/2013 | 0844 | MONDAY | 9334 | 0634 | Y |
| 779 | 4227050 | 2015 | 848826750 | LWRC15OFF001251 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/04/2015 | 1455 | FRIDAY | 9334 | 0634 | Y |
| 903 | 10669193 | 2017 | 855429760 | FHPL17OFF045587 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/09/2017 | 0816 | FRIDAY | 9334 | 0634 | N |
| 923 | 3266081 | 2013 | 832603000 | FHPL13OFF022972 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 04/17/2013 | 0906 | WEDNESDAY | 9300 | 0600 | N |
| 924 | 3266769 | 2013 | 832017060 | FHPL13OFF013479 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 03/05/2013 | 0715 | TUESDAY | 9334 | 0634 | Y |
| 931 | 3285096 | 2013 | 832875480 | FHPL13OFF017944 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 03/25/2013 | 0835 | MONDAY | 9334 | 0634 | Y |
| 933 | 3323109 | 2013 | 832671730 | FHPL13OFF029451 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 05/16/2013 | 0754 | THURSDAY | 9334 | 0634 | Y |
| 935 | 3330202 | 2013 | 832710190 | FHPL13OFF038613 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/26/2013 | 0747 | WEDNESDAY | 9334 | 0634 | Y |
| 937 | 3352555 | 2013 | 836554580 | FHPL13OFF059395 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/27/2013 | 2337 | FRIDAY | 9334 | 0634 | Y |
| 948 | 3418949 | 2013 | 832743580 | FHPL13OFF050854 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/21/2013 | 0700 | WEDNESDAY | 9334 | 0634 | Y |
| 949 | 3420384 | 2013 | 832875860 | FHPL13OFF034647 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/07/2013 | 2345 | FRIDAY | 9334 | 0634 | Y |
| 955 | 3438038 | 2013 | 833249780 | FHPL13OFF054421 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/06/2013 | 0935 | FRIDAY | 9334 | 0634 | Y |
| 957 | 3442791 | 2013 | 833212940 | FHPL13OFF041482 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/09/2013 | 0032 | TUESDAY | 9340 | 0640 | N |
| 959 | 3456351 | 2013 | 836554540 | FHPL13OFF055892 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/12/2013 | 2250 | THURSDAY | 9334 | 0634 | Y |
| 964 | 3480997 | 2013 | 832710160 | FHPL13OFF038231 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/24/2013 | 0845 | MONDAY | 9334 | 0634 | N |

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|----|------------|---------------|----|---|---|------------|----|---|---|----|----|----|----|
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 7 | 186390 RCI | 65 | 3 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 201000 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 2 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 2 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203059 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203059 RCI | 65 | 1 | 0 | 01 | 01 | 02 | 02 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 6 | 203059 RCI | 65 | 1 | 0 | 01 | 03 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 6 | 203059 RCI | 65 | 1 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 6 | 203059 RCI | 65 | 2 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203059 RCI | 65 | 2 | 0 | 01 | 01 | 03 | 02 |
| 11 | PAVED WARN | 11 LAWN | 12 | 0 | 6 | 203059 RCI | 65 | 1 | 0 | 01 | 01 | 03 | 02 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203059 RCI | 65 | 2 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203059 RCI | 65 | 2 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203059 RCI | 65 | 1 | 0 | 01 | 01 | 02 | 02 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 6 | 203059 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| | PAVED | 2 VALLEY GUTF | 2 | 0 | 5 | 11500 RCI | | 1 | 0 | 07 | 01 | 03 | 02 |
| | PAVED | 5 LAWN | 12 | 0 | 5 | 11500 RCI | | 2 | 0 | 07 | 01 | 02 | 02 |
| | PAVED | 2 LAWN | 12 | 0 | 6 | 11000 RCI | | 1 | 0 | 07 | 01 | 01 | 01 |
| | PAVED | 5 LAWN | 12 | 0 | 6 | 11000 RCI | | 1 | 0 | 07 | 03 | 01 | 01 |
| | PAVED | 2 LAWN | 12 | 0 | 6 | 11000 RCI | | 1 | 0 | 07 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 201000 RCI | 65 | 3 | 0 | 01 | 01 | 03 | 02 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 201000 RCI | 65 | 1 | 0 | 01 | 01 | 02 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 201000 RCI | 65 | 1 | 0 | 01 | 01 | 02 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 201000 RCI | 65 | 1 | 0 | 01 | 01 | 02 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 201000 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 201000 RCI | 65 | 1 | 0 | 01 | 01 | 02 | 02 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 201000 RCI | 65 | 1 | 0 | 01 | 01 | 02 | 02 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 201000 RCI | 65 | 1 | 0 | 01 | 01 | 02 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 7 | 186390 RCI | 65 | 2 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 7 | 186390 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 7 | 186390 RCI | 65 | 3 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 7 | 186390 RCI | 65 | 2 | 0 | 01 | 01 | 02 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 7 | 186390 RCI | 65 | 1 | 0 | 01 | 04 | 02 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 7 | 186390 RCI | 65 | 1 | 0 | 01 | 01 | 03 | 02 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 195661 RCI | 65 | 1 | 0 | 01 | 01 | 03 | 02 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 201000 RCI | 65 | 1 | 0 | 01 | 01 | 02 | 02 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 3 | 0 | 01 | 04 | 04 | 02 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 3 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 2 | 0 | 01 | 01 | 03 | 02 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 3 | 0 | 01 | 01 | 03 | 02 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 3 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 7 | 201000 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 195661 RCI | 65 | 1 | 0 | 01 | 01 | 02 | 01 |
| 11 | PAVED | 10 LAWN | 12 | 0 | 6 | 203059 RCI | 65 | 1 | 0 | 01 | 01 | 02 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 6 | 181062 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 6 | 181062 RCI | 65 | 2 | 0 | 01 | 01 | 02 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 6 | 181062 RCI | 65 | 1 | 0 | 01 | 01 | 02 | 02 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 6 | 181062 RCI | 65 | 2 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 6 | 181062 RCI | 65 | 1 | 0 | 01 | 01 | 02 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 6 | 181062 RCI | 65 | 3 | 0 | 01 | 04 | 03 | 02 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 6 | 181062 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 6 | 181062 RCI | 65 | 1 | 0 | 01 | 04 | 02 | 02 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 6 | 181062 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 6 | 181062 RCI | 65 | 1 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 6 | 181062 RCI | 65 | 1 | 0 | 01 | 04 | 03 | 02 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 6 | 181062 RCI | 65 | 2 | 0 | 01 | 01 | 02 | 01 |

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|--------------------------------|-------------------------------|----|----|----|----|----|---|---|---|---|---|
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 3 |
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| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| FOLLOWED TOO CLOSELY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| DROVE TOO FAST FOR CONDITIONS | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| FOLLOWED TOO CLOSELY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 3 |
| RAN OFF ROADWAY | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| RAN OFF ROADWAY | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| DROVE TOO FAST FOR CONDITIONS | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OVER-CORRECTING/OVERSTEERING | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| DROVE TOO FAST FOR CONDITIONS | DROVE TOO FAST FOR CONDITIONS | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| DROVE TOO FAST FOR CONDITIONS | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| DROVE TOO FAST FOR CONDITIONS | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| DROVE TOO FAST FOR CONDITIONS | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 4 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 3 |
| FAILED TO KEEP IN PROPER LANE | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
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| DROVE TOO FAST FOR CONDITIONS | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 3 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 4 | 0 | 0 | 0 | 3 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 3 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
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| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 4 |
| FOLLOWED TOO CLOSELY | OTHER CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| DROVE TOO FAST FOR CONDITIONS | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| IMPROPER PASSING | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 3 |

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| | | | | | | | | | | | | | | |
|------|----------|------|-----------|-----------------|---|------------------------|----|----|------------|------|-----------|------|------|---|
| 967 | 3517897 | 2013 | 832743590 | FHPL13OFF050873 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/21/2013 | 0700 | WEDNESDAY | 9334 | 0634 | Y |
| 971 | 3530683 | 2014 | 820034780 | FHPL14OFF042399 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/14/2014 | 0852 | MONDAY | 9334 | 0634 | Y |
| 977 | 3545656 | 2014 | 837887370 | FHPL14OFF035011 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/10/2014 | 1324 | TUESDAY | 9334 | 0634 | N |
| 982 | 3554884 | 2014 | 838112700 | FHPL14OFF057144 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/15/2014 | 0807 | MONDAY | 9340 | 0640 | Y |
| 984 | 3580498 | 2014 | 845081730 | FHPL14OFF061242 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 10/02/2014 | 1804 | THURSDAY | 9334 | 0634 | N |
| 985 | 3589566 | 2014 | 845169820 | FHPL14OFF067401 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 10/29/2014 | 0831 | WEDNESDAY | 9340 | 0640 | Y |
| 986 | 3589567 | 2014 | 845169830 | FHPL14OFF067407 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 10/29/2014 | 0858 | WEDNESDAY | 9334 | 0634 | Y |
| 988 | 3591130 | 2014 | 844807050 | FHPL14OFF043071 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/17/2014 | 0904 | THURSDAY | 9334 | 0634 | N |
| 993 | 3626221 | 2014 | 838179870 | FHPL14OFF042393 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/14/2014 | 0830 | MONDAY | 9334 | 0634 | N |
| 1006 | 3727031 | 2014 | 837335670 | FHPL14OFF029223 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 05/14/2014 | 0850 | WEDNESDAY | 9334 | 0634 | Y |
| 1009 | 3729621 | 2014 | 837887510 | FHPL14OFF042022 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/12/2014 | 1343 | SATURDAY | 9334 | 0634 | N |
| 1019 | 3810056 | 2014 | 845009760 | FHPL14OFF054624 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/04/2014 | 0905 | THURSDAY | 9334 | 0634 | Y |
| 1021 | 3835503 | 2014 | 838080380 | FHPL14OFF042243 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/13/2014 | 1348 | SUNDAY | 9334 | 0634 | N |
| 1030 | 3961831 | 2015 | 848827780 | FHPL15OFF024730 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 04/20/2015 | 1525 | MONDAY | 9334 | 0634 | N |
| 1031 | 3978596 | 2015 | 851239830 | FHPL15OFF044032 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/13/2015 | 0824 | MONDAY | 9334 | 0634 | N |
| 1035 | 3998604 | 2015 | 851976390 | FHPL15OFF074856 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/22/2015 | 2045 | SUNDAY | 9340 | 0640 | N |
| 1042 | 4054968 | 2015 | 820195710 | FHPL15OFF044945 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/17/2015 | 0955 | FRIDAY | 9334 | 0634 | N |
| 1044 | 4071994 | 2015 | 845305000 | FHPL15OFF014025 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 03/05/2015 | 2037 | THURSDAY | 9334 | 0634 | Y |
| 1050 | 4184754 | 2015 | 848829330 | FHPL15OFF028580 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 05/07/2015 | 1350 | THURSDAY | 9334 | 0634 | N |
| 1052 | 4227161 | 2015 | 851307130 | FHPL15OFF034699 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/02/2015 | 0812 | TUESDAY | 9334 | 0634 | N |
| 1054 | 4229937 | 2015 | 845325870 | FHPL15OFF024736 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 04/20/2015 | 1500 | MONDAY | 9334 | 0634 | N |
| 1057 | 4255191 | 2014 | 845010170 | FHPL14OFF063887 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 10/14/2014 | 0745 | TUESDAY | 9334 | 0634 | Y |
| 1058 | 4255287 | 2014 | 836922540 | FHPL14OFF006777 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/31/2014 | 0849 | FRIDAY | 9300 | 0600 | N |
| 1061 | 4279824 | 2014 | 837217740 | FHPL14OFF009419 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 02/11/2014 | 1655 | TUESDAY | 9334 | 0634 | Y |
| 1064 | 4475566 | 2015 | 848829490 | FHPL15OFF034173 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 05/30/2015 | 1845 | SATURDAY | 9334 | 0634 | N |
| 1067 | 4535148 | 2015 | 851292540 | FHPL15OFF033910 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 05/29/2015 | 1638 | FRIDAY | 9334 | 0634 | N |
| 1068 | 4601978 | 2015 | 852541510 | FHPL15OFF083471 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/28/2015 | 1223 | MONDAY | 9340 | 0640 | N |
| 1072 | 10273715 | 2016 | 852354260 | FHPL16OFF019202 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 03/19/2016 | 1724 | SATURDAY | 9334 | 0634 | N |
| 1076 | 10281098 | 2016 | 853314310 | FHPL16OFF051783 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/22/2016 | 1100 | FRIDAY | 9334 | 0634 | N |
| 1085 | 10402428 | 2016 | 853238790 | FHPL16OFF061639 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/28/2016 | 0125 | SUNDAY | 9334 | 0634 | N |
| 1087 | 10403222 | 2016 | 854396400 | FHPL16OFF093164 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/18/2016 | 1019 | SUNDAY | 9334 | 0634 | N |
| 1090 | 10466218 | 2016 | 852640120 | FHPL16OFF031150 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 05/04/2016 | 2219 | WEDNESDAY | 9334 | 0634 | N |
| 1102 | 10548282 | 2016 | 853489530 | FHPL16OFF062361 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/30/2016 | 1445 | TUESDAY | 9334 | 0634 | Y |
| 1106 | 10550408 | 2016 | 853796060 | FHPL16OFF065180 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/09/2016 | 0622 | FRIDAY | 9334 | 0634 | Y |
| 1118 | 10590897 | 2016 | 852834990 | FHPL16OFF025364 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 04/12/2016 | 1023 | TUESDAY | 9340 | 0640 | N |
| 1120 | 10593821 | 2016 | 853142430 | FHPL16OFF049370 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/13/2016 | 0855 | WEDNESDAY | 9334 | 0634 | N |
| 1123 | 10596008 | 2016 | 853415840 | FHPL16OFF058635 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/17/2016 | 0935 | WEDNESDAY | 9334 | 0634 | N |
| 1125 | 10599267 | 2016 | 853764810 | FHPL16OFF060135 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/22/2016 | 2033 | MONDAY | 9334 | 0634 | Y |
| 1127 | 10599493 | 2016 | 853648620 | FHPL16OFF073292 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 10/08/2016 | 1318 | SATURDAY | 9362 | 0662 | N |
| 1129 | 10600447 | 2016 | 853904810 | FHPL16OFF067985 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/19/2016 | 0745 | MONDAY | 9334 | 0634 | Y |
| 1134 | 10605807 | 2017 | 854528700 | FHPL17OFF021562 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 03/21/2017 | 0815 | TUESDAY | 9334 | 0634 | Y |
| 1136 | 10607050 | 2017 | 854276560 | FHPL17OFF006614 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/26/2017 | 0740 | THURSDAY | 9334 | 0634 | Y |
| 1153 | 10663380 | 2017 | 853685990 | FHPL17OFF085724 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 10/18/2017 | 1815 | WEDNESDAY | 9334 | 0634 | N |
| 1154 | 10664875 | 2017 | 854200790 | FHPL17OFF007212 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/28/2017 | 1038 | SATURDAY | 9334 | 0634 | N |
| 1155 | 10665561 | 2017 | 854654700 | FHPL17OFF009908 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 02/07/2017 | 1626 | TUESDAY | 9334 | 0634 | Y |
| 1163 | 10669689 | 2017 | 854964840 | FHPL17OFF043768 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/03/2017 | 1143 | SATURDAY | 9362 | 0662 | N |
| 1173 | 10707317 | 2017 | 853161270 | FHPL17OFF026153 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 04/06/2017 | 0921 | THURSDAY | 9334 | 0634 | Y |
| 1180 | 10713326 | 2017 | 855098330 | FHPL17OFF034389 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 05/03/2017 | 0725 | WEDNESDAY | 9334 | 0634 | N |
| 927 | 3274861 | 2013 | 832244630 | FHPL13OFF009127 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 02/14/2013 | 0017 | THURSDAY | 9334 | 0634 | Y |
| 929 | 3277060 | 2013 | 832265790 | FHPL13OFF011100 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 02/22/2013 | 0855 | FRIDAY | 9300 | 0600 | N |
| 936 | 3335769 | 2013 | 832226930 | FHPL13OFF021532 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 04/11/2013 | 0740 | THURSDAY | 9334 | 0634 | Y |
| 939 | 3367996 | 2013 | 837091790 | FHPL13OFF070418 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/19/2013 | 1545 | TUESDAY | 9340 | 0640 | Y |
| 945 | 3418324 | 2013 | 832709780 | FHPL13OFF039734 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/01/2013 | 0741 | MONDAY | 9334 | 0634 | Y |
| 947 | 3418542 | 2013 | 832709670 | FHPL13OFF005562 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/28/2013 | 0904 | MONDAY | 9334 | 0634 | Y |
| 950 | 3424220 | 2013 | 832710050 | FHPL13OFF043111 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/16/2013 | 0731 | TUESDAY | 9334 | 0634 | Y |
| 953 | 3431409 | 2013 | 832875970 | FHPL13OFF047714 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/06/2013 | 0816 | TUESDAY | 9334 | 0634 | Y |
| 954 | 3437246 | 2013 | 833061600 | FHPL13OFF040762 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/05/2013 | 1446 | FRIDAY | 9300 | 0600 | N |
| 956 | 3439009 | 2013 | 833249740 | FHPL13OFF053579 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/02/2013 | 0835 | MONDAY | 9334 | 0634 | Y |

| | | | | | | | | | | | |
|--------------------------------|--------------------------------|----|----|----|----|----|---|---|---|---|---|
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
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| FAILED TO KEEP IN PROPER LANE | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 3 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 3 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| DROVE TOO FAST FOR CONDITIONS | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 4 | 0 | 0 | 0 | 3 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| SWERVED OR AVOIDED: DUE TO WI | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 3 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 3 |
| OVER-CORRECTING/OVERSTEERING | NOT CODED | 00 | 00 | 00 | 00 | 01 | 4 | 0 | 4 | 0 | 1 |
| FAILED TO KEEP IN PROPER LANE | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FAILED TO KEEP IN PROPER LANE | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 3 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| SWERVED OR AVOIDED: DUE TO WI | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 3 | 0 | 0 | 0 | 1 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 3 | 0 | 0 | 0 | 3 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FOLLOWED TOO CLOSELY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 4 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 3 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPER MV AGRSIVE, ERATIC, RCKLS | OVER-CORRECTING/OVERSTEERING | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| OVER-CORRECTING/OVERSTEERING | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 3 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | OPERATED MV IN CARLESS OR NEGL | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 3 |
| FAILED TO KEEP IN PROPER LANE | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 2 |
| FAILED TO KEEP IN PROPER LANE | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 3 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 4 | 0 | 0 | 0 | 3 |
| RAN OFF ROADWAY | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |

| | | | |
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| 26.507297 | -80.0751882 | 06/10/2018 | 11 |
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| 26.507076 | -80.0753429 | 06/10/2018 | 11 |
| 26.507297 | -80.0751882 | 06/10/2018 | 11 |
| 26.507297 | -80.0751882 | 06/10/2018 | 11 |
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| | | | | | | | | | | | | | | |
|------|----------|------|-----------|-----------------|---|-------------------------|----|----|------------|------|-----------|------|------|---|
| 961 | 3459917 | 2013 | 836427560 | FHPL13OFF037542 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/21/2013 | 0525 | FRIDAY | 9334 | 0634 | Y |
| 963 | 3460977 | 2013 | 836743880 | FHPL13OFF056604 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/16/2013 | 0721 | MONDAY | 9300 | 0600 | N |
| 965 | 3516922 | 2013 | 833153400 | FHPL13OFF053533 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/01/2013 | 2213 | SUNDAY | 9334 | 0634 | N |
| 966 | 3517460 | 2013 | 832710200 | FHPL13OFF041296 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/08/2013 | 0736 | MONDAY | 9334 | 0634 | Y |
| 970 | 3525767 | 2014 | 833361490 | FHPL14OFF009290 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 02/11/2014 | 0824 | TUESDAY | 9300 | 0600 | N |
| 973 | 3535491 | 2014 | 837087180 | FHPL14OFF004942 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/23/2014 | 1205 | THURSDAY | 9334 | 0634 | Y |
| 976 | 3545298 | 2014 | 837360960 | FHPL14OFF018257 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 03/23/2014 | 2350 | SUNDAY | 9334 | 0634 | Y |
| 989 | 3601057 | 2014 | 845170510 | FHPL14OFF070680 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/12/2014 | 0845 | WEDNESDAY | 9334 | 0634 | N |
| 990 | 3601198 | 2014 | 845017110 | FHPL14OFF060085 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/28/2014 | 0120 | SUNDAY | 9334 | 0634 | N |
| 996 | 3652916 | 2014 | 837625660 | FHPL14OFF051488 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/22/2014 | 0832 | FRIDAY | 9334 | 0634 | N |
| 997 | 3679861 | 2014 | 838180050 | FHPL14OFF048264 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/08/2014 | 0615 | FRIDAY | 9340 | 0640 | N |
| 1000 | 3716316 | 2014 | 836537810 | FHPL14OFF006511 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/30/2014 | 1030 | THURSDAY | 9334 | 0634 | Y |
| 1001 | 3717200 | 2014 | 836769180 | FHPL14OFF008206 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 02/06/2014 | 0900 | THURSDAY | 9334 | 0634 | Y |
| 1004 | 3721500 | 2014 | 836966170 | FHPL14OFF005999 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/28/2014 | 1235 | TUESDAY | 9300 | 0600 | N |
| 1005 | 3722302 | 2014 | 837335760 | FHPL14OFF030741 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 05/21/2014 | 0853 | WEDNESDAY | 9334 | 0634 | Y |
| 1014 | 3764578 | 2014 | 844790370 | FHPL14OFF043068 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/17/2014 | 0845 | THURSDAY | 9334 | 0634 | Y |
| 1015 | 3775150 | 2014 | 845325270 | FHPL14OFF073128 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/22/2014 | 2240 | SATURDAY | 9334 | 0634 | N |
| 1027 | 3896490 | 2015 | 851350230 | FHPL15OFF068265 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 10/27/2015 | 0700 | TUESDAY | 9334 | 0634 | Y |
| 1040 | 4044013 | 2015 | 845230190 | FHPL15OFF024628 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 04/20/2015 | 0558 | MONDAY | 9334 | 0634 | N |
| 1053 | 4229285 | 2015 | 849005220 | FHPL15OFF041172 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/30/2015 | 0830 | TUESDAY | 9300 | 0600 | N |
| 1055 | 4232583 | 2015 | 845000000 | FHPL15OFF010891 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 02/20/2015 | 1620 | FRIDAY | 9334 | 0634 | N |
| 1056 | 4252111 | 2013 | 832265860 | FHPL13OFF016267 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 03/18/2013 | 0645 | MONDAY | 9300 | 0600 | N |
| 1063 | 4309241 | 2013 | 836890580 | FHPL13OFF063951 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 10/19/2013 | 1405 | SATURDAY | 9334 | 0634 | N |
| 1075 | 10280984 | 2016 | 853261890 | FHPL16OFF051961 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/22/2016 | 2236 | FRIDAY | 9334 | 0634 | N |
| 1078 | 10295268 | 2016 | 854501110 | FHPL16OFF096723 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/31/2016 | 1658 | SATURDAY | 9334 | 0634 | Y |
| 1079 | 10384700 | 2016 | 853124550 | FHPL16OFF052689 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/26/2016 | 0944 | TUESDAY | 9334 | 0634 | N |
| 1080 | 10385170 | 2016 | 854048570 | FHPL16OFF082409 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/10/2016 | 0552 | THURSDAY | 9334 | 0634 | N |
| 1084 | 10401306 | 2016 | 852445910 | FHPL16OFF028805 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 04/25/2016 | 1954 | MONDAY | 9334 | 0634 | N |
| 1116 | 10584065 | 2016 | 852063550 | FHPL16OFF004139 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/19/2016 | 0814 | TUESDAY | 9334 | 0634 | N |
| 1119 | 10590899 | 2016 | 852835030 | FHPL16OFF025864 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 04/14/2016 | 1015 | THURSDAY | 9334 | 0634 | N |
| 1130 | 10600755 | 2016 | 853796540 | FHPL16OFF087792 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/29/2016 | 1218 | TUESDAY | 9334 | 0634 | Y |
| 1148 | 10614328 | 2017 | 855954000 | FHPL17OFF103631 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/14/2017 | 0720 | THURSDAY | 9334 | 0634 | N |
| 1157 | 10665614 | 2017 | 854655340 | FHPL17OFF004085 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/16/2017 | 1855 | MONDAY | 9300 | 0600 | N |
| 1159 | 10667531 | 2017 | 854568460 | FHPL17OFF022357 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 03/24/2017 | 0520 | FRIDAY | 9362 | 0662 | N |
| 1160 | 10667731 | 2017 | 854638190 | FHPL17OFF039370 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 05/20/2017 | 0230 | SATURDAY | 9334 | 0634 | N |
| 1162 | 10669191 | 2017 | 855429730 | FHPL17OFF044723 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/06/2017 | 1317 | TUESDAY | 9334 | 0634 | N |
| 1167 | 10671570 | 2017 | 855709630 | FHPL17OFF065798 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/15/2017 | 0758 | TUESDAY | 9334 | 0634 | N |
| 1174 | 10709608 | 2017 | 854501350 | FHPL17OFF013571 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 02/20/2017 | 2205 | MONDAY | 9334 | 0634 | Y |
| 1176 | 10709861 | 2017 | 854496660 | FHPL17OFF061456 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/01/2017 | 0849 | TUESDAY | 9340 | 0640 | N |
| 505 | 3248412 | 2013 | 821899500 | 13-044323 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 09/06/2013 | 1745 | FRIDAY | 9334 | 0634 | Y |
| 506 | 3248545 | 2013 | 821899520 | 13-44326 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 09/06/2013 | 1801 | FRIDAY | 9334 | 0634 | Y |
| 508 | 3248690 | 2013 | 821905880 | 13-59889 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 12/04/2013 | 1708 | WEDNESDAY | 9334 | 0634 | Y |
| 560 | 3414701 | 2013 | 821885800 | 13-011965 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 03/12/2013 | 1107 | TUESDAY | 9334 | 0634 | Y |
| 561 | 3414708 | 2013 | 821882050 | 13-03999 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 01/25/2013 | 1750 | FRIDAY | 9334 | 0634 | Y |
| 632 | 3613253 | 2014 | 846933070 | 14-048109 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 10/28/2014 | 1815 | TUESDAY | 9334 | 0634 | Y |
| 638 | 3623705 | 2014 | 846917420 | 14-015639 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 04/04/2014 | 1402 | FRIDAY | 9334 | 0634 | Y |
| 652 | 3659488 | 2014 | 846927990 | 14-037132 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 08/17/2014 | 1732 | SUNDAY | 9334 | 0634 | Y |
| 715 | 3921169 | 2015 | 856832190 | 15-003778 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 01/27/2015 | 1737 | TUESDAY | 9334 | 0634 | Y |
| 718 | 3947963 | 2015 | 861293350 | 15-034400 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 07/28/2015 | 1619 | TUESDAY | 9334 | 0634 | Y |
| 725 | 3973337 | 2015 | 861293600 | 15034926 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 07/31/2015 | 1939 | FRIDAY | 9334 | 0634 | Y |
| 770 | 4177776 | 2015 | 861293840 | 15035443 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 08/03/2015 | 1314 | MONDAY | 9334 | 0634 | Y |
| 773 | 4205799 | 2015 | 856846160 | 15030885 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 07/09/2015 | 1050 | THURSDAY | 9334 | 0634 | Y |
| 823 | 10336209 | 2016 | 864014070 | 16066306 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 11/28/2016 | 1529 | MONDAY | 9334 | 0634 | Y |
| 825 | 10337086 | 2016 | 864000050 | 16-035918 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 06/28/2016 | 1120 | TUESDAY | 9334 | 0634 | Y |
| 840 | 10428418 | 2016 | 863996020 | 16-026599 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 05/11/2016 | 1935 | WEDNESDAY | 9334 | 0634 | Y |
| 844 | 10430136 | 2016 | 863996650 | 16027930 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 05/18/2016 | 2150 | WEDNESDAY | 9334 | 0634 | Y |
| 857 | 10514220 | 2016 | 863994970 | 16024156 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 04/29/2016 | 0954 | FRIDAY | 9334 | 0634 | Y |
| 874 | 10603137 | 2017 | 815322580 | 17-49640 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 08/27/2017 | 1550 | SUNDAY | 9334 | 0634 | Y |

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|----|------------|---------|----|---|---|------------|----|---|---|----|----|----|----|
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 6 | 181062 RCI | 65 | 2 | 0 | 01 | 04 | 02 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 6 | 181062 RCI | 65 | 1 | 0 | 01 | 01 | 02 | 02 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 6 | 181062 RCI | 65 | 3 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 6 | 181062 RCI | 65 | 3 | 0 | 01 | 01 | 02 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 6 | 186390 RCI | 65 | 1 | 0 | 01 | 01 | 02 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 6 | 186390 RCI | 65 | 2 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 6 | 186390 RCI | 65 | 1 | 0 | 01 | 04 | 02 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 6 | 186390 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 6 | 186390 RCI | 65 | 1 | 1 | 01 | 04 | 03 | 02 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 6 | 186390 RCI | 65 | 2 | 0 | 01 | 01 | 02 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 6 | 186390 RCI | 65 | 1 | 0 | 01 | 01 | 03 | 02 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 6 | 186390 RCI | 65 | 1 | 0 | 01 | 01 | 02 | 02 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 6 | 186390 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 6 | 186390 RCI | 65 | 3 | 0 | 01 | 01 | 02 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 6 | 186390 RCI | 65 | 4 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 6 | 186390 RCI | 65 | 1 | 0 | 01 | 04 | 03 | 02 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 6 | 195661 RCI | 65 | 1 | 0 | 01 | 04 | 02 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 6 | 195661 RCI | 65 | 4 | 0 | 01 | 03 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 6 | 195661 RCI | 65 | 2 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 6 | 195661 RCI | 65 | 2 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 6 | 181062 RCI | 65 | 3 | 0 | 01 | 03 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 6 | 181062 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 1 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 3 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 3 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 4 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 1 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 3 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 1 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 6 | 203082 RCI | 65 | 3 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 6 | 203059 RCI | 65 | 2 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 6 | 203059 RCI | 65 | 1 | 0 | 01 | 04 | 02 | 02 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 6 | 203059 RCI | 65 | 3 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 6 | 203059 RCI | 65 | 4 | 0 | 01 | 06 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 6 | 203059 RCI | 65 | 2 | 0 | 01 | 01 | 03 | 02 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 6 | 203059 RCI | 65 | 2 | 0 | 01 | 01 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 6 | 203059 RCI | 65 | 2 | 0 | 01 | 04 | 01 | 01 |
| 11 | PAVED WARN | 10 LAWN | 12 | 0 | 6 | 203059 RCI | 65 | 3 | 0 | 01 | 01 | 02 | 01 |
| | | 0 | 0 | 0 | 0 | RCI | | 3 | 1 | 01 | 01 | 01 | 01 |
| 19 | | 0 | 0 | 0 | 0 | RCI | | 5 | 1 | 02 | 01 | 01 | 01 |
| | | 0 | 0 | 0 | 0 | RCI | | 1 | 0 | 01 | 01 | 01 | 01 |
| | | 0 | 0 | 0 | 0 | RCI | | 1 | 0 | 01 | 01 | 02 | 01 |
| | | 0 | 0 | 0 | 0 | RCI | | 3 | 0 | 01 | 01 | 01 | 01 |
| | | 0 | 0 | 0 | 0 | RCI | | 1 | 0 | 01 | 01 | 01 | 01 |
| | | 0 | 0 | 0 | 0 | RCI | | 2 | 0 | 01 | 01 | 01 | 01 |
| | | 0 | 0 | 0 | 0 | RCI | | 3 | 1 | 01 | 01 | 01 | 01 |
| | | 0 | 0 | 0 | 0 | RCI | | 3 | 0 | 02 | 02 | 01 | 01 |
| | | 0 | 0 | 0 | 0 | RCI | | 3 | 0 | 01 | 01 | 01 | 01 |
| | | 0 | 0 | 0 | 0 | RCI | | 1 | 0 | 01 | 02 | 03 | 02 |
| | | 0 | 0 | 0 | 0 | RCI | | 1 | 0 | 01 | 01 | 01 | 01 |
| | | 0 | 0 | 0 | 0 | RCI | | 3 | 0 | 03 | 01 | 01 | 01 |
| | | 0 | 0 | 0 | 0 | RCI | | 1 | 0 | 01 | 01 | 01 | 01 |
| | | 0 | 0 | 0 | 0 | RCI | | 1 | 0 | 01 | 01 | 02 | 02 |
| | | 0 | 0 | 0 | 0 | RCI | | 1 | 0 | 02 | 01 | 01 | 01 |
| | | 0 | 0 | 0 | 0 | RCI | | 1 | 0 | 01 | 04 | 02 | 02 |
| | | 0 | 0 | 0 | 0 | RCI | | 2 | 0 | 01 | 01 | 01 | 01 |
| | | 0 | 0 | 0 | 0 | RCI | | 3 | 0 | 02 | 01 | 01 | 01 |

| | | | | | | | | | | | |
|------------------------------------------|---------------------------|----|----|----|----|----|---|---|---|---|---|
| OPERATED MV IN CARLESS OR NEGL NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 3 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 04 | 03 | 02 | 01 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 2 |
| FAILED TO KEEP IN PROPER LANE | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 3 |
| OPERATED MV IN CARLESS OR NEGL | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| DROVE TOO FAST FOR CONDITIONS | NO CONTRIBUTING ACTION | 04 | 03 | 02 | 01 | 01 | 0 | 0 | 0 | 0 | 4 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 3 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 1 | 0 | 3 |
| OPERATED MV IN CARLESS OR NEGL | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| IMPROPER PASSING | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 1 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 4 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | OTHER CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| SWERVED OR AVOIDED: DUE TO W/ | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 3 | 0 | 0 | 0 | 2 |
| RAN OFF ROADWAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| FAILED TO KEEP IN PROPER LANE | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 1 | 0 | 3 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| RAN OFF ROADWAY | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| IMPROPER PASSING | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 4 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 1 | 0 | 3 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| FAILED TO YIELD RIGHT-OF-WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 1 | 0 | 1 | 1 |
| RAN RED LIGHT | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| FAILED TO YIELD RIGHT-OF-WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 3 |
| RAN RED LIGHT | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OVER-CORRECTING/OVERSTEERING | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 3 | 0 | 0 | 0 | 3 |
| DROVE TOO FAST FOR CONDITIONS | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 2 |
| FOLLOWED TOO CLOSELY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FAILED TO YIELD RIGHT-OF-WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FAILED TO KEEP IN PROPER LANE | NO CONTRIBUTING ACTION | 04 | 01 | 01 | 01 | 01 | 0 | 0 | 0 | 0 | 2 |
| FAILED TO YIELD RIGHT-OF-WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 2 |

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|---|-----|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 2 2 | N | N | N | N | N | Y | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 1 | N | N | N | N | N | Y | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 3 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 3 3 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 2 | N | N | N | N | Y | Y | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 4 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 2 | N | N | N | N | N | Y | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 3 3 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | Y | N | N |
| 0 | 1 1 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 1 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 2 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 4 6 | N | N | N | Y | Y | N | N | N | N | N | N | N | N | N | N | N | Y | N | N |
| 0 | 2 2 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | Y | N | N | N |
| 0 | 1 1 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 4 | N | N | N | N | N | Y | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 3 3 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 1 1 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 2 | N | N | N | N | N | Y | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 2 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 2 | N | N | N | N | N | Y | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 4 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | Y | N |
| 0 | 2 3 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 3 | N | N | N | N | N | Y | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 4 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 2 | N | N | N | N | N | Y | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 3 4 | N | N | N | N | N | Y | N | N | N | N | N | N | N | N | N | N | N | N | Y |
| 0 | 2 1 | N | N | N | N | N | Y | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 1 1 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 2 | N | N | N | N | N | Y | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 3 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 4 4 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 6 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 1 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 3 3 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 2 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 2 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 3 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 2 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 1 2 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | Y | N | N |
| 0 | 2 2 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 3 | N | N | N | Y | N | Y | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 2 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 2 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 4 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 3 5 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 2 | N | N | N | N | N | N | N | N | Y | N | N | N | N | N | N | N | N | N | N |
| 0 | 3 3 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | Y | N | N |
| 0 | 1 1 | N | N | N | Y | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 2 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 2 | N | N | N | N | N | N | N | N | Y | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 3 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 3 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
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| 0 | 2 5 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 2 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |

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| 26.500487 | -80.0786628 | 06/10/2018 | 12 |
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| 26.513446 | -80.0813837 | 06/10/2018 | 13 |

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|-----|----------|------|-----------|-----------|---|-------------------------|----|----|------------|------|-----------|------|------|---|
| 875 | 10603289 | 2017 | 815323750 | 17-52462 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 09/11/2017 | 1056 | MONDAY | 9334 | 0634 | Y |
| 889 | 10626429 | 2017 | 869260390 | 17-015962 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 03/22/2017 | 0830 | WEDNESDAY | 9334 | 0634 | Y |
| 901 | 10662716 | 2017 | 815330950 | 17-069415 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 12/02/2017 | 1657 | SATURDAY | 9334 | 0634 | Y |
| 907 | 10703624 | 2017 | 869256430 | 17007429 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 02/09/2017 | 0955 | THURSDAY | 9334 | 0634 | Y |
| 911 | 10706395 | 2017 | 815323500 | 17-051687 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 09/06/2017 | 1258 | WEDNESDAY | 9334 | 0634 | Y |
| 540 | 3379920 | 2013 | 821882030 | 13-3977 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 01/25/2013 | 1549 | FRIDAY | 9334 | 0634 | Y |
| 729 | 3975531 | 2015 | 856846100 | 15-030767 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 07/08/2015 | 1808 | WEDNESDAY | 9334 | 0634 | Y |
| 736 | 4012858 | 2015 | 861293500 | 15-34698 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 07/30/2015 | 1300 | THURSDAY | 9334 | 0634 | Y |
| 759 | 4105747 | 2015 | 856845570 | 15-029748 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 07/02/2015 | 2108 | THURSDAY | 9334 | 0634 | Y |
| 826 | 10337250 | 2016 | 864017140 | 16-071378 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 12/27/2016 | 1417 | TUESDAY | 9334 | 0634 | Y |
| 503 | 3248238 | 2013 | 821894420 | 13-030871 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 06/29/2013 | 0448 | SATURDAY | 9334 | 0634 | Y |
| 509 | 3248827 | 2013 | 821903560 | 13-055201 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 11/05/2013 | 1150 | TUESDAY | 9334 | 0634 | Y |
| 527 | 3331749 | 2013 | 821892110 | 13-025357 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 05/28/2013 | 1752 | TUESDAY | 9334 | 0634 | Y |
| 541 | 3381856 | 2013 | 821904810 | 13-057725 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 11/21/2013 | 0745 | THURSDAY | 9334 | 0634 | Y |
| 545 | 3400845 | 2013 | 821885540 | 13011376 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 03/08/2013 | 1730 | FRIDAY | 9334 | 0634 | Y |
| 547 | 3400866 | 2013 | 821889900 | 13-020518 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 04/30/2013 | 1335 | TUESDAY | 9334 | 0634 | Y |
| 556 | 3406817 | 2013 | 821891550 | 13024068 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 05/21/2013 | 0803 | TUESDAY | 9334 | 0634 | Y |
| 586 | 3488062 | 2013 | 821888180 | 13-016864 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 04/09/2013 | 0859 | TUESDAY | 9334 | 0634 | Y |
| 587 | 3488065 | 2013 | 821888730 | 13-17986 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 04/15/2013 | 1707 | MONDAY | 9334 | 0634 | Y |
| 622 | 3605847 | 2014 | 846917740 | 14-016258 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 04/08/2014 | 1029 | TUESDAY | 9334 | 0634 | Y |
| 623 | 3606699 | 2014 | 846918570 | 14017673 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 04/16/2014 | 2037 | WEDNESDAY | 9334 | 0634 | Y |
| 626 | 3607254 | 2014 | 846935760 | 14-52717 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 11/28/2014 | 1532 | FRIDAY | 9334 | 0634 | Y |
| 631 | 3612625 | 2014 | 846930010 | 14-041965 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 09/17/2014 | 0737 | WEDNESDAY | 9334 | 0634 | Y |
| 639 | 3624673 | 2014 | 846934610 | 14-051133 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 11/17/2014 | 1457 | MONDAY | 9334 | 0634 | Y |
| 645 | 3649388 | 2014 | 821909780 | 14-002531 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 01/16/2014 | 0711 | THURSDAY | 9334 | 0634 | Y |
| 654 | 3669479 | 2014 | 846924280 | 14029132 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 06/26/2014 | 2056 | THURSDAY | 9334 | 0634 | Y |
| 672 | 3777979 | 2014 | 846933690 | 14-049578 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 11/07/2014 | 0815 | FRIDAY | 9334 | 0634 | Y |
| 682 | 3815165 | 2014 | 821913900 | 14010908 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 03/06/2014 | 1211 | THURSDAY | 9334 | 0634 | Y |
| 696 | 3861004 | 2014 | 821908680 | 14-000597 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 01/04/2014 | 0229 | SATURDAY | 9334 | 0634 | Y |
| 710 | 3913867 | 2015 | 856839930 | 15017877 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 04/24/2015 | 1430 | FRIDAY | 9334 | 0634 | Y |
| 712 | 3915689 | 2015 | 856835630 | 15-010218 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 03/12/2015 | 1031 | THURSDAY | 9334 | 0634 | Y |
| 731 | 3989280 | 2015 | 856841220 | 15-20278 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 05/08/2015 | 0657 | FRIDAY | 9334 | 0634 | Y |
| 737 | 4018758 | 2015 | 856831830 | 15-003704 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 01/27/2015 | 0836 | TUESDAY | 9334 | 0634 | Y |
| 745 | 4042567 | 2015 | 856846640 | 15-032019 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 07/15/2015 | 1542 | WEDNESDAY | 9334 | 0634 | Y |
| 747 | 4049763 | 2015 | 856830560 | 15-1167 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 01/09/2015 | 1255 | FRIDAY | 9334 | 0634 | Y |
| 765 | 4167416 | 2015 | 856837390 | 15012853 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 03/27/2015 | 1621 | FRIDAY | 9334 | 0634 | Y |
| 766 | 4173395 | 2015 | 861296010 | 15039791 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 08/27/2015 | 1638 | THURSDAY | 9334 | 0634 | Y |
| 801 | 4591230 | 2015 | 861302760 | 15-055615 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 11/17/2015 | 2028 | TUESDAY | 9334 | 0634 | Y |
| 804 | 4596515 | 2015 | 861295750 | 15-39386 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 08/25/2015 | 1218 | TUESDAY | 9334 | 0634 | Y |
| 809 | 4643060 | 2015 | 861304670 | 15059397 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 12/10/2015 | 0545 | THURSDAY | 9334 | 0634 | Y |
| 810 | 4644371 | 2015 | 861302880 | 15055950 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 11/19/2015 | 1539 | THURSDAY | 9334 | 0634 | Y |
| 811 | 4658001 | 2015 | 861300090 | 15050070 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 10/17/2015 | 1617 | SATURDAY | 9334 | 0634 | Y |
| 819 | 4680727 | 2013 | 821890630 | 13-022054 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 05/09/2013 | 1202 | THURSDAY | 9334 | 0634 | Y |
| 820 | 4680762 | 2013 | 821898460 | 13040815 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 08/19/2013 | 1745 | MONDAY | 9334 | 0634 | Y |
| 834 | 10399251 | 2016 | 861311540 | 16-006853 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 02/05/2016 | 2221 | FRIDAY | 9334 | 0634 | Y |
| 838 | 10427745 | 2016 | 864009060 | 16-055352 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 10/05/2016 | 0900 | WEDNESDAY | 9334 | 0634 | Y |
| 842 | 10428472 | 2016 | 863991550 | 16-012471 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 03/03/2016 | 1950 | THURSDAY | 9334 | 0634 | Y |
| 843 | 10429551 | 2016 | 864006700 | 16-049993 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 09/08/2016 | 1835 | THURSDAY | 9334 | 0634 | Y |
| 846 | 10433603 | 2016 | 864004900 | 16-045408 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 08/17/2016 | 1816 | WEDNESDAY | 9334 | 0634 | Y |
| 847 | 10435914 | 2016 | 864007860 | 16-52901 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 09/23/2016 | 1140 | FRIDAY | 9334 | 0634 | Y |
| 848 | 10458993 | 2016 | 863994110 | 16-022194 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 04/19/2016 | 1634 | TUESDAY | 9334 | 0634 | Y |
| 871 | 10601970 | 2017 | 815328460 | 17060187 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 10/19/2017 | 0803 | THURSDAY | 9334 | 0634 | Y |
| 873 | 10603109 | 2017 | 815319120 | 17-040557 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 07/18/2017 | 0734 | TUESDAY | 9334 | 0634 | Y |
| 888 | 10625517 | 2017 | 869264390 | 17-025307 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 05/05/2017 | 1329 | FRIDAY | 9334 | 0634 | Y |
| 891 | 10627684 | 2017 | 869266280 | 17-028519 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 05/22/2017 | 1648 | MONDAY | 9334 | 0634 | Y |
| 896 | 10629160 | 2017 | 869265910 | 17-027900 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 05/19/2017 | 0622 | FRIDAY | 9334 | 0634 | Y |
| 900 | 10662452 | 2017 | 815331670 | 17-070768 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 12/08/2017 | 1700 | FRIDAY | 9334 | 0634 | Y |
| 908 | 10704625 | 2017 | 869259790 | 17-014344 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 03/14/2017 | 1727 | TUESDAY | 9334 | 0634 | Y |

| | | | | | | | | | | | |
|------------------------------|----------|---|---|---|---|----|----|----|----|----|---|
| W WOOLBRIGHT RE SW 18TH ST | 93000149 | 0 | I | M | O | 05 | 02 | 01 | 02 | 03 | 0 |
| W WOOLBRIGHT RE SW 18TH ST | 93000149 | 0 | I | M | S | 05 | 02 | 01 | 02 | 03 | 0 |
| W WOOLBRIGHT RE SW 18TH ST | 93000149 | 0 | I | M | W | 05 | 02 | 01 | 02 | 03 | 0 |
| W WOOLBRIGHT RE SW 18TH ST | 93000149 | 0 | I | M | W | 05 | 01 | 01 | 01 | 03 | 0 |
| W WOOLBRIGHT RE SW 18TH ST | 93000149 | 0 | I | M | W | 05 | 02 | 01 | 02 | 01 | 0 |
| W WOOLBRIGHT RE SW 8TH ST | 93000149 | 0 | L | 1 | W | 05 | 01 | 01 | 01 | 01 | 0 |
| W WOOLBRIGHT RE SW 18TH ST | 93000149 | 0 | L | 3 | W | 05 | 01 | 01 | 01 | 03 | 0 |
| W WOOLBRIGHT RE CORPORATE DR | 93000149 | 0 | R | 1 | E | 05 | 01 | 01 | 02 | 01 | 0 |
| W WOOLBRIGHT RE SW 8TH ST | 93000149 | 0 | M | M | W | 05 | 01 | 04 | 01 | 01 | 0 |
| W WOOLBRIGHT RE SW 8TH ST | 93000149 | 0 | L | 1 | W | 05 | 01 | 01 | 01 | 03 | 0 |
| W WOOLBRIGHT RE CORPORATE DR | 93000149 | 0 | I | M | S | 05 | 01 | 01 | 02 | 03 | 0 |
| CORPORATE DR W WOOLBRIGHT RD | 93A17227 | 0 | R | C | N | 05 | 01 | 01 | 02 | 01 | 0 |
| W WOOLBRIGHT RE SW 8TH ST | 93000149 | 0 | L | 1 | W | 05 | 01 | 01 | 01 | 03 | 0 |
| W WOOLBRIGHT RE | 93000149 | 0 | M | M | E | 05 | 01 | 01 | 01 | 03 | 0 |
| W WOOLBRIGHT RE CORPORATE DR | 93000149 | 0 | I | M | S | 05 | 03 | 01 | 02 | 03 | 0 |
| W WOOLBRIGHT RE | 93000149 | 0 | R | 3 | E | 05 | 01 | 01 | 01 | 03 | 0 |
| W WOOLBRIGHT RE | 93000149 | 0 | L | 1 | W | 05 | 01 | 01 | 02 | 03 | 0 |
| W WOOLBRIGHT RE | 93000149 | 0 | I | M | E | 05 | 01 | 01 | 02 | 03 | 0 |
| CORPORATE DR W WOOLBRIGHT RD | 93A17227 | 0 | L | S | S | 05 | 01 | 01 | 02 | 01 | 0 |
| W WOOLBRIGHT RE CORPORATE DR | 93000149 | 0 | I | M | E | 05 | 01 | 01 | 02 | 03 | 0 |
| W WOOLBRIGHT RE SW 8TH ST | 93000149 | 0 | I | M | W | 05 | 01 | 01 | 02 | 01 | 0 |
| CORPORATE DR W WOOLBRIGHT RD | 93A17227 | 0 | R | R | O | 05 | 01 | 01 | 01 | 03 | 0 |
| W WOOLBRIGHT RE CORPORATE DR | 93000149 | 0 | R | L | E | 05 | 01 | 01 | 01 | 03 | 0 |
| W WOOLBRIGHT RE | 93000149 | 0 | R | L | E | 05 | 01 | 01 | 02 | 03 | 0 |
| W WOOLBRIGHT RE SW 8TH ST | 93000149 | 0 | L | 1 | W | 05 | 01 | 01 | 01 | 03 | 0 |
| W WOOLBRIGHT RE CORPORATE DR | 93000149 | 0 | I | M | W | 05 | 01 | 01 | 02 | 01 | 0 |
| W WOOLBRIGHT RE SW 8TH ST | 93000149 | 0 | L | 2 | W | 05 | 01 | 01 | 01 | 03 | 0 |
| W WOOLBRIGHT RE SW 8TH ST | 93000149 | 0 | I | M | N | 05 | 01 | 01 | 02 | 03 | 0 |
| W WOOLBRIGHT RE SW 8TH ST | 93000149 | 0 | L | 2 | W | 05 | 01 | 01 | 01 | 01 | 0 |
| W WOOLBRIGHT RE SW 8TH ST | 93000149 | 0 | L | 1 | W | 05 | 01 | 01 | 01 | 03 | 0 |
| W WOOLBRIGHT RE CORPORATE DR | 93000149 | 0 | I | M | S | 05 | 01 | 01 | 02 | 01 | 0 |
| W WOOLBRIGHT RE | 93000149 | 0 | I | M | W | 05 | 02 | 01 | 02 | 03 | 0 |
| W WOOLBRIGHT RE | 93000149 | 0 | I | M | S | 05 | 01 | 01 | 02 | 03 | 0 |
| W WOOLBRIGHT RE CORPORATE DR | 93000149 | 0 | R | 1 | O | 05 | 01 | 01 | 01 | 03 | 0 |
| W WOOLBRIGHT RE SW 8TH ST | 93000149 | 0 | L | 2 | W | 05 | 01 | 01 | 02 | 03 | 0 |
| W WOOLBRIGHT RE CORPORATE DR | 93000149 | 0 | R | 2 | O | 05 | 01 | 01 | 01 | 01 | 0 |
| W WOOLBRIGHT RE SW 8TH ST | 93000149 | 0 | I | M | N | 05 | 01 | 01 | 02 | 01 | 0 |
| W WOOLBRIGHT RE | 93000149 | 0 | I | M | W | 05 | 01 | 01 | 02 | 03 | 0 |
| W WOOLBRIGHT RE SW 8TH ST | 93000149 | 0 | L | 2 | W | 05 | 01 | 01 | 01 | 03 | 0 |
| W WOOLBRIGHT RE SW 8TH ST | 93000149 | 0 | L | 2 | W | 05 | 01 | 01 | 01 | 03 | 0 |
| W WOOLBRIGHT RE SW 8TH ST | 93000149 | 0 | L | 2 | W | 05 | 01 | 01 | 02 | 01 | 0 |
| W WOOLBRIGHT RE CORPORATE DR | 93000149 | 0 | R | L | E | 05 | 01 | 01 | 01 | 03 | 0 |
| W WOOLBRIGHT RE SW 8TH ST | 93000149 | 0 | L | S | W | 05 | 01 | 01 | 01 | 01 | 0 |
| W WOOLBRIGHT RE SW 8TH ST | 93000149 | 0 | I | M | W | 05 | 01 | 01 | 02 | 03 | 0 |
| W WOOLBRIGHT RE SW 8TH ST | 93000149 | 0 | I | M | E | 05 | 01 | 01 | 02 | 01 | 0 |
| W WOOLBRIGHT RE SW 8TH ST | 93000149 | 0 | L | 1 | W | 05 | 01 | 01 | 01 | 01 | 0 |
| W WOOLBRIGHT RE SW 8TH ST | 93000149 | 0 | I | M | E | 05 | 01 | 01 | 02 | 01 | 0 |
| W WOOLBRIGHT RE SW 8TH ST | 93000149 | 0 | I | M | W | 05 | 01 | 01 | 02 | 03 | 0 |
| W WOOLBRIGHT RE CORPORATE DR | 93000149 | 0 | R | 1 | E | 05 | 01 | 01 | 01 | 03 | 0 |
| W WOOLBRIGHT RE CORPORATE DR | 93000149 | 0 | R | R | O | 05 | 01 | 01 | 02 | 03 | 0 |
| W WOOLBRIGHT RE SW 8TH ST | 93000149 | 0 | L | S | W | 05 | 01 | 01 | 01 | 03 | 0 |
| W WOOLBRIGHT RE SW 8TH ST | 93000149 | 0 | L | 2 | W | 05 | 18 | 01 | 01 | 03 | 0 |
| W WOOLBRIGHT RE SW 8TH ST | 93000149 | 0 | L | 1 | W | 05 | 03 | 01 | 01 | 03 | 0 |
| W WOOLBRIGHT RE CORPORATE DR | 93000149 | 0 | I | M | W | 05 | 02 | 01 | 02 | 03 | 0 |
| W WOOLBRIGHT RE CORPORATE DR | 93000149 | 0 | I | M | W | 05 | 02 | 01 | 02 | 03 | 0 |
| W WOOLBRIGHT RE SW 8TH ST | 93000149 | 0 | I | M | S | 05 | 02 | 01 | 02 | 01 | 0 |
| CORPORATE DR W WOOLBRIGHT RD | 93A17227 | 0 | R | 1 | N | 05 | 03 | 01 | 02 | 03 | 0 |
| W WOOLBRIGHT RE SW 8TH ST | 93000149 | 0 | L | 2 | O | 05 | 01 | 01 | 01 | 03 | 0 |

| | | | | | | | | | | |
|---|---|---|---|-----|---|---|----|----|----|----|
| 0 | 0 | 0 | 0 | RCI | 1 | 0 | 02 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 3 | 0 | 02 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 5 | 0 | 02 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 3 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 3 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 3 | 0 | 01 | 04 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 01 | 02 | 01 |
| 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 04 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 3 | 0 | 01 | 01 | 02 | 01 |
| 0 | 0 | 0 | 0 | RCI | 2 | 0 | 01 | 01 | 02 | 02 |
| 0 | 0 | 0 | 0 | RCI | 1 | 3 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 1 | 0 | 03 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 01 | 03 | 02 |
| 0 | 0 | 0 | 0 | RCI | 3 | 0 | 01 | 01 | 02 | 01 |
| 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 2 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 2 | 0 | 01 | 04 | 03 | 02 |
| 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 2 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 2 | 0 | 01 | 01 | 03 | 02 |
| 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 03 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 2 | 0 | 01 | 04 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 3 | 0 | 01 | 01 | 02 | 01 |
| 0 | 0 | 0 | 0 | RCI | 3 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 01 | 03 | 02 |
| 0 | 0 | 0 | 0 | RCI | 3 | 0 | 01 | 01 | 02 | 01 |
| 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 3 | 0 | 01 | 01 | 02 | 01 |
| 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 1 | 0 | 02 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 01 | 02 | 02 |
| 0 | 0 | 0 | 0 | RCI | 3 | 3 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 01 | 02 | 01 |
| 0 | 0 | 0 | 0 | RCI | 2 | 0 | 01 | 01 | 02 | 01 |
| 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 04 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 2 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 04 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 2 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 2 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 3 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 3 | 0 | 01 | 04 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 2 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 04 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 2 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 3 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 2 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 2 | 0 | 03 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 4 | 0 | 02 | 01 | 03 | 02 |
| 0 | 0 | 0 | 0 | RCI | 1 | 0 | 02 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 1 | 0 | 02 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 1 | 0 | 03 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 01 | 01 | 01 |

| | | | | | | | | | | | |
|--------------------------------|---------------------------|----|----|----|----|----|---|---|---|---|---|
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 3 | 0 | 0 | 0 | 2 |
| RAN RED LIGHT | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 1 | 0 | 0 | 2 |
| FAILED TO YIELD RIGHT-OF-WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 3 |
| OPERATED MV IN CARLESS OR NEGL | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| IMPROPER TURN | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| FOLLOWED TOO CLOSELY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 1 |
| OTHER CONTRIBUTING ACTION | OTHER CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| RAN RED LIGHT | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| RAN RED LIGHT | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FOLLOWED TOO CLOSELY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FOLLOWED TOO CLOSELY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 4 |
| RAN RED LIGHT | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OVER-CORRECTING/OVERSTEERING | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| RAN RED LIGHT | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| DROVE TOO FAST FOR CONDITIONS | OTHER CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 3 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FOLLOWED TOO CLOSELY | OTHER CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FAILED TO YIELD RIGHT-OF-WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 3 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| FAILED TO YIELD RIGHT-OF-WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FOLLOWED TOO CLOSELY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 3 | 0 | 0 | 0 | 3 |
| FAILED TO YIELD RIGHT-OF-WAY | OTHER CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FAILED TO KEEP IN PROPER LANE | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FAILED TO YIELD RIGHT-OF-WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPER MV AGRSIVE, ERATIC, RCKLS | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 3 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FAILED TO YIELD RIGHT-OF-WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| FAILED TO YIELD RIGHT-OF-WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | OTHER CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FAILED TO YIELD RIGHT-OF-WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 3 | 0 | 0 | 0 | 2 |
| OVER-CORRECTING/OVERSTEERING | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| RAN RED LIGHT | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FAILED TO YIELD RIGHT-OF-WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| FOLLOWED TOO CLOSELY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| FAILED TO YIELD RIGHT-OF-WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 2 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| IMPROPER PASSING | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 3 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| FAILED TO YIELD RIGHT-OF-WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 1 | 0 | 2 |
| FAILED TO YIELD RIGHT-OF-WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FAILED TO YIELD RIGHT-OF-WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 3 |

| | | | |
|-----------|-------------|------------|----|
| 26.513615 | -80.0814173 | 06/10/2018 | 13 |
| 26.513615 | -80.0814173 | 06/10/2018 | 13 |
| 26.513615 | -80.0814173 | 06/10/2018 | 13 |
| 26.513446 | -80.0813837 | 06/10/2018 | 13 |
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| 26.51432 | -80.0788072 | 03/04/2018 | 14 |
| 26.513987 | -80.0800984 | 03/04/2018 | 14 |
| 26.514205 | -80.0788063 | 03/04/2018 | 14 |
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| 26.514345 | -80.0771573 | 03/04/2018 | 15 |
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| 26.514527 | -80.0768389 | 03/04/2018 | 15 |
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| 26.514345 | -80.0771573 | 03/04/2018 | 15 |
| 26.514354 | -80.0770069 | 03/04/2018 | 15 |
| 26.514527 | -80.0768389 | 03/04/2018 | 15 |
| 26.514335 | -80.0772873 | 03/04/2018 | 15 |
| 26.514331 | -80.0772874 | 03/04/2018 | 15 |
| 26.514335 | -80.0772873 | 03/04/2018 | 15 |
| 26.514515 | -80.077143 | 03/04/2018 | 15 |
| 26.514331 | -80.0771575 | 03/04/2018 | 15 |
| 26.514333 | -80.0773213 | 03/04/2018 | 15 |
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| 26.514518 | -80.0770819 | 03/04/2018 | 15 |
| 26.514335 | -80.0772873 | 03/04/2018 | 15 |
| 26.514523 | -80.0769299 | 03/04/2018 | 15 |
| 26.514505 | -80.0772843 | 03/04/2018 | 15 |
| 26.51451 | -80.0772232 | 03/04/2018 | 15 |
| 26.514533 | -80.0766869 | 03/04/2018 | 15 |
| 26.514335 | -80.0772873 | 03/04/2018 | 15 |
| 26.514335 | -80.0772873 | 03/04/2018 | 15 |
| 26.514515 | -80.077143 | 03/04/2018 | 15 |
| 26.514347 | -80.077129 | 03/04/2018 | 15 |
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| 26.514325 | -80.0774423 | 03/04/2018 | 15 |
| 26.514515 | -80.077143 | 03/04/2018 | 15 |
| 26.514505 | -80.0772843 | 03/04/2018 | 15 |
| 26.514518 | -80.0770819 | 03/04/2018 | 15 |
| 26.514455 | -80.0777252 | 03/04/2018 | 15 |
| 26.5145 | -80.0773304 | 03/04/2018 | 15 |
| 26.514332 | -80.0773363 | 03/04/2018 | 15 |
| 26.514497 | -80.0773584 | 03/04/2018 | 15 |
| 26.514515 | -80.077143 | 03/04/2018 | 15 |
| 26.514515 | -80.077143 | 06/10/2018 | 15 |
| 26.51447 | -80.0775882 | 06/10/2018 | 15 |
| 26.514515 | -80.077143 | 06/10/2018 | 15 |
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| 26.514321 | -80.0775182 | 06/10/2018 | 15 |
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| 26.51447 | -80.0775882 | 06/10/2018 | 15 |
| 26.514451 | -80.0777532 | 06/10/2018 | 15 |
| 26.514517 | -80.077097 | 06/10/2018 | 15 |
| 26.514335 | -80.0772873 | 06/10/2018 | 15 |
| 26.514345 | -80.0771573 | 06/10/2018 | 15 |
| 26.514505 | -80.0772843 | 06/10/2018 | 15 |
| 26.514318 | -80.0771576 | 06/10/2018 | 15 |
| 26.514545 | -80.0763819 | 06/10/2018 | 15 |

| | | | | | | | | | | | | | | |
|-----|----------|------|-----------|-----------------|---|-------------------------|----|----|------------|------|-----------|------|------|---|
| 909 | 10706211 | 2017 | 815319740 | 17-028519 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 05/22/2017 | 1648 | MONDAY | 9334 | 0634 | Y |
| 918 | 10719932 | 2017 | 864017990 | 17-000643 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 01/04/2017 | 1608 | WEDNESDAY | 9334 | 0634 | Y |
| 683 | 3820591 | 2014 | 821909540 | 14002032 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 01/13/2014 | 1356 | MONDAY | 9334 | 0634 | Y |
| 784 | 4252736 | 2014 | 846929230 | 14-40384 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 09/06/2014 | 0218 | SATURDAY | 9334 | 0634 | Y |
| 822 | 10335365 | 2016 | 863989720 | 16-013687 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 03/09/2016 | 1129 | WEDNESDAY | 9334 | 0634 | Y |
| 829 | 10381222 | 2016 | 863998950 | 16-32933 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 06/13/2016 | 1033 | MONDAY | 9334 | 0634 | Y |
| 837 | 10426844 | 2016 | 863991990 | 16-017545 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 03/28/2016 | 0740 | MONDAY | 9334 | 0634 | Y |
| 849 | 10462368 | 2016 | 861310920 | 16-007365 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 02/08/2016 | 1537 | MONDAY | 9334 | 0634 | Y |
| 855 | 10511922 | 2016 | 864010170 | 16057889 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 10/18/2016 | 1355 | TUESDAY | 9334 | 0634 | Y |
| 877 | 10603846 | 2017 | 815324020 | 17-53308 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 09/14/2017 | 0811 | THURSDAY | 9334 | 0634 | Y |
| 894 | 10628572 | 2017 | 869265990 | 17-027993 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 05/19/2017 | 0800 | FRIDAY | 9334 | 0634 | Y |
| 24 | 3323175 | 2013 | 821890710 | 13-022219 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 05/10/2013 | 1122 | FRIDAY | 9334 | 0634 | Y |
| 28 | 3345973 | 2013 | 836427760 | FHPL13OFF046705 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/01/2013 | 0840 | THURSDAY | 9334 | 0634 | Y |
| 65 | 3459161 | 2013 | 836565520 | FHPL13OFF063276 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 10/16/2013 | 1144 | WEDNESDAY | 9334 | 0634 | Y |
| 78 | 3554886 | 2014 | 838112730 | FHPL14OFF059556 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/26/2014 | 0641 | FRIDAY | 9334 | 0634 | Y |
| 80 | 3600830 | 2014 | 845016850 | FHPL14OFF053384 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/29/2014 | 2020 | FRIDAY | 9334 | 0634 | N |
| 115 | 3862403 | 2015 | 844999820 | FHPL15OFF003984 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/19/2015 | 1019 | MONDAY | 9334 | 0634 | N |
| 116 | 3871603 | 2015 | 845688950 | FHPL15OFF044714 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/16/2015 | 1021 | THURSDAY | 9334 | 0634 | N |
| 125 | 3915248 | 2015 | 856831250 | 15-2664 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 01/20/2015 | 2053 | TUESDAY | 9334 | 0634 | Y |
| 126 | 3917287 | 2015 | 856830320 | 15001188 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 01/09/2015 | 1511 | FRIDAY | 9334 | 0634 | Y |
| 144 | 4027003 | 2015 | 848639960 | FHPL15OFF011715 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 02/24/2015 | 0645 | TUESDAY | 9334 | 0634 | Y |
| 155 | 4073385 | 2015 | 845475970 | FHPK15OFF019950 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 04/13/2015 | 1134 | MONDAY | 9334 | 0634 | Y |
| 158 | 4086915 | 2015 | 848828280 | FHPL15OFF072934 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/14/2015 | 2137 | SATURDAY | 9334 | 0634 | Y |
| 165 | 4102232 | 2015 | 851976620 | FHPL15OFF081198 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/18/2015 | 2040 | FRIDAY | 9334 | 0634 | N |
| 172 | 4211177 | 2015 | 849005430 | FHPL15OFF053267 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/24/2015 | 0730 | MONDAY | 9334 | 0634 | N |
| 187 | 4281685 | 2014 | 837965180 | FHPL14OFF028276 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 05/09/2014 | 1540 | FRIDAY | 9334 | 0634 | N |
| 197 | 4608552 | 2015 | 856831910 | 15003227 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 01/23/2015 | 1630 | FRIDAY | 9334 | 0634 | Y |
| 207 | 10273677 | 2016 | 852470860 | FHPL16OFF017944 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 03/15/2016 | 1058 | TUESDAY | 9334 | 0634 | N |
| 211 | 10278648 | 2016 | 852982010 | FHPL16OFF000005 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 03/29/2016 | 2120 | TUESDAY | 9376 | 0676 | N |
| 231 | 10370178 | 2016 | 864000550 | 16037192 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 07/04/2016 | 2230 | MONDAY | 9334 | 0634 | Y |
| 232 | 10370934 | 2016 | 864015960 | 16069754 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 12/17/2016 | 2344 | SATURDAY | 9334 | 0634 | Y |
| 233 | 10371389 | 2016 | 863997710 | 16030000 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 05/28/2016 | 2255 | SATURDAY | 9334 | 0634 | Y |
| 239 | 10380470 | 2016 | 864014080 | 16066710 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 11/30/2016 | 1400 | WEDNESDAY | 9334 | 0634 | Y |
| 240 | 10381217 | 2016 | 864011310 | 16060731 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 10/31/2016 | 1709 | MONDAY | 9334 | 0634 | Y |
| 282 | 10433763 | 2016 | 864011770 | 16-061681 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 11/05/2016 | 1250 | SATURDAY | 9334 | 0634 | Y |
| 322 | 10571269 | 2016 | 861311120 | 16008323 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 02/12/2016 | 1559 | FRIDAY | 9334 | 0634 | Y |
| 377 | 10605563 | 2017 | 854294450 | FHPL17OFF009341 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 02/05/2017 | 1335 | SUNDAY | 9334 | 0634 | Y |
| 381 | 10606106 | 2017 | 854277030 | FHPL17OFF081601 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 10/06/2017 | 0700 | FRIDAY | 9334 | 0634 | Y |
| 461 | 10673121 | 2017 | 855702770 | FHPL17OFF058278 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/21/2017 | 1250 | FRIDAY | 9334 | 0634 | Y |
| 464 | 10674250 | 2017 | 856086370 | FHPL17OFF089921 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 10/31/2017 | 0755 | TUESDAY | 9334 | 0634 | Y |
| 487 | 10715497 | 2017 | 855475340 | FHPL17OFF070614 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/31/2017 | 0856 | THURSDAY | 9334 | 0634 | N |
| 513 | 3261705 | 2013 | 832574560 | FHPL13OFF004916 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/25/2013 | 0803 | FRIDAY | 9334 | 0634 | Y |
| 517 | 3274061 | 2013 | 832605660 | FHPL13OFF000707 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/04/2013 | 1450 | FRIDAY | 9300 | 0600 | N |
| 520 | 3302738 | 2013 | 836886560 | FHPL13OFF072270 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/27/2013 | 0010 | WEDNESDAY | 9334 | 0634 | Y |
| 533 | 3347761 | 2013 | 821887000 | 13-014322 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 03/24/2013 | 2246 | SUNDAY | 9334 | 0634 | Y |
| 550 | 3401647 | 2013 | 821900890 | 13-047893 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 09/26/2013 | 1720 | THURSDAY | 9334 | 0634 | Y |
| 562 | 3414937 | 2013 | 821900380 | 13-046722 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 09/20/2013 | 0734 | FRIDAY | 9334 | 0634 | Y |
| 591 | 3501427 | 2013 | 821890720 | 13022223 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 05/10/2013 | 1141 | FRIDAY | 9334 | 0634 | Y |
| 597 | 3523570 | 2014 | 821914730 | 1412058 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 03/14/2014 | 0910 | FRIDAY | 9334 | 0634 | Y |
| 601 | 3528454 | 2014 | 856829550 | 14-57198 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 12/30/2014 | 1557 | TUESDAY | 9334 | 0634 | Y |
| 612 | 3554253 | 2014 | 837680020 | FHPL14OFF033854 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/04/2014 | 1930 | WEDNESDAY | 9334 | 0634 | N |
| 618 | 3588861 | 2014 | 844999390 | FHPL14OFF051793 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/23/2014 | 0856 | SATURDAY | 9334 | 0634 | N |
| 637 | 3617801 | 2014 | 846934560 | 14-050120 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 11/10/2014 | 2201 | MONDAY | 9334 | 0634 | Y |
| 647 | 3652815 | 2014 | 837190760 | FHPL14OFF031952 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 05/26/2014 | 1525 | MONDAY | 9334 | 0634 | Y |
| 651 | 3656869 | 2014 | 836886800 | FHPL14OFF000871 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/05/2014 | 0907 | SUNDAY | 9334 | 0634 | Y |
| 656 | 3678039 | 2014 | 837961320 | FHPL14OFF049906 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/15/2014 | 1045 | FRIDAY | 9334 | 0634 | Y |
| 657 | 3689703 | 2014 | 846934200 | 14047483 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 10/24/2014 | 1153 | FRIDAY | 9334 | 0634 | Y |
| 659 | 3701445 | 2014 | 856827600 | 14-53378 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 12/03/2014 | 0924 | WEDNESDAY | 9334 | 0634 | Y |

| | | | | | | | | | | | | | | |
|------------------------------|----------|---------|------|-----|---|---|---|----|----|----|----|----|----|---|
| W WOOLBRIGHT RE CORPORATE DR | 93000149 | 0 | | | I | M | W | | 05 | 02 | 01 | 02 | 03 | 0 |
| W WOOLBRIGHT RE CORPORATE DR | 93000149 | 0 | | | R | 1 | E | | 05 | 01 | 01 | 01 | 01 | 0 |
| W WOOLBRIGHT RE CORPORATE DR | 93000149 | 0 | | | R | 1 | E | | 05 | 01 | 01 | 01 | 03 | 0 |
| W WOOLBRIGHT RE SW 18TH ST | 93000149 | 0 | | | M | M | E | | 05 | 01 | 10 | 01 | 03 | 0 |
| W WOOLBRIGHT RE CORPORATE DR | 93000149 | 0 | | | R | 1 | E | | 05 | 01 | 01 | 01 | 03 | 0 |
| W WOOLBRIGHT RE CORPORATE DR | 93000149 | 0 | | | R | 2 | E | | 05 | 01 | 01 | 01 | 01 | 0 |
| W WOOLBRIGHT RE CORPORATE DR | 93000149 | 0 | | | R | 1 | E | | 05 | 01 | 01 | 01 | 03 | 0 |
| W WOOLBRIGHT RE CORPORATE DR | 93000149 | 0 | | | R | 2 | W | | 05 | 01 | 01 | 01 | 01 | 0 |
| W WOOLBRIGHT RE SW 8TH ST | 93000149 | 0 | | | L | 1 | W | | 05 | 01 | 01 | 01 | 01 | 0 |
| W WOOLBRIGHT RE CORPORATE DR | 93000149 | 0 | | | R | 1 | E | | 05 | 18 | 01 | 01 | 03 | 0 |
| W WOOLBRIGHT RE CORPORATE DR | 93000149 | 0 | | | R | 1 | E | | 05 | 03 | 01 | 01 | 01 | 0 |
| W WOOLBRIGHT RE | 93000149 | 1 | | | R | 1 | W | | 05 | 01 | 01 | 01 | 03 | 0 |
| SR 9 WOOLBRIGHT RD | 93220025 | 0 04396 | SR 9 | 195 | L | X | S | 07 | 01 | 14 | 01 | 01 | 01 | 0 |
| SR 9 WOOLBRIGHT RD | 93220025 | 0 04724 | SR 9 | 195 | L | X | S | 07 | 01 | 01 | 01 | 01 | 01 | 0 |
| I 95 WOOLBRIGHT RD | 93220025 | 0 04396 | SR 9 | 195 | L | X | S | 07 | 01 | 14 | 01 | 01 | 01 | 0 |
| I 95 WOOLBRIGHT RD | 93220025 | 0 04724 | SR 9 | 195 | L | X | S | 07 | 01 | 14 | 01 | 01 | 01 | 0 |
| I 95 WOOLBRIGHT RD | 93220027 | 0 04400 | SR 9 | 195 | L | X | S | 07 | 01 | 14 | 01 | 01 | 01 | 0 |
| I 95 WOOLBRIGHT RD | 93220027 | 0 04519 | SR 9 | 195 | L | X | S | 07 | 01 | 01 | 01 | 01 | 01 | 0 |
| SR 9 WOOLBRIGHT RD | 93220027 | 0 04519 | SR 9 | 195 | L | X | W | 07 | 05 | 02 | 01 | 02 | 03 | 0 |
| W WOOLBRIGHT RE | 93000149 | 1 | | | L | 2 | W | | 05 | 01 | 01 | 01 | 01 | 0 |
| I 95 WOOLBRIGHT | 93220027 | 0 04400 | SR 9 | 195 | L | X | N | 07 | 01 | 14 | 01 | 04 | 01 | 0 |
| I 95 WOOLBRIGHT RD | 93220025 | 0 04724 | SR 9 | 195 | L | X | S | 07 | 01 | 14 | 01 | 01 | 03 | 0 |
| SR 9 WOOLBRIGHT RD | 93220025 | 0 04724 | SR 9 | 195 | L | X | S | 07 | 01 | 14 | 01 | 01 | 01 | 0 |
| I 95 WOOLBRIGHT RD | 93220027 | 0 04519 | SR 9 | 195 | L | X | S | 07 | 01 | 14 | 01 | 03 | 01 | 0 |
| I 95 WOOLBRIGHT RD | 93220027 | 0 04400 | SR 9 | 195 | L | X | S | 07 | 01 | 14 | 01 | 01 | 01 | 0 |
| SR 9 WOOLBRIGHT RD | 93220027 | 0 04400 | SR 9 | 195 | L | X | S | 07 | 01 | 14 | 01 | 01 | 01 | 0 |
| W WOOLBRIGHT RE SW 8TH ST | 93000149 | 1 | | | I | M | S | | 05 | 01 | 01 | 03 | 01 | 0 |
| I 95 WOOLBRIGHT RD | 93220027 | 0 04519 | SR 9 | 195 | L | X | S | 07 | 01 | 01 | 01 | 01 | 01 | 0 |
| I 95 WOOLBRIGHT RD | 93220027 | 0 04519 | SR 9 | 195 | L | X | S | 07 | 01 | 01 | 01 | 01 | 01 | 0 |
| W WOOLBRIGHT RE | 93000149 | 1 | | | R | 1 | 0 | | 05 | 01 | 01 | 01 | 01 | 0 |
| W WOOLBRIGHT RE | 93000149 | 1 | SR 9 | | L | 1 | W | | 05 | 01 | 01 | 01 | 01 | 0 |
| W WOOLBRIGHT RE CORPORATE DR | 93000149 | 1 | | | R | 2 | W | | 05 | 01 | 01 | 77 | 01 | 0 |
| W WOOLBRIGHT RE | 93000149 | 1 | | | L | L | W | | 05 | 01 | 01 | 02 | 03 | 0 |
| W WOOLBRIGHT RE | 93000149 | 1 | | | L | 2 | W | | 05 | 01 | 01 | 01 | 01 | 0 |
| W WOOLBRIGHT RE | 93000149 | 1 | | | R | 1 | E | | 05 | 01 | 01 | 04 | 01 | 0 |
| W WOOLBRIGHT RE CORPORATE DR | 93000149 | 1 | | | R | 1 | E | | 05 | 01 | 01 | 01 | 03 | 0 |
| I 95 WOOLBRIGHT RD | 93220027 | 0 04400 | SR 9 | 195 | R | X | S | 07 | 01 | 01 | 01 | 01 | 01 | 0 |
| SR 9 WOOLBRIGHT RD | 93220027 | 0 04519 | SR 9 | 195 | L | X | S | 07 | 01 | 01 | 01 | 01 | 01 | 0 |
| I 95 WOOLBRIGHT RD | 93220027 | 0 04519 | SR 9 | 195 | L | X | S | 07 | 01 | 14 | 01 | 01 | 01 | 0 |
| SR 9 WOOLBRIGHT RD | 93220027 | 0 04519 | SR 9 | 195 | L | X | S | 07 | 01 | 14 | 01 | 01 | 01 | 0 |
| I 95 WOOLBRIGHT RD | 93220027 | 0 04519 | SR 9 | 195 | L | X | S | 07 | 01 | 01 | 01 | 01 | 01 | 0 |
| I 95 WOOLBRIGHT RD | 93220027 | 0 04400 | SR 9 | 195 | L | X | S | 07 | 01 | 14 | 01 | 01 | 01 | 0 |
| I 95 WOOLBRIGHT RD | 93220027 | 0 04400 | SR 9 | 195 | L | X | W | 07 | 01 | 14 | 01 | 04 | 01 | 0 |
| I 95 WOOLBRIGHT RD | 93220027 | 0 04400 | SR 9 | 195 | L | X | S | 07 | 01 | 14 | 01 | 04 | 01 | 0 |
| I 95 WOOLBRIGHT | 93220027 | 0 04400 | SR 9 | 195 | L | X | N | 07 | 05 | 01 | 01 | 02 | 01 | 0 |
| SR 9 WOOLBRIGHT RD | 93220025 | 0 04396 | SR 9 | 195 | L | X | W | 07 | 05 | 01 | 01 | 02 | 01 | 0 |
| SR 9 WOOLBRIGHT RD | 93220025 | 0 04396 | SR 9 | 195 | L | X | E | 07 | 05 | 15 | 01 | 77 | 03 | 0 |
| SR 9 WOOLBRIGHT RD | 93220025 | 0 04396 | SR 9 | 195 | L | X | W | 07 | 05 | 01 | 01 | 01 | 03 | 0 |
| SR 9 WOOLBRIGHT RD | 93220027 | 0 04400 | SR 9 | 195 | L | X | S | 07 | 05 | 01 | 02 | 01 | 03 | 0 |
| I 95 WOOLBRIGHT RD | 93220027 | 0 04400 | SR 9 | 195 | L | X | S | 07 | 05 | 01 | 01 | 02 | 01 | 0 |
| I 95 WOOLBRIGHT RD | 93220027 | 0 04400 | SR 9 | 195 | L | X | S | 07 | 01 | 01 | 01 | 01 | 01 | 0 |
| I 95 WOOLBRIGHT RD | 93220027 | 0 04400 | SR 9 | 195 | L | X | S | 07 | 01 | 01 | 01 | 01 | 01 | 0 |
| SR 9 WOOLBRIGHT RD | 93220027 | 0 04400 | SR 9 | 195 | L | X | S | 07 | 05 | 01 | 01 | 02 | 01 | 0 |
| I 95 WOOLBRIGHT RD | 93220027 | 0 04400 | SR 9 | 195 | L | X | S | 07 | 01 | 14 | 01 | 01 | 01 | 0 |
| W WOOLBRIGHT RE | 93000149 | 0 | | | R | 1 | S | | 05 | 14 | 01 | 04 | 03 | 0 |
| I 95 WOOLBRIGHT RD | 93220027 | 0 04400 | SR 9 | 195 | L | X | S | 07 | 01 | 14 | 01 | 04 | 01 | 0 |
| SR 9 WOOLBRIGHT RD | 93220027 | 0 04400 | SR 9 | 195 | L | X | S | 07 | 05 | 14 | 01 | 77 | 01 | 0 |
| I 95 WOOLBRIGHT RD | 93220027 | 0 04400 | SR 9 | 195 | L | X | E | 07 | 03 | 01 | 01 | 01 | 03 | 0 |

| | | | | | | | | | | | |
|-------------|---------------|---|---|---|-----------|---|---|----|----|----|----|
| | 0 | 0 | 0 | 0 | RCI | 1 | 0 | 02 | 01 | 01 | 01 |
| | 0 | 0 | 0 | 0 | RCI | 3 | 0 | 01 | 01 | 01 | 01 |
| | 0 | 0 | 0 | 0 | RCI | 2 | 0 | 01 | 01 | 01 | 01 |
| | 0 | 0 | 0 | 0 | RCI | 3 | 0 | 01 | 04 | 01 | 01 |
| | 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 01 | 01 | 01 |
| | 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 01 | 01 | 01 |
| | 0 | 0 | 0 | 0 | RCI | 2 | 0 | 01 | 01 | 01 | 01 |
| | 0 | 0 | 0 | 0 | RCI | 2 | 0 | 01 | 01 | 01 | 01 |
| | 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 01 | 01 | 01 |
| | 0 | 0 | 0 | 0 | RCI | 2 | 0 | 01 | 01 | 01 | 01 |
| | 0 | 0 | 0 | 0 | RCI | 1 | 0 | 03 | 01 | 01 | 01 |
| | 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 01 | 01 | 01 |
| PAVED | 2 VALLEY GUTF | 2 | 0 | 5 | 11500 RCI | 1 | 0 | 07 | 01 | 02 | 01 |
| PAVED | 2 VALLEY GUTF | 2 | 0 | 5 | 11500 RCI | 1 | 0 | 07 | 01 | 02 | 01 |
| PAVED | 2 VALLEY GUTF | 2 | 0 | 2 | 12000 RCI | 1 | 0 | 07 | 03 | 02 | 02 |
| PAVED | 2 VALLEY GUTF | 2 | 0 | 2 | 12000 RCI | 4 | 0 | 07 | 04 | 01 | 01 |
| CURB&GUTTER | 3 VALLEY GUTF | 3 | 0 | 6 | 16500 RCI | 2 | 0 | 08 | 01 | 01 | 01 |
| PAVED | 3 VALLEY GUTF | 3 | 0 | 6 | 16500 RCI | 1 | 0 | 08 | 01 | 02 | 01 |
| CURB&GUTTER | 3 VALLEY GUTF | 3 | 0 | 6 | 16500 RCI | 1 | 0 | 08 | 04 | 01 | 01 |
| | 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 01 | 02 | 01 |
| CURB&GUTTER | 3 VALLEY GUTF | 3 | 0 | 6 | 16500 RCI | 1 | 0 | 08 | 01 | 01 | 01 |
| PAVED | 2 VALLEY GUTF | 2 | 0 | 6 | 11000 RCI | 1 | 0 | 07 | 01 | 01 | 01 |
| PAVED | 2 VALLEY GUTF | 2 | 0 | 6 | 11000 RCI | 1 | 0 | 07 | 04 | 01 | 01 |
| CURB&GUTTER | 3 VALLEY GUTF | 3 | 0 | 6 | 16500 RCI | 1 | 0 | 08 | 04 | 03 | 02 |
| CURB&GUTTER | 3 VALLEY GUTF | 3 | 0 | 6 | 16500 RCI | 3 | 0 | 08 | 01 | 01 | 01 |
| CURB&GUTTER | 3 VALLEY GUTF | 3 | 0 | 2 | 16000 RCI | 2 | 0 | 08 | 01 | 01 | 01 |
| | 0 | 0 | 0 | 0 | RCI | 3 | 1 | 01 | 01 | 01 | 01 |
| CURB&GUTTER | 2 VALLEY GUTF | 4 | 0 | 5 | 17500 RCI | 2 | 0 | 08 | 01 | 01 | 01 |
| CURB&GUTTER | 2 VALLEY GUTF | 4 | 0 | 5 | 17500 RCI | 3 | 0 | 08 | 04 | 02 | 02 |
| | 0 | 0 | 0 | 0 | RCI | 1 | 0 | 06 | 04 | 01 | 01 |
| | 0 | 0 | 0 | 0 | RCI | 1 | 1 | 01 | 04 | 01 | 01 |
| | 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 04 | 01 | 01 |
| | 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 01 | 01 | 01 |
| | 0 | 0 | 0 | 0 | RCI | 3 | 0 | 03 | 01 | 01 | 01 |
| | 0 | 0 | 0 | 0 | RCI | 2 | 0 | 01 | 01 | 02 | 01 |
| | 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 01 | 01 | 01 |
| CURB&GUTTER | 2 VALLEY GUTF | 4 | 0 | 4 | 17500 RCI | 1 | 0 | 08 | 01 | 01 | 01 |
| PAVED | 4 VALLEY GUTF | 4 | 0 | 4 | 17500 RCI | 2 | 0 | 08 | 01 | 01 | 01 |
| CURB&GUTTER | 2 VALLEY GUTF | 4 | 0 | 4 | 17500 RCI | 2 | 0 | 08 | 01 | 03 | 02 |
| CURB&GUTTER | 2 VALLEY GUTF | 4 | 0 | 4 | 17500 RCI | 3 | 0 | 08 | 01 | 01 | 01 |
| CURB&GUTTER | 2 VALLEY GUTF | 4 | 0 | 4 | 17500 RCI | 2 | 0 | 08 | 01 | 01 | 01 |
| PAVED | 3 VALLEY GUTF | 3 | 0 | 5 | 15500 RCI | 2 | 0 | 08 | 01 | 01 | 01 |
| PAVED | 3 VALLEY GUTF | 3 | 0 | 5 | 15500 RCI | 3 | 0 | 08 | 01 | 01 | 01 |
| PAVED | 3 VALLEY GUTF | 3 | 0 | 5 | 15500 RCI | 1 | 0 | 08 | 05 | 03 | 02 |
| PAVED | 3 VALLEY GUTF | 3 | 0 | 5 | 15500 RCI | 3 | 0 | 08 | 04 | 03 | 02 |
| PAVED | 2 VALLEY GUTF | 2 | 0 | 5 | 11500 RCI | 2 | 0 | 07 | 01 | 02 | 01 |
| PAVED | 2 VALLEY GUTF | 2 | 0 | 5 | 11500 RCI | 1 | 0 | 07 | 01 | 01 | 01 |
| PAVED | 2 VALLEY GUTF | 2 | 0 | 5 | 11500 RCI | 2 | 0 | 07 | 01 | 01 | 01 |
| CURB&GUTTER | 3 VALLEY GUTF | 3 | 0 | 2 | 16000 RCI | 1 | 0 | 08 | 01 | 01 | 01 |
| CURB&GUTTER | 3 VALLEY GUTF | 3 | 0 | 2 | 16000 RCI | 1 | 0 | 08 | 01 | 01 | 01 |
| CURB&GUTTER | 3 VALLEY GUTF | 3 | 0 | 2 | 16000 RCI | 1 | 0 | 08 | 02 | 02 | 01 |
| CURB&GUTTER | 3 VALLEY GUTF | 3 | 0 | 2 | 16000 RCI | 3 | 0 | 08 | 01 | 01 | 01 |
| CURB&GUTTER | 3 VALLEY GUTF | 3 | 0 | 2 | 16000 RCI | 1 | 0 | 08 | 04 | 01 | 01 |
| CURB&GUTTER | 3 VALLEY GUTF | 3 | 0 | 2 | 16000 RCI | 2 | 0 | 08 | 01 | 02 | 01 |
| | 0 | 0 | 0 | 0 | RCI | 2 | 0 | 07 | 01 | 02 | 01 |
| CURB&GUTTER | 3 VALLEY GUTF | 3 | 0 | 2 | 16000 RCI | 1 | 0 | 08 | 01 | 02 | 01 |
| CURB&GUTTER | 3 VALLEY GUTF | 3 | 0 | 2 | 16000 RCI | 3 | 0 | 08 | 01 | 01 | 01 |
| CURB&GUTTER | 3 VALLEY GUTF | 3 | 0 | 2 | 16000 RCI | 2 | 0 | 08 | 01 | 01 | 01 |

| | | | | | | | | | | | |
|--------------------------------|--------------------------------|----|----|----|----|----|---|---|---|---|---|
| FAILED TO YIELD RIGHT-OF-WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FAILED TO KEEP IN PROPER LANE | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 3 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NOT CODED | 00 | 00 | 00 | 00 | 01 | 4 | 0 | 2 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 3 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| RAN RED LIGHT | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NOT CODED | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 3 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 2 |
| RAN RED LIGHT | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 4 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FAILED TO YIELD RIGHT-OF-WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| FOLLOWED TOO CLOSELY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | OTHER CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 2 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| FAILED TO YIELD RIGHT-OF-WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| RAN RED LIGHT | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FOLLOWED TOO CLOSELY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 3 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OTHER CONTRIBUTING ACTION | OTHER CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 3 |
| OTHER CONTRIBUTING ACTION | OTHER CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 3 |
| OPER MV AGRSIVE, ERATIC, RCKLS | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | OPERATED MV IN CARLESS OR NEGL | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | OTHER CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 2 |

| | | | |
|-----------|-------------|------------|----|
| 26.514345 | -80.0771573 | 06/10/2018 | 15 |
| 26.514297 | -80.077897 | 06/10/2018 | 15 |
| 26.5144 | -80.0762438 | 03/04/2018 | 16 |
| 26.514405 | -80.074979 | 03/04/2018 | 16 |
| 26.514373 | -80.0767019 | 06/10/2018 | 16 |
| 26.514405 | -80.075413 | 06/10/2018 | 16 |
| 26.5144 | -80.0762438 | 06/10/2018 | 16 |
| 26.514382 | -80.0765489 | 06/10/2018 | 16 |
| 26.514535 | -80.074082 | 06/10/2018 | 16 |
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| 26.514364 | -80.076854 | 06/10/2018 | 16 |
| 26.514406 | -80.0730231 | 03/04/2018 | 17 |
| 26.514252 | -80.0733996 | 03/04/2018 | 17 |
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| 26.514686 | -80.0733937 | 03/04/2018 | 17 |
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| 26.514981 | -80.0731739 | 03/04/2018 | 17 |
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| 26.514148 | -80.0732807 | 03/04/2018 | 17 |
| 26.513892 | -80.073149 | 03/04/2018 | 17 |
| 26.514981 | -80.0731739 | 03/04/2018 | 17 |
| 26.514737 | -80.0733376 | 03/04/2018 | 17 |
| 26.514686 | -80.0733937 | 03/04/2018 | 17 |
| 26.514545 | -80.073167 | 03/04/2018 | 17 |
| 26.514793 | -80.0732898 | 06/10/2018 | 17 |
| 26.514903 | -80.0732163 | 06/10/2018 | 17 |
| 26.514405 | -80.073422 | 06/10/2018 | 17 |
| 26.514546 | -80.071248 | 06/10/2018 | 17 |
| 26.514405 | -80.073174 | 06/10/2018 | 17 |
| 26.514551 | -80.072811 | 06/10/2018 | 17 |
| 26.514554 | -80.0726569 | 06/10/2018 | 17 |
| 26.514405 | -80.073422 | 06/10/2018 | 17 |
| 26.514405 | -80.073328 | 06/10/2018 | 17 |
| 26.514686 | -80.0733942 | 06/10/2018 | 17 |
| 26.51517 | -80.0731077 | 06/10/2018 | 17 |
| 26.514793 | -80.0732898 | 06/10/2018 | 17 |
| 26.514793 | -80.0732898 | 06/10/2018 | 17 |
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| 26.514651 | -80.0734434 | 03/04/2018 | 17 |
| 26.514614 | -80.0735119 | 03/04/2018 | 17 |
| 26.514629 | -80.0734845 | 03/04/2018 | 17 |
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| 26.514313 | -80.0735327 | 03/04/2018 | 17 |
| 26.514313 | -80.0735327 | 03/04/2018 | 17 |
| 26.514313 | -80.0735327 | 03/04/2018 | 17 |
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| 26.514614 | -80.0735119 | 03/04/2018 | 17 |
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| 26.514405 | -80.0746473 | 03/04/2018 | 17 |
| 26.514629 | -80.0734845 | 03/04/2018 | 17 |
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| | | | | | | | | | | | | | | |
|-----|----------|------|-----------|-----------------|---|-------------------------|----|----|------------|------|-----------|------|------|---|
| 661 | 3709269 | 2014 | 821910860 | 14-004917 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 01/30/2014 | 0843 | THURSDAY | 9334 | 0634 | Y |
| 669 | 3733569 | 2014 | 838127910 | FHPL14OFF043086 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/17/2014 | 0951 | THURSDAY | 9334 | 0634 | N |
| 685 | 3824594 | 2014 | 838156310 | FHPL14OFF044734 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/24/2014 | 1225 | THURSDAY | 9334 | 0634 | N |
| 728 | 3975450 | 2015 | 861298770 | 15046363 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 09/28/2015 | 1714 | MONDAY | 9334 | 0634 | Y |
| 734 | 3997977 | 2015 | 848841170 | FHPL15OFF081128 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/18/2015 | 1610 | FRIDAY | 9334 | 0634 | Y |
| 755 | 4094706 | 2015 | 851367160 | FHPL15OFF042508 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/06/2015 | 1137 | MONDAY | 9334 | 0634 | N |
| 763 | 4123785 | 2015 | 852168200 | FHPL15OFF078916 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/09/2015 | 0727 | WEDNESDAY | 9334 | 0634 | N |
| 774 | 4210070 | 2015 | 851381500 | FHPL15OFF044018 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/13/2015 | 0745 | MONDAY | 9334 | 0634 | Y |
| 788 | 4258249 | 2014 | 846923160 | 14-025124 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 06/01/2014 | 0833 | SUNDAY | 9334 | 0634 | Y |
| 812 | 4663219 | 2015 | 856837350 | 15-12813 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 03/27/2015 | 1142 | FRIDAY | 9334 | 0634 | Y |
| 814 | 4664110 | 2015 | 848827310 | FHPL15OFF038046 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/16/2015 | 1514 | TUESDAY | 9334 | 0634 | N |
| 824 | 10336733 | 2016 | 863990030 | 16-014164 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 03/11/2016 | 1944 | FRIDAY | 9334 | 0634 | Y |
| 830 | 10385799 | 2016 | 861310010 | 16-005877 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 02/01/2016 | 0202 | MONDAY | 9334 | 0634 | Y |
| 831 | 10385800 | 2016 | 864001810 | 16-39252 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 07/15/2016 | 1452 | FRIDAY | 9334 | 0634 | Y |
| 835 | 10406264 | 2016 | 851861830 | FHPL16OFF000460 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/03/2016 | 1140 | SUNDAY | 9334 | 0634 | N |
| 836 | 10406265 | 2016 | 864000780 | 16037217 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 07/05/2016 | 1156 | TUESDAY | 9334 | 0634 | Y |
| 845 | 10433440 | 2016 | 863991140 | 16-15209 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 03/17/2016 | 0815 | THURSDAY | 9334 | 0634 | Y |
| 856 | 10512847 | 2016 | 864000360 | 16036637 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 07/02/2016 | 0211 | SATURDAY | 9334 | 0634 | Y |
| 858 | 10523051 | 2016 | 864016840 | 16-070755 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 12/22/2016 | 1815 | THURSDAY | 9334 | 0634 | Y |
| 862 | 10534743 | 2016 | 852226970 | FHPL16OFF006414 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/28/2016 | 0755 | THURSDAY | 9334 | 0634 | Y |
| 864 | 10544313 | 2016 | 853307870 | FHPL16OFF039951 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/07/2016 | 0810 | TUESDAY | 9334 | 0634 | Y |
| 865 | 10547822 | 2016 | 853552930 | FHPL16OFF066650 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/14/2016 | 1235 | WEDNESDAY | 9334 | 0634 | N |
| 866 | 10550249 | 2016 | 853894470 | FHPL16OFF081157 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/05/2016 | 1044 | SATURDAY | 9334 | 0634 | N |
| 868 | 10571414 | 2016 | 861310860 | 16007815 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 02/10/2016 | 1726 | WEDNESDAY | 9334 | 0634 | Y |
| 899 | 10639289 | 2017 | 871125610 | FHPL17OFF096377 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/20/2017 | 1320 | MONDAY | 9334 | 0634 | N |
| 905 | 10670709 | 2017 | 855222830 | FHPL17OFF061964 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/03/2017 | 0830 | THURSDAY | 9334 | 0634 | Y |
| 912 | 10706523 | 2017 | 815322940 | 17-050409 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 08/31/2017 | 0759 | THURSDAY | 9334 | 0634 | Y |
| 199 | 4639385 | 2015 | 856830490 | 15-001392 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 01/11/2015 | 0707 | SUNDAY | 9334 | 0634 | Y |
| 205 | 10272737 | 2016 | 852640100 | FHPL16OFF030876 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 05/03/2016 | 2310 | TUESDAY | 9334 | 0634 | N |
| 209 | 10274125 | 2016 | 852526010 | FHPL16OFF000181 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/01/2016 | 2300 | FRIDAY | 9334 | 0634 | Y |
| 217 | 10284682 | 2016 | 853618470 | FHPL16OFF074052 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 10/11/2016 | 1346 | TUESDAY | 9334 | 0634 | N |
| 223 | 10336734 | 2016 | 863993680 | 16-021363 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 04/15/2016 | 1541 | FRIDAY | 9334 | 0634 | Y |
| 236 | 10375177 | 2016 | 853614180 | FHPL16OFF056639 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/10/2016 | 1010 | WEDNESDAY | 9334 | 0634 | N |
| 237 | 10379983 | 2016 | 864009810 | 16056553 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 10/11/2016 | 2107 | TUESDAY | 9334 | 0634 | Y |
| 238 | 10380458 | 2016 | 864000810 | 16036249 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 06/30/2016 | 0337 | THURSDAY | 9334 | 0634 | Y |
| 250 | 10385801 | 2016 | 849045990 | FHPL16OFF026510 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 04/16/2016 | 1528 | SATURDAY | 9334 | 0634 | Y |
| 253 | 10391009 | 2016 | 852783930 | FHPL16OFF027474 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 04/20/2016 | 1600 | WEDNESDAY | 9334 | 0634 | N |
| 254 | 10391010 | 2016 | 851980950 | FHPL16OFF000585 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/03/2016 | 2035 | SUNDAY | 9334 | 0634 | N |
| 264 | 10406266 | 2016 | 852281590 | FHPL16OFF014853 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 03/02/2016 | 1618 | WEDNESDAY | 9334 | 0634 | Y |
| 265 | 10406414 | 2016 | 853766460 | FHPL16OFF065943 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/11/2016 | 2215 | SUNDAY | 9334 | 0634 | Y |
| 270 | 10428789 | 2016 | 864012180 | 16-062503 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 11/09/2016 | 0840 | WEDNESDAY | 9334 | 0634 | Y |
| 279 | 10432850 | 2016 | 864008770 | 16-054488 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 10/01/2016 | 0300 | SATURDAY | 9334 | 0634 | Y |
| 280 | 10433758 | 2016 | 864008330 | 16-53746 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 09/27/2016 | 1506 | TUESDAY | 9334 | 0634 | Y |
| 295 | 10467782 | 2016 | 852281400 | FHPL16OFF000615 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/04/2016 | 0216 | MONDAY | 9334 | 0634 | Y |
| 302 | 10533586 | 2016 | 852148560 | FHPL16OFF005241 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/23/2016 | 1215 | SATURDAY | 9334 | 0634 | N |
| 307 | 10540921 | 2016 | 852910750 | FHPL16OFF043763 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/21/2016 | 1620 | TUESDAY | 9334 | 0634 | Y |
| 321 | 10570830 | 2016 | 861307670 | 16-000892 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 01/06/2016 | 1520 | WEDNESDAY | 9334 | 0634 | Y |
| 340 | 10587146 | 2016 | 852540400 | FHPL16OFF027087 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 04/18/2016 | 2135 | MONDAY | 9334 | 0634 | Y |
| 341 | 10590901 | 2016 | 852835050 | FHPL16OFF026968 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 04/18/2016 | 1235 | MONDAY | 9334 | 0634 | N |
| 344 | 10590924 | 2016 | 852910660 | FHPL16OFF040578 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/09/2016 | 0035 | THURSDAY | 9334 | 0634 | Y |
| 345 | 10594313 | 2016 | 853261760 | LWRC16OFF000535 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/23/2016 | 1717 | THURSDAY | 9334 | 0634 | N |
| 347 | 10596960 | 2016 | 853365680 | FHPL16OFF069205 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/23/2016 | 1530 | FRIDAY | 9334 | 0634 | Y |
| 348 | 10597877 | 2016 | 853553350 | FHPL16OFF082525 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/10/2016 | 1415 | THURSDAY | 9334 | 0634 | N |
| 355 | 10601146 | 2016 | 853904750 | FHPL16OFF066705 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/14/2016 | 1622 | WEDNESDAY | 9334 | 0634 | Y |
| 356 | 10601199 | 2016 | 853796090 | FHPL16OFF065336 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/09/2016 | 1607 | FRIDAY | 9334 | 0634 | Y |
| 379 | 10605861 | 2017 | 854525070 | FHPL17OFF017521 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 03/07/2017 | 0235 | TUESDAY | 9334 | 0634 | N |
| 385 | 10606961 | 2017 | 854285290 | FHPL17OFF008925 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 02/03/2017 | 1930 | FRIDAY | 9334 | 0634 | Y |
| 391 | 10609822 | 2017 | 855019630 | FHPL17OFF087815 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 10/24/2017 | 2130 | TUESDAY | 9334 | 0634 | Y |

| | | | | | | | | | | | | | | |
|------------------------------|----------|---------|------|------|---|---|---|----|----|----|----|----|----|---|
| W WOOLBRIGHT RE CORPORATE DR | 93000149 | 0 | | | R | 2 | E | | 05 | 01 | 01 | 01 | 01 | 0 |
| I 95 WOOLBRIGHT RD | 93220027 | 0 04400 | SR 9 | I 95 | L | X | O | 07 | 01 | 14 | 01 | 01 | 01 | 0 |
| I 95 WOOLBRIGHT RD | 93220025 | 0 04396 | SR 9 | I 95 | L | X | S | 07 | 01 | 14 | 01 | 01 | 01 | 0 |
| W WOOLBRIGHT RE CORPORATE DR | 93000149 | 1 | | | R | L | E | | 05 | 01 | 01 | 01 | 01 | 0 |
| I 95 WOOLBRIGHT RD | 93220027 | 0 04400 | SR 9 | I 95 | L | X | S | 07 | 01 | 14 | 01 | 03 | 01 | 0 |
| I 95 WOOLBRIGHT RD | 93220025 | 0 04396 | SR 9 | I 95 | L | X | S | 07 | 01 | 14 | 01 | 01 | 01 | 0 |
| I 95 WOOLBRIGHT RD | 93220025 | 0 04396 | SR 9 | I 95 | L | X | E | 07 | 04 | 02 | 01 | 02 | 01 | 0 |
| I 95 WOOLBRIGHT RD | 93220025 | 0 04396 | SR 9 | I 95 | L | X | S | 07 | 01 | 14 | 01 | 04 | 03 | 0 |
| I 95 WOOLBRIGHT RD | 93220025 | 0 04396 | SR 9 | I 95 | L | X | W | 07 | 05 | 14 | 01 | 02 | 01 | 0 |
| W WOOLBRIGHT RE | 93000149 | 1 | | | L | 1 | W | | 05 | 01 | 02 | 01 | 03 | 0 |
| I 95 WOOLBRIGHT RD | 93220027 | 0 04519 | SR 9 | I 95 | L | X | S | 07 | 01 | 01 | 01 | 01 | 01 | 0 |
| SR 9 WOOLBRIGHT RD | 93220027 | 0 04400 | SR 9 | I 95 | L | X | O | 07 | 05 | 01 | 01 | 77 | 03 | 0 |
| SR 9 WOOLBRIGHT RD | 93220025 | 0 04396 | SR 9 | I 95 | L | X | W | 07 | 05 | 14 | 01 | 02 | 01 | 0 |
| SR 9 WOOLBRIGHT RD | 93220027 | 0 04400 | SR 9 | I 95 | L | X | W | 07 | 05 | 01 | 01 | 01 | 01 | 0 |
| I 95 WOOLBRIGHT RD | 93220025 | 0 04396 | SR 9 | I 95 | L | X | S | 07 | 01 | 01 | 01 | 01 | 01 | 0 |
| I 95 WOOLBRIGHT RD | 93220025 | 0 04396 | SR 9 | I 95 | L | X | E | 07 | 05 | 14 | 01 | 02 | 01 | 0 |
| W WOOLBRIGHT RE CORPORATE DR | 93000149 | 0 | | | R | L | E | | 05 | 01 | 01 | 03 | 01 | 0 |
| W WOOLBRIGHT RE CORPORATE DR | 93000149 | 1 | | | R | 1 | E | | 05 | 02 | 01 | 02 | 03 | 0 |
| W WOOLBRIGHT RE | 93000149 | 1 | SR 9 | | I | M | W | | 05 | 01 | 01 | 03 | 01 | 0 |
| I 95 WOOLBRIGHT RD | 93220027 | 0 04400 | SR 9 | I 95 | L | X | S | 07 | 01 | 14 | 03 | 01 | 01 | 0 |
| I 95 WOOLBRIGHT RD | 93220025 | 0 04396 | SR 9 | I 95 | L | X | S | 07 | 01 | 01 | 01 | 01 | 01 | 0 |
| I 95 WOOLBRIGHT RD | 93220025 | 0 04396 | SR 9 | I 95 | L | X | S | 07 | 01 | 14 | 01 | 01 | 01 | 0 |
| I 95 WOOLBRIGHT RD | 93220027 | 0 04400 | SR 9 | I 95 | L | X | N | 07 | 01 | 14 | 01 | 03 | 01 | 0 |
| SR 9 WOOLBRIGHT RD | 93220025 | 0 04396 | SR 9 | I 95 | L | X | E | 07 | 05 | 02 | 01 | 02 | 01 | 0 |
| SR 9 WOOLBRIGHT RD | 93220027 | 0 04400 | SR 9 | I 95 | L | X | S | 07 | 01 | 14 | 01 | 01 | 01 | 0 |
| I 95 WOOLBRIGHT RD | 93220025 | 0 04396 | SR 9 | I 95 | L | X | S | 07 | 01 | 14 | 01 | 01 | 01 | 0 |
| I 95 WOOLBRIGHT RD | 93220027 | 0 04400 | SR 9 | I 95 | L | X | E | 07 | 05 | 03 | 01 | 03 | 01 | 0 |
| W WOOLBRIGHT RE | 93000149 | 1 | | | R | L | E | | 05 | 01 | 01 | 01 | 03 | 0 |
| SR 9 WOOLBRIGHT RD | 93220026 | 0 04700 | SR 9 | I 95 | R | X | N | 07 | 01 | 14 | 01 | 03 | 01 | 0 |
| SR 9 WOOLBRIGHT RD | 93220028 | 0 04402 | SR 9 | I 95 | R | X | N | 07 | 01 | 14 | 01 | 01 | 01 | 0 |
| I 95 WOOLBRIGHT RD | 93220028 | 0 04402 | SR 9 | I 95 | R | X | N | 07 | 01 | 01 | 01 | 01 | 01 | 0 |
| W WOOLBRIGHT RE SW 2ND ST | 93000149 | 1 | | | R | L | E | | 05 | 01 | 01 | 01 | 01 | 0 |
| I 95 WOOLBRIGHT RD | 93220028 | 0 04707 | SR 9 | I 95 | R | X | N | 07 | 01 | 01 | 01 | 01 | 01 | 0 |
| W WOOLBRIGHT RE SW 2ND ST | 93021500 | 0 | | | L | S | W | | 05 | 01 | 01 | 02 | 03 | 0 |
| W WOOLBRIGHT RE | 93000149 | 1 | | | R | S | O | | 05 | 01 | 02 | 02 | 01 | 0 |
| I 95 WOOLBRIGHT RD | 93220028 | 0 04402 | SR 9 | I 95 | R | X | W | 07 | 01 | 14 | 01 | 01 | 01 | 0 |
| I 95 WOOLBRIGHT RD | 93220026 | 0 04398 | SR 9 | I 95 | R | X | N | 07 | 01 | 14 | 01 | 01 | 01 | 0 |
| I 95 WOOLBRIGHT RD | 93220028 | 0 04707 | SR 9 | I 95 | R | X | N | 07 | 01 | 14 | 02 | 04 | 01 | 0 |
| I 95 WOOLBRIGHT RD | 93220026 | 0 04398 | SR 9 | I 95 | R | X | N | 07 | 01 | 14 | 01 | 03 | 01 | 0 |
| I 95 WOOLBRIGHT RD | 93220026 | 0 04398 | SR 9 | I 95 | R | X | N | 07 | 01 | 02 | 01 | 03 | 01 | 0 |
| W WOOLBRIGHT RE | 93000149 | 1 | | | L | L | W | | 05 | 03 | 01 | 02 | 01 | 0 |
| I 95 WOOLBRIGHT RD | 93220026 | 0 04700 | SR 9 | I 95 | L | X | E | 07 | 05 | 01 | 01 | 02 | 03 | 0 |
| SR 9 WOOLBRIGHT RD | 93220026 | 0 04398 | SR 9 | I 95 | R | X | E | 07 | 05 | 02 | 01 | 02 | 03 | 0 |
| I 95 WOOLBRIGHT RD | 93220026 | 0 04398 | SR 9 | I 95 | R | X | N | 07 | 01 | 14 | 01 | 03 | 01 | 0 |
| I 95 WOOLBRIGHT RD | 93220026 | 0 04700 | SR 9 | I 95 | R | X | N | 07 | 01 | 14 | 01 | 03 | 01 | 0 |
| I 95 WOOLBRIGHT RD | 93220026 | 0 04700 | SR 9 | I 95 | R | X | N | 07 | 01 | 14 | 01 | 01 | 01 | 0 |
| SR 9 WOOLBRIGHT RD | 93220026 | 0 04398 | SR 9 | I 95 | R | X | E | 07 | 05 | 01 | 02 | 01 | 01 | 0 |
| I 95 WOOLBRIGHT RD | 93220026 | 0 04398 | SR 9 | I 95 | R | X | O | 07 | 01 | 01 | 01 | 01 | 01 | 0 |
| I 95 WOOLBRIGHT RD | 93220028 | 0 04402 | SR 9 | I 95 | R | X | N | 07 | 01 | 14 | 01 | 01 | 02 | 0 |
| I 95 WOOLBRIGHT RD | 93220026 | 0 04398 | SR 9 | I 95 | R | X | N | 07 | 01 | 14 | 01 | 01 | 01 | 0 |
| SR 9 WOOLBRIGHT RD | 93220026 | 0 04398 | SR 9 | I 95 | R | X | E | 07 | 03 | 01 | 01 | 01 | 03 | 0 |
| I 95 WOOLBRIGHT RD | 93220028 | 0 04402 | SR 9 | I 95 | R | X | N | 07 | 01 | 14 | 01 | 04 | 01 | 0 |
| I 95 WOOLBRIGHT RD | 93220026 | 0 04398 | SR 9 | I 95 | R | X | N | 07 | 01 | 14 | 01 | 01 | 01 | 0 |
| I 95 WOOLBRIGHT RD | 93220028 | 0 04402 | SR 9 | I 95 | R | X | N | 07 | 01 | 14 | 01 | 04 | 02 | 0 |
| I 95 WOOLBRIGHT RD | 93220028 | 0 04402 | SR 9 | I 95 | R | X | N | 07 | 01 | 14 | 01 | 01 | 01 | 0 |
| I 95 WOOLBRIGHT RD | 93220026 | 0 04700 | SR 9 | I 95 | R | X | N | 07 | 01 | 14 | 02 | 01 | 02 | 0 |
| I 95 WOOLBRIGHT RD | 93220026 | 0 04700 | SR 9 | I 95 | R | X | N | 07 | 01 | 14 | 01 | 03 | 01 | 0 |
| I 95 WOOLBRIGHT RD | 93220028 | 0 04402 | SR 9 | I 95 | R | X | N | 07 | 01 | 14 | 01 | 01 | 01 | 0 |

| | | | | | | | | | | | |
|-------------|---------------|----|---|---|-----------|---|---|----|----|----|----|
| | 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 01 | 02 | 02 |
| CURB&GUTTER | 3 VALLEY GUTF | 3 | 0 | 2 | 16000 RCI | 1 | 0 | 08 | 01 | 01 | 01 |
| PAVED | 2 VALLEY GUTF | 2 | 0 | 2 | 12000 RCI | 2 | 0 | 07 | 01 | 01 | 01 |
| | 0 | 0 | 0 | 0 | RCI | 2 | 0 | 01 | 01 | 02 | 01 |
| CURB&GUTTER | 3 VALLEY GUTF | 3 | 0 | 6 | 16500 RCI | 1 | 0 | 08 | 01 | 01 | 01 |
| PAVED | 2 VALLEY GUTF | 2 | 0 | 6 | 11000 RCI | 2 | 0 | 07 | 01 | 01 | 01 |
| PAVED | 2 VALLEY GUTF | 2 | 0 | 6 | 11000 RCI | 2 | 0 | 07 | 01 | 02 | 02 |
| PAVED | 2 VALLEY GUTF | 2 | 0 | 6 | 11000 RCI | 2 | 0 | 07 | 01 | 01 | 01 |
| PAVED | 2 VALLEY GUTF | 2 | 0 | 2 | 12000 RCI | 2 | 0 | 07 | 01 | 01 | 01 |
| | 0 | 0 | 0 | 0 | RCI | 3 | 0 | 01 | 01 | 02 | 01 |
| PAVED | 2 VALLEY GUTF | 3 | 0 | 6 | 16500 RCI | 3 | 0 | 08 | 01 | 01 | 01 |
| CURB&GUTTER | 2 VALLEY GUTF | 4 | 0 | 5 | 17500 RCI | 1 | 0 | 08 | 04 | 01 | 01 |
| PAVED | 4 VALLEY GUTF | 4 | 0 | 5 | 11500 RCI | 3 | 0 | 07 | 01 | 01 | 01 |
| CURB&GUTTER | 2 VALLEY GUTF | 4 | 0 | 5 | 17500 RCI | 1 | 0 | 08 | 01 | 01 | 01 |
| PAVED | 4 VALLEY GUTF | 4 | 0 | 5 | 11500 RCI | 1 | 0 | 08 | 01 | 01 | 01 |
| PAVED | 4 VALLEY GUTF | 4 | 0 | 5 | 11500 RCI | 1 | 0 | 07 | 01 | 01 | 01 |
| | 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 01 | 01 | 01 |
| | 0 | 0 | 0 | 0 | RCI | 1 | 0 | 02 | 04 | 01 | 01 |
| | 0 | 0 | 0 | 0 | RCI | 3 | 0 | 01 | 04 | 01 | 01 |
| CURB&GUTTER | 2 VALLEY GUTF | 4 | 0 | 5 | 17500 RCI | 3 | 0 | 08 | 01 | 03 | 02 |
| PAVED | 4 VALLEY GUTF | 4 | 0 | 5 | 11500 RCI | 3 | 0 | 07 | 01 | 01 | 01 |
| PAVED | 4 VALLEY GUTF | 4 | 0 | 5 | 11500 RCI | 1 | 0 | 07 | 01 | 01 | 01 |
| CURB&GUTTER | 2 VALLEY GUTF | 4 | 0 | 5 | 17500 RCI | 2 | 0 | 08 | 01 | 01 | 01 |
| PAVED | 4 VALLEY GUTF | 4 | 0 | 5 | 11500 RCI | 1 | 0 | 07 | 01 | 01 | 01 |
| CURB&GUTTER | 2 VALLEY GUTF | 4 | 0 | 4 | 17500 RCI | 2 | 0 | 08 | 01 | 01 | 01 |
| PAVED | 4 VALLEY GUTF | 4 | 0 | 4 | 11500 RCI | 3 | 0 | 07 | 01 | 01 | 01 |
| CURB&GUTTER | 2 VALLEY GUTF | 4 | 0 | 4 | 17500 RCI | 1 | 0 | 08 | 01 | 01 | 01 |
| | 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 01 | 01 | 01 |
| PAVED | 5 CURB&GUTTE | 2 | 0 | 5 | 12000 RCI | 1 | 0 | 08 | 04 | 01 | 01 |
| LAWN | 12 LAWN | 12 | 0 | 5 | 15500 RCI | 2 | 0 | 07 | 04 | 02 | 02 |
| LAWN | 12 LAWN | 12 | 0 | 5 | 15500 RCI | 1 | 0 | 07 | 01 | 01 | 01 |
| | 0 | 0 | 0 | 0 | RCI | 2 | 0 | 01 | 01 | 01 | 01 |
| LAWN | 12 LAWN | 12 | 0 | 5 | 15500 RCI | 1 | 0 | 07 | 01 | 01 | 01 |
| | 0 | 0 | 0 | 0 | RCI | 1 | 2 | 01 | 06 | 01 | 01 |
| | 0 | 0 | 0 | 0 | RCI | 0 | 0 | 01 | 04 | 01 | 01 |
| LAWN | 12 LAWN | 12 | 0 | 5 | 15500 RCI | 3 | 0 | 07 | 01 | 01 | 01 |
| PAVED | 5 CURB&GUTTE | 2 | 0 | 5 | 12000 RCI | 1 | 0 | 08 | 01 | 01 | 01 |
| LAWN | 10 LAWN | 12 | 0 | 5 | 15500 RCI | 1 | 0 | 07 | 04 | 02 | 02 |
| PAVED | 5 CURB&GUTTE | 2 | 0 | 5 | 12000 RCI | 1 | 0 | 08 | 01 | 01 | 01 |
| PAVED | 5 CURB&GUTTE | 2 | 0 | 5 | 12000 RCI | 2 | 0 | 08 | 04 | 01 | 01 |
| | 0 | 0 | 0 | 0 | RCI | 1 | 0 | 03 | 01 | 01 | 01 |
| PAVED | 5 CURB&GUTTE | 2 | 0 | 5 | 12000 RCI | 1 | 0 | 08 | 04 | 03 | 02 |
| PAVED | 5 CURB&GUTTE | 2 | 0 | 5 | 12000 RCI | 3 | 0 | 08 | 01 | 02 | 01 |
| PAVED | 5 CURB&GUTTE | 2 | 0 | 5 | 12000 RCI | 1 | 0 | 08 | 04 | 01 | 01 |
| PAVED | 5 CURB&GUTTE | 2 | 0 | 5 | 12000 RCI | 1 | 0 | 08 | 01 | 01 | 01 |
| PAVED | 5 CURB&GUTTE | 2 | 0 | 5 | 12000 RCI | 1 | 0 | 08 | 01 | 01 | 01 |
| PAVED | 5 CURB&GUTTE | 2 | 0 | 5 | 12000 RCI | 1 | 0 | 08 | 01 | 02 | 02 |
| PAVED | 5 CURB&GUTTE | 2 | 0 | 5 | 12000 RCI | 2 | 0 | 08 | 04 | 01 | 01 |
| LAWN | 12 LAWN | 12 | 0 | 5 | 15500 RCI | 2 | 0 | 07 | 01 | 01 | 01 |
| PAVED | 5 CURB&GUTTE | 2 | 0 | 5 | 12000 RCI | 1 | 0 | 08 | 01 | 02 | 02 |
| PAVED | 5 CURB&GUTTE | 2 | 0 | 5 | 12000 RCI | 1 | 0 | 08 | 01 | 01 | 01 |
| LAWN | 12 LAWN | 12 | 0 | 5 | 15500 RCI | 1 | 0 | 07 | 01 | 02 | 01 |
| PAVED | 5 CURB&GUTTE | 2 | 0 | 5 | 12000 RCI | 1 | 2 | 08 | 01 | 01 | 01 |
| LAWN | 12 LAWN | 12 | 0 | 5 | 15500 RCI | 2 | 0 | 07 | 01 | 01 | 01 |
| LAWN | 12 LAWN | 12 | 0 | 5 | 15500 RCI | 1 | 0 | 07 | 01 | 01 | 01 |
| PAVED | 5 CURB&GUTTE | 2 | 0 | 4 | 12000 RCI | 3 | 0 | 08 | 04 | 01 | 01 |
| PAVED | 5 CURB&GUTTE | 2 | 0 | 4 | 12000 RCI | 1 | 0 | 08 | 04 | 01 | 01 |
| LAWN | 12 LAWN | 12 | 0 | 4 | 14500 RCI | 2 | 0 | 07 | 05 | 02 | 01 |

| | | | | | | | | | | | |
|--------------------------------|------------------------|----|----|----|----|----|---|---|---|---|---|
| OVER-CORRECTING/OVERSTEERING | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| FOLLOWED TOO CLOSELY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| RAN RED LIGHT | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 5 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| FAILED TO YIELD RIGHT-OF-WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| FAILED TO YIELD RIGHT-OF-WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 3 | 0 | 0 | 0 | 2 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FAILED TO YIELD RIGHT-OF-WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| RAN RED LIGHT | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FAILED TO YIELD RIGHT-OF-WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| RAN RED LIGHT | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FAILED TO YIELD RIGHT-OF-WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| FOLLOWED TOO CLOSELY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| RAN RED LIGHT | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| RAN RED LIGHT | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| DROVE TOO FAST FOR CONDITIONS | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FOLLOWED TOO CLOSELY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| NOT CODED | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 3 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 3 |
| RAN OFF ROADWAY | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| FAILED TO YIELD RIGHT-OF-WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OVER-CORRECTING/OVERSTEERING | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 3 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FAILED TO KEEP IN PROPER LANE | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| FOLLOWED TOO CLOSELY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NOT CODED | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |

| | | | |
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| 26.514405 | -80.074099 | 03/04/2018 | 17 |
| 26.514614 | -80.0735119 | 03/04/2018 | 17 |
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| 26.515565 | -80.0730353 | 03/04/2018 | 17 |
| 26.514614 | -80.0735119 | 06/10/2018 | 17 |
| 26.514313 | -80.0735327 | 06/10/2018 | 17 |
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| 26.514313 | -80.0735327 | 06/10/2018 | 17 |
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| 26.514614 | -80.0735119 | 06/10/2018 | 17 |
| 26.514252 | -80.0734 | 06/10/2018 | 17 |
| 26.514204 | -80.0733362 | 06/10/2018 | 17 |
| 26.514614 | -80.0735119 | 06/10/2018 | 17 |
| 26.514313 | -80.0735327 | 06/10/2018 | 17 |
| 26.514651 | -80.0734438 | 06/10/2018 | 17 |
| 26.514313 | -80.0735327 | 06/10/2018 | 17 |
| 26.514614 | -80.0735119 | 06/10/2018 | 17 |
| 26.514415 | -80.072127 | 03/04/2018 | 18 |
| 26.513976 | -80.0710509 | 06/10/2018 | 18 |
| 26.51467 | -80.0707263 | 06/10/2018 | 18 |
| 26.514698 | -80.0707836 | 06/10/2018 | 18 |
| 26.514415 | -80.071421 | 06/10/2018 | 18 |
| 26.51489 | -80.0710517 | 06/10/2018 | 18 |
| 26.514552 | -80.069376 | 06/10/2018 | 18 |
| 26.514415 | -80.071315 | 06/10/2018 | 18 |
| 26.514698 | -80.0707836 | 06/10/2018 | 18 |
| 26.514283 | -80.0706701 | 06/10/2018 | 18 |
| 26.515129 | -80.0712129 | 06/10/2018 | 18 |
| 26.514317 | -80.0705804 | 06/10/2018 | 18 |
| 26.514312 | -80.0705955 | 06/10/2018 | 18 |
| 26.514545 | -80.07071 | 06/10/2018 | 18 |
| 26.514266 | -80.0707148 | 06/10/2018 | 18 |
| 26.514317 | -80.0705804 | 06/10/2018 | 18 |
| 26.514317 | -80.0705804 | 06/10/2018 | 18 |
| 26.51418 | -80.0708457 | 06/10/2018 | 18 |
| 26.514266 | -80.0707148 | 06/10/2018 | 18 |
| 26.514317 | -80.0705804 | 06/10/2018 | 18 |
| 26.514306 | -80.0706104 | 06/10/2018 | 18 |
| 26.514698 | -80.0707836 | 06/10/2018 | 18 |
| 26.514295 | -80.0706403 | 06/10/2018 | 18 |
| 26.514317 | -80.0705804 | 06/10/2018 | 18 |
| 26.514738 | -80.0708527 | 06/10/2018 | 18 |
| 26.514317 | -80.0705804 | 06/10/2018 | 18 |
| 26.514746 | -80.0708661 | 06/10/2018 | 18 |
| 26.514698 | -80.0707836 | 06/10/2018 | 18 |
| 26.514091 | -80.0709518 | 06/10/2018 | 18 |
| 26.514266 | -80.0707148 | 06/10/2018 | 18 |
| 26.514662 | -80.070712 | 06/10/2018 | 18 |

| | | | | | | | | | | | | | | |
|-----|----------|------|-----------|-----------------|---|-------------------------|----|----|------------|------|-----------|------|------|---|
| 417 | 10627900 | 2017 | 869257720 | 17-10050 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 02/23/2017 | 0555 | THURSDAY | 9334 | 0634 | Y |
| 418 | 10628338 | 2017 | 869263080 | 17-20342 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 04/11/2017 | 0845 | TUESDAY | 9334 | 0634 | Y |
| 427 | 10640384 | 2017 | 871096600 | FHPL17OFF101952 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/08/2017 | 0735 | FRIDAY | 9334 | 0634 | Y |
| 447 | 10668002 | 2017 | 854968680 | FHPL17OFF052539 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/02/2017 | 0404 | SUNDAY | 9334 | 0634 | N |
| 458 | 10672062 | 2017 | 855536500 | FHPL17OFF060217 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/28/2017 | 0845 | FRIDAY | 9334 | 0634 | Y |
| 472 | 10706522 | 2017 | 815322850 | 17-050061 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 08/29/2017 | 1829 | TUESDAY | 9334 | 0634 | Y |
| 473 | 10706538 | 2017 | 815323260 | 17-051166 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 09/03/2017 | 1906 | SUNDAY | 9334 | 0634 | Y |
| 492 | 10719211 | 2017 | 855944230 | FHPL17OFF089747 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 10/30/2017 | 1518 | MONDAY | 9334 | 0634 | Y |
| 498 | 3244318 | 2013 | 821897880 | 13-039502 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 08/12/2013 | 1744 | MONDAY | 9334 | 0634 | Y |
| 499 | 3244467 | 2013 | 821902790 | 13-52673 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 10/21/2013 | 2123 | MONDAY | 9334 | 0634 | Y |
| 502 | 3248230 | 2013 | 821897980 | 13-39732 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 08/13/2013 | 2132 | TUESDAY | 9334 | 0634 | Y |
| 510 | 3253883 | 2013 | 832341160 | FHPL13OFF014755 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 03/11/2013 | 1055 | MONDAY | 9334 | 0634 | Y |
| 514 | 3265164 | 2013 | 832574490 | FHPL13OFF000852 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/05/2013 | 1045 | SATURDAY | 9334 | 0634 | Y |
| 515 | 3265855 | 2013 | 832605750 | FHPL13OFF002454 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/12/2013 | 1830 | SATURDAY | 9334 | 0634 | Y |
| 521 | 3308083 | 2013 | 836886770 | FHPL13OFF077672 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/20/2013 | 1250 | FRIDAY | 9334 | 0634 | Y |
| 522 | 3315722 | 2013 | 833212820 | FHPL13OFF033923 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/05/2013 | 0817 | WEDNESDAY | 9334 | 0634 | N |
| 535 | 3360332 | 2013 | 832574470 | FHPL13OFF000670 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/04/2013 | 1115 | FRIDAY | 9334 | 0634 | Y |
| 544 | 3400755 | 2013 | 821883940 | 13-8131 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 02/17/2013 | 1800 | SUNDAY | 9334 | 0634 | Y |
| 555 | 3406682 | 2013 | 821891400 | 13-23724 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 05/18/2013 | 1810 | SATURDAY | 9334 | 0634 | Y |
| 564 | 3415083 | 2013 | 821896930 | 13-037342 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 08/01/2013 | 1531 | THURSDAY | 9334 | 0634 | Y |
| 570 | 3425910 | 2013 | 832671980 | FHPL13OFF036739 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/17/2013 | 1225 | MONDAY | 9334 | 0634 | Y |
| 574 | 3429925 | 2013 | 833249760 | FHPL13OFF054046 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/04/2013 | 1310 | WEDNESDAY | 9334 | 0634 | Y |
| 584 | 3481190 | 2013 | 832605700 | FHPL13OFF001277 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/07/2013 | 1508 | MONDAY | 9334 | 0634 | Y |
| 585 | 3481191 | 2013 | 836554800 | FHPL13OFF070008 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/17/2013 | 1355 | SUNDAY | 9334 | 0634 | Y |
| 592 | 3501429 | 2013 | 833212830 | FHPL13OFF033957 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/05/2013 | 1221 | WEDNESDAY | 9334 | 0634 | N |
| 593 | 3508048 | 2013 | 832602120 | FHPL13OFF004794 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/24/2013 | 1507 | THURSDAY | 9334 | 0634 | Y |
| 599 | 3527914 | 2014 | 856828830 | 14-055738 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 12/19/2014 | 2052 | FRIDAY | 9334 | 0634 | Y |
| 603 | 3536909 | 2014 | 836945830 | FHPL14OFF044201 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/22/2014 | 0750 | TUESDAY | 9334 | 0634 | Y |
| 605 | 3541451 | 2014 | 837398140 | FHPL14OFF019229 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 03/28/2014 | 1410 | FRIDAY | 9334 | 0634 | N |
| 606 | 3541787 | 2014 | 837887450 | FHPL14OFF039542 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 07/01/2014 | 1625 | TUESDAY | 9334 | 0634 | N |
| 607 | 3545382 | 2014 | 837887300 | FHPL14OFF032220 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 05/27/2014 | 1710 | TUESDAY | 9334 | 0634 | N |
| 613 | 3554255 | 2014 | 837680040 | FHPL14OFF034836 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/09/2014 | 1730 | MONDAY | 9334 | 0634 | N |
| 614 | 3554540 | 2014 | 837736890 | FHPL14OFF029025 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 05/13/2014 | 1115 | TUESDAY | 9334 | 0634 | N |
| 615 | 3562563 | 2014 | 838148390 | FHPL14OFF037179 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 06/20/2014 | 0843 | FRIDAY | 9334 | 0634 | Y |
| 619 | 3591184 | 2014 | 845017140 | FHPL14OFF061057 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 10/02/2014 | 0105 | THURSDAY | 9334 | 0634 | N |
| 629 | 3608336 | 2014 | 846928580 | 14038628 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 08/27/2014 | 0750 | WEDNESDAY | 9334 | 0634 | Y |
| 635 | 3617675 | 2014 | 846930720 | 14-043451 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 09/26/2014 | 2221 | FRIDAY | 9334 | 0634 | Y |
| 641 | 3626227 | 2014 | 844994240 | FHPL14OFF054370 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/03/2014 | 1212 | WEDNESDAY | 9334 | 0634 | Y |
| 649 | 3652944 | 2014 | 845325990 | FHPL14OFF072137 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/18/2014 | 1743 | TUESDAY | 9334 | 0634 | N |
| 664 | 3722036 | 2014 | 837201800 | FHPL14OFF009997 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 02/14/2014 | 0200 | FRIDAY | 9376 | 0676 | N |
| 666 | 3727847 | 2014 | 837965080 | FHPL14OFF024264 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 04/20/2014 | 1930 | SUNDAY | 9334 | 0634 | N |
| 670 | 3741687 | 2014 | 838112450 | FHPL14OFF048237 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/08/2014 | 0000 | FRIDAY | 9334 | 0634 | Y |
| 671 | 3749924 | 2014 | 837971660 | FHPL14OFF047460 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/04/2014 | 1729 | MONDAY | 9334 | 0634 | N |
| 673 | 3780270 | 2014 | 845110060 | FHPL14OFF070167 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/09/2014 | 2121 | SUNDAY | 9334 | 0634 | N |
| 677 | 3797641 | 2014 | 846928180 | 14-037611 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 08/20/2014 | 1527 | WEDNESDAY | 9334 | 0634 | Y |
| 679 | 3806029 | 2014 | 844854090 | FHPL14OFF046623 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/01/2014 | 0759 | FRIDAY | 9334 | 0634 | N |
| 681 | 3813245 | 2014 | 845023680 | FHPL14OFF076785 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/09/2014 | 0920 | TUESDAY | 9334 | 0634 | N |
| 686 | 3824595 | 2014 | 846933990 | 14-049963 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 11/09/2014 | 2100 | SUNDAY | 9334 | 0634 | Y |
| 687 | 3824599 | 2014 | 846928760 | 14039020 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 08/29/2014 | 2051 | FRIDAY | 9334 | 0634 | Y |
| 688 | 3824600 | 2014 | 856829180 | 14-56529 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 12/25/2014 | 0359 | THURSDAY | 9334 | 0634 | Y |
| 691 | 3831907 | 2014 | 844999700 | FHPL14OFF067192 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 10/28/2014 | 0849 | TUESDAY | 9334 | 0634 | N |
| 698 | 3868361 | 2015 | 845410540 | FHPL15OFF006947 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 02/03/2015 | 0730 | TUESDAY | 9334 | 0634 | Y |
| 701 | 3882765 | 2015 | 845475600 | FHPL15OFF006808 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 02/02/2015 | 1200 | MONDAY | 9334 | 0634 | Y |
| 702 | 3884958 | 2015 | 848831030 | FHPL15OFF024071 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 04/17/2015 | 1515 | FRIDAY | 9334 | 0634 | N |
| 704 | 3901824 | 2015 | 852166620 | FHPL15OFF070670 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/05/2015 | 2050 | THURSDAY | 9334 | 0634 | N |
| 705 | 3906604 | 2015 | 851940870 | FHPL15OFF077710 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/04/2015 | 1140 | FRIDAY | 9334 | 0634 | Y |
| 714 | 3917054 | 2015 | 852219970 | FHPL15OFF075695 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 11/26/2015 | 1205 | THURSDAY | 9334 | 0634 | N |
| 749 | 4074601 | 2015 | 845327260 | FHPL15OFF009555 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 02/14/2015 | 1905 | SATURDAY | 9334 | 0634 | N |

| | | | | | | | | | | | | | | | | |
|------------------------------|-----------------|----------|---------|------|------|---|----|----|----|----|----|----|----|----|----|---|
| W WOOLBRIGHT RL | 93000149 | 1 | SR 9 | I | M | E | 05 | 01 | 01 | 01 | 01 | 0 | | | | |
| I 95 | WOOLBRIGHT RD | 93220026 | 0 04398 | SR 9 | I 95 | R | X | W | 07 | 05 | 14 | 01 | 03 | 01 | 0 | |
| SR 9 | WOOLBRIGHT RD | 93220028 | 0 04707 | SR 9 | I 95 | R | X | N | 07 | 01 | 14 | 01 | 77 | 01 | 0 | |
| I 95 | WOOLBRIGHT RD | 93220026 | 0 04398 | SR 9 | I 95 | R | X | N | 07 | 04 | 02 | 04 | 03 | 03 | 0 | |
| SR 9 | WOOLBRIGHT RD | 93220028 | 0 04402 | SR 9 | I 95 | R | X | N | 07 | 01 | 14 | 01 | 01 | 01 | 0 | |
| W WOOLBRIGHT RL CORPORATE DR | 93000149 | 1 | | R | L | E | 05 | 03 | 01 | 02 | 03 | 0 | | | | |
| I 95 | WOOLBRIGHT RD | 93220026 | 0 04398 | SR 9 | I 95 | R | X | W | 07 | 05 | 02 | 04 | 02 | 01 | 0 | |
| I 95 | WOOLBRIGHT RD | 93220026 | 0 04398 | SR 9 | I 95 | R | X | E | 07 | 01 | 14 | 01 | 01 | 01 | 0 | |
| SR 9 | WOOLBRIGHT RD | 93220026 | 0 04398 | SR 9 | I 95 | R | X | N | 07 | 05 | 01 | 01 | 01 | 01 | 03 | 0 |
| SR 9 | WOOLBRIGHT RD | 93220026 | 0 04398 | SR 9 | I 95 | R | X | N | 07 | 05 | 01 | 04 | 01 | 01 | 03 | 0 |
| W WOOLBRIGHT RL | 93000149 | 1 | | L | 2 | W | 05 | 03 | 01 | 02 | 03 | 0 | | | | |
| I 95 | WOOLBRIGHT RD | 93220028 | 0 04402 | SR 9 | I 95 | R | X | N | 07 | 01 | 03 | 01 | 04 | 01 | 0 | |
| I 95 | WOOLBRIGHT RD | 93220028 | 0 04707 | SR 9 | I 95 | R | X | N | 07 | 01 | 14 | 03 | 01 | 02 | 0 | |
| I 95 | WOOLBRIGHT RD | 93220028 | 0 04402 | SR 9 | I 95 | R | X | N | 07 | 01 | 14 | 01 | 04 | 02 | 0 | |
| I 95 | WOOLBRIGHT RD | 93220028 | 0 04707 | SR 9 | I 95 | R | X | N | 07 | 01 | 14 | 01 | 04 | 01 | 0 | |
| I 95 | WOOLBRIGHT RD | 93220026 | 0 04700 | SR 9 | I 95 | R | X | N | 07 | 01 | 14 | 01 | 03 | 01 | 0 | |
| I 95 | WOOLBRIGHT RD | 93220028 | 0 04707 | SR 9 | I 95 | R | X | N | 07 | 01 | 14 | 01 | 01 | 02 | 0 | |
| W WOOLBRIGHT RL | 93021500 | 0 | | L | 2 | W | 05 | 02 | 01 | 02 | 01 | 0 | | | | |
| W WOOLBRIGHT RL | 93000149 | 1 | | R | 1 | E | 05 | 01 | 01 | 01 | 01 | 03 | 0 | | | |
| SR 9 | WOOLBRIGHT RD | 93220026 | 0 04398 | SR 9 | I 95 | R | X | W | 07 | 05 | 14 | 01 | 02 | 03 | 0 | |
| I 95 | WOOLBRIGHT RD | 93220028 | 0 04402 | SR 9 | I 95 | R | X | N | 07 | 01 | 14 | 01 | 01 | 02 | 0 | |
| I 95 | WOOLBRIGHT RD | 93220028 | 0 04707 | SR 9 | I 95 | R | X | N | 07 | 01 | 14 | 01 | 04 | 01 | 0 | |
| I 95 | WOOLBRIGHT RD | 93220028 | 0 04707 | SR 9 | I 95 | R | X | N | 07 | 01 | 14 | 01 | 04 | 02 | 0 | |
| I 95 | WOOLBRIGHT RD | 93220028 | 0 04707 | SR 9 | I 95 | R | X | W | 07 | 01 | 14 | 01 | 04 | 01 | 0 | |
| I 95 | WOOLBRIGHT RD | 93220028 | 0 04707 | SR 9 | I 95 | R | X | N | 07 | 01 | 14 | 02 | 04 | 01 | 0 | |
| SR 9 | WOOLBRIGHT RD | 93220026 | 0 04398 | SR 9 | I 95 | R | X | N | 07 | 01 | 14 | 01 | 77 | 03 | 0 | |
| W WOOLBRIGHT RL | 93000149 | 1 | | I | M | W | 03 | 01 | 01 | 02 | 01 | 0 | | | | |
| I 95 | WOOLBRIGHT | 93220028 | 0 04402 | SR 9 | I 95 | R | X | N | 07 | 01 | 01 | 03 | 01 | 01 | 0 | |
| SR 9 | WOOLBRIGHT RD | 93220028 | 0 04402 | SR 9 | I 95 | R | X | 0 | 07 | 01 | 14 | 01 | 01 | 01 | 0 | |
| SR 9 | WOOLBRIGHT RD | 93220028 | 0 04707 | SR 9 | I 95 | R | X | N | 07 | 01 | 01 | 02 | 01 | 01 | 0 | |
| I 95 | WOOLBRIGHT RD | 93220028 | 0 04402 | SR 9 | I 95 | R | X | E | 07 | 03 | 02 | 01 | 02 | 03 | 0 | |
| I 95 | WOOLBRIGHT RD | 93220028 | 0 04402 | SR 9 | I 95 | R | X | E | 07 | 01 | 01 | 01 | 01 | 01 | 0 | |
| I 95 | WOOLBRIGHT RD | 93220028 | 0 04402 | SR 9 | I 95 | R | X | N | 07 | 01 | 01 | 01 | 01 | 02 | 0 | |
| | | 93220028 | 0 | R | 1 | N | 01 | 14 | 01 | 04 | 02 | 0 | | | | |
| I 95 | WOOLBRIGHT RD | 93220026 | 0 04700 | SR 9 | I 95 | R | X | N | 07 | 01 | 14 | 02 | 01 | 01 | 0 | |
| I 95 | WOOLBRIGHT RD | 93220028 | 0 04402 | SR 9 | I 95 | R | X | 0 | 07 | 05 | 01 | 01 | 01 | 01 | 0 | |
| SR 9 | WOOLBRIGHT RD | 93220028 | 0 04402 | SR 9 | I 95 | R | X | 0 | 07 | 05 | 01 | 01 | 02 | 01 | 0 | |
| I 95 | WOOLBRIGHT RD | 93220028 | 0 04707 | SR 9 | I 95 | R | X | N | 07 | 01 | 14 | 02 | 01 | 02 | 0 | |
| I 95 | WOOLBRIGHT RD | 93220028 | 0 04707 | SR 9 | I 95 | R | X | N | 07 | 01 | 14 | 01 | 01 | 01 | 0 | |
| I 95 | WOOLBRIGHT RD | 93220028 | 0 04707 | SR 9 | I 95 | R | X | N | 07 | 01 | 14 | 01 | 01 | 01 | 0 | |
| I 95 | WOOLBRIGHT RD | 93220026 | 0 04398 | SR 9 | I 95 | R | X | N | 07 | 01 | 02 | 04 | 02 | 01 | 0 | |
| SR 9 | WOOLBRIGHT RD | 93220026 | 0 04398 | SR 9 | I 95 | R | X | N | 07 | 01 | 14 | 01 | 77 | 01 | 0 | |
| I 95 | WOOLBRIGHT RD | 93220028 | 0 04707 | SR 9 | I 95 | R | X | N | 07 | 01 | 14 | 02 | 01 | 01 | 0 | |
| SR 9 | WOOLBRIGHT | 93220028 | 0 04707 | SR 9 | I 95 | R | X | N | 07 | 01 | 02 | 02 | 03 | 01 | 0 | |
| I 95 | WOOLBRIGHT RD | 93220026 | 0 04700 | SR 9 | I 95 | R | X | N | 07 | 01 | 14 | 01 | 01 | 01 | 0 | |
| W WOOLBRIGHT RL | 93000149 | 1 | | R | 1 | W | 05 | 14 | 01 | 01 | 03 | 0 | | | | |
| SR 9 | WOOLBRIGHT RD | 93220028 | 0 04707 | SR 9 | I 95 | R | X | N | 07 | 01 | 14 | 01 | 01 | 03 | 0 | |
| I 95 | WOOLBRIGHT RD | 93220026 | 0 04398 | SR 9 | I 95 | R | X | N | 07 | 01 | 01 | 01 | 01 | 03 | 0 | |
| I 95 | WOOLBRIGHT RD | 93220026 | 0 04398 | SR 9 | I 95 | R | X | W | 07 | 05 | 01 | 01 | 02 | 03 | 0 | |
| SR 9 | WOOLBRIGHT RD | 93220026 | 0 04398 | SR 9 | I 95 | R | X | N | 07 | 05 | 02 | 04 | 02 | 01 | 0 | |
| SR 9 | WOOLBRIGHT RD W | 93220028 | 0 04707 | SR 9 | I 95 | L | S | 0 | 07 | 03 | 14 | 01 | 01 | 02 | 0 | |
| I 95 | WOOLBRIGHT | 93220028 | 0 04402 | SR 9 | I 95 | R | X | N | 07 | 01 | 14 | 01 | 01 | 01 | 0 | |
| I 95 | WOOLBRIGHT RD | 93220028 | 0 04707 | SR 9 | I 95 | R | X | N | 07 | 01 | 14 | 01 | 04 | 01 | 0 | |
| I 95 | WOOLBRIGHT RD | 93220026 | 0 04700 | SR 9 | I 95 | R | X | N | 07 | 01 | 14 | 01 | 04 | 03 | 0 | |
| I 95 | WOOLBRIGHT | 93220028 | 0 04402 | SR 9 | I 95 | R | X | N | 07 | 01 | 14 | 01 | 01 | 02 | 0 | |
| I 95 | WOOLBRIGHT RD | 93220028 | 0 04707 | SR 9 | I 95 | R | X | N | 07 | 01 | 14 | 01 | 01 | 01 | 0 | |
| I 95 | WOOLBRIGHT RD | 93220026 | 0 04700 | SR 9 | I 95 | R | X | N | 07 | 01 | 14 | 01 | 01 | 02 | 0 | |
| I 95 | WOOLBRGHT | 93220026 | 0 04398 | SR 9 | I 95 | R | X | N | 07 | 01 | 14 | 01 | 01 | 01 | 0 | |
| I 95 | WOOLBRIGHT RD | 93220026 | 0 04398 | SR 9 | I 95 | R | X | N | 07 | 01 | 14 | 01 | 01 | 01 | 0 | |

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|-------|--------------|----|---|---|-----------|---|---|----|----|----|----|
| | 0 | 0 | 0 | 0 | RCI | 1 | 0 | 02 | 03 | 01 | 01 |
| PAVED | 5 CURB&GUTTE | 2 | 0 | 4 | 12000 RCI | 1 | 0 | 08 | 01 | 01 | 01 |
| LAWN | 12 LAWN | 12 | 0 | 4 | 14500 RCI | 2 | 0 | 07 | 01 | 01 | 01 |
| PAVED | 5 CURB&GUTTE | 2 | 0 | 4 | 12000 RCI | 1 | 3 | 08 | 04 | 01 | 01 |
| LAWN | 12 LAWN | 12 | 0 | 4 | 14500 RCI | 1 | 0 | 07 | 01 | 01 | 01 |
| | 0 | 0 | 0 | 0 | RCI | 1 | 0 | 03 | 01 | 01 | 01 |
| PAVED | 5 CURB&GUTTE | 2 | 0 | 4 | 12000 RCI | 4 | 1 | 08 | 01 | 01 | 01 |
| PAVED | 5 CURB&GUTTE | 2 | 0 | 4 | 12000 RCI | 3 | 0 | 08 | 01 | 01 | 01 |
| PAVED | 3 CURB&GUTTE | 2 | 0 | 5 | 11500 RCI | 2 | 0 | 02 | 01 | 01 | 01 |
| PAVED | 3 CURB&GUTTE | 2 | 0 | 5 | 11500 RCI | 1 | 0 | 08 | 04 | 01 | 01 |
| | 0 | 0 | 0 | 0 | RCI | 3 | 0 | 03 | 04 | 01 | 01 |
| PAVED | 4 LAWN | 12 | 0 | 5 | 13500 RCI | 2 | 0 | 07 | 01 | 01 | 01 |
| PAVED | 4 LAWN | 12 | 0 | 5 | 13500 RCI | 0 | 0 | 07 | 01 | 03 | 02 |
| PAVED | 4 LAWN | 12 | 0 | 5 | 13500 RCI | 2 | 0 | 07 | 04 | 02 | 01 |
| PAVED | 4 LAWN | 12 | 0 | 5 | 13500 RCI | 1 | 0 | 07 | 01 | 01 | 01 |
| PAVED | 3 CURB&GUTTE | 2 | 0 | 5 | 11500 RCI | 1 | 0 | 08 | 01 | 02 | 01 |
| PAVED | 1 LAWN | 12 | 0 | 5 | 13500 RCI | 1 | 0 | 07 | 01 | 02 | 01 |
| | 0 | 0 | 0 | 0 | RCI | 2 | 3 | 02 | 01 | 01 | 01 |
| | 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 01 | 01 | 01 |
| PAVED | 3 CURB&GUTTE | 2 | 0 | 5 | 11500 RCI | 1 | 0 | 08 | 01 | 01 | 01 |
| PAVED | 4 LAWN | 12 | 0 | 5 | 13500 RCI | 3 | 0 | 07 | 01 | 02 | 01 |
| PAVED | 4 LAWN | 12 | 0 | 5 | 13500 RCI | 2 | 0 | 07 | 01 | 02 | 01 |
| PAVED | 1 LAWN | 12 | 0 | 5 | 13500 RCI | 2 | 0 | 07 | 01 | 02 | 02 |
| PAVED | 4 LAWN | 12 | 0 | 5 | 13500 RCI | 1 | 0 | 07 | 01 | 01 | 01 |
| PAVED | 4 LAWN | 12 | 0 | 5 | 13500 RCI | 0 | 0 | 07 | 01 | 03 | 02 |
| PAVED | 3 CURB&GUTTE | 2 | 0 | 5 | 11500 RCI | 3 | 0 | 08 | 01 | 01 | 01 |
| | 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 04 | 01 | 01 |
| PAVED | 4 LAWN | 12 | 0 | 2 | 14000 RCI | 1 | 0 | 07 | 01 | 02 | 02 |
| PAVED | 4 LAWN | 12 | 0 | 2 | 14000 RCI | 2 | 0 | 07 | 01 | 01 | 01 |
| PAVED | 1 LAWN | 12 | 0 | 2 | 14000 RCI | 2 | 0 | 07 | 01 | 02 | 02 |
| PAVED | 4 LAWN | 12 | 0 | 2 | 14000 RCI | 2 | 0 | 07 | 01 | 02 | 01 |
| PAVED | 4 LAWN | 12 | 0 | 2 | 14000 RCI | 1 | 0 | 07 | 02 | 02 | 01 |
| PAVED | 4 LAWN | 12 | 0 | 2 | 14000 RCI | 3 | 0 | 07 | 01 | 02 | 02 |
| | 0 | 0 | 0 | 0 | RCI | 2 | 0 | 07 | 01 | 01 | 01 |
| PAVED | 3 CURB&GUTTE | 2 | 0 | 2 | 12000 RCI | 0 | 0 | 08 | 05 | 02 | 02 |
| PAVED | 4 LAWN | 12 | 0 | 2 | 14000 RCI | 1 | 0 | 07 | 01 | 01 | 01 |
| PAVED | 4 LAWN | 12 | 0 | 2 | 14000 RCI | 1 | 0 | 07 | 04 | 02 | 01 |
| PAVED | 4 LAWN | 12 | 0 | 2 | 14000 RCI | 2 | 0 | 07 | 01 | 02 | 02 |
| PAVED | 4 LAWN | 12 | 0 | 2 | 14000 RCI | 2 | 0 | 07 | 04 | 03 | 02 |
| PAVED | 3 CURB&GUTTE | 2 | 0 | 2 | 12000 RCI | 3 | 0 | 08 | 02 | 01 | 01 |
| PAVED | 3 CURB&GUTTE | 2 | 0 | 2 | 12000 RCI | 1 | 0 | 08 | 04 | 01 | 01 |
| PAVED | 4 LAWN | 12 | 0 | 2 | 14000 RCI | 2 | 0 | 07 | 04 | 03 | 02 |
| PAVED | 4 LAWN | 12 | 0 | 2 | 14000 RCI | 1 | 0 | 07 | 01 | 03 | 02 |
| PAVED | 3 CURB&GUTTE | 2 | 0 | 2 | 12000 RCI | 2 | 0 | 08 | 04 | 01 | 02 |
| | 0 | 0 | 0 | 0 | RCI | 2 | 0 | 07 | 01 | 01 | 01 |
| PAVED | 4 LAWN | 12 | 0 | 2 | 14000 RCI | 1 | 0 | 07 | 01 | 01 | 01 |
| PAVED | 3 CURB&GUTTE | 2 | 0 | 2 | 12000 RCI | 1 | 0 | 08 | 01 | 01 | 01 |
| PAVED | 3 CURB&GUTTE | 2 | 0 | 2 | 12000 RCI | 1 | 0 | 08 | 04 | 03 | 02 |
| PAVED | 3 CURB&GUTTE | 2 | 0 | 2 | 12000 RCI | 1 | 0 | 08 | 04 | 01 | 01 |
| PAVED | 1 LAWN | 12 | 0 | 2 | 14000 RCI | 0 | 0 | 07 | 04 | 03 | 02 |
| PAVED | 4 LAWN | 12 | 0 | 2 | 14000 RCI | 1 | 0 | 07 | 01 | 01 | 01 |
| PAVED | 4 LAWN | 12 | 0 | 6 | 15000 RCI | 1 | 0 | 07 | 01 | 01 | 01 |
| PAVED | 5 CURB&GUTTE | 2 | 0 | 6 | 11500 RCI | 2 | 0 | 08 | 01 | 01 | 01 |
| PAVED | 4 LAWN | 12 | 0 | 6 | 15000 RCI | 3 | 0 | 07 | 01 | 01 | 01 |
| PAVED | 4 LAWN | 12 | 0 | 6 | 15000 RCI | 3 | 0 | 07 | 04 | 01 | 01 |
| PAVED | 5 CURB&GUTTE | 2 | 0 | 6 | 11500 RCI | 1 | 0 | 08 | 01 | 02 | 02 |
| PAVED | 5 CURB&GUTTE | 2 | 0 | 6 | 11500 RCI | 3 | 0 | 08 | 01 | 01 | 01 |
| PAVED | 5 CURB&GUTTE | 2 | 0 | 6 | 11500 RCI | 1 | 0 | 08 | 04 | 01 | 01 |

| | | | | | | | | | | | |
|--------------------------------|---------------------------|----|----|----|----|----|---|---|---|---|---|
| FAILED TO KEEP IN PROPER LANE | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| RAN RED LIGHT | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 04 | 03 | 02 | 01 | 01 | 1 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 04 | 03 | 02 | 01 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 3 |
| DROVE TOO FAST FOR CONDITIONS | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 1 | 1 | 1 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| RAN RED LIGHT | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| DROVE TOO FAST FOR CONDITIONS | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| NOT CODED | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 0 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 5 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FOLLOWED TOO CLOSELY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| DROVE TOO FAST FOR CONDITIONS | NOT CODED | 00 | 00 | 00 | 00 | 01 | 4 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NOT CODED | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 0 |
| FOLLOWED TOO CLOSELY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| FAILED TO KEEP IN PROPER LANE | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| DROVE TOO FAST FOR CONDITIONS | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| FAILED TO YIELD RIGHT-OF-WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 3 | 0 | 0 | 0 | 2 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 3 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| NOT CODED | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 0 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 3 | 0 | 0 | 0 | 3 |
| OPER MV AGRSIVE, ERATIC, RCKLS | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| DROVE TOO FAST FOR CONDITIONS | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 4 | 0 | 0 | 0 | 2 |
| RAN RED LIGHT | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| IMPROPER BACKING | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| NOT CODED | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | OTHER CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |

| | | | |
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| 26.514545 | -80.0710173 | 06/10/2018 | 18 |
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| 26.514643 | -80.0706504 | 03/04/2018 | 18 |
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| 26.514698 | -80.0707831 | 03/04/2018 | 18 |
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| 26.514266 | -80.0707143 | 03/04/2018 | 18 |
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| 26.51478 | -80.0709193 | 03/04/2018 | 18 |
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| 26.514317 | -80.0705804 | 03/04/2018 | 18 |
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| 26.51478 | -80.0709193 | 03/04/2018 | 18 |
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| 26.514415 | -80.071012 | 03/04/2018 | 18 |
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| 26.514289 | -80.0706546 | 03/04/2018 | 18 |
| 26.514317 | -80.0705804 | 03/04/2018 | 18 |
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| | | | | | | | | | | | | | | |
|-----|----------|------|-----------|-----------------|---|-------------------------|----|----|------------|------|-----------|------|------|---|
| 757 | 4097370 | 2015 | 851239950 | FHPL15OFF051474 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/16/2015 | 0130 | SUNDAY | 9334 | 0634 | N |
| 760 | 4106823 | 2015 | 852160390 | FHPL15OFF084329 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 12/31/2015 | 2011 | THURSDAY | 9334 | 0634 | N |
| 762 | 4121895 | 2015 | 851395490 | FHPL15OFF063492 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 10/06/2015 | 1441 | TUESDAY | 9334 | 0634 | Y |
| 776 | 4212828 | 2015 | 845325620 | FHPL15OFF006595 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 02/01/2015 | 0435 | SUNDAY | 9334 | 0634 | N |
| 778 | 4224982 | 2015 | 851375120 | FHPL15OFF064543 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 10/10/2015 | 1725 | SATURDAY | 9334 | 0634 | Y |
| 782 | 4250586 | 2014 | 821912680 | 14-008518 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 02/20/2014 | 1645 | THURSDAY | 9334 | 0634 | Y |
| 786 | 4254696 | 2014 | 846929150 | 14-040215 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 09/05/2014 | 0845 | FRIDAY | 9334 | 0634 | Y |
| 789 | 4258250 | 2014 | 838179190 | FHPL14OFF056211 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 09/11/2014 | 1315 | THURSDAY | 9334 | 0634 | Y |
| 791 | 4281686 | 2014 | 846931690 | 14045657 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 10/11/2014 | 1519 | SATURDAY | 9334 | 0634 | Y |
| 795 | 4314198 | 2013 | 821880590 | 13-00541 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 01/04/2013 | 1007 | FRIDAY | 9334 | 0634 | Y |
| 798 | 4509624 | 2014 | 837329120 | FHPL14OFF004998 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 01/23/2014 | 1656 | THURSDAY | 9334 | 0634 | Y |
| 799 | 4509625 | 2014 | 838009250 | FHPL14OFF049967 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 08/15/2014 | 1450 | FRIDAY | 9334 | 0634 | N |
| 815 | 4664111 | 2015 | 836406460 | FHPL15OFF064427 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 10/10/2015 | 0900 | SATURDAY | 9334 | 0634 | Y |
| 816 | 4665168 | 2015 | 848831200 | FHPL15OFF028412 | 1 | FLORIDA HIGHWAY PATROL | 04 | 93 | 05/06/2015 | 1755 | WEDNESDAY | 9334 | 0634 | N |
| 227 | 10357799 | 2016 | 864017580 | 16-071802 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 12/29/2016 | 1535 | THURSDAY | 9334 | 0634 | Y |
| 228 | 10357804 | 2016 | 863993910 | 16-20798 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 04/12/2016 | 2141 | TUESDAY | 9334 | 0634 | Y |
| 229 | 10359344 | 2016 | 864006300 | 16048818 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 09/02/2016 | 1620 | FRIDAY | 9334 | 0634 | Y |
| 241 | 10381221 | 2016 | 863995600 | 16-025739 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 05/07/2016 | 0344 | SATURDAY | 9334 | 0634 | Y |
| 269 | 10427581 | 2016 | 863998790 | 16-32586 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 06/11/2016 | 1305 | SATURDAY | 9334 | 0634 | Y |
| 274 | 10429706 | 2016 | 864005890 | 16047961 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 08/29/2016 | 1252 | MONDAY | 9334 | 0634 | Y |
| 276 | 10431788 | 2016 | 864001200 | 16-038383 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 07/11/2016 | 1635 | MONDAY | 9334 | 0634 | Y |
| 286 | 10435025 | 2016 | 864004510 | 16044631 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 08/13/2016 | 1702 | SATURDAY | 9334 | 0634 | Y |
| 323 | 10572396 | 2016 | 861311340 | 16-8091 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 02/11/2016 | 1545 | THURSDAY | 9334 | 0634 | Y |
| 325 | 10574352 | 2016 | 861309350 | 16-004523 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 01/26/2016 | 0449 | TUESDAY | 9334 | 0634 | Y |
| 360 | 10602754 | 2017 | 815329850 | 17065970 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 11/15/2017 | 1225 | WEDNESDAY | 9334 | 0634 | Y |
| 363 | 10602957 | 2017 | 815326900 | 17059811 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 10/17/2017 | 1309 | TUESDAY | 9334 | 0634 | Y |
| 413 | 10627416 | 2017 | 869264540 | 17022259 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 04/20/2017 | 1045 | THURSDAY | 9334 | 0634 | Y |
| 416 | 10627850 | 2017 | 869267990 | 17-32446 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 06/11/2017 | 1434 | SUNDAY | 9334 | 0634 | Y |
| 430 | 10661380 | 2017 | 815329240 | 17-065406 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 11/12/2017 | 1127 | SUNDAY | 9334 | 0634 | Y |
| 431 | 10661389 | 2017 | 815332970 | 17-072137 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 12/14/2017 | 0756 | THURSDAY | 9334 | 0634 | Y |
| 432 | 10661454 | 2017 | 815326080 | 17-057949 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 10/08/2017 | 0929 | SUNDAY | 9334 | 0634 | Y |
| 468 | 10704772 | 2017 | 869263550 | 17-023586 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 04/26/2017 | 1650 | WEDNESDAY | 9334 | 0634 | Y |
| 524 | 3321727 | 2013 | 821885960 | 13-12255 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 03/13/2013 | 1847 | WEDNESDAY | 9334 | 0634 | Y |
| 549 | 3400987 | 2013 | 821882110 | 13-004081 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 01/26/2013 | 0442 | SATURDAY | 9334 | 0634 | Y |
| 552 | 3402367 | 2013 | 821883320 | 13-007032 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 02/11/2013 | 1959 | MONDAY | 9334 | 0634 | Y |
| 559 | 3414686 | 2013 | 821885250 | 13-0010892 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 03/06/2013 | 0837 | WEDNESDAY | 9334 | 0634 | Y |
| 563 | 3414975 | 2013 | 821885890 | 13-012116 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 03/13/2013 | 0828 | WEDNESDAY | 9334 | 0634 | Y |
| 600 | 3527915 | 2014 | 856828860 | 14-55404 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 12/17/2014 | 1803 | WEDNESDAY | 9334 | 0634 | Y |
| 627 | 3607286 | 2014 | 846931500 | 14-45210 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 10/08/2014 | 1736 | WEDNESDAY | 9334 | 0634 | Y |
| 707 | 3909716 | 2015 | 856831000 | 15002185 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 01/16/2015 | 1854 | FRIDAY | 9334 | 0634 | Y |
| 709 | 3910467 | 2015 | 856830690 | 15-01701 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 01/13/2015 | 1432 | TUESDAY | 9334 | 0634 | Y |
| 711 | 3915131 | 2015 | 856832090 | 15004209 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 01/30/2015 | 1717 | FRIDAY | 9334 | 0634 | Y |
| 727 | 3975199 | 2015 | 861303100 | 15-56363 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 11/21/2015 | 1800 | SATURDAY | 9334 | 0634 | Y |
| 733 | 3990783 | 2015 | 861293030 | 15033627 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 07/24/2015 | 1501 | FRIDAY | 9334 | 0634 | Y |
| 224 | 10337090 | 2016 | 864003510 | 16042782 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 08/03/2016 | 1736 | WEDNESDAY | 9334 | 0634 | Y |
| 230 | 10369729 | 2016 | 864006900 | 16050533 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 09/11/2016 | 1953 | SUNDAY | 9334 | 0634 | Y |
| 271 | 10428903 | 2016 | 864012570 | 16-63407 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 11/13/2016 | 0941 | SUNDAY | 9334 | 0634 | Y |
| 272 | 10428996 | 2016 | 864006060 | 16-47534 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 08/27/2016 | 1544 | SATURDAY | 9334 | 0634 | Y |
| 275 | 10430139 | 2016 | 863999990 | 16035034 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 06/23/2016 | 1423 | THURSDAY | 9334 | 0634 | Y |
| 278 | 10432105 | 2016 | 864014850 | 16067090 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 12/02/2016 | 1155 | FRIDAY | 9334 | 0634 | Y |
| 281 | 10433759 | 2016 | 864008350 | 16053614 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 09/26/2016 | 2330 | MONDAY | 9334 | 0634 | Y |
| 287 | 10458344 | 2016 | 864006660 | 16-049937 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 09/08/2016 | 1205 | THURSDAY | 9334 | 0634 | Y |
| 288 | 10458495 | 2016 | 864011920 | 16061664 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 11/06/2016 | 1051 | SUNDAY | 9334 | 0634 | Y |
| 298 | 10512988 | 2016 | 864014140 | 16-66862 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 12/01/2016 | 0819 | THURSDAY | 9334 | 0634 | Y |
| 324 | 10572803 | 2016 | 861309600 | 16004819 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 01/27/2016 | 1610 | WEDNESDAY | 9334 | 0634 | Y |
| 359 | 10601849 | 2017 | 815328230 | 17-063082 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 11/01/2017 | 1522 | WEDNESDAY | 9334 | 0634 | Y |
| 361 | 10602824 | 2017 | 815326480 | 17059059 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 10/13/2017 | 1700 | FRIDAY | 9334 | 0634 | Y |
| 364 | 10602958 | 2017 | 815326910 | 17-059814 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 10/17/2017 | 1333 | TUESDAY | 9334 | 0634 | Y |

| | | | | | | | | | | | | | | | |
|--------------------|-----------------|----------|---------|------|------|---|---|---|----|----|----|----|----|----|---|
| I 95 | WOOLBRIGHT RD | 93220026 | 0 04700 | SR 9 | I 95 | R | X | N | 07 | 01 | 14 | 01 | 01 | 01 | 0 |
| I 95 | WOOLBRIGHT RD | 93220028 | 0 04707 | SR 9 | I 95 | R | X | N | 07 | 01 | 01 | 01 | 01 | 02 | 0 |
| I 95 | WOOLBRIGHT RD | 93220028 | 0 04707 | SR 9 | I 95 | R | X | N | 07 | 01 | 14 | 01 | 03 | 01 | 0 |
| I 95 | WOOLBRIGHT RD | 93220028 | 0 04707 | SR 9 | I 95 | R | X | E | 07 | 01 | 14 | 02 | 02 | 01 | 0 |
| SR 9 | WOOLBRIGHT RD | 93220028 | 0 04402 | SR 9 | I 95 | R | H | N | 07 | 01 | 14 | 04 | 01 | 01 | 0 |
| SR 9 | WOOLBRIGHT RD | 93220028 | 0 04402 | SR 9 | I 95 | R | X | E | 07 | 05 | 01 | 01 | 01 | 01 | 0 |
| SR 9 | WOOLBRIGHT RD | 93220028 | 0 04402 | SR 9 | I 95 | R | X | 0 | 07 | 05 | 01 | 01 | 01 | 01 | 0 |
| I 95 | WOOLBRIGHT | 93220028 | 0 04402 | SR 9 | I 95 | R | X | N | 07 | 01 | 14 | 01 | 01 | 01 | 0 |
| SR 9 | WOOLBRIGHT RD | 93220028 | 0 04402 | SR 9 | I 95 | R | X | E | 07 | 05 | 01 | 01 | 01 | 01 | 0 |
| I 95 | WOOLBRIGHT RD | 93220026 | 0 04398 | SR 9 | I 95 | R | X | E | 07 | 05 | 01 | 01 | 01 | 01 | 0 |
| I 95 | WOOLBRIGHT RD | 93220026 | 0 04700 | SR 9 | I 95 | R | X | N | 07 | 01 | 14 | 01 | 77 | 01 | 0 |
| I 95 | WOOLBRIGHT RD | 93220028 | 0 04707 | SR 9 | I 95 | R | X | N | 07 | 01 | 01 | 02 | 01 | 01 | 0 |
| I 95 | WOOLBRIGHT RD | 93220028 | 0 04402 | SR 9 | I 95 | R | X | N | 07 | 01 | 14 | 03 | 01 | 02 | 0 |
| I 95 | WOOLBRIGHT | 93220026 | 0 04700 | SR 9 | I 95 | R | X | N | 07 | 01 | 14 | 01 | 01 | 01 | 0 |
| WOOLBRIGHT RD | SEACREST BLVD | 93021500 | 0 | | | R | 1 | 0 | | 05 | 01 | 01 | 01 | 03 | 0 |
| WOOLBRIGHT RD | SW 2ND ST | 93021500 | 0 | | | I | M | E | | 05 | 02 | 01 | 03 | 03 | 0 |
| W WOOLBRIGHT RL S | SEACREST BLVD | 93021500 | 0 | | | R | 1 | E | | 05 | 01 | 01 | 01 | 01 | 0 |
| W WOOLBRIGHT RL S | SEACREST BLVD | 93021500 | 0 | | | R | 1 | E | | 05 | 01 | 01 | 01 | 03 | 0 |
| W WOOLBRIGHT RL SW | 1ST ST | 93021500 | 0 | | | M | T | E | | 05 | 01 | 01 | 01 | 03 | 0 |
| WOOLBRIGHT RD | SW 1ST ST | 93021500 | 0 | | | I | M | E | | 05 | 01 | 01 | 01 | 01 | 0 |
| W WOOLBRIGHT RL S | SEACREST BLVD | 93021500 | 0 | | | L | 2 | W | | 05 | 01 | 01 | 01 | 01 | 0 |
| W WOOLBRIGHT RL SW | 1ST ST | 93021500 | 0 | | | R | 2 | E | | 05 | 01 | 01 | 01 | 01 | 0 |
| W WOOLBRIGHT RL W | WOOLBRIGHT RD | 93021500 | 0 | | | L | 2 | W | | 05 | 01 | 01 | 01 | 01 | 0 |
| W WOOLBRIGHT RL S | SEACREST BLVD | 93021500 | 0 | | | L | 1 | E | | 05 | 01 | 01 | 01 | 01 | 0 |
| WOOLBRIGHT RD | SW 1ST ST | 93021500 | 0 | | | I | M | N | | 05 | 02 | 01 | 03 | 01 | 0 |
| W WOOLBRIGHT RL SW | 1ST ST | 93021500 | 0 | | | M | T | E | | 05 | 03 | 01 | 03 | 03 | 0 |
| W WOOLBRIGHT RL SW | 2ND ST | 93021500 | 0 | | | L | L | W | | 05 | 03 | 01 | 01 | 03 | 0 |
| WOOLBRIGHT RD | SEACREST BLVD | 93021500 | 0 | | | L | S | W | | 05 | 04 | 01 | 01 | 03 | 0 |
| WOOLBRIGHT RD | SW 2ND ST | 93021500 | 0 | | | L | 2 | W | | 05 | 03 | 01 | 01 | 03 | 0 |
| W WOOLBRIGHT RL | | 93021500 | 0 | | | I | M | N | | 05 | 03 | 01 | 03 | 03 | 0 |
| WOOLBRIGHT RD | SEACREST BLVD | 93021500 | 0 | | | R | 1 | E | | 05 | 18 | 01 | 01 | 03 | 0 |
| W WOOLBRIGHT RL SW | 1ST ST | 93021500 | 0 | | | R | 2 | E | | 05 | 18 | 01 | 01 | 03 | 0 |
| W WOOLBRIGHT RL S | SEACREST BLVD | 93021500 | 0 | | | R | 2 | E | | 05 | 01 | 01 | 01 | 01 | 0 |
| W WOOLBRIGHT RL SW | 1ST ST | 93021500 | 0 | | | L | 1 | N | | 05 | 01 | 01 | 03 | 01 | 0 |
| W WOOLBRIGHT RL S | SEACREST BLVD | 93021500 | 0 | | | R | L | E | | 05 | 01 | 01 | 01 | 01 | 0 |
| W WOOLBRIGHT RL | SEACREST BLVD | 93021500 | 0 | | | L | 2 | W | | 05 | 01 | 01 | 01 | 01 | 0 |
| W WOOLBRIGHT RL SW | 2ND ST | 93021500 | 0 | | | R | T | E | | 05 | 01 | 01 | 01 | 03 | 0 |
| W WOOLBRIGHT RL SW | 2ND ST | 93021500 | 0 | | | R | L | E | | 05 | 01 | 01 | 01 | 03 | 0 |
| W WOOLBRIGHT RL W | WOOLBRIGHT RD | 93021500 | 0 | | | L | 2 | 0 | | 05 | 01 | 01 | 01 | 01 | 0 |
| W WOOLBRIGHT RL S | SEACREST BLVD | 93021500 | 0 | | | R | 2 | E | | 05 | 01 | 01 | 01 | 01 | 0 |
| SW 1ST ST | WOOLBRIGHT RD | 93A17054 | 0 | | | L | 1 | 0 | | 05 | 01 | 01 | 03 | 03 | 0 |
| W WOOLBRIGHT RL S | SEACREST BLVD | 93021500 | 0 | | | R | 1 | E | | 05 | 01 | 01 | 01 | 01 | 0 |
| W WOOLBRIGHT RL | | 93021500 | 0 | | | L | 1 | W | | 05 | 01 | 01 | 03 | 03 | 0 |
| W WOOLBRIGHT RL S | SEACREST BLVD | 93021500 | 0 | | | L | 2 | W | | 05 | 01 | 01 | 01 | 03 | 0 |
| SEACREST BLVD | WOOLBRIGHT RD | 93512500 | 0 | | | L | L | E | | 05 | 01 | 01 | 02 | 01 | 0 |
| S SEACREST BLVD | E WOOLBRIGHT RD | 93512500 | 0 | | | I | M | W | | 05 | 01 | 01 | 02 | 01 | 0 |
| S SEACREST BLVD | W WOOLBRIGHT RD | 93512500 | 0 | | | I | M | E | | 05 | 01 | 01 | 02 | 01 | 0 |
| E WOOLBRIGHT RD | SEACREST BLVD | 93021500 | 0 | | | L | 1 | E | | 05 | 01 | 01 | 02 | 01 | 0 |
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| S SEACREST BLVD | WOOLBRIGHT RD | 93512500 | 0 | | | L | L | W | | 05 | 01 | 01 | 01 | 01 | 0 |
| S SEACREST BLVD | WOOLBRIGHT RD | 93512500 | 0 | | | L | 1 | S | | 05 | 01 | 01 | 02 | 01 | 0 |
| S SEACREST BLVD | WOOLBRIGHT RD | 93512500 | 0 | | | L | 2 | S | | 05 | 01 | 01 | 01 | 01 | 0 |
| WOOLBRIGHT RD | SEACREST BLVD | 93021500 | 0 | | | I | M | N | | 05 | 01 | 01 | 02 | 01 | 0 |
| WOOLBRIGHT RD | SEACREST BLVD | 93021500 | 0 | | | R | 2 | E | | 05 | 01 | 01 | 01 | 03 | 0 |
| WOOLBRIGHT RD | S SEACREST BLVD | 93021500 | 0 | | | L | L | S | | 05 | 01 | 01 | 01 | 01 | 0 |
| WOOLBRIGHT RD | SEACREST BLVD | 93021500 | 0 | | | L | C | 0 | | 05 | 03 | 01 | 01 | 03 | 0 |
| W WOOLBRIGHT RL S | SEACREST BLVD | 93021500 | 0 | | | I | M | 0 | | 05 | 02 | 01 | 02 | 01 | 0 |
| WOOLBRIGHT RD | SEACREST BLVD | 93021500 | 0 | | | I | M | E | | 05 | 02 | 01 | 02 | 03 | 0 |

| | | | | | | | | | | | |
|-------|--------------|----|---|---|-----------|---|---|----|----|----|----|
| PAVED | 5 CURB&GUTTE | 2 | 0 | 6 | 11500 RCI | 1 | 1 | 08 | 04 | 02 | 02 |
| PAVED | 4 LAWN | 12 | 0 | 6 | 15000 RCI | 2 | 0 | 07 | 04 | 01 | 01 |
| PAVED | 4 LAWN | 12 | 0 | 6 | 15000 RCI | 1 | 0 | 07 | 01 | 01 | 01 |
| PAVED | 4 LAWN | 12 | 0 | 6 | 15000 RCI | 1 | 0 | 07 | 04 | 01 | 01 |
| PAVED | 4 LAWN | 12 | 0 | 6 | 15000 RCI | 1 | 0 | 07 | 01 | 01 | 01 |
| PAVED | 4 LAWN | 12 | 0 | 2 | 14000 RCI | 1 | 0 | 07 | 01 | 01 | 01 |
| PAVED | 4 LAWN | 12 | 0 | 2 | 14000 RCI | 1 | 0 | 07 | 01 | 01 | 01 |
| PAVED | 4 LAWN | 12 | 0 | 2 | 14000 RCI | 1 | 0 | 07 | 01 | 02 | 01 |
| PAVED | 4 LAWN | 12 | 0 | 2 | 14000 RCI | 1 | 0 | 07 | 01 | 01 | 01 |
| PAVED | 3 CURB&GUTTE | 2 | 0 | 5 | 11500 RCI | 1 | 3 | 08 | 01 | 01 | 01 |
| PAVED | 5 LAWN | 7 | 0 | 2 | 12000 RCI | 2 | 0 | 08 | 01 | 01 | 01 |
| PAVED | 4 LAWN | 12 | 0 | 2 | 14000 RCI | 1 | 0 | 07 | 01 | 03 | 02 |
| PAVED | 4 LAWN | 12 | 0 | 6 | 15000 RCI | 0 | 0 | 07 | 01 | 01 | 01 |
| PAVED | 5 LAWN | 12 | 0 | 6 | 11500 RCI | 1 | 0 | 08 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | 0 | RCI | 5 | 0 | 02 | 04 | 01 | 01 |
| 0 | 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 04 | 01 | 01 |
| 0 | 0 | 0 | 0 | 0 | RCI | 2 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | 0 | RCI | 2 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | 0 | RCI | 2 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 04 | 01 | 01 |
| 0 | 0 | 0 | 0 | 0 | RCI | 2 | 0 | 02 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | 0 | RCI | 1 | 0 | 03 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | 0 | RCI | 2 | 0 | 03 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | 0 | RCI | 1 | 0 | 04 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | 0 | RCI | 1 | 0 | 03 | 01 | 01 | 01 |
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| 0 | 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | 0 | RCI | 2 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | 0 | RCI | 2 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | 0 | RCI | 3 | 0 | 01 | 05 | 01 | 01 |
| 0 | 0 | 0 | 0 | 0 | RCI | 2 | 0 | 01 | 04 | 01 | 01 |
| 0 | 0 | 0 | 0 | 0 | RCI | 2 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | 0 | RCI | 2 | 0 | 01 | 04 | 01 | 01 |
| 0 | 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 04 | 02 | 01 |
| 0 | 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 01 | 02 | 01 |
| 0 | 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 01 | 03 | 02 |
| 0 | 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 01 | 02 | 02 |
| 0 | 0 | 0 | 0 | 0 | RCI | 1 | 0 | 03 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | 0 | RCI | 2 | 0 | 01 | 04 | 01 | 01 |
| 0 | 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | 0 | RCI | 2 | 0 | 02 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | 0 | RCI | 2 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 04 | 03 | 02 |
| 0 | 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | 0 | RCI | 2 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | 0 | RCI | 2 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 01 | 03 | 02 |
| 0 | 0 | 0 | 0 | 0 | RCI | 3 | 0 | 03 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | 0 | RCI | 1 | 0 | 02 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | 0 | RCI | 1 | 0 | 02 | 01 | 01 | 01 |

19

| | | | | | | | | | | | |
|--------------------------------|--------------------------------|----|----|----|----|----|---|---|---|---|---|
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | OPERATED MV IN CARLESS OR NEGL | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 3 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | FOLLOWED TOO CLOSELY | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 3 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| DROVE TOO FAST FOR CONDITIONS | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| NOT CODED | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 0 |
| IMPROPER TURN | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 1 | 0 | 0 | 3 |
| FOLLOWED TOO CLOSELY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 04 | 01 | 02 | 01 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 3 |
| FOLLOWED TOO CLOSELY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FOLLOWED TOO CLOSELY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FAILED TO YIELD RIGHT-OF-WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| FAILED TO YIELD RIGHT-OF-WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FAILED TO YIELD RIGHT-OF-WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 3 |
| FAILED TO KEEP IN PROPER LANE | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 3 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 3 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 3 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FAILED TO KEEP IN PROPER LANE | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 3 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 5 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| IMPROPER TURN | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 2 |
| WRONG SIDE OF WRONG WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 3 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FOLLOWED TOO CLOSELY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 3 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 3 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| RAN RED LIGHT | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 2 |
| FAILED TO YIELD RIGHT-OF-WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FOLLOWED TOO CLOSELY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FAILED TO YIELD RIGHT-OF-WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 2 |
| FAILED TO YIELD RIGHT-OF-WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FAILED TO YIELD RIGHT-OF-WAY | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 1 | 1 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| DROVE TOO FAST FOR CONDITIONS | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |

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| | | | | | | | | | | | | | | |
|-----|----------|------|-----------|-----------|---|-------------------------|----|----|------------|------|-----------|------|------|---|
| 365 | 10602961 | 2017 | 815326950 | 17059804 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 10/17/2017 | 1258 | TUESDAY | 9334 | 0634 | Y |
| 368 | 10603032 | 2017 | 815318620 | 17-039210 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 07/12/2017 | 0711 | WEDNESDAY | 9334 | 0634 | Y |
| 371 | 10603236 | 2017 | 815319240 | 17-40879 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 07/19/2017 | 1331 | WEDNESDAY | 9334 | 0634 | Y |
| 406 | 10625240 | 2017 | 869257090 | 17008770 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 02/16/2017 | 2128 | THURSDAY | 9334 | 0634 | Y |
| 410 | 10627297 | 2017 | 869257270 | 17-009084 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 02/18/2017 | 1141 | SATURDAY | 9334 | 0634 | Y |
| 412 | 10627410 | 2017 | 869261180 | 17018056 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 03/31/2017 | 1440 | FRIDAY | 9334 | 0634 | Y |
| 415 | 10627676 | 2017 | 869262590 | 17020863 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 04/13/2017 | 1805 | THURSDAY | 9334 | 0634 | Y |
| 419 | 10628515 | 2017 | 869261570 | 17019158 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 04/05/2017 | 1641 | WEDNESDAY | 9334 | 0634 | Y |
| 421 | 10628861 | 2017 | 869261230 | 17-18193 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 04/01/2017 | 0947 | SATURDAY | 9334 | 0634 | Y |
| 429 | 10661351 | 2017 | 815325910 | 17057202 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 10/04/2017 | 2039 | WEDNESDAY | 9334 | 0634 | Y |
| 433 | 10661457 | 2017 | 815326150 | 17058153 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 10/09/2017 | 0815 | MONDAY | 9334 | 0634 | Y |
| 435 | 10661811 | 2017 | 815329000 | 17064875 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 11/09/2017 | 2225 | THURSDAY | 9334 | 0634 | Y |
| 437 | 10662709 | 2017 | 815327230 | 17-60378 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 10/20/2017 | 0730 | FRIDAY | 9334 | 0634 | Y |
| 438 | 10662714 | 2017 | 815330780 | 17069136 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 12/01/2017 | 1100 | FRIDAY | 9334 | 0634 | Y |
| 469 | 10706215 | 2017 | 815323030 | 17050536 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 08/31/2017 | 1819 | THURSDAY | 9334 | 0634 | Y |
| 493 | 10719494 | 2017 | 864018460 | 17-000237 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 01/02/2017 | 1254 | MONDAY | 9334 | 0634 | Y |
| 496 | 10720029 | 2017 | 864018220 | 17000923 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 01/06/2017 | 0846 | FRIDAY | 9334 | 0634 | Y |
| 526 | 3330683 | 2013 | 821890180 | 13-020976 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 05/03/2013 | 1203 | FRIDAY | 9334 | 0634 | Y |
| 537 | 3367531 | 2013 | 821907000 | 13-062018 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 12/17/2013 | 0727 | TUESDAY | 9334 | 0634 | Y |
| 542 | 3400335 | 2013 | 821889210 | 13-019088 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 04/22/2013 | 1100 | MONDAY | 9334 | 0634 | Y |
| 546 | 3400846 | 2013 | 821885610 | 13-011486 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 03/09/2013 | 1427 | SATURDAY | 9334 | 0634 | Y |
| 551 | 3401935 | 2013 | 821905400 | 13-058793 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 11/27/2013 | 1708 | WEDNESDAY | 9334 | 0634 | Y |
| 554 | 3406679 | 2013 | 821887820 | 13-016065 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 04/04/2013 | 1410 | THURSDAY | 9334 | 0634 | Y |
| 557 | 3413678 | 2013 | 821892950 | 13-027433 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 06/10/2013 | 0745 | MONDAY | 9334 | 0634 | Y |
| 566 | 3415655 | 2013 | 821891170 | 13-23138 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 05/15/2013 | 1613 | WEDNESDAY | 9334 | 0634 | Y |
| 598 | 3524949 | 2014 | 821910060 | 14-002918 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 01/18/2014 | 1449 | SATURDAY | 9334 | 0634 | Y |
| 621 | 3603054 | 2014 | 846931870 | 14-046046 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 10/14/2014 | 0907 | TUESDAY | 9334 | 0634 | Y |
| 633 | 3614230 | 2014 | 846928650 | 14038785 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 08/28/2014 | 1001 | THURSDAY | 9334 | 0634 | Y |
| 634 | 3617646 | 2014 | 846930860 | 14-43855 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 09/29/2014 | 1945 | MONDAY | 9334 | 0634 | Y |
| 643 | 3627096 | 2014 | 846921680 | 14023891 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 05/24/2014 | 1421 | SATURDAY | 9334 | 0634 | Y |
| 653 | 3659489 | 2014 | 846928000 | 14-037156 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 08/17/2014 | 2117 | SUNDAY | 9334 | 0634 | Y |
| 655 | 3677713 | 2014 | 846919330 | 14018951 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 04/24/2014 | 1348 | THURSDAY | 9334 | 0634 | Y |
| 660 | 3701740 | 2014 | 856827690 | 14-054256 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 12/09/2014 | 1327 | TUESDAY | 9334 | 0634 | Y |
| 675 | 3790247 | 2014 | 846925500 | 14-031736 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 07/13/2014 | 2253 | SUNDAY | 9334 | 0634 | Y |
| 676 | 3796470 | 2014 | 846931620 | 14-045538 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 10/10/2014 | 1920 | FRIDAY | 9334 | 0634 | Y |
| 708 | 3910341 | 2015 | 856843880 | 15026275 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 06/12/2015 | 1952 | FRIDAY | 9334 | 0634 | Y |
| 713 | 3915956 | 2015 | 856846320 | 15031318 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 07/11/2015 | 1758 | SATURDAY | 9334 | 0634 | Y |
| 716 | 3925128 | 2015 | 856833570 | 15-006712 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 02/16/2015 | 1853 | MONDAY | 9334 | 0634 | Y |
| 719 | 3948813 | 2015 | 861301540 | 15052901 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 11/03/2015 | 1151 | TUESDAY | 9334 | 0634 | Y |
| 721 | 3956363 | 2015 | 861301190 | 15052207 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 10/30/2015 | 1224 | FRIDAY | 9334 | 0634 | Y |
| 722 | 3962164 | 2015 | 861298470 | 15-45714 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 09/25/2015 | 1451 | FRIDAY | 9334 | 0634 | Y |
| 744 | 4041139 | 2015 | 861303620 | 15-57297 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 11/27/2015 | 1752 | FRIDAY | 9334 | 0634 | Y |
| 768 | 4175948 | 2015 | 861296280 | 15040497 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 08/31/2015 | 1603 | MONDAY | 9334 | 0634 | Y |
| 783 | 4252411 | 2013 | 821891600 | 13-24171 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 05/21/2013 | 1859 | TUESDAY | 9334 | 0634 | Y |
| 805 | 4597550 | 2015 | 861302580 | 15-055230 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 11/15/2015 | 1909 | SUNDAY | 9334 | 0634 | Y |
| 808 | 4636087 | 2015 | 856841720 | 15021379 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 05/14/2015 | 1721 | THURSDAY | 9334 | 0634 | Y |
| 817 | 4665811 | 2015 | 856840710 | 15-18537 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 04/28/2015 | 1516 | TUESDAY | 9334 | 0634 | Y |
| 818 | 4680660 | 2013 | 821898990 | 13-042332 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 08/27/2013 | 1036 | TUESDAY | 9334 | 0634 | Y |
| 827 | 10370604 | 2016 | 863989410 | 16-013004 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 03/05/2016 | 2225 | SATURDAY | 9334 | 0634 | Y |
| 828 | 10371071 | 2016 | 864001000 | 16038092 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 07/09/2016 | 2237 | SATURDAY | 9334 | 0634 | Y |
| 832 | 10389459 | 2016 | 861311560 | 16-008403 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 02/13/2016 | 0112 | SATURDAY | 9334 | 0634 | Y |
| 839 | 10428269 | 2016 | 863992540 | 16-018343 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 04/01/2016 | 0025 | FRIDAY | 9334 | 0634 | Y |
| 841 | 10428471 | 2016 | 863991510 | 16016846 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 03/24/2016 | 1642 | THURSDAY | 9334 | 0634 | Y |
| 860 | 10523502 | 2016 | 864009530 | 16056287 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 10/10/2016 | 1630 | MONDAY | 9334 | 0634 | Y |
| 861 | 10524414 | 2016 | 864001010 | 16-038096 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 07/09/2016 | 2314 | SATURDAY | 9334 | 0634 | Y |
| 867 | 10570828 | 2016 | 861307590 | 16-000894 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 01/06/2016 | 1528 | WEDNESDAY | 9334 | 0634 | Y |
| 872 | 10603053 | 2017 | 815330500 | 17068375 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 11/27/2017 | 2155 | MONDAY | 9334 | 0634 | Y |
| 892 | 10627847 | 2017 | 869264420 | 17025358 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 05/05/2017 | 1722 | FRIDAY | 9334 | 0634 | Y |

| | | | | | | | | | | | |
|---------------------------------|----------|---|---|---|---|----|----|----|----|----|---|
| SEACREST BLVD WOOLBRIGHT RD | 93512500 | 0 | I | M | W | 05 | 02 | 01 | 02 | 01 | 0 |
| WOOLBRIGHT RD SEACREST BLVD | 93021500 | 0 | R | 2 | E | 05 | 18 | 01 | 01 | 03 | 0 |
| W WOOLBRIGHT RD SEACREST BLVD | 93021500 | 0 | R | 2 | E | 05 | 18 | 01 | 01 | 01 | 0 |
| E WOOLBRIGHT RD S SEACREST BLVD | 93021500 | 0 | R | 2 | W | 05 | 02 | 01 | 01 | 03 | 0 |
| S SEACREST BLVD E WOOLBRIGHT RD | 93512500 | 0 | L | 1 | O | 05 | 01 | 01 | 02 | 01 | 0 |
| WOOLBRIGHT RD S SEACREST BLVD | 93021500 | 0 | I | M | W | 05 | 03 | 01 | 02 | 01 | 0 |
| S SEACREST BLVD WOOLBRIGHT RD | 93512500 | 0 | L | S | S | 05 | 18 | 01 | 02 | 01 | 0 |
| WOOLBRIGHT RD SEACREST BLVD | 93021500 | 0 | L | U | W | 05 | 18 | 01 | 02 | 01 | 0 |
| W WOOLBRIGHT RD S SEACREST BLVD | 93021500 | 0 | I | M | W | 04 | 02 | 01 | 02 | 03 | 0 |
| WOOLBRIGHT RD SEACREST BLVD | 93021500 | 0 | R | 2 | W | 05 | 18 | 01 | 01 | 03 | 0 |
| SEACREST BLVD WOOLBRIGHT RD | 93512500 | 0 | L | L | O | 05 | 18 | 01 | 01 | 01 | 0 |
| S SEACREST BLVD E WOOLBRIGHT RD | 93512500 | 0 | R | 1 | S | 05 | 04 | 01 | 01 | 03 | 0 |
| S SEACREST BLVD WOOLBRIGHT RD | 93512500 | 0 | L | L | E | 05 | 04 | 01 | 01 | 03 | 0 |
| W WOOLBRIGHT RD S SEACREST BLVD | 93021500 | 0 | R | U | O | 05 | 03 | 01 | 02 | 01 | 0 |
| W WOOLBRIGHT RD S SEACREST BLVD | 93021500 | 0 | I | M | W | 05 | 02 | 01 | 02 | 01 | 0 |
| E WOOLBRIGHT RD S SEACREST BLVD | 93021500 | 0 | L | L | O | 05 | 01 | 01 | 02 | 01 | 0 |
| W WOOLBRIGHT RD S SEACREST BLVD | 93021500 | 0 | R | 2 | E | 05 | 01 | 01 | 01 | 03 | 0 |
| W WOOLBRIGHT RD S SEACREST BLVD | 93021500 | 0 | L | U | O | 05 | 01 | 01 | 01 | 03 | 0 |
| WOOLBRIGHT RD S SEACREST BLVD | 93021500 | 0 | L | L | W | 05 | 01 | 01 | 01 | 03 | 0 |
| WOOLBRIGHT RD SEACREST BLVD | 93021500 | 0 | L | 1 | S | 05 | 01 | 01 | 01 | 01 | 0 |
| SE 14TH AVE S SEACREST BLVD | 93A17207 | 0 | R | S | E | 05 | 01 | 02 | 02 | 01 | 0 |
| WOOLBRIGHT RD S SEACREST BLVD | 93021500 | 0 | I | M | E | 05 | 02 | 01 | 02 | 03 | 0 |
| WOOLBRIGHT RD SEACREST BLVD | 93021500 | 0 | R | 1 | E | 05 | 01 | 01 | 01 | 01 | 0 |
| E WOOLBRIGHT RD S SEACREST BLVD | 93021500 | 0 | L | 1 | S | 05 | 01 | 01 | 01 | 03 | 0 |
| W WOOLBRIGHT RD S SEACREST BLVD | 93021500 | 0 | R | 1 | E | 05 | 01 | 01 | 01 | 01 | 0 |
| E WOOLBRIGHT RD S SEACREST BLVD | 93021500 | 0 | L | 2 | S | 05 | 01 | 01 | 01 | 01 | 0 |
| E WOOLBRIGHT RD S SEACREST BLVD | 93021500 | 0 | L | L | E | 05 | 01 | 01 | 01 | 01 | 0 |
| SEACREST BLVD WOOLBRIGHT RD | 93512501 | 2 | I | M | E | 05 | 01 | 01 | 02 | 03 | 0 |
| W WOOLBRIGHT RD S SEACREST BLVD | 93021500 | 0 | I | M | E | 05 | 01 | 01 | 02 | 01 | 0 |
| S SEACREST BLVD WOOLBRIGHT RD | 93512500 | 0 | R | 2 | O | 05 | 01 | 01 | 01 | 03 | 0 |
| W WOOLBRIGHT RD S SEACREST BLVD | 93021500 | 0 | I | M | E | 05 | 01 | 01 | 02 | 03 | 0 |
| WOOLBRIGHT RD SEACREST BLVD | 93021500 | 0 | R | 2 | E | 05 | 01 | 01 | 01 | 03 | 0 |
| W WOOLBRIGHT RD S SEACREST BLVD | 93021500 | 0 | R | S | S | 05 | 01 | 01 | 02 | 01 | 0 |
| W WOOLBRIGHT RD S SEACREST BLVD | 93021500 | 0 | I | M | W | 05 | 01 | 01 | 02 | 03 | 0 |
| WOOLBRIGHT RD S SEACREST BLVD | 93021500 | 0 | L | 2 | W | 05 | 01 | 01 | 01 | 03 | 0 |
| W WOOLBRIGHT RD S SEACREST BLVD | 93021500 | 0 | L | 1 | E | 05 | 01 | 01 | 01 | 03 | 0 |
| S SEACREST BLVD WOOLBRIGHT RD | 93512501 | 2 | I | M | E | 05 | 01 | 01 | 02 | 01 | 0 |
| S SEACREST BLVD E WOOLBRIGHT RD | 93512500 | 0 | R | 2 | S | 05 | 01 | 01 | 01 | 01 | 0 |
| W WOOLBRIGHT RD SEACREST BLVD | 93021500 | 0 | R | L | E | 05 | 01 | 01 | 02 | 03 | 0 |
| S SEACREST BLVD E WOOLBRIGHT RD | 93512501 | 2 | R | S | S | 05 | 01 | 02 | 01 | 01 | 0 |
| S SEACREST BLVD W WOOLBRIGHT RD | 93512501 | 2 | I | M | N | 05 | 01 | 01 | 02 | 03 | 0 |
| WOOLBRIGHT RD SEACREST BLVD | 93021500 | 0 | I | M | W | 05 | 01 | 01 | 02 | 03 | 0 |
| S SEACREST BLVD W WOOLBRIGHT RD | 93512501 | 2 | L | 2 | S | 05 | 03 | 01 | 02 | 03 | 0 |
| WOOLBRIGHT RD SEACREST BLVD | 93021500 | 0 | I | M | E | 05 | 01 | 01 | 02 | 01 | 0 |
| E WOOLBRIGHT RD S SEACREST BLVD | 93021500 | 0 | I | M | S | 05 | 01 | 01 | 02 | 03 | 0 |
| W WOOLBRIGHT RD S SEACREST BLVD | 93021500 | 0 | L | 2 | W | 05 | 01 | 01 | 01 | 03 | 0 |
| WOOLBRIGHT RD S SEACREST BLVD | 93021500 | 0 | R | 2 | E | 05 | 01 | 01 | 01 | 03 | 0 |
| WOOLBRIGHT RD SEACREST BLVD | 93021500 | 0 | R | 2 | E | 05 | 01 | 01 | 01 | 01 | 0 |
| SEACREST BLVD WOOLBRIGHT RD | 93512501 | 2 | I | M | E | 05 | 01 | 01 | 01 | 01 | 0 |
| SEACREST BLVD WOOLBRIGHT RD | 93512501 | 2 | R | L | N | 05 | 01 | 01 | 01 | 03 | 0 |
| SEACREST BLVD WOOLBRIGHT RD | 93512501 | 2 | I | M | E | 05 | 01 | 01 | 02 | 03 | 0 |
| S SEACREST BLVD WOOLBRIGHT RD | 93512501 | 2 | R | S | N | 05 | 01 | 02 | 01 | 01 | 0 |
| S SEACREST BLVD WOOLBRIGHT RD | 93512501 | 2 | I | M | N | 05 | 01 | 01 | 02 | 01 | 0 |
| W WOOLBRIGHT RD S SEACREST BLVD | 93021500 | 0 | R | 1 | E | 05 | 01 | 01 | 02 | 03 | 0 |
| W WOOLBRIGHT RD S SEACREST BLVD | 93021500 | 0 | R | 2 | E | 05 | 01 | 01 | 01 | 03 | 0 |
| W WOOLBRIGHT RD S SEACREST BLVD | 93021500 | 0 | L | 1 | E | 05 | 04 | 01 | 01 | 03 | 0 |
| W WOOLBRIGHT RD S SEACREST BLVD | 93021500 | 0 | R | 2 | E | 05 | 03 | 01 | 01 | 03 | 0 |

| | | | | | | | | | | |
|---|---|---|---|-----|---|---|----|----|----|----|
| 0 | 0 | 0 | 0 | RCI | 1 | 0 | 02 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 01 | 03 | 02 |
| 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 1 | 0 | 02 | 04 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 1 | 0 | 03 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 2 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 2 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 1 | 0 | 02 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 04 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 01 | 01 | 02 |
| 0 | 0 | 0 | 0 | RCI | 3 | 0 | 04 | 04 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 1 | 0 | 04 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 1 | 0 | 03 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 1 | 0 | 02 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 2 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 2 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 2 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 1 | 0 | 02 | 01 | 02 | 01 |
| 0 | 0 | 0 | 0 | RCI | 2 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 2 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 01 | 02 | 02 |
| 0 | 0 | 0 | 0 | RCI | 2 | 0 | 01 | 04 | 03 | 02 |
| 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 04 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 2 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 3 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 04 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 3 | 0 | 01 | 04 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 2 | 0 | 01 | 02 | 02 | 01 |
| 0 | 0 | 0 | 0 | RCI | 2 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 04 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 2 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 04 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 1 | 2 | 03 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 04 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 4 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 01 | 03 | 02 |
| 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 01 | 02 | 02 |
| 0 | 0 | 0 | 0 | RCI | 1 | 1 | 01 | 04 | 02 | 01 |
| 0 | 0 | 0 | 0 | RCI | 3 | 0 | 01 | 04 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 1 | 1 | 01 | 04 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 2 | 2 | 01 | 04 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 2 | 0 | 01 | 01 | 03 | 02 |
| 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 01 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 1 | 0 | 01 | 04 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 2 | 0 | 01 | 01 | 02 | 02 |
| 0 | 0 | 0 | 0 | RCI | 4 | 0 | 04 | 04 | 01 | 01 |
| 0 | 0 | 0 | 0 | RCI | 2 | 0 | 03 | 01 | 01 | 02 |

| | | | | | | | | | | | |
|--------------------------------|---------------------------|----|----|----|----|----|---|---|---|---|---|
| FAILED TO YIELD RIGHT-OF-WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| DROVE TOO FAST FOR CONDITIONS | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FAILED TO YIELD RIGHT-OF-WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FAILED TO KEEP IN PROPER LANE | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| RAN OFF ROADWAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 4 | 0 | 0 | 0 | 2 |
| FAILED TO YIELD RIGHT-OF-WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 2 |
| RAN RED LIGHT | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| IMPROPER BACKING | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FAILED TO YIELD RIGHT-OF-WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| RAN RED LIGHT | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 3 |
| RAN RED LIGHT | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 3 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 3 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| FAILED TO YIELD RIGHT-OF-WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| FAILED TO YIELD RIGHT-OF-WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FOLLOWED TOO CLOSELY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 3 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FAILED TO YIELD RIGHT-OF-WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 3 |
| FAILED TO YIELD RIGHT-OF-WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 4 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FAILED TO YIELD RIGHT-OF-WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 4 |
| OPER MV AGRSIVE, ERATIC, RCKLS | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| FAILED TO YIELD RIGHT-OF-WAY | OTHER CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| FAILED TO YIELD RIGHT-OF-WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FAILED TO YIELD RIGHT-OF-WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 2 |
| IMPROPER BACKING | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| RAN OFF ROADWAY | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| FAILED TO YIELD RIGHT-OF-WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| RAN RED LIGHT | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 3 |
| DROVE TOO FAST FOR CONDITIONS | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| RAN RED LIGHT | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 1 | 0 | 2 |
| FAILED TO KEEP IN PROPER LANE | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FAILED TO YIELD RIGHT-OF-WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 2 |
| FOLLOWED TOO CLOSELY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 3 |
| RAN OFF ROADWAY | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FOLLOWED TOO CLOSELY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FOLLOWED TOO CLOSELY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| FAILED TO YIELD RIGHT-OF-WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 3 | 0 | 1 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |

| | | | | | | | | | | | | | | | | | | | |
|---|-----|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 2 2 | N | N | N | N | Y | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 2 | N | Y | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 3 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 3 | N | N | N | N | N | Y | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 2 | N | N | N | N | N | N | Y | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 2 | N | N | N | N | N | Y | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 4 | N | N | N | N | N | N | Y | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 2 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 2 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 3 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 4 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 2 | N | N | N | N | N | Y | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 3 3 | N | N | N | N | N | Y | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 3 3 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 2 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 3 3 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 3 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 2 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 4 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 1 1 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 2 | N | N | N | N | N | Y | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 2 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 3 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 3 5 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 4 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 3 | N | N | N | N | N | N | N | Y | N | N | N | N | N | N | N | N | N | N |
| 0 | 3 4 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 4 6 | N | N | N | N | N | N | N | Y | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 3 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 2 | N | N | N | N | N | N | N | N | Y | N | N | N | N | N | N | N | N | N |
| 0 | 5 5 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 1 1 | N | Y | N | N | N | N | N | Y | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 5 | N | N | N | N | N | N | N | Y | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 2 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 2 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 2 | N | N | N | N | N | N | N | Y | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 4 | N | N | N | N | N | N | N | Y | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 3 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 1 1 | N | N | N | N | N | N | N | Y | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 2 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 2 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 3 5 | N | Y | N | N | N | Y | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 2 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 6 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 2 | N | N | N | N | N | Y | N | Y | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 2 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 3 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 2 | N | N | N | N | N | N | N | Y | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 3 | N | N | N | N | N | N | N | N | N | N | N | N | Y | N | N | N | N | N |
| 0 | 3 3 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 1 1 | N | N | N | N | N | N | N | N | Y | N | N | N | N | N | N | N | N | N |
| 0 | 2 4 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 3 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
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| 0 | 2 3 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 2 2 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |

| | | | |
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| 26.515088 | -80.0638512 | 06/10/2018 | 20 |
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| 26.514535 | -80.063992 | 03/04/2018 | 20 |
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| 26.514532 | -80.0638373 | 03/04/2018 | 20 |
| 26.514535 | -80.063838 | 03/04/2018 | 20 |
| 26.514811 | -80.0638431 | 03/04/2018 | 20 |
| 26.514535 | -80.063838 | 03/04/2018 | 20 |
| 26.514535 | -80.064146 | 03/04/2018 | 20 |
| 26.514535 | -80.06393 | 03/04/2018 | 20 |
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| 26.514535 | -80.063684 | 03/04/2018 | 20 |
| 26.514535 | -80.063884 | 03/04/2018 | 20 |
| 26.514532 | -80.0638373 | 03/04/2018 | 20 |
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| 26.514532 | -80.0638373 | 03/04/2018 | 20 |
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| 26.513986 | -80.0638273 | 06/10/2018 | 20 |
| 26.514532 | -80.0638373 | 06/10/2018 | 20 |
| 26.514535 | -80.064038 | 06/10/2018 | 20 |
| 26.514535 | -80.064454 | 06/10/2018 | 20 |
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| 26.514535 | -80.064146 | 06/10/2018 | 20 |

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|-----|----------|------|-----------|-----------|---|-------------------------|----|----|------------|------|-----------|------|------|---|
| 893 | 10627972 | 2017 | 869268130 | 17-32632 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 06/12/2017 | 1314 | MONDAY | 9334 | 0634 | Y |
| 895 | 10628810 | 2017 | 869259000 | 17-012660 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 03/06/2017 | 1543 | MONDAY | 9334 | 0634 | Y |
| 910 | 10706352 | 2017 | 815320290 | 17044052 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 08/01/2017 | 1628 | TUESDAY | 9334 | 0634 | Y |
| 299 | 10524429 | 2016 | 863997440 | 16029533 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 05/26/2016 | 1752 | THURSDAY | 9334 | 0634 | Y |
| 420 | 10628684 | 2017 | 869255420 | 17005615 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 01/31/2017 | 1727 | TUESDAY | 9334 | 0634 | Y |
| 422 | 10628938 | 2017 | 869266380 | 17027291 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 05/15/2017 | 2046 | MONDAY | 9334 | 0634 | Y |
| 588 | 3492457 | 2013 | 821884990 | 13-10287 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 03/02/2013 | 1226 | SATURDAY | 9334 | 0634 | Y |
| 690 | 3830320 | 2014 | 846924830 | 14-030258 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 07/04/2014 | 0357 | FRIDAY | 9334 | 0634 | Y |
| 732 | 3990753 | 2015 | 861299580 | 15-45633 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 09/25/2015 | 0704 | FRIDAY | 9334 | 0634 | Y |
| 769 | 4175977 | 2015 | 861305490 | 15-060772 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 12/17/2015 | 2005 | THURSDAY | 9334 | 0634 | Y |
| 833 | 10390080 | 2016 | 861309390 | 16-004535 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 01/26/2016 | 0743 | TUESDAY | 9334 | 0634 | Y |
| 859 | 10523478 | 2016 | 864012080 | 16-62247 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 11/08/2016 | 0850 | TUESDAY | 9334 | 0634 | Y |
| 876 | 10603337 | 2017 | 815320960 | 17045772 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 08/09/2017 | 1155 | WEDNESDAY | 9334 | 0634 | Y |
| 890 | 10627586 | 2017 | 869258880 | 17012306 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 03/04/2017 | 2020 | SATURDAY | 9334 | 0634 | Y |
| 222 | 10335197 | 2016 | 864000730 | 16037514 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 07/06/2016 | 2120 | WEDNESDAY | 9334 | 0634 | Y |
| 225 | 10337091 | 2016 | 864003540 | 16-42918 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 08/04/2016 | 1144 | THURSDAY | 9334 | 0634 | Y |
| 226 | 10337096 | 2016 | 864007030 | 16050983 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 09/14/2016 | 0749 | WEDNESDAY | 9334 | 0634 | Y |
| 242 | 10383728 | 2016 | 863994040 | 16022130 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 04/19/2016 | 1010 | TUESDAY | 9334 | 0634 | Y |
| 255 | 10391274 | 2016 | 864008290 | 16-51434 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 09/16/2016 | 1204 | FRIDAY | 9334 | 0634 | Y |
| 273 | 10429235 | 2016 | 863988880 | 16012021 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 03/01/2016 | 1456 | TUESDAY | 9334 | 0634 | Y |
| 277 | 10431949 | 2016 | 864008200 | 16-053408 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 09/26/2016 | 2320 | MONDAY | 9334 | 0634 | Y |
| 283 | 10433918 | 2016 | 864011790 | 16061556 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 11/04/2016 | 1742 | FRIDAY | 9334 | 0634 | Y |
| 284 | 10433923 | 2016 | 864015210 | 16-068599 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 12/10/2016 | 1333 | SATURDAY | 9334 | 0634 | Y |
| 285 | 10434861 | 2016 | 863990530 | 16-014939 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 03/15/2016 | 1747 | TUESDAY | 9334 | 0634 | Y |
| 292 | 10466195 | 2016 | 863997780 | 16030264 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 05/30/2016 | 1530 | MONDAY | 9334 | 0634 | Y |
| 297 | 10477602 | 2016 | 864005480 | 16046816 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 08/24/2016 | 0642 | WEDNESDAY | 9334 | 0634 | Y |
| 357 | 10601738 | 2017 | 815324410 | 17-53988 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 09/17/2017 | 2032 | SUNDAY | 9334 | 0634 | Y |
| 358 | 10601848 | 2017 | 815324630 | 17054381 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 09/19/2017 | 2116 | TUESDAY | 9334 | 0634 | Y |
| 366 | 10602965 | 2017 | 815318500 | 17-038462 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 07/08/2017 | 2117 | SATURDAY | 9334 | 0634 | Y |
| 367 | 10602972 | 2017 | 815322310 | 17-049122 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 08/24/2017 | 2056 | THURSDAY | 9334 | 0634 | Y |
| 369 | 10603054 | 2017 | 815330520 | 17-068376 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 11/27/2017 | 2159 | MONDAY | 9334 | 0634 | Y |
| 370 | 10603136 | 2017 | 815322510 | 17-049589 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 08/27/2017 | 1027 | SUNDAY | 9334 | 0634 | Y |
| 374 | 10603364 | 2017 | 815321010 | 17-045006 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 08/05/2017 | 2051 | SATURDAY | 9334 | 0634 | Y |
| 375 | 10603369 | 2017 | 815323920 | 17-052824 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 09/12/2017 | 1151 | TUESDAY | 9334 | 0634 | Y |
| 407 | 10625376 | 2017 | 869260750 | 17-016874 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 03/26/2017 | 1145 | SUNDAY | 9334 | 0634 | Y |
| 408 | 10625381 | 2017 | 869260980 | 17-16873 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 03/26/2017 | 1144 | SUNDAY | 9334 | 0634 | Y |
| 409 | 10626175 | 2017 | 869267850 | 17032059 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 06/09/2017 | 1453 | FRIDAY | 9334 | 0634 | Y |
| 411 | 10627358 | 2017 | 869265830 | 17027815 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 05/18/2017 | 1603 | THURSDAY | 9334 | 0634 | Y |
| 414 | 10627579 | 2017 | 869255370 | 17005685 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 01/30/2017 | 2309 | MONDAY | 9334 | 0634 | Y |
| 423 | 10629032 | 2017 | 869254450 | 17-003480 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 01/19/2017 | 1650 | THURSDAY | 9334 | 0634 | Y |
| 424 | 10629159 | 2017 | 869265890 | 17-027883 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 05/19/2017 | 2353 | FRIDAY | 9334 | 0634 | Y |
| 428 | 10661246 | 2017 | 815325620 | 17056405 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 09/30/2017 | 1612 | SATURDAY | 9334 | 0634 | Y |
| 466 | 10703783 | 2017 | 869263890 | 17-024258 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 04/29/2017 | 2105 | SATURDAY | 9334 | 0634 | Y |
| 467 | 10704626 | 2017 | 869259890 | 17014507 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 03/15/2017 | 1454 | WEDNESDAY | 9334 | 0634 | Y |
| 470 | 10706242 | 2017 | 815316350 | 17031748 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 06/07/2017 | 2144 | WEDNESDAY | 9334 | 0634 | Y |
| 494 | 10719931 | 2017 | 864017980 | 17000427 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 01/03/2017 | 1331 | TUESDAY | 9334 | 0634 | Y |
| 495 | 10720027 | 2017 | 864018200 | 17000435 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 01/03/2017 | 1402 | TUESDAY | 9334 | 0634 | Y |
| 501 | 3248229 | 2013 | 821894250 | 13-30464 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 06/26/2013 | 1919 | WEDNESDAY | 9334 | 0634 | Y |
| 507 | 3248546 | 2013 | 821899550 | 13-44483 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 09/07/2013 | 1433 | SATURDAY | 9334 | 0634 | Y |
| 525 | 3328049 | 2013 | 821881230 | 13-002198 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 01/14/2013 | 1700 | MONDAY | 9334 | 0634 | Y |
| 534 | 3358852 | 2013 | 821883660 | 13-007601 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 02/14/2013 | 1904 | THURSDAY | 9334 | 0634 | Y |
| 536 | 3362010 | 2013 | 821894680 | 13-31445 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 07/02/2013 | 1815 | TUESDAY | 9334 | 0634 | Y |
| 543 | 3400626 | 2013 | 821883040 | 13-6490 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 02/08/2013 | 1555 | FRIDAY | 9334 | 0634 | Y |
| 548 | 3400945 | 2013 | 821896480 | 13-36189 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 07/26/2013 | 1815 | FRIDAY | 9334 | 0634 | Y |
| 558 | 3414654 | 2013 | 821904890 | 13057454 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 11/19/2013 | 1118 | TUESDAY | 9334 | 0634 | Y |
| 565 | 3415569 | 2013 | 821880800 | 13-001014 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 01/07/2013 | 1038 | MONDAY | 9334 | 0634 | Y |
| 594 | 3511004 | 2013 | 821901910 | 13-050225 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 10/09/2013 | 1241 | WEDNESDAY | 9334 | 0634 | Y |
| 596 | 3523019 | 2014 | 821914910 | 14-012629 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 03/17/2014 | 1507 | MONDAY | 9334 | 0634 | Y |

| | | | | | | | | | | | | | | | |
|-----------------|-----------------|----------|----------|------|------|---|---|---|----|----|----|----|----|----|----|
| SEACREST BLVD | WOOLBRIGHT RD | 93512501 | 2 | | | I | M | W | | 05 | 02 | 01 | 02 | 01 | 0 |
| W WOOLBRIGHT RD | S SEACREST BLVD | 93021500 | 0 | | | R | 2 | E | | 04 | 03 | 01 | 02 | 01 | 0 |
| S SEACREST BLVD | W WOOLBRIGHT RD | 93512501 | 2 | | | I | M | N | | 05 | 02 | 01 | 02 | 01 | 0 |
| WOOLBRIGHT RD | SEACREST BLVD | 93021500 | 0 | | | R | D | N | | 05 | 01 | 08 | 77 | 03 | 0 |
| E WOOLBRIGHT RD | SE 1ST ST | 93021500 | 0 | | | R | 1 | O | | 05 | 01 | 01 | 02 | 01 | 0 |
| E WOOLBRIGHT RD | SE 1ST ST | 93021500 | 0 | | | R | L | E | | 05 | 03 | 01 | 01 | 03 | 0 |
| E WOOLBRIGHT RD | SE 1ST ST | 93021500 | 0 | | | L | 2 | W | | 05 | 01 | 01 | 01 | 03 | 0 |
| E WOOLBRIGHT RD | SE 1ST ST | 93021500 | 0 | | | M | M | E | | 05 | 01 | 01 | 01 | 01 | 0 |
| WOOLBRIGHT RD | SEACREST BLVD | 93021500 | 0 | | | M | M | E | | 05 | 05 | 04 | 77 | 01 | 0 |
| WOOLBRIGHT RD | SE 1ST ST | 93021500 | 0 | | | I | M | S | | 05 | 03 | 01 | 03 | 03 | 0 |
| WOOLBRIGHT RD | SE 1ST ST | 93021500 | 0 | | | L | 1 | W | | 05 | 01 | 01 | 02 | 03 | 0 |
| E WOOLBRIGHT RD | S FEDERAL HWY | 93021500 | 0 | | | I | M | W | | 05 | 02 | 01 | 02 | 03 | 0 |
| WOOLBRIGHT RD | SEACREST BLVD | 93021500 | 0 | | | R | 1 | E | | 05 | 18 | 01 | 01 | 03 | 0 |
| E WOOLBRIGHT RD | S FEDERAL HWY | 93021500 | 0 | | | R | 2 | E | | 05 | 01 | 01 | 01 | 03 | 0 |
| SR 5 | WOOLBRIGHT RD | 93010000 | 13 01363 | SR 5 | US 1 | L | S | S | 20 | 03 | 01 | 01 | 01 | 01 | 42 |
| SR 5 | WOOLBRIGHT RD | 93010000 | 13 03287 | SR 5 | US 1 | R | L | O | 20 | 03 | 01 | 01 | 01 | 01 | 42 |
| WOOLBRIGHT RD | SR 5 | 93010000 | 13 01363 | SR 5 | US 1 | T | R | E | 20 | 05 | 01 | 01 | 01 | 01 | 42 |
| WOOLBRIGHT RD | SR 5 | 93010000 | 13 01363 | SR 5 | US 1 | R | C | N | 20 | 03 | 01 | 01 | 02 | 01 | 42 |
| WOOLBRIGHT RD | SR 5 | 93010000 | 13 01363 | SR 5 | US 1 | S | L | W | 20 | 05 | 01 | 01 | 02 | 03 | 42 |
| SR 5 | WOOLBRIGHT RD | 93010000 | 13 01363 | SR 5 | US 1 | L | 2 | S | 20 | 03 | 01 | 01 | 01 | 01 | 42 |
| SR 5 | WOOLBRIGHT RD | 93010000 | 13 01363 | SR 5 | US 1 | R | 2 | W | 20 | 03 | 01 | 01 | 02 | 01 | 42 |
| WOOLBRIGHT RD | SR 5 | 93010000 | 13 01363 | SR 5 | US 1 | L | 2 | W | 20 | 05 | 01 | 01 | 01 | 01 | 42 |
| WOOLBRIGHT RD | SR 5 | 93010000 | 13 01363 | SR 5 | US 1 | S | 2 | E | 20 | 05 | 01 | 01 | 01 | 01 | 42 |
| SR 5 | WOOLBRIGHT RD | 93010000 | 13 01363 | SR 5 | US 1 | R | U | N | 20 | 03 | 01 | 01 | 01 | 03 | 42 |
| WOOLBRIGHT RD | SR 5 | 93010000 | 13 01363 | SR 5 | US 1 | R | 2 | E | 20 | 04 | 01 | 01 | 02 | 01 | 42 |
| SR 5 | WOOLBRIGHT RD | 93010000 | 13 01363 | SR 5 | US 1 | L | 1 | W | 20 | 05 | 01 | 01 | 02 | 03 | 42 |
| SR 5 | WOOLBRIGHT RD | 93010000 | 13 01363 | SR 5 | US 1 | I | M | S | 20 | 03 | 02 | 01 | 02 | 01 | 42 |
| WOOLBRIGHT RD | SR 5 | 93010000 | 13 01363 | SR 5 | US 1 | S | 1 | O | 20 | 05 | 18 | 01 | 01 | 03 | 42 |
| SR 5 | WOOLBRIGHT RD | 93010000 | 13 01363 | SR 5 | US 1 | L | 2 | S | 20 | 05 | 02 | 01 | 02 | 03 | 42 |
| SR 5 | WOOLBRIGHT RD | 93010000 | 13 01363 | SR 5 | US 1 | R | L | O | 20 | 03 | 03 | 01 | 01 | 03 | 42 |
| SR 5 | WOOLBRIGHT RD | 93010000 | 13 01363 | SR 5 | US 1 | L | 2 | W | 20 | 03 | 02 | 01 | 02 | 03 | 42 |
| SR 5 | WOOLBRIGHT RD | 93010000 | 13 01363 | SR 5 | US 1 | L | 2 | S | 20 | 03 | 02 | 01 | 02 | 01 | 42 |
| SR 5 | WOOLBRIGHT RD | 93010000 | 13 01363 | SR 5 | US 1 | L | 2 | S | 20 | 03 | 03 | 01 | 01 | 03 | 42 |
| SR 5 | WOOLBRIGHT RD | 93010000 | 13 01363 | SR 5 | US 1 | R | 2 | E | 20 | 03 | 18 | 01 | 02 | 03 | 42 |
| SR 5 | WOOLBRIGHT RD | 93010000 | 13 01363 | SR 5 | US 1 | L | 1 | E | 20 | 03 | 03 | 01 | 02 | 03 | 42 |
| SR 5 | WOOLBRIGHT RD | 93010000 | 13 01363 | SR 5 | US 1 | L | 2 | S | 20 | 03 | 02 | 01 | 03 | 03 | 42 |
| SR 5 | WOOLBRIGHT RD | 93010000 | 13 01363 | SR 5 | US 1 | R | 2 | N | 20 | 03 | 18 | 01 | 01 | 03 | 42 |
| SR 5 | WOOLBRIGHT RD | 93010000 | 13 03287 | SR 5 | US 1 | R | 1 | N | 20 | 03 | 18 | 01 | 02 | 01 | 42 |
| SR 5 | WOOLBRIGHT RD | 93010000 | 13 01363 | SR 5 | US 1 | R | 1 | E | 20 | 03 | 01 | 01 | 02 | 01 | 42 |
| SR 5 | WOOLBRIGHT RD | 93010000 | 13 01363 | SR 5 | US 1 | I | M | S | 20 | 03 | 01 | 01 | 02 | 01 | 42 |
| SR 5 | WOOLBRIGHT RD | 93010000 | 13 01363 | SR 5 | US 1 | R | L | N | 20 | 03 | 03 | 01 | 01 | 03 | 42 |
| SR 5 | WOOLBRIGHT RD | 93010000 | 13 01363 | SR 5 | US 1 | L | 2 | S | 20 | 03 | 03 | 01 | 01 | 03 | 42 |
| SR 5 | WOOLBRIGHT RD | 93010000 | 13 01363 | SR 5 | US 1 | R | 2 | E | 20 | 03 | 02 | 01 | 02 | 03 | 42 |
| SR 5 | WOOLBRIGHT RD | 93010000 | 13 01363 | SR 5 | US 1 | I | M | N | 20 | 03 | 01 | 01 | 02 | 03 | 42 |
| SR 5 | WOOLBRIGHT RD | 93010000 | 13 01363 | SR 5 | US 1 | L | 1 | W | 20 | 03 | 02 | 01 | 02 | 03 | 42 |
| WOOLBRIGHT RD | SR 5 | 93010000 | 13 01363 | SR 5 | US 1 | S | D | N | 20 | 05 | 03 | 01 | 77 | 02 | 42 |
| SR 5 | WOOLBRIGHT RD | 93010000 | 13 01363 | SR 5 | US 1 | R | L | N | 20 | 03 | 01 | 01 | 01 | 01 | 42 |
| SR 5 | WOOLBRIGHT RD | 93010000 | 13 01363 | SR 5 | US 1 | R | 1 | E | 20 | 03 | 01 | 01 | 02 | 01 | 40 |
| FEDERAL HWY | WOOLBRIGHT RD | 93010000 | 13 01363 | SR 5 | US 1 | L | 1 | O | 20 | 03 | 01 | 01 | 01 | 01 | 40 |
| WOOLBRIGHT RD | SR 5 | 93010000 | 13 01363 | SR 5 | US 1 | S | 3 | E | 20 | 05 | 01 | 01 | 01 | 01 | 40 |
| FEDERAL HWY S | WOOLBRIGHT RD | 93010000 | 13 01363 | SR 5 | US 1 | L | 1 | S | 20 | 03 | 01 | 01 | 02 | 01 | 40 |
| SR 5 | WOOLBRIGHT RD | 93010000 | 13 01363 | SR 5 | US 1 | L | S | S | 20 | 03 | 01 | 01 | 01 | 01 | 40 |
| FEDERAL HWY | WOOLBRIGHT RD | 93010000 | 13 03287 | SR 5 | US 1 | R | 2 | N | 20 | 03 | 01 | 01 | 01 | 01 | 40 |
| WOOLBRIGHT RD | SR 5 | 93010000 | 13 01363 | SR 5 | US 1 | S | 1 | W | 20 | 05 | 03 | 01 | 01 | 03 | 40 |
| WOOLBRIGHT RD | SR 5 | 93010000 | 13 01363 | SR 5 | US 1 | I | M | E | 20 | 05 | 01 | 01 | 01 | 01 | 40 |
| SR 5 | WOOLBRIGHT RD | 93010000 | 13 01363 | SR 5 | US 1 | R | L | N | 20 | 03 | 01 | 01 | 02 | 01 | 40 |
| WOOLBRIGHT RD | SR 5 | 93010000 | 13 01363 | SR 5 | US 1 | S | 1 | N | 20 | 05 | 01 | 01 | 01 | 02 | 40 |
| WOOLBRIGHT RD | SR 5 | 93010000 | 13 01363 | SR 5 | US 1 | T | 1 | E | 20 | 05 | 01 | 01 | 01 | 01 | 40 |

| | | | | | | | | | | | | | |
|----|-------|---|---|---|---|-----------|----|---|---|----|----|----|----|
| | | 0 | 0 | 0 | 0 | RCI | | 1 | 0 | 02 | 01 | 01 | 01 |
| | | 0 | 0 | 0 | 0 | RCI | | 1 | 0 | 03 | 01 | 01 | 01 |
| | | 0 | 0 | 0 | 0 | RCI | | 3 | 0 | 02 | 01 | 03 | 02 |
| | | 0 | 0 | 0 | 0 | RCI | | 1 | 0 | 01 | 01 | 01 | 01 |
| | | 0 | 0 | 0 | 0 | RCI | | 1 | 0 | 01 | 01 | 01 | 01 |
| | | 0 | 0 | 0 | 0 | RCI | | 2 | 0 | 03 | 05 | 01 | 01 |
| | | 0 | 0 | 0 | 0 | RCI | | 2 | 0 | 01 | 01 | 01 | 01 |
| | | 0 | 0 | 0 | 0 | RCI | | 3 | 0 | 01 | 04 | 03 | 02 |
| | | 0 | 0 | 0 | 0 | RCI | | 1 | 0 | 05 | 01 | 01 | 01 |
| | | 0 | 0 | 0 | 0 | RCI | | 3 | 0 | 03 | 05 | 01 | 01 |
| | | 0 | 0 | 0 | 0 | RCI | | 4 | 0 | 01 | 01 | 01 | 01 |
| | | 0 | 0 | 0 | 0 | RCI | | 1 | 0 | 02 | 01 | 01 | 01 |
| | | 0 | 0 | 0 | 0 | RCI | | 1 | 0 | 01 | 01 | 01 | 01 |
| | | 0 | 0 | 0 | 0 | RCI | | 1 | 0 | 01 | 04 | 01 | 01 |
| 16 | PAVED | 4 | 2 | 0 | 2 | 22000 RCI | 35 | 1 | 0 | 03 | 04 | 01 | 01 |
| 16 | PAVED | 4 | 2 | 0 | 1 | 29000 RCI | 35 | 1 | 0 | 03 | 01 | 01 | 01 |
| 16 | PAVED | 4 | 2 | 0 | 2 | 22000 RCI | 35 | 1 | 0 | 03 | 01 | 01 | 01 |
| 16 | PAVED | 4 | 2 | 0 | 2 | 22000 RCI | 35 | 2 | 0 | 02 | 01 | 01 | 01 |
| 16 | PAVED | 4 | 2 | 0 | 2 | 22000 RCI | 35 | 1 | 0 | 03 | 01 | 01 | 01 |
| 16 | PAVED | 4 | 2 | 0 | 2 | 22000 RCI | 35 | 1 | 0 | 02 | 01 | 01 | 01 |
| 16 | PAVED | 4 | 2 | 0 | 2 | 22000 RCI | 35 | 3 | 0 | 02 | 04 | 01 | 01 |
| 16 | PAVED | 4 | 2 | 0 | 2 | 22000 RCI | 35 | 2 | 0 | 04 | 01 | 01 | 01 |
| 16 | PAVED | 4 | 2 | 0 | 2 | 22000 RCI | 35 | 1 | 0 | 01 | 01 | 02 | 01 |
| 16 | PAVED | 4 | 2 | 0 | 2 | 22000 RCI | 35 | 1 | 0 | 02 | 01 | 01 | 01 |
| 16 | PAVED | 4 | 2 | 0 | 2 | 22000 RCI | 35 | 2 | 0 | 02 | 01 | 01 | 01 |
| 16 | PAVED | 4 | 2 | 0 | 2 | 22000 RCI | 35 | 2 | 0 | 02 | 01 | 01 | 01 |
| 16 | PAVED | 4 | 2 | 0 | 2 | 21000 RCI | 35 | 2 | 0 | 02 | 04 | 01 | 01 |
| 16 | PAVED | 4 | 2 | 0 | 2 | 21000 RCI | 35 | 1 | 0 | 01 | 04 | 03 | 02 |
| 16 | PAVED | 4 | 2 | 0 | 2 | 21000 RCI | 35 | 1 | 0 | 02 | 05 | 01 | 01 |
| 16 | PAVED | 4 | 2 | 0 | 2 | 21000 RCI | 35 | 1 | 0 | 03 | 04 | 01 | 01 |
| 16 | PAVED | 4 | 2 | 0 | 2 | 21000 RCI | 35 | 2 | 0 | 02 | 04 | 01 | 01 |
| 16 | PAVED | 4 | 2 | 0 | 2 | 21000 RCI | 35 | 1 | 0 | 02 | 01 | 01 | 01 |
| 16 | PAVED | 4 | 2 | 0 | 2 | 21000 RCI | 35 | 3 | 1 | 03 | 04 | 01 | 01 |
| 16 | PAVED | 4 | 2 | 0 | 2 | 21000 RCI | 35 | 1 | 0 | 01 | 01 | 01 | 01 |
| 16 | PAVED | 4 | 2 | 0 | 2 | 21000 RCI | 35 | 3 | 0 | 02 | 01 | 01 | 01 |
| 16 | PAVED | 4 | 2 | 0 | 2 | 21000 RCI | 35 | 1 | 0 | 03 | 01 | 01 | 01 |
| 16 | PAVED | 4 | 2 | 0 | 2 | 21000 RCI | 35 | 1 | 0 | 01 | 01 | 01 | 01 |
| 16 | PAVED | 4 | 2 | 0 | 2 | 21000 RCI | 35 | 3 | 0 | 02 | 01 | 01 | 01 |
| 16 | PAVED | 4 | 2 | 0 | 2 | 21000 RCI | 35 | 1 | 0 | 03 | 01 | 01 | 01 |
| 16 | PAVED | 4 | 2 | 0 | 2 | 21000 RCI | 35 | 1 | 0 | 01 | 01 | 01 | 01 |
| 16 | PAVED | 4 | 2 | 0 | 2 | 21000 RCI | 35 | 2 | 0 | 03 | 01 | 01 | 01 |
| 16 | PAVED | 4 | 2 | 0 | 2 | 21000 RCI | 35 | 2 | 0 | 02 | 04 | 01 | 01 |
| 16 | PAVED | 4 | 2 | 0 | 2 | 21000 RCI | 35 | 1 | 0 | 01 | 01 | 01 | 01 |
| 16 | PAVED | 4 | 2 | 0 | 2 | 21000 RCI | 35 | 1 | 0 | 03 | 04 | 03 | 02 |
| 16 | PAVED | 4 | 2 | 0 | 2 | 21000 RCI | 35 | 1 | 0 | 03 | 01 | 01 | 01 |
| 16 | PAVED | 4 | 2 | 0 | 2 | 21000 RCI | 35 | 1 | 0 | 02 | 04 | 01 | 01 |
| 16 | PAVED | 4 | 2 | 0 | 2 | 21000 RCI | 35 | 1 | 0 | 02 | 01 | 01 | 01 |
| 16 | PAVED | 4 | 2 | 0 | 2 | 21000 RCI | 35 | 1 | 0 | 02 | 04 | 03 | 02 |
| 16 | PAVED | 4 | 2 | 0 | 2 | 21000 RCI | 35 | 3 | 0 | 04 | 01 | 01 | 01 |
| 16 | PAVED | 4 | 2 | 0 | 2 | 21000 RCI | 35 | 1 | 0 | 03 | 01 | 01 | 01 |
| 16 | PAVED | 4 | 2 | 0 | 2 | 21500 RCI | 35 | 2 | 0 | 03 | 02 | 01 | 01 |
| 16 | PAVED | 4 | 2 | 0 | 2 | 21500 RCI | 35 | 1 | 0 | 02 | 01 | 03 | 02 |
| 16 | PAVED | 4 | 2 | 0 | 2 | 21500 RCI | 35 | 2 | 0 | 03 | 01 | 01 | 01 |
| 16 | PAVED | 4 | 2 | 0 | 2 | 21500 RCI | 35 | 1 | 0 | 02 | 04 | 03 | 02 |
| 16 | PAVED | 4 | 2 | 0 | 2 | 21500 RCI | 35 | 1 | 0 | 04 | 01 | 01 | 01 |
| 16 | PAVED | 4 | 2 | 0 | 0 | 28000 RCI | 35 | 3 | 0 | 03 | 01 | 01 | 01 |
| 16 | PAVED | 4 | 2 | 0 | 2 | 21500 RCI | 35 | 1 | 0 | 02 | 01 | 01 | 01 |
| 16 | PAVED | 4 | 2 | 0 | 2 | 21500 RCI | 35 | 2 | 0 | 03 | 01 | 01 | 01 |
| 16 | PAVED | 4 | 2 | 0 | 2 | 21500 RCI | 35 | 2 | 0 | 02 | 01 | 01 | 01 |
| 16 | PAVED | 4 | 2 | 0 | 2 | 21500 RCI | 35 | 2 | 0 | 04 | 01 | 02 | 01 |
| 16 | PAVED | 4 | 2 | 0 | 1 | 21000 RCI | 35 | 2 | 0 | 02 | 01 | 02 | 01 |

| | | | | | | | | | | | |
|--------------------------------|---------------------------|----|----|----|----|----|---|---|---|---|---|
| RAN RED LIGHT | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FAILED TO YIELD RIGHT-OF-WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 1 | 1 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FAILED TO KEEP IN PROPER LANE | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 3 |
| FOLLOWED TOO CLOSELY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| DROVE TOO FAST FOR CONDITIONS | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 1 | 0 | 2 |
| FAILED TO YIELD RIGHT-OF-WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FAILED TO KEEP IN PROPER LANE | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| FAILED TO YIELD RIGHT-OF-WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 3 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| IMPROPER TURN | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPER MV AGRSIVE, ERATIC, RCKLS | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| IMPROPER BACKING | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FOLLOWED TOO CLOSELY | FOLLOWED TOO CLOSELY | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 3 |
| RAN RED LIGHT | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| RAN STOP SIGN | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 2 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| RAN RED LIGHT | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FAILED TO YIELD RIGHT-OF-WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 6 | 0 | 0 | 0 | 2 |
| FAILED TO YIELD RIGHT-OF-WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 5 | 0 | 0 | 0 | 4 |
| OTHER CONTRIBUTING ACTION | OTHER CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| RAN RED LIGHT | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 2 |
| IMPROPER TURN | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | OTHER CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| DROVE TOO FAST FOR CONDITIONS | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| RAN RED LIGHT | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| RAN RED LIGHT | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| RAN RED LIGHT | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 1 |
| FAILED TO YIELD RIGHT-OF-WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FAILED TO YIELD RIGHT-OF-WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 1 | 1 |
| OTHER CONTRIBUTING ACTION | OTHER CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 1 | 1 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OVER-CORRECTING/OVERSTEERING | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| FOLLOWED TOO CLOSELY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| FAILED TO YIELD RIGHT-OF-WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |

| | | | |
|-----------|-------------|------------|----|
| 26.514532 | -80.0638373 | 06/10/2018 | 20 |
| 26.514535 | -80.064084 | 06/10/2018 | 20 |
| 26.514532 | -80.0638373 | 06/10/2018 | 20 |
| 26.514545 | -80.062307 | 06/10/2018 | 21 |
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| 26.514545 | -80.062295 | 06/10/2018 | 21 |
| 26.514545 | -80.061833 | 03/04/2018 | 21 |
| 26.514545 | -80.06191 | 03/04/2018 | 21 |
| 26.514545 | -80.061999 | 03/04/2018 | 21 |
| 26.514545 | -80.0619873 | 03/04/2018 | 21 |
| 26.514545 | -80.060457 | 06/10/2018 | 22 |
| 26.514545 | -80.060449 | 06/10/2018 | 22 |
| 26.514545 | -80.060777 | 06/10/2018 | 22 |
| 26.514545 | -80.060591 | 06/10/2018 | 22 |
| 26.514821 | -80.0590509 | 06/10/2018 | 23 |
| 26.514114 | -80.0589293 | 06/10/2018 | 23 |
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| 26.514668 | -80.0589173 | 06/10/2018 | 23 |
| 26.514668 | -80.0589173 | 06/10/2018 | 23 |
| 26.514821 | -80.0590509 | 06/10/2018 | 23 |
| 26.514698 | -80.0589173 | 06/10/2018 | 23 |
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| 26.514668 | -80.0589173 | 06/10/2018 | 23 |
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| 26.514689 | -80.059054 | 03/04/2018 | 23 |
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|-----|---------|----------------|-----------|---|-------------------------|----|----|------------|------|-----------|------|------|---|
| 602 | 3531625 | 2014 856828800 | 14-56078 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 12/21/2014 | 2250 | SUNDAY | 9334 | 0634 | Y |
| 620 | 3602761 | 2014 846927370 | 14-035584 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 08/07/2014 | 1205 | THURSDAY | 9334 | 0634 | Y |
| 624 | 3606829 | 2014 846918620 | 14017773 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 04/17/2014 | 1324 | THURSDAY | 9334 | 0634 | Y |
| 625 | 3607246 | 2014 846936000 | 14-53221 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 12/02/2014 | 1343 | TUESDAY | 9334 | 0634 | Y |
| 628 | 3607942 | 2014 846916070 | 14-012972 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 03/19/2014 | 1617 | WEDNESDAY | 9334 | 0634 | Y |
| 630 | 3608599 | 2014 846916700 | 14014265 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 03/27/2014 | 1559 | THURSDAY | 9334 | 0634 | Y |
| 636 | 3617722 | 2014 846926500 | 14-34071 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 07/28/2014 | 1750 | MONDAY | 9334 | 0634 | Y |
| 644 | 3639715 | 2014 846927270 | 14-35467 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 08/06/2014 | 1725 | WEDNESDAY | 9334 | 0634 | Y |
| 689 | 3824728 | 2014 846935850 | 14-053030 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 11/30/2014 | 0000 | SUNDAY | 9334 | 0634 | Y |
| 717 | 3942314 | 2015 861299840 | 15-49458 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 10/14/2015 | 1134 | WEDNESDAY | 9334 | 0634 | Y |
| 720 | 3951454 | 2015 861306560 | 15060553 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 12/16/2015 | 1648 | WEDNESDAY | 9334 | 0634 | Y |
| 724 | 3962863 | 2015 856837510 | 15013030 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 03/28/2015 | 1429 | SATURDAY | 9334 | 0634 | Y |
| 726 | 3974041 | 2015 861301460 | 15-052724 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 11/02/2015 | 1515 | MONDAY | 9334 | 0634 | Y |
| 730 | 3978237 | 2015 856845750 | 15-30060 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 07/04/2015 | 1504 | SATURDAY | 9334 | 0634 | Y |
| 739 | 4026954 | 2015 861302640 | 15-054466 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 11/11/2015 | 1614 | WEDNESDAY | 9334 | 0634 | Y |
| 742 | 4038276 | 2015 856843910 | 15026359 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 06/13/2015 | 1002 | SATURDAY | 9334 | 0634 | Y |
| 743 | 4038277 | 2015 856842310 | 15021761 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 05/16/2015 | 1939 | SATURDAY | 9334 | 0634 | Y |
| 748 | 4053456 | 2015 861295030 | 15-037705 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 08/16/2015 | 1908 | SUNDAY | 9334 | 0634 | Y |
| 767 | 4174272 | 2015 861295560 | 15-38853 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 08/22/2015 | 0654 | SATURDAY | 9334 | 0634 | Y |
| 771 | 4185048 | 2015 856832500 | 15-5096 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 02/05/2015 | 1438 | THURSDAY | 9334 | 0634 | Y |
| 772 | 4195153 | 2015 861294710 | 15037443 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 08/14/2015 | 1221 | FRIDAY | 9334 | 0634 | Y |
| 792 | 4286312 | 2014 846927280 | 14035466 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 08/06/2014 | 1715 | WEDNESDAY | 9334 | 0634 | Y |
| 796 | 4504242 | 2014 846928150 | 14-037582 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 08/20/2014 | 1127 | WEDNESDAY | 9334 | 0634 | Y |
| 797 | 4504756 | 2014 846923360 | 14-027357 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 06/15/2014 | 1700 | SUNDAY | 9334 | 0634 | Y |
| 800 | 4552840 | 2015 856830890 | 15-001698 | 2 | COUNTY SHERIFF'S OFFICE | 04 | 93 | 01/13/2015 | 1415 | TUESDAY | 9334 | 0634 | Y |

| | | | | | | | | | | | | | | | |
|-----------------|---------------|----------|----------|------|------|---|---|---|----|----|----|----|----|----|----|
| SR 5 | WOOLBRIGHT RD | 93010000 | 13 01363 | SR 5 | US 1 | L | 2 | S | 20 | 03 | 01 | 01 | 01 | 03 | 40 |
| WOOLBRIGHT RD | SR 5 | 93010000 | 13 01363 | SR 5 | US 1 | R | 2 | W | 20 | 05 | 01 | 01 | 02 | 03 | 40 |
| FEDERAL HWY | WOOLBRIGHT RD | 93010000 | 13 01363 | SR 5 | US 1 | R | S | N | 20 | 03 | 01 | 01 | 01 | 01 | 40 |
| WOOLBRIGHT RD | SR 5 | 93010000 | 13 01363 | SR 5 | US 1 | T | 1 | W | 20 | 05 | 01 | 01 | 01 | 01 | 40 |
| SR 5 | WOOLBRIGHT RD | 93010000 | 13 01363 | SR 5 | US 1 | L | 1 | O | 20 | 03 | 01 | 01 | 01 | 03 | 40 |
| US 1 | WOOLBRIGHT RD | 93010000 | 13 01363 | SR 5 | US 1 | L | 2 | W | 20 | 05 | 01 | 01 | 02 | 01 | 40 |
| SR 5 | WOOLBRIGHT RD | 93010000 | 13 01363 | SR 5 | US 1 | R | 1 | N | 20 | 05 | 01 | 01 | 02 | 03 | 40 |
| SR 5 | WOOLBRIGHT RD | 93010000 | 13 01363 | SR 5 | US 1 | R | 2 | N | 20 | 03 | 01 | 01 | 02 | 03 | 40 |
| SR 5 | WOOLBRIGHT RD | 93010000 | 13 01363 | SR 5 | US 1 | L | S | S | 20 | 03 | 01 | 01 | 01 | 03 | 40 |
| SR 5 | WOOLBRIGHT RD | 93010000 | 13 01363 | SR 5 | US 1 | L | 1 | S | 20 | 03 | 02 | 01 | 02 | 03 | 40 |
| SR 5 | WOOLBRIGHT RD | 93010000 | 13 03287 | SR 5 | US 1 | R | 2 | N | 20 | 05 | 01 | 01 | 01 | 01 | 40 |
| SR 5 | WOOLBRIGHT RD | 93010000 | 13 01363 | SR 5 | US 1 | L | 2 | S | 20 | 03 | 01 | 01 | 01 | 03 | 40 |
| WOOLBRIGHT RD | SR 5 | 93010000 | 13 01363 | SR 5 | US 1 | R | 1 | S | 20 | 05 | 01 | 01 | 01 | 02 | 40 |
| SR 5 | WOOLBRIGHT RD | 93010000 | 13 01363 | SR 5 | US 1 | R | 1 | S | 20 | 03 | 02 | 01 | 02 | 03 | 40 |
| WOOLBRIGHT RD | SR 5 | 93010000 | 13 01363 | SR 5 | US 1 | I | M | W | 20 | 05 | 01 | 01 | 02 | 01 | 40 |
| SR 5 | WOOLBRIGHT RD | 93010000 | 13 01363 | SR 5 | US 1 | L | 1 | S | 20 | 03 | 01 | 01 | 02 | 01 | 40 |
| WOOLBRIGHT RD | SR 5 | 93010000 | 13 01363 | SR 5 | US 1 | R | 1 | E | 20 | 05 | 01 | 01 | 01 | 01 | 40 |
| SR 5 | WOOLBRIGHT RD | 93010000 | 13 01363 | SR 5 | US 1 | L | 2 | S | 20 | 03 | 01 | 01 | 01 | 03 | 40 |
| E WOOLBRIGHT RD | S FEDERAL HWY | 93509001 | 0 | | | L | S | E | | 05 | 01 | 03 | 01 | 03 | 0 |
| WOOLBRIGHT RD | SR 5 | 93010000 | 13 01363 | SR 5 | US 1 | T | 1 | E | 20 | 05 | 01 | 01 | 01 | 03 | 40 |
| WOOLBRIGHT RD | SR 5 | 93010000 | 13 01363 | SR 5 | US 1 | R | 1 | N | 20 | 05 | 01 | 01 | 01 | 03 | 40 |
| SR 5 | WOOLBRIGHT RD | 93010000 | 13 01363 | SR 5 | US 1 | R | L | N | 20 | 03 | 01 | 01 | 01 | 01 | 40 |
| SR 5 | WOOLBRIGHT RD | 93010000 | 13 01363 | SR 5 | US 1 | L | 1 | W | 20 | 03 | 01 | 01 | 02 | 03 | 40 |
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| WOOLBRIGHT RD | SR 5 | 93010000 | 13 01363 | SR 5 | US 1 | R | U | E | 20 | 05 | 01 | 01 | 01 | 03 | 40 |

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|----|-------|--------------|---|---|---|-----------|----|---|---|----|----|----|----|
| 16 | PAVED | 4 CURB&GUTTE | 2 | 0 | 1 | 21000 RCI | 35 | 1 | 0 | 03 | 04 | 01 | 01 |
| 16 | PAVED | 4 CURB&GUTTE | 2 | 0 | 1 | 21000 RCI | 35 | 2 | 0 | 04 | 01 | 01 | 01 |
| 16 | PAVED | 4 CURB&GUTTE | 2 | 0 | 1 | 21000 RCI | 35 | 2 | 0 | 03 | 01 | 02 | 01 |
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| 16 | PAVED | 4 CURB&GUTTE | 2 | 0 | 1 | 21000 RCI | 35 | 1 | 0 | 02 | 01 | 01 | 01 |
| 16 | PAVED | 4 CURB&GUTTE | 2 | 0 | 1 | 21000 RCI | 35 | 1 | 0 | 02 | 01 | 02 | 02 |
| 16 | PAVED | 4 CURB&GUTTE | 2 | 0 | 1 | 21000 RCI | 35 | 1 | 0 | 02 | 01 | 01 | 01 |
| 16 | PAVED | 4 CURB&GUTTE | 2 | 0 | 1 | 21000 RCI | 35 | 1 | 0 | 02 | 01 | 01 | 01 |
| 16 | PAVED | 4 CURB&GUTTE | 2 | 0 | 1 | 21000 RCI | 35 | 0 | 0 | 01 | 88 | 01 | 01 |
| 16 | PAVED | 4 CURB&GUTTE | 2 | 0 | 1 | 23500 RCI | 35 | 3 | 0 | 02 | 01 | 01 | 01 |
| 16 | PAVED | 4 CURB&GUTTE | 2 | 0 | 3 | 26000 RCI | 35 | 1 | 0 | 01 | 01 | 01 | 01 |
| 16 | PAVED | 4 CURB&GUTTE | 2 | 0 | 1 | 23500 RCI | 35 | 2 | 0 | 04 | 01 | 02 | 01 |
| 16 | PAVED | 4 CURB&GUTTE | 2 | 0 | 1 | 23500 RCI | 35 | 4 | 0 | 03 | 01 | 01 | 01 |
| 16 | PAVED | 4 CURB&GUTTE | 2 | 0 | 1 | 23500 RCI | 35 | 1 | 0 | 02 | 01 | 01 | 01 |
| 16 | PAVED | 4 CURB&GUTTE | 2 | 0 | 1 | 23500 RCI | 35 | 3 | 0 | 02 | 01 | 01 | 01 |
| 16 | PAVED | 4 CURB&GUTTE | 2 | 0 | 1 | 23500 RCI | 35 | 3 | 0 | 02 | 01 | 01 | 01 |
| 16 | PAVED | 4 CURB&GUTTE | 2 | 0 | 1 | 23500 RCI | 35 | 2 | 0 | 02 | 02 | 01 | 01 |
| 16 | PAVED | 4 CURB&GUTTE | 2 | 0 | 1 | 23500 RCI | 35 | 3 | 1 | 03 | 01 | 01 | 02 |
| | | 0 | 0 | 0 | 0 | RCI | | 1 | 0 | 01 | 01 | 01 | 01 |
| 16 | PAVED | 4 CURB&GUTTE | 2 | 0 | 1 | 23500 RCI | 35 | 1 | 0 | 03 | 01 | 03 | 01 |
| 16 | PAVED | 4 CURB&GUTTE | 2 | 0 | 1 | 23500 RCI | 35 | 1 | 0 | 02 | 01 | 02 | 01 |
| 16 | PAVED | 4 CURB&GUTTE | 2 | 0 | 1 | 21000 RCI | 35 | 1 | 0 | 02 | 01 | 02 | 01 |
| 16 | PAVED | 4 CURB&GUTTE | 2 | 0 | 1 | 21000 RCI | 35 | 1 | 0 | 02 | 01 | 01 | 01 |
| 16 | PAVED | 4 CURB&GUTTE | 2 | 0 | 1 | 21000 RCI | 35 | 2 | 0 | 01 | 01 | 01 | 01 |
| 16 | PAVED | 4 CURB&GUTTE | 2 | 0 | 1 | 23500 RCI | 35 | 1 | 0 | 03 | 01 | 01 | 01 |

| | | | | | | | | | | |
|----|------------------------|------------------------|--------------------------------|-----------|-----------|---------|-----------|-----------|----|----|
| 04 | NO CONTROLS | NO CONTROLS | NONE | NOT CODED | NOT CODED | NONE | NOT CODED | NOT CODED | 14 | 4 |
| 04 | TRAFFIC CONTROL SIGNAL | TRAFFIC CONTROL SIGNAL | NONE | NOT CODED | NOT CODED | NONE | NOT CODED | NOT CODED | 14 | 3 |
| 00 | NOT CODED | NOT CODED | NONE | NOT CODED | NOT CODED | NONE | NOT CODED | NOT CODED | 33 | 88 |
| 03 | TRAFFIC CONTROL SIGNAL | NOT CODED | NONE | NOT CODED | NOT CODED | NONE | NOT CODED | NOT CODED | 14 | 5 |
| 00 | NOT CODED | TRAFFIC CONTROL SIGNAL | NONE | NOT CODED | NOT CODED | NONE | NOT CODED | NOT CODED | 14 | 1 |
| 01 | TRAFFIC CONTROL SIGNAL | TRAFFIC CONTROL SIGNAL | NONE | NOT CODED | NOT CODED | NONE | NOT CODED | NOT CODED | 14 | 1 |
| 03 | TRAFFIC CONTROL SIGNAL | TRAFFIC CONTROL SIGNAL | NONE | NOT CODED | NOT CODED | NONE | NOT CODED | NOT CODED | 14 | 3 |
| 04 | TRAFFIC CONTROL SIGNAL | TRAFFIC CONTROL SIGNAL | NONE | NOT CODED | NOT CODED | NONE | NOT CODED | NOT CODED | 14 | 3 |
| 00 | NOT CODED | NOT CODED | NONE | NOT CODED | NOT CODED | UNKNOWN | NOT CODED | NOT CODED | 14 | 3 |
| 04 | TRAFFIC CONTROL SIGNAL | NO CONTROLS | NONE | NOT CODED | NOT CODED | NONE | NOT CODED | NOT CODED | 14 | 3 |
| 04 | TRAFFIC CONTROL SIGNAL | NO CONTROLS | NONE | NOT CODED | NOT CODED | NONE | NOT CODED | NOT CODED | 14 | 4 |
| 01 | TRAFFIC CONTROL SIGNAL | TRAFFIC CONTROL SIGNAL | NONE | NOT CODED | NOT CODED | NONE | NOT CODED | NOT CODED | 14 | 1 |
| 01 | STOP SIGN | NO CONTROLS | NONE | NOT CODED | NOT CODED | NONE | NOT CODED | NOT CODED | 14 | 3 |
| 04 | TRAFFIC CONTROL SIGNAL | NOT CODED | NONE | NOT CODED | NOT CODED | NONE | NOT CODED | NOT CODED | 14 | 3 |
| 02 | TRAFFIC CONTROL SIGNAL | TRAFFIC CONTROL SIGNAL | NONE | NOT CODED | NOT CODED | NONE | NOT CODED | NOT CODED | 14 | 3 |
| 04 | TRAFFIC CONTROL SIGNAL | TRAFFIC CONTROL SIGNAL | NONE | NOT CODED | NOT CODED | NONE | NOT CODED | NOT CODED | 14 | 3 |
| 01 | TRAFFIC CONTROL SIGNAL | TRAFFIC CONTROL SIGNAL | NONE | NOT CODED | NOT CODED | NONE | NOT CODED | NOT CODED | 14 | 1 |
| 05 | TRAFFIC CONTROL SIGNAL | TRAFFIC CONTROL SIGNAL | NONE | NOT CODED | NOT CODED | NONE | NOT CODED | NOT CODED | 14 | 1 |
| 01 | NO CONTROLS | NOT CODED | NONE | NOT CODED | NOT CODED | NONE | NOT CODED | NOT CODED | 14 | 77 |
| 01 | NO CONTROLS | TRAFFIC CONTROL SIGNAL | NONE | NOT CODED | NOT CODED | NONE | NOT CODED | NOT CODED | 14 | 1 |
| 01 | STOP SIGN | TRAFFIC CONTROL SIGNAL | NONE | NOT CODED | NOT CODED | NONE | NOT CODED | NOT CODED | 14 | 3 |
| 04 | TRAFFIC CONTROL SIGNAL | TRAFFIC CONTROL SIGNAL | NONE | NOT CODED | NOT CODED | NONE | NOT CODED | NOT CODED | 14 | 1 |
| 04 | TRAFFIC CONTROL SIGNAL | TRAFFIC CONTROL SIGNAL | TRAF DEV INOPER, MISSING, OBSC | NOT CODED | NOT CODED | NONE | NOT CODED | NOT CODED | 14 | 3 |
| 04 | TRAFFIC CONTROL SIGNAL | TRAFFIC CONTROL SIGNAL | NONE | NOT CODED | NOT CODED | NONE | NOT CODED | NOT CODED | 14 | 1 |
| 04 | TRAFFIC CONTROL SIGNAL | TRAFFIC CONTROL SIGNAL | NONE | NOT CODED | NOT CODED | NONE | NOT CODED | NOT CODED | 14 | 1 |

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|--------------------------------|--------------------------------|----|----|----|----|----|---|---|---|---|---|
| IMPROPER PASSING | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| FAILED TO YIELD RIGHT-OF-WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 3 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NOT CODED | 00 | 00 | 00 | 00 | 01 | 3 | 0 | 0 | 0 | 1 |
| OTHER CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 1 | 1 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FAILED TO YIELD RIGHT-OF-WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FAILED TO YIELD RIGHT-OF-WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| RAN RED LIGHT | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NOT CODED | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| RAN RED LIGHT | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPER MV AGRSIVE, ERATIC, RCKLS | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | OPERATED MV IN CARLESS OR NEGL | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 0 | 0 | 2 |
| IMPROPER TURN | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 2 | 0 | 1 | 0 | 2 |
| OTHER CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| DISREGARDED OTHER TRAFFIC SIGN | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| RAN RED LIGHT | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 3 | 0 | 0 | 0 | 3 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| NO CONTRIBUTING ACTION | NOT CODED | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 1 |
| NOT CODED | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| FAILED TO YIELD RIGHT-OF-WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 4 |
| FAILED TO YIELD RIGHT-OF-WAY | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 1 | 0 | 0 | 0 | 2 |
| OPERATED MV IN CARLESS OR NEGL | NO CONTRIBUTING ACTION | 00 | 00 | 00 | 00 | 01 | 0 | 0 | 0 | 0 | 2 |

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|---|----|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 22 | N | N | N | N | N | Y | N | N | N | N | N | N | N | N |
| 0 | 23 | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 14 | N | N | N | N | N | N | N | N | N | N | N | Y | N | N |
| 0 | 12 | N | N | N | N | N | N | Y | N | N | N | N | N | N | N |
| 0 | 22 | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 22 | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 24 | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 25 | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 11 | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 22 | N | N | N | N | N | Y | N | N | N | N | N | N | N | N |
| 0 | 22 | N | N | N | N | N | N | Y | N | N | Y | N | N | N | N |
| 0 | 24 | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 22 | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 22 | N | N | N | N | N | Y | N | N | N | N | N | N | N | N |
| 0 | 22 | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 33 | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 24 | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 22 | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 11 | N | N | N | N | N | N | Y | N | N | N | Y | N | N | N |
| 0 | 22 | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 22 | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| 0 | 47 | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
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| 0 | 22 | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
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| 26.514668 | -80.0589173 | 03/04/2018 | 23 |
| 26.514689 | -80.059054 | 03/04/2018 | 23 |
| 26.514668 | -80.0589173 | 03/04/2018 | 23 |
| 26.515025 | -80.0590451 | 03/04/2018 | 23 |
| 26.514535 | -80.057996 | 03/04/2018 | 23 |
| 26.514689 | -80.059054 | 03/04/2018 | 23 |
| 26.514668 | -80.0589173 | 03/04/2018 | 23 |
| 26.514595 | -80.0589173 | 03/04/2018 | 23 |
| 26.514689 | -80.059054 | 03/04/2018 | 23 |
| 26.514966 | -80.0590475 | 03/04/2018 | 23 |
| 26.514668 | -80.0589173 | 03/04/2018 | 23 |

Appendix E
TMTOOL SHEETS

Unadjusted TMTool Sheets

TMTOOL INPUT SHEET

Project Description:

| | | | |
|-----------------|---------------------------------------------------|--------------|-----------|
| SECTION NO: | | PREPARED BY: | MZH |
| FM NO: | | FILE: | Version 1 |
| PROJECT LIMITS: | I-95 at Woolbright Rd IMR | DATE: | 7/10/2020 |
| DESIGN YEAR: | 2045 | | |
| INTERSECTION: | Woolbright Rd at Corporate Dr (Unadjusted TmTool) | | |

NOTES:

Historical AADTs:

| | YEAR | NORTH LEG AADT | EAST LEG AADT | SOUTH LEG AADT | WEST LEG AADT |
|---------------|------|-------------------|------------------|-------------------|------------------|
| Model Volume: | 2019 | 16,500 | 42,500 | 8,300 | 37,500 |

Growth Rates:

| | NORTH LEG | | EAST LEG | | SOUTH LEG | | WEST LEG | |
|-------------------------------------------|-----------|-----|----------|-----|-----------|-----|----------|-----|
| Historic Trend GR = | N/A | CGR | N/A | CGR | N/A | CGR | N/A | CGR |
| Historic + Model Trend GR = | N/A | CGR | N/A | CGR | N/A | CGR | N/A | CGR |
| Base Year Model to Future Year Model GR = | N/A | CGR | N/A | CGR | N/A | CGR | N/A | CGR |
| Recommended Growth Rate: | 0.77% | CGR | 0.76% | CGR | 0.50% | CGR | 0.66% | CGR |

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years

2 = Linear Growth Throughout All Years

3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

| | YEAR | FACTOR | AADT | FACTOR | AADT | FACTOR | AADT | FACTOR | AADT | |
|-----------|------|--------|--------|--------|--------|--------|-------|--------|--------|--------|
| | 2019 | | 16,500 | | 42,500 | | 8,300 | | 37,500 | |
| NO. YEARS | 6 | 2025 | 1.047 | 17,000 | 1.047 | 44,500 | 1.030 | 8,500 | 1.040 | 39,000 |
| NO. YEARS | 11 | 2030 | 1.088 | 18,000 | 1.087 | 46,500 | 1.056 | 8,700 | 1.074 | 40,500 |
| NO. YEARS | 26 | 2045 | 1.221 | 20,000 | 1.218 | 52,000 | 1.138 | 9,400 | 1.185 | 44,000 |

Percent Turns Calculated From Base Year TMCs:

| TURN STUDY | FROM NORTH LEG (Southbound) | | | FROM EAST LEG (Westbound) | | | FROM SOUTH LEG (Northbound) | | | FROM WEST LEG (Eastbound) | | | TOTAL |
|------------|--------------------------------|------|------|------------------------------|-------|------|--------------------------------|------|------|------------------------------|-------|------|-------|
| | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | |
| A.M. | 2-Way Pk Hr Vol: 1,152 | | | 3,439 | | | 575 | | | 2,834 | | | |
| 4/10/2019 | 153 | 92 | 453 | 275 | 998 | 236 | 85 | 25 | 39 | 98 | 1,392 | 154 | 4,000 |
| % TURNS: | 22% | 13% | 65% | 18% | 66% | 16% | 57% | 17% | 26% | 6% | 85% | 9% | |
| P.M. | 2-Way Pk Hr Vol: 1,247 | | | 3,785 | | | 730 | | | 3,158 | | | |
| 4/10/2019 | 123 | 37 | 335 | 498 | 1,395 | 79 | 291 | 62 | 197 | 64 | 1,187 | 192 | 4,460 |
| % TURNS: | 25% | 7% | 68% | 25% | 71% | 4% | 53% | 11% | 36% | 4% | 82% | 13% | |

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

| | RIGHT | NORTH LEG | | RIGHT | EAST LEG | | RIGHT | SOUTH LEG | | RIGHT | WEST LEG | |
|------|-------|-----------|------|-------|----------|------|-------|-----------|------|-------|----------|------|
| | | THRU | LEFT | | THRU | LEFT | | THRU | LEFT | | THRU | LEFT |
| A.M. | | | | | | | | | | | | |
| 2019 | 22% | 13% | 65% | 18% | 66% | 16% | 57% | 17% | 26% | 6% | 85% | 9% |
| 2025 | 24% | 13% | 63% | 19% | 66% | 15% | 56% | 17% | 27% | 7% | 83% | 11% |
| 2030 | 24% | 13% | 63% | 19% | 65% | 15% | 55% | 17% | 28% | 7% | 82% | 11% |
| 2045 | 25% | 12% | 62% | 20% | 65% | 15% | 55% | 17% | 28% | 7% | 81% | 12% |
| P.M. | | | | | | | | | | | | |
| 2019 | 25% | 7% | 68% | 25% | 71% | 4% | 53% | 11% | 36% | 4% | 82% | 13% |
| 2025 | 27% | 8% | 66% | 25% | 70% | 5% | 52% | 12% | 36% | 5% | 80% | 14% |
| 2030 | 27% | 8% | 65% | 25% | 69% | 5% | 52% | 12% | 36% | 5% | 80% | 15% |
| 2045 | 28% | 8% | 65% | 26% | 69% | 5% | 52% | 12% | 36% | 6% | 79% | 15% |

K & D FACTORS:

| | NORTH LEG | | | EAST LEG | | | SOUTH LEG | | | WEST LEG | | |
|----------|-----------|-------|-------|----------|-------|-------|-----------|-------|----|----------|--|--|
| | AM | PM | | AM | PM | | AM | PM | AM | PM | | |
| K FACTOR | | | | | | | | | | | | |
| 2019 | 7.0% | 7.6% | 8.1% | 8.9% | 6.9% | 8.8% | 7.6% | 8.4% | | | | |
| 2025 | 7.4% | 7.9% | 8.3% | 8.9% | 7.4% | 8.8% | 7.9% | 8.6% | | | | |
| 2030 | 7.8% | 8.2% | 8.5% | 8.9% | 7.8% | 8.9% | 8.2% | 8.7% | | | | |
| 2045 | 9.0% | 9.0% | 9.0% | 9.0% | 9.0% | 9.0% | 9.0% | 9.0% | | | | |
| D FACTOR | | | | | | | | | | | | |
| 2019 | 60.6% | 39.7% | 43.9% | 52.1% | 25.9% | 75.3% | 58.0% | 45.7% | | | | |
| 2025 | 60.3% | 39.9% | 43.1% | 53.8% | 29.3% | 71.7% | 58.4% | 44.5% | | | | |
| 2030 | 60.1% | 40.0% | 42.4% | 55.2% | 32.1% | 68.6% | 58.6% | 43.5% | | | | |
| 2045 | 59.5% | 40.5% | 40.5% | 59.5% | 40.5% | 59.5% | 59.5% | 40.5% | | | | |

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 0 DATE: 7/10/2020
 FM NO.: 0 NOTES:
 PROJECT LIMITS: I-95 at Woolbright Rd IMR
 DESIGN YEAR: 2045
 INTERSECTION: Woolbright Rd at Corporate Dr (Unadjusted TmTool)
 PREPARED BY: MZH
 FILE: Version 1

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

| | YEAR | NORTH LEG | EAST LEG | SOUTH LEG | WEST LEG |
|-----------------|------|-----------|----------|-----------|----------|
| 24 HR EST. AADT | 2019 | 16,500 | 42,500 | 8,300 | 37,500 |
| 24 HR EST. AADT | 2025 | 17,000 | 44,500 | 8,500 | 39,000 |
| 24 HR EST. AADT | 2030 | 18,000 | 46,500 | 8,700 | 40,500 |
| 24 HR EST. AADT | 2045 | 20,000 | 52,000 | 9,400 | 44,000 |

Percent Turns Calculated From Base Year AADTs:

| JKTURNS | | FROM NORTH LEG | | | FROM EAST LEG | | | FROM SOUTH LEG | | | FROM WEST LEG | | |
|---------|-----------|----------------|-------|--------|---------------|--------|-------|----------------|--------|--------|---------------|--------|--------|
| | | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT |
| 2019 | 2-WAY ADT | 16,500 | | | 42,500 | | | 8,300 | | | 37,500 | | |
| | | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT |
| | | 37,500 | 8,300 | 42,500 | 16,500 | 37,500 | 8,300 | 42,500 | 16,500 | 37,500 | 8,300 | 42,500 | 16,500 |
| | | 42% | 9% | 48% | 26% | 60% | 13% | 44% | 17% | 39% | 12% | 63% | 25% |
| 2025 | 2-WAY ADT | 17,000 | | | 44,500 | | | 8,500 | | | 39,000 | | |
| | | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT |
| | | 39,000 | 8,500 | 44,500 | 17,000 | 39,000 | 8,500 | 44,500 | 17,000 | 39,000 | 8,500 | 44,500 | 17,000 |
| | | 42% | 9% | 48% | 26% | 60% | 13% | 44% | 17% | 39% | 12% | 64% | 24% |
| 2030 | 2-WAY ADT | 18,000 | | | 46,500 | | | 8,700 | | | 40,500 | | |
| | | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT |
| | | 40,500 | 8,700 | 46,500 | 18,000 | 40,500 | 8,700 | 46,500 | 18,000 | 40,500 | 8,700 | 46,500 | 18,000 |
| | | 42% | 9% | 49% | 27% | 60% | 13% | 44% | 17% | 39% | 12% | 64% | 25% |
| 2045 | 2-WAY ADT | 20,000 | | | 52,000 | | | 9,400 | | | 44,000 | | |
| | | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT |
| | | 44,000 | 9,400 | 52,000 | 20,000 | 44,000 | 9,400 | 52,000 | 20,000 | 44,000 | 9,400 | 52,000 | 20,000 |
| | | 42% | 9% | 49% | 27% | 60% | 13% | 45% | 17% | 38% | 12% | 64% | 25% |

| A.M. DESIGN HR. TURNS | | NORTH LEG | | | EAST LEG | | | SOUTH LEG | | | WEST LEG | | |
|------------------------------|------------|-----------|------|------|----------|-------|------|-----------|------|------|----------|-------|------|
| | | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT |
| 2019 | EST. TURNS | 152 | 93 | 453 | 274 | 995 | 239 | 85 | 25 | 39 | 99 | 1,393 | 153 |
| 2025 | EST. TURNS | 180 | 93 | 491 | 293 | 1,054 | 240 | 105 | 29 | 50 | 112 | 1,502 | 183 |
| 2030 | EST. TURNS | 205 | 100 | 540 | 317 | 1,105 | 242 | 122 | 35 | 60 | 120 | 1,605 | 210 |
| 2045 | EST. TURNS | 269 | 116 | 678 | 387 | 1,240 | 252 | 188 | 58 | 94 | 139 | 1,918 | 284 |
| P.M. DESIGN HR. TURNS | | | | | | | | | | | | | |
| 2019 | EST. TURNS | 123 | 37 | 336 | 500 | 1,397 | 79 | 292 | 62 | 197 | 64 | 1,190 | 193 |
| 2025 | EST. TURNS | 145 | 41 | 352 | 531 | 1,512 | 99 | 279 | 63 | 198 | 73 | 1,201 | 212 |
| 2030 | EST. TURNS | 167 | 45 | 379 | 583 | 1,617 | 113 | 268 | 65 | 199 | 82 | 1,215 | 234 |
| 2045 | EST. TURNS | 224 | 68 | 440 | 724 | 1,933 | 167 | 239 | 68 | 199 | 112 | 1,216 | 279 |

| LINK VOLUME CHECK | | NORTH LEG | | | EAST LEG | | | SOUTH LEG | | | WEST LEG | | |
|--------------------------|--------------|-----------|-------|-------|----------|-------|-------|-----------|-----|------|----------|-------|-------|
| | | FROM | TO | LINK | FROM | TO | LINK | FROM | TO | LINK | FROM | TO | LINK |
| DESIGN HOUR A.M.: | | | | | | | | | | | | | |
| CONTROL LINK VOLUMES | | 698 | 452 | 1,150 | 1,509 | 1,931 | 3,440 | 149 | 431 | 580 | 1,644 | 1,186 | 2,830 |
| 2019 | TURN SUMMARY | 698 | 452 | 1,150 | 1,509 | 1,931 | 3,440 | 149 | 431 | 580 | 1,644 | 1,186 | 2,830 |
| CONTROL LINK VOLUMES | | 764 | 506 | 1,270 | 1,592 | 2,098 | 3,690 | 184 | 446 | 630 | 1,796 | 1,284 | 3,080 |
| 2025 | TURN SUMMARY | 764 | 506 | 1,270 | 1,588 | 2,098 | 3,686 | 184 | 446 | 630 | 1,798 | 1,284 | 3,082 |
| CONTROL LINK VOLUMES | | 848 | 562 | 1,410 | 1,673 | 2,267 | 3,940 | 218 | 462 | 680 | 1,940 | 1,370 | 3,310 |
| 2030 | TURN SUMMARY | 845 | 562 | 1,407 | 1,664 | 2,267 | 3,931 | 217 | 462 | 679 | 1,935 | 1,370 | 3,305 |
| CONTROL LINK VOLUMES | | 1,071 | 729 | 1,800 | 1,895 | 2,785 | 4,680 | 343 | 507 | 850 | 2,356 | 1,604 | 3,960 |
| 2045 | TURN SUMMARY | 1,064 | 729 | 1,793 | 1,879 | 2,785 | 4,664 | 341 | 507 | 848 | 2,341 | 1,604 | 3,945 |
| DESIGN HOUR P.M.: | | | | | | | | | | | | | |
| CONTROL LINK VOLUMES | | 495 | 755 | 1,250 | 1,972 | 1,818 | 3,790 | 550 | 180 | 730 | 1,443 | 1,717 | 3,160 |
| 2019 | TURN SUMMARY | 496 | 755 | 1,251 | 1,976 | 1,818 | 3,794 | 551 | 180 | 731 | 1,446 | 1,717 | 3,163 |
| CONTROL LINK VOLUMES | | 535 | 805 | 1,340 | 2,138 | 1,832 | 3,970 | 539 | 211 | 750 | 1,485 | 1,855 | 3,340 |
| 2025 | TURN SUMMARY | 538 | 805 | 1,343 | 2,142 | 1,832 | 3,974 | 540 | 213 | 753 | 1,486 | 1,855 | 3,341 |
| CONTROL LINK VOLUMES | | 589 | 881 | 1,470 | 2,297 | 1,863 | 4,160 | 530 | 240 | 770 | 1,527 | 1,983 | 3,510 |
| 2030 | TURN SUMMARY | 591 | 881 | 1,472 | 2,313 | 1,863 | 4,176 | 532 | 240 | 772 | 1,531 | 1,983 | 3,514 |
| CONTROL LINK VOLUMES | | 729 | 1,071 | 1,800 | 2,785 | 1,895 | 4,680 | 503 | 347 | 850 | 1,604 | 2,356 | 3,960 |
| 2045 | TURN SUMMARY | 732 | 1,071 | 1,803 | 2,824 | 1,895 | 4,719 | 506 | 347 | 853 | 1,606 | 2,356 | 3,962 |

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

| | | | |
|-----------------|-------------------------------------------------------|--------------|-----------|
| SECTION NO: | | PREPARED BY: | MZH |
| FM NO: | | FILE: | Version 1 |
| PROJECT LIMITS: | I-95 at Woolbright Rd IMR | DATE: | 7/10/2020 |
| DESIGN YEAR: | 2045 | | |
| INTERSECTION: | Woolbright Rd at I-95 NB-SB Ramps (Unadjusted TmTool) | | |

NOTES:

Historical AADTs:

| | YEAR | NORTH LEG AADT | EAST LEG AADT | SOUTH LEG AADT | WEST LEG AADT |
|---------------|------|-------------------|------------------|-------------------|------------------|
| Model Volume: | 2019 | 237,000 | 40,500 | 228,000 | 42,500 |

Growth Rates:

| | NORTH LEG | | EAST LEG | | SOUTH LEG | | WEST LEG | |
|-------------------------------------------|-----------|-----|----------|-----|-----------|-----|----------|-----|
| Historic Trend GR = | N/A | CGR | N/A | CGR | N/A | CGR | N/A | CGR |
| Historic + Model Trend GR = | N/A | CGR | N/A | CGR | N/A | CGR | N/A | CGR |
| Base Year Model to Future Year Model GR = | N/A | CGR | N/A | CGR | N/A | CGR | N/A | CGR |
| Recommended Growth Rate: | 0.40% | CGR | 0.50% | CGR | 0.25% | CGR | 0.77% | CGR |

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

- 1 = Compound Growth Throughout All Years
- 2 = Linear Growth Throughout All Years
- 3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

| | YEAR | FACTOR | AADT | FACTOR | AADT | FACTOR | AADT | FACTOR | AADT | |
|-----------|------|--------|---------|---------|--------|--------|---------|---------|--------|--------|
| | 2019 | | 237,000 | | 40,500 | | 228,000 | | 42,500 | |
| NO. YEARS | 6 | 2025 | 1.024 | 243,000 | 1.030 | 42,000 | 1.015 | 232,000 | 1.047 | 44,500 |
| NO. YEARS | 11 | 2030 | 1.045 | 248,000 | 1.056 | 43,000 | 1.028 | 235,000 | 1.088 | 46,500 |
| NO. YEARS | 26 | 2045 | 1.109 | 261,000 | 1.138 | 46,000 | 1.067 | 242,000 | 1.221 | 52,000 |

Percent Turns Calculated From Base Year TMCs:

| TURN STUDY | FROM NORTH LEG (Southbound) | | | FROM EAST LEG (Westbound) | | | FROM SOUTH LEG (Northbound) | | | FROM WEST LEG (Eastbound) | | | TOTAL |
|------------|-----------------------------|-------|------|---------------------------|-------|------|-----------------------------|-------|------|---------------------------|-------|------|--------|
| | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | |
| A.M. | 2-Way Pk Hr Vol: 16,813 | | | | | | | | | | | | |
| 4/10/2019 | 745 | 8,510 | 537 | 731 | 764 | 415 | 299 | 5,609 | 355 | 840 | 946 | 681 | 20,432 |
| % TURNS: | 8% | 87% | 5% | 38% | 40% | 22% | 5% | 90% | 6% | 34% | 38% | 28% | |
| P.M. | 2-Way Pk Hr Vol: 17,699 | | | | | | | | | | | | |
| 4/10/2019 | 704 | 5,874 | 607 | 794 | 1,268 | 313 | 459 | 8,885 | 578 | 406 | 1,179 | 835 | 21,902 |
| % TURNS: | 10% | 82% | 8% | 33% | 53% | 13% | 5% | 90% | 6% | 17% | 49% | 35% | |

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

| | | NORTH LEG | | | EAST LEG | | | SOUTH LEG | | | WEST LEG | | |
|------|------|-----------|------|------|----------|------|------|-----------|------|------|----------|------|------|
| | | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT |
| A.M. | 2019 | 8% | 87% | 5% | 38% | 40% | 22% | 5% | 90% | 6% | 34% | 38% | 28% |
| | 2025 | 8% | 86% | 6% | 39% | 37% | 24% | 6% | 88% | 6% | 35% | 35% | 30% |
| | 2030 | 8% | 85% | 6% | 39% | 36% | 25% | 6% | 88% | 7% | 35% | 35% | 30% |
| | 2045 | 9% | 84% | 7% | 40% | 35% | 25% | 6% | 87% | 7% | 36% | 33% | 31% |
| P.M. | 2019 | 10% | 82% | 8% | 33% | 53% | 13% | 5% | 90% | 6% | 17% | 49% | 35% |
| | 2025 | 10% | 81% | 9% | 35% | 49% | 16% | 5% | 88% | 7% | 20% | 45% | 36% |
| | 2030 | 10% | 81% | 9% | 35% | 48% | 17% | 6% | 88% | 7% | 20% | 44% | 36% |
| | 2045 | 11% | 80% | 9% | 36% | 46% | 18% | 6% | 87% | 7% | 21% | 42% | 37% |

K & D FACTORS:

| | | NORTH LEG | | EAST LEG | | SOUTH LEG | | WEST LEG | |
|----------|------|-----------|-------|----------|-------|-----------|-------|----------|-------|
| | | AM | PM | AM | PM | AM | PM | AM | PM |
| K FACTOR | 2019 | 7.1% | 7.5% | 9.1% | 11.4% | 7.0% | 7.2% | 10.2% | 11.7% |
| | 2025 | 7.5% | 7.8% | 9.1% | 10.9% | 7.5% | 7.6% | 9.9% | 11.1% |
| | 2030 | 7.9% | 8.1% | 9.1% | 10.4% | 7.9% | 8.0% | 9.7% | 10.6% |
| | 2045 | 9.0% | 9.0% | 9.0% | 9.0% | 9.0% | 9.0% | 9.0% | 9.0% |
| D FACTOR | 2019 | 58.2% | 40.6% | 51.7% | 51.4% | 39.1% | 60.1% | 57.0% | 48.7% |
| | 2025 | 58.6% | 40.5% | 49.1% | 53.3% | 39.0% | 60.4% | 57.5% | 46.8% |
| | 2030 | 59.0% | 40.3% | 47.0% | 54.8% | 38.9% | 60.6% | 58.0% | 45.2% |
| | 2045 | 60.0% | 40.0% | 40.5% | 59.5% | 38.6% | 61.4% | 59.5% | 40.5% |

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 0
 FM NO.: 0
 PROJECT LIMITS: I-95 at Woolbright Rd IMR
 DESIGN YEAR: 2045
 INTERSECTION: Woolbright Rd at I-95 NB-SB Ramps (Unadjusted Tr
 PREPARED BY: MZH
 FILE: Version 1

DATE: 7/10/2020
 NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

| | YEAR | NORTH LEG | EAST LEG | SOUTH LEG | WEST LEG |
|-----------------|------|-----------|----------|-----------|----------|
| 24 HR EST. AADT | 2019 | 237,000 | 40,500 | 228,000 | 42,500 |
| 24 HR EST. AADT | 2025 | 243,000 | 42,000 | 232,000 | 44,500 |
| 24 HR EST. AADT | 2030 | 248,000 | 43,000 | 235,000 | 46,500 |
| 24 HR EST. AADT | 2045 | 261,000 | 46,000 | 242,000 | 52,000 |

Percent Turns Calculated From Base Year AADTs:

| JKTURNS | FROM NORTH LEG | | | FROM EAST LEG | | | FROM SOUTH LEG | | | FROM WEST LEG | | |
|----------------|----------------|------|------|---------------|------|------|----------------|------|------|---------------|------|------|
| | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT |
| 2019 2-WAY ADT | 14% | 73% | 13% | 47% | 8% | 45% | 13% | 74% | 13% | 45% | 8% | 47% |
| 2025 2-WAY ADT | 14% | 73% | 13% | 47% | 9% | 45% | 13% | 74% | 14% | 45% | 8% | 47% |
| 2030 2-WAY ADT | 14% | 72% | 13% | 47% | 9% | 44% | 13% | 73% | 14% | 45% | 8% | 47% |
| 2045 2-WAY ADT | 15% | 71% | 14% | 47% | 9% | 44% | 13% | 73% | 14% | 44% | 8% | 48% |

| A.M. DESIGN HR. TURNS | NORTH LEG | | | EAST LEG | | | SOUTH LEG | | | WEST LEG | | |
|-----------------------|-----------|--------|-------|----------|-------|------|-----------|--------|------|----------|-------|------|
| | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT |
| 2019 EST. TURNS | 744 | 8,511 | 536 | 730 | 764 | 415 | 299 | 5,607 | 355 | 841 | 945 | 681 |
| 2025 EST. TURNS | 823 | 9,249 | 679 | 772 | 651 | 460 | 372 | 6,033 | 396 | 886 | 893 | 768 |
| 2030 EST. TURNS | 875 | 9,929 | 764 | 782 | 600 | 460 | 405 | 6,432 | 411 | 908 | 899 | 819 |
| 2045 EST. TURNS | 1,002 | 12,011 | 1,041 | 794 | 469 | 431 | 492 | 7,656 | 424 | 930 | 930 | 946 |
| P.M. DESIGN HR. TURNS | NORTH LEG | | | EAST LEG | | | SOUTH LEG | | | WEST LEG | | |
| 2019 EST. TURNS | 703 | 5,878 | 607 | 794 | 1,268 | 314 | 459 | 8,886 | 578 | 407 | 1,179 | 835 |
| 2025 EST. TURNS | 791 | 6,218 | 645 | 880 | 1,162 | 384 | 518 | 9,556 | 672 | 450 | 969 | 884 |
| 2030 EST. TURNS | 847 | 6,536 | 645 | 917 | 1,127 | 400 | 517 | 10,191 | 716 | 454 | 859 | 902 |
| 2045 EST. TURNS | 974 | 7,569 | 619 | 1,014 | 1,017 | 420 | 480 | 12,193 | 795 | 418 | 579 | 888 |

| LINK VOLUME CHECK | NORTH LEG | | | EAST LEG | | | SOUTH LEG | | | WEST LEG | | |
|--------------------------|-----------|--------|--------|----------|-------|-------|-----------|--------|--------|----------|-------|-------|
| | FROM | TO | LINK | FROM | TO | LINK | FROM | TO | LINK | FROM | TO | LINK |
| DESIGN HOUR A.M.: | | | | | | | | | | | | |
| CONTROL LINK VOLUMES | 9,792 | 7,018 | 16,810 | 1,910 | 1,780 | 3,690 | 6,263 | 9,767 | 16,030 | 2,467 | 1,863 | 4,330 |
| 2019 TURN SUMMARY | 9,791 | 7,018 | 16,809 | 1,910 | 1,780 | 3,690 | 6,261 | 9,767 | 16,028 | 2,467 | 1,863 | 4,330 |
| CONTROL LINK VOLUMES | 10,737 | 7,573 | 18,310 | 1,876 | 1,944 | 3,820 | 6,766 | 10,594 | 17,360 | 2,539 | 1,871 | 4,410 |
| 2025 TURN SUMMARY | 10,751 | 7,573 | 18,324 | 1,883 | 1,944 | 3,827 | 6,802 | 10,594 | 17,396 | 2,547 | 1,871 | 4,418 |
| CONTROL LINK VOLUMES | 11,557 | 8,033 | 19,590 | 1,832 | 2,068 | 3,900 | 7,184 | 11,296 | 18,480 | 2,614 | 1,886 | 4,500 |
| 2030 TURN SUMMARY | 11,568 | 8,033 | 19,601 | 1,842 | 2,068 | 3,910 | 7,248 | 11,296 | 18,544 | 2,626 | 1,886 | 4,512 |
| CONTROL LINK VOLUMES | 14,094 | 9,396 | 23,490 | 1,677 | 2,463 | 4,140 | 8,407 | 13,373 | 21,780 | 2,785 | 1,895 | 4,680 |
| 2045 TURN SUMMARY | 14,055 | 9,396 | 23,451 | 1,694 | 2,463 | 4,157 | 8,572 | 13,373 | 21,945 | 2,806 | 1,895 | 4,701 |
| DESIGN HOUR P.M.: | | | | | | | | | | | | |
| CONTROL LINK VOLUMES | 7,185 | 10,515 | 17,700 | 2,375 | 2,245 | 4,620 | 9,922 | 6,598 | 16,520 | 2,420 | 2,550 | 4,970 |
| 2019 TURN SUMMARY | 7,188 | 10,515 | 17,703 | 2,376 | 2,245 | 4,621 | 9,924 | 6,598 | 16,522 | 2,421 | 2,550 | 4,971 |
| CONTROL LINK VOLUMES | 7,690 | 11,320 | 19,010 | 2,428 | 2,132 | 4,560 | 10,715 | 7,035 | 17,750 | 2,306 | 2,624 | 4,930 |
| 2025 TURN SUMMARY | 7,654 | 11,320 | 18,974 | 2,426 | 2,132 | 4,558 | 10,746 | 7,053 | 17,799 | 2,303 | 2,624 | 4,927 |
| CONTROL LINK VOLUMES | 8,120 | 12,010 | 20,130 | 2,449 | 2,021 | 4,470 | 11,381 | 7,389 | 18,770 | 2,220 | 2,690 | 4,910 |
| 2030 TURN SUMMARY | 8,027 | 12,010 | 20,037 | 2,444 | 2,021 | 4,465 | 11,424 | 7,389 | 18,813 | 2,214 | 2,690 | 4,904 |
| CONTROL LINK VOLUMES | 9,396 | 14,094 | 23,490 | 2,463 | 1,677 | 4,140 | 13,373 | 8,407 | 21,780 | 1,895 | 2,785 | 4,680 |
| 2045 TURN SUMMARY | 9,162 | 14,094 | 23,256 | 2,450 | 1,677 | 4,127 | 13,467 | 8,407 | 21,874 | 1,885 | 2,785 | 4,670 |

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

| | | | |
|-----------------|----------------------------------------------------|--------------|-----------|
| SECTION NO: | | PREPARED BY: | MZH |
| FM NO: | | FILE: | Version 1 |
| PROJECT LIMITS: | I-95 at Woolbright Rd IMR | DATE: | 7/10/2020 |
| DESIGN YEAR: | 2045 | | |
| INTERSECTION: | Woolbright Rd at Seacrest Blvd (Unadjusted TmTool) | | |

NOTES:

Historical AADTs:

| | YEAR | NORTH LEG AADT | EAST LEG AADT | SOUTH LEG AADT | WEST LEG AADT |
|---------------|------|-------------------|------------------|-------------------|------------------|
| Model Volume: | 2019 | 10,000 | 29,000 | 20,500 | 40,500 |

Growth Rates:

| | NORTH LEG | | EAST LEG | | SOUTH LEG | | WEST LEG | |
|-------------------------------------------|-----------|-----|----------|-----|-----------|-----|----------|-----|
| Historic Trend GR = | N/A | CGR | N/A | CGR | N/A | CGR | N/A | CGR |
| Historic + Model Trend GR = | N/A | CGR | N/A | CGR | N/A | CGR | N/A | CGR |
| Base Year Model to Future Year Model GR = | N/A | CGR | N/A | CGR | N/A | CGR | N/A | CGR |
| Recommended Growth Rate: | 0.71% | CGR | 0.76% | CGR | 0.74% | CGR | 0.50% | CGR |

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

- 1 = Compound Growth Throughout All Years
- 2 = Linear Growth Throughout All Years
- 3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

| | YEAR | FACTOR | AADT | FACTOR | AADT | FACTOR | AADT | FACTOR | AADT | |
|-----------|------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| | 2019 | | 10,000 | | 29,000 | | 20,500 | | 40,500 | |
| NO. YEARS | 6 | 2025 | 1.043 | 10,500 | 1.046 | 31,000 | 1.045 | 21,500 | 1.030 | 42,000 |
| NO. YEARS | 11 | 2030 | 1.081 | 11,000 | 1.087 | 32,000 | 1.084 | 22,500 | 1.056 | 43,000 |
| NO. YEARS | 26 | 2045 | 1.202 | 12,000 | 1.218 | 35,000 | 1.211 | 25,000 | 1.138 | 46,000 |

Percent Turns Calculated From Base Year TMCs:

| TURN STUDY | FROM NORTH LEG (Southbound) | | | FROM EAST LEG (Westbound) | | | FROM SOUTH LEG (Northbound) | | | FROM WEST LEG (Eastbound) | | | TOTAL |
|------------|--------------------------------|------|------|------------------------------|------|------|--------------------------------|------|------|------------------------------|------|------|-------|
| | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | |
| A.M. | 2-Way Pk Hr Vol: 963 | | | 1,692 | | | 1,903 | | | 2,656 | | | |
| 4/10/2019 | 135 | 403 | 81 | 29 | 763 | 99 | 77 | 262 | 529 | 533 | 643 | 53 | 3,607 |
| % TURNS: | 22% | 65% | 13% | 3% | 86% | 11% | 9% | 30% | 61% | 43% | 52% | 4% | |
| P.M. | 2-Way Pk Hr Vol: 1,061 | | | 2,203 | | | 1,939 | | | 3,173 | | | |
| 4/10/2019 | 96 | 257 | 81 | 59 | 952 | 59 | 153 | 406 | 589 | 475 | 899 | 162 | 4,188 |
| % TURNS: | 22% | 59% | 19% | 6% | 89% | 6% | 13% | 35% | 51% | 31% | 59% | 11% | |

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

| | | NORTH LEG | | | EAST LEG | | | SOUTH LEG | | | WEST LEG | | |
|------|------|-----------|------|------|----------|------|------|-----------|------|------|----------|------|------|
| | | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT |
| A.M. | 2019 | 22% | 65% | 13% | 3% | 86% | 11% | 9% | 30% | 61% | 43% | 52% | 4% |
| | 2025 | 24% | 61% | 15% | 4% | 83% | 13% | 12% | 28% | 60% | 42% | 52% | 6% |
| | 2030 | 25% | 60% | 16% | 5% | 82% | 13% | 12% | 28% | 60% | 42% | 52% | 6% |
| | 2045 | 25% | 58% | 16% | 5% | 81% | 14% | 14% | 27% | 59% | 42% | 52% | 6% |
| P.M. | 2019 | 22% | 59% | 19% | 6% | 89% | 6% | 13% | 35% | 51% | 31% | 59% | 11% |
| | 2025 | 24% | 56% | 20% | 6% | 86% | 8% | 16% | 33% | 51% | 31% | 58% | 11% |
| | 2030 | 25% | 55% | 20% | 7% | 85% | 9% | 16% | 33% | 51% | 31% | 57% | 11% |
| | 2045 | 26% | 53% | 21% | 7% | 83% | 10% | 17% | 32% | 51% | 32% | 57% | 12% |

K & D FACTORS:

| | | NORTH LEG | | EAST LEG | | SOUTH LEG | | WEST LEG | |
|----------|------|-----------|-------|----------|-------|-----------|-------|----------|-------|
| | | AM | PM | AM | PM | AM | PM | AM | PM |
| K FACTOR | 2019 | 9.6% | 10.6% | 5.8% | 7.6% | 9.3% | 9.5% | 6.6% | 7.8% |
| | 2025 | 9.5% | 10.2% | 6.6% | 7.9% | 9.2% | 9.4% | 7.1% | 8.1% |
| | 2030 | 9.4% | 9.9% | 7.2% | 8.2% | 9.2% | 9.3% | 7.6% | 8.3% |
| | 2045 | 9.0% | 9.0% | 9.0% | 9.0% | 9.0% | 9.0% | 9.0% | 9.0% |
| D FACTOR | 2019 | 64.3% | 40.9% | 52.7% | 48.6% | 45.6% | 59.2% | 46.3% | 48.4% |
| | 2025 | 63.2% | 40.8% | 54.2% | 46.7% | 44.4% | 59.3% | 44.9% | 51.0% |
| | 2030 | 62.3% | 40.7% | 55.6% | 45.2% | 43.4% | 59.3% | 43.8% | 53.1% |
| | 2045 | 59.5% | 40.5% | 59.5% | 40.5% | 40.5% | 59.5% | 40.5% | 59.5% |

Adjusted TMTool Sheets

TMTOOL INPUT SHEET

Project Description:

| | | | |
|-----------------|-------------------------------------------------|--------------|-----------|
| SECTION NO: | | PREPARED BY: | MZH |
| FM NO: | | FILE: | Version 1 |
| PROJECT LIMITS: | I-95 at Woolbright Rd IMR | DATE: | 7/10/2020 |
| DESIGN YEAR: | 2045 | | |
| INTERSECTION: | Woolbright Rd at Corporate Dr (Adjusted TmTool) | | |

NOTES:

Historical AADTs:

| | YEAR | NORTH LEG AADT | EAST LEG AADT | SOUTH LEG AADT | WEST LEG AADT |
|---------------|------|-------------------|------------------|-------------------|------------------|
| Model Volume: | 2019 | 16,500 | 42,500 | 8,300 | 37,500 |

Growth Rates:

| | NORTH LEG | | EAST LEG | | SOUTH LEG | | WEST LEG | |
|-------------------------------------------|-----------|-----|----------|-----|-----------|-----|----------|-----|
| Historic Trend GR = | N/A | CGR | N/A | CGR | N/A | CGR | N/A | CGR |
| Historic + Model Trend GR = | N/A | CGR | N/A | CGR | N/A | CGR | N/A | CGR |
| Base Year Model to Future Year Model GR = | N/A | CGR | N/A | CGR | N/A | CGR | N/A | CGR |
| Recommended Growth Rate: | 0.77% | CGR | 0.76% | CGR | 0.50% | CGR | 0.66% | CGR |

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years

2 = Linear Growth Throughout All Years

3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

| | YEAR | FACTOR | AADT | FACTOR | AADT | FACTOR | AADT | FACTOR | AADT | |
|-----------|------|--------|--------|--------|--------|--------|-------|--------|--------|--------|
| | 2019 | | 16,500 | | 42,500 | | 8,300 | | 37,500 | |
| NO. YEARS | 6 | 2025 | 1.047 | 17,000 | 1.047 | 44,500 | 1.030 | 8,500 | 1.040 | 39,000 |
| NO. YEARS | 11 | 2030 | 1.088 | 18,000 | 1.087 | 46,500 | 1.056 | 8,700 | 1.074 | 40,500 |
| NO. YEARS | 26 | 2045 | 1.221 | 20,000 | 1.218 | 52,000 | 1.138 | 9,400 | 1.185 | 44,000 |

Percent Turns Calculated From Base Year TMCs:

| TURN STUDY | FROM NORTH LEG (Southbound) | | | FROM EAST LEG (Westbound) | | | FROM SOUTH LEG (Northbound) | | | FROM WEST LEG (Eastbound) | | | TOTAL |
|------------|--------------------------------|------|------|------------------------------|-------|------|--------------------------------|------|------|------------------------------|-------|------|-------|
| | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | |
| A.M. | 2-Way Pk Hr Vol: 1,152 | | | 3,439 | | | 575 | | | 2,834 | | | |
| 4/10/2019 | 153 | 92 | 453 | 275 | 998 | 236 | 85 | 25 | 39 | 98 | 1,392 | 154 | 4,000 |
| % TURNS: | 22% | 13% | 65% | 18% | 66% | 16% | 57% | 17% | 26% | 6% | 85% | 9% | |
| P.M. | 2-Way Pk Hr Vol: 1,247 | | | 3,785 | | | 730 | | | 3,158 | | | |
| 4/10/2019 | 123 | 37 | 335 | 498 | 1,395 | 79 | 291 | 62 | 197 | 64 | 1,187 | 192 | 4,460 |
| % TURNS: | 25% | 7% | 68% | 25% | 71% | 4% | 53% | 11% | 36% | 4% | 82% | 13% | |

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

| | | NORTH LEG | | | EAST LEG | | | SOUTH LEG | | | WEST LEG | | |
|------|------|-----------|------|------|----------|------|------|-----------|------|------|----------|------|------|
| | | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT |
| A.M. | 2019 | 22% | 13% | 65% | 18% | 66% | 16% | 57% | 17% | 26% | 6% | 85% | 9% |
| | 2025 | 24% | 13% | 63% | 19% | 66% | 15% | 56% | 17% | 27% | 7% | 83% | 11% |
| | 2030 | 24% | 13% | 63% | 19% | 65% | 15% | 55% | 17% | 28% | 7% | 82% | 11% |
| | 2045 | 25% | 12% | 62% | 20% | 65% | 15% | 55% | 17% | 28% | 7% | 81% | 12% |
| P.M. | 2019 | 25% | 7% | 68% | 25% | 71% | 4% | 53% | 11% | 36% | 4% | 82% | 13% |
| | 2025 | 27% | 8% | 66% | 25% | 70% | 5% | 52% | 12% | 36% | 5% | 80% | 14% |
| | 2030 | 27% | 8% | 65% | 25% | 69% | 5% | 52% | 12% | 36% | 5% | 80% | 15% |
| | 2045 | 28% | 8% | 65% | 26% | 69% | 5% | 52% | 12% | 36% | 6% | 79% | 15% |

K & D FACTORS:

| | | NORTH LEG | | EAST LEG | | SOUTH LEG | | WEST LEG | |
|----------|------|-----------|-------|----------|-------|-----------|-------|----------|-------|
| | | AM | PM | AM | PM | AM | PM | AM | PM |
| K FACTOR | 2019 | 7.0% | 7.6% | 8.1% | 8.9% | 6.9% | 8.8% | 7.6% | 8.4% |
| | 2025 | 7.4% | 7.9% | 8.3% | 8.9% | 7.4% | 8.8% | 7.9% | 8.6% |
| | 2030 | 7.8% | 8.2% | 8.5% | 8.9% | 7.8% | 8.9% | 8.2% | 8.7% |
| | 2045 | 9.0% | 9.0% | 9.0% | 9.0% | 9.0% | 9.0% | 9.0% | 9.0% |
| D FACTOR | 2019 | 60.6% | 39.7% | 43.9% | 52.1% | 25.9% | 75.3% | 58.0% | 45.7% |
| | 2025 | 60.3% | 39.9% | 43.1% | 53.8% | 29.3% | 71.7% | 58.4% | 44.5% |
| | 2030 | 60.1% | 40.0% | 42.4% | 55.2% | 32.1% | 68.6% | 58.6% | 43.5% |
| | 2045 | 59.5% | 40.5% | 40.5% | 59.5% | 40.5% | 59.5% | 59.5% | 40.5% |

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 0
 FM NO.: 0
 PROJECT LIMITS: I-95 at Woolbright Rd IMR
 DESIGN YEAR: 2045
 INTERSECTION: Woolbright Rd at Corporate Dr (Adjusted TmTool)
 PREPARED BY: MZH
 FILE: Version 1

DATE: 7/10/2020
 NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

| | YEAR | NORTH LEG | EAST LEG | SOUTH LEG | WEST LEG |
|-----------------|------|-----------|----------|-----------|----------|
| 24 HR EST. AADT | 2019 | 16,500 | 42,500 | 8,300 | 37,500 |
| 24 HR EST. AADT | 2025 | 17,000 | 44,500 | 8,500 | 39,000 |
| 24 HR EST. AADT | 2030 | 18,000 | 46,500 | 8,700 | 40,500 |
| 24 HR EST. AADT | 2045 | 20,000 | 52,000 | 9,400 | 44,000 |

Percent Turns Calculated From Base Year AADTs:

| JKTURNS | | FROM NORTH LEG | | | FROM EAST LEG | | | FROM SOUTH LEG | | | FROM WEST LEG | | |
|---------|-----------|----------------|-------|--------|---------------|--------|-------|----------------|--------|--------|---------------|--------|--------|
| | | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT |
| 2019 | 2-WAY ADT | 16,500 | | 42,500 | | 8,300 | | 37,500 | | | | | |
| | | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT |
| | | 37,500 | 8,300 | 42,500 | 16,500 | 37,500 | 8,300 | 42,500 | 16,500 | 8,300 | 37,500 | 8,300 | 42,500 |
| | | 42% | 9% | 48% | 26% | 60% | 13% | 44% | 17% | 39% | 12% | 63% | 25% |
| 2025 | 2-WAY ADT | 17,000 | | 44,500 | | 8,500 | | 39,000 | | | | | |
| | | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT |
| | | 39,000 | 8,500 | 44,500 | 17,000 | 39,000 | 8,500 | 44,500 | 17,000 | 39,000 | 8,500 | 44,500 | 17,000 |
| | | 42% | 9% | 48% | 26% | 60% | 13% | 44% | 17% | 39% | 12% | 64% | 24% |
| 2030 | 2-WAY ADT | 18,000 | | 46,500 | | 8,700 | | 40,500 | | | | | |
| | | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT |
| | | 40,500 | 8,700 | 46,500 | 18,000 | 40,500 | 8,700 | 46,500 | 18,000 | 40,500 | 8,700 | 46,500 | 18,000 |
| | | 42% | 9% | 49% | 27% | 60% | 13% | 44% | 17% | 39% | 12% | 64% | 25% |
| 2045 | 2-WAY ADT | 20,000 | | 52,000 | | 9,400 | | 44,000 | | | | | |
| | | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT |
| | | 44,000 | 9,400 | 52,000 | 20,000 | 44,000 | 9,400 | 52,000 | 20,000 | 44,000 | 9,400 | 52,000 | 20,000 |
| | | 42% | 9% | 49% | 27% | 60% | 13% | 45% | 17% | 38% | 12% | 64% | 25% |

| A.M. DESIGN HR. TURNS | | NORTH LEG | | | EAST LEG | | | SOUTH LEG | | | WEST LEG | | |
|------------------------------|------------|-----------|------|------|----------|-------|------|-----------|------|------|----------|-------|------|
| | | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT |
| 2019 | EST. TURNS | 152 | 93 | 453 | 274 | 995 | 239 | 85 | 25 | 39 | 99 | 1,393 | 153 |
| 2025 | EST. TURNS | 180 | 97 | 491 | 293 | 1,054 | 242 | 105 | 29 | 50 | 112 | 1,502 | 183 |
| 2030 | EST. TURNS | 205 | 100 | 540 | 317 | 1,105 | 244 | 122 | 35 | 60 | 120 | 1,605 | 210 |
| 2045 | EST. TURNS | 269 | 116 | 678 | 387 | 1,240 | 252 | 188 | 58 | 94 | 139 | 1,918 | 284 |
| P.M. DESIGN HR. TURNS | | | | | | | | | | | | | |
| 2019 | EST. TURNS | 123 | 37 | 336 | 500 | 1,397 | 79 | 292 | 62 | 197 | 64 | 1,190 | 193 |
| 2025 | EST. TURNS | 145 | 41 | 352 | 531 | 1,512 | 99 | 294 | 63 | 198 | 73 | 1,201 | 212 |
| 2030 | EST. TURNS | 167 | 45 | 379 | 583 | 1,617 | 113 | 295 | 65 | 203 | 82 | 1,215 | 234 |
| 2045 | EST. TURNS | 224 | 68 | 440 | 724 | 1,933 | 167 | 296 | 68 | 205 | 112 | 1,216 | 279 |

| LINK VOLUME CHECK | | NORTH LEG | | | EAST LEG | | | SOUTH LEG | | | WEST LEG | | |
|--------------------------|--------------|-----------|-------|-------|----------|-------|-------|-----------|-----|------|----------|-------|-------|
| | | FROM | TO | LINK | FROM | TO | LINK | FROM | TO | LINK | FROM | TO | LINK |
| DESIGN HOUR A.M.: | | | | | | | | | | | | | |
| CONTROL LINK VOLUMES | | 698 | 452 | 1,150 | 1,509 | 1,931 | 3,440 | 149 | 431 | 580 | 1,644 | 1,186 | 2,830 |
| 2019 | TURN SUMMARY | 698 | 452 | 1,150 | 1,509 | 1,931 | 3,440 | 149 | 431 | 580 | 1,644 | 1,186 | 2,830 |
| CONTROL LINK VOLUMES | | 764 | 506 | 1,270 | 1,592 | 2,098 | 3,690 | 184 | 446 | 630 | 1,796 | 1,284 | 3,080 |
| 2025 | TURN SUMMARY | 768 | 506 | 1,274 | 1,590 | 2,098 | 3,688 | 184 | 452 | 636 | 1,798 | 1,284 | 3,082 |
| CONTROL LINK VOLUMES | | 848 | 562 | 1,410 | 1,673 | 2,267 | 3,940 | 218 | 462 | 680 | 1,940 | 1,370 | 3,310 |
| 2030 | TURN SUMMARY | 845 | 562 | 1,407 | 1,666 | 2,267 | 3,933 | 217 | 464 | 681 | 1,935 | 1,370 | 3,305 |
| CONTROL LINK VOLUMES | | 1,071 | 729 | 1,800 | 1,895 | 2,785 | 4,680 | 343 | 507 | 850 | 2,356 | 1,604 | 3,960 |
| 2045 | TURN SUMMARY | 1,064 | 729 | 1,793 | 1,879 | 2,785 | 4,664 | 341 | 507 | 848 | 2,341 | 1,604 | 3,945 |
| DESIGN HOUR P.M.: | | | | | | | | | | | | | |
| CONTROL LINK VOLUMES | | 495 | 755 | 1,250 | 1,972 | 1,818 | 3,790 | 550 | 180 | 730 | 1,443 | 1,717 | 3,160 |
| 2019 | TURN SUMMARY | 496 | 755 | 1,251 | 1,976 | 1,818 | 3,794 | 551 | 180 | 731 | 1,446 | 1,717 | 3,163 |
| CONTROL LINK VOLUMES | | 535 | 805 | 1,340 | 2,138 | 1,832 | 3,970 | 539 | 211 | 750 | 1,485 | 1,855 | 3,340 |
| 2025 | TURN SUMMARY | 538 | 805 | 1,343 | 2,142 | 1,847 | 3,989 | 555 | 213 | 768 | 1,486 | 1,855 | 3,341 |
| CONTROL LINK VOLUMES | | 589 | 881 | 1,470 | 2,297 | 1,863 | 4,160 | 530 | 240 | 770 | 1,527 | 1,983 | 3,510 |
| 2030 | TURN SUMMARY | 591 | 881 | 1,472 | 2,313 | 1,890 | 4,203 | 563 | 240 | 803 | 1,531 | 1,987 | 3,518 |
| CONTROL LINK VOLUMES | | 729 | 1,071 | 1,800 | 2,785 | 1,895 | 4,680 | 503 | 347 | 850 | 1,604 | 2,356 | 3,960 |
| 2045 | TURN SUMMARY | 732 | 1,071 | 1,803 | 2,824 | 1,952 | 4,776 | 569 | 347 | 916 | 1,606 | 2,362 | 3,968 |

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

| | | | |
|-----------------|-----------------------------------------------------|--------------|-----------|
| SECTION NO: | | PREPARED BY: | MZH |
| FM NO: | | FILE: | Version 1 |
| PROJECT LIMITS: | I-95 at Woolbright Rd IMR | DATE: | 7/10/2020 |
| DESIGN YEAR: | 2045 | | |
| INTERSECTION: | Woolbright Rd at I-95 NB-SB Ramps (Balanced TmTool) | | |

NOTES:

Historical AADTs:

| | YEAR | NORTH LEG AADT | EAST LEG AADT | SOUTH LEG AADT | WEST LEG AADT |
|---------------|------|-------------------|------------------|-------------------|------------------|
| Model Volume: | 2019 | 237,000 | 40,500 | 228,000 | 42,500 |

Growth Rates:

| | NORTH LEG | | EAST LEG | | SOUTH LEG | | WEST LEG | |
|-------------------------------------------|-----------|-----|----------|-----|-----------|-----|----------|-----|
| Historic Trend GR = | N/A | CGR | N/A | CGR | N/A | CGR | N/A | CGR |
| Historic + Model Trend GR = | N/A | CGR | N/A | CGR | N/A | CGR | N/A | CGR |
| Base Year Model to Future Year Model GR = | N/A | CGR | N/A | CGR | N/A | CGR | N/A | CGR |
| Recommended Growth Rate: | 0.40% | CGR | 0.50% | CGR | 0.25% | CGR | 0.77% | CGR |

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

- 1 = Compound Growth Throughout All Years
- 2 = Linear Growth Throughout All Years
- 3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

| | YEAR | FACTOR | AADT | FACTOR | AADT | FACTOR | AADT | FACTOR | AADT | |
|-----------|------|--------|---------|---------|--------|--------|---------|---------|--------|--------|
| | 2019 | | 237,000 | | 40,500 | | 228,000 | | 42,500 | |
| NO. YEARS | 6 | 2025 | 1.024 | 243,000 | 1.030 | 42,000 | 1.015 | 232,000 | 1.047 | 44,500 |
| NO. YEARS | 11 | 2030 | 1.045 | 248,000 | 1.056 | 43,000 | 1.028 | 235,000 | 1.088 | 46,500 |
| NO. YEARS | 26 | 2045 | 1.109 | 261,000 | 1.138 | 46,000 | 1.067 | 242,000 | 1.221 | 52,000 |

Percent Turns Calculated From Base Year TMCs:

| TURN STUDY | FROM NORTH LEG (Southbound) | | | FROM EAST LEG (Westbound) | | | FROM SOUTH LEG (Northbound) | | | FROM WEST LEG (Eastbound) | | | TOTAL |
|------------|--------------------------------|-------|------|------------------------------|-------|------|--------------------------------|-------|------|------------------------------|-------|------|--------|
| | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | |
| A.M. | 2-Way Pk Hr Vol: 16,813 | | | | | | | | | | | | |
| 4/10/2019 | 745 | 8,510 | 537 | 731 | 764 | 415 | 299 | 5,609 | 355 | 840 | 946 | 681 | 20,432 |
| % TURNS: | 8% | 87% | 5% | 38% | 40% | 22% | 5% | 90% | 6% | 34% | 38% | 28% | |
| P.M. | 2-Way Pk Hr Vol: 17,699 | | | | | | | | | | | | |
| 4/10/2019 | 704 | 5,874 | 607 | 794 | 1,268 | 313 | 459 | 8,885 | 578 | 406 | 1,179 | 835 | 21,902 |
| % TURNS: | 10% | 82% | 8% | 33% | 53% | 13% | 5% | 90% | 6% | 17% | 49% | 35% | |

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

| | | NORTH LEG | | | EAST LEG | | | SOUTH LEG | | | WEST LEG | | |
|------|------|-----------|------|------|----------|------|------|-----------|------|------|----------|------|------|
| | | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT |
| A.M. | 2019 | 8% | 87% | 5% | 38% | 40% | 22% | 5% | 90% | 6% | 34% | 38% | 28% |
| | 2025 | 8% | 86% | 6% | 39% | 37% | 24% | 6% | 88% | 6% | 35% | 35% | 30% |
| | 2030 | 8% | 85% | 6% | 39% | 36% | 25% | 6% | 88% | 7% | 35% | 35% | 30% |
| | 2045 | 9% | 84% | 7% | 40% | 35% | 25% | 6% | 87% | 7% | 36% | 33% | 31% |
| P.M. | 2019 | 10% | 82% | 8% | 33% | 53% | 13% | 5% | 90% | 6% | 17% | 49% | 35% |
| | 2025 | 10% | 81% | 9% | 35% | 49% | 16% | 5% | 88% | 7% | 20% | 45% | 36% |
| | 2030 | 10% | 81% | 9% | 35% | 48% | 17% | 6% | 88% | 7% | 20% | 44% | 36% |
| | 2045 | 11% | 80% | 9% | 36% | 46% | 18% | 6% | 87% | 7% | 21% | 42% | 37% |

K & D FACTORS:

| | | NORTH LEG | | EAST LEG | | SOUTH LEG | | WEST LEG | |
|----------|------|-----------|-------|----------|-------|-----------|-------|----------|-------|
| | | AM | PM | AM | PM | AM | PM | AM | PM |
| K FACTOR | 2019 | 7.1% | 7.5% | 9.1% | 11.4% | 7.0% | 7.2% | 10.2% | 11.7% |
| | 2025 | 7.5% | 7.8% | 9.1% | 10.9% | 7.5% | 7.6% | 9.9% | 11.1% |
| | 2030 | 7.9% | 8.1% | 9.1% | 10.4% | 7.9% | 8.0% | 9.7% | 10.6% |
| | 2045 | 9.0% | 9.0% | 9.0% | 9.0% | 9.0% | 9.0% | 9.0% | 9.0% |
| D FACTOR | 2019 | 58.2% | 40.6% | 51.7% | 51.4% | 39.1% | 60.1% | 57.0% | 48.7% |
| | 2025 | 58.6% | 40.5% | 49.1% | 53.3% | 39.0% | 60.4% | 57.5% | 46.8% |
| | 2030 | 59.0% | 40.3% | 47.0% | 54.8% | 38.9% | 60.6% | 58.0% | 45.2% |
| | 2045 | 60.0% | 40.0% | 40.5% | 59.5% | 38.6% | 61.4% | 59.5% | 40.5% |

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 0
 FM NO.: 0
 PROJECT LIMITS: I-95 at Woolbright Rd IMR
 DESIGN YEAR: 2045
 INTERSECTION: Woolbright Rd at I-95 NB-SB Ramps (Balanced TmT)
 PREPARED BY: MZH
 FILE: Version 1

DATE: 7/10/2020
 NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

| | YEAR | NORTH LEG | EAST LEG | SOUTH LEG | WEST LEG |
|-----------------|------|-----------|----------|-----------|----------|
| 24 HR EST. AADT | 2019 | 237,000 | 40,500 | 228,000 | 42,500 |
| 24 HR EST. AADT | 2025 | 243,000 | 42,000 | 232,000 | 44,500 |
| 24 HR EST. AADT | 2030 | 248,000 | 43,000 | 235,000 | 46,500 |
| 24 HR EST. AADT | 2045 | 261,000 | 46,000 | 242,000 | 52,000 |

Percent Turns Calculated From Base Year AADTs:

| JKTURNS | | FROM NORTH LEG | | | FROM EAST LEG | | | FROM SOUTH LEG | | | FROM WEST LEG | | |
|---------|-----------|----------------|---------|--------|---------------|--------|---------|----------------|---------|--------|---------------|--------|---------|
| | | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT |
| 2019 | 2-WAY ADT | 237,000 | | | 40,500 | | | 228,000 | | | 42,500 | | |
| | | 42,500 | 228,000 | 40,500 | 237,000 | 42,500 | 228,000 | 40,500 | 237,000 | 42,500 | 228,000 | 40,500 | 237,000 |
| | | 14% | 73% | 13% | 47% | 8% | 45% | 13% | 74% | 13% | 45% | 8% | 47% |
| 2025 | 2-WAY ADT | 243,000 | | | 42,000 | | | 232,000 | | | 44,500 | | |
| | | 44,500 | 232,000 | 42,000 | 243,000 | 44,500 | 232,000 | 42,000 | 243,000 | 44,500 | 232,000 | 42,000 | 243,000 |
| | | 14% | 73% | 13% | 47% | 9% | 45% | 13% | 74% | 14% | 45% | 8% | 47% |
| 2030 | 2-WAY ADT | 248,000 | | | 43,000 | | | 235,000 | | | 46,500 | | |
| | | 46,500 | 235,000 | 43,000 | 248,000 | 46,500 | 235,000 | 43,000 | 248,000 | 46,500 | 235,000 | 43,000 | 248,000 |
| | | 14% | 72% | 13% | 47% | 9% | 44% | 13% | 73% | 14% | 45% | 8% | 47% |
| 2045 | 2-WAY ADT | 261,000 | | | 46,000 | | | 242,000 | | | 52,000 | | |
| | | 52,000 | 242,000 | 46,000 | 261,000 | 52,000 | 242,000 | 46,000 | 261,000 | 52,000 | 242,000 | 46,000 | 261,000 |
| | | 15% | 71% | 14% | 47% | 9% | 44% | 13% | 73% | 14% | 44% | 8% | 48% |

| A.M. DESIGN HR. TURNS | | NORTH LEG | | | EAST LEG | | | SOUTH LEG | | | WEST LEG | | |
|-----------------------|------------|-----------|--------|-------|----------|-------|------|-----------|--------|------|----------|-------|------|
| | | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT |
| 2019 | EST. TURNS | 744 | 8,511 | 536 | 730 | 764 | 415 | 299 | 5,607 | 355 | 841 | 945 | 681 |
| 2025 | EST. TURNS | 821 | 9,217 | 680 | 775 | 766 | 460 | 371 | 6,033 | 394 | 883 | 946 | 768 |
| 2030 | EST. TURNS | 875 | 9,929 | 764 | 790 | 768 | 461 | 405 | 6,432 | 411 | 902 | 948 | 813 |
| 2045 | EST. TURNS | 1,009 | 12,011 | 1,049 | 800 | 769 | 462 | 485 | 7,656 | 419 | 920 | 949 | 956 |
| 2019 | EST. TURNS | 703 | 5,878 | 607 | 794 | 1,268 | 314 | 459 | 8,886 | 578 | 407 | 1,179 | 835 |
| 2025 | EST. TURNS | 791 | 6,218 | 651 | 887 | 1,269 | 383 | 519 | 9,556 | 672 | 446 | 1,181 | 885 |
| 2030 | EST. TURNS | 847 | 6,536 | 653 | 917 | 1,271 | 400 | 521 | 10,191 | 716 | 448 | 1,183 | 893 |
| 2045 | EST. TURNS | 983 | 7,569 | 655 | 1,022 | 1,272 | 414 | 523 | 12,193 | 786 | 450 | 1,185 | 896 |

| LINK VOLUME CHECK | | NORTH LEG | | | EAST LEG | | | SOUTH LEG | | | WEST LEG | | |
|--------------------------|--------------|-----------|--------|--------|----------|-------|-------|-----------|--------|--------|----------|-------|-------|
| | | FROM | TO | LINK | FROM | TO | LINK | FROM | TO | LINK | FROM | TO | LINK |
| DESIGN HOUR A.M.: | | | | | | | | | | | | | |
| CONTROL LINK VOLUMES | | 9,792 | 7,018 | 16,810 | 1,910 | 1,780 | 3,690 | 6,263 | 9,767 | 16,030 | 2,467 | 1,863 | 4,330 |
| 2019 | TURN SUMMARY | 9,791 | 7,018 | 16,809 | 1,910 | 1,780 | 3,690 | 6,261 | 9,767 | 16,028 | 2,467 | 1,863 | 4,330 |
| CONTROL LINK VOLUMES | | 10,737 | 7,573 | 18,310 | 1,876 | 1,944 | 3,820 | 6,766 | 10,594 | 17,360 | 2,539 | 1,871 | 4,410 |
| 2025 | TURN SUMMARY | 10,718 | 7,576 | 18,294 | 2,001 | 1,997 | 3,998 | 6,799 | 10,559 | 17,358 | 2,597 | 1,982 | 4,579 |
| CONTROL LINK VOLUMES | | 11,557 | 8,033 | 19,590 | 1,832 | 2,068 | 3,900 | 7,184 | 11,296 | 18,480 | 2,614 | 1,886 | 4,500 |
| 2030 | TURN SUMMARY | 11,568 | 8,035 | 19,603 | 2,019 | 2,117 | 4,136 | 7,248 | 11,291 | 18,539 | 2,663 | 2,054 | 4,717 |
| CONTROL LINK VOLUMES | | 14,094 | 9,396 | 23,490 | 1,677 | 2,463 | 4,140 | 8,407 | 13,373 | 21,780 | 2,785 | 1,895 | 4,680 |
| 2045 | TURN SUMMARY | 14,070 | 9,412 | 23,482 | 2,031 | 2,483 | 4,514 | 8,560 | 13,394 | 21,954 | 2,825 | 2,197 | 5,022 |
| DESIGN HOUR P.M.: | | | | | | | | | | | | | |
| CONTROL LINK VOLUMES | | 7,185 | 10,515 | 17,700 | 2,375 | 2,245 | 4,620 | 9,922 | 6,598 | 16,520 | 2,420 | 2,550 | 4,970 |
| 2019 | TURN SUMMARY | 7,188 | 10,515 | 17,703 | 2,376 | 2,245 | 4,621 | 9,924 | 6,598 | 16,522 | 2,421 | 2,550 | 4,971 |
| CONTROL LINK VOLUMES | | 7,690 | 11,320 | 19,010 | 2,428 | 2,132 | 4,560 | 10,715 | 7,035 | 17,750 | 2,306 | 2,624 | 4,930 |
| 2025 | TURN SUMMARY | 7,660 | 11,328 | 18,988 | 2,539 | 2,351 | 4,890 | 10,747 | 7,048 | 17,795 | 2,512 | 2,731 | 5,243 |
| CONTROL LINK VOLUMES | | 8,120 | 12,010 | 20,130 | 2,449 | 2,021 | 4,470 | 11,381 | 7,389 | 18,770 | 2,220 | 2,690 | 4,910 |
| 2030 | TURN SUMMARY | 8,035 | 12,001 | 20,036 | 2,588 | 2,357 | 4,945 | 11,428 | 7,383 | 18,811 | 2,523 | 2,834 | 5,357 |
| CONTROL LINK VOLUMES | | 9,396 | 14,094 | 23,490 | 2,463 | 1,677 | 4,140 | 13,373 | 8,407 | 21,780 | 1,895 | 2,785 | 4,680 |
| 2045 | TURN SUMMARY | 9,207 | 14,110 | 23,317 | 2,707 | 2,362 | 5,069 | 13,501 | 8,433 | 21,934 | 2,531 | 3,040 | 5,571 |

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

| | | | |
|-----------------|--------------------------------------------------|--------------|-----------|
| SECTION NO: | | PREPARED BY: | MZH |
| FM NO: | | FILE: | Version 1 |
| PROJECT LIMITS: | I-95 at Woolbright Rd IMR | DATE: | 7/10/2020 |
| DESIGN YEAR: | 2045 | | |
| INTERSECTION: | Woolbright Rd at Seacrest Blvd (Adjusted TmTool) | | |

NOTES:

Historical AADTs:

| | YEAR | NORTH LEG AADT | EAST LEG AADT | SOUTH LEG AADT | WEST LEG AADT |
|---------------|------|-------------------|------------------|-------------------|------------------|
| Model Volume: | 2019 | 10,000 | 29,000 | 20,500 | 40,500 |

Growth Rates:

| | NORTH LEG | | EAST LEG | | SOUTH LEG | | WEST LEG | |
|-------------------------------------------|-----------|-----|----------|-----|-----------|-----|----------|-----|
| Historic Trend GR = | N/A | CGR | N/A | CGR | N/A | CGR | N/A | CGR |
| Historic + Model Trend GR = | N/A | CGR | N/A | CGR | N/A | CGR | N/A | CGR |
| Base Year Model to Future Year Model GR = | N/A | CGR | N/A | CGR | N/A | CGR | N/A | CGR |
| Recommended Growth Rate: | 0.71% | CGR | 0.76% | CGR | 0.74% | CGR | 0.50% | CGR |

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

- 1 = Compound Growth Throughout All Years
- 2 = Linear Growth Throughout All Years
- 3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

| | YEAR | FACTOR | AADT | FACTOR | AADT | FACTOR | AADT | FACTOR | AADT | |
|-----------|------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| | 2019 | | 10,000 | | 29,000 | | 20,500 | | 40,500 | |
| NO. YEARS | 6 | 2025 | 1.043 | 10,500 | 1.046 | 31,000 | 1.045 | 21,500 | 1.030 | 42,000 |
| NO. YEARS | 11 | 2030 | 1.081 | 11,000 | 1.087 | 32,000 | 1.084 | 22,500 | 1.056 | 43,000 |
| NO. YEARS | 26 | 2045 | 1.202 | 12,000 | 1.218 | 35,000 | 1.211 | 25,000 | 1.138 | 46,000 |

Percent Turns Calculated From Base Year TMCs:

| TURN STUDY | FROM NORTH LEG (Southbound) | | | FROM EAST LEG (Westbound) | | | FROM SOUTH LEG (Northbound) | | | FROM WEST LEG (Eastbound) | | | TOTAL |
|------------|--------------------------------|------|------|------------------------------|------|------|--------------------------------|------|------|------------------------------|------|------|-------|
| | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | |
| A.M. | 2-Way Pk Hr Vol: 963 | | | 1,692 | | | 1,903 | | | 2,656 | | | |
| 4/10/2019 | 135 | 403 | 81 | 29 | 763 | 99 | 77 | 262 | 529 | 533 | 643 | 53 | 3,607 |
| % TURNS: | 22% | 65% | 13% | 3% | 86% | 11% | 9% | 30% | 61% | 43% | 52% | 4% | |
| P.M. | 2-Way Pk Hr Vol: 1,061 | | | 2,203 | | | 1,939 | | | 3,173 | | | |
| 4/10/2019 | 96 | 257 | 81 | 59 | 952 | 59 | 153 | 406 | 589 | 475 | 899 | 162 | 4,188 |
| % TURNS: | 22% | 59% | 19% | 6% | 89% | 6% | 13% | 35% | 51% | 31% | 59% | 11% | |

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

| | | NORTH LEG | | | EAST LEG | | | SOUTH LEG | | | WEST LEG | | |
|------|------|-----------|------|------|----------|------|------|-----------|------|------|----------|------|------|
| | | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT |
| A.M. | 2019 | 22% | 65% | 13% | 3% | 86% | 11% | 9% | 30% | 61% | 43% | 52% | 4% |
| | 2025 | 24% | 61% | 15% | 4% | 83% | 13% | 12% | 28% | 60% | 42% | 52% | 6% |
| | 2030 | 25% | 60% | 16% | 5% | 82% | 13% | 12% | 28% | 60% | 42% | 52% | 6% |
| | 2045 | 25% | 58% | 16% | 5% | 81% | 14% | 14% | 27% | 59% | 42% | 52% | 6% |
| P.M. | 2019 | 22% | 59% | 19% | 6% | 89% | 6% | 13% | 35% | 51% | 31% | 59% | 11% |
| | 2025 | 24% | 56% | 20% | 6% | 86% | 8% | 16% | 33% | 51% | 31% | 58% | 11% |
| | 2030 | 25% | 55% | 20% | 7% | 85% | 9% | 16% | 33% | 51% | 31% | 57% | 11% |
| | 2045 | 26% | 53% | 21% | 7% | 83% | 10% | 17% | 32% | 51% | 32% | 57% | 12% |

K & D FACTORS:

| | | NORTH LEG | | EAST LEG | | SOUTH LEG | | WEST LEG | |
|----------|------|-----------|-------|----------|-------|-----------|-------|----------|-------|
| | | AM | PM | AM | PM | AM | PM | AM | PM |
| K FACTOR | 2019 | 9.6% | 10.6% | 5.8% | 7.6% | 9.3% | 9.5% | 6.6% | 7.8% |
| | 2025 | 9.5% | 10.2% | 6.6% | 7.9% | 9.2% | 9.4% | 7.1% | 8.1% |
| | 2030 | 9.4% | 9.9% | 7.2% | 8.2% | 9.2% | 9.3% | 7.6% | 8.3% |
| | 2045 | 9.0% | 9.0% | 9.0% | 9.0% | 9.0% | 9.0% | 9.0% | 9.0% |
| D FACTOR | 2019 | 64.3% | 40.9% | 52.7% | 48.6% | 45.6% | 59.2% | 46.3% | 48.4% |
| | 2025 | 63.2% | 40.8% | 54.2% | 46.7% | 44.4% | 59.3% | 44.9% | 51.0% |
| | 2030 | 62.3% | 40.7% | 55.6% | 45.2% | 43.4% | 59.3% | 43.8% | 53.1% |
| | 2045 | 59.5% | 40.5% | 59.5% | 40.5% | 40.5% | 59.5% | 40.5% | 59.5% |

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 0
 FM NO.: 0
 PROJECT LIMITS: I-95 at Woolbright Rd IMR
 DESIGN YEAR: 2045
 INTERSECTION: Woolbright Rd at Seacrest Blvd (Adjusted TmTool)
 PREPARED BY: MZH
 FILE: Version 1

DATE: 7/10/2020
 NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

| | YEAR | NORTH LEG | | | EAST LEG | | | SOUTH LEG | | | WEST LEG | | |
|-----------------|------|-----------|--|--|----------|--|--|-----------|--|--|----------|--|--|
| 24 HR EST. AADT | 2019 | 10,000 | | | 29,000 | | | 20,500 | | | 40,500 | | |
| 24 HR EST. AADT | 2025 | 10,500 | | | 31,000 | | | 21,500 | | | 42,000 | | |
| 24 HR EST. AADT | 2030 | 11,000 | | | 32,000 | | | 22,500 | | | 43,000 | | |
| 24 HR EST. AADT | 2045 | 12,000 | | | 35,000 | | | 25,000 | | | 46,000 | | |

Percent Turns Calculated From Base Year AADTs:

| JKTURNS | | FROM NORTH LEG | | | FROM EAST LEG | | | FROM SOUTH LEG | | | FROM WEST LEG | | |
|---------|-----------|----------------|--------|--------|---------------|--------|--------|----------------|--------|--------|---------------|--------|--------|
| | | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT |
| 2019 | 2-WAY ADT | 10,000 | | | 29,000 | | | 20,500 | | | 40,500 | | |
| | | 40,500 | 20,500 | 29,000 | 10,000 | 40,500 | 20,500 | 29,000 | 10,000 | 40,500 | 20,500 | 29,000 | 10,000 |
| | | 45% | 23% | 32% | 14% | 57% | 29% | 36% | 13% | 51% | 34% | 49% | 17% |
| 2025 | 2-WAY ADT | 10,500 | | | 31,000 | | | 21,500 | | | 42,000 | | |
| | | 42,000 | 21,500 | 31,000 | 10,500 | 42,000 | 21,500 | 31,000 | 10,500 | 42,000 | 21,500 | 31,000 | 10,500 |
| | | 44% | 23% | 33% | 14% | 57% | 29% | 37% | 13% | 50% | 34% | 49% | 17% |
| 2030 | 2-WAY ADT | 11,000 | | | 32,000 | | | 22,500 | | | 43,000 | | |
| | | 43,000 | 22,500 | 32,000 | 11,000 | 43,000 | 22,500 | 32,000 | 11,000 | 43,000 | 22,500 | 32,000 | 11,000 |
| | | 44% | 23% | 33% | 14% | 56% | 29% | 37% | 13% | 50% | 34% | 49% | 17% |
| 2045 | 2-WAY ADT | 12,000 | | | 35,000 | | | 25,000 | | | 46,000 | | |
| | | 46,000 | 25,000 | 35,000 | 12,000 | 46,000 | 25,000 | 35,000 | 12,000 | 46,000 | 25,000 | 35,000 | 12,000 |
| | | 43% | 24% | 33% | 14% | 55% | 30% | 38% | 13% | 49% | 35% | 49% | 17% |

| A.M. DESIGN HR. TURNS | | NORTH LEG | | | EAST LEG | | | SOUTH LEG | | | WEST LEG | | |
|-----------------------|------------|-----------|------|------|----------|-------|------|-----------|------|------|----------|-------|------|
| | | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT |
| 2019 | EST. TURNS | 136 | 402 | 81 | 29 | 764 | 98 | 76 | 260 | 531 | 532 | 642 | 53 |
| 2025 | EST. TURNS | 162 | 403 | 96 | 45 | 936 | 137 | 103 | 262 | 555 | 580 | 719 | 74 |
| 2030 | EST. TURNS | 169 | 405 | 108 | 56 | 1,097 | 163 | 114 | 264 | 564 | 608 | 795 | 83 |
| 2045 | EST. TURNS | 194 | 406 | 127 | 94 | 1,679 | 251 | 138 | 265 | 590 | 685 | 1,010 | 108 |

| P.M. DESIGN HR. TURNS | | NORTH LEG | | | EAST LEG | | | SOUTH LEG | | | WEST LEG | | |
|-----------------------|------------|-----------|------|------|----------|------|------|-----------|------|------|----------|-------|------|
| | | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT |
| 2019 | EST. TURNS | 96 | 257 | 81 | 59 | 950 | 59 | 153 | 405 | 588 | 476 | 897 | 162 |
| 2025 | EST. TURNS | 108 | 259 | 91 | 69 | 962 | 83 | 190 | 407 | 603 | 506 | 1,015 | 186 |
| 2030 | EST. TURNS | 109 | 261 | 96 | 72 | 974 | 93 | 207 | 408 | 604 | 525 | 1,123 | 194 |
| 2045 | EST. TURNS | 110 | 262 | 111 | 80 | 984 | 107 | 271 | 409 | 605 | 587 | 1,493 | 217 |

| LINK VOLUME CHECK | | NORTH LEG | | | EAST LEG | | | SOUTH LEG | | | WEST LEG | | |
|----------------------|----------------------|-----------|-----|-------|----------|-------|-------|-----------|-------|-------|----------|-------|-------|
| | | FROM | TO | LINK | FROM | TO | LINK | FROM | TO | LINK | FROM | TO | LINK |
| DESIGN HOUR A.M.: | CONTROL LINK VOLUMES | 619 | 341 | 960 | 891 | 799 | 1,690 | 868 | 1,032 | 1,900 | 1,229 | 1,431 | 2,660 |
| | 2019 TURN SUMMARY | 618 | 341 | 959 | 890 | 799 | 1,689 | 867 | 1,032 | 1,899 | 1,227 | 1,431 | 2,658 |
| CONTROL LINK VOLUMES | 2025 TURN SUMMARY | 629 | 371 | 1,000 | 1,104 | 936 | 2,040 | 881 | 1,099 | 1,980 | 1,344 | 1,646 | 2,990 |
| | 2030 TURN SUMMARY | 662 | 381 | 1,043 | 1,117 | 919 | 2,036 | 920 | 1,120 | 2,040 | 1,374 | 1,653 | 3,027 |
| CONTROL LINK VOLUMES | 2045 TURN SUMMARY | 641 | 389 | 1,030 | 1,275 | 1,025 | 2,300 | 896 | 1,164 | 2,060 | 1,431 | 1,829 | 3,260 |
| | CONTROL LINK VOLUMES | 682 | 403 | 1,085 | 1,316 | 1,018 | 2,334 | 942 | 1,176 | 2,118 | 1,487 | 1,829 | 3,316 |
| CONTROL LINK VOLUMES | 2045 TURN SUMMARY | 643 | 437 | 1,080 | 1,874 | 1,276 | 3,150 | 911 | 1,339 | 2,250 | 1,677 | 2,463 | 4,140 |
| | CONTROL LINK VOLUMES | 727 | 467 | 1,194 | 2,024 | 1,276 | 3,300 | 993 | 1,342 | 2,335 | 1,803 | 2,463 | 4,266 |

| DESIGN HOUR P.M.: | | NORTH LEG | | | EAST LEG | | | SOUTH LEG | | | WEST LEG | | |
|----------------------|----------------------|-----------|-----|-------|----------|-------|-------|-----------|-----|-------|----------|-------|-------|
| | | FROM | TO | LINK | FROM | TO | LINK | FROM | TO | LINK | FROM | TO | LINK |
| CONTROL LINK VOLUMES | CONTROL LINK VOLUMES | 434 | 626 | 1,060 | 1,070 | 1,130 | 2,200 | 1,148 | 792 | 1,940 | 1,536 | 1,634 | 3,170 |
| | 2019 TURN SUMMARY | 433 | 626 | 1,059 | 1,068 | 1,130 | 2,198 | 1,146 | 792 | 1,938 | 1,534 | 1,634 | 3,168 |
| CONTROL LINK VOLUMES | 2025 TURN SUMMARY | 439 | 641 | 1,080 | 1,147 | 1,313 | 2,460 | 1,192 | 818 | 2,010 | 1,735 | 1,665 | 3,400 |
| | CONTROL LINK VOLUMES | 458 | 662 | 1,120 | 1,114 | 1,296 | 2,410 | 1,200 | 848 | 2,048 | 1,707 | 1,673 | 3,380 |
| CONTROL LINK VOLUMES | 2030 TURN SUMMARY | 445 | 645 | 1,090 | 1,183 | 1,437 | 2,620 | 1,237 | 843 | 2,080 | 1,901 | 1,679 | 3,580 |
| | CONTROL LINK VOLUMES | 465 | 674 | 1,139 | 1,139 | 1,425 | 2,564 | 1,219 | 880 | 2,099 | 1,842 | 1,687 | 3,529 |
| CONTROL LINK VOLUMES | 2045 TURN SUMMARY | 437 | 643 | 1,080 | 1,276 | 1,874 | 3,150 | 1,339 | 911 | 2,250 | 2,463 | 1,677 | 4,140 |
| | CONTROL LINK VOLUMES | 483 | 706 | 1,189 | 1,171 | 1,874 | 3,045 | 1,284 | 956 | 2,240 | 2,297 | 1,699 | 3,996 |

Note: Boxed number indicates manual adjustment.

Balanced TMTTool Sheets

TMTOOL INPUT SHEET

Project Description:

| | | | |
|-----------------|-------------------------------------------------|--------------|-----------|
| SECTION NO: | | PREPARED BY: | MZH |
| FM NO: | | FILE: | Version 1 |
| PROJECT LIMITS: | I-95 at Woolbright Rd IMR | DATE: | 7/10/2020 |
| DESIGN YEAR: | 2045 | | |
| INTERSECTION: | Woolbright Rd at Corporate Dr (Balanced TmTool) | | |

NOTES:

Historical AADTs:

| | YEAR | NORTH LEG AADT | EAST LEG AADT | SOUTH LEG AADT | WEST LEG AADT |
|---------------|------|-------------------|------------------|-------------------|------------------|
| Model Volume: | 2019 | 16,500 | 42,500 | 8,300 | 37,500 |

Growth Rates:

| | NORTH LEG | | EAST LEG | | SOUTH LEG | | WEST LEG | |
|-------------------------------------------|-----------|-----|----------|-----|-----------|-----|----------|-----|
| Historic Trend GR = | N/A | CGR | N/A | CGR | N/A | CGR | N/A | CGR |
| Historic + Model Trend GR = | N/A | CGR | N/A | CGR | N/A | CGR | N/A | CGR |
| Base Year Model to Future Year Model GR = | N/A | CGR | N/A | CGR | N/A | CGR | N/A | CGR |
| Recommended Growth Rate: | 0.77% | CGR | 0.76% | CGR | 0.50% | CGR | 0.66% | CGR |

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years

2 = Linear Growth Throughout All Years

3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

| | YEAR | FACTOR | AADT | FACTOR | AADT | FACTOR | AADT | FACTOR | AADT | |
|-----------|------|--------|--------|--------|--------|--------|-------|--------|--------|--------|
| | 2019 | | 16,500 | | 42,500 | | 8,300 | | 37,500 | |
| NO. YEARS | 6 | 2025 | 1.047 | 17,000 | 1.047 | 44,500 | 1.030 | 8,500 | 1.040 | 39,000 |
| NO. YEARS | 11 | 2030 | 1.088 | 18,000 | 1.087 | 46,500 | 1.056 | 8,700 | 1.074 | 40,500 |
| NO. YEARS | 26 | 2045 | 1.221 | 20,000 | 1.218 | 52,000 | 1.138 | 9,400 | 1.185 | 44,000 |

Percent Turns Calculated From Base Year TMCs:

| TURN STUDY | FROM NORTH LEG (Southbound) | | | FROM EAST LEG (Westbound) | | | FROM SOUTH LEG (Northbound) | | | FROM WEST LEG (Eastbound) | | | TOTAL |
|------------|--------------------------------|------|------|------------------------------|-------|------|--------------------------------|------|------|------------------------------|-------|------|-------|
| | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | |
| A.M. | 2-Way Pk Hr Vol: 1,152 | | | 3,439 | | | 575 | | | 2,834 | | | |
| 4/10/2019 | 153 | 92 | 453 | 275 | 998 | 236 | 85 | 25 | 39 | 98 | 1,392 | 154 | 4,000 |
| % TURNS: | 22% | 13% | 65% | 18% | 66% | 16% | 57% | 17% | 26% | 6% | 85% | 9% | |
| P.M. | 2-Way Pk Hr Vol: 1,247 | | | 3,785 | | | 730 | | | 3,158 | | | |
| 4/10/2019 | 123 | 37 | 335 | 498 | 1,395 | 79 | 291 | 62 | 197 | 64 | 1,187 | 192 | 4,460 |
| % TURNS: | 25% | 7% | 68% | 25% | 71% | 4% | 53% | 11% | 36% | 4% | 82% | 13% | |

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

| | | NORTH LEG | | | EAST LEG | | | SOUTH LEG | | | WEST LEG | | |
|------|------|-----------|------|------|----------|------|------|-----------|------|------|----------|------|------|
| | | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT |
| A.M. | 2019 | 22% | 13% | 65% | 18% | 66% | 16% | 57% | 17% | 26% | 6% | 85% | 9% |
| | 2025 | 24% | 13% | 63% | 19% | 66% | 15% | 56% | 17% | 27% | 7% | 83% | 11% |
| | 2030 | 24% | 13% | 63% | 19% | 65% | 15% | 55% | 17% | 28% | 7% | 82% | 11% |
| | 2045 | 25% | 12% | 62% | 20% | 65% | 15% | 55% | 17% | 28% | 7% | 81% | 12% |
| P.M. | 2019 | 25% | 7% | 68% | 25% | 71% | 4% | 53% | 11% | 36% | 4% | 82% | 13% |
| | 2025 | 27% | 8% | 66% | 25% | 70% | 5% | 52% | 12% | 36% | 5% | 80% | 14% |
| | 2030 | 27% | 8% | 65% | 25% | 69% | 5% | 52% | 12% | 36% | 5% | 80% | 15% |
| | 2045 | 28% | 8% | 65% | 26% | 69% | 5% | 52% | 12% | 36% | 6% | 79% | 15% |

K & D FACTORS:

| | | NORTH LEG | | EAST LEG | | SOUTH LEG | | WEST LEG | |
|----------|------|-----------|-------|----------|-------|-----------|-------|----------|-------|
| | | AM | PM | AM | PM | AM | PM | AM | PM |
| K FACTOR | 2019 | 7.0% | 7.6% | 8.1% | 8.9% | 6.9% | 8.8% | 7.6% | 8.4% |
| | 2025 | 7.4% | 7.9% | 8.3% | 8.9% | 7.4% | 8.8% | 7.9% | 8.6% |
| | 2030 | 7.8% | 8.2% | 8.5% | 8.9% | 7.8% | 8.9% | 8.2% | 8.7% |
| | 2045 | 9.0% | 9.0% | 9.0% | 9.0% | 9.0% | 9.0% | 9.0% | 9.0% |
| D FACTOR | 2019 | 60.6% | 39.7% | 43.9% | 52.1% | 25.9% | 75.3% | 58.0% | 45.7% |
| | 2025 | 60.3% | 39.9% | 43.1% | 53.8% | 29.3% | 71.7% | 58.4% | 44.5% |
| | 2030 | 60.1% | 40.0% | 42.4% | 55.2% | 32.1% | 68.6% | 58.6% | 43.5% |
| | 2045 | 59.5% | 40.5% | 40.5% | 59.5% | 40.5% | 59.5% | 59.5% | 40.5% |

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

| | |
|---------------------------------------------------------------|-----------------|
| SECTION NO: 0 | DATE: 7/10/2020 |
| FM NO.: 0 | NOTES: |
| PROJECT LIMITS: I-95 at Woolbright Rd IMR | |
| DESIGN YEAR: 2045 | |
| INTERSECTION: Woolbright Rd at Corporate Dr (Balanced TmTool) | |
| PREPARED BY: MZH | |
| FILE: Version 1 | |

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

| | YEAR | NORTH LEG | EAST LEG | SOUTH LEG | WEST LEG |
|-----------------|------|-----------|----------|-----------|----------|
| 24 HR EST. AADT | 2019 | 16,500 | 42,500 | 8,300 | 37,500 |
| 24 HR EST. AADT | 2025 | 17,000 | 44,500 | 8,500 | 39,000 |
| 24 HR EST. AADT | 2030 | 18,000 | 46,500 | 8,700 | 40,500 |
| 24 HR EST. AADT | 2045 | 20,000 | 52,000 | 9,400 | 44,000 |

Percent Turns Calculated From Base Year AADTs:

| JKTURNS | | FROM NORTH LEG | | | FROM EAST LEG | | | FROM SOUTH LEG | | | FROM WEST LEG | | |
|---------|-----------|----------------|-------|--------|---------------|--------|-------|----------------|--------|--------|---------------|--------|--------|
| | | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT |
| 2019 | 2-WAY ADT | 16,500 | | | | | | | | | | | |
| | | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT |
| | | 37,500 | 8,300 | 42,500 | 16,500 | 37,500 | 8,300 | 42,500 | 16,500 | 8,300 | 37,500 | 8,300 | 42,500 |
| | | 42% | 9% | 48% | 26% | 60% | 13% | 44% | 17% | 39% | 12% | 63% | 25% |
| 2025 | 2-WAY ADT | 17,000 | | | | | | | | | | | |
| | | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT |
| | | 39,000 | 8,500 | 44,500 | 17,000 | 39,000 | 8,500 | 44,500 | 17,000 | 39,000 | 8,500 | 44,500 | 17,000 |
| | | 42% | 9% | 48% | 26% | 60% | 13% | 44% | 17% | 39% | 12% | 64% | 24% |
| 2030 | 2-WAY ADT | 18,000 | | | | | | | | | | | |
| | | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT |
| | | 40,500 | 8,700 | 46,500 | 18,000 | 40,500 | 8,700 | 46,500 | 18,000 | 40,500 | 8,700 | 46,500 | 18,000 |
| | | 42% | 9% | 49% | 27% | 60% | 13% | 44% | 17% | 39% | 12% | 64% | 25% |
| 2045 | 2-WAY ADT | 20,000 | | | | | | | | | | | |
| | | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT |
| | | 44,000 | 9,400 | 52,000 | 20,000 | 44,000 | 9,400 | 52,000 | 20,000 | 44,000 | 9,400 | 52,000 | 20,000 |
| | | 42% | 9% | 49% | 27% | 60% | 13% | 45% | 17% | 38% | 12% | 64% | 25% |

| A.M. DESIGN HR. TURNS | | NORTH LEG | | | EAST LEG | | | SOUTH LEG | | | WEST LEG | | |
|------------------------------|------------|-----------|------|------|----------|-------|------|-----------|------|------|----------|-------|------|
| | | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT |
| 2019 | EST. TURNS | 152 | 93 | 453 | 274 | 995 | 239 | 85 | 25 | 39 | 99 | 1,393 | 153 |
| 2025 | EST. TURNS | 184 | 96 | 497 | 296 | 1,049 | 242 | 106 | 30 | 51 | 115 | 1,498 | 187 |
| 2030 | EST. TURNS | 205 | 100 | 540 | 317 | 1,190 | 244 | 122 | 35 | 60 | 120 | 1,605 | 210 |
| 2045 | EST. TURNS | 268 | 115 | 640 | 455 | 1,612 | 312 | 178 | 58 | 94 | 139 | 1,818 | 282 |
| P.M. DESIGN HR. TURNS | | | | | | | | | | | | | |
| 2019 | EST. TURNS | 123 | 37 | 336 | 500 | 1,397 | 79 | 292 | 62 | 197 | 64 | 1,190 | 193 |
| 2025 | EST. TURNS | 148 | 42 | 357 | 536 | 1,505 | 99 | 294 | 65 | 202 | 74 | 1,210 | 216 |
| 2030 | EST. TURNS | 167 | 45 | 379 | 583 | 1,617 | 113 | 295 | 65 | 203 | 82 | 1,265 | 234 |
| 2045 | EST. TURNS | 222 | 68 | 468 | 720 | 1,935 | 168 | 346 | 68 | 205 | 112 | 1,437 | 277 |

| LINK VOLUME CHECK | | NORTH LEG | | | EAST LEG | | | SOUTH LEG | | | WEST LEG | | |
|--------------------------|--------------|-----------|-------|-------|----------|-------|-------|-----------|-----|------|----------|-------|-------|
| | | FROM | TO | LINK | FROM | TO | LINK | FROM | TO | LINK | FROM | TO | LINK |
| DESIGN HOUR A.M.: | | | | | | | | | | | | | |
| CONTROL LINK VOLUMES | | 698 | 452 | 1,150 | 1,509 | 1,931 | 3,440 | 149 | 431 | 580 | 1,644 | 1,186 | 2,830 |
| 2019 | TURN SUMMARY | 698 | 452 | 1,150 | 1,509 | 1,931 | 3,440 | 149 | 431 | 580 | 1,644 | 1,186 | 2,830 |
| CONTROL LINK VOLUMES | | 764 | 506 | 1,270 | 1,592 | 2,098 | 3,690 | 184 | 446 | 630 | 1,796 | 1,284 | 3,080 |
| 2025 | TURN SUMMARY | 777 | 514 | 1,291 | 1,588 | 2,101 | 3,689 | 187 | 454 | 641 | 1,801 | 1,284 | 3,085 |
| CONTROL LINK VOLUMES | | 848 | 562 | 1,410 | 1,673 | 2,267 | 3,940 | 218 | 462 | 680 | 1,940 | 1,370 | 3,310 |
| 2030 | TURN SUMMARY | 845 | 562 | 1,407 | 1,751 | 2,267 | 4,018 | 217 | 464 | 681 | 1,935 | 1,455 | 3,390 |
| CONTROL LINK VOLUMES | | 1,071 | 729 | 1,800 | 1,895 | 2,785 | 4,680 | 343 | 507 | 850 | 2,356 | 1,604 | 3,960 |
| 2045 | TURN SUMMARY | 1,024 | 795 | 1,819 | 2,379 | 2,637 | 5,016 | 331 | 566 | 897 | 2,239 | 1,975 | 4,214 |
| DESIGN HOUR P.M.: | | | | | | | | | | | | | |
| CONTROL LINK VOLUMES | | 495 | 755 | 1,250 | 1,972 | 1,818 | 3,790 | 550 | 180 | 730 | 1,443 | 1,717 | 3,160 |
| 2019 | TURN SUMMARY | 496 | 755 | 1,251 | 1,976 | 1,818 | 3,794 | 551 | 180 | 731 | 1,446 | 1,717 | 3,163 |
| CONTROL LINK VOLUMES | | 535 | 805 | 1,340 | 2,138 | 1,832 | 3,970 | 539 | 211 | 750 | 1,485 | 1,855 | 3,340 |
| 2025 | TURN SUMMARY | 547 | 816 | 1,363 | 2,140 | 1,861 | 4,001 | 561 | 215 | 776 | 1,500 | 1,855 | 3,355 |
| CONTROL LINK VOLUMES | | 589 | 881 | 1,470 | 2,297 | 1,863 | 4,160 | 530 | 240 | 770 | 1,527 | 1,983 | 3,510 |
| 2030 | TURN SUMMARY | 591 | 881 | 1,472 | 2,313 | 1,940 | 4,253 | 563 | 240 | 803 | 1,581 | 1,987 | 3,568 |
| CONTROL LINK VOLUMES | | 729 | 1,071 | 1,800 | 2,785 | 1,895 | 4,680 | 503 | 347 | 850 | 1,604 | 2,356 | 3,960 |
| 2045 | TURN SUMMARY | 758 | 1,065 | 1,823 | 2,823 | 2,251 | 5,074 | 619 | 348 | 967 | 1,825 | 2,362 | 4,187 |

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

| | | | |
|-----------------|----------------------------------------------------|--------------|-----------|
| SECTION NO: | | PREPARED BY: | MZH |
| FM NO: | | FILE: | Version 1 |
| PROJECT LIMITS: | I-95 at Woolbright Rd IMR | DATE: | 7/10/2020 |
| DESIGN YEAR: | 2045 | | |
| INTERSECTION: | Woolbright Rd at I-95 NB-SB Ramps Balanced TmTool) | | |

NOTES:

Historical AADTs:

| | YEAR | NORTH LEG AADT | EAST LEG AADT | SOUTH LEG AADT | WEST LEG AADT |
|---------------|------|-------------------|------------------|-------------------|------------------|
| Model Volume: | 2019 | 237,000 | 40,500 | 228,000 | 42,500 |

Growth Rates:

| | NORTH LEG | | EAST LEG | | SOUTH LEG | | WEST LEG | |
|-------------------------------------------|-----------|-----|----------|-----|-----------|-----|----------|-----|
| Historic Trend GR = | N/A | CGR | N/A | CGR | N/A | CGR | N/A | CGR |
| Historic + Model Trend GR = | N/A | CGR | N/A | CGR | N/A | CGR | N/A | CGR |
| Base Year Model to Future Year Model GR = | N/A | CGR | N/A | CGR | N/A | CGR | N/A | CGR |
| Recommended Growth Rate: | 0.40% | CGR | 0.50% | CGR | 0.25% | CGR | 0.77% | CGR |

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years

2 = Linear Growth Throughout All Years

3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

| | YEAR | FACTOR | AADT | FACTOR | AADT | FACTOR | AADT | FACTOR | AADT | |
|-----------|------|--------|---------|---------|--------|--------|---------|---------|--------|--------|
| | 2019 | | 237,000 | | 40,500 | | 228,000 | | 42,500 | |
| NO. YEARS | 6 | 2025 | 1.024 | 243,000 | 1.030 | 42,000 | 1.015 | 232,000 | 1.047 | 44,500 |
| NO. YEARS | 11 | 2030 | 1.045 | 248,000 | 1.056 | 43,000 | 1.028 | 235,000 | 1.088 | 46,500 |
| NO. YEARS | 26 | 2045 | 1.109 | 261,000 | 1.138 | 46,000 | 1.067 | 242,000 | 1.221 | 52,000 |

Percent Turns Calculated From Base Year TMCs:

| TURN STUDY | FROM NORTH LEG (Southbound) | | | FROM EAST LEG (Westbound) | | | FROM SOUTH LEG (Northbound) | | | FROM WEST LEG (Eastbound) | | | TOTAL |
|------------|--------------------------------|-------|------|------------------------------|-------|------|--------------------------------|-------|------|------------------------------|-------|------|--------|
| | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | |
| A.M. | 2-Way Pk Hr Vol: 16,813 | | | 3,692 | | | 16,028 | | | 4,331 | | | |
| 4/10/2019 | 745 | 8,510 | 537 | 731 | 764 | 415 | 299 | 5,609 | 355 | 840 | 946 | 681 | 20,432 |
| % TURNS: | 8% | 87% | 5% | 38% | 40% | 22% | 5% | 90% | 6% | 34% | 38% | 28% | |
| P.M. | 2-Way Pk Hr Vol: 17,699 | | | 4,620 | | | 16,515 | | | 4,970 | | | |
| 4/10/2019 | 704 | 5,874 | 607 | 794 | 1,268 | 313 | 459 | 8,885 | 578 | 406 | 1,179 | 835 | 21,902 |
| % TURNS: | 10% | 82% | 8% | 33% | 53% | 13% | 5% | 90% | 6% | 17% | 49% | 35% | |

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

| | | NORTH LEG | | | EAST LEG | | | SOUTH LEG | | | WEST LEG | | |
|------|------|-----------|------|------|----------|------|------|-----------|------|------|----------|------|------|
| | | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT |
| A.M. | 2019 | 8% | 87% | 5% | 38% | 40% | 22% | 5% | 90% | 6% | 34% | 38% | 28% |
| | 2025 | 8% | 86% | 6% | 39% | 37% | 24% | 6% | 88% | 6% | 35% | 35% | 30% |
| | 2030 | 8% | 85% | 6% | 39% | 36% | 25% | 6% | 88% | 7% | 35% | 35% | 30% |
| | 2045 | 9% | 84% | 7% | 40% | 35% | 25% | 6% | 87% | 7% | 36% | 33% | 31% |
| P.M. | 2019 | 10% | 82% | 8% | 33% | 53% | 13% | 5% | 90% | 6% | 17% | 49% | 35% |
| | 2025 | 10% | 81% | 9% | 35% | 49% | 16% | 5% | 88% | 7% | 20% | 45% | 36% |
| | 2030 | 10% | 81% | 9% | 35% | 48% | 17% | 6% | 88% | 7% | 20% | 44% | 36% |
| | 2045 | 11% | 80% | 9% | 36% | 46% | 18% | 6% | 87% | 7% | 21% | 42% | 37% |

K & D FACTORS:

| | | NORTH LEG | | EAST LEG | | SOUTH LEG | | WEST LEG | |
|----------|------|-----------|-------|----------|-------|-----------|-------|----------|-------|
| | | AM | PM | AM | PM | AM | PM | AM | PM |
| K FACTOR | 2019 | 7.1% | 7.5% | 9.1% | 11.4% | 7.0% | 7.2% | 10.2% | 11.7% |
| | 2025 | 7.5% | 7.8% | 9.1% | 10.9% | 7.5% | 7.6% | 9.9% | 11.1% |
| | 2030 | 7.9% | 8.1% | 9.1% | 10.4% | 7.9% | 8.0% | 9.7% | 10.6% |
| | 2045 | 9.0% | 9.0% | 9.0% | 9.0% | 9.0% | 9.0% | 9.0% | 9.0% |
| D FACTOR | 2019 | 58.2% | 40.6% | 51.7% | 51.4% | 39.1% | 60.1% | 57.0% | 48.7% |
| | 2025 | 58.6% | 40.5% | 49.1% | 53.3% | 39.0% | 60.4% | 57.5% | 46.8% |
| | 2030 | 59.0% | 40.3% | 47.0% | 54.8% | 38.9% | 60.6% | 58.0% | 45.2% |
| | 2045 | 60.0% | 40.0% | 40.5% | 59.5% | 38.6% | 61.4% | 59.5% | 40.5% |

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 0
 FM NO.: 0
 PROJECT LIMITS: I-95 at Woolbright Rd IMR
 DESIGN YEAR: 2045
 INTERSECTION: Woolbright Rd at I-95 NB-SB Ramps Balanced TmTc
 PREPARED BY: MZH
 FILE: Version 1

DATE: 7/10/2020
 NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

| | <u>YEAR</u> | <u>NORTH LEG</u> | <u>EAST LEG</u> | <u>SOUTH LEG</u> | <u>WEST LEG</u> |
|-----------------|-------------|------------------|-----------------|------------------|-----------------|
| 24 HR EST. AADT | 2019 | 237,000 | 40,500 | 228,000 | 42,500 |
| 24 HR EST. AADT | 2025 | 243,000 | 42,000 | 232,000 | 44,500 |
| 24 HR EST. AADT | 2030 | 248,000 | 43,000 | 235,000 | 46,500 |
| 24 HR EST. AADT | 2045 | 261,000 | 46,000 | 242,000 | 52,000 |

Percent Turns Calculated From Base Year AADTs:

| JKTURNS | <u>FROM NORTH LEG</u> | | | <u>FROM EAST LEG</u> | | | <u>FROM SOUTH LEG</u> | | | <u>FROM WEST LEG</u> | | |
|----------------|-----------------------|-------------|-------------|----------------------|-------------|-------------|-----------------------|-------------|-------------|----------------------|-------------|-------------|
| | <u>RIGHT</u> | <u>THRU</u> | <u>LEFT</u> | <u>RIGHT</u> | <u>THRU</u> | <u>LEFT</u> | <u>RIGHT</u> | <u>THRU</u> | <u>LEFT</u> | <u>RIGHT</u> | <u>THRU</u> | <u>LEFT</u> |
| 2019 2-WAY ADT | 14% | 73% | 13% | 47% | 8% | 45% | 13% | 74% | 13% | 45% | 8% | 47% |
| 2025 2-WAY ADT | 14% | 73% | 13% | 47% | 9% | 45% | 13% | 74% | 14% | 45% | 8% | 47% |
| 2030 2-WAY ADT | 14% | 72% | 13% | 47% | 9% | 44% | 13% | 73% | 14% | 45% | 8% | 47% |
| 2045 2-WAY ADT | 15% | 71% | 14% | 47% | 9% | 44% | 13% | 73% | 14% | 44% | 8% | 48% |

| A.M. DESIGN HR. TURNS | <u>NORTH LEG</u> | | | <u>EAST LEG</u> | | | <u>SOUTH LEG</u> | | | <u>WEST LEG</u> | | |
|-----------------------|------------------|-------------|-------------|-----------------|-------------|-------------|------------------|-------------|-------------|-----------------|-------------|-------------|
| | <u>RIGHT</u> | <u>THRU</u> | <u>LEFT</u> | <u>RIGHT</u> | <u>THRU</u> | <u>LEFT</u> | <u>RIGHT</u> | <u>THRU</u> | <u>LEFT</u> | <u>RIGHT</u> | <u>THRU</u> | <u>LEFT</u> |
| 2019 EST. TURNS | 744 | 8,511 | 536 | 730 | 764 | 415 | 299 | 5,607 | 355 | 841 | 945 | 681 |
| 2025 EST. TURNS | 821 | 9,249 | 680 | 775 | 766 | 460 | 371 | 6,033 | 394 | 883 | 1,130 | 768 |
| 2030 EST. TURNS | 875 | 9,929 | 764 | 782 | 918 | 461 | 405 | 6,432 | 411 | 908 | 1,300 | 819 |
| 2045 EST. TURNS | 1,009 | 12,011 | 1,049 | 820 | 1,370 | 462 | 485 | 7,656 | 419 | 920 | 1,809 | 956 |
| 2019 EST. TURNS | 703 | 5,878 | 607 | 794 | 1,268 | 314 | 459 | 8,886 | 578 | 407 | 1,179 | 835 |
| 2025 EST. TURNS | 791 | 6,218 | 651 | 887 | 1,349 | 383 | 519 | 9,556 | 667 | 446 | 1,181 | 885 |
| 2030 EST. TURNS | 847 | 6,536 | 652 | 917 | 1,472 | 400 | 520 | 10,191 | 716 | 448 | 1,276 | 892 |
| 2045 EST. TURNS | 983 | 7,569 | 655 | 1,022 | 1,840 | 414 | 523 | 12,193 | 786 | 450 | 1,560 | 896 |

| LINK VOLUME CHECK | <u>NORTH LEG</u> | | | <u>EAST LEG</u> | | | <u>SOUTH LEG</u> | | | <u>WEST LEG</u> | | |
|--------------------------|------------------|-----------|-------------|-----------------|-----------|-------------|------------------|-----------|-------------|-----------------|-----------|-------------|
| | <u>FROM</u> | <u>TO</u> | <u>LINK</u> | <u>FROM</u> | <u>TO</u> | <u>LINK</u> | <u>FROM</u> | <u>TO</u> | <u>LINK</u> | <u>FROM</u> | <u>TO</u> | <u>LINK</u> |
| DESIGN HOUR A.M.: | | | | | | | | | | | | |
| CONTROL LINK VOLUMES | 9,792 | 7,018 | 16,810 | 1,910 | 1,780 | 3,690 | 6,263 | 9,767 | 16,030 | 2,467 | 1,863 | 4,330 |
| 2019 TURN SUMMARY | 9,791 | 7,018 | 16,809 | 1,910 | 1,780 | 3,690 | 6,261 | 9,767 | 16,028 | 2,467 | 1,863 | 4,330 |
| CONTROL LINK VOLUMES | 10,737 | 7,573 | 18,310 | 1,876 | 1,944 | 3,820 | 6,766 | 10,594 | 17,360 | 2,539 | 1,871 | 4,410 |
| 2025 TURN SUMMARY | 10,750 | 7,576 | 18,326 | 2,001 | 2,181 | 4,182 | 6,799 | 10,591 | 17,390 | 2,781 | 1,982 | 4,763 |
| CONTROL LINK VOLUMES | 11,557 | 8,033 | 19,590 | 1,832 | 2,068 | 3,900 | 7,184 | 11,296 | 18,480 | 2,614 | 1,886 | 4,500 |
| 2030 TURN SUMMARY | 11,568 | 8,033 | 19,601 | 2,161 | 2,469 | 4,630 | 7,248 | 11,297 | 18,545 | 3,027 | 2,204 | 5,231 |
| CONTROL LINK VOLUMES | 14,094 | 9,396 | 23,490 | 1,677 | 2,463 | 4,140 | 8,407 | 13,373 | 21,780 | 2,785 | 1,895 | 4,680 |
| 2045 TURN SUMMARY | 14,070 | 9,432 | 23,502 | 2,652 | 3,343 | 5,995 | 8,560 | 13,394 | 21,954 | 3,685 | 2,798 | 6,483 |
| DESIGN HOUR P.M.: | | | | | | | | | | | | |
| CONTROL LINK VOLUMES | 7,185 | 10,515 | 17,700 | 2,375 | 2,245 | 4,620 | 9,922 | 6,598 | 16,520 | 2,420 | 2,550 | 4,970 |
| 2019 TURN SUMMARY | 7,188 | 10,515 | 17,703 | 2,376 | 2,245 | 4,621 | 9,924 | 6,598 | 16,522 | 2,421 | 2,550 | 4,971 |
| CONTROL LINK VOLUMES | 7,690 | 11,320 | 19,010 | 2,428 | 2,132 | 4,560 | 10,715 | 7,035 | 17,750 | 2,306 | 2,624 | 4,930 |
| 2025 TURN SUMMARY | 7,660 | 11,328 | 18,988 | 2,619 | 2,351 | 4,970 | 10,742 | 7,048 | 17,790 | 2,512 | 2,806 | 5,318 |
| CONTROL LINK VOLUMES | 8,120 | 12,010 | 20,130 | 2,449 | 2,021 | 4,470 | 11,381 | 7,389 | 18,770 | 2,220 | 2,690 | 4,910 |
| 2030 TURN SUMMARY | 8,034 | 12,000 | 20,034 | 2,789 | 2,448 | 5,237 | 11,427 | 7,383 | 18,810 | 2,615 | 3,035 | 5,650 |
| CONTROL LINK VOLUMES | 9,396 | 14,094 | 23,490 | 2,463 | 1,677 | 4,140 | 13,373 | 8,407 | 21,780 | 1,895 | 2,785 | 4,680 |
| 2045 TURN SUMMARY | 9,207 | 14,110 | 23,317 | 3,275 | 2,737 | 6,012 | 13,501 | 8,433 | 21,934 | 2,906 | 3,608 | 6,514 |

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

| | | | |
|-----------------|----------------------------------------------------|--------------|-----------|
| SECTION NO: | | PREPARED BY: | MZH |
| FM NO: | | FILE: | Version 1 |
| PROJECT LIMITS: | I-95 at Woolbright Rd IMR | DATE: | 11/9/2019 |
| DESIGN YEAR: | 2045 | | |
| INTERSECTION: | Woolbright Rd at Seacrest Blvd (Unadjusted TmTool) | | |

NOTES:

Historical AADTs:

| | YEAR | NORTH LEG AADT | EAST LEG AADT | SOUTH LEG AADT | WEST LEG AADT |
|---------------|------|-------------------|------------------|-------------------|------------------|
| Model Volume: | 2019 | 10,000 | 29,000 | 20,500 | 40,500 |

Growth Rates:

| | NORTH LEG | | EAST LEG | | SOUTH LEG | | WEST LEG | |
|-------------------------------------------|-----------|-----|----------|-----|-----------|-----|----------|-----|
| Historic Trend GR = | N/A | CGR | N/A | CGR | N/A | CGR | N/A | CGR |
| Historic + Model Trend GR = | N/A | CGR | N/A | CGR | N/A | CGR | N/A | CGR |
| Base Year Model to Future Year Model GR = | N/A | CGR | N/A | CGR | N/A | CGR | N/A | CGR |
| Recommended Growth Rate: | 0.71% | CGR | 0.76% | CGR | 0.74% | CGR | 0.50% | CGR |

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

- 1 = Compound Growth Throughout All Years
- 2 = Linear Growth Throughout All Years
- 3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

| | YEAR | FACTOR | AADT | FACTOR | AADT | FACTOR | AADT | FACTOR | AADT | |
|-----------|------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| | 2019 | | 10,000 | | 29,000 | | 20,500 | | 40,500 | |
| NO. YEARS | 6 | 2025 | 1.043 | 10,500 | 1.046 | 31,000 | 1.045 | 21,500 | 1.030 | 42,000 |
| NO. YEARS | 11 | 2030 | 1.081 | 11,000 | 1.087 | 32,000 | 1.084 | 22,500 | 1.056 | 43,000 |
| NO. YEARS | 26 | 2045 | 1.202 | 12,000 | 1.218 | 35,000 | 1.211 | 25,000 | 1.138 | 46,000 |

Percent Turns Calculated From Base Year TMCs:

| TURN STUDY | FROM NORTH LEG (Southbound) | | | FROM EAST LEG (Westbound) | | | FROM SOUTH LEG (Northbound) | | | FROM WEST LEG (Eastbound) | | | TOTAL |
|------------|--------------------------------|------|------|------------------------------|------|------|--------------------------------|------|------|------------------------------|------|------|-------|
| | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | |
| A.M. | 2-Way Pk Hr Vol: 963 | | | 1,692 | | | 1,903 | | | 2,656 | | | |
| 4/10/2019 | 135 | 403 | 81 | 29 | 763 | 99 | 77 | 262 | 529 | 533 | 643 | 53 | 3,607 |
| % TURNS: | 22% | 65% | 13% | 3% | 86% | 11% | 9% | 30% | 61% | 43% | 52% | 4% | |
| P.M. | 2-Way Pk Hr Vol: 1,061 | | | 2,203 | | | 1,939 | | | 3,173 | | | |
| 4/10/2019 | 96 | 257 | 81 | 59 | 952 | 59 | 153 | 406 | 589 | 475 | 899 | 162 | 4,188 |
| % TURNS: | 22% | 59% | 19% | 6% | 89% | 6% | 13% | 35% | 51% | 31% | 59% | 11% | |

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

| | | NORTH LEG | | | EAST LEG | | | SOUTH LEG | | | WEST LEG | | |
|------|------|-----------|------|------|----------|------|------|-----------|------|------|----------|------|------|
| | | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT |
| A.M. | 2019 | 22% | 65% | 13% | 3% | 86% | 11% | 9% | 30% | 61% | 43% | 52% | 4% |
| | 2025 | 24% | 61% | 15% | 4% | 83% | 13% | 12% | 28% | 60% | 42% | 52% | 6% |
| | 2030 | 25% | 60% | 16% | 5% | 82% | 13% | 12% | 28% | 60% | 42% | 52% | 6% |
| | 2045 | 25% | 58% | 16% | 5% | 81% | 14% | 14% | 27% | 59% | 42% | 52% | 6% |
| P.M. | 2019 | 22% | 59% | 19% | 6% | 89% | 6% | 13% | 35% | 51% | 31% | 59% | 11% |
| | 2025 | 24% | 56% | 20% | 6% | 86% | 8% | 16% | 33% | 51% | 31% | 58% | 11% |
| | 2030 | 25% | 55% | 20% | 7% | 85% | 9% | 16% | 33% | 51% | 31% | 57% | 11% |
| | 2045 | 26% | 53% | 21% | 7% | 83% | 10% | 17% | 32% | 51% | 32% | 57% | 12% |

K & D FACTORS:

| | | NORTH LEG | | EAST LEG | | SOUTH LEG | | WEST LEG | |
|----------|------|-----------|-------|----------|-------|-----------|-------|----------|-------|
| | | AM | PM | AM | PM | AM | PM | AM | PM |
| K FACTOR | 2019 | 9.6% | 10.6% | 5.8% | 7.6% | 9.3% | 9.5% | 6.6% | 7.8% |
| | 2025 | 9.5% | 10.2% | 6.6% | 7.9% | 9.2% | 9.4% | 7.1% | 8.1% |
| | 2030 | 9.4% | 9.9% | 7.2% | 8.2% | 9.2% | 9.3% | 7.6% | 8.3% |
| | 2045 | 9.0% | 9.0% | 9.0% | 9.0% | 9.0% | 9.0% | 9.0% | 9.0% |
| D FACTOR | 2019 | 64.3% | 40.9% | 52.7% | 48.6% | 45.6% | 59.2% | 46.3% | 48.4% |
| | 2025 | 63.2% | 40.8% | 54.2% | 46.7% | 44.4% | 59.3% | 44.9% | 51.0% |
| | 2030 | 62.3% | 40.7% | 55.6% | 45.2% | 43.4% | 59.3% | 43.8% | 53.1% |
| | 2045 | 59.5% | 40.5% | 59.5% | 40.5% | 40.5% | 59.5% | 40.5% | 59.5% |

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 0
 FM NO.: 0
 PROJECT LIMITS: I-95 at Woolbright Rd IMR
 DESIGN YEAR: 2045
 INTERSECTION: Woolbright Rd at Seacrest Blvd (Unadjusted TmTool)
 PREPARED BY: MZH
 FILE: Version 1

DATE: 11/9/2019
 NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

| | YEAR | NORTH LEG | | | EAST LEG | | | SOUTH LEG | | | WEST LEG | | |
|-----------------|------|-----------|--|--|----------|--|--|-----------|--|--|----------|--|--|
| 24 HR EST. AADT | 2019 | 10,000 | | | 29,000 | | | 20,500 | | | 40,500 | | |
| 24 HR EST. AADT | 2025 | 10,500 | | | 31,000 | | | 21,500 | | | 42,000 | | |
| 24 HR EST. AADT | 2030 | 11,000 | | | 32,000 | | | 22,500 | | | 43,000 | | |
| 24 HR EST. AADT | 2045 | 12,000 | | | 35,000 | | | 25,000 | | | 46,000 | | |

Percent Turns Calculated From Base Year AADTs:

| JKTURNS | | FROM NORTH LEG | | | FROM EAST LEG | | | FROM SOUTH LEG | | | FROM WEST LEG | | |
|---------|-----------|----------------|--------|--------|---------------|--------|--------|----------------|--------|--------|---------------|--------|--------|
| | | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT |
| 2019 | 2-WAY ADT | 10,000 | | | 29,000 | | | 20,500 | | | 40,500 | | |
| | | 40,500 | 20,500 | 29,000 | 10,000 | 40,500 | 20,500 | 29,000 | 10,000 | 40,500 | 20,500 | 29,000 | 10,000 |
| | | 45% | 23% | 32% | 14% | 57% | 29% | 36% | 13% | 51% | 34% | 49% | 17% |
| 2025 | 2-WAY ADT | 10,500 | | | 31,000 | | | 21,500 | | | 42,000 | | |
| | | 42,000 | 21,500 | 31,000 | 10,500 | 42,000 | 21,500 | 31,000 | 10,500 | 42,000 | 21,500 | 31,000 | 10,500 |
| | | 44% | 23% | 33% | 14% | 57% | 29% | 37% | 13% | 50% | 34% | 49% | 17% |
| 2030 | 2-WAY ADT | 11,000 | | | 32,000 | | | 22,500 | | | 43,000 | | |
| | | 43,000 | 22,500 | 32,000 | 11,000 | 43,000 | 22,500 | 32,000 | 11,000 | 43,000 | 22,500 | 32,000 | 11,000 |
| | | 44% | 23% | 33% | 14% | 56% | 29% | 37% | 13% | 50% | 34% | 49% | 17% |
| 2045 | 2-WAY ADT | 12,000 | | | 35,000 | | | 25,000 | | | 46,000 | | |
| | | 46,000 | 25,000 | 35,000 | 12,000 | 46,000 | 25,000 | 35,000 | 12,000 | 46,000 | 25,000 | 35,000 | 12,000 |
| | | 43% | 24% | 33% | 14% | 55% | 30% | 38% | 13% | 49% | 35% | 49% | 17% |

| A.M. DESIGN HR. TURNS | | NORTH LEG | | | EAST LEG | | | SOUTH LEG | | | WEST LEG | | |
|-----------------------|------------|-----------|------|------|----------|-------|------|-----------|------|------|----------|-------|------|
| | | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT | RIGHT | THRU | LEFT |
| 2019 | EST. TURNS | 136 | 402 | 81 | 29 | 764 | 98 | 76 | 260 | 531 | 532 | 642 | 53 |
| 2025 | EST. TURNS | 158 | 404 | 99 | 48 | 942 | 142 | 107 | 261 | 546 | 571 | 729 | 74 |
| 2030 | EST. TURNS | 169 | 406 | 108 | 58 | 1,097 | 170 | 119 | 263 | 564 | 605 | 797 | 83 |
| 2045 | EST. TURNS | 189 | 407 | 125 | 92 | 1,673 | 261 | 143 | 265 | 601 | 698 | 1,007 | 104 |
| 2019 | EST. TURNS | 96 | 257 | 81 | 59 | 950 | 59 | 153 | 405 | 588 | 476 | 897 | 162 |
| 2025 | EST. TURNS | 105 | 258 | 94 | 72 | 968 | 86 | 195 | 406 | 592 | 499 | 1,024 | 185 |
| 2030 | EST. TURNS | 107 | 259 | 99 | 75 | 971 | 93 | 216 | 408 | 601 | 524 | 1,123 | 194 |
| 2045 | EST. TURNS | 109 | 261 | 109 | 78 | 979 | 112 | 279 | 410 | 602 | 599 | 1,487 | 211 |

| LINK VOLUME CHECK | | NORTH LEG | | | EAST LEG | | | SOUTH LEG | | | WEST LEG | | |
|----------------------|----------------------|-----------|-----|-------|----------|-------|-------|-----------|-------|-------|----------|-------|-------|
| | | FROM | TO | LINK | FROM | TO | LINK | FROM | TO | LINK | FROM | TO | LINK |
| DESIGN HOUR A.M.: | CONTROL LINK VOLUMES | 619 | 341 | 960 | 891 | 799 | 1,690 | 868 | 1,032 | 1,900 | 1,229 | 1,431 | 2,660 |
| | 2019 TURN SUMMARY | 618 | 341 | 959 | 890 | 799 | 1,689 | 867 | 1,032 | 1,899 | 1,227 | 1,431 | 2,658 |
| CONTROL LINK VOLUMES | 2025 TURN SUMMARY | 629 | 371 | 1,000 | 1,104 | 936 | 2,040 | 881 | 1,099 | 1,980 | 1,344 | 1,646 | 2,990 |
| | 2030 TURN SUMMARY | 662 | 383 | 1,045 | 1,131 | 936 | 2,067 | 914 | 1,117 | 2,031 | 1,375 | 1,646 | 3,021 |
| CONTROL LINK VOLUMES | 2045 TURN SUMMARY | 641 | 389 | 1,030 | 1,275 | 1,025 | 2,300 | 896 | 1,164 | 2,060 | 1,431 | 1,829 | 3,260 |
| | CONTROL LINK VOLUMES | 683 | 404 | 1,087 | 1,325 | 1,025 | 2,350 | 946 | 1,181 | 2,127 | 1,486 | 1,829 | 3,315 |
| CONTROL LINK VOLUMES | 2045 TURN SUMMARY | 643 | 437 | 1,080 | 1,874 | 1,276 | 3,150 | 911 | 1,339 | 2,250 | 1,677 | 2,463 | 4,140 |
| | CONTROL LINK VOLUMES | 721 | 461 | 1,182 | 2,026 | 1,276 | 3,302 | 1,009 | 1,366 | 2,375 | 1,809 | 2,463 | 4,272 |

| DESIGN HOUR P.M.: | | NORTH LEG | | | EAST LEG | | | SOUTH LEG | | | WEST LEG | | |
|----------------------|----------------------|-----------|-----|-------|----------|-------|-------|-----------|-----|-------|----------|-------|-------|
| | | FROM | TO | LINK | FROM | TO | LINK | FROM | TO | LINK | FROM | TO | LINK |
| CONTROL LINK VOLUMES | 2019 TURN SUMMARY | 434 | 626 | 1,060 | 1,070 | 1,130 | 2,200 | 1,148 | 792 | 1,940 | 1,536 | 1,634 | 3,170 |
| | CONTROL LINK VOLUMES | 433 | 626 | 1,059 | 1,068 | 1,130 | 2,198 | 1,146 | 792 | 1,938 | 1,534 | 1,634 | 3,168 |
| CONTROL LINK VOLUMES | 2025 TURN SUMMARY | 439 | 641 | 1,080 | 1,147 | 1,313 | 2,460 | 1,192 | 818 | 2,010 | 1,735 | 1,665 | 3,400 |
| | CONTROL LINK VOLUMES | 457 | 663 | 1,120 | 1,126 | 1,313 | 2,439 | 1,193 | 843 | 2,036 | 1,708 | 1,665 | 3,373 |
| CONTROL LINK VOLUMES | 2030 TURN SUMMARY | 445 | 645 | 1,090 | 1,183 | 1,437 | 2,620 | 1,237 | 843 | 2,080 | 1,901 | 1,679 | 3,580 |
| | CONTROL LINK VOLUMES | 464 | 677 | 1,141 | 1,139 | 1,437 | 2,576 | 1,225 | 877 | 2,102 | 1,841 | 1,679 | 3,520 |
| CONTROL LINK VOLUMES | 2045 TURN SUMMARY | 437 | 643 | 1,080 | 1,276 | 1,874 | 3,150 | 1,339 | 911 | 2,250 | 2,463 | 1,677 | 4,140 |
| | CONTROL LINK VOLUMES | 479 | 699 | 1,178 | 1,169 | 1,874 | 3,043 | 1,290 | 972 | 2,262 | 2,297 | 1,690 | 3,987 |

Note: Boxed number indicates manual adjustment.

Appendix F
No-Build Opening Year 2025 and
Design Year 2045 HCS and Synchro
Outputs

HCS Analysis

**Opening Year 2025
AM Peak Hour**

Mainline Capacity Analysis

HCS7 Basic Freeway Report

Project Information

| | | | |
|---------------------|-------------------------------------------------------|----------------------|------------------|
| Analyst | LL | Date | 05/31/2020 |
| Agency | FDOT | Analysis Year | 2025 |
| Jurisdiction | District 4 | Time Period Analyzed | 2025 No-Build AM |
| Project Description | I-95 Basic Segment Between NB Off-Ramp and NB On-Ramp | | |

Geometric Data

| | | | |
|-----------------------------------|------|------------------------------------|-------|
| Number of Lanes, In | 4 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 70.0 | Total Ramp Density (TRD), ramps/mi | 1.00 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 66.8 |
| Right-Side Lateral Clearance, ft | 10 | | |

Adjustment Factors

| | | | |
|-------------------|--------------------|----------------------------------------|-------|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

Demand and Capacity

| | | | |
|-------------------------------|-------|---------------------------------------|-------|
| Demand Volume veh/h | 5255 | Heavy Vehicle Adjustment Factor (fHV) | 0.964 |
| Peak Hour Factor | 0.95 | Flow Rate (Vp), pc/h/ln | 1434 |
| Total Trucks, % | 3.70 | Capacity (c), pc/h/ln | 2368 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity (cadj), pc/h/ln | 2368 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.61 |
| Passenger Car Equivalent (ET) | 2.000 | | |

Speed and Density

| | | | |
|------------------------------------------|------|-------------------------|------|
| Lane Width Adjustment (fLW) | 0.0 | Average Speed (S), mi/h | 66.7 |
| Right-Side Lateral Clearance Adj. (fRLC) | 0.0 | Density (D), pc/mi/ln | 21.5 |
| Total Ramp Density Adjustment | 3.2 | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed (FFSadj), mi/h | 66.8 | | |

HCS7 Basic Freeway Report

Project Information

| | | | |
|---------------------|-------------------------|----------------------|------------------|
| Analyst | LL | Date | 05/31/2020 |
| Agency | FDOT | Analysis Year | 2025 |
| Jurisdiction | District 4 | Time Period Analyzed | 2025 No-Build AM |
| Project Description | I-95 S of Woolbright-NB | | |

Geometric Data

| | | | |
|-----------------------------------|------|------------------------------------|-------|
| Number of Lanes, ln | 4 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 70.0 | Total Ramp Density (TRD), ramps/mi | 0.67 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 67.7 |
| Right-Side Lateral Clearance, ft | 10 | | |

Adjustment Factors

| | | | |
|-------------------|--------------------|----------------------------------------|-------|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

Demand and Capacity

| | | | |
|-------------------------------|-------|---------------------------------------|-------|
| Demand Volume veh/h | 6111 | Heavy Vehicle Adjustment Factor (fhv) | 0.970 |
| Peak Hour Factor | 0.95 | Flow Rate (Vp), pc/h/ln | 1658 |
| Total Trucks, % | 3.10 | Capacity (c), pc/h/ln | 2377 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity (cadj), pc/h/ln | 2377 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.70 |
| Passenger Car Equivalent (ET) | 2.000 | | |

Speed and Density

| | | | |
|------------------------------------------|------|-------------------------|------|
| Lane Width Adjustment (fLW) | 0.0 | Average Speed (S), mi/h | 66.0 |
| Right-Side Lateral Clearance Adj. (fRLC) | 0.0 | Density (D), pc/mi/ln | 25.1 |
| Total Ramp Density Adjustment | 2.3 | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed (FFSadj), mi/h | 67.7 | | |

HCS7 Basic Freeway Report

Project Information

| | | | |
|---------------------|-------------------------------------------------------|----------------------|------------------|
| Analyst | LL | Date | 05/31/2020 |
| Agency | FDOT | Analysis Year | 2025 |
| Jurisdiction | District 4 | Time Period Analyzed | 2025 No-Build AM |
| Project Description | I-95 Basic Segment Between SB Off-Ramp and SB On-Ramp | | |

Geometric Data

| | | | |
|-----------------------------------|------|------------------------------------|-------|
| Number of Lanes, In | 4 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 70.0 | Total Ramp Density (TRD), ramps/mi | 1.67 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 65.0 |
| Right-Side Lateral Clearance, ft | 10 | | |

Adjustment Factors

| | | | |
|-------------------|--------------------|----------------------------------------|-------|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

Demand and Capacity

| | | | |
|-------------------------------|-------|---------------------------------------|-------|
| Demand Volume veh/h | 7782 | Heavy Vehicle Adjustment Factor (fhv) | 0.964 |
| Peak Hour Factor | 0.95 | Flow Rate (Vp), pc/h/ln | 2124 |
| Total Trucks, % | 3.70 | Capacity (c), pc/h/ln | 2350 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity (cadj), pc/h/ln | 2350 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.90 |
| Passenger Car Equivalent (ET) | 2.000 | | |

Speed and Density

| | | | |
|------------------------------------------|------|-------------------------|------|
| Lane Width Adjustment (fLW) | 0.0 | Average Speed (S), mi/h | 57.6 |
| Right-Side Lateral Clearance Adj. (fRLC) | 0.0 | Density (D), pc/mi/ln | 36.9 |
| Total Ramp Density Adjustment | 5.0 | Level of Service (LOS) | E |
| Adjusted Free-Flow Speed (FFSadj), mi/h | 65.0 | | |

HCS7 Basic Freeway Report

Project Information

| | | | |
|---------------------|--------------------------|----------------------|------------------|
| Analyst | LL | Date | 05/31/2020 |
| Agency | FDOT | Analysis Year | 2025 |
| Jurisdiction | District 4 | Time Period Analyzed | 2025 No-Build AM |
| Project Description | I-95 S of Woolbright -SB | | |

Geometric Data

| | | | |
|-----------------------------------|------|------------------------------------|-------|
| Number of Lanes, ln | 4 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 70.0 | Total Ramp Density (TRD), ramps/mi | 0.67 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 67.7 |
| Right-Side Lateral Clearance, ft | 10 | | |

Adjustment Factors

| | | | |
|-------------------|--------------------|----------------------------------------|-------|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

Demand and Capacity

| | | | |
|-------------------------------|-------|---------------------------------------|-------|
| Demand Volume veh/h | 9003 | Heavy Vehicle Adjustment Factor (fhv) | 0.970 |
| Peak Hour Factor | 0.95 | Flow Rate (Vp), pc/h/ln | 2442 |
| Total Trucks, % | 3.10 | Capacity (c), pc/h/ln | 2377 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity (cadj), pc/h/ln | 2377 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 1.03 |
| Passenger Car Equivalent (ET) | 2.000 | | |

Speed and Density

| | | | |
|------------------------------------------|------|-------------------------|---|
| Lane Width Adjustment (flw) | 0.0 | Average Speed (S), mi/h | - |
| Right-Side Lateral Clearance Adj. (fRLC) | 0.0 | Density (D), pc/mi/ln | - |
| Total Ramp Density Adjustment | 2.3 | Level of Service (LOS) | F |
| Adjusted Free-Flow Speed (FFSadj), mi/h | 67.7 | | |

Ramp Analysis

HCS7 Freeway Diverge Report

Project Information

| | | | |
|---------------------|----------------------------------|----------------------|------------------|
| Analyst | LL | Date | 05/31/2020 |
| Agency | FDOT | Analysis Year | 2025 |
| Jurisdiction | District 4 | Time Period Analyzed | 2025 No-Build AM |
| Project Description | I-95 at Woolbright Rd-NB Diverge | | |

Geometric Data

| | Freeway | Ramp |
|--------------------------------------------------|---------|-------|
| Number of Lanes (N), ln | 4 | 2 |
| Free-Flow Speed (FFS), mi/h | 70.0 | 40.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 1500 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

Adjustment Factors

| | | |
|----------------------------------------|--------------------|--------------------|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

Demand and Capacity

| | | |
|---------------------------------------|-------|-------|
| Demand Volume (Vi) | 6111 | 765 |
| Peak Hour Factor (PHF) | 0.95 | 0.95 |
| Total Trucks, % | 3.10 | 2.30 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.970 | 0.978 |
| Flow Rate (vi),pc/h | 6632 | 823 |
| Capacity (c), pc/h | 9600 | 4000 |
| Volume-to-Capacity Ratio (v/c) | 0.69 | 0.21 |

Speed and Density

| | | | |
|----------------------------------------------|-------|-----------------------------------------------|-------|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 2 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (Ds) | 0.437 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/mi/ln | 1990 |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 57.8 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 0.260 | Outer Lanes Freeway Speed (SO), mi/h | 72.9 |
| Flow in Lanes 1 and 2 (v12), pc/h | 2653 | Ramp Junction Speed (S), mi/h | 66.0 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 25.1 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 13.6 |

HCS7 Freeway Merge Report

Project Information

| | | | |
|---------------------|----------------------------------|----------------------|------------------|
| Analyst | LL | Date | 05/31/2020 |
| Agency | FDOT | Analysis Year | 2025 |
| Jurisdiction | District 4 | Time Period Analyzed | 2025 No-Build AM |
| Project Description | I-95 at Woolbright SB Merge Ramp | | |

Geometric Data

| | Freeway | Ramp |
|--------------------------------------------------|---------|-------|
| Number of Lanes (N), ln | 4 | 1 |
| Free-Flow Speed (FFS), mi/h | 70.0 | 40.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 1500 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

Adjustment Factors

| | | |
|----------------------------------------|--------------------|--------------------|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

Demand and Capacity

| | | |
|---------------------------------------|-------|-------|
| Demand Volume (Vi) | 7782 | 1343 |
| Peak Hour Factor (PHF) | 0.95 | 0.95 |
| Total Trucks, % | 3.70 | 2.30 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.964 | 0.978 |
| Flow Rate (vi),pc/h | 8497 | 1445 |
| Capacity (c), pc/h | 9600 | 2000 |
| Volume-to-Capacity Ratio (v/c) | 1.04 | 0.72 |

Speed and Density

| | | | |
|----------------------------------------------|-------|-----------------------------------------------|------|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 2 |
| Distance to Upstream Ramp (LUP), ft | 3551 | Speed Index (MS) | - |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (VOA), pc/mi/ln | 2549 |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 50.5 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 0.037 | Outer Lanes Freeway Speed (SO), mi/h | 62.0 |
| Flow in Lanes 1 and 2 (v12), pc/h | 3399 | Ramp Junction Speed (S), mi/h | - |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 4844 | Average Density (D), pc/mi/ln | - |
| Level of Service (LOS) | F | Density in Ramp Influence Area (DR), pc/mi/ln | 33.3 |

Weaving Analysis

HCS7 Freeway Weaving Report

Project Information

| | | | |
|---------------------|-------------------------------------------------------|----------------------|------------------|
| Analyst | LL | Date | 07/16/2020 |
| Agency | FDOT | Analysis Year | 2025 |
| Jurisdiction | District 4 | Time Period Analyzed | 2025 No-Build AM |
| Project Description | I-95 NB Between Woolbright Road and Boyton Beach Blvd | | |

Geometric Data

| | | | |
|----------------------------------|-----------|-----------------------------------------|---------|
| Number of Lanes (N), ln | 5 | Segment Type | Freeway |
| Segment Length (Ls), ft | 1450 | Number of Maneuver Lanes (NWL), ln | 3 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes (LCRF), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes (LCFR), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes (LCRR), lc | 0 |
| Interchange Density (ID), int/mi | 1.00 | Cross Weaving Managed Lane | No |

Adjustment Factors

| | | | |
|-------------------|--------------------|----------------------------------------|-------|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

Demand and Capacity

| | FF | RF | RR | FR |
|----------------------------------------|-------|----------------------------------------|-------|-------|
| Demand Volume (Vi), veh/h | 4562 | 1366 | 177 | 693 |
| Peak Hour Factor (PHF) | 0.95 | 0.95 | 0.95 | 0.95 |
| Total Trucks, % | 3.10 | 2.30 | 2.40 | 2.40 |
| Heavy Vehicle Adjustment Factor (fhv) | 0.970 | 0.978 | 0.977 | 0.977 |
| Flow Rate (vi), pc/h | 4951 | 1470 | 191 | 747 |
| Weaving Flow Rate (vw), pc/h | 2217 | Freeway Max Capacity (ciFL), pc/h/ln | | 2400 |
| Non-Weaving Flow Rate (vNW), pc/h | 5142 | Density-Based Capacity (ciWL), pc/h/ln | | 2203 |
| Total Flow Rate (v), pc/h | 7359 | Demand Flow-Based Capacity (ciW), pc/h | | 11628 |
| Volume Ratio (VR) | 0.301 | Weaving Segment Capacity (cw), veh/h | | 10712 |
| Minimum Lane Change Rate (LCMIN), lc/h | 2217 | Adjusted Weaving Area Capacity, pc/h | | 11015 |
| Maximum Weaving Length (LMAX), ft | 4029 | Volume-to-Capacity Ratio (v/c) | | 0.67 |

Speed and Density

| | | | |
|-------------------------------------------|-------|---------------------------------------|------|
| Non-Weaving Vehicle Index (INW) | 746 | Average Weaving Speed (SW), mi/h | 52.4 |
| Non-Weaving Lane Change Rate (LCNW), lc/h | 882 | Average Non-Weaving Speed (SNW), mi/h | 47.0 |
| Weaving Lane Change Rate (LCW), lc/h | 2793 | Average Speed (S), mi/h | 48.5 |
| Weaving Lane Change Rate (LCAII), lc/h | 3675 | Density (D), pc/mi/ln | 30.3 |
| Weaving Intensity Factor (W) | 0.471 | Level of Service (LOS) | D |

HCS7 Freeway Weaving Report

Project Information

| | | | |
|---------------------|-------------------------------------------------------|----------------------|------------------|
| Analyst | LL | Date | 07/16/2020 |
| Agency | FDOT | Analysis Year | 2025 |
| Jurisdiction | District 4 | Time Period Analyzed | No-Build 2025 AM |
| Project Description | I-95 SB Between Boyton Beach Blvd and Woolbright Road | | |

Geometric Data

| | | | |
|----------------------------------|-----------|-----------------------------------------|---------|
| Number of Lanes (N), ln | 6 | Segment Type | Freeway |
| Segment Length (Ls), ft | 2100 | Number of Maneuver Lanes (NWL), ln | 2 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes (LCRF), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes (LCFR), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes (LCRR), lc | 0 |
| Interchange Density (ID), int/mi | 1.67 | Cross Weaving Managed Lane | No |

Adjustment Factors

| | | | |
|-------------------|--------------------|----------------------------------------|-------|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

Demand and Capacity

| | FF | RF | RR | FR |
|----------------------------------------|-------|----------------------------------------|-------|-------|
| Demand Volume (Vi), veh/h | 7782 | 1222 | 198 | 1303 |
| Peak Hour Factor (PHF) | 0.95 | 0.95 | 0.95 | 0.95 |
| Total Trucks, % | 3.70 | 2.40 | 2.30 | 2.30 |
| Heavy Vehicle Adjustment Factor (fhv) | 0.964 | 0.977 | 0.978 | 0.978 |
| Flow Rate (vi), pc/h | 8497 | 1317 | 213 | 1402 |
| Weaving Flow Rate (vw), pc/h | 2719 | Freeway Max Capacity (ciFL), pc/h/ln | | 2400 |
| Non-Weaving Flow Rate (vNW), pc/h | 8710 | Density-Based Capacity (ciWL), pc/h/ln | | 2184 |
| Total Flow Rate (v), pc/h | 11429 | Demand Flow-Based Capacity (ciW), pc/h | | 10084 |
| Volume Ratio (VR) | 0.238 | Weaving Segment Capacity (cw), veh/h | | 9756 |
| Minimum Lane Change Rate (LCMIN), lc/h | 0 | Adjusted Weaving Area Capacity, pc/h | | 10084 |
| Maximum Weaving Length (LMAX), ft | 4928 | Volume-to-Capacity Ratio (v/c) | | 1.13 |

Speed and Density

| | | | |
|-------------------------------------------|---|---------------------------------------|---|
| Non-Weaving Vehicle Index (INW) | - | Average Weaving Speed (SW), mi/h | - |
| Non-Weaving Lane Change Rate (LCNW), lc/h | - | Average Non-Weaving Speed (SNW), mi/h | - |
| Weaving Lane Change Rate (LCW), lc/h | - | Average Speed (S), mi/h | - |
| Weaving Lane Change Rate (LCAII), lc/h | - | Density (D), pc/mi/ln | - |
| Weaving Intensity Factor (W) | - | Level of Service (LOS) | F |

**Opening Year 2025
PM Peak Hour**

Mainline Capacity Analysis

HCS7 Basic Freeway Report

Project Information

| | | | |
|---------------------|-------------------------|----------------------|------------------|
| Analyst | LL | Date | 05/31/2020 |
| Agency | FDOT | Analysis Year | 2025 |
| Jurisdiction | District 4 | Time Period Analyzed | 2025 No-Build PM |
| Project Description | I-95 S of Woolbright-NB | | |

Geometric Data

| | | | |
|-----------------------------------|------|------------------------------------|-------|
| Number of Lanes, ln | 4 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 70.0 | Total Ramp Density (TRD), ramps/mi | 0.67 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 67.7 |
| Right-Side Lateral Clearance, ft | 10 | | |

Adjustment Factors

| | | | |
|-------------------|--------------------|----------------------------------------|-------|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

Demand and Capacity

| | | | |
|-------------------------------|-------|---------------------------------------|-------|
| Demand Volume veh/h | 9442 | Heavy Vehicle Adjustment Factor (fhv) | 0.970 |
| Peak Hour Factor | 0.95 | Flow Rate (Vp), pc/h/ln | 2562 |
| Total Trucks, % | 3.10 | Capacity (c), pc/h/ln | 2377 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity (cadj), pc/h/ln | 2377 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 1.08 |
| Passenger Car Equivalent (ET) | 2.000 | | |

Speed and Density

| | | | |
|------------------------------------------|------|-------------------------|---|
| Lane Width Adjustment (flw) | 0.0 | Average Speed (S), mi/h | - |
| Right-Side Lateral Clearance Adj. (fRLC) | 0.0 | Density (D), pc/mi/ln | - |
| Total Ramp Density Adjustment | 2.3 | Level of Service (LOS) | F |
| Adjusted Free-Flow Speed (FFSadj), mi/h | 67.7 | | |

HCS7 Basic Freeway Report

Project Information

| | | | |
|---------------------|-------------------------------------------------------|----------------------|------------------|
| Analyst | LL | Date | 05/31/2020 |
| Agency | FDOT | Analysis Year | 2025 |
| Jurisdiction | District 4 | Time Period Analyzed | 2025 No-Build PM |
| Project Description | I-95 Basic Segment Between NB Off-Ramp and NB On-Ramp | | |

Geometric Data

| | | | |
|-----------------------------------|------|------------------------------------|-------|
| Number of Lanes, In | 4 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 70.0 | Total Ramp Density (TRD), ramps/mi | 1.00 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 66.8 |
| Right-Side Lateral Clearance, ft | 10 | | |

Adjustment Factors

| | | | |
|-------------------|--------------------|----------------------------------------|-------|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

Demand and Capacity

| | | | |
|-------------------------------|-------|---------------------------------------|-------|
| Demand Volume veh/h | 8256 | Heavy Vehicle Adjustment Factor (fhv) | 0.964 |
| Peak Hour Factor | 0.95 | Flow Rate (Vp), pc/h/ln | 2254 |
| Total Trucks, % | 3.70 | Capacity (c), pc/h/ln | 2368 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity (cadj), pc/h/ln | 2368 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.95 |
| Passenger Car Equivalent (ET) | 2.000 | | |

Speed and Density

| | | | |
|------------------------------------------|------|-------------------------|------|
| Lane Width Adjustment (fLW) | 0.0 | Average Speed (S), mi/h | 55.6 |
| Right-Side Lateral Clearance Adj. (fRLC) | 0.0 | Density (D), pc/mi/ln | 40.5 |
| Total Ramp Density Adjustment | 3.2 | Level of Service (LOS) | E |
| Adjusted Free-Flow Speed (FFSadj), mi/h | 66.8 | | |

HCS7 Basic Freeway Report

Project Information

| | | | |
|---------------------|--------------------------|----------------------|------------------|
| Analyst | LL | Date | 05/31/2020 |
| Agency | FDOT | Analysis Year | 2025 |
| Jurisdiction | District 4 | Time Period Analyzed | 2025 No-Build PM |
| Project Description | I-95 S of Woolbright -SB | | |

Geometric Data

| | | | |
|-----------------------------------|------|------------------------------------|-------|
| Number of Lanes, ln | 4 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 70.0 | Total Ramp Density (TRD), ramps/mi | 0.67 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 67.7 |
| Right-Side Lateral Clearance, ft | 10 | | |

Adjustment Factors

| | | | |
|-------------------|--------------------|----------------------------------------|-------|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

Demand and Capacity

| | | | |
|-------------------------------|-------|---------------------------------------|-------|
| Demand Volume veh/h | 6273 | Heavy Vehicle Adjustment Factor (fhv) | 0.970 |
| Peak Hour Factor | 0.95 | Flow Rate (Vp), pc/h/ln | 1702 |
| Total Trucks, % | 3.10 | Capacity (c), pc/h/ln | 2377 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity (cadj), pc/h/ln | 2377 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.72 |
| Passenger Car Equivalent (ET) | 2.000 | | |

Speed and Density

| | | | |
|------------------------------------------|------|-------------------------|------|
| Lane Width Adjustment (flw) | 0.0 | Average Speed (S), mi/h | 65.6 |
| Right-Side Lateral Clearance Adj. (fRLC) | 0.0 | Density (D), pc/mi/ln | 25.9 |
| Total Ramp Density Adjustment | 2.3 | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed (FFSadj), mi/h | 67.7 | | |

HCS7 Basic Freeway Report

Project Information

| | | | |
|---------------------|-----------------------------------------------|----------------------|------------------|
| Analyst | LL | Date | 05/31/2020 |
| Agency | FDOT | Analysis Year | 2025 |
| Jurisdiction | District 4 | Time Period Analyzed | 2025 No-Build PM |
| Project Description | I-95 Basic Segment SB Off-Ramp and SB On-Ramp | | |

Geometric Data

| | | | |
|-----------------------------------|------|------------------------------------|-------|
| Number of Lanes, In | 4 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 70.0 | Total Ramp Density (TRD), ramps/mi | 1.67 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 65.0 |
| Right-Side Lateral Clearance, ft | 10 | | |

Adjustment Factors

| | | | |
|-------------------|--------------------|----------------------------------------|-------|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

Demand and Capacity

| | | | |
|-------------------------------|-------|---------------------------------------|-------|
| Demand Volume veh/h | 5435 | Heavy Vehicle Adjustment Factor (fhv) | 0.964 |
| Peak Hour Factor | 0.95 | Flow Rate (Vp), pc/h/ln | 1484 |
| Total Trucks, % | 3.70 | Capacity (c), pc/h/ln | 2350 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity (cadj), pc/h/ln | 2350 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.63 |
| Passenger Car Equivalent (ET) | 2.000 | | |

Speed and Density

| | | | |
|------------------------------------------|------|-------------------------|------|
| Lane Width Adjustment (flw) | 0.0 | Average Speed (S), mi/h | 64.9 |
| Right-Side Lateral Clearance Adj. (fRLC) | 0.0 | Density (D), pc/mi/ln | 22.9 |
| Total Ramp Density Adjustment | 5.0 | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed (FFSadj), mi/h | 65.0 | | |

Ramp Analysis

HCS7 Freeway Diverge Report

Project Information

| | | | |
|---------------------|----------------------------------|----------------------|------------------|
| Analyst | LL | Date | 05/31/2020 |
| Agency | FDOT | Analysis Year | 2025 |
| Jurisdiction | District 4 | Time Period Analyzed | 2025 No-Build PM |
| Project Description | I-95 at Woolbright Rd-NB Diverge | | |

Geometric Data

| | Freeway | Ramp |
|--------------------------------------------------|---------|-------|
| Number of Lanes (N), ln | 4 | 2 |
| Free-Flow Speed (FFS), mi/h | 70.0 | 40.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 1500 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

Adjustment Factors

| | | |
|----------------------------------------|--------------------|--------------------|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

Demand and Capacity

| | | |
|---------------------------------------|-------|-------|
| Demand Volume (Vi) | 9442 | 1186 |
| Peak Hour Factor (PHF) | 0.95 | 0.95 |
| Total Trucks, % | 3.10 | 2.30 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.970 | 0.978 |
| Flow Rate (vi),pc/h | 10246 | 1277 |
| Capacity (c), pc/h | 9600 | 4000 |
| Volume-to-Capacity Ratio (v/c) | 1.07 | 0.32 |

Speed and Density

| | | | |
|----------------------------------------------|-------|-----------------------------------------------|------|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 2 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (Ds) | - |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/mi/ln | 2700 |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 56.6 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 0.260 | Outer Lanes Freeway Speed (SO), mi/h | 70.2 |
| Flow in Lanes 1 and 2 (v12), pc/h | 4846 | Ramp Junction Speed (S), mi/h | - |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | - |
| Level of Service (LOS) | F | Density in Ramp Influence Area (DR), pc/mi/ln | 32.4 |

HCS7 Freeway Merge Report

Project Information

| | | | |
|---------------------|----------------------------------|----------------------|------------------|
| Analyst | LL | Date | 05/31/2020 |
| Agency | FDOT | Analysis Year | 2025 |
| Jurisdiction | District 4 | Time Period Analyzed | 2025 No-Build PM |
| Project Description | I-95 at Woolbright SB Merge Ramp | | |

Geometric Data

| | Freeway | Ramp |
|--------------------------------------------------|---------|-------|
| Number of Lanes (N), ln | 4 | 1 |
| Free-Flow Speed (FFS), mi/h | 70.0 | 40.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 1500 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

Adjustment Factors

| | | |
|----------------------------------------|--------------------|--------------------|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

Demand and Capacity

| | | |
|---------------------------------------|-------|-------|
| Demand Volume (Vi) | 5435 | 829 |
| Peak Hour Factor (PHF) | 0.95 | 0.95 |
| Total Trucks, % | 3.70 | 2.30 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.964 | 0.978 |
| Flow Rate (vi),pc/h | 5935 | 892 |
| Capacity (c), pc/h | 9600 | 2000 |
| Volume-to-Capacity Ratio (v/c) | 0.71 | 0.45 |

Speed and Density

| | | | |
|----------------------------------------------|-------|-----------------------------------------------|-------|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 2 |
| Distance to Upstream Ramp (LUP), ft | 3551 | Speed Index (MS) | 0.303 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (VOA), pc/mi/ln | 1781 |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 61.5 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 0.106 | Outer Lanes Freeway Speed (SO), mi/h | 65.4 |
| Flow in Lanes 1 and 2 (v12), pc/h | 2374 | Ramp Junction Speed (S), mi/h | 63.5 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 3266 | Average Density (D), pc/mi/ln | 26.9 |
| Level of Service (LOS) | C | Density in Ramp Influence Area (DR), pc/mi/ln | 21.2 |

Weaving Analysis

HCS7 Freeway Weaving Report

Project Information

| | | | |
|---------------------|-------------------------------------------------------|----------------------|------------------|
| Analyst | LL | Date | 07/16/2020 |
| Agency | FDOT | Analysis Year | 2025 |
| Jurisdiction | District 4 | Time Period Analyzed | No-Build 2025 PM |
| Project Description | I-95 NB Between Woolbright Road and Boyton Beach Blvd | | |

Geometric Data

| | | | |
|----------------------------------|-----------|-----------------------------------------|---------|
| Number of Lanes (N), ln | 5 | Segment Type | Freeway |
| Segment Length (Ls), ft | 1450 | Number of Maneuver Lanes (NWL), ln | 3 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes (LCRF), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes (LCFR), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes (LCRR), lc | 0 |
| Interchange Density (ID), int/mi | 1.00 | Cross Weaving Managed Lane | No |

Adjustment Factors

| | | | |
|-------------------|--------------------|----------------------------------------|-------|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

Demand and Capacity

| | FF | RF | RR | FR |
|----------------------------------------|-------|----------------------------------------|-------|-------|
| Demand Volume (Vi), veh/h | 6983 | 1550 | 222 | 1198 |
| Peak Hour Factor (PHF) | 0.95 | 0.95 | 0.95 | 0.95 |
| Total Trucks, % | 3.10 | 2.30 | 2.40 | 2.40 |
| Heavy Vehicle Adjustment Factor (fhv) | 0.970 | 0.978 | 0.977 | 0.977 |
| Flow Rate (vi), pc/h | 7578 | 1668 | 239 | 1291 |
| Weaving Flow Rate (vw), pc/h | 2959 | Freeway Max Capacity (ciFL), pc/h/ln | | 2400 |
| Non-Weaving Flow Rate (vNW), pc/h | 7817 | Density-Based Capacity (ciWL), pc/h/ln | | 2224 |
| Total Flow Rate (v), pc/h | 10776 | Demand Flow-Based Capacity (ciW), pc/h | | 12727 |
| Volume Ratio (VR) | 0.275 | Weaving Segment Capacity (cw), veh/h | | 10811 |
| Minimum Lane Change Rate (LCMIN), lc/h | 2959 | Adjusted Weaving Area Capacity, pc/h | | 11120 |
| Maximum Weaving Length (LMAX), ft | 3751 | Volume-to-Capacity Ratio (v/c) | | 0.97 |

Speed and Density

| | | | |
|-------------------------------------------|---|---------------------------------------|---|
| Non-Weaving Vehicle Index (INW) | - | Average Weaving Speed (SW), mi/h | - |
| Non-Weaving Lane Change Rate (LCNW), lc/h | - | Average Non-Weaving Speed (SNW), mi/h | - |
| Weaving Lane Change Rate (LCW), lc/h | - | Average Speed (S), mi/h | - |
| Weaving Lane Change Rate (LCAII), lc/h | - | Density (D), pc/mi/ln | - |
| Weaving Intensity Factor (W) | - | Level of Service (LOS) | F |

HCS7 Freeway Weaving Report

Project Information

| | | | |
|---------------------|-------------------------------------------------------|----------------------|------------------|
| Analyst | LL | Date | 07/16/2020 |
| Agency | FDOT | Analysis Year | 2025 |
| Jurisdiction | District 4 | Time Period Analyzed | No-Build 2025 PM |
| Project Description | I-95 SB Between Boyton Beach Blvd and Woolbright Road | | |

Geometric Data

| | | | |
|----------------------------------|-----------|-----------------------------------------|---------|
| Number of Lanes (N), ln | 6 | Segment Type | Freeway |
| Segment Length (Ls), ft | 2100 | Number of Maneuver Lanes (NWL), ln | 2 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes (LCRF), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes (LCFR), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes (LCRR), lc | 0 |
| Interchange Density (ID), int/mi | 1.67 | Cross Weaving Managed Lane | No |

Adjustment Factors

| | | | |
|-------------------|--------------------|----------------------------------------|-------|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

Demand and Capacity

| | FF | RF | RR | FR |
|----------------------------------------|-------|----------------------------------------|-------|-------|
| Demand Volume (Vi), veh/h | 4729 | 706 | 164 | 1278 |
| Peak Hour Factor (PHF) | 0.95 | 0.95 | 0.95 | 0.95 |
| Total Trucks, % | 3.70 | 2.40 | 2.30 | 2.30 |
| Heavy Vehicle Adjustment Factor (fhv) | 0.964 | 0.977 | 0.978 | 0.978 |
| Flow Rate (vi), pc/h | 5164 | 761 | 177 | 1376 |
| Weaving Flow Rate (vw), pc/h | 2137 | Freeway Max Capacity (ciFL), pc/h/ln | | 2400 |
| Non-Weaving Flow Rate (vNW), pc/h | 5341 | Density-Based Capacity (ciWL), pc/h/ln | | 2145 |
| Total Flow Rate (v), pc/h | 7478 | Demand Flow-Based Capacity (ciW), pc/h | | 8392 |
| Volume Ratio (VR) | 0.286 | Weaving Segment Capacity (cw), veh/h | | 8125 |
| Minimum Lane Change Rate (LCMIN), lc/h | 2137 | Adjusted Weaving Area Capacity, pc/h | | 8392 |
| Maximum Weaving Length (LMAX), ft | 5434 | Volume-to-Capacity Ratio (v/c) | | 0.89 |

Speed and Density

| | | | |
|-------------------------------------------|-------|---------------------------------------|------|
| Non-Weaving Vehicle Index (INW) | 1873 | Average Weaving Speed (SW), mi/h | 57.5 |
| Non-Weaving Lane Change Rate (LCNW), lc/h | -501 | Average Non-Weaving Speed (SNW), mi/h | 48.6 |
| Weaving Lane Change Rate (LCW), lc/h | 3444 | Average Speed (S), mi/h | 50.8 |
| Weaving Lane Change Rate (LCAII), lc/h | 2943 | Density (D), pc/mi/ln | 24.5 |
| Weaving Intensity Factor (W) | 0.295 | Level of Service (LOS) | C |

Design Year 2045
AM Peak Hour

Mainline Capacity Analysis

HCS7 Basic Freeway Report

Project Information

| | | | |
|---------------------|-------------------------|----------------------|------------------|
| Analyst | LL | Date | 05/31/2020 |
| Agency | FDOT | Analysis Year | 2045 |
| Jurisdiction | District 4 | Time Period Analyzed | 2045 No-Build AM |
| Project Description | I-95 S of Woolbright-NB | | |

Geometric Data

| | | | |
|-----------------------------------|------|------------------------------------|-------|
| Number of Lanes, ln | 4 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 70.0 | Total Ramp Density (TRD), ramps/mi | 0.67 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 67.7 |
| Right-Side Lateral Clearance, ft | 10 | | |

Adjustment Factors

| | | | |
|-------------------|--------------------|----------------------------------------|-------|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

Demand and Capacity

| | | | |
|-------------------------------|-------|---------------------------------------|-------|
| Demand Volume veh/h | 7714 | Heavy Vehicle Adjustment Factor (fhv) | 0.970 |
| Peak Hour Factor | 0.95 | Flow Rate (Vp), pc/h/ln | 2093 |
| Total Trucks, % | 3.10 | Capacity (c), pc/h/ln | 2377 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity (cadj), pc/h/ln | 2377 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.88 |
| Passenger Car Equivalent (ET) | 2.000 | | |

Speed and Density

| | | | |
|------------------------------------------|------|-------------------------|------|
| Lane Width Adjustment (fLW) | 0.0 | Average Speed (S), mi/h | 59.6 |
| Right-Side Lateral Clearance Adj. (fRLC) | 0.0 | Density (D), pc/mi/ln | 35.1 |
| Total Ramp Density Adjustment | 2.3 | Level of Service (LOS) | E |
| Adjusted Free-Flow Speed (FFSadj), mi/h | 67.7 | | |

HCS7 Basic Freeway Report

Project Information

| | | | |
|---------------------|-------------------------------------------------------|----------------------|------------------|
| Analyst | LL | Date | 05/31/2020 |
| Agency | FDOT | Analysis Year | 2045 |
| Jurisdiction | District 4 | Time Period Analyzed | 2045 No-Build AM |
| Project Description | I-95 Basic Segment Between NB Off-Ramp and NB On-Ramp | | |

Geometric Data

| | | | |
|-----------------------------------|------|------------------------------------|-------|
| Number of Lanes, In | 4 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 70.0 | Total Ramp Density (TRD), ramps/mi | 1.00 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 66.8 |
| Right-Side Lateral Clearance, ft | 10 | | |

Adjustment Factors

| | | | |
|-------------------|--------------------|----------------------------------------|-------|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

Demand and Capacity

| | | | |
|-------------------------------|-------|---------------------------------------|-------|
| Demand Volume veh/h | 6810 | Heavy Vehicle Adjustment Factor (fhv) | 0.964 |
| Peak Hour Factor | 0.95 | Flow Rate (Vp), pc/h/ln | 1859 |
| Total Trucks, % | 3.70 | Capacity (c), pc/h/ln | 2368 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity (cadj), pc/h/ln | 2368 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.79 |
| Passenger Car Equivalent (ET) | 2.000 | | |

Speed and Density

| | | | |
|------------------------------------------|------|-------------------------|------|
| Lane Width Adjustment (fLW) | 0.0 | Average Speed (S), mi/h | 63.1 |
| Right-Side Lateral Clearance Adj. (fRLC) | 0.0 | Density (D), pc/mi/ln | 29.5 |
| Total Ramp Density Adjustment | 3.2 | Level of Service (LOS) | D |
| Adjusted Free-Flow Speed (FFSadj), mi/h | 66.8 | | |

HCS7 Basic Freeway Report

Project Information

| | | | |
|---------------------|--------------------------|----------------------|------------------|
| Analyst | LL | Date | 05/31/2020 |
| Agency | FDOT | Analysis Year | 2045 |
| Jurisdiction | District 4 | Time Period Analyzed | 2045 No-Build AM |
| Project Description | I-95 S of Woolbright -SB | | |

Geometric Data

| | | | |
|-----------------------------------|------|------------------------------------|-------|
| Number of Lanes, ln | 4 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 70.0 | Total Ramp Density (TRD), ramps/mi | 0.67 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 67.7 |
| Right-Side Lateral Clearance, ft | 10 | | |

Adjustment Factors

| | | | |
|-------------------|--------------------|----------------------------------------|-------|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

Demand and Capacity

| | | | |
|-------------------------------|-------|---------------------------------------|-------|
| Demand Volume veh/h | 11363 | Heavy Vehicle Adjustment Factor (fhv) | 0.970 |
| Peak Hour Factor | 0.95 | Flow Rate (Vp), pc/h/ln | 3083 |
| Total Trucks, % | 3.10 | Capacity (c), pc/h/ln | 2377 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity (cadj), pc/h/ln | 2377 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 1.30 |
| Passenger Car Equivalent (ET) | 2.000 | | |

Speed and Density

| | | | |
|------------------------------------------|------|-------------------------|---|
| Lane Width Adjustment (flw) | 0.0 | Average Speed (S), mi/h | - |
| Right-Side Lateral Clearance Adj. (fRLC) | 0.0 | Density (D), pc/mi/ln | - |
| Total Ramp Density Adjustment | 2.3 | Level of Service (LOS) | F |
| Adjusted Free-Flow Speed (FFSadj), mi/h | 67.7 | | |

HCS7 Basic Freeway Report

Project Information

| | | | |
|---------------------|-------------------------------------------------------|----------------------|------------------|
| Analyst | LL | Date | 05/31/2020 |
| Agency | FDOT | Analysis Year | 2045 |
| Jurisdiction | District 4 | Time Period Analyzed | 2045 No-Build AM |
| Project Description | I-95 Basic Segment Between SB Off-Ramp and SB On-Ramp | | |

Geometric Data

| | | | |
|-----------------------------------|------|------------------------------------|-------|
| Number of Lanes, In | 4 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 70.0 | Total Ramp Density (TRD), ramps/mi | 1.67 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 65.0 |
| Right-Side Lateral Clearance, ft | 10 | | |

Adjustment Factors

| | | | |
|-------------------|--------------------|----------------------------------------|-------|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

Demand and Capacity

| | | | |
|-------------------------------|-------|---------------------------------------|-------|
| Demand Volume veh/h | 10167 | Heavy Vehicle Adjustment Factor (fhv) | 0.964 |
| Peak Hour Factor | 0.95 | Flow Rate (Vp), pc/h/ln | 2776 |
| Total Trucks, % | 3.70 | Capacity (c), pc/h/ln | 2350 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity (cadj), pc/h/ln | 2350 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 1.18 |
| Passenger Car Equivalent (ET) | 2.000 | | |

Speed and Density

| | | | |
|------------------------------------------|------|-------------------------|---|
| Lane Width Adjustment (fLW) | 0.0 | Average Speed (S), mi/h | - |
| Right-Side Lateral Clearance Adj. (fRLC) | 0.0 | Density (D), pc/mi/ln | - |
| Total Ramp Density Adjustment | 5.0 | Level of Service (LOS) | F |
| Adjusted Free-Flow Speed (FFSadj), mi/h | 65.0 | | |

Ramp Analysis

HCS7 Freeway Merge Report

Project Information

| | | | |
|---------------------|----------------------------------|----------------------|------------------|
| Analyst | LL | Date | 05/31/2020 |
| Agency | FDOT | Analysis Year | 2045 |
| Jurisdiction | District 4 | Time Period Analyzed | 2045 No-Build AM |
| Project Description | I-95 at Woolbright SB Merge Ramp | | |

Geometric Data

| | Freeway | Ramp |
|--------------------------------------------------|---------|-------|
| Number of Lanes (N), ln | 4 | 1 |
| Free-Flow Speed (FFS), mi/h | 70.0 | 40.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 1500 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

Adjustment Factors

| | | |
|----------------------------------------|--------------------|--------------------|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

Demand and Capacity

| | | |
|---------------------------------------|-------|-------|
| Demand Volume (Vi) | 10167 | 1382 |
| Peak Hour Factor (PHF) | 0.95 | 0.95 |
| Total Trucks, % | 3.70 | 2.30 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.964 | 0.978 |
| Flow Rate (vi),pc/h | 11102 | 1487 |
| Capacity (c), pc/h | 9600 | 2000 |
| Volume-to-Capacity Ratio (v/c) | 1.31 | 0.74 |

Speed and Density

| | | | |
|----------------------------------------------|-------|-----------------------------------------------|------|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 2 |
| Distance to Upstream Ramp (LUP), ft | 3551 | Speed Index (MS) | - |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (VOA), pc/mi/ln | 2700 |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 0.0 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 0.032 | Outer Lanes Freeway Speed (SO), mi/h | 61.1 |
| Flow in Lanes 1 and 2 (v12), pc/h | 5702 | Ramp Junction Speed (S), mi/h | - |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 7189 | Average Density (D), pc/mi/ln | - |
| Level of Service (LOS) | F | Density in Ramp Influence Area (DR), pc/mi/ln | 51.5 |

HCS7 Freeway Diverge Report

Project Information

| | | | |
|---------------------|----------------------------------|----------------------|------------------|
| Analyst | LL | Date | 05/31/2020 |
| Agency | FDOT | Analysis Year | 2045 |
| Jurisdiction | District 4 | Time Period Analyzed | 2045 No-Build AM |
| Project Description | I-95 at Woolbright Rd-NB Diverge | | |

Geometric Data

| | Freeway | Ramp |
|--------------------------------------------------|---------|-------|
| Number of Lanes (N), ln | 4 | 2 |
| Free-Flow Speed (FFS), mi/h | 70.0 | 40.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 1500 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

Adjustment Factors

| | | |
|----------------------------------------|--------------------|--------------------|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

Demand and Capacity

| | | |
|---------------------------------------|-------|-------|
| Demand Volume (Vi) | 7714 | 904 |
| Peak Hour Factor (PHF) | 0.95 | 0.95 |
| Total Trucks, % | 3.10 | 2.30 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.970 | 0.978 |
| Flow Rate (vi),pc/h | 8371 | 973 |
| Capacity (c), pc/h | 9600 | 4000 |
| Volume-to-Capacity Ratio (v/c) | 0.87 | 0.24 |

Speed and Density

| | | | |
|----------------------------------------------|-------|-----------------------------------------------|-------|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 2 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (Ds) | 0.451 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/mi/ln | 2512 |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 57.4 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 0.260 | Outer Lanes Freeway Speed (SO), mi/h | 70.9 |
| Flow in Lanes 1 and 2 (v12), pc/h | 3348 | Ramp Junction Speed (S), mi/h | 64.8 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 32.3 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 19.5 |

Weaving Analysis

HCS7 Freeway Weaving Report

Project Information

| | | | |
|---------------------|-------------------------------------------------------|----------------------|------------------|
| Analyst | LL | Date | 07/16/2020 |
| Agency | FDOT | Analysis Year | 2045 |
| Jurisdiction | District 4 | Time Period Analyzed | 2045 No-Build AM |
| Project Description | I-95 NB Between Woolbright Road and Boyton Beach Blvd | | |

Geometric Data

| | | | |
|----------------------------------|-----------|-----------------------------------------|---------|
| Number of Lanes (N), ln | 5 | Segment Type | Freeway |
| Segment Length (Ls), ft | 1450 | Number of Maneuver Lanes (NWL), ln | 3 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes (LCRF), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes (LCFR), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes (LCRR), lc | 0 |
| Interchange Density (ID), int/mi | 1.00 | Cross Weaving Managed Lane | No |

Adjustment Factors

| | | | |
|-------------------|--------------------|----------------------------------------|-------|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

Demand and Capacity

| | FF | RF | RR | FR |
|----------------------------------------|-------|----------------------------------------|-------|-------|
| Demand Volume (Vi), veh/h | 6047 | 1599 | 177 | 763 |
| Peak Hour Factor (PHF) | 0.95 | 0.95 | 0.95 | 0.95 |
| Total Trucks, % | 3.10 | 2.30 | 2.40 | 2.40 |
| Heavy Vehicle Adjustment Factor (fhv) | 0.970 | 0.978 | 0.977 | 0.977 |
| Flow Rate (vi), pc/h | 6562 | 1721 | 191 | 822 |
| Weaving Flow Rate (vw), pc/h | 2543 | Freeway Max Capacity (ciFL), pc/h/ln | | 2400 |
| Non-Weaving Flow Rate (vNW), pc/h | 6753 | Density-Based Capacity (ciWL), pc/h/ln | | 2225 |
| Total Flow Rate (v), pc/h | 9296 | Demand Flow-Based Capacity (ciW), pc/h | | 12774 |
| Volume Ratio (VR) | 0.274 | Weaving Segment Capacity (cw), veh/h | | 10816 |
| Minimum Lane Change Rate (LCMIN), lc/h | 2543 | Adjusted Weaving Area Capacity, pc/h | | 11125 |
| Maximum Weaving Length (LMAX), ft | 3741 | Volume-to-Capacity Ratio (v/c) | | 0.84 |

Speed and Density

| | | | |
|-------------------------------------------|-------|---------------------------------------|------|
| Non-Weaving Vehicle Index (INW) | 979 | Average Weaving Speed (SW), mi/h | 50.8 |
| Non-Weaving Lane Change Rate (LCNW), lc/h | 1214 | Average Non-Weaving Speed (SNW), mi/h | 42.8 |
| Weaving Lane Change Rate (LCW), lc/h | 3119 | Average Speed (S), mi/h | 44.7 |
| Weaving Lane Change Rate (LCAII), lc/h | 4333 | Density (D), pc/mi/ln | 41.6 |
| Weaving Intensity Factor (W) | 0.536 | Level of Service (LOS) | E |

HCS7 Freeway Weaving Report

Project Information

| | | | |
|---------------------|-------------------------------------------------------|----------------------|------------------|
| Analyst | LL | Date | 07/16/2020 |
| Agency | FDOT | Analysis Year | 2045 |
| Jurisdiction | District 4 | Time Period Analyzed | No-Build 2045 AM |
| Project Description | I-95 SB Between Boyton Beach Blvd and Woolbright Road | | |

Geometric Data

| | | | |
|----------------------------------|-----------|-----------------------------------------|---------|
| Number of Lanes (N), ln | 6 | Segment Type | Freeway |
| Segment Length (Ls), ft | 2100 | Number of Maneuver Lanes (NWL), ln | 2 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes (LCRF), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes (LCFR), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes (LCRR), lc | 0 |
| Interchange Density (ID), int/mi | 1.67 | Cross Weaving Managed Lane | No |

Adjustment Factors

| | | | |
|-------------------|--------------------|----------------------------------------|-------|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

Demand and Capacity

| | FF | RF | RR | FR |
|----------------------------------------|-------|----------------------------------------|-------|-------|
| Demand Volume (Vi), veh/h | 8861 | 1306 | 224 | 1834 |
| Peak Hour Factor (PHF) | 0.95 | 0.95 | 0.95 | 0.95 |
| Total Trucks, % | 3.70 | 2.40 | 2.30 | 2.30 |
| Heavy Vehicle Adjustment Factor (fhv) | 0.964 | 0.977 | 0.978 | 0.978 |
| Flow Rate (vi), pc/h | 9676 | 1407 | 241 | 1974 |
| Weaving Flow Rate (vw), pc/h | 3381 | Freeway Max Capacity (ciFL), pc/h/ln | | 2400 |
| Non-Weaving Flow Rate (vNW), pc/h | 9917 | Density-Based Capacity (ciWL), pc/h/ln | | 2171 |
| Total Flow Rate (v), pc/h | 13298 | Demand Flow-Based Capacity (ciW), pc/h | | 9449 |
| Volume Ratio (VR) | 0.254 | Weaving Segment Capacity (cw), veh/h | | 9144 |
| Minimum Lane Change Rate (LCMIN), lc/h | 0 | Adjusted Weaving Area Capacity, pc/h | | 9449 |
| Maximum Weaving Length (LMAX), ft | 5096 | Volume-to-Capacity Ratio (v/c) | | 1.41 |

Speed and Density

| | | | |
|-------------------------------------------|---|---------------------------------------|---|
| Non-Weaving Vehicle Index (INW) | - | Average Weaving Speed (SW), mi/h | - |
| Non-Weaving Lane Change Rate (LCNW), lc/h | - | Average Non-Weaving Speed (SNW), mi/h | - |
| Weaving Lane Change Rate (LCW), lc/h | - | Average Speed (S), mi/h | - |
| Weaving Lane Change Rate (LCAII), lc/h | - | Density (D), pc/mi/ln | - |
| Weaving Intensity Factor (W) | - | Level of Service (LOS) | F |

Design Year 2045
PM Peak Hour

Mainline Capacity Analysis

HCS7 Basic Freeway Report

Project Information

| | | | |
|---------------------|-------------------------|----------------------|------------------|
| Analyst | LL | Date | 05/31/2020 |
| Agency | FDOT | Analysis Year | 2045 |
| Jurisdiction | District 4 | Time Period Analyzed | 2045 No-Build PM |
| Project Description | I-95 S of Woolbright-NB | | |

Geometric Data

| | | | |
|-----------------------------------|------|------------------------------------|-------|
| Number of Lanes, ln | 4 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 70.0 | Total Ramp Density (TRD), ramps/mi | 0.67 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 67.7 |
| Right-Side Lateral Clearance, ft | 10 | | |

Adjustment Factors

| | | | |
|-------------------|--------------------|----------------------------------------|-------|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

Demand and Capacity

| | | | |
|-------------------------------|-------|---------------------------------------|-------|
| Demand Volume veh/h | 11891 | Heavy Vehicle Adjustment Factor (fhv) | 0.970 |
| Peak Hour Factor | 0.95 | Flow Rate (Vp), pc/h/ln | 3226 |
| Total Trucks, % | 3.10 | Capacity (c), pc/h/ln | 2377 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity (cadj), pc/h/ln | 2377 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 1.36 |
| Passenger Car Equivalent (ET) | 2.000 | | |

Speed and Density

| | | | |
|------------------------------------------|------|-------------------------|---|
| Lane Width Adjustment (fLW) | 0.0 | Average Speed (S), mi/h | - |
| Right-Side Lateral Clearance Adj. (fRLC) | 0.0 | Density (D), pc/mi/ln | - |
| Total Ramp Density Adjustment | 2.3 | Level of Service (LOS) | F |
| Adjusted Free-Flow Speed (FFSadj), mi/h | 67.7 | | |

HCS7 Basic Freeway Report

Project Information

| | | | |
|---------------------|-----------------------------|----------------------|------------------|
| Analyst | LL | Date | 05/31/2020 |
| Agency | FDOT | Analysis Year | 2045 |
| Jurisdiction | District 4 | Time Period Analyzed | 2045 No-Build PM |
| Project Description | I-95 N of Woolbright Rd -NB | | |

Geometric Data

| | | | |
|-----------------------------------|------|------------------------------------|-------|
| Number of Lanes, In | 4 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 70.0 | Total Ramp Density (TRD), ramps/mi | 1.00 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 66.8 |
| Right-Side Lateral Clearance, ft | 10 | | |

Adjustment Factors

| | | | |
|-------------------|--------------------|----------------------------------------|-------|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

Demand and Capacity

| | | | |
|-------------------------------|-------|---------------------------------------|-------|
| Demand Volume veh/h | 10582 | Heavy Vehicle Adjustment Factor (fhv) | 0.964 |
| Peak Hour Factor | 0.95 | Flow Rate (Vp), pc/h/ln | 2889 |
| Total Trucks, % | 3.70 | Capacity (c), pc/h/ln | 2368 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity (cadj), pc/h/ln | 2368 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 1.22 |
| Passenger Car Equivalent (ET) | 2.000 | | |

Speed and Density

| | | | |
|------------------------------------------|------|-------------------------|---|
| Lane Width Adjustment (fLW) | 0.0 | Average Speed (S), mi/h | - |
| Right-Side Lateral Clearance Adj. (fRLC) | 0.0 | Density (D), pc/mi/ln | - |
| Total Ramp Density Adjustment | 3.2 | Level of Service (LOS) | F |
| Adjusted Free-Flow Speed (FFSadj), mi/h | 66.8 | | |

HCS7 Basic Freeway Report

Project Information

| | | | |
|---------------------|--------------------------|----------------------|------------------|
| Analyst | LL | Date | 05/31/2020 |
| Agency | FDOT | Analysis Year | 2045 |
| Jurisdiction | District 4 | Time Period Analyzed | 2025 No-Build PM |
| Project Description | I-95 S of Woolbright -SB | | |

Geometric Data

| | | | |
|-----------------------------------|------|------------------------------------|-------|
| Number of Lanes, ln | 4 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 70.0 | Total Ramp Density (TRD), ramps/mi | 0.67 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 67.7 |
| Right-Side Lateral Clearance, ft | 10 | | |

Adjustment Factors

| | | | |
|-------------------|--------------------|----------------------------------------|-------|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

Demand and Capacity

| | | | |
|-------------------------------|-------|---------------------------------------|-------|
| Demand Volume veh/h | 7509 | Heavy Vehicle Adjustment Factor (fhv) | 0.970 |
| Peak Hour Factor | 0.95 | Flow Rate (Vp), pc/h/ln | 2037 |
| Total Trucks, % | 3.10 | Capacity (c), pc/h/ln | 2377 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity (cadj), pc/h/ln | 2377 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.86 |
| Passenger Car Equivalent (ET) | 2.000 | | |

Speed and Density

| | | | |
|------------------------------------------|------|-------------------------|------|
| Lane Width Adjustment (flw) | 0.0 | Average Speed (S), mi/h | 60.7 |
| Right-Side Lateral Clearance Adj. (fRLC) | 0.0 | Density (D), pc/mi/ln | 33.6 |
| Total Ramp Density Adjustment | 2.3 | Level of Service (LOS) | D |
| Adjusted Free-Flow Speed (FFSadj), mi/h | 67.7 | | |

HCS7 Basic Freeway Report

Project Information

| | | | |
|---------------------|-------------------------------------------------------|----------------------|------------------|
| Analyst | LL | Date | 05/31/2020 |
| Agency | FDOT | Analysis Year | 2045 |
| Jurisdiction | District 4 | Time Period Analyzed | 2045 No-Build PM |
| Project Description | I-95 Basic Segment Between SB Off-Ramp and SB On-Ramp | | |

Geometric Data

| | | | |
|-----------------------------------|------|------------------------------------|-------|
| Number of Lanes, In | 4 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 70.0 | Total Ramp Density (TRD), ramps/mi | 1.67 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 65.0 |
| Right-Side Lateral Clearance, ft | 10 | | |

Adjustment Factors

| | | | |
|-------------------|--------------------|----------------------------------------|-------|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

Demand and Capacity

| | | | |
|-------------------------------|-------|---------------------------------------|-------|
| Demand Volume veh/h | 6641 | Heavy Vehicle Adjustment Factor (fhv) | 0.964 |
| Peak Hour Factor | 0.95 | Flow Rate (Vp), pc/h/ln | 1813 |
| Total Trucks, % | 3.70 | Capacity (c), pc/h/ln | 2350 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity (cadj), pc/h/ln | 2350 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.77 |
| Passenger Car Equivalent (ET) | 2.000 | | |

Speed and Density

| | | | |
|------------------------------------------|------|-------------------------|------|
| Lane Width Adjustment (fLW) | 0.0 | Average Speed (S), mi/h | 62.6 |
| Right-Side Lateral Clearance Adj. (fRLC) | 0.0 | Density (D), pc/mi/ln | 29.0 |
| Total Ramp Density Adjustment | 5.0 | Level of Service (LOS) | D |
| Adjusted Free-Flow Speed (FFSadj), mi/h | 65.0 | | |

Ramp Analysis

HCS7 Freeway Diverge Report

Project Information

| | | | |
|---------------------|----------------------------------|----------------------|------------------|
| Analyst | LL | Date | 05/31/2020 |
| Agency | FDOT | Analysis Year | 2045 |
| Jurisdiction | District 4 | Time Period Analyzed | 2045 No-Build PM |
| Project Description | I-95 at Woolbright Rd-NB Diverge | | |

Geometric Data

| | Freeway | Ramp |
|--------------------------------------------------|---------|-------|
| Number of Lanes (N), ln | 4 | 2 |
| Free-Flow Speed (FFS), mi/h | 70.0 | 40.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 1500 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

Adjustment Factors

| | | |
|----------------------------------------|--------------------|--------------------|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

Demand and Capacity

| | | |
|---------------------------------------|-------|-------|
| Demand Volume (Vi) | 11891 | 1309 |
| Peak Hour Factor (PHF) | 0.95 | 0.95 |
| Total Trucks, % | 3.10 | 2.30 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.970 | 0.978 |
| Flow Rate (vi),pc/h | 12904 | 1409 |
| Capacity (c), pc/h | 9600 | 4000 |
| Volume-to-Capacity Ratio (v/c) | 1.34 | 0.35 |

Speed and Density

| | | | |
|----------------------------------------------|-------|-----------------------------------------------|------|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 2 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (Ds) | - |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/mi/ln | 2700 |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 56.3 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 0.260 | Outer Lanes Freeway Speed (SO), mi/h | 70.2 |
| Flow in Lanes 1 and 2 (v12), pc/h | 7504 | Ramp Junction Speed (S), mi/h | - |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | - |
| Level of Service (LOS) | F | Density in Ramp Influence Area (DR), pc/mi/ln | 55.3 |

HCS7 Freeway Merge Report

Project Information

| | | | |
|---------------------|----------------------------------|----------------------|------------------|
| Analyst | LL | Date | 05/31/2020 |
| Agency | FDOT | Analysis Year | 2045 |
| Jurisdiction | District 4 | Time Period Analyzed | 2045 No-Build PM |
| Project Description | I-95 at Woolbright SB Merge Ramp | | |

Geometric Data

| | Freeway | Ramp |
|--------------------------------------------------|---------|-------|
| Number of Lanes (N), ln | 4 | 1 |
| Free-Flow Speed (FFS), mi/h | 70.0 | 40.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 1500 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

Adjustment Factors

| | | |
|----------------------------------------|--------------------|--------------------|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

Demand and Capacity

| | | |
|---------------------------------------|-------|-------|
| Demand Volume (Vi) | 6641 | 864 |
| Peak Hour Factor (PHF) | 0.95 | 0.95 |
| Total Trucks, % | 3.70 | 2.30 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.964 | 0.978 |
| Flow Rate (vi),pc/h | 7252 | 930 |
| Capacity (c), pc/h | 9600 | 2000 |
| Volume-to-Capacity Ratio (v/c) | 0.85 | 0.47 |

Speed and Density

| | | | |
|----------------------------------------------|-------|-----------------------------------------------|-------|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 2 |
| Distance to Upstream Ramp (LUP), ft | 3551 | Speed Index (MS) | 0.381 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (VOA), pc/mi/ln | 2176 |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 59.3 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 0.102 | Outer Lanes Freeway Speed (SO), mi/h | 64.0 |
| Flow in Lanes 1 and 2 (v12), pc/h | 2901 | Ramp Junction Speed (S), mi/h | 61.7 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 3831 | Average Density (D), pc/mi/ln | 33.2 |
| Level of Service (LOS) | C | Density in Ramp Influence Area (DR), pc/mi/ln | 25.6 |

Weaving Analysis

HCS7 Freeway Weaving Report

Project Information

| | | | |
|---------------------|-------------------------------------------------------|----------------------|------------------|
| Analyst | LL | Date | 07/16/2020 |
| Agency | FDOT | Analysis Year | 2045 |
| Jurisdiction | District 4 | Time Period Analyzed | No-Build 2045 PM |
| Project Description | I-95 NB Between Woolbright Road and Boyton Beach Blvd | | |

Geometric Data

| | | | |
|----------------------------------|-----------|-----------------------------------------|---------|
| Number of Lanes (N), ln | 5 | Segment Type | Freeway |
| Segment Length (Ls), ft | 1450 | Number of Maneuver Lanes (NWL), ln | 3 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes (LCRF), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes (LCFR), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes (LCRR), lc | 0 |
| Interchange Density (ID), int/mi | 1.00 | Cross Weaving Managed Lane | No |

Adjustment Factors

| | | | |
|-------------------|--------------------|----------------------------------------|-------|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

Demand and Capacity

| | FF | RF | RR | FR |
|----------------------------------------|-------|----------------------------------------|-------|-------|
| Demand Volume (Vi), veh/h | 9260 | 1710 | 208 | 1322 |
| Peak Hour Factor (PHF) | 0.95 | 0.95 | 0.95 | 0.95 |
| Total Trucks, % | 3.10 | 2.30 | 2.40 | 2.40 |
| Heavy Vehicle Adjustment Factor (fhv) | 0.970 | 0.978 | 0.977 | 0.977 |
| Flow Rate (vi), pc/h | 10049 | 1840 | 224 | 1424 |
| Weaving Flow Rate (vw), pc/h | 3264 | Freeway Max Capacity (ciFL), pc/h/ln | | 2400 |
| Non-Weaving Flow Rate (vNW), pc/h | 10273 | Density-Based Capacity (ciWL), pc/h/ln | | 2251 |
| Total Flow Rate (v), pc/h | 13537 | Demand Flow-Based Capacity (ciW), pc/h | | 14523 |
| Volume Ratio (VR) | 0.241 | Weaving Segment Capacity (cw), veh/h | | 10939 |
| Minimum Lane Change Rate (LCMIN), lc/h | 0 | Adjusted Weaving Area Capacity, pc/h | | 11255 |
| Maximum Weaving Length (LMAX), ft | 3394 | Volume-to-Capacity Ratio (v/c) | | 1.20 |

Speed and Density

| | | | |
|-------------------------------------------|---|---------------------------------------|---|
| Non-Weaving Vehicle Index (INW) | - | Average Weaving Speed (SW), mi/h | - |
| Non-Weaving Lane Change Rate (LCNW), lc/h | - | Average Non-Weaving Speed (SNW), mi/h | - |
| Weaving Lane Change Rate (LCW), lc/h | - | Average Speed (S), mi/h | - |
| Weaving Lane Change Rate (LCAII), lc/h | - | Density (D), pc/mi/ln | - |
| Weaving Intensity Factor (W) | - | Level of Service (LOS) | F |

HCS7 Freeway Weaving Report

Project Information

| | | | |
|---------------------|-------------------------------------------------------|----------------------|------------------|
| Analyst | LL | Date | 07/16/2020 |
| Agency | FDOT | Analysis Year | 2045 |
| Jurisdiction | District 4 | Time Period Analyzed | No-Build 2045 PM |
| Project Description | I-95 SB Between Boyton Beach Blvd and Woolbright Road | | |

Geometric Data

| | | | |
|----------------------------------|-----------|-----------------------------------------|---------|
| Number of Lanes (N), ln | 6 | Segment Type | Freeway |
| Segment Length (Ls), ft | 2100 | Number of Maneuver Lanes (NWL), ln | 2 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes (LCRF), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes (LCFR), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes (LCRR), lc | 0 |
| Interchange Density (ID), int/mi | 1.67 | Cross Weaving Managed Lane | No |

Adjustment Factors

| | | | |
|-------------------|--------------------|----------------------------------------|-------|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

Demand and Capacity

| | FF | RF | RR | FR |
|----------------------------------------|-------|----------------------------------------|-------|-------|
| Demand Volume (Vi), veh/h | 5868 | 773 | 167 | 1471 |
| Peak Hour Factor (PHF) | 0.95 | 0.95 | 0.95 | 0.95 |
| Total Trucks, % | 3.70 | 2.40 | 2.30 | 2.30 |
| Heavy Vehicle Adjustment Factor (fhv) | 0.964 | 0.977 | 0.978 | 0.978 |
| Flow Rate (vi), pc/h | 6408 | 833 | 180 | 1583 |
| Weaving Flow Rate (vw), pc/h | 2416 | Freeway Max Capacity (ciFL), pc/h/ln | | 2400 |
| Non-Weaving Flow Rate (vNW), pc/h | 6588 | Density-Based Capacity (ciWL), pc/h/ln | | 2160 |
| Total Flow Rate (v), pc/h | 9004 | Demand Flow-Based Capacity (ciW), pc/h | | 8955 |
| Volume Ratio (VR) | 0.268 | Weaving Segment Capacity (cw), veh/h | | 8668 |
| Minimum Lane Change Rate (LCMIN), lc/h | 0 | Adjusted Weaving Area Capacity, pc/h | | 8955 |
| Maximum Weaving Length (LMAX), ft | 5243 | Volume-to-Capacity Ratio (v/c) | | 1.01 |

Speed and Density

| | | | |
|-------------------------------------------|---|---------------------------------------|---|
| Non-Weaving Vehicle Index (INW) | - | Average Weaving Speed (SW), mi/h | - |
| Non-Weaving Lane Change Rate (LCNW), lc/h | - | Average Non-Weaving Speed (SNW), mi/h | - |
| Weaving Lane Change Rate (LCW), lc/h | - | Average Speed (S), mi/h | - |
| Weaving Lane Change Rate (LCAII), lc/h | - | Density (D), pc/mi/ln | - |
| Weaving Intensity Factor (W) | - | Level of Service (LOS) | F |






























SYNCHRO Analysis

Opening Year 2025 AM Analysis

HCM 6TH Edition Methodology













HCM Signalized Intersection Capacity Analysis
301: Woolbright Rd & SW 8th St

2025 No-Build AM - HCM
12/30/2020

| |  |  |  |  |  |  |  |  |  |  |  |  | |
|-----------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|--|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | |
| Lane Configurations |  |    |  |  |    |  |  |   | |   |  |  | |
| Traffic Volume (vph) | 187 | 1498 | 115 | 242 | 1049 | 296 | 51 | 30 | 106 | 497 | 96 | 184 | |
| Future Volume (vph) | 187 | 1498 | 115 | 242 | 1049 | 296 | 51 | 30 | 106 | 497 | 96 | 184 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Total Lost time (s) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | 7.0 | 7.0 | 7.5 | | 7.0 | 7.5 | | |
| Lane Util. Factor | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 | 1.00 | 1.00 | | 0.97 | 1.00 | | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.88 | | 1.00 | 0.90 | | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | |
| Satd. Flow (prot) | 1770 | 5085 | 1583 | 1770 | 5085 | 1583 | 1770 | 1645 | | 3433 | 1679 | | |
| Flt Permitted | 0.25 | 1.00 | 1.00 | 0.10 | 1.00 | 1.00 | 0.57 | 1.00 | | 0.95 | 1.00 | | |
| Satd. Flow (perm) | 458 | 5085 | 1583 | 191 | 5085 | 1583 | 1069 | 1645 | | 3433 | 1679 | | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | |
| Adj. Flow (vph) | 197 | 1577 | 121 | 255 | 1104 | 312 | 54 | 32 | 112 | 523 | 101 | 194 | |
| RTOR Reduction (vph) | 0 | 0 | 74 | 0 | 0 | 127 | 0 | 101 | 0 | 0 | 58 | 0 | |
| Lane Group Flow (vph) | 197 | 1577 | 47 | 255 | 1104 | 185 | 54 | 43 | 0 | 523 | 237 | 0 | |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | pm+ov | pm+pt | NA | | Prot | NA | | |
| Protected Phases | 1 | 6 | | 5 | 2 | 3 | 7 | 4 | | 3 | 8 | | |
| Permitted Phases | 6 | | 6 | 2 | | 2 | 4 | | | | | | |
| Actuated Green, G (s) | 54.6 | 54.6 | 54.6 | 62.2 | 62.2 | 83.2 | 20.5 | 13.8 | | 21.0 | 28.1 | | |
| Effective Green, g (s) | 54.6 | 54.6 | 54.6 | 62.2 | 62.2 | 83.2 | 20.5 | 13.8 | | 21.0 | 28.1 | | |
| Actuated g/C Ratio | 0.39 | 0.39 | 0.39 | 0.44 | 0.44 | 0.59 | 0.15 | 0.10 | | 0.15 | 0.20 | | |
| Clearance Time (s) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | 7.0 | 7.0 | 7.5 | | 7.0 | 7.5 | | |
| Vehicle Extension (s) | 2.0 | 4.0 | 4.0 | 2.0 | 4.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | |
| Lane Grp Cap (vph) | 323 | 1983 | 617 | 345 | 2259 | 940 | 190 | 162 | | 514 | 336 | | |
| v/s Ratio Prot | 0.07 | c0.31 | | c0.12 | 0.22 | 0.03 | 0.01 | 0.03 | | c0.15 | c0.14 | | |
| v/s Ratio Perm | 0.17 | | 0.03 | 0.21 | | 0.09 | 0.03 | | | | | | |
| v/c Ratio | 0.61 | 0.80 | 0.08 | 0.74 | 0.49 | 0.20 | 0.28 | 0.27 | | 1.02 | 0.70 | | |
| Uniform Delay, d1 | 38.6 | 37.8 | 26.8 | 36.8 | 27.6 | 13.1 | 52.6 | 58.4 | | 59.5 | 52.1 | | |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.41 | 1.73 | 7.38 | 1.00 | 1.00 | | 1.00 | 1.00 | | |
| Incremental Delay, d2 | 2.2 | 3.4 | 0.2 | 5.9 | 0.6 | 0.0 | 0.3 | 0.3 | | 44.2 | 5.4 | | |
| Delay (s) | 40.9 | 41.2 | 27.1 | 57.8 | 48.5 | 96.3 | 52.9 | 58.7 | | 103.7 | 57.5 | | |
| Level of Service | D | D | C | E | D | F | D | E | | F | E | | |
| Approach Delay (s) | | 40.2 | | | 58.8 | | | 57.1 | | | 87.0 | | |
| Approach LOS | | D | | | E | | | E | | | F | | |
| Intersection Summary | | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 56.1 | | HCM 2000 Level of Service | | | | | | E | | |
| HCM 2000 Volume to Capacity ratio | | | 0.83 | | | | | | | | | | |
| Actuated Cycle Length (s) | | | 140.0 | | Sum of lost time (s) | | | | | 27.5 | | | |
| Intersection Capacity Utilization | | | 87.6% | | ICU Level of Service | | | | | E | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | | |
























HCM Signalized Intersection Capacity Analysis
302: Woolbright Rd & I95 SB Off Ramp

2025 No-Build AM - HCM
12/30/2020

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↑↑↑ | ↗ | ↖↗ | ↑↑ | | | | | ↖↗ | | ↗ |
| Traffic Volume (vph) | 0 | 1218 | 883 | 460 | 766 | 0 | 0 | 0 | 0 | 680 | 0 | 821 |
| Future Volume (vph) | 0 | 1218 | 883 | 460 | 766 | 0 | 0 | 0 | 0 | 680 | 0 | 821 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | 6.0 | 6.0 | 6.0 | | | | | 6.5 | | 4.0 |
| Lane Util. Factor | | 0.86 | 1.00 | 0.97 | 0.95 | | | | | 0.97 | | 1.00 |
| Fr _t | | 1.00 | 0.85 | 1.00 | 1.00 | | | | | 1.00 | | 0.85 |
| Fl _t Protected | | 1.00 | 1.00 | 0.95 | 1.00 | | | | | 0.95 | | 1.00 |
| Satd. Flow (prot) | | 6408 | 1583 | 3433 | 3539 | | | | | 3433 | | 1583 |
| Fl _t Permitted | | 1.00 | 1.00 | 0.95 | 1.00 | | | | | 0.95 | | 1.00 |
| Satd. Flow (perm) | | 6408 | 1583 | 3433 | 3539 | | | | | 3433 | | 1583 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 0 | 1282 | 929 | 484 | 806 | 0 | 0 | 0 | 0 | 716 | 0 | 864 |
| RTOR Reduction (vph) | 0 | 0 | 374 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 1282 | 555 | 484 | 806 | 0 | 0 | 0 | 0 | 716 | 0 | 864 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 0% | 0% | 0% | 2% | 2% | 2% |
| Turn Type | | NA | Perm | Prot | NA | | | | | Prot | | Free |
| Protected Phases | | 4 5 | | 1 2 | 1 2 3 | | | | | 6 | | |
| Permitted Phases | | | 4 5 | | | | | | | | | Free |
| Actuated Green, G (s) | | 46.5 | 46.5 | 39.5 | 55.5 | | | | | 18.5 | | 140.0 |
| Effective Green, g (s) | | 46.5 | 46.5 | 39.5 | 49.0 | | | | | 18.5 | | 140.0 |
| Actuated g/C Ratio | | 0.33 | 0.33 | 0.28 | 0.35 | | | | | 0.13 | | 1.00 |
| Clearance Time (s) | | | | | | | | | | 6.5 | | |
| Vehicle Extension (s) | | | | | | | | | | 2.0 | | |
| Lane Grp Cap (vph) | | 2128 | 525 | 968 | 1238 | | | | | 453 | | 1583 |
| v/s Ratio Prot | | 0.20 | | 0.14 | c0.23 | | | | | c0.21 | | |
| v/s Ratio Perm | | | c0.35 | | | | | | | | | c0.55 |
| v/c Ratio | | 0.60 | 1.06 | 0.50 | 0.65 | | | | | 1.58 | | 0.55 |
| Uniform Delay, d ₁ | | 39.0 | 46.8 | 42.0 | 38.3 | | | | | 60.8 | | 0.0 |
| Progression Factor | | 0.69 | 1.98 | 0.73 | 0.83 | | | | | 1.00 | | 1.00 |
| Incremental Delay, d ₂ | | 0.3 | 45.8 | 0.2 | 0.5 | | | | | 271.7 | | 1.4 |
| Delay (s) | | 27.3 | 138.6 | 30.9 | 32.4 | | | | | 332.4 | | 1.4 |
| Level of Service | | C | F | C | C | | | | | F | | A |
| Approach Delay (s) | | 74.0 | | | 31.9 | | | 0.0 | | | 151.4 | |
| Approach LOS | | E | | | C | | | A | | | F | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 87.4 | | | HCM 2000 Level of Service | | | | F | | |
| HCM 2000 Volume to Capacity ratio | | | 1.11 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 140.0 | | | Sum of lost time (s) | | | | 38.0 | | |
| Intersection Capacity Utilization | | | 102.6% | | | ICU Level of Service | | | | G | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |




























HCM Signalized Intersection Capacity Analysis
303: I-95 NB Off Ramp & Woolbright Rd

2025 No-Build AM - HCM
12/30/2020

| |  |  |  |  |  |  |  |  |  |  |  |  | |
|-----------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | |
| Lane Configurations |   |   | | |    |  |   | |  | | | | |
| Traffic Volume (vph) | 768 | 1130 | 0 | 0 | 832 | 775 | 394 | 0 | 371 | 0 | 0 | 0 | |
| Future Volume (vph) | 768 | 1130 | 0 | 0 | 832 | 775 | 394 | 0 | 371 | 0 | 0 | 0 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Total Lost time (s) | 6.0 | 6.0 | | | 6.0 | 6.0 | 6.5 | | 4.0 | | | | |
| Lane Util. Factor | 0.97 | 0.95 | | | 0.86 | 1.00 | 0.97 | | 1.00 | | | | |
| Fr _t | 1.00 | 1.00 | | | 1.00 | 0.85 | 1.00 | | 0.85 | | | | |
| Fl _t Protected | 0.95 | 1.00 | | | 1.00 | 1.00 | 0.95 | | 1.00 | | | | |
| Satd. Flow (prot) | 3433 | 3539 | | | 6346 | 1568 | 3433 | | 1583 | | | | |
| Fl _t Permitted | 0.95 | 1.00 | | | 1.00 | 1.00 | 0.95 | | 1.00 | | | | |
| Satd. Flow (perm) | 3433 | 3539 | | | 6346 | 1568 | 3433 | | 1583 | | | | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | |
| Adj. Flow (vph) | 808 | 1189 | 0 | 0 | 876 | 816 | 415 | 0 | 391 | 0 | 0 | 0 | |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 338 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lane Group Flow (vph) | 808 | 1189 | 0 | 0 | 876 | 478 | 415 | 0 | 391 | 0 | 0 | 0 | |
| Heavy Vehicles (%) | 2% | 2% | 2% | 3% | 3% | 3% | 2% | 2% | 2% | 0% | 0% | 0% | |
| Turn Type | Prot | NA | | | NA | Perm | Prot | | Free | | | | |
| Protected Phases | 4 5 | 4 5 6 | | | 1 2 | | 3 | | | | | | |
| Permitted Phases | | | | | | 1 2 | | | Free | | | | |
| Actuated Green, G (s) | 46.5 | 71.5 | | | 39.5 | 39.5 | 9.5 | | 140.0 | | | | |
| Effective Green, g (s) | 46.5 | 65.0 | | | 39.5 | 39.5 | 9.5 | | 140.0 | | | | |
| Actuated g/C Ratio | 0.33 | 0.46 | | | 0.28 | 0.28 | 0.07 | | 1.00 | | | | |
| Clearance Time (s) | | | | | | | 6.5 | | | | | | |
| Vehicle Extension (s) | | | | | | | 3.0 | | | | | | |
| Lane Grp Cap (vph) | 1140 | 1643 | | | 1790 | 442 | 232 | | 1583 | | | | |
| v/s Ratio Prot | 0.24 | c0.34 | | | 0.14 | | c0.12 | | | | | | |
| v/s Ratio Perm | | | | | | c0.30 | | | 0.25 | | | | |
| v/c Ratio | 0.71 | 0.72 | | | 0.49 | 1.08 | 1.79 | | 0.25 | | | | |
| Uniform Delay, d ₁ | 40.8 | 30.3 | | | 41.9 | 50.2 | 65.2 | | 0.0 | | | | |
| Progression Factor | 0.67 | 0.60 | | | 1.17 | 1.41 | 1.00 | | 1.00 | | | | |
| Incremental Delay, d ₂ | 0.7 | 0.5 | | | 0.1 | 55.6 | 371.8 | | 0.4 | | | | |
| Delay (s) | 28.0 | 18.7 | | | 49.1 | 126.3 | 437.0 | | 0.4 | | | | |
| Level of Service | C | B | | | D | F | F | | A | | | | |
| Approach Delay (s) | | 22.5 | | | 86.3 | | | 225.2 | | | | 0.0 | |
| Approach LOS | | C | | | F | | | F | | | | A | |
| Intersection Summary | | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 82.9 | | | | | | | | | HCM 2000 Level of Service | F |
| HCM 2000 Volume to Capacity ratio | | | 1.05 | | | | | | | | | | |
| Actuated Cycle Length (s) | | | 140.0 | | | | | | | | | Sum of lost time (s) | 38.0 |
| Intersection Capacity Utilization | | | 102.6% | | | | | | | | | ICU Level of Service | G |
| Analysis Period (min) | | | 15 | | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | | |

HCM Signalized Intersection Capacity Analysis
304: Woolbright Rd & Seacrest Blvd

2025 No-Build AM - HCM
12/30/2020

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |   |  |  |   | |   |   | |  |   |  |
| Traffic Volume (vph) | 74 | 729 | 571 | 142 | 936 | 48 | 555 | 261 | 107 | 96 | 403 | 162 |
| Future Volume (vph) | 74 | 729 | 571 | 142 | 936 | 48 | 555 | 261 | 107 | 96 | 403 | 162 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | | 6.5 | 6.5 | | 6.5 | 6.5 | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | | 0.97 | 0.95 | | 1.00 | 0.95 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.99 | | 1.00 | 0.96 | | 1.00 | 0.96 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1752 | 3505 | 1568 | 1752 | 3479 | | 3433 | 3385 | | 1770 | 3387 | |
| Flt Permitted | 0.14 | 1.00 | 1.00 | 0.26 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 257 | 3505 | 1568 | 472 | 3479 | | 3433 | 3385 | | 1770 | 3387 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 78 | 767 | 601 | 149 | 985 | 51 | 584 | 275 | 113 | 101 | 424 | 171 |
| RTOR Reduction (vph) | 0 | 0 | 277 | 0 | 3 | 0 | 0 | 29 | 0 | 0 | 32 | 0 |
| Lane Group Flow (vph) | 78 | 767 | 324 | 149 | 1033 | 0 | 584 | 359 | 0 | 101 | 563 | 0 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | Prot | NA | | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 6 | | 6 | 2 | | | | | | | | |
| Actuated Green, G (s) | 62.6 | 57.5 | 57.5 | 66.6 | 59.5 | | 22.4 | 37.1 | | 12.3 | 27.0 | |
| Effective Green, g (s) | 62.6 | 57.5 | 57.5 | 66.6 | 59.5 | | 22.4 | 37.1 | | 12.3 | 27.0 | |
| Actuated g/C Ratio | 0.45 | 0.41 | 0.41 | 0.48 | 0.42 | | 0.16 | 0.27 | | 0.09 | 0.19 | |
| Clearance Time (s) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | | 6.5 | 6.5 | | 6.5 | 6.5 | |
| Vehicle Extension (s) | 2.0 | 4.0 | 4.0 | 2.0 | 4.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lane Grp Cap (vph) | 169 | 1439 | 644 | 289 | 1478 | | 549 | 897 | | 155 | 653 | |
| v/s Ratio Prot | 0.02 | 0.22 | | c0.03 | c0.30 | | c0.17 | 0.11 | | 0.06 | c0.17 | |
| v/s Ratio Perm | 0.19 | | 0.21 | 0.22 | | | | | | | | |
| v/c Ratio | 0.46 | 0.53 | 0.50 | 0.52 | 0.70 | | 1.06 | 0.40 | | 0.65 | 0.86 | |
| Uniform Delay, d1 | 47.3 | 31.1 | 30.6 | 37.9 | 32.9 | | 58.8 | 42.3 | | 61.8 | 54.7 | |
| Progression Factor | 1.16 | 0.83 | 2.26 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.6 | 1.2 | 2.4 | 0.6 | 2.8 | | 56.5 | 0.1 | | 7.3 | 10.9 | |
| Delay (s) | 55.6 | 26.9 | 71.7 | 38.5 | 35.7 | | 115.3 | 42.4 | | 69.0 | 65.6 | |
| Level of Service | E | C | E | D | D | | F | D | | E | E | |
| Approach Delay (s) | | 47.0 | | | 36.1 | | | 86.2 | | | 66.1 | |
| Approach LOS | | D | | | D | | | F | | | E | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 56.0 | | | HCM 2000 Level of Service | | | | E | | |
| HCM 2000 Volume to Capacity ratio | | | 0.81 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 140.0 | | | Sum of lost time (s) | | | 26.0 | | | |
| Intersection Capacity Utilization | | | 85.3% | | | ICU Level of Service | | | E | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |

Synchro Methodology













Lanes, Volumes, Timings
301: Woolbright Rd & SW 8th St

2025 No-Build AM - Synchro
12/30/2020

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 187 | 1498 | 115 | 242 | 1049 | 296 | 51 | 30 | 106 | 497 | 96 | 184 |
| Future Volume (vph) | 187 | 1498 | 115 | 242 | 1049 | 296 | 51 | 30 | 106 | 497 | 96 | 184 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 250 | | 225 | 300 | | 375 | 0 | | 0 | 250 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 50 | | | 50 | | | 25 | | | 50 | | |
| Lane Util. Factor | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Fr t | | | 0.850 | | | 0.850 | | 0.883 | | | | 0.901 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 5085 | 1583 | 1770 | 5085 | 1583 | 1770 | 1645 | 0 | 3433 | 1678 | 0 |
| Flt Permitted | 0.246 | | | 0.102 | | | 0.574 | | | 0.950 | | |
| Satd. Flow (perm) | 458 | 5085 | 1583 | 190 | 5085 | 1583 | 1069 | 1645 | 0 | 3433 | 1678 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 140 | | | 312 | | 112 | | | 73 | |
| Link Speed (mph) | | 40 | | | 40 | | | 30 | | | 30 | |
| Link Distance (ft) | | 893 | | | 1382 | | | 626 | | | 469 | |
| Travel Time (s) | | 15.2 | | | 23.6 | | | 14.2 | | | 10.7 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 197 | 1577 | 121 | 255 | 1104 | 312 | 54 | 32 | 112 | 523 | 101 | 194 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 197 | 1577 | 121 | 255 | 1104 | 312 | 54 | 144 | 0 | 523 | 295 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | pm+ov | pm+pt | NA | | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | 3 | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 6 | | 6 | 2 | | 2 | 4 | | | | | |
| Detector Phase | 1 | 6 | 6 | 5 | 2 | 3 | 7 | 4 | | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 20.0 | 20.0 | 4.0 | 20.0 | 4.0 | 4.0 | 6.0 | | 4.0 | 6.0 | |
| Minimum Split (s) | 10.5 | 36.5 | 36.5 | 10.5 | 40.5 | 25.0 | 11.0 | 48.5 | | 25.0 | 43.5 | |
| Total Split (s) | 22.0 | 41.0 | 41.0 | 22.0 | 41.0 | 28.0 | 24.0 | 49.0 | | 28.0 | 53.0 | |
| Total Split (%) | 15.7% | 29.3% | 29.3% | 15.7% | 29.3% | 20.0% | 17.1% | 35.0% | | 20.0% | 37.9% | |
| Maximum Green (s) | 15.5 | 34.5 | 34.5 | 15.5 | 34.5 | 21.0 | 17.0 | 41.5 | | 21.0 | 45.5 | |
| Yellow Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 3.0 | 3.0 | 3.5 | | 3.0 | 3.5 | |
| 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) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | 7.0 | 7.0 | 7.5 | | 7.0 | 7.5 | |
| Lead/Lag | Lag | Lag | Lag | Lead | Lead | Lead | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 2.0 | 4.0 | 4.0 | 2.0 | 4.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | |

Lanes, Volumes, Timings
302: Woolbright Rd & I95 SB Off Ramp

2025 No-Build AM - Synchro
12/30/2020

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↑↑↑ | ↗ | ↘↘ | ↑↑ | | | | | ↘↘ | | ↗ |
| Traffic Volume (vph) | 0 | 1218 | 883 | 460 | 766 | 0 | 0 | 0 | 0 | 680 | 0 | 821 |
| Future Volume (vph) | 0 | 1218 | 883 | 460 | 766 | 0 | 0 | 0 | 0 | 680 | 0 | 821 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 300 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 400 |
| Storage Lanes | 2 | | 1 | 2 | | 0 | 0 | | 0 | 2 | | 1 |
| Taper Length (ft) | 100 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.86 | 1.00 | 0.97 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Fr | | | 0.850 | | | | | | | | | 0.850 |
| Flt Protected | | | | 0.950 | | | | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 6408 | 1583 | 3433 | 3539 | 0 | 0 | 0 | 0 | 3433 | 0 | 1583 |
| Flt Permitted | | | | 0.950 | | | | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 6408 | 1583 | 3433 | 3539 | 0 | 0 | 0 | 0 | 3433 | 0 | 1583 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 560 | | | | | | | | | 662 |
| Link Speed (mph) | | 40 | | | 40 | | | 35 | | | | 35 |
| Link Distance (ft) | | 1382 | | | 660 | | | 437 | | | | 828 |
| Travel Time (s) | | 23.6 | | | 11.3 | | | 8.5 | | | | 16.1 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 0% | 0% | 0% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 0 | 1282 | 929 | 484 | 806 | 0 | 0 | 0 | 0 | 716 | 0 | 864 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 1282 | 929 | 484 | 806 | 0 | 0 | 0 | 0 | 716 | 0 | 864 |
| Turn Type | | NA | Perm | Prot | NA | | | | | Prot | | Free |
| Protected Phases | | 4 5 | | 1 2 | 1 2 3 | | | | | 6 | | |
| Permitted Phases | | | 4 5 | | | | | | | | | Free |
| Detector Phase | | 4 5 | 4 5 | 1 2 | 1 2 3 | | | | | 6 | | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | | | | | | | 6.0 | | |
| Minimum Split (s) | | | | | | | | | | 24.5 | | |
| Total Split (s) | | | | | | | | | | 25.0 | | |
| Total Split (%) | | | | | | | | | | 17.9% | | |
| Maximum Green (s) | | | | | | | | | | 18.5 | | |
| Yellow Time (s) | | | | | | | | | | 4.5 | | |
| All-Red Time (s) | | | | | | | | | | 2.0 | | |
| Lost Time Adjust (s) | | | | | | | | | | 0.0 | | |
| Total Lost Time (s) | | | | | | | | | | 6.5 | | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | | | | | | | | | | 2.0 | | |

| Lane Group | Ø1 | Ø2 | Ø3 | Ø4 | Ø5 |
|-------------------------|------|------|------|------|------|
| Lane Configurations | | | | | |
| Traffic Volume (vph) | | | | | |
| Future Volume (vph) | | | | | |
| Ideal Flow (vphpl) | | | | | |
| Lane Width (ft) | | | | | |
| Grade (%) | | | | | |
| Storage Length (ft) | | | | | |
| Storage Lanes | | | | | |
| Taper Length (ft) | | | | | |
| Lane Util. Factor | | | | | |
| Ped Bike Factor | | | | | |
| Frt | | | | | |
| Flt Protected | | | | | |
| Satd. Flow (prot) | | | | | |
| Flt Permitted | | | | | |
| Satd. Flow (perm) | | | | | |
| Right Turn on Red | | | | | |
| Satd. Flow (RTOR) | | | | | |
| Link Speed (mph) | | | | | |
| Link Distance (ft) | | | | | |
| Travel Time (s) | | | | | |
| Confl. Peds. (#/hr) | | | | | |
| Confl. Bikes (#/hr) | | | | | |
| Peak Hour Factor | | | | | |
| Growth Factor | | | | | |
| Heavy Vehicles (%) | | | | | |
| Bus Blockages (#/hr) | | | | | |
| Parking (#/hr) | | | | | |
| Mid-Block Traffic (%) | | | | | |
| Adj. Flow (vph) | | | | | |
| Shared Lane Traffic (%) | | | | | |
| Lane Group Flow (vph) | | | | | |
| Turn Type | | | | | |
| Protected Phases | 1 | 2 | 3 | 4 | 5 |
| Permitted Phases | | | | | |
| Detector Phase | | | | | |
| Switch Phase | | | | | |
| Minimum Initial (s) | 6.0 | 10.0 | 6.0 | 6.0 | 10.0 |
| Minimum Split (s) | 12.0 | 24.5 | 12.5 | 12.0 | 24.5 |
| Total Split (s) | 12.0 | 34.0 | 16.0 | 14.0 | 39.0 |
| Total Split (%) | 9% | 24% | 11% | 10% | 28% |
| Maximum Green (s) | 6.0 | 27.5 | 9.5 | 8.0 | 32.5 |
| Yellow Time (s) | 4.0 | 4.5 | 4.5 | 4.0 | 4.5 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | | | | |
| Total Lost Time (s) | | | | | |
| Lead/Lag | Lead | Lag | | Lead | Lag |
| Lead-Lag Optimize? | | Yes | | Yes | Yes |
| Vehicle Extension (s) | 3.0 | 4.0 | 3.0 | 3.0 | 4.0 |

Lanes, Volumes, Timings
302: Woolbright Rd & I95 SB Off Ramp

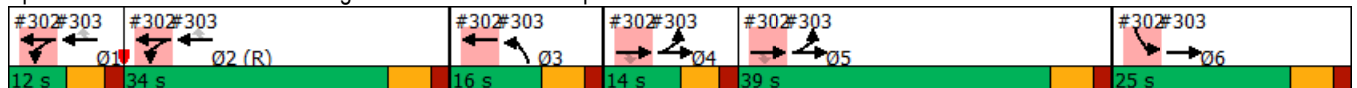
2025 No-Build AM - Synchro
12/30/2020

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|------|-------|------|------|-----|-----|-----|-----|-------|-------|-------|
| Minimum Gap (s) | | | | | | | | | | 3.0 | | |
| Time Before Reduce (s) | | | | | | | | | | 0.0 | | |
| Time To Reduce (s) | | | | | | | | | | 0.0 | | |
| Recall Mode | | | | | | | | | | None | | |
| Walk Time (s) | | | | | | | | | | | | |
| Flash Dont Walk (s) | | | | | | | | | | | | |
| Pedestrian Calls (#/hr) | | | | | | | | | | | | |
| Act Effect Green (s) | | 47.0 | 47.0 | 40.0 | 56.0 | | | | | 18.5 | | 140.0 |
| Actuated g/C Ratio | | 0.34 | 0.34 | 0.29 | 0.40 | | | | | 0.13 | | 1.00 |
| v/c Ratio | | 0.60 | 1.03 | 0.49 | 0.57 | | | | | 1.58 | | 0.55 |
| Control Delay | | 27.5 | 62.3 | 31.4 | 28.1 | | | | | 309.9 | | 1.4 |
| Queue Delay | | 0.0 | 0.0 | 0.0 | 0.0 | | | | | 0.0 | | 0.0 |
| Total Delay | | 27.5 | 62.3 | 31.4 | 28.1 | | | | | 309.9 | | 1.4 |
| LOS | | C | E | C | C | | | | | F | | A |
| Approach Delay | | 42.1 | | | 29.3 | | | | | | 141.2 | |
| Approach LOS | | D | | | C | | | | | | F | |
| Queue Length 50th (ft) | | 269 | ~728 | 90 | 133 | | | | | ~476 | | 0 |
| Queue Length 95th (ft) | | m300 | m#994 | m95 | m129 | | | | | #602 | | 0 |
| Internal Link Dist (ft) | | 1302 | | | 580 | | | 357 | | | 748 | |
| Turn Bay Length (ft) | | | | | | | | | | | | 400 |
| Base Capacity (vph) | | 2151 | 903 | 980 | 1415 | | | | | 453 | | 1583 |
| Starvation Cap Reductn | | 0 | 0 | 0 | 0 | | | | | 0 | | 0 |
| Spillback Cap Reductn | | 11 | 0 | 0 | 0 | | | | | 0 | | 0 |
| Storage Cap Reductn | | 0 | 0 | 0 | 0 | | | | | 0 | | 0 |
| Reduced v/c Ratio | | 0.60 | 1.03 | 0.49 | 0.57 | | | | | 1.58 | | 0.55 |

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.79
 Intersection Signal Delay: 69.7 Intersection LOS: E
 Intersection Capacity Utilization 102.6% ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.



















Splits and Phases: 302: Woolbright Rd & I95 SB Off Ramp



| Lane Group | Ø1 | Ø2 | Ø3 | Ø4 | Ø5 |
|-----------------------------|------|-------|------|------|------|
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Recall Mode | None | C-Max | None | None | None |
| Walk Time (s) | | 5.0 | | | 5.0 |
| Flash Dont Walk (s) | | 10.0 | | | 10.0 |
| Pedestrian Calls (#/hr) | | 0 | | | 0 |
| Act Effct Green (s) | | | | | |
| Actuated g/C Ratio | | | | | |
| v/c Ratio | | | | | |
| Control Delay | | | | | |
| Queue Delay | | | | | |
| Total Delay | | | | | |
| LOS | | | | | |
| Approach Delay | | | | | |
| Approach LOS | | | | | |
| Queue Length 50th (ft) | | | | | |
| Queue Length 95th (ft) | | | | | |
| Internal Link Dist (ft) | | | | | |
| Turn Bay Length (ft) | | | | | |
| Base Capacity (vph) | | | | | |
| Starvation Cap Reductn | | | | | |
| Spillback Cap Reductn | | | | | |
| Storage Cap Reductn | | | | | |
| Reduced v/c Ratio | | | | | |
| Intersection Summary | | | | | |

Lanes, Volumes, Timings
303: I-95 NB Off Ramp & Woolbright Rd

2025 No-Build AM - Synchro
12/30/2020

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | | |  |  |  | |  | | | |
| Traffic Volume (vph) | 768 | 1130 | 0 | 0 | 832 | 775 | 394 | 0 | 371 | 0 | 0 | 0 |
| Future Volume (vph) | 768 | 1130 | 0 | 0 | 832 | 775 | 394 | 0 | 371 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 350 | | 675 | 0 | | 400 | 0 | | 0 |
| Storage Lanes | 2 | | 0 | 1 | | 1 | 2 | | 1 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 0.97 | 0.95 | 1.00 | 1.00 | 0.86 | 1.00 | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Fr | | | | | | 0.850 | | | 0.850 | | | |
| Flt Protected | 0.950 | | | | | | 0.950 | | | | | |
| Satd. Flow (prot) | 3433 | 3539 | 0 | 0 | 6346 | 1568 | 3433 | 0 | 1583 | 0 | 0 | 0 |
| Flt Permitted | 0.950 | | | | | | 0.950 | | | | | |
| Satd. Flow (perm) | 3433 | 3539 | 0 | 0 | 6346 | 1568 | 3433 | 0 | 1583 | 0 | 0 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | | | | 471 | | | 391 | | | |
| Link Speed (mph) | | 40 | | | 40 | | | 35 | | | 35 | |
| Link Distance (ft) | | 660 | | | 872 | | | 919 | | | 547 | |
| Travel Time (s) | | 11.3 | | | 14.9 | | | 17.9 | | | 10.7 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 3% | 3% | 3% | 2% | 2% | 2% | 0% | 0% | 0% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 808 | 1189 | 0 | 0 | 876 | 816 | 415 | 0 | 391 | 0 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 808 | 1189 | 0 | 0 | 876 | 816 | 415 | 0 | 391 | 0 | 0 | 0 |
| Turn Type | Prot | NA | | | NA | Perm | Prot | | Free | | | |
| Protected Phases | 4 5 | 4 5 6 | | | 1 2 | | 3 | | | | | |
| Permitted Phases | | | | | | 1 2 | | | Free | | | |
| Detector Phase | 4 5 | 4 5 6 | | | 1 2 | 1 2 | 3 | | | | | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | | | | 6.0 | | | | | |
| Minimum Split (s) | | | | | | | 12.5 | | | | | |
| Total Split (s) | | | | | | | 16.0 | | | | | |
| Total Split (%) | | | | | | | 11.4% | | | | | |
| Maximum Green (s) | | | | | | | 9.5 | | | | | |
| Yellow Time (s) | | | | | | | 4.5 | | | | | |
| All-Red Time (s) | | | | | | | 2.0 | | | | | |
| Lost Time Adjust (s) | | | | | | | 0.0 | | | | | |
| Total Lost Time (s) | | | | | | | 6.5 | | | | | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | | | | | | | 3.0 | | | | | |

| Lane Group | Ø1 | Ø2 | Ø4 | Ø5 | Ø6 |
|-------------------------|------|------|------|------|------|
| Lane Configurations | | | | | |
| Traffic Volume (vph) | | | | | |
| Future Volume (vph) | | | | | |
| Ideal Flow (vphpl) | | | | | |
| Lane Width (ft) | | | | | |
| Grade (%) | | | | | |
| Storage Length (ft) | | | | | |
| Storage Lanes | | | | | |
| Taper Length (ft) | | | | | |
| Lane Util. Factor | | | | | |
| Ped Bike Factor | | | | | |
| Frt | | | | | |
| Flt Protected | | | | | |
| Satd. Flow (prot) | | | | | |
| Flt Permitted | | | | | |
| Satd. Flow (perm) | | | | | |
| Right Turn on Red | | | | | |
| Satd. Flow (RTOR) | | | | | |
| Link Speed (mph) | | | | | |
| Link Distance (ft) | | | | | |
| Travel Time (s) | | | | | |
| Confl. Peds. (#/hr) | | | | | |
| Confl. Bikes (#/hr) | | | | | |
| Peak Hour Factor | | | | | |
| Growth Factor | | | | | |
| Heavy Vehicles (%) | | | | | |
| Bus Blockages (#/hr) | | | | | |
| Parking (#/hr) | | | | | |
| Mid-Block Traffic (%) | | | | | |
| Adj. Flow (vph) | | | | | |
| Shared Lane Traffic (%) | | | | | |
| Lane Group Flow (vph) | | | | | |
| Turn Type | | | | | |
| Protected Phases | 1 | 2 | 4 | 5 | 6 |
| Permitted Phases | | | | | |
| Detector Phase | | | | | |
| Switch Phase | | | | | |
| Minimum Initial (s) | 6.0 | 10.0 | 6.0 | 10.0 | 6.0 |
| Minimum Split (s) | 12.0 | 24.5 | 12.0 | 24.5 | 24.5 |
| Total Split (s) | 12.0 | 34.0 | 14.0 | 39.0 | 25.0 |
| Total Split (%) | 9% | 24% | 10% | 28% | 18% |
| Maximum Green (s) | 6.0 | 27.5 | 8.0 | 32.5 | 18.5 |
| Yellow Time (s) | 4.0 | 4.5 | 4.0 | 4.5 | 4.5 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | | | | |
| Total Lost Time (s) | | | | | |
| Lead/Lag | Lead | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | Yes | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 4.0 | 3.0 | 4.0 | 2.0 |

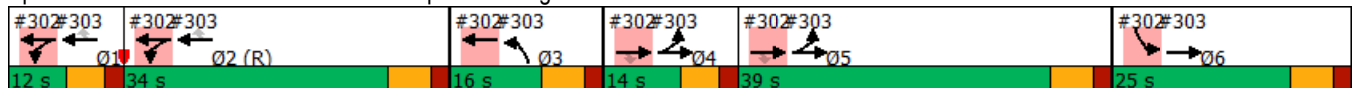
Lanes, Volumes, Timings
 303: I-95 NB Off Ramp & Woolbright Rd

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|-----|-----|------|-------|-------|-------|-------|-----|-----|-----|
| Minimum Gap (s) | | | | | | | 3.0 | | | | | |
| Time Before Reduce (s) | | | | | | | 0.0 | | | | | |
| Time To Reduce (s) | | | | | | | 0.0 | | | | | |
| Recall Mode | | | | | | | None | | | | | |
| Walk Time (s) | | | | | | | | | | | | |
| Flash Dont Walk (s) | | | | | | | | | | | | |
| Pedestrian Calls (#/hr) | | | | | | | | | | | | |
| Act Effct Green (s) | 47.0 | 72.0 | | | 40.0 | 40.0 | 9.5 | | 140.0 | | | |
| Actuated g/C Ratio | 0.34 | 0.51 | | | 0.29 | 0.29 | 0.07 | | 1.00 | | | |
| v/c Ratio | 0.70 | 0.65 | | | 0.48 | 1.04 | 1.79 | | 0.25 | | | |
| Control Delay | 28.5 | 15.7 | | | 49.2 | 61.9 | 406.9 | | 0.4 | | | |
| Queue Delay | 0.0 | 0.5 | | | 0.0 | 0.0 | 0.0 | | 0.0 | | | |
| Total Delay | 28.5 | 16.2 | | | 49.2 | 61.9 | 406.9 | | 0.4 | | | |
| LOS | C | B | | | D | E | F | | A | | | |
| Approach Delay | | 21.2 | | | 55.3 | | | 209.7 | | | | |
| Approach LOS | | C | | | E | | | F | | | | |
| Queue Length 50th (ft) | 151 | 127 | | | 162 | ~366 | ~290 | | 0 | | | |
| Queue Length 95th (ft) | m146 | m120 | | | m175 | m#432 | #400 | | 0 | | | |
| Internal Link Dist (ft) | | 580 | | | 792 | | | 839 | | | 467 | |
| Turn Bay Length (ft) | | | | | | 675 | | | 400 | | | |
| Base Capacity (vph) | 1152 | 1820 | | | 1813 | 784 | 232 | | 1583 | | | |
| Starvation Cap Reductn | 0 | 235 | | | 0 | 0 | 0 | | 0 | | | |
| Spillback Cap Reductn | 0 | 0 | | | 0 | 0 | 0 | | 0 | | | |
| Storage Cap Reductn | 0 | 0 | | | 0 | 0 | 0 | | 0 | | | |
| Reduced v/c Ratio | 0.70 | 0.75 | | | 0.48 | 1.04 | 1.79 | | 0.25 | | | |

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.79
 Intersection Signal Delay: 67.8 Intersection LOS: E
 Intersection Capacity Utilization 102.6% ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.























Splits and Phases: 303: I-95 NB Off Ramp & Woolbright Rd



| Lane Group | Ø1 | Ø2 | Ø4 | Ø5 | Ø6 |
|-----------------------------|------|-------|------|------|------|
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Recall Mode | None | C-Max | None | None | None |
| Walk Time (s) | | 5.0 | | 5.0 | |
| Flash Dont Walk (s) | | 10.0 | | 10.0 | |
| Pedestrian Calls (#/hr) | | 0 | | 0 | |
| Act Effct Green (s) | | | | | |
| Actuated g/C Ratio | | | | | |
| v/c Ratio | | | | | |
| Control Delay | | | | | |
| Queue Delay | | | | | |
| Total Delay | | | | | |
| LOS | | | | | |
| Approach Delay | | | | | |
| Approach LOS | | | | | |
| Queue Length 50th (ft) | | | | | |
| Queue Length 95th (ft) | | | | | |
| Internal Link Dist (ft) | | | | | |
| Turn Bay Length (ft) | | | | | |
| Base Capacity (vph) | | | | | |
| Starvation Cap Reductn | | | | | |
| Spillback Cap Reductn | | | | | |
| Storage Cap Reductn | | | | | |
| Reduced v/c Ratio | | | | | |
| Intersection Summary | | | | | |

Lanes, Volumes, Timings
304: Woolbright Rd & Seacrest Blvd

2025 No-Build AM - Synchro
12/30/2020

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  | |  |  | |  |  |  |
| Traffic Volume (vph) | 74 | 729 | 571 | 142 | 936 | 48 | 555 | 261 | 107 | 96 | 403 | 162 |
| Future Volume (vph) | 74 | 729 | 571 | 142 | 936 | 48 | 555 | 261 | 107 | 96 | 403 | 162 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 300 | | 600 | 300 | | 0 | 475 | | 0 | 180 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 2 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 0.97 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Ped Bike Factor | | | | | | | | | | | | |
| Frt | | | 0.850 | | 0.993 | | | 0.956 | | | | 0.957 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 3505 | 1568 | 1752 | 3480 | 0 | 3433 | 3383 | 0 | 1770 | 3387 | 0 |
| Flt Permitted | 0.140 | | | 0.256 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 258 | 3505 | 1568 | 472 | 3480 | 0 | 3433 | 3383 | 0 | 1770 | 3387 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 470 | | 5 | | | 40 | | | 40 | |
| Link Speed (mph) | | 40 | | | 40 | | | 40 | | | 40 | |
| Link Distance (ft) | | 1495 | | | 649 | | | 896 | | | 641 | |
| Travel Time (s) | | 25.5 | | | 11.1 | | | 15.3 | | | 10.9 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 78 | 767 | 601 | 149 | 985 | 51 | 584 | 275 | 113 | 101 | 424 | 171 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 78 | 767 | 601 | 149 | 1036 | 0 | 584 | 388 | 0 | 101 | 595 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | Prot | NA | | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 6 | | 6 | 2 | | | | | | | | |
| Detector Phase | 1 | 6 | 6 | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 20.0 | 20.0 | 4.0 | 20.0 | | 4.0 | 6.0 | | 4.0 | 6.0 | |
| Minimum Split (s) | 10.5 | 39.5 | 39.5 | 10.5 | 37.5 | | 10.5 | 34.5 | | 10.5 | 37.5 | |
| Total Split (s) | 13.0 | 64.0 | 64.0 | 15.0 | 66.0 | | 23.0 | 36.0 | | 25.0 | 38.0 | |
| Total Split (%) | 9.3% | 45.7% | 45.7% | 10.7% | 47.1% | | 16.4% | 25.7% | | 17.9% | 27.1% | |
| Maximum Green (s) | 6.5 | 57.5 | 57.5 | 8.5 | 59.5 | | 16.5 | 29.5 | | 18.5 | 31.5 | |
| Yellow Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| 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) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | | 6.5 | 6.5 | | 6.5 | 6.5 | |
| Lead/Lag | Lag | Lead | Lead | Lag | Lead | | Lag | Lag | | Lead | Lead | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 2.0 | 4.0 | 4.0 | 2.0 | 4.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |

Lanes, Volumes, Timings
304: Woolbright Rd & Seacrest Blvd

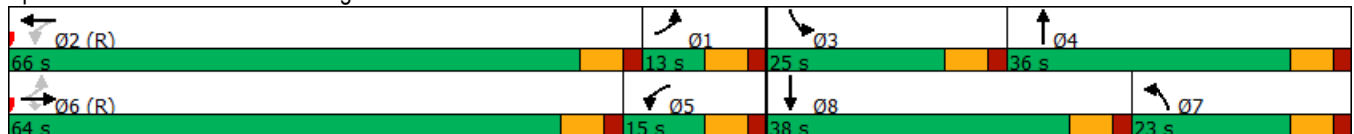
2025 No-Build AM - Synchro
12/30/2020

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|-------|-------|------|-------|-----|-------|------|-----|------|------|-----|
| Minimum Gap (s) | 2.0 | 4.0 | 4.0 | 2.0 | 4.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | None | C-Max | C-Max | None | C-Max | | None | None | | None | None | |
| Walk Time (s) | | 7.0 | 7.0 | | 10.0 | | | 7.0 | | | 10.0 | |
| Flash Dont Walk (s) | | 26.0 | 26.0 | | 21.0 | | | 21.0 | | | 21.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 62.6 | 57.5 | 57.5 | 66.6 | 59.5 | | 22.4 | 37.0 | | 12.3 | 27.0 | |
| Actuated g/C Ratio | 0.45 | 0.41 | 0.41 | 0.48 | 0.42 | | 0.16 | 0.26 | | 0.09 | 0.19 | |
| v/c Ratio | 0.46 | 0.53 | 0.65 | 0.52 | 0.70 | | 1.07 | 0.42 | | 0.65 | 0.87 | |
| Control Delay | 40.4 | 27.1 | 18.6 | 33.3 | 35.9 | | 111.3 | 40.5 | | 80.1 | 64.7 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 40.4 | 27.1 | 18.6 | 33.3 | 35.9 | | 111.3 | 40.5 | | 80.1 | 64.7 | |
| LOS | D | C | B | C | D | | F | D | | F | E | |
| Approach Delay | | 24.3 | | | 35.6 | | | 83.1 | | | 67.0 | |
| Approach LOS | | C | | | D | | | F | | | E | |
| Queue Length 50th (ft) | 49 | 320 | 70 | 71 | 399 | | ~303 | 137 | | 91 | 261 | |
| Queue Length 95th (ft) | m75 | 384 | 507 | 111 | 480 | | #491 | 201 | | 149 | 321 | |
| Internal Link Dist (ft) | | 1415 | | | 569 | | | 816 | | | 561 | |
| Turn Bay Length (ft) | 300 | | 600 | 300 | | | 475 | | | 180 | | |
| Base Capacity (vph) | 187 | 1439 | 920 | 306 | 1481 | | 548 | 924 | | 233 | 793 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.42 | 0.53 | 0.65 | 0.49 | 0.70 | | 1.07 | 0.42 | | 0.43 | 0.75 | |

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 127 (91%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.07
 Intersection Signal Delay: 47.6 Intersection LOS: D
 Intersection Capacity Utilization 85.3% ICU Level of Service E
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 304: Woolbright Rd & Seacrest Blvd






























Opening Year 2025 PM Analysis

HCM 6TH Edition Methodology













HCM Signalized Intersection Capacity Analysis
301: Woolbright Rd & SW 8th St

2025 No-Build PM - HCM
12/30/2020

| |  |  |  |  |  |  |  |  |  |  |  |  | |
|-----------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|--|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | |
| Lane Configurations |  |    |  |  |    |  |  |  | |   |  | | |
| Traffic Volume (vph) | 216 | 1210 | 74 | 99 | 1505 | 536 | 202 | 65 | 294 | 357 | 42 | 148 | |
| Future Volume (vph) | 216 | 1210 | 74 | 99 | 1505 | 536 | 202 | 65 | 294 | 357 | 42 | 148 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Total Lost time (s) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | 7.0 | 7.0 | 7.5 | | 7.0 | 7.5 | | |
| Lane Util. Factor | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 | 1.00 | 1.00 | | 0.97 | 1.00 | | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.88 | | 1.00 | 0.88 | | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | |
| Satd. Flow (prot) | 1770 | 5085 | 1583 | 1770 | 5085 | 1583 | 1770 | 1634 | | 3433 | 1645 | | |
| Flt Permitted | 0.06 | 1.00 | 1.00 | 0.16 | 1.00 | 1.00 | 0.55 | 1.00 | | 0.95 | 1.00 | | |
| Satd. Flow (perm) | 118 | 5085 | 1583 | 293 | 5085 | 1583 | 1025 | 1634 | | 3433 | 1645 | | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | |
| Adj. Flow (vph) | 227 | 1274 | 78 | 104 | 1584 | 564 | 213 | 68 | 309 | 376 | 44 | 156 | |
| RTOR Reduction (vph) | 0 | 0 | 44 | 0 | 0 | 277 | 0 | 123 | 0 | 0 | 97 | 0 | |
| Lane Group Flow (vph) | 227 | 1274 | 34 | 104 | 1584 | 287 | 213 | 254 | 0 | 376 | 103 | 0 | |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | pm+ov | pm+pt | NA | | Prot | NA | | |
| Protected Phases | 1 | 6 | | 5 | 2 | 3 | 7 | 4 | | 3 | 8 | | |
| Permitted Phases | 6 | | 6 | 2 | | 2 | 4 | | | | | | |
| Actuated Green, G (s) | 81.9 | 66.1 | 66.1 | 66.0 | 56.7 | 76.4 | 43.3 | 27.4 | | 19.7 | 31.2 | | |
| Effective Green, g (s) | 81.9 | 66.1 | 66.1 | 66.0 | 56.7 | 76.4 | 43.3 | 27.4 | | 19.7 | 31.2 | | |
| Actuated g/C Ratio | 0.55 | 0.44 | 0.44 | 0.44 | 0.38 | 0.51 | 0.29 | 0.18 | | 0.13 | 0.21 | | |
| Clearance Time (s) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | 7.0 | 7.0 | 7.5 | | 7.0 | 7.5 | | |
| Vehicle Extension (s) | 2.0 | 4.0 | 4.0 | 2.0 | 4.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | |
| Lane Grp Cap (vph) | 270 | 2240 | 697 | 220 | 1922 | 806 | 374 | 298 | | 450 | 342 | | |
| v/s Ratio Prot | c0.10 | 0.25 | | 0.03 | 0.31 | 0.05 | 0.06 | c0.16 | | c0.11 | c0.06 | | |
| v/s Ratio Perm | c0.35 | | 0.02 | 0.18 | | 0.13 | 0.10 | | | | | | |
| v/c Ratio | 0.84 | 0.57 | 0.05 | 0.47 | 0.82 | 0.36 | 0.57 | 0.85 | | 0.84 | 0.30 | | |
| Uniform Delay, d1 | 45.3 | 31.3 | 24.0 | 25.8 | 42.1 | 22.1 | 43.2 | 59.3 | | 63.6 | 50.2 | | |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.72 | 1.56 | 3.34 | 1.00 | 1.00 | | 1.00 | 1.00 | | |
| Incremental Delay, d2 | 19.7 | 1.1 | 0.1 | 0.3 | 2.4 | 0.1 | 1.2 | 19.5 | | 12.1 | 0.2 | | |
| Delay (s) | 64.9 | 32.4 | 24.1 | 44.8 | 68.2 | 73.7 | 44.4 | 78.8 | | 75.7 | 50.4 | | |
| Level of Service | E | C | C | D | E | E | D | E | | E | D | | |
| Approach Delay (s) | | 36.6 | | | 68.5 | | | 66.4 | | | 66.9 | | |
| Approach LOS | | D | | | E | | | E | | | E | | |
| Intersection Summary | | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 58.0 | | HCM 2000 Level of Service | | | | | | E | | |
| HCM 2000 Volume to Capacity ratio | | | 0.86 | | | | | | | | | | |
| Actuated Cycle Length (s) | | | 150.0 | | Sum of lost time (s) | | | | | 27.5 | | | |
| Intersection Capacity Utilization | | | 95.7% | | ICU Level of Service | | | | | F | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | | |



















HCM Signalized Intersection Capacity Analysis
 302: Woolbright Rd & I95 SB Off Ramp

2025 No-Build PM - HCM
 12/30/2020

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↑↑↑ | ↗ | ↗↗ | ↑↑ | | | | | ↗↗ | | ↗ |
| Traffic Volume (vph) | 0 | 1415 | 446 | 383 | 1349 | 0 | 0 | 0 | 0 | 651 | 0 | 791 |
| Future Volume (vph) | 0 | 1415 | 446 | 383 | 1349 | 0 | 0 | 0 | 0 | 651 | 0 | 791 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | 6.0 | 6.0 | 6.0 | | | | | 6.5 | | 4.0 |
| Lane Util. Factor | | 0.86 | 1.00 | 0.97 | 0.95 | | | | | 0.97 | | 1.00 |
| Fr _t | | 1.00 | 0.85 | 1.00 | 1.00 | | | | | 1.00 | | 0.85 |
| Fl _t Protected | | 1.00 | 1.00 | 0.95 | 1.00 | | | | | 0.95 | | 1.00 |
| Satd. Flow (prot) | | 6408 | 1583 | 3433 | 3539 | | | | | 3433 | | 1583 |
| Fl _t Permitted | | 1.00 | 1.00 | 0.95 | 1.00 | | | | | 0.95 | | 1.00 |
| Satd. Flow (perm) | | 6408 | 1583 | 3433 | 3539 | | | | | 3433 | | 1583 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 0 | 1489 | 469 | 403 | 1420 | 0 | 0 | 0 | 0 | 685 | 0 | 833 |
| RTOR Reduction (vph) | 0 | 0 | 288 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 1489 | 181 | 403 | 1420 | 0 | 0 | 0 | 0 | 685 | 0 | 833 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 0% | 0% | 0% | 2% | 2% | 2% |
| Turn Type | | NA | Perm | Prot | NA | | | | | Prot | | Free |
| Protected Phases | | 4 5 | | 1 2 | 1 2 3 | | | | | 6 | | |
| Permitted Phases | | | 4 5 | | | | | | | | | Free |
| Actuated Green, G (s) | | 47.5 | 47.5 | 38.5 | 61.5 | | | | | 21.5 | | 150.0 |
| Effective Green, g (s) | | 47.5 | 47.5 | 38.5 | 55.0 | | | | | 21.5 | | 150.0 |
| Actuated g/C Ratio | | 0.32 | 0.32 | 0.26 | 0.37 | | | | | 0.14 | | 1.00 |
| Clearance Time (s) | | | | | | | | | | 6.5 | | |
| Vehicle Extension (s) | | | | | | | | | | 4.0 | | |
| Lane Grp Cap (vph) | | 2029 | 501 | 881 | 1297 | | | | | 492 | | 1583 |
| v/s Ratio Prot | | c0.23 | | 0.12 | c0.40 | | | | | c0.20 | | |
| v/s Ratio Perm | | | 0.11 | | | | | | | | | 0.53 |
| v/c Ratio | | 0.73 | 0.36 | 0.46 | 1.09 | | | | | 1.39 | | 0.53 |
| Uniform Delay, d ₁ | | 45.6 | 39.6 | 47.0 | 47.5 | | | | | 64.2 | | 0.0 |
| Progression Factor | | 1.20 | 3.95 | 0.83 | 0.77 | | | | | 1.00 | | 1.00 |
| Incremental Delay, d ₂ | | 1.1 | 0.4 | 0.0 | 44.1 | | | | | 188.7 | | 1.3 |
| Delay (s) | | 56.0 | 156.6 | 39.2 | 80.4 | | | | | 252.9 | | 1.3 |
| Level of Service | | E | F | D | F | | | | | F | | A |
| Approach Delay (s) | | 80.1 | | | 71.3 | | | 0.0 | | | 114.8 | |
| Approach LOS | | F | | | E | | | A | | | F | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 87.0 | | | HCM 2000 Level of Service | | | | F | | |
| HCM 2000 Volume to Capacity ratio | | | 1.12 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 150.0 | | | Sum of lost time (s) | | | | 38.0 | | |
| Intersection Capacity Utilization | | | 114.6% | | | ICU Level of Service | | | | H | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |




























HCM Signalized Intersection Capacity Analysis
303: I-95 NB Off Ramp & Woolbright Rd

2025 No-Build PM - HCM
12/30/2020

| |  |  |  |  |  |  |  |  |  |  |  |  | |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | |
| Lane Configurations |  |  | | |  |  |  | |  | | | | |
| Traffic Volume (vph) | 885 | 1181 | 0 | 0 | 1065 | 887 | 667 | 0 | 519 | 0 | 0 | 0 | |
| Future Volume (vph) | 885 | 1181 | 0 | 0 | 1065 | 887 | 667 | 0 | 519 | 0 | 0 | 0 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Total Lost time (s) | 6.0 | 6.0 | | | 6.0 | 6.0 | 6.5 | | 4.0 | | | | |
| Lane Util. Factor | 0.97 | 0.95 | | | 0.86 | 1.00 | 0.97 | | 1.00 | | | | |
| Fr _t | 1.00 | 1.00 | | | 1.00 | 0.85 | 1.00 | | 0.85 | | | | |
| Fl _t Protected | 0.95 | 1.00 | | | 1.00 | 1.00 | 0.95 | | 1.00 | | | | |
| Satd. Flow (prot) | 3433 | 3539 | | | 6346 | 1568 | 3433 | | 1583 | | | | |
| Fl _t Permitted | 0.95 | 1.00 | | | 1.00 | 1.00 | 0.95 | | 1.00 | | | | |
| Satd. Flow (perm) | 3433 | 3539 | | | 6346 | 1568 | 3433 | | 1583 | | | | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | |
| Adj. Flow (vph) | 932 | 1243 | 0 | 0 | 1121 | 934 | 702 | 0 | 546 | 0 | 0 | 0 | |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 395 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lane Group Flow (vph) | 932 | 1243 | 0 | 0 | 1121 | 539 | 702 | 0 | 546 | 0 | 0 | 0 | |
| Heavy Vehicles (%) | 2% | 2% | 2% | 3% | 3% | 3% | 2% | 2% | 2% | 0% | 0% | 0% | |
| Turn Type | Prot | NA | | | NA | Perm | Prot | | Free | | | | |
| Protected Phases | 4 5 | 4 5 6 | | | 1 2 | | 3 | | | | | | |
| Permitted Phases | | | | | | 1 2 | | | Free | | | | |
| Actuated Green, G (s) | 47.5 | 75.5 | | | 38.5 | 38.5 | 16.5 | | 150.0 | | | | |
| Effective Green, g (s) | 47.5 | 69.0 | | | 38.5 | 38.5 | 16.5 | | 150.0 | | | | |
| Actuated g/C Ratio | 0.32 | 0.46 | | | 0.26 | 0.26 | 0.11 | | 1.00 | | | | |
| Clearance Time (s) | | | | | | | 6.5 | | | | | | |
| Vehicle Extension (s) | | | | | | | 3.0 | | | | | | |
| Lane Grp Cap (vph) | 1087 | 1627 | | | 1628 | 402 | 377 | | 1583 | | | | |
| v/s Ratio Prot | c0.27 | c0.35 | | | 0.18 | | c0.20 | | | | | | |
| v/s Ratio Perm | | | | | | c0.34 | | | 0.34 | | | | |
| v/c Ratio | 0.86 | 0.76 | | | 0.69 | 1.34 | 1.86 | | 0.34 | | | | |
| Uniform Delay, d ₁ | 48.1 | 33.7 | | | 50.3 | 55.8 | 66.8 | | 0.0 | | | | |
| Progression Factor | 0.61 | 0.42 | | | 1.22 | 1.68 | 1.00 | | 1.00 | | | | |
| Incremental Delay, d ₂ | 2.6 | 0.8 | | | 0.7 | 162.1 | 398.0 | | 0.6 | | | | |
| Delay (s) | 31.8 | 14.9 | | | 62.3 | 255.7 | 464.7 | | 0.6 | | | | |
| Level of Service | C | B | | | E | F | F | | A | | | | |
| Approach Delay (s) | | 22.2 | | | 150.2 | | | 261.7 | | | | 0.0 | |
| Approach LOS | | C | | | F | | | F | | | | A | |
| Intersection Summary | | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 124.8 | | | | | | | | | HCM 2000 Level of Service | F |
| HCM 2000 Volume to Capacity ratio | | | 1.24 | | | | | | | | | | |
| Actuated Cycle Length (s) | | | 150.0 | | | | | | | | | Sum of lost time (s) | 38.0 |
| Intersection Capacity Utilization | | | 114.6% | | | | | | | | | ICU Level of Service | H |
| Analysis Period (min) | | | 15 | | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | | |

HCM Signalized Intersection Capacity Analysis
304: Woolbright Rd & Seacrest Blvd

2025 No-Build PM - HCM
12/30/2020

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |   |  |  |   | |   |   | |  |   |  |
| Traffic Volume (vph) | 185 | 1024 | 506 | 86 | 1062 | 72 | 603 | 406 | 195 | 91 | 259 | 108 |
| Future Volume (vph) | 185 | 1024 | 506 | 86 | 1062 | 72 | 603 | 406 | 195 | 91 | 259 | 108 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | | 6.5 | 6.5 | | 6.5 | 6.5 | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | | 0.97 | 0.95 | | 1.00 | 0.95 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.99 | | 1.00 | 0.95 | | 1.00 | 0.96 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1752 | 3505 | 1568 | 1752 | 3471 | | 3433 | 3367 | | 1770 | 3383 | |
| Flt Permitted | 0.12 | 1.00 | 1.00 | 0.08 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 227 | 3505 | 1568 | 142 | 3471 | | 3433 | 3367 | | 1770 | 3383 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 195 | 1078 | 533 | 91 | 1118 | 76 | 635 | 427 | 205 | 96 | 273 | 114 |
| RTOR Reduction (vph) | 0 | 0 | 267 | 0 | 3 | 0 | 0 | 40 | 0 | 0 | 32 | 0 |
| Lane Group Flow (vph) | 195 | 1078 | 266 | 91 | 1191 | 0 | 635 | 592 | 0 | 96 | 355 | 0 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | Prot | NA | | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 6 | | 6 | 2 | | | | | | | | |
| Actuated Green, G (s) | 65.9 | 65.9 | 65.9 | 61.5 | 61.5 | | 26.1 | 36.4 | | 12.0 | 22.3 | |
| Effective Green, g (s) | 65.9 | 65.9 | 65.9 | 61.5 | 61.5 | | 26.1 | 36.4 | | 12.0 | 22.3 | |
| Actuated g/C Ratio | 0.44 | 0.44 | 0.44 | 0.41 | 0.41 | | 0.17 | 0.24 | | 0.08 | 0.15 | |
| Clearance Time (s) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | | 6.5 | 6.5 | | 6.5 | 6.5 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 243 | 1539 | 688 | 162 | 1423 | | 597 | 817 | | 141 | 502 | |
| v/s Ratio Prot | 0.08 | c0.31 | | 0.04 | c0.34 | | c0.18 | c0.18 | | 0.05 | 0.10 | |
| v/s Ratio Perm | 0.28 | | 0.17 | 0.19 | | | | | | | | |
| v/c Ratio | 0.80 | 0.70 | 0.39 | 0.56 | 0.84 | | 1.06 | 0.72 | | 0.68 | 0.71 | |
| Uniform Delay, d1 | 51.8 | 34.1 | 28.4 | 33.5 | 39.7 | | 62.0 | 52.2 | | 67.1 | 60.7 | |
| Progression Factor | 0.92 | 0.99 | 1.84 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 14.4 | 2.2 | 1.3 | 4.4 | 6.0 | | 54.9 | 3.2 | | 12.7 | 4.5 | |
| Delay (s) | 61.9 | 36.0 | 53.5 | 37.9 | 45.8 | | 116.9 | 55.4 | | 79.8 | 65.2 | |
| Level of Service | E | D | D | D | D | | F | E | | E | E | |
| Approach Delay (s) | | 44.0 | | | 45.2 | | | 86.2 | | | 68.1 | |
| Approach LOS | | D | | | D | | | F | | | E | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 57.8 | | | HCM 2000 Level of Service | | | | E | | |
| HCM 2000 Volume to Capacity ratio | | | 0.88 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 150.0 | | | Sum of lost time (s) | | | 26.0 | | | |
| Intersection Capacity Utilization | | | 91.4% | | | ICU Level of Service | | | F | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |

Synchro Methodology













Lanes, Volumes, Timings
301: Woolbright Rd & SW 8th St

2025 No-Build PM - Synchro
12/30/2020

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 216 | 1210 | 74 | 99 | 1505 | 536 | 202 | 65 | 294 | 357 | 42 | 148 |
| Future Volume (vph) | 216 | 1210 | 74 | 99 | 1505 | 536 | 202 | 65 | 294 | 357 | 42 | 148 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 250 | | 225 | 300 | | 375 | 0 | | 0 | 250 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 50 | | | 50 | | | 25 | | | 50 | | |
| Lane Util. Factor | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Fr _t | | | 0.850 | | | 0.850 | | 0.877 | | | | 0.883 |
| Fl _t Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 5085 | 1583 | 1770 | 5085 | 1583 | 1770 | 1634 | 0 | 3433 | 1645 | 0 |
| Fl _t Permitted | 0.063 | | | 0.157 | | | 0.550 | | | 0.950 | | |
| Satd. Flow (perm) | 117 | 5085 | 1583 | 292 | 5085 | 1583 | 1025 | 1634 | 0 | 3433 | 1645 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 131 | | | 564 | | 151 | | | 123 | |
| Link Speed (mph) | | 40 | | | 40 | | | 30 | | | 30 | |
| Link Distance (ft) | | 893 | | | 1382 | | | 626 | | | 469 | |
| Travel Time (s) | | 15.2 | | | 23.6 | | | 14.2 | | | 10.7 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 227 | 1274 | 78 | 104 | 1584 | 564 | 213 | 68 | 309 | 376 | 44 | 156 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 227 | 1274 | 78 | 104 | 1584 | 564 | 213 | 377 | 0 | 376 | 200 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | pm+ov | pm+pt | NA | | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | 3 | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 6 | | 6 | 2 | | 2 | 4 | | | | | |
| Detector Phase | 1 | 6 | 6 | 5 | 2 | 3 | 7 | 4 | | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 20.0 | 20.0 | 4.0 | 20.0 | 4.0 | 4.0 | 6.0 | | 4.0 | 6.0 | |
| Minimum Split (s) | 10.5 | 36.5 | 36.5 | 10.5 | 40.5 | 11.0 | 11.0 | 48.5 | | 11.0 | 43.5 | |
| Total Split (s) | 31.0 | 53.0 | 53.0 | 19.0 | 41.0 | 29.0 | 24.0 | 49.0 | | 29.0 | 54.0 | |
| Total Split (%) | 20.7% | 35.3% | 35.3% | 12.7% | 27.3% | 19.3% | 16.0% | 32.7% | | 19.3% | 36.0% | |
| Maximum Green (s) | 24.5 | 46.5 | 46.5 | 12.5 | 34.5 | 22.0 | 17.0 | 41.5 | | 22.0 | 46.5 | |
| Yellow Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 3.0 | 3.0 | 3.5 | | 3.0 | 3.5 | |
| 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) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | 7.0 | 7.0 | 7.5 | | 7.0 | 7.5 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 2.0 | 4.0 | 4.0 | 2.0 | 4.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | |

Lanes, Volumes, Timings
302: Woolbright Rd & I95 SB Off Ramp

2025 No-Build PM - Synchro
12/30/2020

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↑↑↑ | ↗ | ↘↘ | ↑↑ | | | | | ↘↘ | | ↗ |
| Traffic Volume (vph) | 0 | 1415 | 446 | 383 | 1349 | 0 | 0 | 0 | 0 | 651 | 0 | 791 |
| Future Volume (vph) | 0 | 1415 | 446 | 383 | 1349 | 0 | 0 | 0 | 0 | 651 | 0 | 791 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 300 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 400 |
| Storage Lanes | 2 | | 1 | 2 | | 0 | 0 | | 0 | 2 | | 1 |
| Taper Length (ft) | 100 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.86 | 1.00 | 0.97 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Fr | | | 0.850 | | | | | | | | | 0.850 |
| Flt Protected | | | | 0.950 | | | | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 6408 | 1583 | 3433 | 3539 | 0 | 0 | 0 | 0 | 3433 | 0 | 1583 |
| Flt Permitted | | | | 0.950 | | | | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 6408 | 1583 | 3433 | 3539 | 0 | 0 | 0 | 0 | 3433 | 0 | 1583 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 421 | | | | | | | | | 618 |
| Link Speed (mph) | | 40 | | | 40 | | | 35 | | | | 35 |
| Link Distance (ft) | | 1382 | | | 660 | | | 437 | | | | 828 |
| Travel Time (s) | | 23.6 | | | 11.3 | | | 8.5 | | | | 16.1 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 0% | 0% | 0% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 0 | 1489 | 469 | 403 | 1420 | 0 | 0 | 0 | 0 | 685 | 0 | 833 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 1489 | 469 | 403 | 1420 | 0 | 0 | 0 | 0 | 685 | 0 | 833 |
| Turn Type | | NA | Perm | Prot | NA | | | | | Prot | | Free |
| Protected Phases | | 4 5 | | 1 2 | 1 2 3 | | | | | 6 | | |
| Permitted Phases | | | 4 5 | | | | | | | | | Free |
| Detector Phase | | 4 5 | 4 5 | 1 2 | 1 2 3 | | | | | 6 | | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | | | | | | | 6.0 | | |
| Minimum Split (s) | | | | | | | | | | 24.5 | | |
| Total Split (s) | | | | | | | | | | 28.0 | | |
| Total Split (%) | | | | | | | | | | 18.7% | | |
| Maximum Green (s) | | | | | | | | | | 21.5 | | |
| Yellow Time (s) | | | | | | | | | | 4.5 | | |
| All-Red Time (s) | | | | | | | | | | 2.0 | | |
| Lost Time Adjust (s) | | | | | | | | | | 0.0 | | |
| Total Lost Time (s) | | | | | | | | | | 6.5 | | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | | | | | | | | | | 4.0 | | |

| Lane Group | Ø1 | Ø2 | Ø3 | Ø4 | Ø5 |
|-------------------------|------|------|------|------|------|
| Lane Configurations | | | | | |
| Traffic Volume (vph) | | | | | |
| Future Volume (vph) | | | | | |
| Ideal Flow (vphpl) | | | | | |
| Lane Width (ft) | | | | | |
| Grade (%) | | | | | |
| Storage Length (ft) | | | | | |
| Storage Lanes | | | | | |
| Taper Length (ft) | | | | | |
| Lane Util. Factor | | | | | |
| Ped Bike Factor | | | | | |
| Fr _t | | | | | |
| Flt Protected | | | | | |
| Satd. Flow (prot) | | | | | |
| Flt Permitted | | | | | |
| Satd. Flow (perm) | | | | | |
| Right Turn on Red | | | | | |
| Satd. Flow (RTOR) | | | | | |
| Link Speed (mph) | | | | | |
| Link Distance (ft) | | | | | |
| Travel Time (s) | | | | | |
| Confl. Peds. (#/hr) | | | | | |
| Confl. Bikes (#/hr) | | | | | |
| Peak Hour Factor | | | | | |
| Growth Factor | | | | | |
| Heavy Vehicles (%) | | | | | |
| Bus Blockages (#/hr) | | | | | |
| Parking (#/hr) | | | | | |
| Mid-Block Traffic (%) | | | | | |
| Adj. Flow (vph) | | | | | |
| Shared Lane Traffic (%) | | | | | |
| Lane Group Flow (vph) | | | | | |
| Turn Type | | | | | |
| Protected Phases | 1 | 2 | 3 | 4 | 5 |
| Permitted Phases | | | | | |
| Detector Phase | | | | | |
| Switch Phase | | | | | |
| Minimum Initial (s) | 6.0 | 10.0 | 6.0 | 6.0 | 10.0 |
| Minimum Split (s) | 12.0 | 24.5 | 12.5 | 12.0 | 16.5 |
| Total Split (s) | 12.0 | 33.0 | 23.0 | 12.0 | 42.0 |
| Total Split (%) | 8% | 22% | 15% | 8% | 28% |
| Maximum Green (s) | 6.0 | 26.5 | 16.5 | 6.0 | 35.5 |
| Yellow Time (s) | 4.0 | 4.5 | 4.5 | 4.0 | 4.5 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | | | | |
| Total Lost Time (s) | | | | | |
| Lead/Lag | Lead | Lag | | Lead | Lag |
| Lead-Lag Optimize? | | Yes | | Yes | Yes |
| Vehicle Extension (s) | 3.0 | 4.0 | 3.0 | 3.0 | 3.0 |

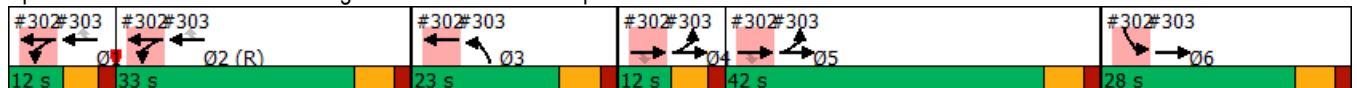
Lanes, Volumes, Timings
302: Woolbright Rd & I95 SB Off Ramp

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|------|------|------|------|-----|-----|-----|-----|-------|-------|-------|
| Minimum Gap (s) | | | | | | | | | | 4.0 | | |
| Time Before Reduce (s) | | | | | | | | | | 0.0 | | |
| Time To Reduce (s) | | | | | | | | | | 0.0 | | |
| Recall Mode | | | | | | | | | | None | | |
| Walk Time (s) | | | | | | | | | | 5.0 | | |
| Flash Dont Walk (s) | | | | | | | | | | 10.0 | | |
| Pedestrian Calls (#/hr) | | | | | | | | | | 0 | | |
| Act Effect Green (s) | | 48.0 | 48.0 | 39.0 | 62.0 | | | | | 21.5 | | 150.0 |
| Actuated g/C Ratio | | 0.32 | 0.32 | 0.26 | 0.41 | | | | | 0.14 | | 1.00 |
| v/c Ratio | | 0.73 | 0.59 | 0.45 | 0.97 | | | | | 1.39 | | 0.53 |
| Control Delay | | 56.4 | 24.9 | 39.2 | 36.4 | | | | | 233.9 | | 1.3 |
| Queue Delay | | 0.0 | 0.0 | 0.0 | 41.4 | | | | | 0.0 | | 0.0 |
| Total Delay | | 56.5 | 24.9 | 39.2 | 77.9 | | | | | 233.9 | | 1.3 |
| LOS | | E | C | D | E | | | | | F | | A |
| Approach Delay | | 48.9 | | | 69.3 | | | | | | 106.3 | |
| Approach LOS | | D | | | E | | | | | | F | |
| Queue Length 50th (ft) | | 419 | 193 | 84 | 704 | | | | | ~458 | | 0 |
| Queue Length 95th (ft) | | 459 | 376 | m97 | m190 | | | | | #585 | | 0 |
| Internal Link Dist (ft) | | 1302 | | | 580 | | | 357 | | | 748 | |
| Turn Bay Length (ft) | | | | | | | | | | | | 400 |
| Base Capacity (vph) | | 2050 | 792 | 892 | 1462 | | | | | 492 | | 1583 |
| Starvation Cap Reductn | | 0 | 0 | 0 | 176 | | | | | 0 | | 0 |
| Spillback Cap Reductn | | 22 | 0 | 0 | 0 | | | | | 0 | | 0 |
| Storage Cap Reductn | | 0 | 0 | 0 | 0 | | | | | 0 | | 0 |
| Reduced v/c Ratio | | 0.73 | 0.59 | 0.45 | 1.10 | | | | | 1.39 | | 0.53 |

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 20 (13%), Referenced to phase 2:WBTL, Start of Green
 Natural Cycle: 135
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.86
 Intersection Signal Delay: 72.4 Intersection LOS: E
 Intersection Capacity Utilization 114.6% ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.



















Splits and Phases: 302: Woolbright Rd & I95 SB Off Ramp



| Lane Group | Ø1 | Ø2 | Ø3 | Ø4 | Ø5 |
|-----------------------------|------|-------|------|------|------|
| Minimum Gap (s) | 3.0 | 4.0 | 3.0 | 3.0 | 3.0 |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Recall Mode | None | C-Max | None | None | None |
| Walk Time (s) | | 5.0 | | | |
| Flash Dont Walk (s) | | 10.0 | | | |
| Pedestrian Calls (#/hr) | | 0 | | | |
| Act Effct Green (s) | | | | | |
| Actuated g/C Ratio | | | | | |
| v/c Ratio | | | | | |
| Control Delay | | | | | |
| Queue Delay | | | | | |
| Total Delay | | | | | |
| LOS | | | | | |
| Approach Delay | | | | | |
| Approach LOS | | | | | |
| Queue Length 50th (ft) | | | | | |
| Queue Length 95th (ft) | | | | | |
| Internal Link Dist (ft) | | | | | |
| Turn Bay Length (ft) | | | | | |
| Base Capacity (vph) | | | | | |
| Starvation Cap Reductn | | | | | |
| Spillback Cap Reductn | | | | | |
| Storage Cap Reductn | | | | | |
| Reduced v/c Ratio | | | | | |
| Intersection Summary | | | | | |

Lanes, Volumes, Timings
303: I-95 NB Off Ramp & Woolbright Rd

2025 No-Build PM - Synchro
12/30/2020

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | | |  |  |  | |  | | | |
| Traffic Volume (vph) | 885 | 1181 | 0 | 0 | 1065 | 887 | 667 | 0 | 519 | 0 | 0 | 0 |
| Future Volume (vph) | 885 | 1181 | 0 | 0 | 1065 | 887 | 667 | 0 | 519 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 350 | | 675 | 0 | | 400 | 0 | | 0 |
| Storage Lanes | 2 | | 0 | 1 | | 1 | 2 | | 1 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 0.97 | 0.95 | 1.00 | 1.00 | 0.86 | 1.00 | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Fr | | | | | | 0.850 | | | 0.850 | | | |
| Flt Protected | 0.950 | | | | | | 0.950 | | | | | |
| Satd. Flow (prot) | 3433 | 3539 | 0 | 0 | 6346 | 1568 | 3433 | 0 | 1583 | 0 | 0 | 0 |
| Flt Permitted | 0.950 | | | | | | 0.950 | | | | | |
| Satd. Flow (perm) | 3433 | 3539 | 0 | 0 | 6346 | 1568 | 3433 | 0 | 1583 | 0 | 0 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | | | | 532 | | | 500 | | | |
| Link Speed (mph) | | 40 | | | 40 | | | 35 | | | 35 | |
| Link Distance (ft) | | 660 | | | 872 | | | 919 | | | 547 | |
| Travel Time (s) | | 11.3 | | | 14.9 | | | 17.9 | | | 10.7 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 3% | 3% | 3% | 2% | 2% | 2% | 0% | 0% | 0% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 932 | 1243 | 0 | 0 | 1121 | 934 | 702 | 0 | 546 | 0 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 932 | 1243 | 0 | 0 | 1121 | 934 | 702 | 0 | 546 | 0 | 0 | 0 |
| Turn Type | Prot | NA | | | NA | Perm | Prot | | Free | | | |
| Protected Phases | 4 5 | 4 5 6 | | | 1 2 | | 3 | | | | | |
| Permitted Phases | | | | | | 1 2 | | | Free | | | |
| Detector Phase | 4 5 | 4 5 6 | | | 1 2 | 1 2 | 3 | | | | | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | | | | 6.0 | | | | | |
| Minimum Split (s) | | | | | | | 12.5 | | | | | |
| Total Split (s) | | | | | | | 23.0 | | | | | |
| Total Split (%) | | | | | | | 15.3% | | | | | |
| Maximum Green (s) | | | | | | | 16.5 | | | | | |
| Yellow Time (s) | | | | | | | 4.5 | | | | | |
| All-Red Time (s) | | | | | | | 2.0 | | | | | |
| Lost Time Adjust (s) | | | | | | | 0.0 | | | | | |
| Total Lost Time (s) | | | | | | | 6.5 | | | | | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | | | | | | | 3.0 | | | | | |

| Lane Group | Ø1 | Ø2 | Ø4 | Ø5 | Ø6 |
|-------------------------|------|------|------|------|------|
| Lane Configurations | | | | | |
| Traffic Volume (vph) | | | | | |
| Future Volume (vph) | | | | | |
| Ideal Flow (vphpl) | | | | | |
| Lane Width (ft) | | | | | |
| Grade (%) | | | | | |
| Storage Length (ft) | | | | | |
| Storage Lanes | | | | | |
| Taper Length (ft) | | | | | |
| Lane Util. Factor | | | | | |
| Ped Bike Factor | | | | | |
| Frt | | | | | |
| Flt Protected | | | | | |
| Satd. Flow (prot) | | | | | |
| Flt Permitted | | | | | |
| Satd. Flow (perm) | | | | | |
| Right Turn on Red | | | | | |
| Satd. Flow (RTOR) | | | | | |
| Link Speed (mph) | | | | | |
| Link Distance (ft) | | | | | |
| Travel Time (s) | | | | | |
| Confl. Peds. (#/hr) | | | | | |
| Confl. Bikes (#/hr) | | | | | |
| Peak Hour Factor | | | | | |
| Growth Factor | | | | | |
| Heavy Vehicles (%) | | | | | |
| Bus Blockages (#/hr) | | | | | |
| Parking (#/hr) | | | | | |
| Mid-Block Traffic (%) | | | | | |
| Adj. Flow (vph) | | | | | |
| Shared Lane Traffic (%) | | | | | |
| Lane Group Flow (vph) | | | | | |
| Turn Type | | | | | |
| Protected Phases | 1 | 2 | 4 | 5 | 6 |
| Permitted Phases | | | | | |
| Detector Phase | | | | | |
| Switch Phase | | | | | |
| Minimum Initial (s) | 6.0 | 10.0 | 6.0 | 10.0 | 6.0 |
| Minimum Split (s) | 12.0 | 24.5 | 12.0 | 16.5 | 24.5 |
| Total Split (s) | 12.0 | 33.0 | 12.0 | 42.0 | 28.0 |
| Total Split (%) | 8% | 22% | 8% | 28% | 19% |
| Maximum Green (s) | 6.0 | 26.5 | 6.0 | 35.5 | 21.5 |
| Yellow Time (s) | 4.0 | 4.5 | 4.0 | 4.5 | 4.5 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | | | | |
| Total Lost Time (s) | | | | | |
| Lead/Lag | Lead | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | Yes | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 4.0 | 3.0 | 3.0 | 4.0 |

Lanes, Volumes, Timings
303: I-95 NB Off Ramp & Woolbright Rd

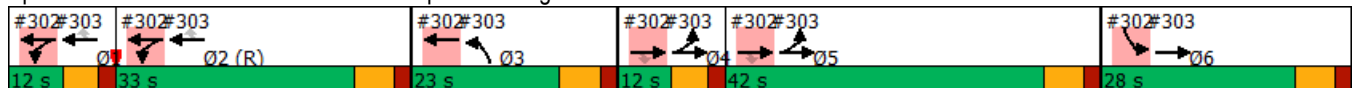
2025 No-Build PM - Synchro
12/30/2020

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|-----|-----|------|--------|-------|-------|-------|-----|-----|-----|
| Minimum Gap (s) | | | | | | | 3.0 | | | | | |
| Time Before Reduce (s) | | | | | | | 0.0 | | | | | |
| Time To Reduce (s) | | | | | | | 0.0 | | | | | |
| Recall Mode | | | | | | | None | | | | | |
| Walk Time (s) | | | | | | | | | | | | |
| Flash Dont Walk (s) | | | | | | | | | | | | |
| Pedestrian Calls (#/hr) | | | | | | | | | | | | |
| Act Effct Green (s) | 48.0 | 76.0 | | | 39.0 | 39.0 | 16.5 | | 150.0 | | | |
| Actuated g/C Ratio | 0.32 | 0.51 | | | 0.26 | 0.26 | 0.11 | | 1.00 | | | |
| v/c Ratio | 0.85 | 0.69 | | | 0.68 | 1.17 | 1.86 | | 0.34 | | | |
| Control Delay | 32.4 | 12.7 | | | 62.6 | 112.4 | 432.1 | | 0.6 | | | |
| Queue Delay | 0.0 | 0.8 | | | 1.3 | 0.0 | 0.0 | | 0.0 | | | |
| Total Delay | 32.4 | 13.5 | | | 63.9 | 112.4 | 432.1 | | 0.6 | | | |
| LOS | C | B | | | E | F | F | | A | | | |
| Approach Delay | | 21.6 | | | 85.9 | | | 243.3 | | | | |
| Approach LOS | | C | | | F | | | F | | | | |
| Queue Length 50th (ft) | 165 | 107 | | | 335 | ~437 | ~536 | | 0 | | | |
| Queue Length 95th (ft) | m191 | m105 | | | m356 | m#1156 | #664 | | 0 | | | |
| Internal Link Dist (ft) | | 580 | | | 792 | | | 839 | | | 467 | |
| Turn Bay Length (ft) | | | | | | 675 | | | 400 | | | |
| Base Capacity (vph) | 1098 | 1793 | | | 1649 | 801 | 377 | | 1583 | | | |
| Starvation Cap Reductn | 0 | 256 | | | 0 | 0 | 0 | | 0 | | | |
| Spillback Cap Reductn | 0 | 0 | | | 304 | 0 | 0 | | 0 | | | |
| Storage Cap Reductn | 0 | 0 | | | 0 | 0 | 0 | | 0 | | | |
| Reduced v/c Ratio | 0.85 | 0.81 | | | 0.83 | 1.17 | 1.86 | | 0.34 | | | |

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 20 (13%), Referenced to phase 2:WBTL, Start of Green
 Natural Cycle: 135
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.86
 Intersection Signal Delay: 96.2 Intersection LOS: F
 Intersection Capacity Utilization 114.6% ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 303: I-95 NB Off Ramp & Woolbright Rd



| Lane Group | Ø1 | Ø2 | Ø4 | Ø5 | Ø6 |
|-----------------------------|------|-------|------|------|------|
| Minimum Gap (s) | 3.0 | 4.0 | 3.0 | 3.0 | 4.0 |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Recall Mode | None | C-Max | None | None | None |
| Walk Time (s) | | 5.0 | | | 5.0 |
| Flash Dont Walk (s) | | 10.0 | | | 10.0 |
| Pedestrian Calls (#/hr) | | 0 | | | 0 |
| Act Effct Green (s) | | | | | |
| Actuated g/C Ratio | | | | | |
| v/c Ratio | | | | | |
| Control Delay | | | | | |
| Queue Delay | | | | | |
| Total Delay | | | | | |
| LOS | | | | | |
| Approach Delay | | | | | |
| Approach LOS | | | | | |
| Queue Length 50th (ft) | | | | | |
| Queue Length 95th (ft) | | | | | |
| Internal Link Dist (ft) | | | | | |
| Turn Bay Length (ft) | | | | | |
| Base Capacity (vph) | | | | | |
| Starvation Cap Reductn | | | | | |
| Spillback Cap Reductn | | | | | |
| Storage Cap Reductn | | | | | |
| Reduced v/c Ratio | | | | | |
| Intersection Summary | | | | | |

Lanes, Volumes, Timings
304: Woolbright Rd & Seacrest Blvd

2025 No-Build PM - Synchro
12/30/2020





























| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|------|-------|-------|------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 185 | 1024 | 506 | 86 | 1062 | 72 | 603 | 406 | 195 | 91 | 259 | 108 |
| Future Volume (vph) | 185 | 1024 | 506 | 86 | 1062 | 72 | 603 | 406 | 195 | 91 | 259 | 108 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 300 | | 600 | 300 | | 0 | 475 | | 0 | 180 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 2 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 0.97 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Ped Bike Factor | | | | | | | | | | | | |
| Frt | | | 0.850 | | 0.990 | | | 0.951 | | | | 0.956 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 3505 | 1568 | 1752 | 3470 | 0 | 3433 | 3366 | 0 | 1770 | 3383 | 0 |
| Flt Permitted | 0.123 | | | 0.077 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 227 | 3505 | 1568 | 142 | 3470 | 0 | 3433 | 3366 | 0 | 1770 | 3383 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 476 | | 5 | | | 53 | | | | 38 |
| Link Speed (mph) | | 40 | | | 40 | | | 40 | | | | 40 |
| Link Distance (ft) | | 1495 | | | 649 | | | 896 | | | | 641 |
| Travel Time (s) | | 25.5 | | | 11.1 | | | 15.3 | | | | 10.9 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 195 | 1078 | 533 | 91 | 1118 | 76 | 635 | 427 | 205 | 96 | 273 | 114 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 195 | 1078 | 533 | 91 | 1194 | 0 | 635 | 632 | 0 | 96 | 387 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | Prot | NA | | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 6 | | 6 | 2 | | | | | | | | |
| Detector Phase | 1 | 6 | 6 | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 20.0 | 20.0 | 4.0 | 20.0 | | 4.0 | 6.0 | | 4.0 | 6.0 | |
| Minimum Split (s) | 10.5 | 39.5 | 39.5 | 10.5 | 37.5 | | 10.5 | 34.5 | | 10.5 | 37.5 | |
| Total Split (s) | 20.0 | 70.0 | 70.0 | 12.0 | 62.0 | | 30.0 | 48.0 | | 20.0 | 38.0 | |
| Total Split (%) | 13.3% | 46.7% | 46.7% | 8.0% | 41.3% | | 20.0% | 32.0% | | 13.3% | 25.3% | |
| Maximum Green (s) | 13.5 | 63.5 | 63.5 | 5.5 | 55.5 | | 23.5 | 41.5 | | 13.5 | 31.5 | |
| Yellow Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| 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) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | | 6.5 | 6.5 | | 6.5 | 6.5 | |
| Lead/Lag | Lag | Lag | Lag | Lead | Lead | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |

Design Year 2045 AM Analysis

HCM 6TH Edition Methodology













HCM Signalized Intersection Capacity Analysis
301: Woolbright Rd & SW 8th St

2045 No-Build AM - HCM
01/02/2021

| |  |  |  |  |  |  |  |  |  |  |  |  | |
|-----------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | |
| Lane Configurations |  |    |  |  |    |  |  |   | |   |  | | |
| Traffic Volume (vph) | 282 | 1818 | 139 | 312 | 1612 | 455 | 94 | 58 | 178 | 640 | 115 | 268 | |
| Future Volume (vph) | 282 | 1818 | 139 | 312 | 1612 | 455 | 94 | 58 | 178 | 640 | 115 | 268 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Total Lost time (s) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | 7.0 | 7.0 | 7.5 | | 7.0 | 7.5 | | |
| Lane Util. Factor | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 | 1.00 | 1.00 | | 0.97 | 1.00 | | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.89 | | 1.00 | 0.90 | | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | |
| Satd. Flow (prot) | 1770 | 5085 | 1583 | 1770 | 5085 | 1583 | 1770 | 1652 | | 3433 | 1667 | | |
| Flt Permitted | 0.10 | 1.00 | 1.00 | 0.10 | 1.00 | 1.00 | 0.67 | 1.00 | | 0.95 | 1.00 | | |
| Satd. Flow (perm) | 189 | 5085 | 1583 | 194 | 5085 | 1583 | 1242 | 1652 | | 3433 | 1667 | | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | |
| Adj. Flow (vph) | 297 | 1914 | 146 | 328 | 1697 | 479 | 99 | 61 | 187 | 674 | 121 | 282 | |
| RTOR Reduction (vph) | 0 | 0 | 105 | 0 | 0 | 203 | 0 | 98 | 0 | 0 | 61 | 0 | |
| Lane Group Flow (vph) | 297 | 1914 | 41 | 328 | 1697 | 276 | 99 | 150 | 0 | 674 | 342 | 0 | |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | pm+ov | pm+pt | NA | | Prot | NA | | |
| Protected Phases | 1 | 6 | | 5 | 2 | 3 | 7 | 4 | | 3 | 8 | | |
| Permitted Phases | 6 | | 6 | 2 | | 2 | 4 | | | | | | |
| Actuated Green, G (s) | 54.5 | 39.5 | 39.5 | 52.5 | 38.5 | 80.6 | 16.9 | 16.9 | | 42.1 | 48.1 | | |
| Effective Green, g (s) | 54.5 | 39.5 | 39.5 | 52.5 | 38.5 | 80.6 | 16.9 | 16.9 | | 42.1 | 48.1 | | |
| Actuated g/C Ratio | 0.39 | 0.28 | 0.28 | 0.38 | 0.28 | 0.58 | 0.12 | 0.12 | | 0.30 | 0.34 | | |
| Clearance Time (s) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | 7.0 | 7.0 | 7.5 | | 7.0 | 7.5 | | |
| Vehicle Extension (s) | 2.0 | 4.0 | 4.0 | 2.0 | 4.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | |
| Lane Grp Cap (vph) | 242 | 1434 | 446 | 230 | 1398 | 911 | 191 | 199 | | 1032 | 572 | | |
| v/s Ratio Prot | 0.13 | 0.38 | | c0.14 | 0.33 | 0.09 | 0.04 | c0.09 | | c0.20 | c0.21 | | |
| v/s Ratio Perm | 0.35 | | 0.03 | c0.39 | | 0.08 | 0.02 | | | | | | |
| v/c Ratio | 1.23 | 1.33 | 0.09 | 1.43 | 1.21 | 0.30 | 0.52 | 0.75 | | 0.65 | 0.60 | | |
| Uniform Delay, d1 | 41.6 | 50.2 | 37.0 | 40.7 | 50.8 | 15.3 | 57.3 | 59.5 | | 42.6 | 38.0 | | |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.15 | 0.66 | 5.70 | 1.00 | 1.00 | | 1.00 | 1.00 | | |
| Incremental Delay, d2 | 133.1 | 155.5 | 0.4 | 203.6 | 99.6 | 0.0 | 1.0 | 13.2 | | 1.1 | 1.1 | | |
| Delay (s) | 174.7 | 205.7 | 37.4 | 250.5 | 133.0 | 87.1 | 58.3 | 72.7 | | 43.7 | 39.1 | | |
| Level of Service | F | F | D | F | F | F | E | E | | D | D | | |
| Approach Delay (s) | | 191.4 | | | 139.6 | | | 68.6 | | | 42.0 | | |
| Approach LOS | | F | | | F | | | E | | | D | | |
| Intersection Summary | | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 138.4 | | | | | HCM 2000 Level of Service | | | | | F |
| HCM 2000 Volume to Capacity ratio | | | 1.03 | | | | | | | | | | |
| Actuated Cycle Length (s) | | | 140.0 | | | | | Sum of lost time (s) | | | | | 27.5 |
| Intersection Capacity Utilization | | | 107.6% | | | | | ICU Level of Service | | | | | G |
| Analysis Period (min) | | | 15 | | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | | |



















HCM Signalized Intersection Capacity Analysis
 302: Woolbright Rd & I95 SB Off Ramp

2045 No-Build AM - HCM
 01/02/2021

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↑↑↑ | ↗ | ↖↗ | ↑↑ | | | | | ↖↗ | | ↗ |
| Traffic Volume (vph) | 0 | 1716 | 920 | 462 | 1370 | 0 | 0 | 0 | 0 | 1049 | 0 | 1009 |
| Future Volume (vph) | 0 | 1716 | 920 | 462 | 1370 | 0 | 0 | 0 | 0 | 1049 | 0 | 1009 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | 6.0 | 6.0 | 6.0 | | | | | 6.5 | | 4.0 |
| Lane Util. Factor | | 0.86 | 1.00 | 0.97 | 0.95 | | | | | 0.97 | | 1.00 |
| Fr _t | | 1.00 | 0.85 | 1.00 | 1.00 | | | | | 1.00 | | 0.85 |
| Fl _t Protected | | 1.00 | 1.00 | 0.95 | 1.00 | | | | | 0.95 | | 1.00 |
| Satd. Flow (prot) | | 6408 | 1583 | 3433 | 3539 | | | | | 3433 | | 1583 |
| Fl _t Permitted | | 1.00 | 1.00 | 0.95 | 1.00 | | | | | 0.95 | | 1.00 |
| Satd. Flow (perm) | | 6408 | 1583 | 3433 | 3539 | | | | | 3433 | | 1583 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 0 | 1806 | 968 | 486 | 1442 | 0 | 0 | 0 | 0 | 1104 | 0 | 1062 |
| RTOR Reduction (vph) | 0 | 0 | 459 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 1806 | 509 | 486 | 1442 | 0 | 0 | 0 | 0 | 1104 | 0 | 1062 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 0% | 0% | 0% | 2% | 2% | 2% |
| Turn Type | | NA | Perm | Prot | NA | | | | | Prot | | Free |
| Protected Phases | | 4 5 | | 1 2 | 1 2 3 | | | | | 6 | | |
| Permitted Phases | | | 4 5 | | | | | | | | | Free |
| Actuated Green, G (s) | | 37.5 | 37.5 | 39.5 | 56.5 | | | | | 26.5 | | 140.0 |
| Effective Green, g (s) | | 37.5 | 37.5 | 39.5 | 50.0 | | | | | 26.5 | | 140.0 |
| Actuated g/C Ratio | | 0.27 | 0.27 | 0.28 | 0.36 | | | | | 0.19 | | 1.00 |
| Clearance Time (s) | | | | | | | | | | 6.5 | | |
| Vehicle Extension (s) | | | | | | | | | | 2.0 | | |
| Lane Grp Cap (vph) | | 1716 | 424 | 968 | 1263 | | | | | 649 | | 1583 |
| v/s Ratio Prot | | 0.28 | | 0.14 | c0.41 | | | | | c0.32 | | |
| v/s Ratio Perm | | | c0.32 | | | | | | | | | 0.67 |
| v/c Ratio | | 1.05 | 1.20 | 0.50 | 1.14 | | | | | 1.70 | | 0.67 |
| Uniform Delay, d ₁ | | 51.2 | 51.2 | 42.0 | 45.0 | | | | | 56.8 | | 0.0 |
| Progression Factor | | 0.85 | 1.73 | 0.75 | 0.58 | | | | | 1.00 | | 1.00 |
| Incremental Delay, d ₂ | | 25.4 | 92.4 | 0.0 | 64.8 | | | | | 322.1 | | 2.3 |
| Delay (s) | | 69.0 | 181.0 | 31.7 | 90.7 | | | | | 378.8 | | 2.3 |
| Level of Service | | E | F | C | F | | | | | F | | A |
| Approach Delay (s) | | 108.1 | | | 75.8 | | | 0.0 | | | 194.2 | |
| Approach LOS | | F | | | E | | | A | | | F | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 126.2 | | | HCM 2000 Level of Service | | | | F | | |
| HCM 2000 Volume to Capacity ratio | | | 1.44 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 140.0 | | | Sum of lost time (s) | | | | 38.0 | | |
| Intersection Capacity Utilization | | | 115.5% | | | ICU Level of Service | | | | H | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |




























HCM Signalized Intersection Capacity Analysis
303: I-95 NB Off Ramp & Woolbright Rd

2045 No-Build AM - HCM
01/02/2021

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|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | |
| Lane Configurations |  |  | | |  |  |  | |  | | | | |
| Traffic Volume (vph) | 956 | 1809 | 0 | 0 | 1413 | 820 | 419 | 0 | 485 | 0 | 0 | 0 | |
| Future Volume (vph) | 956 | 1809 | 0 | 0 | 1413 | 820 | 419 | 0 | 485 | 0 | 0 | 0 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Total Lost time (s) | 6.0 | 6.0 | | | 6.0 | 6.0 | 6.5 | | 4.0 | | | | |
| Lane Util. Factor | 0.97 | 0.95 | | | 0.86 | 1.00 | 0.97 | | 1.00 | | | | |
| Fr _t | 1.00 | 1.00 | | | 1.00 | 0.85 | 1.00 | | 0.85 | | | | |
| Fl _t Protected | 0.95 | 1.00 | | | 1.00 | 1.00 | 0.95 | | 1.00 | | | | |
| Satd. Flow (prot) | 3433 | 3539 | | | 6346 | 1568 | 3433 | | 1583 | | | | |
| Fl _t Permitted | 0.95 | 1.00 | | | 1.00 | 1.00 | 0.95 | | 1.00 | | | | |
| Satd. Flow (perm) | 3433 | 3539 | | | 6346 | 1568 | 3433 | | 1583 | | | | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | |
| Adj. Flow (vph) | 1006 | 1904 | 0 | 0 | 1487 | 863 | 441 | 0 | 511 | 0 | 0 | 0 | |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 425 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lane Group Flow (vph) | 1006 | 1904 | 0 | 0 | 1487 | 438 | 441 | 0 | 511 | 0 | 0 | 0 | |
| Heavy Vehicles (%) | 2% | 2% | 2% | 3% | 3% | 3% | 2% | 2% | 2% | 0% | 0% | 0% | |
| Turn Type | Prot | NA | | | NA | Perm | Prot | | Free | | | | |
| Protected Phases | 4 5 | 4 5 6 | | | 1 2 | | 3 | | | | | | |
| Permitted Phases | | | | | | 1 2 | | | Free | | | | |
| Actuated Green, G (s) | 37.5 | 70.5 | | | 39.5 | 39.5 | 10.5 | | 140.0 | | | | |
| Effective Green, g (s) | 37.5 | 64.0 | | | 39.5 | 39.5 | 10.5 | | 140.0 | | | | |
| Actuated g/C Ratio | 0.27 | 0.46 | | | 0.28 | 0.28 | 0.08 | | 1.00 | | | | |
| Clearance Time (s) | | | | | | | 6.5 | | | | | | |
| Vehicle Extension (s) | | | | | | | 3.0 | | | | | | |
| Lane Grp Cap (vph) | 919 | 1617 | | | 1790 | 442 | 257 | | 1583 | | | | |
| v/s Ratio Prot | 0.29 | c0.54 | | | 0.23 | | c0.13 | | | | | | |
| v/s Ratio Perm | | | | | | c0.28 | | | 0.32 | | | | |
| v/c Ratio | 1.09 | 1.18 | | | 0.83 | 0.99 | 1.72 | | 0.32 | | | | |
| Uniform Delay, d ₁ | 51.2 | 38.0 | | | 47.1 | 50.1 | 64.8 | | 0.0 | | | | |
| Progression Factor | 1.01 | 0.38 | | | 1.01 | 1.07 | 1.00 | | 1.00 | | | | |
| Incremental Delay, d ₂ | 44.5 | 80.5 | | | 0.3 | 10.8 | 338.2 | | 0.5 | | | | |
| Delay (s) | 96.5 | 94.9 | | | 48.0 | 64.2 | 402.9 | | 0.5 | | | | |
| Level of Service | F | F | | | D | E | F | | A | | | | |
| Approach Delay (s) | | 95.5 | | | 53.9 | | | 186.9 | | | 0.0 | | |
| Approach LOS | | F | | | D | | | F | | | A | | |
| Intersection Summary | | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 93.8 | | | | | | | | | HCM 2000 Level of Service | F |
| HCM 2000 Volume to Capacity ratio | | | 1.30 | | | | | | | | | | |
| Actuated Cycle Length (s) | | | 140.0 | | | | | | | | | Sum of lost time (s) | 38.0 |
| Intersection Capacity Utilization | | | 115.5% | | | | | | | | | ICU Level of Service | H |
| Analysis Period (min) | | | 15 | | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | | |

HCM Signalized Intersection Capacity Analysis
304: Woolbright Rd & Seacrest Blvd




























2045 No-Build AM - HCM
01/02/2021

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|-----------------------------------|-----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |   |  |  |   | |   |   | |  |   |  |
| Traffic Volume (vph) | 136 | 1272 | 698 | 261 | 1579 | 92 | 601 | 265 | 143 | 127 | 406 | 194 |
| Future Volume (vph) | 136 | 1272 | 698 | 261 | 1579 | 92 | 601 | 265 | 143 | 127 | 406 | 194 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | | 6.5 | 6.5 | | 6.5 | 6.5 | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | | 0.97 | 0.95 | | 1.00 | 0.95 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.99 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1752 | 3505 | 1568 | 1752 | 3476 | | 3433 | 3353 | | 1770 | 3368 | |
| Flt Permitted | 0.08 | 1.00 | 1.00 | 0.08 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 142 | 3505 | 1568 | 142 | 3476 | | 3433 | 3353 | | 1770 | 3368 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 143 | 1339 | 735 | 275 | 1662 | 97 | 633 | 279 | 151 | 134 | 427 | 204 |
| RTOR Reduction (vph) | 0 | 0 | 217 | 0 | 3 | 0 | 0 | 51 | 0 | 0 | 42 | 0 |
| Lane Group Flow (vph) | 143 | 1339 | 518 | 275 | 1756 | 0 | 633 | 379 | 0 | 134 | 589 | 0 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | Prot | NA | | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 6 | | 6 | 2 | | | | | | | | |
| Actuated Green, G (s) | 58.5 | 58.5 | 58.5 | 61.5 | 61.5 | | 18.1 | 32.8 | | 13.2 | 27.9 | |
| Effective Green, g (s) | 58.5 | 58.5 | 58.5 | 61.5 | 61.5 | | 18.1 | 32.8 | | 13.2 | 27.9 | |
| Actuated g/C Ratio | 0.42 | 0.42 | 0.42 | 0.44 | 0.44 | | 0.13 | 0.23 | | 0.09 | 0.20 | |
| Clearance Time (s) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | | 6.5 | 6.5 | | 6.5 | 6.5 | |
| Vehicle Extension (s) | 2.0 | 4.0 | 4.0 | 2.0 | 4.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lane Grp Cap (vph) | 134 | 1464 | 655 | 171 | 1526 | | 443 | 785 | | 166 | 671 | |
| v/s Ratio Prot | 0.05 | c0.38 | | c0.11 | 0.51 | | c0.18 | 0.11 | | 0.08 | c0.17 | |
| v/s Ratio Perm | 0.40 | | 0.33 | c0.60 | | | | | | | | |
| v/c Ratio | 1.07 | 0.91 | 0.79 | 1.61 | 1.15 | | 1.43 | 0.48 | | 0.81 | 0.88 | |
| Uniform Delay, d1 | 62.4 | 38.4 | 35.4 | 39.0 | 39.2 | | 61.0 | 46.3 | | 62.2 | 54.4 | |
| Progression Factor | 0.79 | 0.70 | 0.94 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 68.5 | 4.8 | 4.1 | 299.1 | 75.9 | | 205.7 | 0.2 | | 23.0 | 12.0 | |
| Delay (s) | 117.8 | 31.7 | 37.4 | 338.1 | 115.2 | | 266.7 | 46.4 | | 85.1 | 66.4 | |
| Level of Service | F | C | D | F | F | | F | D | | F | E | |
| Approach Delay (s) | | 39.1 | | | 145.3 | | | 177.6 | | | 69.7 | |
| Approach LOS | | D | | | F | | | F | | | E | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 102.7 | | | | HCM 2000 Level of Service | | | | F | |
| HCM 2000 Volume to Capacity ratio | | | 1.33 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 140.0 | | | | Sum of lost time (s) | | | 26.0 | | |
| Intersection Capacity Utilization | | | 110.4% | | | | ICU Level of Service | | | H | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |

Synchro Methodology

Lanes, Volumes, Timings
301: Woolbright Rd & SW 8th St

2045 No-Build AM - Synchro
01/02/2021

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |    |  |  |    |  |  |  | |   |  | |
| Traffic Volume (vph) | 282 | 1818 | 139 | 312 | 1612 | 455 | 94 | 58 | 178 | 640 | 115 | 268 |
| Future Volume (vph) | 282 | 1818 | 139 | 312 | 1612 | 455 | 94 | 58 | 178 | 640 | 115 | 268 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 250 | | 225 | 300 | | 375 | 0 | | 0 | 250 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 50 | | | 50 | | | 25 | | | 50 | | |
| Lane Util. Factor | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Fr t | | | 0.850 | | | 0.850 | | 0.887 | | | 0.895 | |
| Fl t Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 5085 | 1583 | 1770 | 5085 | 1583 | 1770 | 1652 | 0 | 3433 | 1667 | 0 |
| Fl t Permitted | 0.101 | | | 0.104 | | | 0.667 | | | 0.950 | | |
| Satd. Flow (perm) | 188 | 5085 | 1583 | 194 | 5085 | 1583 | 1242 | 1652 | 0 | 3433 | 1667 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 199 | | | 479 | | 112 | | | 93 | |
| Link Speed (mph) | | 40 | | | 40 | | | 30 | | | 30 | |
| Link Distance (ft) | | 893 | | | 1382 | | | 626 | | | 469 | |
| Travel Time (s) | | 15.2 | | | 23.6 | | | 14.2 | | | 10.7 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 297 | 1914 | 146 | 328 | 1697 | 479 | 99 | 61 | 187 | 674 | 121 | 282 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 297 | 1914 | 146 | 328 | 1697 | 479 | 99 | 248 | 0 | 674 | 403 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | pm+ov | pm+pt | NA | | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | 3 | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 6 | | 6 | 2 | | 2 | 4 | | | | | |
| Detector Phase | 1 | 6 | 6 | 5 | 2 | 3 | 7 | 4 | | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 20.0 | 20.0 | 4.0 | 20.0 | 4.0 | 4.0 | 6.0 | | 4.0 | 6.0 | |
| Minimum Split (s) | 10.5 | 36.5 | 36.5 | 10.5 | 40.5 | 25.0 | 11.0 | 48.5 | | 25.0 | 43.5 | |
| Total Split (s) | 18.0 | 46.0 | 46.0 | 17.0 | 45.0 | 28.0 | 20.0 | 49.0 | | 28.0 | 57.0 | |
| Total Split (%) | 12.9% | 32.9% | 32.9% | 12.1% | 32.1% | 20.0% | 14.3% | 35.0% | | 20.0% | 40.7% | |
| Maximum Green (s) | 11.5 | 39.5 | 39.5 | 10.5 | 38.5 | 21.0 | 13.0 | 41.5 | | 21.0 | 49.5 | |
| Yellow Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 3.0 | 3.0 | 3.5 | | 3.0 | 3.5 | |
| 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) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | 7.0 | 7.0 | 7.5 | | 7.0 | 7.5 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lead | | Lag | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 2.0 | 4.0 | 4.0 | 2.0 | 4.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|------|------|------|-----|------|------|-----|
| Minimum Gap (s) | 2.0 | 4.0 | 4.0 | 2.0 | 4.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | None | C-Max | C-Max | None | C-Max | None | None | None | | None | None | |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 23.0 | 23.0 | | 27.0 | | | 34.0 | | | 29.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | | | 0 | |
| Act Effect Green (s) | 54.5 | 39.5 | 39.5 | 52.5 | 38.5 | 80.1 | 17.4 | 16.9 | | 42.1 | 48.0 | |
| Actuated g/C Ratio | 0.39 | 0.28 | 0.28 | 0.38 | 0.28 | 0.57 | 0.12 | 0.12 | | 0.30 | 0.34 | |
| v/c Ratio | 1.22 | 1.33 | 0.25 | 1.42 | 1.21 | 0.43 | 0.51 | 0.84 | | 0.65 | 0.64 | |
| Control Delay | 166.2 | 194.9 | 2.3 | 236.2 | 130.9 | 4.9 | 64.0 | 54.8 | | 47.5 | 34.9 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 166.2 | 194.9 | 2.3 | 236.2 | 130.9 | 4.9 | 64.0 | 54.8 | | 47.5 | 34.9 | |
| LOS | F | F | A | F | F | A | E | D | | D | C | |
| Approach Delay | | 179.4 | | | 120.6 | | | 57.4 | | | 42.8 | |
| Approach LOS | | F | | | F | | | E | | | D | |
| Queue Length 50th (ft) | ~241 | ~828 | 0 | ~305 | ~703 | 98 | 85 | 125 | | 285 | 250 | |
| Queue Length 95th (ft) | #517 | #923 | 15 | m#473 | m#745 | m118 | 135 | 210 | | 366 | 351 | |
| Internal Link Dist (ft) | | 813 | | | 1302 | | | 546 | | | 389 | |
| Turn Bay Length (ft) | 250 | | 225 | 300 | | 375 | | | | 250 | | |
| Base Capacity (vph) | 243 | 1434 | 589 | 231 | 1398 | 1110 | 212 | 568 | | 1031 | 662 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 1.22 | 1.33 | 0.25 | 1.42 | 1.21 | 0.43 | 0.47 | 0.44 | | 0.65 | 0.61 | |

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 36 (26%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.42

Intersection Signal Delay: 125.8

Intersection LOS: F

Intersection Capacity Utilization 107.6%

ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

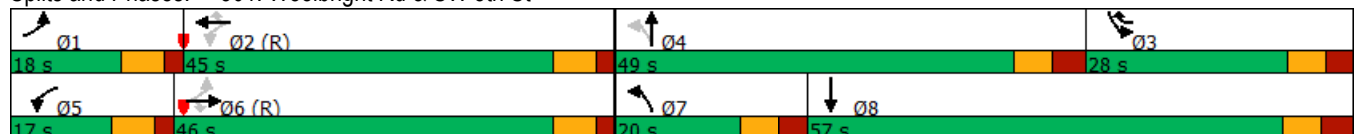
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.













m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 301: Woolbright Rd & SW 8th St



Lanes, Volumes, Timings
302: Woolbright Rd & I95 SB Off Ramp

2045 No-Build AM - Synchro
01/02/2021

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↑↑↑ | ↗ | ↘↘ | ↑↑ | | | | | ↘↘ | | ↗ |
| Traffic Volume (vph) | 0 | 1716 | 920 | 462 | 1370 | 0 | 0 | 0 | 0 | 1049 | 0 | 1009 |
| Future Volume (vph) | 0 | 1716 | 920 | 462 | 1370 | 0 | 0 | 0 | 0 | 1049 | 0 | 1009 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 300 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 400 |
| Storage Lanes | 2 | | 1 | 2 | | 0 | 0 | | 0 | 2 | | 1 |
| Taper Length (ft) | 100 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.86 | 1.00 | 0.97 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 |
| Ped Bike Factor | | | 0.850 | | | | | | | | | 0.850 |
| Flt Protected | | | | 0.950 | | | | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 6408 | 1583 | 3433 | 3539 | 0 | 0 | 0 | 0 | 3433 | 0 | 1583 |
| Flt Permitted | | | | 0.950 | | | | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 6408 | 1583 | 3433 | 3539 | 0 | 0 | 0 | 0 | 3433 | 0 | 1583 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 627 | | | | | | | | | 624 |
| Link Speed (mph) | | 40 | | | 40 | | | 35 | | | 35 | |
| Link Distance (ft) | | 1382 | | | 660 | | | 437 | | | 828 | |
| Travel Time (s) | | 23.6 | | | 11.3 | | | 8.5 | | | 16.1 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 0% | 0% | 0% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 0 | 1806 | 968 | 486 | 1442 | 0 | 0 | 0 | 0 | 1104 | 0 | 1062 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 1806 | 968 | 486 | 1442 | 0 | 0 | 0 | 0 | 1104 | 0 | 1062 |
| Turn Type | | NA | Perm | Prot | NA | | | | | Prot | | Free |
| Protected Phases | | 4 5 | | 1 2 | 1 2 3 | | | | | 6 | | |
| Permitted Phases | | | 4 5 | | | | | | | | | Free |
| Detector Phase | | 4 5 | 4 5 | 1 2 | 1 2 3 | | | | | 6 | | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | | | | | | | 6.0 | | |
| Minimum Split (s) | | | | | | | | | | 24.5 | | |
| Total Split (s) | | | | | | | | | | 33.0 | | |
| Total Split (%) | | | | | | | | | | 23.6% | | |
| Maximum Green (s) | | | | | | | | | | 26.5 | | |
| Yellow Time (s) | | | | | | | | | | 4.5 | | |
| All-Red Time (s) | | | | | | | | | | 2.0 | | |
| Lost Time Adjust (s) | | | | | | | | | | 0.0 | | |
| Total Lost Time (s) | | | | | | | | | | 6.5 | | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | | | | | | | | | | 2.0 | | |

| Lane Group | Ø1 | Ø2 | Ø3 | Ø4 | Ø5 |
|-------------------------|------|------|------|------|------|
| Lane Configurations | | | | | |
| Traffic Volume (vph) | | | | | |
| Future Volume (vph) | | | | | |
| Ideal Flow (vphpl) | | | | | |
| Lane Width (ft) | | | | | |
| Grade (%) | | | | | |
| Storage Length (ft) | | | | | |
| Storage Lanes | | | | | |
| Taper Length (ft) | | | | | |
| Lane Util. Factor | | | | | |
| Ped Bike Factor | | | | | |
| Frt | | | | | |
| Flt Protected | | | | | |
| Satd. Flow (prot) | | | | | |
| Flt Permitted | | | | | |
| Satd. Flow (perm) | | | | | |
| Right Turn on Red | | | | | |
| Satd. Flow (RTOR) | | | | | |
| Link Speed (mph) | | | | | |
| Link Distance (ft) | | | | | |
| Travel Time (s) | | | | | |
| Confl. Peds. (#/hr) | | | | | |
| Confl. Bikes (#/hr) | | | | | |
| Peak Hour Factor | | | | | |
| Growth Factor | | | | | |
| Heavy Vehicles (%) | | | | | |
| Bus Blockages (#/hr) | | | | | |
| Parking (#/hr) | | | | | |
| Mid-Block Traffic (%) | | | | | |
| Adj. Flow (vph) | | | | | |
| Shared Lane Traffic (%) | | | | | |
| Lane Group Flow (vph) | | | | | |
| Turn Type | | | | | |
| Protected Phases | 1 | 2 | 3 | 4 | 5 |
| Permitted Phases | | | | | |
| Detector Phase | | | | | |
| Switch Phase | | | | | |
| Minimum Initial (s) | 6.0 | 10.0 | 6.0 | 6.0 | 10.0 |
| Minimum Split (s) | 12.0 | 24.5 | 12.5 | 12.0 | 24.5 |
| Total Split (s) | 16.0 | 30.0 | 17.0 | 13.0 | 31.0 |
| Total Split (%) | 11% | 21% | 12% | 9% | 22% |
| Maximum Green (s) | 10.0 | 23.5 | 10.5 | 7.0 | 24.5 |
| Yellow Time (s) | 4.0 | 4.5 | 4.5 | 4.0 | 4.5 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | | | | |
| Total Lost Time (s) | | | | | |
| Lead/Lag | Lead | Lag | | Lead | Lag |
| Lead-Lag Optimize? | | Yes | | Yes | Yes |
| Vehicle Extension (s) | 3.0 | 4.0 | 3.0 | 3.0 | 4.0 |

Lanes, Volumes, Timings
302: Woolbright Rd & I95 SB Off Ramp

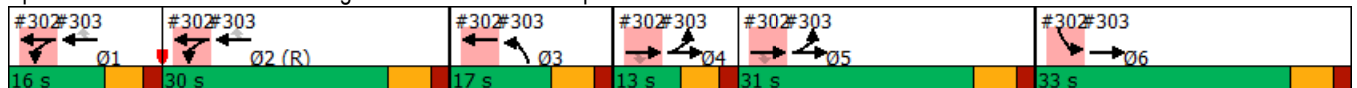
2045 No-Build AM - Synchro
01/02/2021

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|------|------|------|------|-----|-----|-----|-----|-------|-------|-------|
| Minimum Gap (s) | | | | | | | | | | 3.0 | | |
| Time Before Reduce (s) | | | | | | | | | | 0.0 | | |
| Time To Reduce (s) | | | | | | | | | | 0.0 | | |
| Recall Mode | | | | | | | | | | None | | |
| Walk Time (s) | | | | | | | | | | | | |
| Flash Dont Walk (s) | | | | | | | | | | | | |
| Pedestrian Calls (#/hr) | | | | | | | | | | | | |
| Act Effect Green (s) | | 38.0 | 38.0 | 40.0 | 57.0 | | | | | 26.5 | | 140.0 |
| Actuated g/C Ratio | | 0.27 | 0.27 | 0.29 | 0.41 | | | | | 0.19 | | 1.00 |
| v/c Ratio | | 1.04 | 1.09 | 0.50 | 1.00 | | | | | 1.70 | | 0.67 |
| Control Delay | | 62.0 | 69.0 | 31.8 | 32.4 | | | | | 356.2 | | 2.3 |
| Queue Delay | | 25.1 | 0.0 | 0.0 | 35.9 | | | | | 0.0 | | 0.0 |
| Total Delay | | 87.1 | 69.0 | 31.8 | 68.3 | | | | | 356.2 | | 2.3 |
| LOS | | F | E | C | E | | | | | F | | A |
| Approach Delay | | 80.8 | | | 59.1 | | | | | | 182.7 | |
| Approach LOS | | F | | | E | | | | | | F | |
| Queue Length 50th (ft) | | ~494 | ~279 | 79 | ~738 | | | | | ~758 | | 0 |
| Queue Length 95th (ft) | | m240 | m242 | m110 | m707 | | | | | #894 | | 0 |
| Internal Link Dist (ft) | | 1302 | | | 580 | | | 357 | | | 748 | |
| Turn Bay Length (ft) | | | | | | | | | | | | 400 |
| Base Capacity (vph) | | 1739 | 886 | 980 | 1440 | | | | | 649 | | 1583 |
| Starvation Cap Reductn | | 0 | 0 | 0 | 144 | | | | | 0 | | 0 |
| Spillback Cap Reductn | | 197 | 0 | 0 | 0 | | | | | 0 | | 0 |
| Storage Cap Reductn | | 0 | 0 | 0 | 0 | | | | | 0 | | 0 |
| Reduced v/c Ratio | | 1.17 | 1.09 | 0.50 | 1.11 | | | | | 1.70 | | 0.67 |

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.72
 Intersection Signal Delay: 106.8 Intersection LOS: F
 Intersection Capacity Utilization 115.5% ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.



















Splits and Phases: 302: Woolbright Rd & I95 SB Off Ramp



| Lane Group | Ø1 | Ø2 | Ø3 | Ø4 | Ø5 |
|-----------------------------|------|-------|------|------|------|
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Recall Mode | None | C-Max | None | None | None |
| Walk Time (s) | | 5.0 | | | 5.0 |
| Flash Dont Walk (s) | | 10.0 | | | 10.0 |
| Pedestrian Calls (#/hr) | | 0 | | | 0 |
| Act Effct Green (s) | | | | | |
| Actuated g/C Ratio | | | | | |
| v/c Ratio | | | | | |
| Control Delay | | | | | |
| Queue Delay | | | | | |
| Total Delay | | | | | |
| LOS | | | | | |
| Approach Delay | | | | | |
| Approach LOS | | | | | |
| Queue Length 50th (ft) | | | | | |
| Queue Length 95th (ft) | | | | | |
| Internal Link Dist (ft) | | | | | |
| Turn Bay Length (ft) | | | | | |
| Base Capacity (vph) | | | | | |
| Starvation Cap Reductn | | | | | |
| Spillback Cap Reductn | | | | | |
| Storage Cap Reductn | | | | | |
| Reduced v/c Ratio | | | | | |
| Intersection Summary | | | | | |

Lanes, Volumes, Timings
303: I-95 NB Off Ramp & Woolbright Rd

2045 No-Build AM - Synchro
01/02/2021

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | | |  |  |  | |  | | | |
| Traffic Volume (vph) | 956 | 1809 | 0 | 0 | 1413 | 820 | 419 | 0 | 485 | 0 | 0 | 0 |
| Future Volume (vph) | 956 | 1809 | 0 | 0 | 1413 | 820 | 419 | 0 | 485 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 350 | | 675 | 0 | | 400 | 0 | | 0 |
| Storage Lanes | 2 | | 0 | 1 | | 1 | 2 | | 1 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 0.97 | 0.95 | 1.00 | 1.00 | 0.86 | 1.00 | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Fr | | | | | | 0.850 | | | 0.850 | | | |
| Flt Protected | 0.950 | | | | | | 0.950 | | | | | |
| Satd. Flow (prot) | 3433 | 3539 | 0 | 0 | 6346 | 1568 | 3433 | 0 | 1583 | 0 | 0 | 0 |
| Flt Permitted | 0.950 | | | | | | 0.950 | | | | | |
| Satd. Flow (perm) | 3433 | 3539 | 0 | 0 | 6346 | 1568 | 3433 | 0 | 1583 | 0 | 0 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | | | | 592 | | | 474 | | | |
| Link Speed (mph) | | 40 | | | 40 | | | 35 | | | 35 | |
| Link Distance (ft) | | 660 | | | 872 | | | 919 | | | 547 | |
| Travel Time (s) | | 11.3 | | | 14.9 | | | 17.9 | | | 10.7 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 3% | 3% | 3% | 2% | 2% | 2% | 0% | 0% | 0% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 1006 | 1904 | 0 | 0 | 1487 | 863 | 441 | 0 | 511 | 0 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 1006 | 1904 | 0 | 0 | 1487 | 863 | 441 | 0 | 511 | 0 | 0 | 0 |
| Turn Type | Prot | NA | | | NA | Perm | Prot | | Free | | | |
| Protected Phases | 4 5 | 4 5 6 | | | 1 2 | | 3 | | | | | |
| Permitted Phases | | | | | | 1 2 | | | Free | | | |
| Detector Phase | 4 5 | 4 5 6 | | | 1 2 | 1 2 | 3 | | | | | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | | | | 6.0 | | | | | |
| Minimum Split (s) | | | | | | | 12.5 | | | | | |
| Total Split (s) | | | | | | | 17.0 | | | | | |
| Total Split (%) | | | | | | | 12.1% | | | | | |
| Maximum Green (s) | | | | | | | 10.5 | | | | | |
| Yellow Time (s) | | | | | | | 4.5 | | | | | |
| All-Red Time (s) | | | | | | | 2.0 | | | | | |
| Lost Time Adjust (s) | | | | | | | 0.0 | | | | | |
| Total Lost Time (s) | | | | | | | 6.5 | | | | | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | | | | | | | 3.0 | | | | | |

| Lane Group | Ø1 | Ø2 | Ø4 | Ø5 | Ø6 |
|-------------------------|------|------|------|------|------|
| Lane Configurations | | | | | |
| Traffic Volume (vph) | | | | | |
| Future Volume (vph) | | | | | |
| Ideal Flow (vphpl) | | | | | |
| Lane Width (ft) | | | | | |
| Grade (%) | | | | | |
| Storage Length (ft) | | | | | |
| Storage Lanes | | | | | |
| Taper Length (ft) | | | | | |
| Lane Util. Factor | | | | | |
| Ped Bike Factor | | | | | |
| Frt | | | | | |
| Flt Protected | | | | | |
| Satd. Flow (prot) | | | | | |
| Flt Permitted | | | | | |
| Satd. Flow (perm) | | | | | |
| Right Turn on Red | | | | | |
| Satd. Flow (RTOR) | | | | | |
| Link Speed (mph) | | | | | |
| Link Distance (ft) | | | | | |
| Travel Time (s) | | | | | |
| Confl. Peds. (#/hr) | | | | | |
| Confl. Bikes (#/hr) | | | | | |
| Peak Hour Factor | | | | | |
| Growth Factor | | | | | |
| Heavy Vehicles (%) | | | | | |
| Bus Blockages (#/hr) | | | | | |
| Parking (#/hr) | | | | | |
| Mid-Block Traffic (%) | | | | | |
| Adj. Flow (vph) | | | | | |
| Shared Lane Traffic (%) | | | | | |
| Lane Group Flow (vph) | | | | | |
| Turn Type | | | | | |
| Protected Phases | 1 | 2 | 4 | 5 | 6 |
| Permitted Phases | | | | | |
| Detector Phase | | | | | |
| Switch Phase | | | | | |
| Minimum Initial (s) | 6.0 | 10.0 | 6.0 | 10.0 | 6.0 |
| Minimum Split (s) | 12.0 | 24.5 | 12.0 | 24.5 | 24.5 |
| Total Split (s) | 16.0 | 30.0 | 13.0 | 31.0 | 33.0 |
| Total Split (%) | 11% | 21% | 9% | 22% | 24% |
| Maximum Green (s) | 10.0 | 23.5 | 7.0 | 24.5 | 26.5 |
| Yellow Time (s) | 4.0 | 4.5 | 4.0 | 4.5 | 4.5 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | | | | |
| Total Lost Time (s) | | | | | |
| Lead/Lag | Lead | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | Yes | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 4.0 | 3.0 | 4.0 | 2.0 |

Lanes, Volumes, Timings
303: I-95 NB Off Ramp & Woolbright Rd

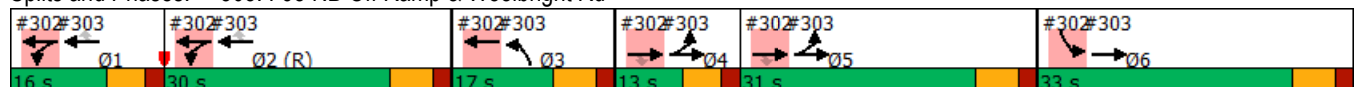
2045 No-Build AM - Synchro
01/02/2021

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|-----|-----|------|------|-------|-------|-------|-----|-----|-----|
| Minimum Gap (s) | | | | | | | 3.0 | | | | | |
| Time Before Reduce (s) | | | | | | | 0.0 | | | | | |
| Time To Reduce (s) | | | | | | | 0.0 | | | | | |
| Recall Mode | | | | | | | None | | | | | |
| Walk Time (s) | | | | | | | | | | | | |
| Flash Dont Walk (s) | | | | | | | | | | | | |
| Pedestrian Calls (#/hr) | | | | | | | | | | | | |
| Act Effct Green (s) | 38.0 | 71.0 | | | 40.0 | 40.0 | 10.5 | | 140.0 | | | |
| Actuated g/C Ratio | 0.27 | 0.51 | | | 0.29 | 0.29 | 0.08 | | 1.00 | | | |
| v/c Ratio | 1.08 | 1.06 | | | 0.82 | 0.99 | 1.72 | | 0.32 | | | |
| Control Delay | 86.7 | 44.6 | | | 47.8 | 24.1 | 374.7 | | 0.5 | | | |
| Queue Delay | 0.0 | 16.6 | | | 3.9 | 0.0 | 0.0 | | 0.0 | | | |
| Total Delay | 86.7 | 61.2 | | | 51.8 | 24.1 | 374.7 | | 0.5 | | | |
| LOS | F | E | | | D | C | F | | A | | | |
| Approach Delay | | 70.0 | | | 41.6 | | | 173.9 | | | | |
| Approach LOS | | E | | | D | | | F | | | | |
| Queue Length 50th (ft) | ~509 | ~976 | | | 331 | 250 | ~304 | | 0 | | | |
| Queue Length 95th (ft) | m259 | m123 | | | m279 | m152 | #414 | | 0 | | | |
| Internal Link Dist (ft) | | 580 | | | 792 | | | 839 | | | 467 | |
| Turn Bay Length (ft) | | | | | | 675 | | | 400 | | | |
| Base Capacity (vph) | 931 | 1794 | | | 1813 | 870 | 257 | | 1583 | | | |
| Starvation Cap Reductn | 0 | 299 | | | 0 | 0 | 0 | | 0 | | | |
| Spillback Cap Reductn | 0 | 0 | | | 247 | 0 | 0 | | 0 | | | |
| Storage Cap Reductn | 0 | 0 | | | 0 | 0 | 0 | | 0 | | | |
| Reduced v/c Ratio | 1.08 | 1.27 | | | 0.95 | 0.99 | 1.72 | | 0.32 | | | |

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.72
 Intersection Signal Delay: 75.2 Intersection LOS: E
 Intersection Capacity Utilization 115.5% ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 303: I-95 NB Off Ramp & Woolbright Rd



| Lane Group | Ø1 | Ø2 | Ø4 | Ø5 | Ø6 |
|-----------------------------|------|-------|------|------|------|
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Recall Mode | None | C-Max | None | None | None |
| Walk Time (s) | | 5.0 | | 5.0 | |
| Flash Dont Walk (s) | | 10.0 | | 10.0 | |
| Pedestrian Calls (#/hr) | | 0 | | 0 | |
| Act Effect Green (s) | | | | | |
| Actuated g/C Ratio | | | | | |
| v/c Ratio | | | | | |
| Control Delay | | | | | |
| Queue Delay | | | | | |
| Total Delay | | | | | |
| LOS | | | | | |
| Approach Delay | | | | | |
| Approach LOS | | | | | |
| Queue Length 50th (ft) | | | | | |
| Queue Length 95th (ft) | | | | | |
| Internal Link Dist (ft) | | | | | |
| Turn Bay Length (ft) | | | | | |
| Base Capacity (vph) | | | | | |
| Starvation Cap Reductn | | | | | |
| Spillback Cap Reductn | | | | | |
| Storage Cap Reductn | | | | | |
| Reduced v/c Ratio | | | | | |
| Intersection Summary | | | | | |

Lanes, Volumes, Timings
304: Woolbright Rd & Seacrest Blvd

2045 No-Build AM - Synchro
01/02/2021

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|------|-------|-------|------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 136 | 1272 | 698 | 261 | 1579 | 92 | 601 | 265 | 143 | 127 | 406 | 194 |
| Future Volume (vph) | 136 | 1272 | 698 | 261 | 1579 | 92 | 601 | 265 | 143 | 127 | 406 | 194 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 300 | | 600 | 300 | | 0 | 475 | | 0 | 180 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 2 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 0.97 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Ped Bike Factor | | | | | | | | | | | | |
| Frt | | | 0.850 | | 0.992 | | | 0.947 | | | 0.952 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 3505 | 1568 | 1752 | 3477 | 0 | 3433 | 3352 | 0 | 1770 | 3369 | 0 |
| Flt Permitted | 0.077 | | | 0.077 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 142 | 3505 | 1568 | 142 | 3477 | 0 | 3433 | 3352 | 0 | 1770 | 3369 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 372 | | 5 | | | 67 | | | 53 | |
| Link Speed (mph) | | 40 | | | 40 | | | 40 | | | 40 | |
| Link Distance (ft) | | 1495 | | | 649 | | | 896 | | | 641 | |
| Travel Time (s) | | 25.5 | | | 11.1 | | | 15.3 | | | 10.9 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 143 | 1339 | 735 | 275 | 1662 | 97 | 633 | 279 | 151 | 134 | 427 | 204 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 143 | 1339 | 735 | 275 | 1759 | 0 | 633 | 430 | 0 | 134 | 631 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | Prot | NA | | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 6 | | 6 | 2 | | | | | | | | |
| Detector Phase | 1 | 6 | 6 | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 20.0 | 20.0 | 4.0 | 20.0 | | 4.0 | 6.0 | | 4.0 | 6.0 | |
| Minimum Split (s) | 10.5 | 39.5 | 39.5 | 10.5 | 37.5 | | 10.5 | 34.5 | | 10.5 | 37.5 | |
| Total Split (s) | 13.0 | 65.0 | 65.0 | 16.0 | 68.0 | | 21.0 | 38.0 | | 21.0 | 38.0 | |
| Total Split (%) | 9.3% | 46.4% | 46.4% | 11.4% | 48.6% | | 15.0% | 27.1% | | 15.0% | 27.1% | |
| Maximum Green (s) | 6.5 | 58.5 | 58.5 | 9.5 | 61.5 | | 14.5 | 31.5 | | 14.5 | 31.5 | |
| Yellow Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| 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) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | | 6.5 | 6.5 | | 6.5 | 6.5 | |
| Lead/Lag | Lag | Lag | Lag | Lead | Lead | | Lag | Lag | | Lead | Lead | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 2.0 | 4.0 | 4.0 | 2.0 | 4.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |

Lanes, Volumes, Timings
304: Woolbright Rd & Seacrest Blvd

2045 No-Build AM - Synchro
01/02/2021

| | ↖ | → | ↘ | ↙ | ← | ↖ | ↙ | ↑ | ↘ | ↘ | ↓ | ↙ |
|-------------------------|-------|-------|-------|-------|-------|-----|-------|-------|-----|------|------|-----|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Minimum Gap (s) | 2.0 | 4.0 | 4.0 | 2.0 | 4.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | None | C-Max | C-Max | None | C-Max | | None | None | | None | None | |
| Walk Time (s) | | 7.0 | 7.0 | | 10.0 | | | 7.0 | | | 10.0 | |
| Flash Dont Walk (s) | | 26.0 | 26.0 | | 21.0 | | | 21.0 | | | 21.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 58.5 | 58.5 | 58.5 | 61.5 | 61.5 | | 18.1 | 32.8 | | 13.2 | 27.9 | |
| Actuated g/C Ratio | 0.42 | 0.42 | 0.42 | 0.44 | 0.44 | | 0.13 | 0.23 | | 0.09 | 0.20 | |
| v/c Ratio | 1.07 | 0.91 | 0.84 | 1.61 | 1.15 | | 1.43 | 0.51 | | 0.80 | 0.88 | |
| Control Delay | 111.1 | 32.2 | 21.1 | 325.4 | 111.8 | | 247.0 | 41.9 | | 94.1 | 64.6 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 111.1 | 32.2 | 21.1 | 325.4 | 111.8 | | 247.0 | 41.9 | | 94.1 | 64.6 | |
| LOS | F | C | C | F | F | | F | D | | F | E | |
| Approach Delay | | 33.6 | | | 140.6 | | | 164.0 | | | 69.8 | |
| Approach LOS | | C | | | F | | | F | | | E | |
| Queue Length 50th (ft) | ~106 | 672 | 104 | ~309 | ~990 | | ~408 | 154 | | 120 | 272 | |
| Queue Length 95th (ft) | m#123 | m656 | m558 | #495 | #1130 | | #565 | 211 | | #220 | 338 | |
| Internal Link Dist (ft) | | 1415 | | | 569 | | | 816 | | | 561 | |
| Turn Bay Length (ft) | 300 | | 600 | 300 | | | 475 | | | 180 | | |
| Base Capacity (vph) | 134 | 1464 | 871 | 171 | 1530 | | 444 | 836 | | 183 | 799 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 1.07 | 0.91 | 0.84 | 1.61 | 1.15 | | 1.43 | 0.51 | | 0.73 | 0.79 | |

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 120 (86%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.61

Intersection Signal Delay: 96.8

Intersection LOS: F

Intersection Capacity Utilization 110.4%

ICU Level of Service H

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

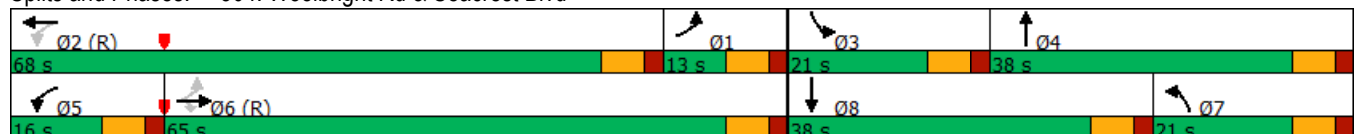
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 304: Woolbright Rd & Seacrest Blvd































Design Year 2045 PM Analysis

HCM 6TH Edition Methodology













HCM Signalized Intersection Capacity Analysis
301: Woolbright Rd & SW 8th St

2045 No-Build PM - HCM
01/02/2021

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |    |  |  |    |  |  |   | |   |  | |
| Traffic Volume (vph) | 277 | 1437 | 112 | 168 | 1935 | 720 | 205 | 68 | 346 | 468 | 68 | 222 |
| Future Volume (vph) | 277 | 1437 | 112 | 168 | 1935 | 720 | 205 | 68 | 346 | 468 | 68 | 222 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | 7.0 | 7.0 | 7.5 | | 7.0 | 7.5 | |
| Lane Util. Factor | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 | 1.00 | 1.00 | | 0.97 | 1.00 | |
| Flt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.87 | | 1.00 | 0.89 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 5085 | 1583 | 1770 | 5085 | 1583 | 1770 | 1629 | | 3433 | 1649 | |
| Flt Permitted | 0.08 | 1.00 | 1.00 | 0.10 | 1.00 | 1.00 | 0.31 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 154 | 5085 | 1583 | 178 | 5085 | 1583 | 573 | 1629 | | 3433 | 1649 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 292 | 1513 | 118 | 177 | 2037 | 758 | 216 | 72 | 364 | 493 | 72 | 234 |
| RTOR Reduction (vph) | 0 | 0 | 77 | 0 | 0 | 301 | 0 | 133 | 0 | 0 | 77 | 0 |
| Lane Group Flow (vph) | 292 | 1513 | 41 | 177 | 2037 | 457 | 216 | 303 | 0 | 493 | 229 | 0 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | pm+ov | pm+pt | NA | | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | 3 | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 6 | | 6 | 2 | | 2 | 4 | | | | | |
| Actuated Green, G (s) | 71.5 | 52.2 | 52.2 | 54.6 | 41.8 | 68.1 | 31.2 | 31.2 | | 26.3 | 39.3 | |
| Effective Green, g (s) | 71.5 | 52.2 | 52.2 | 54.6 | 41.8 | 68.1 | 31.2 | 31.2 | | 26.3 | 39.3 | |
| Actuated g/C Ratio | 0.48 | 0.35 | 0.35 | 0.36 | 0.28 | 0.45 | 0.21 | 0.21 | | 0.18 | 0.26 | |
| Clearance Time (s) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | 7.0 | 7.0 | 7.5 | | 7.0 | 7.5 | |
| Vehicle Extension (s) | 2.0 | 4.0 | 4.0 | 2.0 | 4.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lane Grp Cap (vph) | 323 | 1769 | 550 | 200 | 1417 | 718 | 264 | 338 | | 601 | 432 | |
| v/s Ratio Prot | c0.14 | c0.30 | | 0.08 | c0.40 | 0.11 | 0.10 | c0.19 | | c0.14 | 0.14 | |
| v/s Ratio Perm | 0.29 | | 0.03 | 0.25 | | 0.18 | 0.07 | | | | | |
| v/c Ratio | 0.90 | 0.86 | 0.07 | 0.89 | 1.44 | 0.64 | 0.82 | 0.90 | | 0.82 | 0.53 | |
| Uniform Delay, d1 | 46.7 | 45.4 | 32.7 | 37.4 | 54.1 | 31.4 | 53.9 | 57.8 | | 59.6 | 47.4 | |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.36 | 0.90 | 1.48 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 26.6 | 5.5 | 0.3 | 4.5 | 197.3 | 0.1 | 16.8 | 24.3 | | 8.4 | 0.5 | |
| Delay (s) | 73.3 | 50.9 | 33.0 | 55.5 | 245.9 | 46.6 | 70.6 | 82.1 | | 67.9 | 48.0 | |
| Level of Service | E | D | C | E | F | D | E | F | | E | D | |
| Approach Delay (s) | | 53.2 | | | 183.7 | | | 78.3 | | | 60.3 | |
| Approach LOS | | D | | | F | | | E | | | E | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 117.8 | | | HCM 2000 Level of Service | | | F | | | |
| HCM 2000 Volume to Capacity ratio | | | 1.07 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 150.0 | | | Sum of lost time (s) | | | 27.5 | | | |
| Intersection Capacity Utilization | | | 113.9% | | | ICU Level of Service | | | H | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |
























HCM Signalized Intersection Capacity Analysis
302: Woolbright Rd & I95 SB Off Ramp

2045 No-Build PM - HCM
01/02/2021

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↑↑↑ | ↗ | ↗↗ | ↑↑ | | | | | ↗↗ | | ↗ |
| Traffic Volume (vph) | 0 | 1801 | 450 | 414 | 1840 | 0 | 0 | 0 | 0 | 655 | 0 | 983 |
| Future Volume (vph) | 0 | 1801 | 450 | 414 | 1840 | 0 | 0 | 0 | 0 | 655 | 0 | 983 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | 6.0 | 6.0 | 6.0 | | | | | 6.5 | | 4.0 |
| Lane Util. Factor | | 0.86 | 1.00 | 0.97 | 0.95 | | | | | 0.97 | | 1.00 |
| Fr _t | | 1.00 | 0.85 | 1.00 | 1.00 | | | | | 1.00 | | 0.85 |
| Fl _t Protected | | 1.00 | 1.00 | 0.95 | 1.00 | | | | | 0.95 | | 1.00 |
| Satd. Flow (prot) | | 6408 | 1583 | 3433 | 3539 | | | | | 3433 | | 1583 |
| Fl _t Permitted | | 1.00 | 1.00 | 0.95 | 1.00 | | | | | 0.95 | | 1.00 |
| Satd. Flow (perm) | | 6408 | 1583 | 3433 | 3539 | | | | | 3433 | | 1583 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 0 | 1896 | 474 | 436 | 1937 | 0 | 0 | 0 | 0 | 689 | 0 | 1035 |
| RTOR Reduction (vph) | 0 | 0 | 229 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 1896 | 245 | 436 | 1937 | 0 | 0 | 0 | 0 | 689 | 0 | 1035 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 0% | 0% | 0% | 2% | 2% | 2% |
| Turn Type | | NA | Perm | Prot | NA | | | | | Prot | | Free |
| Protected Phases | | 4 5 | | 1 2 | 1 2 3 | | | | | 6 | | |
| Permitted Phases | | | 4 5 | | | | | | | | | Free |
| Actuated Green, G (s) | | 45.5 | 45.5 | 36.5 | 61.5 | | | | | 23.5 | | 150.0 |
| Effective Green, g (s) | | 45.5 | 45.5 | 36.5 | 55.0 | | | | | 23.5 | | 150.0 |
| Actuated g/C Ratio | | 0.30 | 0.30 | 0.24 | 0.37 | | | | | 0.16 | | 1.00 |
| Clearance Time (s) | | | | | | | | | | 6.5 | | |
| Vehicle Extension (s) | | | | | | | | | | 4.0 | | |
| Lane Grp Cap (vph) | | 1943 | 480 | 835 | 1297 | | | | | 537 | | 1583 |
| v/s Ratio Prot | | c0.30 | | 0.13 | c0.55 | | | | | c0.20 | | |
| v/s Ratio Perm | | | 0.16 | | | | | | | | | 0.65 |
| v/c Ratio | | 0.98 | 0.51 | 0.52 | 1.49 | | | | | 1.28 | | 0.65 |
| Uniform Delay, d ₁ | | 51.7 | 43.1 | 49.2 | 47.5 | | | | | 63.2 | | 0.0 |
| Progression Factor | | 0.94 | 1.20 | 1.06 | 0.54 | | | | | 1.00 | | 1.00 |
| Incremental Delay, d ₂ | | 9.8 | 0.5 | 0.1 | 222.4 | | | | | 141.1 | | 2.1 |
| Delay (s) | | 58.4 | 52.3 | 52.3 | 248.1 | | | | | 204.3 | | 2.1 |
| Level of Service | | E | D | D | F | | | | | F | | A |
| Approach Delay (s) | | 57.2 | | | 212.1 | | | 0.0 | | | 82.9 | |
| Approach LOS | | E | | | F | | | A | | | F | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 120.9 | | | HCM 2000 Level of Service | | | | F | | |
| HCM 2000 Volume to Capacity ratio | | | 1.40 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 150.0 | | | Sum of lost time (s) | | | | 38.0 | | |
| Intersection Capacity Utilization | | | 126.7% | | | ICU Level of Service | | | | H | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |



























HCM Signalized Intersection Capacity Analysis
303: I-95 NB Off Ramp & Woolbright Rd

2045 No-Build PM - HCM
01/02/2021

| |  |  |  |  |  |  |  |  |  |  |  |  | |
|-----------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | |
| Lane Configurations |   |   | | |    |  |   | |  | | | | |
| Traffic Volume (vph) | 896 | 1560 | 0 | 0 | 1468 | 1022 | 786 | 0 | 523 | 0 | 0 | 0 | |
| Future Volume (vph) | 896 | 1560 | 0 | 0 | 1468 | 1022 | 786 | 0 | 523 | 0 | 0 | 0 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Total Lost time (s) | 6.0 | 6.0 | | | 6.0 | 6.0 | 6.5 | | 4.0 | | | | |
| Lane Util. Factor | 0.97 | 0.95 | | | 0.86 | 1.00 | 0.97 | | 1.00 | | | | |
| Fr _t | 1.00 | 1.00 | | | 1.00 | 0.85 | 1.00 | | 0.85 | | | | |
| Fl _t Protected | 0.95 | 1.00 | | | 1.00 | 1.00 | 0.95 | | 1.00 | | | | |
| Satd. Flow (prot) | 3433 | 3539 | | | 6346 | 1568 | 3433 | | 1583 | | | | |
| Fl _t Permitted | 0.95 | 1.00 | | | 1.00 | 1.00 | 0.95 | | 1.00 | | | | |
| Satd. Flow (perm) | 3433 | 3539 | | | 6346 | 1568 | 3433 | | 1583 | | | | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | |
| Adj. Flow (vph) | 943 | 1642 | 0 | 0 | 1545 | 1076 | 827 | 0 | 551 | 0 | 0 | 0 | |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 431 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lane Group Flow (vph) | 943 | 1642 | 0 | 0 | 1545 | 645 | 827 | 0 | 551 | 0 | 0 | 0 | |
| Heavy Vehicles (%) | 2% | 2% | 2% | 3% | 3% | 3% | 2% | 2% | 2% | 0% | 0% | 0% | |
| Turn Type | Prot | NA | | | NA | Perm | Prot | | Free | | | | |
| Protected Phases | 4 5 | 4 5 6 | | | 1 2 | | 3 | | | | | | |
| Permitted Phases | | | | | | 1 2 | | | Free | | | | |
| Actuated Green, G (s) | 45.5 | 75.5 | | | 36.5 | 36.5 | 18.5 | | 150.0 | | | | |
| Effective Green, g (s) | 45.5 | 69.0 | | | 36.5 | 36.5 | 18.5 | | 150.0 | | | | |
| Actuated g/C Ratio | 0.30 | 0.46 | | | 0.24 | 0.24 | 0.12 | | 1.00 | | | | |
| Clearance Time (s) | | | | | | | 6.5 | | | | | | |
| Vehicle Extension (s) | | | | | | | 3.0 | | | | | | |
| Lane Grp Cap (vph) | 1041 | 1627 | | | 1544 | 381 | 423 | | 1583 | | | | |
| v/s Ratio Prot | 0.27 | c0.46 | | | 0.24 | | c0.24 | | | | | | |
| v/s Ratio Perm | | | | | | c0.41 | | | 0.35 | | | | |
| v/c Ratio | 0.91 | 1.01 | | | 1.00 | 1.69 | 1.96 | | 0.35 | | | | |
| Uniform Delay, d ₁ | 50.2 | 40.5 | | | 56.8 | 56.8 | 65.8 | | 0.0 | | | | |
| Progression Factor | 0.79 | 0.36 | | | 0.88 | 1.63 | 1.00 | | 1.00 | | | | |
| Incremental Delay, d ₂ | 1.2 | 9.1 | | | 7.0 | 312.5 | 438.3 | | 0.6 | | | | |
| Delay (s) | 41.0 | 23.7 | | | 56.9 | 405.2 | 504.1 | | 0.6 | | | | |
| Level of Service | D | C | | | E | F | F | | A | | | | |
| Approach Delay (s) | | 30.0 | | | 199.9 | | | 302.8 | | | | 0.0 | |
| Approach LOS | | C | | | F | | | F | | | | A | |
| Intersection Summary | | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 154.7 | | | | | | | | | HCM 2000 Level of Service | F |
| HCM 2000 Volume to Capacity ratio | | | 1.49 | | | | | | | | | | |
| Actuated Cycle Length (s) | | | 150.0 | | | | | | | | | Sum of lost time (s) | 38.0 |
| Intersection Capacity Utilization | | | 126.7% | | | | | | | | | ICU Level of Service | H |
| Analysis Period (min) | | | 15 | | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | | |

HCM Signalized Intersection Capacity Analysis
304: Woolbright Rd & Seacrest Blvd

2045 No-Build PM - HCM
01/02/2021

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |   |  |  |   | |   |   | |  |   | |
| Traffic Volume (vph) | 211 | 1487 | 595 | 112 | 1514 | 90 | 665 | 410 | 279 | 111 | 262 | 150 |
| Future Volume (vph) | 211 | 1487 | 595 | 112 | 1514 | 90 | 665 | 410 | 279 | 111 | 262 | 150 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | | 6.5 | 6.5 | | 6.5 | 6.5 | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | | 0.97 | 0.95 | | 1.00 | 0.95 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.99 | | 1.00 | 0.94 | | 1.00 | 0.95 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1752 | 3505 | 1568 | 1752 | 3475 | | 3433 | 3324 | | 1770 | 3346 | |
| Flt Permitted | 0.08 | 1.00 | 1.00 | 0.08 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 148 | 3505 | 1568 | 148 | 3475 | | 3433 | 3324 | | 1770 | 3346 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 222 | 1565 | 626 | 118 | 1594 | 95 | 700 | 432 | 294 | 117 | 276 | 158 |
| RTOR Reduction (vph) | 0 | 0 | 251 | 0 | 3 | 0 | 0 | 80 | 0 | 0 | 59 | 0 |
| Lane Group Flow (vph) | 222 | 1565 | 375 | 118 | 1686 | 0 | 700 | 646 | 0 | 117 | 375 | 0 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | Prot | NA | | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 6 | | 6 | 2 | | | | | | | | |
| Actuated Green, G (s) | 69.5 | 69.5 | 69.5 | 56.5 | 56.5 | | 25.9 | 29.5 | | 18.5 | 22.1 | |
| Effective Green, g (s) | 69.5 | 69.5 | 69.5 | 56.5 | 56.5 | | 25.9 | 29.5 | | 18.5 | 22.1 | |
| Actuated g/C Ratio | 0.46 | 0.46 | 0.46 | 0.38 | 0.38 | | 0.17 | 0.20 | | 0.12 | 0.15 | |
| Clearance Time (s) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | | 6.5 | 6.5 | | 6.5 | 6.5 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 277 | 1623 | 726 | 125 | 1308 | | 592 | 653 | | 218 | 492 | |
| v/s Ratio Prot | 0.10 | c0.45 | | 0.04 | c0.49 | | c0.20 | c0.19 | | 0.07 | 0.11 | |
| v/s Ratio Perm | 0.27 | | 0.24 | 0.31 | | | | | | | | |
| v/c Ratio | 0.80 | 0.96 | 0.52 | 0.94 | 1.29 | | 1.18 | 0.99 | | 0.54 | 0.76 | |
| Uniform Delay, d1 | 58.5 | 39.0 | 28.4 | 39.9 | 46.8 | | 62.1 | 60.1 | | 61.7 | 61.4 | |
| Progression Factor | 0.92 | 0.88 | 1.37 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 11.1 | 12.0 | 1.8 | 62.8 | 135.9 | | 98.5 | 32.0 | | 2.5 | 6.9 | |
| Delay (s) | 64.8 | 46.5 | 40.8 | 102.7 | 182.6 | | 160.6 | 92.1 | | 64.3 | 68.3 | |
| Level of Service | E | D | D | F | F | | F | F | | E | E | |
| Approach Delay (s) | | 46.7 | | | 177.4 | | | 125.7 | | | 67.5 | |
| Approach LOS | | D | | | F | | | F | | | E | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 104.8 | | | HCM 2000 Level of Service | | | | F | | |
| HCM 2000 Volume to Capacity ratio | | | 1.21 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 150.0 | | | Sum of lost time (s) | | 26.0 | | | | |
| Intersection Capacity Utilization | | | 109.1% | | | ICU Level of Service | | | | H | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |

Synchro Methodology

Lanes, Volumes, Timings
301: Woolbright Rd & SW 8th St

2045 No-Build PM - Synchro
01/02/2021

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 277 | 1437 | 112 | 168 | 1935 | 720 | 205 | 68 | 346 | 468 | 68 | 222 |
| Future Volume (vph) | 277 | 1437 | 112 | 168 | 1935 | 720 | 205 | 68 | 346 | 468 | 68 | 222 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 250 | | 225 | 300 | | 375 | 0 | | 0 | 250 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 50 | | | 50 | | | 25 | | | 50 | | |
| Lane Util. Factor | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Fr t | | | 0.850 | | | 0.850 | | 0.875 | | | | 0.885 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 5085 | 1583 | 1770 | 5085 | 1583 | 1770 | 1630 | 0 | 3433 | 1649 | 0 |
| Flt Permitted | 0.083 | | | 0.096 | | | 0.308 | | | 0.950 | | |
| Satd. Flow (perm) | 155 | 5085 | 1583 | 179 | 5085 | 1583 | 574 | 1630 | 0 | 3433 | 1649 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 185 | | | 552 | | 168 | | | 105 | |
| Link Speed (mph) | | 40 | | | 40 | | | 30 | | | 30 | |
| Link Distance (ft) | | 893 | | | 1382 | | | 626 | | | 469 | |
| Travel Time (s) | | 15.2 | | | 23.6 | | | 14.2 | | | 10.7 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 292 | 1513 | 118 | 177 | 2037 | 758 | 216 | 72 | 364 | 493 | 72 | 234 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 292 | 1513 | 118 | 177 | 2037 | 758 | 216 | 436 | 0 | 493 | 306 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | pm+ov | pm+pt | NA | | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | 3 | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 6 | | 6 | 2 | | 2 | 4 | | | | | |
| Detector Phase | 1 | 6 | 6 | 5 | 2 | 3 | 7 | 4 | | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 20.0 | 20.0 | 4.0 | 20.0 | 4.0 | 4.0 | 6.0 | | 4.0 | 6.0 | |
| Minimum Split (s) | 10.5 | 36.5 | 36.5 | 10.5 | 40.5 | 11.0 | 11.0 | 48.5 | | 11.0 | 43.5 | |
| Total Split (s) | 34.0 | 58.0 | 58.0 | 20.0 | 44.0 | 23.0 | 26.0 | 49.0 | | 23.0 | 46.0 | |
| Total Split (%) | 22.7% | 38.7% | 38.7% | 13.3% | 29.3% | 15.3% | 17.3% | 32.7% | | 15.3% | 30.7% | |
| Maximum Green (s) | 27.5 | 51.5 | 51.5 | 13.5 | 37.5 | 16.0 | 19.0 | 41.5 | | 16.0 | 38.5 | |
| Yellow Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 3.0 | 3.0 | 3.5 | | 3.0 | 3.5 | |
| 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) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | 7.0 | 7.0 | 7.5 | | 7.0 | 7.5 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lead | | Lag | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 2.0 | 4.0 | 4.0 | 2.0 | 4.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|-------|-------|------|-------|------|------|------|-----|------|------|-----|
| Minimum Gap (s) | 2.0 | 4.0 | 4.0 | 2.0 | 4.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | None | C-Max | C-Max | None | C-Max | None | None | None | | None | None | |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 23.0 | 23.0 | | 27.0 | | | 34.0 | | | 29.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 71.2 | 52.2 | 52.2 | 54.5 | 41.8 | 67.5 | 31.7 | 31.2 | | 26.3 | 39.3 | |
| Actuated g/C Ratio | 0.47 | 0.35 | 0.35 | 0.36 | 0.28 | 0.45 | 0.21 | 0.21 | | 0.18 | 0.26 | |
| v/c Ratio | 0.90 | 0.86 | 0.18 | 0.89 | 1.44 | 0.75 | 0.81 | 0.92 | | 0.82 | 0.60 | |
| Control Delay | 73.0 | 51.3 | 0.6 | 58.3 | 234.2 | 9.9 | 74.8 | 60.9 | | 70.9 | 37.0 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 73.0 | 51.3 | 0.6 | 58.3 | 234.2 | 9.9 | 74.8 | 60.9 | | 70.9 | 37.0 | |
| LOS | E | D | A | E | F | A | E | E | | E | D | |
| Approach Delay | | 51.5 | | | 166.5 | | | 65.5 | | | 57.9 | |
| Approach LOS | | D | | | F | | | E | | | E | |
| Queue Length 50th (ft) | 229 | 506 | 0 | 131 | ~993 | 181 | 190 | 275 | | 244 | 176 | |
| Queue Length 95th (ft) | #363 | 571 | 0 | m133 | m#821 | m147 | 257 | 391 | | #441 | 282 | |
| Internal Link Dist (ft) | | 813 | | | 1302 | | | 546 | | | 389 | |
| Turn Bay Length (ft) | 250 | | 225 | 300 | | 375 | | | | 250 | | |
| Base Capacity (vph) | 369 | 1769 | 671 | 209 | 1415 | 1016 | 273 | 572 | | 601 | 509 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.79 | 0.86 | 0.18 | 0.85 | 1.44 | 0.75 | 0.79 | 0.76 | | 0.82 | 0.60 | |

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 31 (21%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.44

Intersection Signal Delay: 107.6

Intersection LOS: F

Intersection Capacity Utilization 113.9%

ICU Level of Service H

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

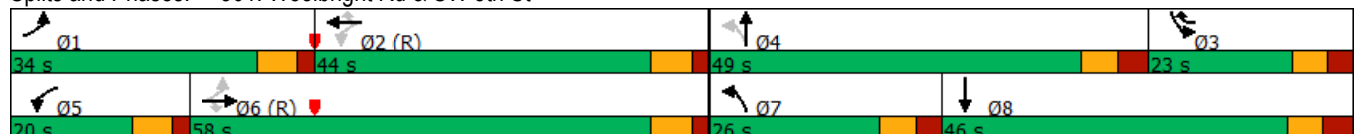
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 301: Woolbright Rd & SW 8th St



Lanes, Volumes, Timings
302: Woolbright Rd & I95 SB Off Ramp

2045 No-Build PM - Synchro
01/02/2021

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|-------|-------|-------|------|------|------|------|-------|------|-------|
| Lane Configurations | | ↑↑↑ | ↗ | ↘↘ | ↑↑ | | | | | ↘↘ | | ↗ |
| Traffic Volume (vph) | 0 | 1801 | 450 | 414 | 1840 | 0 | 0 | 0 | 0 | 655 | 0 | 983 |
| Future Volume (vph) | 0 | 1801 | 450 | 414 | 1840 | 0 | 0 | 0 | 0 | 655 | 0 | 983 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 300 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 400 |
| Storage Lanes | 2 | | 1 | 2 | | 0 | 0 | | 0 | 2 | | 1 |
| Taper Length (ft) | 100 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.86 | 1.00 | 0.97 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Fr | | | 0.850 | | | | | | | | | 0.850 |
| Flt Protected | | | | 0.950 | | | | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 6408 | 1583 | 3433 | 3539 | 0 | 0 | 0 | 0 | 3433 | 0 | 1583 |
| Flt Permitted | | | | 0.950 | | | | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 6408 | 1583 | 3433 | 3539 | 0 | 0 | 0 | 0 | 3433 | 0 | 1583 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 328 | | | | | | | | | 614 |
| Link Speed (mph) | | 40 | | | 40 | | | 35 | | | | 35 |
| Link Distance (ft) | | 1382 | | | 660 | | | 437 | | | | 828 |
| Travel Time (s) | | 23.6 | | | 11.3 | | | 8.5 | | | | 16.1 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 0% | 0% | 0% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 0 | 1896 | 474 | 436 | 1937 | 0 | 0 | 0 | 0 | 689 | 0 | 1035 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 1896 | 474 | 436 | 1937 | 0 | 0 | 0 | 0 | 689 | 0 | 1035 |
| Turn Type | | NA | Perm | Prot | NA | | | | | Prot | | Free |
| Protected Phases | | 4 5 | | 1 2 | 1 2 3 | | | | | 6 | | |
| Permitted Phases | | | 4 5 | | | | | | | | | Free |
| Detector Phase | | 4 5 | 4 5 | 1 2 | 1 2 3 | | | | | 6 | | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | | | | | | | 6.0 | | |
| Minimum Split (s) | | | | | | | | | | 24.5 | | |
| Total Split (s) | | | | | | | | | | 30.0 | | |
| Total Split (%) | | | | | | | | | | 20.0% | | |
| Maximum Green (s) | | | | | | | | | | 23.5 | | |
| Yellow Time (s) | | | | | | | | | | 4.5 | | |
| All-Red Time (s) | | | | | | | | | | 2.0 | | |
| Lost Time Adjust (s) | | | | | | | | | | 0.0 | | |
| Total Lost Time (s) | | | | | | | | | | 6.5 | | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | | | | | | | | | | 4.0 | | |

| Lane Group | Ø1 | Ø2 | Ø3 | Ø4 | Ø5 |
|-------------------------|------|------|------|------|------|
| Lane Configurations | | | | | |
| Traffic Volume (vph) | | | | | |
| Future Volume (vph) | | | | | |
| Ideal Flow (vphpl) | | | | | |
| Lane Width (ft) | | | | | |
| Grade (%) | | | | | |
| Storage Length (ft) | | | | | |
| Storage Lanes | | | | | |
| Taper Length (ft) | | | | | |
| Lane Util. Factor | | | | | |
| Ped Bike Factor | | | | | |
| Fr _t | | | | | |
| Flt Protected | | | | | |
| Satd. Flow (prot) | | | | | |
| Flt Permitted | | | | | |
| Satd. Flow (perm) | | | | | |
| Right Turn on Red | | | | | |
| Satd. Flow (RTOR) | | | | | |
| Link Speed (mph) | | | | | |
| Link Distance (ft) | | | | | |
| Travel Time (s) | | | | | |
| Confl. Peds. (#/hr) | | | | | |
| Confl. Bikes (#/hr) | | | | | |
| Peak Hour Factor | | | | | |
| Growth Factor | | | | | |
| Heavy Vehicles (%) | | | | | |
| Bus Blockages (#/hr) | | | | | |
| Parking (#/hr) | | | | | |
| Mid-Block Traffic (%) | | | | | |
| Adj. Flow (vph) | | | | | |
| Shared Lane Traffic (%) | | | | | |
| Lane Group Flow (vph) | | | | | |
| Turn Type | | | | | |
| Protected Phases | 1 | 2 | 3 | 4 | 5 |
| Permitted Phases | | | | | |
| Detector Phase | | | | | |
| Switch Phase | | | | | |
| Minimum Initial (s) | 6.0 | 10.0 | 6.0 | 6.0 | 10.0 |
| Minimum Split (s) | 12.0 | 24.5 | 12.5 | 12.0 | 16.5 |
| Total Split (s) | 12.0 | 31.0 | 25.0 | 12.0 | 40.0 |
| Total Split (%) | 8% | 21% | 17% | 8% | 27% |
| Maximum Green (s) | 6.0 | 24.5 | 18.5 | 6.0 | 33.5 |
| Yellow Time (s) | 4.0 | 4.5 | 4.5 | 4.0 | 4.5 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | | | | |
| Total Lost Time (s) | | | | | |
| Lead/Lag | Lead | Lag | | Lead | Lag |
| Lead-Lag Optimize? | | Yes | | Yes | Yes |
| Vehicle Extension (s) | 3.0 | 4.0 | 3.0 | 3.0 | 3.0 |

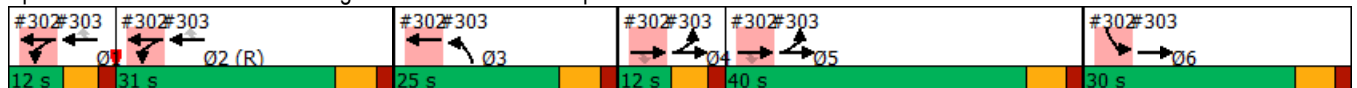
Lanes, Volumes, Timings
302: Woolbright Rd & I95 SB Off Ramp

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|------|------|------|-------|-----|-----|-----|-----|-------|------|-------|
| Minimum Gap (s) | | | | | | | | | | 4.0 | | |
| Time Before Reduce (s) | | | | | | | | | | 0.0 | | |
| Time To Reduce (s) | | | | | | | | | | 0.0 | | |
| Recall Mode | | | | | | | | | | None | | |
| Walk Time (s) | | | | | | | | | | 5.0 | | |
| Flash Dont Walk (s) | | | | | | | | | | 10.0 | | |
| Pedestrian Calls (#/hr) | | | | | | | | | | 0 | | |
| Act Effect Green (s) | | 46.0 | 46.0 | 37.0 | 62.0 | | | | | 23.5 | | 150.0 |
| Actuated g/C Ratio | | 0.31 | 0.31 | 0.25 | 0.41 | | | | | 0.16 | | 1.00 |
| v/c Ratio | | 0.96 | 0.67 | 0.52 | 1.32 | | | | | 1.28 | | 0.65 |
| Control Delay | | 56.6 | 18.6 | 52.4 | 171.3 | | | | | 189.8 | | 2.1 |
| Queue Delay | | 0.0 | 0.0 | 0.0 | 0.5 | | | | | 0.0 | | 0.0 |
| Total Delay | | 56.6 | 18.6 | 52.4 | 171.8 | | | | | 189.8 | | 2.1 |
| LOS | | E | B | D | F | | | | | F | | A |
| Approach Delay | | 49.0 | | | 149.9 | | | | | | 77.1 | |
| Approach LOS | | D | | | F | | | | | | E | |
| Queue Length 50th (ft) | | 554 | 245 | 126 | ~1244 | | | | | ~439 | | 0 |
| Queue Length 95th (ft) | | #623 | m341 | m107 | m#912 | | | | | #567 | | 0 |
| Internal Link Dist (ft) | | 1302 | | | 580 | | | 357 | | | 748 | |
| Turn Bay Length (ft) | | | | | | | | | | | | 400 |
| Base Capacity (vph) | | 1965 | 712 | 846 | 1462 | | | | | 537 | | 1583 |
| Starvation Cap Reductn | | 0 | 0 | 0 | 182 | | | | | 0 | | 0 |
| Spillback Cap Reductn | | 0 | 0 | 0 | 0 | | | | | 0 | | 0 |
| Storage Cap Reductn | | 0 | 0 | 0 | 0 | | | | | 0 | | 0 |
| Reduced v/c Ratio | | 0.96 | 0.67 | 0.52 | 1.51 | | | | | 1.28 | | 0.65 |

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 20 (13%), Referenced to phase 2:WBTL, Start of Green
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.96
 Intersection Signal Delay: 93.5 Intersection LOS: F
 Intersection Capacity Utilization 126.7% ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 302: Woolbright Rd & I95 SB Off Ramp



| Lane Group | Ø1 | Ø2 | Ø3 | Ø4 | Ø5 |
|-----------------------------|------|-------|------|------|------|
| Minimum Gap (s) | 3.0 | 4.0 | 3.0 | 3.0 | 3.0 |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Recall Mode | None | C-Max | None | None | None |
| Walk Time (s) | | 5.0 | | | |
| Flash Dont Walk (s) | | 10.0 | | | |
| Pedestrian Calls (#/hr) | | 0 | | | |
| Act Effct Green (s) | | | | | |
| Actuated g/C Ratio | | | | | |
| v/c Ratio | | | | | |
| Control Delay | | | | | |
| Queue Delay | | | | | |
| Total Delay | | | | | |
| LOS | | | | | |
| Approach Delay | | | | | |
| Approach LOS | | | | | |
| Queue Length 50th (ft) | | | | | |
| Queue Length 95th (ft) | | | | | |
| Internal Link Dist (ft) | | | | | |
| Turn Bay Length (ft) | | | | | |
| Base Capacity (vph) | | | | | |
| Starvation Cap Reductn | | | | | |
| Spillback Cap Reductn | | | | | |
| Storage Cap Reductn | | | | | |
| Reduced v/c Ratio | | | | | |
| Intersection Summary | | | | | |

Lanes, Volumes, Timings
303: I-95 NB Off Ramp & Woolbright Rd

2045 No-Build PM - Synchro
01/02/2021

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|------|------|-------|-------|------|-------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 896 | 1560 | 0 | 0 | 1468 | 1022 | 786 | 0 | 523 | 0 | 0 | 0 |
| Future Volume (vph) | 896 | 1560 | 0 | 0 | 1468 | 1022 | 786 | 0 | 523 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 350 | | 675 | 0 | | 400 | 0 | | 0 |
| Storage Lanes | 2 | | 0 | 1 | | 1 | 2 | | 1 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 0.97 | 0.95 | 1.00 | 1.00 | 0.86 | 1.00 | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Fr t | | | | | | 0.850 | | | 0.850 | | | |
| Flt Protected | 0.950 | | | | | | 0.950 | | | | | |
| Satd. Flow (prot) | 3433 | 3539 | 0 | 0 | 6346 | 1568 | 3433 | 0 | 1583 | 0 | 0 | 0 |
| Flt Permitted | 0.950 | | | | | | 0.950 | | | | | |
| Satd. Flow (perm) | 3433 | 3539 | 0 | 0 | 6346 | 1568 | 3433 | 0 | 1583 | 0 | 0 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | | | | 570 | | | 485 | | | |
| Link Speed (mph) | | 40 | | | 40 | | | 35 | | | 35 | |
| Link Distance (ft) | | 660 | | | 872 | | | 919 | | | 547 | |
| Travel Time (s) | | 11.3 | | | 14.9 | | | 17.9 | | | 10.7 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 3% | 3% | 3% | 2% | 2% | 2% | 0% | 0% | 0% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 943 | 1642 | 0 | 0 | 1545 | 1076 | 827 | 0 | 551 | 0 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 943 | 1642 | 0 | 0 | 1545 | 1076 | 827 | 0 | 551 | 0 | 0 | 0 |
| Turn Type | Prot | NA | | | NA | Perm | Prot | | Free | | | |
| Protected Phases | 4 5 | 4 5 6 | | | 1 2 | | 3 | | | | | |
| Permitted Phases | | | | | | 1 2 | | | Free | | | |
| Detector Phase | 4 5 | 4 5 6 | | | 1 2 | 1 2 | 3 | | | | | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | | | | 6.0 | | | | | |
| Minimum Split (s) | | | | | | | 12.5 | | | | | |
| Total Split (s) | | | | | | | 25.0 | | | | | |
| Total Split (%) | | | | | | | 16.7% | | | | | |
| Maximum Green (s) | | | | | | | 18.5 | | | | | |
| Yellow Time (s) | | | | | | | 4.5 | | | | | |
| All-Red Time (s) | | | | | | | 2.0 | | | | | |
| Lost Time Adjust (s) | | | | | | | 0.0 | | | | | |
| Total Lost Time (s) | | | | | | | 6.5 | | | | | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | | | | | | | 3.0 | | | | | |

| Lane Group | Ø1 | Ø2 | Ø4 | Ø5 | Ø6 |
|-------------------------|------|------|------|------|------|
| Lane Configurations | | | | | |
| Traffic Volume (vph) | | | | | |
| Future Volume (vph) | | | | | |
| Ideal Flow (vphpl) | | | | | |
| Lane Width (ft) | | | | | |
| Grade (%) | | | | | |
| Storage Length (ft) | | | | | |
| Storage Lanes | | | | | |
| Taper Length (ft) | | | | | |
| Lane Util. Factor | | | | | |
| Ped Bike Factor | | | | | |
| Frt | | | | | |
| Flt Protected | | | | | |
| Satd. Flow (prot) | | | | | |
| Flt Permitted | | | | | |
| Satd. Flow (perm) | | | | | |
| Right Turn on Red | | | | | |
| Satd. Flow (RTOR) | | | | | |
| Link Speed (mph) | | | | | |
| Link Distance (ft) | | | | | |
| Travel Time (s) | | | | | |
| Confl. Peds. (#/hr) | | | | | |
| Confl. Bikes (#/hr) | | | | | |
| Peak Hour Factor | | | | | |
| Growth Factor | | | | | |
| Heavy Vehicles (%) | | | | | |
| Bus Blockages (#/hr) | | | | | |
| Parking (#/hr) | | | | | |
| Mid-Block Traffic (%) | | | | | |
| Adj. Flow (vph) | | | | | |
| Shared Lane Traffic (%) | | | | | |
| Lane Group Flow (vph) | | | | | |
| Turn Type | | | | | |
| Protected Phases | 1 | 2 | 4 | 5 | 6 |
| Permitted Phases | | | | | |
| Detector Phase | | | | | |
| Switch Phase | | | | | |
| Minimum Initial (s) | 6.0 | 10.0 | 6.0 | 10.0 | 6.0 |
| Minimum Split (s) | 12.0 | 24.5 | 12.0 | 16.5 | 24.5 |
| Total Split (s) | 12.0 | 31.0 | 12.0 | 40.0 | 30.0 |
| Total Split (%) | 8% | 21% | 8% | 27% | 20% |
| Maximum Green (s) | 6.0 | 24.5 | 6.0 | 33.5 | 23.5 |
| Yellow Time (s) | 4.0 | 4.5 | 4.0 | 4.5 | 4.5 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | | | | |
| Total Lost Time (s) | | | | | |
| Lead/Lag | Lead | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | Yes | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 4.0 | 3.0 | 3.0 | 4.0 |

Lanes, Volumes, Timings
303: I-95 NB Off Ramp & Woolbright Rd

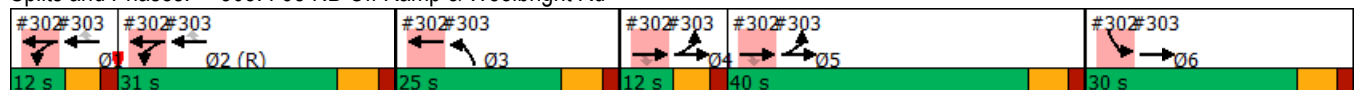
2045 No-Build PM - Synchro
01/02/2021

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|-----|-----|-------|-------|-------|-------|-------|-----|-----|-----|
| Minimum Gap (s) | | | | | | | 3.0 | | | | | |
| Time Before Reduce (s) | | | | | | | 0.0 | | | | | |
| Time To Reduce (s) | | | | | | | 0.0 | | | | | |
| Recall Mode | | | | | | | None | | | | | |
| Walk Time (s) | | | | | | | | | | | | |
| Flash Dont Walk (s) | | | | | | | | | | | | |
| Pedestrian Calls (#/hr) | | | | | | | | | | | | |
| Act Effct Green (s) | 46.0 | 76.0 | | | 37.0 | 37.0 | 18.5 | | 150.0 | | | |
| Actuated g/C Ratio | 0.31 | 0.51 | | | 0.25 | 0.25 | 0.12 | | 1.00 | | | |
| v/c Ratio | 0.90 | 0.92 | | | 0.99 | 1.32 | 1.96 | | 0.35 | | | |
| Control Delay | 41.1 | 13.8 | | | 53.9 | 171.2 | 470.5 | | 0.6 | | | |
| Queue Delay | 0.0 | 33.6 | | | 39.6 | 0.0 | 0.0 | | 0.0 | | | |
| Total Delay | 41.1 | 47.4 | | | 93.5 | 171.2 | 470.5 | | 0.6 | | | |
| LOS | D | D | | | F | F | F | | A | | | |
| Approach Delay | | 45.1 | | | 125.4 | | | 282.6 | | | | |
| Approach LOS | | D | | | F | | | F | | | | |
| Queue Length 50th (ft) | 223 | 110 | | | 466 | ~1275 | ~643 | | 0 | | | |
| Queue Length 95th (ft) | m229 | m106 | | | m388 | m#880 | #775 | | 0 | | | |
| Internal Link Dist (ft) | | 580 | | | 792 | | | 839 | | | 467 | |
| Turn Bay Length (ft) | | | | | | 675 | | | 400 | | | |
| Base Capacity (vph) | 1052 | 1793 | | | 1565 | 816 | 423 | | 1583 | | | |
| Starvation Cap Reductn | 0 | 260 | | | 0 | 0 | 0 | | 0 | | | |
| Spillback Cap Reductn | 0 | 0 | | | 343 | 0 | 0 | | 0 | | | |
| Storage Cap Reductn | 0 | 0 | | | 0 | 0 | 0 | | 0 | | | |
| Reduced v/c Ratio | 0.90 | 1.07 | | | 1.26 | 1.32 | 1.96 | | 0.35 | | | |

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 20 (13%), Referenced to phase 2:WBTL, Start of Green
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.96
 Intersection Signal Delay: 126.8 Intersection LOS: F
 Intersection Capacity Utilization 126.7% ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 303: I-95 NB Off Ramp & Woolbright Rd



| Lane Group | Ø1 | Ø2 | Ø4 | Ø5 | Ø6 |
|-----------------------------|------|-------|------|------|------|
| Minimum Gap (s) | 3.0 | 4.0 | 3.0 | 3.0 | 4.0 |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Recall Mode | None | C-Max | None | None | None |
| Walk Time (s) | | 5.0 | | | 5.0 |
| Flash Dont Walk (s) | | 10.0 | | | 10.0 |
| Pedestrian Calls (#/hr) | | 0 | | | 0 |
| Act Effct Green (s) | | | | | |
| Actuated g/C Ratio | | | | | |
| v/c Ratio | | | | | |
| Control Delay | | | | | |
| Queue Delay | | | | | |
| Total Delay | | | | | |
| LOS | | | | | |
| Approach Delay | | | | | |
| Approach LOS | | | | | |
| Queue Length 50th (ft) | | | | | |
| Queue Length 95th (ft) | | | | | |
| Internal Link Dist (ft) | | | | | |
| Turn Bay Length (ft) | | | | | |
| Base Capacity (vph) | | | | | |
| Starvation Cap Reductn | | | | | |
| Spillback Cap Reductn | | | | | |
| Storage Cap Reductn | | | | | |
| Reduced v/c Ratio | | | | | |
| Intersection Summary | | | | | |

Lanes, Volumes, Timings
304: Woolbright Rd & Seacrest Blvd

2045 No-Build PM - Synchro
01/02/2021

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------------|-------|-------|-------|-------|-------|------|-------|-------|------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 211 | 1487 | 595 | 112 | 1514 | 90 | 665 | 410 | 279 | 111 | 262 | 150 |
| Future Volume (vph) | 211 | 1487 | 595 | 112 | 1514 | 90 | 665 | 410 | 279 | 111 | 262 | 150 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 300 | | 600 | 300 | | 0 | 475 | | 0 | 180 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 2 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 0.97 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Ped Bike Factor | | | | | | | | | | | | |
| Fr _t | | | 0.850 | | 0.992 | | | 0.939 | | | | 0.945 |
| Fl _t Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 3505 | 1568 | 1752 | 3477 | 0 | 3433 | 3323 | 0 | 1770 | 3345 | 0 |
| Fl _t Permitted | 0.080 | | | 0.080 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 148 | 3505 | 1568 | 148 | 3477 | 0 | 3433 | 3323 | 0 | 1770 | 3345 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 468 | | 5 | | | 100 | | | | 69 |
| Link Speed (mph) | | 40 | | | 40 | | | 40 | | | | 40 |
| Link Distance (ft) | | 1495 | | | 649 | | | 896 | | | | 641 |
| Travel Time (s) | | 25.5 | | | 11.1 | | | 15.3 | | | | 10.9 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | | 0% |
| Adj. Flow (vph) | 222 | 1565 | 626 | 118 | 1594 | 95 | 700 | 432 | 294 | 117 | 276 | 158 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 222 | 1565 | 626 | 118 | 1689 | 0 | 700 | 726 | 0 | 117 | 434 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | Prot | NA | | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 6 | | 6 | 2 | | | | | | | | |
| Detector Phase | 1 | 6 | 6 | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 20.0 | 20.0 | 4.0 | 20.0 | | 4.0 | 6.0 | | 4.0 | 6.0 | |
| Minimum Split (s) | 10.5 | 39.5 | 39.5 | 10.5 | 37.5 | | 10.5 | 34.5 | | 10.5 | 37.5 | |
| Total Split (s) | 26.0 | 76.0 | 76.0 | 13.0 | 63.0 | | 23.0 | 36.0 | | 25.0 | 38.0 | |
| Total Split (%) | 17.3% | 50.7% | 50.7% | 8.7% | 42.0% | | 15.3% | 24.0% | | 16.7% | 25.3% | |
| Maximum Green (s) | 19.5 | 69.5 | 69.5 | 6.5 | 56.5 | | 16.5 | 29.5 | | 18.5 | 31.5 | |
| Yellow Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| 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) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | | 6.5 | 6.5 | | 6.5 | 6.5 | |
| Lead/Lag | Lag | Lag | Lag | Lead | Lead | | Lag | Lead | | Lag | Lead | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|-------|-------|-------|-------|-----|-------|-------|-----|------|------|-----|
| Minimum Gap (s) | 2.0 | 4.0 | 4.0 | 2.0 | 4.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | None | C-Min | C-Min | None | C-Min | | None | None | | None | None | |
| Walk Time (s) | | 7.0 | 7.0 | | 10.0 | | | 7.0 | | | 10.0 | |
| Flash Dont Walk (s) | | 26.0 | 26.0 | | 21.0 | | | 21.0 | | | 21.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 69.5 | 69.5 | 69.5 | 56.5 | 56.5 | | 25.9 | 29.5 | | 18.5 | 22.1 | |
| Actuated g/C Ratio | 0.46 | 0.46 | 0.46 | 0.38 | 0.38 | | 0.17 | 0.20 | | 0.12 | 0.15 | |
| v/c Ratio | 0.80 | 0.96 | 0.64 | 0.94 | 1.29 | | 1.18 | 0.99 | | 0.54 | 0.79 | |
| Control Delay | 67.2 | 46.7 | 11.8 | 102.4 | 173.7 | | 149.9 | 82.1 | | 71.6 | 62.0 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 67.2 | 46.7 | 11.8 | 102.4 | 173.7 | | 149.9 | 82.1 | | 71.6 | 62.0 | |
| LOS | E | D | B | F | F | | F | F | | E | E | |
| Approach Delay | | 39.5 | | | 169.0 | | | 115.4 | | | 64.0 | |
| Approach LOS | | D | | | F | | | F | | | E | |
| Queue Length 50th (ft) | 142 | 528 | 106 | 77 | ~1106 | | ~420 | 332 | | 109 | 185 | |
| Queue Length 95th (ft) | m161 | #929 | m176 | #198 | #1245 | | #628 | #472 | | 179 | 236 | |
| Internal Link Dist (ft) | | 1415 | | | 569 | | | 816 | | | 561 | |
| Turn Bay Length (ft) | 300 | | 600 | 300 | | | 475 | | | 180 | | |
| Base Capacity (vph) | 277 | 1623 | 977 | 125 | 1312 | | 592 | 733 | | 218 | 756 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.80 | 0.96 | 0.64 | 0.94 | 1.29 | | 1.18 | 0.99 | | 0.54 | 0.57 | |

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 90 (60%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.29

Intersection Signal Delay: 96.9

Intersection LOS: F

Intersection Capacity Utilization 109.1%

ICU Level of Service H

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

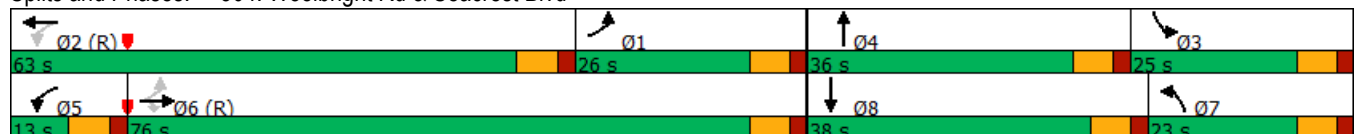
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 304: Woolbright Rd & Seacrest Blvd



Appendix G
Build Alternative Opening Year 2025
and Design Year 2045 HCS and
Synchro Outputs

HCS Analysis

**Opening Year 2025
AM Peak Hour**

Mainline Capacity Analysis

HCS7 Basic Freeway Report

Project Information

| | | | |
|---------------------|-------------------------|----------------------|---------------|
| Analyst | LL | Date | 05/31/2020 |
| Agency | FDOT | Analysis Year | 2025 |
| Jurisdiction | District 4 | Time Period Analyzed | 2025 Build AM |
| Project Description | I-95 S of Woolbright-NB | | |

Geometric Data

| | | | |
|-----------------------------------|------|------------------------------------|-------|
| Number of Lanes, In | 6 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 70.0 | Total Ramp Density (TRD), ramps/mi | 0.67 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 67.7 |
| Right-Side Lateral Clearance, ft | 10 | | |

Adjustment Factors

| | | | |
|-------------------|--------------------|----------------------------------------|-------|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

Demand and Capacity

| | | | |
|-------------------------------|-------|---------------------------------------|-------|
| Demand Volume veh/h | 6798 | Heavy Vehicle Adjustment Factor (fhv) | 0.970 |
| Peak Hour Factor | 0.95 | Flow Rate (Vp), pc/h/ln | 1230 |
| Total Trucks, % | 3.10 | Capacity (c), pc/h/ln | 2377 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity (cadj), pc/h/ln | 2377 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.52 |
| Passenger Car Equivalent (ET) | 2.000 | | |

Speed and Density

| | | | |
|------------------------------------------|------|-------------------------|------|
| Lane Width Adjustment (flw) | 0.0 | Average Speed (S), mi/h | 67.7 |
| Right-Side Lateral Clearance Adj. (fRLC) | 0.0 | Density (D), pc/mi/ln | 18.2 |
| Total Ramp Density Adjustment | 2.3 | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed (FFSadj), mi/h | 67.7 | | |

HCS7 Basic Freeway Report

Project Information

| | | | |
|---------------------|--------------------------|----------------------|---------------|
| Analyst | LL | Date | 05/31/2020 |
| Agency | FDOT | Analysis Year | 2025 |
| Jurisdiction | District 4 | Time Period Analyzed | 2025 Build AM |
| Project Description | I-95 S of Woolbright -SB | | |

Geometric Data

| | | | |
|-----------------------------------|------|------------------------------------|-------|
| Number of Lanes, In | 6 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 70.0 | Total Ramp Density (TRD), ramps/mi | 0.67 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 67.7 |
| Right-Side Lateral Clearance, ft | 10 | | |

Adjustment Factors

| | | | |
|-------------------|--------------------|----------------------------------------|-------|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

Demand and Capacity

| | | | |
|-------------------------------|-------|---------------------------------------|-------|
| Demand Volume veh/h | 10592 | Heavy Vehicle Adjustment Factor (fhv) | 0.970 |
| Peak Hour Factor | 0.95 | Flow Rate (Vp), pc/h/ln | 1916 |
| Total Trucks, % | 3.10 | Capacity (c), pc/h/ln | 2377 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity (cadj), pc/h/ln | 2377 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.81 |
| Passenger Car Equivalent (ET) | 2.000 | | |

Speed and Density

| | | | |
|------------------------------------------|------|-------------------------|------|
| Lane Width Adjustment (flw) | 0.0 | Average Speed (S), mi/h | 62.8 |
| Right-Side Lateral Clearance Adj. (fRLC) | 0.0 | Density (D), pc/mi/ln | 30.5 |
| Total Ramp Density Adjustment | 2.3 | Level of Service (LOS) | D |
| Adjusted Free-Flow Speed (FFSadj), mi/h | 67.7 | | |

HCS7 Basic Freeway Report

Project Information

| | | | |
|---------------------|-------------------------------------------------------|----------------------|---------------|
| Analyst | LL | Date | 05/31/2020 |
| Agency | FDOT | Analysis Year | 2025 |
| Jurisdiction | District 4 | Time Period Analyzed | 2025 Build AM |
| Project Description | I-95 Basic Segment Between NB Off-Ramp and NB On-Ramp | | |

Geometric Data

| | | | |
|-----------------------------------|------|------------------------------------|-------|
| Number of Lanes, In | 6 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 70.0 | Total Ramp Density (TRD), ramps/mi | 1.00 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 66.8 |
| Right-Side Lateral Clearance, ft | 10 | | |

Adjustment Factors

| | | | |
|-------------------|--------------------|----------------------------------------|-------|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

Demand and Capacity

| | | | |
|-------------------------------|-------|---------------------------------------|-------|
| Demand Volume veh/h | 6033 | Heavy Vehicle Adjustment Factor (fhv) | 0.964 |
| Peak Hour Factor | 0.95 | Flow Rate (Vp), pc/h/ln | 1098 |
| Total Trucks, % | 3.70 | Capacity (c), pc/h/ln | 2368 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity (cadj), pc/h/ln | 2368 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.46 |
| Passenger Car Equivalent (ET) | 2.000 | | |

Speed and Density

| | | | |
|------------------------------------------|------|-------------------------|------|
| Lane Width Adjustment (fLW) | 0.0 | Average Speed (S), mi/h | 66.8 |
| Right-Side Lateral Clearance Adj. (fRLC) | 0.0 | Density (D), pc/mi/ln | 16.4 |
| Total Ramp Density Adjustment | 3.2 | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed (FFSadj), mi/h | 66.8 | | |

HCS7 Basic Freeway Report

Project Information

| | | | |
|---------------------|-------------------------------------------------------|----------------------|---------------|
| Analyst | LL | Date | 05/31/2020 |
| Agency | FDOT | Analysis Year | 2025 |
| Jurisdiction | District 4 | Time Period Analyzed | 2025 Build AM |
| Project Description | I-95 Basic Segment Between SB Off-Ramp and SB On-Ramp | | |

Geometric Data

| | | | |
|-----------------------------------|------|------------------------------------|-------|
| Number of Lanes, In | 6 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 70.0 | Total Ramp Density (TRD), ramps/mi | 1.67 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 65.0 |
| Right-Side Lateral Clearance, ft | 10 | | |

Adjustment Factors

| | | | |
|-------------------|--------------------|----------------------------------------|-------|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

Demand and Capacity

| | | | |
|-------------------------------|-------|---------------------------------------|-------|
| Demand Volume veh/h | 9249 | Heavy Vehicle Adjustment Factor (fhv) | 0.964 |
| Peak Hour Factor | 0.95 | Flow Rate (Vp), pc/h/ln | 1683 |
| Total Trucks, % | 3.70 | Capacity (c), pc/h/ln | 2350 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity (cadj), pc/h/ln | 2350 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.72 |
| Passenger Car Equivalent (ET) | 2.000 | | |

Speed and Density

| | | | |
|------------------------------------------|------|-------------------------|------|
| Lane Width Adjustment (fLW) | 0.0 | Average Speed (S), mi/h | 63.9 |
| Right-Side Lateral Clearance Adj. (fRLC) | 0.0 | Density (D), pc/mi/ln | 26.3 |
| Total Ramp Density Adjustment | 5.0 | Level of Service (LOS) | D |
| Adjusted Free-Flow Speed (FFSadj), mi/h | 65.0 | | |

Ramp Analysis

HCS7 Freeway Diverge Report

Project Information

| | | | |
|---------------------|----------------------------------|----------------------|---------------|
| Analyst | LL | Date | 05/31/2020 |
| Agency | FDOT | Analysis Year | 2025 |
| Jurisdiction | District 4 | Time Period Analyzed | 2025 Build AM |
| Project Description | I-95 at Woolbright Rd-NB Diverge | | |

Geometric Data

| | Freeway | Ramp |
|--------------------------------------------------|---------|-------|
| Number of Lanes (N), ln | 6 | 2 |
| Free-Flow Speed (FFS), mi/h | 70.0 | 40.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 1500 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

Adjustment Factors

| | | |
|----------------------------------------|--------------------|--------------------|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

Demand and Capacity

| | | |
|---------------------------------------|-------|-------|
| Demand Volume (Vi) | 6798 | 765 |
| Peak Hour Factor (PHF) | 0.95 | 0.95 |
| Total Trucks, % | 3.10 | 2.30 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.970 | 0.978 |
| Flow Rate (vi),pc/h | 7377 | 823 |
| Capacity (c), pc/h | 14400 | 4000 |
| Volume-to-Capacity Ratio (v/c) | 0.51 | 0.21 |

Speed and Density

| | | | |
|----------------------------------------------|-------|-----------------------------------------------|-------|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 2 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (Ds) | 0.437 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/mi/ln | 1660 |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 57.8 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 0.260 | Outer Lanes Freeway Speed (SO), mi/h | 74.2 |
| Flow in Lanes 1 and 2 (v12), pc/h | 2213 | Ramp Junction Speed (S), mi/h | 66.6 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 18.5 |
| Level of Service (LOS) | A | Density in Ramp Influence Area (DR), pc/mi/ln | 9.8 |

HCS7 Freeway Merge Report

Project Information

| | | | |
|---------------------|----------------------------------|----------------------|---------------|
| Analyst | LL | Date | 05/31/2020 |
| Agency | FDOT | Analysis Year | 2025 |
| Jurisdiction | District 4 | Time Period Analyzed | 2025 Build AM |
| Project Description | I-95 at Woolbright SB Merge Ramp | | |

Geometric Data

| | Freeway | Ramp |
|--------------------------------------------------|---------|-------|
| Number of Lanes (N), ln | 6 | 1 |
| Free-Flow Speed (FFS), mi/h | 70.0 | 40.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 1500 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

Adjustment Factors

| | | |
|----------------------------------------|--------------------|--------------------|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

Demand and Capacity

| | | |
|---------------------------------------|-------|-------|
| Demand Volume (Vi) | 9249 | 1343 |
| Peak Hour Factor (PHF) | 0.95 | 0.95 |
| Total Trucks, % | 3.70 | 2.30 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.964 | 0.978 |
| Flow Rate (vi),pc/h | 10099 | 1445 |
| Capacity (c), pc/h | 14400 | 2000 |
| Volume-to-Capacity Ratio (v/c) | 0.80 | 0.72 |

Speed and Density

| | | | |
|----------------------------------------------|-------|-----------------------------------------------|-------|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 2 |
| Distance to Upstream Ramp (LUP), ft | 3551 | Speed Index (MS) | 0.543 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (VOA), pc/mi/ln | 2272 |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 54.8 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 0.037 | Outer Lanes Freeway Speed (SO), mi/h | 63.6 |
| Flow in Lanes 1 and 2 (v12), pc/h | 3030 | Ramp Junction Speed (S), mi/h | 58.9 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 4475 | Average Density (D), pc/mi/ln | 32.7 |
| Level of Service (LOS) | D | Density in Ramp Influence Area (DR), pc/mi/ln | 30.4 |

Weaving Analysis

HCS7 Freeway Weaving Report

Project Information

| | | | |
|---------------------|-------------------------------------------------------|----------------------|---------------|
| Analyst | LL | Date | 07/16/2020 |
| Agency | FDOT | Analysis Year | 2025 |
| Jurisdiction | District 4 | Time Period Analyzed | 2025 Build AM |
| Project Description | I-95 NB Between Woolbright Road and Boyton Beach Blvd | | |

Geometric Data

| | | | |
|----------------------------------|-----------|-----------------------------------------|---------|
| Number of Lanes (N), ln | 8 | Segment Type | Freeway |
| Segment Length (Ls), ft | 1450 | Number of Maneuver Lanes (NWL), ln | 3 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes (LCRF), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes (LCFR), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes (LCRR), lc | 0 |
| Interchange Density (ID), int/mi | 1.00 | Cross Weaving Managed Lane | No |

Adjustment Factors

| | | | |
|-------------------|--------------------|----------------------------------------|-------|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

Demand and Capacity

| | FF | RF | RR | FR |
|----------------------------------------|-------|----------------------------------------|-------|-------|
| Demand Volume (Vi), veh/h | 5340 | 1366 | 177 | 693 |
| Peak Hour Factor (PHF) | 0.95 | 0.95 | 0.95 | 0.95 |
| Total Trucks, % | 3.10 | 2.30 | 2.40 | 2.40 |
| Heavy Vehicle Adjustment Factor (fhv) | 0.970 | 0.978 | 0.977 | 0.977 |
| Flow Rate (vi), pc/h | 5795 | 1470 | 191 | 747 |
| Weaving Flow Rate (vw), pc/h | 2217 | Freeway Max Capacity (ciFL), pc/h/ln | | 2400 |
| Non-Weaving Flow Rate (vNW), pc/h | 5986 | Density-Based Capacity (ciWL), pc/h/ln | | 2228 |
| Total Flow Rate (v), pc/h | 8203 | Demand Flow-Based Capacity (ciW), pc/h | | 12963 |
| Volume Ratio (VR) | 0.270 | Weaving Segment Capacity (cw), veh/h | | 12603 |
| Minimum Lane Change Rate (LCMIN), lc/h | 2217 | Adjusted Weaving Area Capacity, pc/h | | 12963 |
| Maximum Weaving Length (LMAX), ft | 3698 | Volume-to-Capacity Ratio (v/c) | | 0.63 |

Speed and Density

| | | | |
|-------------------------------------------|-------|---------------------------------------|------|
| Non-Weaving Vehicle Index (INW) | 868 | Average Weaving Speed (SW), mi/h | 51.2 |
| Non-Weaving Lane Change Rate (LCNW), lc/h | 478 | Average Non-Weaving Speed (SNW), mi/h | 49.1 |
| Weaving Lane Change Rate (LCW), lc/h | 3691 | Average Speed (S), mi/h | 49.7 |
| Weaving Lane Change Rate (LCAII), lc/h | 4169 | Density (D), pc/mi/ln | 20.6 |
| Weaving Intensity Factor (W) | 0.520 | Level of Service (LOS) | C |

HCS7 Freeway Weaving Report

Project Information

| | | | |
|---------------------|-------------------------------------------------------|----------------------|---------------|
| Analyst | LL | Date | 07/16/2020 |
| Agency | FDOT | Analysis Year | 2025 |
| Jurisdiction | District 4 | Time Period Analyzed | 2025 Build AM |
| Project Description | I-95 SB Between Boyton Beach Blvd and Woolbright Road | | |

Geometric Data

| | | | |
|----------------------------------|-----------|-----------------------------------------|---------|
| Number of Lanes (N), ln | 8 | Segment Type | Freeway |
| Segment Length (Ls), ft | 2100 | Number of Maneuver Lanes (NWL), ln | 3 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes (LCRF), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes (LCFR), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes (LCRR), lc | 0 |
| Interchange Density (ID), int/mi | 1.67 | Cross Weaving Managed Lane | No |

Adjustment Factors

| | | | |
|-------------------|--------------------|----------------------------------------|-------|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

Demand and Capacity

| | FF | RF | RR | FR |
|----------------------------------------|-------|----------------------------------------|-------|-------|
| Demand Volume (Vi), veh/h | 8027 | 1222 | 198 | 1303 |
| Peak Hour Factor (PHF) | 0.95 | 0.95 | 0.95 | 0.95 |
| Total Trucks, % | 3.70 | 2.40 | 2.30 | 2.30 |
| Heavy Vehicle Adjustment Factor (fhv) | 0.964 | 0.977 | 0.978 | 0.978 |
| Flow Rate (vi), pc/h | 8765 | 1317 | 213 | 1402 |
| Weaving Flow Rate (vw), pc/h | 2719 | Freeway Max Capacity (ciFL), pc/h/ln | | 2400 |
| Non-Weaving Flow Rate (vNW), pc/h | 8978 | Density-Based Capacity (ciWL), pc/h/ln | | 2308 |
| Total Flow Rate (v), pc/h | 11697 | Demand Flow-Based Capacity (ciW), pc/h | | 15086 |
| Volume Ratio (VR) | 0.232 | Weaving Segment Capacity (cw), veh/h | | 14594 |
| Minimum Lane Change Rate (LCMIN), lc/h | 2719 | Adjusted Weaving Area Capacity, pc/h | | 15086 |
| Maximum Weaving Length (LMAX), ft | 3300 | Volume-to-Capacity Ratio (v/c) | | 0.78 |

Speed and Density

| | | | |
|-------------------------------------------|-------|---------------------------------------|------|
| Non-Weaving Vehicle Index (INW) | 3149 | Average Weaving Speed (SW), mi/h | 47.4 |
| Non-Weaving Lane Change Rate (LCNW), lc/h | 3691 | Average Non-Weaving Speed (SNW), mi/h | 43.4 |
| Weaving Lane Change Rate (LCW), lc/h | 5042 | Average Speed (S), mi/h | 44.3 |
| Weaving Lane Change Rate (LCAII), lc/h | 8733 | Density (D), pc/mi/ln | 33.0 |
| Weaving Intensity Factor (W) | 0.696 | Level of Service (LOS) | D |

**Opening Year 2025
PM Peak Hour**

Mainline Capacity Analysis

HCS7 Basic Freeway Report

Project Information

| | | | |
|---------------------|-------------------------|----------------------|---------------|
| Analyst | LL | Date | 05/31/2020 |
| Agency | FDOT | Analysis Year | 2025 |
| Jurisdiction | District 4 | Time Period Analyzed | 2025 Build PM |
| Project Description | I-95 S of Woolbright-NB | | |

Geometric Data

| | | | |
|-----------------------------------|------|------------------------------------|-------|
| Number of Lanes, ln | 6 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 70.0 | Total Ramp Density (TRD), ramps/mi | 0.67 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 67.7 |
| Right-Side Lateral Clearance, ft | 10 | | |

Adjustment Factors

| | | | |
|-------------------|--------------------|----------------------------------------|-------|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

Demand and Capacity

| | | | |
|-------------------------------|-------|---------------------------------------|-------|
| Demand Volume veh/h | 10742 | Heavy Vehicle Adjustment Factor (fhv) | 0.970 |
| Peak Hour Factor | 0.95 | Flow Rate (Vp), pc/h/ln | 1943 |
| Total Trucks, % | 3.10 | Capacity (c), pc/h/ln | 2377 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity (cadj), pc/h/ln | 2377 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.82 |
| Passenger Car Equivalent (ET) | 2.000 | | |

Speed and Density

| | | | |
|------------------------------------------|------|-------------------------|------|
| Lane Width Adjustment (flw) | 0.0 | Average Speed (S), mi/h | 62.3 |
| Right-Side Lateral Clearance Adj. (fRLC) | 0.0 | Density (D), pc/mi/ln | 31.2 |
| Total Ramp Density Adjustment | 2.3 | Level of Service (LOS) | D |
| Adjusted Free-Flow Speed (FFSadj), mi/h | 67.7 | | |

HCS7 Basic Freeway Report

Project Information

| | | | |
|---------------------|--------------------------|----------------------|---------------|
| Analyst | LL | Date | 05/31/2020 |
| Agency | FDOT | Analysis Year | 2025 |
| Jurisdiction | District 4 | Time Period Analyzed | 2025 Build PM |
| Project Description | I-95 S of Woolbright -SB | | |

Geometric Data

| | | | |
|-----------------------------------|------|------------------------------------|-------|
| Number of Lanes, ln | 6 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 70.0 | Total Ramp Density (TRD), ramps/mi | 0.67 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 67.7 |
| Right-Side Lateral Clearance, ft | 10 | | |

Adjustment Factors

| | | | |
|-------------------|--------------------|----------------------------------------|-------|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

Demand and Capacity

| | | | |
|-------------------------------|-------|---------------------------------------|-------|
| Demand Volume veh/h | 7047 | Heavy Vehicle Adjustment Factor (fhv) | 0.970 |
| Peak Hour Factor | 0.95 | Flow Rate (Vp), pc/h/ln | 1274 |
| Total Trucks, % | 3.10 | Capacity (c), pc/h/ln | 2377 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity (cadj), pc/h/ln | 2377 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.54 |
| Passenger Car Equivalent (ET) | 2.000 | | |

Speed and Density

| | | | |
|------------------------------------------|------|-------------------------|------|
| Lane Width Adjustment (fLW) | 0.0 | Average Speed (S), mi/h | 67.7 |
| Right-Side Lateral Clearance Adj. (fRLC) | 0.0 | Density (D), pc/mi/ln | 18.8 |
| Total Ramp Density Adjustment | 2.3 | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed (FFSadj), mi/h | 67.7 | | |

HCS7 Basic Freeway Report

Project Information

| | | | |
|---------------------|-------------------------------------------------------|----------------------|---------------|
| Analyst | LL | Date | 05/31/2020 |
| Agency | FDOT | Analysis Year | 2025 |
| Jurisdiction | District 4 | Time Period Analyzed | 2025 Build PM |
| Project Description | I-95 Basic Segment Between NB Off-Ramp and NB On-Ramp | | |

Geometric Data

| | | | |
|-----------------------------------|------|------------------------------------|-------|
| Number of Lanes, In | 6 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 70.0 | Total Ramp Density (TRD), ramps/mi | 1.00 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 66.8 |
| Right-Side Lateral Clearance, ft | 10 | | |

Adjustment Factors

| | | | |
|-------------------|--------------------|----------------------------------------|-------|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

Demand and Capacity

| | | | |
|-------------------------------|-------|---------------------------------------|-------|
| Demand Volume veh/h | 9556 | Heavy Vehicle Adjustment Factor (fhv) | 0.964 |
| Peak Hour Factor | 0.95 | Flow Rate (Vp), pc/h/ln | 1739 |
| Total Trucks, % | 3.70 | Capacity (c), pc/h/ln | 2368 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity (cadj), pc/h/ln | 2368 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.73 |
| Passenger Car Equivalent (ET) | 2.000 | | |

Speed and Density

| | | | |
|------------------------------------------|------|-------------------------|------|
| Lane Width Adjustment (fLW) | 0.0 | Average Speed (S), mi/h | 64.6 |
| Right-Side Lateral Clearance Adj. (fRLC) | 0.0 | Density (D), pc/mi/ln | 26.9 |
| Total Ramp Density Adjustment | 3.2 | Level of Service (LOS) | D |
| Adjusted Free-Flow Speed (FFSadj), mi/h | 66.8 | | |

HCS7 Basic Freeway Report

Project Information

| | | | |
|---------------------|-----------------------------------------------|----------------------|---------------|
| Analyst | LL | Date | 05/31/2020 |
| Agency | FDOT | Analysis Year | 2025 |
| Jurisdiction | District 4 | Time Period Analyzed | 2025 Build PM |
| Project Description | I-95 Basic Segment SB Off-Ramp and SB On-Ramp | | |

Geometric Data

| | | | |
|-----------------------------------|------|------------------------------------|-------|
| Number of Lanes, In | 6 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 70.0 | Total Ramp Density (TRD), ramps/mi | 1.67 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 65.0 |
| Right-Side Lateral Clearance, ft | 10 | | |

Adjustment Factors

| | | | |
|-------------------|--------------------|----------------------------------------|-------|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

Demand and Capacity

| | | | |
|-------------------------------|-------|---------------------------------------|-------|
| Demand Volume veh/h | 6218 | Heavy Vehicle Adjustment Factor (fhv) | 0.964 |
| Peak Hour Factor | 0.95 | Flow Rate (Vp), pc/h/ln | 1132 |
| Total Trucks, % | 3.70 | Capacity (c), pc/h/ln | 2350 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity (cadj), pc/h/ln | 2350 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.48 |
| Passenger Car Equivalent (ET) | 2.000 | | |

Speed and Density

| | | | |
|------------------------------------------|------|-------------------------|------|
| Lane Width Adjustment (flw) | 0.0 | Average Speed (S), mi/h | 65.0 |
| Right-Side Lateral Clearance Adj. (fRLC) | 0.0 | Density (D), pc/mi/ln | 17.4 |
| Total Ramp Density Adjustment | 5.0 | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed (FFSadj), mi/h | 65.0 | | |

Ramp Analysis

HCS7 Freeway Diverge Report

Project Information

| | | | |
|---------------------|----------------------------------|----------------------|---------------|
| Analyst | LL | Date | 05/31/2020 |
| Agency | FDOT | Analysis Year | 2025 |
| Jurisdiction | District 4 | Time Period Analyzed | 2025 Build PM |
| Project Description | I-95 at Woolbright Rd-NB Diverge | | |

Geometric Data

| | Freeway | Ramp |
|--------------------------------------------------|---------|-------|
| Number of Lanes (N), ln | 6 | 2 |
| Free-Flow Speed (FFS), mi/h | 70.0 | 40.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 1500 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

Adjustment Factors

| | | |
|----------------------------------------|--------------------|--------------------|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

Demand and Capacity

| | | |
|---------------------------------------|-------|-------|
| Demand Volume (Vi) | 10742 | 1186 |
| Peak Hour Factor (PHF) | 0.95 | 0.95 |
| Total Trucks, % | 3.10 | 2.30 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.970 | 0.978 |
| Flow Rate (vi),pc/h | 11657 | 1277 |
| Capacity (c), pc/h | 14400 | 4000 |
| Volume-to-Capacity Ratio (v/c) | 0.81 | 0.32 |

Speed and Density

| | | | |
|----------------------------------------------|-------|-----------------------------------------------|-------|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 2 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (Ds) | 0.478 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/mi/ln | 2623 |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 56.6 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 0.260 | Outer Lanes Freeway Speed (SO), mi/h | 70.5 |
| Flow in Lanes 1 and 2 (v12), pc/h | 3497 | Ramp Junction Speed (S), mi/h | 64.2 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 30.3 |
| Level of Service (LOS) | C | Density in Ramp Influence Area (DR), pc/mi/ln | 20.8 |

HCS7 Freeway Merge Report

Project Information

| | | | |
|---------------------|----------------------------------|----------------------|---------------|
| Analyst | LL | Date | 05/31/2020 |
| Agency | FDOT | Analysis Year | 2025 |
| Jurisdiction | District 4 | Time Period Analyzed | 2025 Build PM |
| Project Description | I-95 at Woolbright SB Merge Ramp | | |

Geometric Data

| | Freeway | Ramp |
|--------------------------------------------------|---------|-------|
| Number of Lanes (N), ln | 6 | 1 |
| Free-Flow Speed (FFS), mi/h | 70.0 | 40.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 1500 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

Adjustment Factors

| | | |
|----------------------------------------|--------------------|--------------------|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

Demand and Capacity

| | | |
|---------------------------------------|-------|-------|
| Demand Volume (Vi) | 6218 | 829 |
| Peak Hour Factor (PHF) | 0.95 | 0.95 |
| Total Trucks, % | 3.70 | 2.30 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.964 | 0.978 |
| Flow Rate (vi),pc/h | 6790 | 892 |
| Capacity (c), pc/h | 14400 | 2000 |
| Volume-to-Capacity Ratio (v/c) | 0.53 | 0.45 |

Speed and Density

| | | | |
|----------------------------------------------|-------|-----------------------------------------------|-------|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 2 |
| Distance to Upstream Ramp (LUP), ft | 3551 | Speed Index (MS) | 0.274 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (VOA), pc/mi/ln | 1528 |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 62.3 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 0.106 | Outer Lanes Freeway Speed (SO), mi/h | 66.3 |
| Flow in Lanes 1 and 2 (v12), pc/h | 2037 | Ramp Junction Speed (S), mi/h | 64.3 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 2929 | Average Density (D), pc/mi/ln | 19.9 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 18.6 |

Weaving Analysis

HCS7 Freeway Weaving Report

Project Information

| | | | |
|---------------------|-------------------------------------------------------|----------------------|---------------|
| Analyst | LL | Date | 07/16/2020 |
| Agency | FDOT | Analysis Year | 2025 |
| Jurisdiction | District 4 | Time Period Analyzed | Build 2025 PM |
| Project Description | I-95 NB Between Woolbright Road and Boyton Beach Blvd | | |

Geometric Data

| | | | |
|----------------------------------|-----------|-----------------------------------------|---------|
| Number of Lanes (N), ln | 8 | Segment Type | Freeway |
| Segment Length (Ls), ft | 1450 | Number of Maneuver Lanes (NWL), ln | 3 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes (LCRF), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes (LCFR), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes (LCRR), lc | 0 |
| Interchange Density (ID), int/mi | 1.00 | Cross Weaving Managed Lane | No |

Adjustment Factors

| | | | |
|-------------------|--------------------|----------------------------------------|-------|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

Demand and Capacity

| | FF | RF | RR | FR |
|----------------------------------------|-------|----------------------------------------|-------|-------|
| Demand Volume (Vi), veh/h | 8358 | 1550 | 222 | 1198 |
| Peak Hour Factor (PHF) | 0.95 | 0.95 | 0.95 | 0.95 |
| Total Trucks, % | 3.10 | 2.30 | 2.40 | 2.40 |
| Heavy Vehicle Adjustment Factor (fhv) | 0.970 | 0.978 | 0.977 | 0.977 |
| Flow Rate (vi), pc/h | 9070 | 1668 | 239 | 1291 |
| Weaving Flow Rate (vw), pc/h | 2959 | Freeway Max Capacity (ciFL), pc/h/ln | | 2400 |
| Non-Weaving Flow Rate (vNW), pc/h | 9309 | Density-Based Capacity (ciWL), pc/h/ln | | 2251 |
| Total Flow Rate (v), pc/h | 12268 | Demand Flow-Based Capacity (ciW), pc/h | | 14523 |
| Volume Ratio (VR) | 0.241 | Weaving Segment Capacity (cw), veh/h | | 14116 |
| Minimum Lane Change Rate (LCMIN), lc/h | 2959 | Adjusted Weaving Area Capacity, pc/h | | 14523 |
| Maximum Weaving Length (LMAX), ft | 3394 | Volume-to-Capacity Ratio (v/c) | | 0.84 |

Speed and Density

| | | | |
|-------------------------------------------|-------|---------------------------------------|------|
| Non-Weaving Vehicle Index (INW) | 1350 | Average Weaving Speed (SW), mi/h | 48.6 |
| Non-Weaving Lane Change Rate (LCNW), lc/h | 963 | Average Non-Weaving Speed (SNW), mi/h | 41.3 |
| Weaving Lane Change Rate (LCW), lc/h | 4433 | Average Speed (S), mi/h | 42.9 |
| Weaving Lane Change Rate (LCAII), lc/h | 5396 | Density (D), pc/mi/ln | 35.7 |
| Weaving Intensity Factor (W) | 0.637 | Level of Service (LOS) | E |

HCS7 Freeway Weaving Report

Project Information

| | | | |
|---------------------|-------------------------------------------------------|----------------------|---------------|
| Analyst | LL | Date | 07/16/2020 |
| Agency | FDOT | Analysis Year | 2025 |
| Jurisdiction | District 4 | Time Period Analyzed | 2025 Build PM |
| Project Description | I-95 SB Between Boyton Beach Blvd and Woolbright Road | | |

Geometric Data

| | | | |
|----------------------------------|-----------|-----------------------------------------|---------|
| Number of Lanes (N), ln | 8 | Segment Type | Freeway |
| Segment Length (Ls), ft | 2100 | Number of Maneuver Lanes (NWL), ln | 2 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes (LCRF), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes (LCFR), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes (LCRR), lc | 0 |
| Interchange Density (ID), int/mi | 1.67 | Cross Weaving Managed Lane | No |

Adjustment Factors

| | | | |
|-------------------|--------------------|----------------------------------------|-------|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

Demand and Capacity

| | FF | RF | RR | FR |
|----------------------------------------|-------|----------------------------------------|-------|-------|
| Demand Volume (Vi), veh/h | 5512 | 706 | 164 | 1278 |
| Peak Hour Factor (PHF) | 0.95 | 0.95 | 0.95 | 0.95 |
| Total Trucks, % | 3.70 | 2.40 | 2.30 | 2.30 |
| Heavy Vehicle Adjustment Factor (fhv) | 0.964 | 0.977 | 0.978 | 0.978 |
| Flow Rate (vi), pc/h | 6019 | 761 | 177 | 1376 |
| Weaving Flow Rate (vw), pc/h | 2137 | Freeway Max Capacity (ciFL), pc/h/ln | | 2400 |
| Non-Weaving Flow Rate (vNW), pc/h | 6196 | Density-Based Capacity (ciWL), pc/h/ln | | 2169 |
| Total Flow Rate (v), pc/h | 8333 | Demand Flow-Based Capacity (ciW), pc/h | | 9375 |
| Volume Ratio (VR) | 0.256 | Weaving Segment Capacity (cw), veh/h | | 9073 |
| Minimum Lane Change Rate (LCMIN), lc/h | 2137 | Adjusted Weaving Area Capacity, pc/h | | 9375 |
| Maximum Weaving Length (LMAX), ft | 5117 | Volume-to-Capacity Ratio (v/c) | | 0.89 |

Speed and Density

| | | | |
|-------------------------------------------|-------|---------------------------------------|------|
| Non-Weaving Vehicle Index (INW) | 2173 | Average Weaving Speed (SW), mi/h | 49.0 |
| Non-Weaving Lane Change Rate (LCNW), lc/h | 3071 | Average Non-Weaving Speed (SNW), mi/h | 49.6 |
| Weaving Lane Change Rate (LCW), lc/h | 4460 | Average Speed (S), mi/h | 49.4 |
| Weaving Lane Change Rate (LCAII), lc/h | 7531 | Density (D), pc/mi/ln | 21.1 |
| Weaving Intensity Factor (W) | 0.619 | Level of Service (LOS) | C |

Design Year 2045
AM Peak Hour

Mainline Capacity Analysis

HCS7 Basic Freeway Report

Project Information

| | | | |
|---------------------|-------------------------|----------------------|---------------|
| Analyst | LL | Date | 05/31/2020 |
| Agency | FDOT | Analysis Year | 2045 |
| Jurisdiction | District 4 | Time Period Analyzed | 2045 Build AM |
| Project Description | I-95 S of Woolbright-NB | | |

Geometric Data

| | | | |
|-----------------------------------|------|------------------------------------|-------|
| Number of Lanes, ln | 6 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 70.0 | Total Ramp Density (TRD), ramps/mi | 0.67 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 67.7 |
| Right-Side Lateral Clearance, ft | 10 | | |

Adjustment Factors

| | | | |
|-------------------|--------------------|----------------------------------------|-------|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

Demand and Capacity

| | | | |
|-------------------------------|-------|---------------------------------------|-------|
| Demand Volume veh/h | 8560 | Heavy Vehicle Adjustment Factor (fhv) | 0.970 |
| Peak Hour Factor | 0.95 | Flow Rate (Vp), pc/h/ln | 1548 |
| Total Trucks, % | 3.10 | Capacity (c), pc/h/ln | 2377 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity (cadj), pc/h/ln | 2377 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.65 |
| Passenger Car Equivalent (ET) | 2.000 | | |

Speed and Density

| | | | |
|------------------------------------------|------|-------------------------|------|
| Lane Width Adjustment (fLW) | 0.0 | Average Speed (S), mi/h | 66.9 |
| Right-Side Lateral Clearance Adj. (fRLC) | 0.0 | Density (D), pc/mi/ln | 23.1 |
| Total Ramp Density Adjustment | 2.3 | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed (FFSadj), mi/h | 67.7 | | |

HCS7 Basic Freeway Report

Project Information

| | | | |
|---------------------|--------------------------|----------------------|---------------|
| Analyst | LL | Date | 05/31/2020 |
| Agency | FDOT | Analysis Year | 2045 |
| Jurisdiction | District 4 | Time Period Analyzed | 2045 Build AM |
| Project Description | I-95 S of Woolbright -SB | | |

Geometric Data

| | | | |
|-----------------------------------|------|------------------------------------|-------|
| Number of Lanes, In | 6 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 70.0 | Total Ramp Density (TRD), ramps/mi | 0.67 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 67.7 |
| Right-Side Lateral Clearance, ft | 10 | | |

Adjustment Factors

| | | | |
|-------------------|--------------------|----------------------------------------|-------|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

Demand and Capacity

| | | | |
|-------------------------------|-------|---------------------------------------|-------|
| Demand Volume veh/h | 13393 | Heavy Vehicle Adjustment Factor (fhv) | 0.970 |
| Peak Hour Factor | 0.95 | Flow Rate (Vp), pc/h/ln | 2422 |
| Total Trucks, % | 3.10 | Capacity (c), pc/h/ln | 2377 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity (cadj), pc/h/ln | 2377 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 1.02 |
| Passenger Car Equivalent (ET) | 2.000 | | |

Speed and Density

| | | | |
|------------------------------------------|------|-------------------------|---|
| Lane Width Adjustment (fLW) | 0.0 | Average Speed (S), mi/h | - |
| Right-Side Lateral Clearance Adj. (fRLC) | 0.0 | Density (D), pc/mi/ln | - |
| Total Ramp Density Adjustment | 2.3 | Level of Service (LOS) | F |
| Adjusted Free-Flow Speed (FFSadj), mi/h | 67.7 | | |

HCS7 Basic Freeway Report

Project Information

| | | | |
|---------------------|-------------------------------------------------------|----------------------|---------------|
| Analyst | LL | Date | 05/31/2020 |
| Agency | FDOT | Analysis Year | 2045 |
| Jurisdiction | District 4 | Time Period Analyzed | 2045 Build AM |
| Project Description | I-95 Basic Segment Between NB Off-Ramp and NB On-Ramp | | |

Geometric Data

| | | | |
|-----------------------------------|------|------------------------------------|-------|
| Number of Lanes, In | 6 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 70.0 | Total Ramp Density (TRD), ramps/mi | 1.00 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 66.8 |
| Right-Side Lateral Clearance, ft | 10 | | |

Adjustment Factors

| | | | |
|-------------------|--------------------|----------------------------------------|-------|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

Demand and Capacity

| | | | |
|-------------------------------|-------|---------------------------------------|-------|
| Demand Volume veh/h | 7656 | Heavy Vehicle Adjustment Factor (fhv) | 0.964 |
| Peak Hour Factor | 0.95 | Flow Rate (Vp), pc/h/ln | 1393 |
| Total Trucks, % | 3.70 | Capacity (c), pc/h/ln | 2368 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity (cadj), pc/h/ln | 2368 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.59 |
| Passenger Car Equivalent (ET) | 2.000 | | |

Speed and Density

| | | | |
|------------------------------------------|------|-------------------------|------|
| Lane Width Adjustment (fLW) | 0.0 | Average Speed (S), mi/h | 66.7 |
| Right-Side Lateral Clearance Adj. (fRLC) | 0.0 | Density (D), pc/mi/ln | 20.9 |
| Total Ramp Density Adjustment | 3.2 | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed (FFSadj), mi/h | 66.8 | | |

HCS7 Basic Freeway Report

Project Information

| | | | |
|---------------------|-------------------------------------------------------|----------------------|---------------|
| Analyst | LL | Date | 05/31/2020 |
| Agency | FDOT | Analysis Year | 2045 |
| Jurisdiction | District 4 | Time Period Analyzed | 2045 Build AM |
| Project Description | I-95 Basic Segment Between SB Off-Ramp and SB On-Ramp | | |

Geometric Data

| | | | |
|-----------------------------------|------|------------------------------------|-------|
| Number of Lanes, In | 6 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 70.0 | Total Ramp Density (TRD), ramps/mi | 1.67 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 65.0 |
| Right-Side Lateral Clearance, ft | 10 | | |

Adjustment Factors

| | | | |
|-------------------|--------------------|----------------------------------------|-------|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

Demand and Capacity

| | | | |
|-------------------------------|-------|---------------------------------------|-------|
| Demand Volume veh/h | 12011 | Heavy Vehicle Adjustment Factor (fhv) | 0.964 |
| Peak Hour Factor | 0.95 | Flow Rate (Vp), pc/h/ln | 2186 |
| Total Trucks, % | 3.70 | Capacity (c), pc/h/ln | 2350 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity (cadj), pc/h/ln | 2350 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.93 |
| Passenger Car Equivalent (ET) | 2.000 | | |

Speed and Density

| | | | |
|------------------------------------------|------|-------------------------|------|
| Lane Width Adjustment (fLW) | 0.0 | Average Speed (S), mi/h | 56.3 |
| Right-Side Lateral Clearance Adj. (fRLC) | 0.0 | Density (D), pc/mi/ln | 38.8 |
| Total Ramp Density Adjustment | 5.0 | Level of Service (LOS) | E |
| Adjusted Free-Flow Speed (FFSadj), mi/h | 65.0 | | |

Ramp Analysis

HCS7 Freeway Diverge Report

Project Information

| | | | |
|---------------------|----------------------------------|----------------------|---------------|
| Analyst | LL | Date | 05/31/2020 |
| Agency | FDOT | Analysis Year | 2045 |
| Jurisdiction | District 4 | Time Period Analyzed | 2045 Build AM |
| Project Description | I-95 at Woolbright Rd-NB Diverge | | |

Geometric Data

| | Freeway | Ramp |
|--------------------------------------------------|---------|-------|
| Number of Lanes (N), ln | 6 | 2 |
| Free-Flow Speed (FFS), mi/h | 70.0 | 40.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 1500 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

Adjustment Factors

| | | |
|----------------------------------------|--------------------|--------------------|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

Demand and Capacity

| | | |
|---------------------------------------|-------|-------|
| Demand Volume (Vi) | 8560 | 904 |
| Peak Hour Factor (PHF) | 0.95 | 0.95 |
| Total Trucks, % | 3.10 | 2.30 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.970 | 0.978 |
| Flow Rate (vi),pc/h | 9289 | 973 |
| Capacity (c), pc/h | 14400 | 4000 |
| Volume-to-Capacity Ratio (v/c) | 0.65 | 0.24 |

Speed and Density

| | | | |
|----------------------------------------------|-------|-----------------------------------------------|-------|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 2 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (Ds) | 0.451 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/mi/ln | 2090 |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 57.4 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 0.260 | Outer Lanes Freeway Speed (SO), mi/h | 72.5 |
| Flow in Lanes 1 and 2 (v12), pc/h | 2787 | Ramp Junction Speed (S), mi/h | 65.6 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 23.6 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 14.7 |

HCS7 Freeway Merge Report

Project Information

| | | | |
|---------------------|----------------------------------|----------------------|---------------|
| Analyst | LL | Date | 05/31/2020 |
| Agency | FDOT | Analysis Year | 2045 |
| Jurisdiction | District 4 | Time Period Analyzed | 2045 Build AM |
| Project Description | I-95 at Woolbright SB Merge Ramp | | |

Geometric Data

| | Freeway | Ramp |
|--------------------------------------------------|---------|-------|
| Number of Lanes (N), ln | 6 | 1 |
| Free-Flow Speed (FFS), mi/h | 70.0 | 40.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 1500 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

Adjustment Factors

| | | |
|----------------------------------------|--------------------|--------------------|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

Demand and Capacity

| | | |
|---------------------------------------|-------|-------|
| Demand Volume (Vi) | 12011 | 1382 |
| Peak Hour Factor (PHF) | 0.95 | 0.95 |
| Total Trucks, % | 3.70 | 2.30 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.964 | 0.978 |
| Flow Rate (vi),pc/h | 13115 | 1487 |
| Capacity (c), pc/h | 14400 | 2000 |
| Volume-to-Capacity Ratio (v/c) | 1.01 | 0.74 |

Speed and Density

| | | | |
|----------------------------------------------|-------|-----------------------------------------------|------|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 2 |
| Distance to Upstream Ramp (LUP), ft | 3551 | Speed Index (MS) | - |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (VOA), pc/mi/ln | 2700 |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 23.6 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 0.032 | Outer Lanes Freeway Speed (SO), mi/h | 61.1 |
| Flow in Lanes 1 and 2 (v12), pc/h | 4436 | Ramp Junction Speed (S), mi/h | - |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 5923 | Average Density (D), pc/mi/ln | - |
| Level of Service (LOS) | F | Density in Ramp Influence Area (DR), pc/mi/ln | 41.7 |

Weaving Analysis

HCS7 Freeway Weaving Report

Project Information

| | | | |
|---------------------|-------------------------------------------------------|----------------------|---------------|
| Analyst | LL | Date | 07/16/2020 |
| Agency | FDOT | Analysis Year | 2045 |
| Jurisdiction | District 4 | Time Period Analyzed | 2045 Build AM |
| Project Description | I-95 NB Between Woolbright Road and Boyton Beach Blvd | | |

Geometric Data

| | | | |
|----------------------------------|-----------|-----------------------------------------|---------|
| Number of Lanes (N), ln | 8 | Segment Type | Freeway |
| Segment Length (Ls), ft | 1450 | Number of Maneuver Lanes (NWL), ln | 3 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes (LCRF), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes (LCFR), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes (LCRR), lc | 0 |
| Interchange Density (ID), int/mi | 1.00 | Cross Weaving Managed Lane | No |

Adjustment Factors

| | | | |
|-------------------|--------------------|----------------------------------------|-------|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

Demand and Capacity

| | FF | RF | RR | FR |
|----------------------------------------|-------|----------------------------------------|-------|-------|
| Demand Volume (Vi), veh/h | 6893 | 1599 | 177 | 763 |
| Peak Hour Factor (PHF) | 0.95 | 0.95 | 0.95 | 0.95 |
| Total Trucks, % | 3.10 | 2.30 | 2.40 | 2.40 |
| Heavy Vehicle Adjustment Factor (fhv) | 0.970 | 0.978 | 0.977 | 0.977 |
| Flow Rate (vi), pc/h | 7480 | 1721 | 191 | 822 |
| Weaving Flow Rate (vw), pc/h | 2543 | Freeway Max Capacity (ciFL), pc/h/ln | | 2400 |
| Non-Weaving Flow Rate (vNW), pc/h | 7671 | Density-Based Capacity (ciWL), pc/h/ln | | 2245 |
| Total Flow Rate (v), pc/h | 10214 | Demand Flow-Based Capacity (ciW), pc/h | | 14056 |
| Volume Ratio (VR) | 0.249 | Weaving Segment Capacity (cw), veh/h | | 13663 |
| Minimum Lane Change Rate (LCMIN), lc/h | 2543 | Adjusted Weaving Area Capacity, pc/h | | 14056 |
| Maximum Weaving Length (LMAX), ft | 3477 | Volume-to-Capacity Ratio (v/c) | | 0.73 |

Speed and Density

| | | | |
|-------------------------------------------|-------|---------------------------------------|------|
| Non-Weaving Vehicle Index (INW) | 1112 | Average Weaving Speed (SW), mi/h | 49.7 |
| Non-Weaving Lane Change Rate (LCNW), lc/h | 825 | Average Non-Weaving Speed (SNW), mi/h | 45.6 |
| Weaving Lane Change Rate (LCW), lc/h | 4017 | Average Speed (S), mi/h | 46.6 |
| Weaving Lane Change Rate (LCAII), lc/h | 4842 | Density (D), pc/mi/ln | 27.4 |
| Weaving Intensity Factor (W) | 0.585 | Level of Service (LOS) | C |

HCS7 Freeway Weaving Report

Project Information

| | | | |
|---------------------|-------------------------------------------------------|----------------------|---------------|
| Analyst | LL | Date | 07/16/2020 |
| Agency | FDOT | Analysis Year | 2045 |
| Jurisdiction | District 4 | Time Period Analyzed | 2045 Build AM |
| Project Description | I-95 SB Between Boyton Beach Blvd and Woolbright Road | | |

Geometric Data

| | | | |
|----------------------------------|-----------|-----------------------------------------|---------|
| Number of Lanes (N), ln | 8 | Segment Type | Freeway |
| Segment Length (Ls), ft | 2100 | Number of Maneuver Lanes (NWL), ln | 3 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes (LCRF), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes (LCFR), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes (LCRR), lc | 0 |
| Interchange Density (ID), int/mi | 1.67 | Cross Weaving Managed Lane | No |

Adjustment Factors

| | | | |
|-------------------|--------------------|----------------------------------------|-------|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

Demand and Capacity

| | FF | RF | RR | FR |
|----------------------------------------|-------|----------------------------------------|-------|-------|
| Demand Volume (Vi), veh/h | 10705 | 1306 | 224 | 1834 |
| Peak Hour Factor (PHF) | 0.95 | 0.95 | 0.95 | 0.95 |
| Total Trucks, % | 3.70 | 2.40 | 2.30 | 2.30 |
| Heavy Vehicle Adjustment Factor (fhv) | 0.964 | 0.977 | 0.978 | 0.978 |
| Flow Rate (vi), pc/h | 11689 | 1407 | 241 | 1974 |
| Weaving Flow Rate (vw), pc/h | 3381 | Freeway Max Capacity (ciFL), pc/h/ln | | 2400 |
| Non-Weaving Flow Rate (vNW), pc/h | 11930 | Density-Based Capacity (ciWL), pc/h/ln | | 2317 |
| Total Flow Rate (v), pc/h | 15311 | Demand Flow-Based Capacity (ciW), pc/h | | 15837 |
| Volume Ratio (VR) | 0.221 | Weaving Segment Capacity (cw), veh/h | | 15318 |
| Minimum Lane Change Rate (LCMIN), lc/h | 3381 | Adjusted Weaving Area Capacity, pc/h | | 15837 |
| Maximum Weaving Length (LMAX), ft | 3186 | Volume-to-Capacity Ratio (v/c) | | 0.97 |

Speed and Density

| | | | |
|-------------------------------------------|---|---------------------------------------|---|
| Non-Weaving Vehicle Index (INW) | - | Average Weaving Speed (SW), mi/h | - |
| Non-Weaving Lane Change Rate (LCNW), lc/h | - | Average Non-Weaving Speed (SNW), mi/h | - |
| Weaving Lane Change Rate (LCW), lc/h | - | Average Speed (S), mi/h | - |
| Weaving Lane Change Rate (LCAII), lc/h | - | Density (D), pc/mi/ln | - |
| Weaving Intensity Factor (W) | - | Level of Service (LOS) | F |

Design Year 2045
PM Peak Hour

Mainline Capacity Analysis

HCS7 Basic Freeway Report

Project Information

| | | | |
|---------------------|-------------------------|----------------------|---------------|
| Analyst | LL | Date | 05/31/2020 |
| Agency | FDOT | Analysis Year | 2045 |
| Jurisdiction | District 4 | Time Period Analyzed | 2045 Build PM |
| Project Description | I-95 S of Woolbright-NB | | |

Geometric Data

| | | | |
|-----------------------------------|------|------------------------------------|-------|
| Number of Lanes, ln | 6 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 70.0 | Total Ramp Density (TRD), ramps/mi | 0.67 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 67.7 |
| Right-Side Lateral Clearance, ft | 10 | | |

Adjustment Factors

| | | | |
|-------------------|--------------------|----------------------------------------|-------|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

Demand and Capacity

| | | | |
|-------------------------------|-------|---------------------------------------|-------|
| Demand Volume veh/h | 13501 | Heavy Vehicle Adjustment Factor (fhv) | 0.970 |
| Peak Hour Factor | 0.95 | Flow Rate (Vp), pc/h/ln | 2442 |
| Total Trucks, % | 3.10 | Capacity (c), pc/h/ln | 2377 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity (cadj), pc/h/ln | 2377 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 1.03 |
| Passenger Car Equivalent (ET) | 2.000 | | |

Speed and Density

| | | | |
|------------------------------------------|------|-------------------------|---|
| Lane Width Adjustment (fLW) | 0.0 | Average Speed (S), mi/h | - |
| Right-Side Lateral Clearance Adj. (fRLC) | 0.0 | Density (D), pc/mi/ln | - |
| Total Ramp Density Adjustment | 2.3 | Level of Service (LOS) | F |
| Adjusted Free-Flow Speed (FFSadj), mi/h | 67.7 | | |

HCS7 Basic Freeway Report

Project Information

| | | | |
|---------------------|--------------------------|----------------------|---------------|
| Analyst | LL | Date | 05/31/2020 |
| Agency | FDOT | Analysis Year | 2045 |
| Jurisdiction | District 4 | Time Period Analyzed | 2045 Build PM |
| Project Description | I-95 S of Woolbright -SB | | |

Geometric Data

| | | | |
|-----------------------------------|------|------------------------------------|-------|
| Number of Lanes, ln | 6 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 70.0 | Total Ramp Density (TRD), ramps/mi | 0.67 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 67.7 |
| Right-Side Lateral Clearance, ft | 10 | | |

Adjustment Factors

| | | | |
|-------------------|--------------------|----------------------------------------|-------|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

Demand and Capacity

| | | | |
|-------------------------------|-------|---------------------------------------|-------|
| Demand Volume veh/h | 8433 | Heavy Vehicle Adjustment Factor (fhv) | 0.970 |
| Peak Hour Factor | 0.95 | Flow Rate (Vp), pc/h/ln | 1525 |
| Total Trucks, % | 3.10 | Capacity (c), pc/h/ln | 2377 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity (cadj), pc/h/ln | 2377 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.64 |
| Passenger Car Equivalent (ET) | 2.000 | | |

Speed and Density

| | | | |
|------------------------------------------|------|-------------------------|------|
| Lane Width Adjustment (fLW) | 0.0 | Average Speed (S), mi/h | 67.0 |
| Right-Side Lateral Clearance Adj. (fRLC) | 0.0 | Density (D), pc/mi/ln | 22.8 |
| Total Ramp Density Adjustment | 2.3 | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed (FFSadj), mi/h | 67.7 | | |

HCS7 Basic Freeway Report

Project Information

| | | | |
|---------------------|-----------------------------|----------------------|---------------|
| Analyst | LL | Date | 05/31/2020 |
| Agency | FDOT | Analysis Year | 2045 |
| Jurisdiction | District 4 | Time Period Analyzed | 2045 Build PM |
| Project Description | I-95 N of Woolbright Rd -NB | | |

Geometric Data

| | | | |
|-----------------------------------|------|------------------------------------|-------|
| Number of Lanes, ln | 6 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 70.0 | Total Ramp Density (TRD), ramps/mi | 1.00 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 66.8 |
| Right-Side Lateral Clearance, ft | 10 | | |

Adjustment Factors

| | | | |
|-------------------|--------------------|----------------------------------------|-------|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

Demand and Capacity

| | | | |
|-------------------------------|-------|---------------------------------------|-------|
| Demand Volume veh/h | 12193 | Heavy Vehicle Adjustment Factor (fhv) | 0.964 |
| Peak Hour Factor | 0.95 | Flow Rate (Vp), pc/h/ln | 2219 |
| Total Trucks, % | 3.70 | Capacity (c), pc/h/ln | 2368 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity (cadj), pc/h/ln | 2368 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.94 |
| Passenger Car Equivalent (ET) | 2.000 | | |

Speed and Density

| | | | |
|------------------------------------------|------|-------------------------|------|
| Lane Width Adjustment (flw) | 0.0 | Average Speed (S), mi/h | 56.4 |
| Right-Side Lateral Clearance Adj. (fRLC) | 0.0 | Density (D), pc/mi/ln | 39.3 |
| Total Ramp Density Adjustment | 3.2 | Level of Service (LOS) | E |
| Adjusted Free-Flow Speed (FFSadj), mi/h | 66.8 | | |

HCS7 Basic Freeway Report

Project Information

| | | | |
|---------------------|-------------------------------------------------------|----------------------|---------------|
| Analyst | LL | Date | 05/31/2020 |
| Agency | FDOT | Analysis Year | 2045 |
| Jurisdiction | District 4 | Time Period Analyzed | 2045 Build PM |
| Project Description | I-95 Basic Segment Between SB Off-Ramp and SB On-Ramp | | |

Geometric Data

| | | | |
|-----------------------------------|------|------------------------------------|-------|
| Number of Lanes, In | 6 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 70.0 | Total Ramp Density (TRD), ramps/mi | 1.67 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 65.0 |
| Right-Side Lateral Clearance, ft | 10 | | |

Adjustment Factors

| | | | |
|-------------------|--------------------|----------------------------------------|-------|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

Demand and Capacity

| | | | |
|-------------------------------|-------|---------------------------------------|-------|
| Demand Volume veh/h | 7569 | Heavy Vehicle Adjustment Factor (fhv) | 0.964 |
| Peak Hour Factor | 0.95 | Flow Rate (Vp), pc/h/ln | 1378 |
| Total Trucks, % | 3.70 | Capacity (c), pc/h/ln | 2350 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity (cadj), pc/h/ln | 2350 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.59 |
| Passenger Car Equivalent (ET) | 2.000 | | |

Speed and Density

| | | | |
|------------------------------------------|------|-------------------------|------|
| Lane Width Adjustment (flw) | 0.0 | Average Speed (S), mi/h | 65.0 |
| Right-Side Lateral Clearance Adj. (fRLC) | 0.0 | Density (D), pc/mi/ln | 21.2 |
| Total Ramp Density Adjustment | 5.0 | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed (FFSadj), mi/h | 65.0 | | |

Ramp Analysis

HCS7 Freeway Diverge Report

Project Information

| | | | |
|---------------------|----------------------------------|----------------------|---------------|
| Analyst | LL | Date | 05/31/2020 |
| Agency | FDOT | Analysis Year | 2045 |
| Jurisdiction | District 4 | Time Period Analyzed | 2045 Build PM |
| Project Description | I-95 at Woolbright Rd-NB Diverge | | |

Geometric Data

| | Freeway | Ramp |
|--------------------------------------------------|---------|-------|
| Number of Lanes (N), ln | 6 | 2 |
| Free-Flow Speed (FFS), mi/h | 70.0 | 40.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 1500 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

Adjustment Factors

| | | |
|----------------------------------------|--------------------|--------------------|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

Demand and Capacity

| | | |
|---------------------------------------|-------|-------|
| Demand Volume (Vi) | 13502 | 1309 |
| Peak Hour Factor (PHF) | 0.95 | 0.95 |
| Total Trucks, % | 3.10 | 2.30 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.970 | 0.978 |
| Flow Rate (vi),pc/h | 14652 | 1409 |
| Capacity (c), pc/h | 14400 | 4000 |
| Volume-to-Capacity Ratio (v/c) | 1.02 | 0.35 |

Speed and Density

| | | | |
|----------------------------------------------|-------|-----------------------------------------------|------|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 2 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (Ds) | - |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/mi/ln | 2700 |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 56.3 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 0.260 | Outer Lanes Freeway Speed (SO), mi/h | 70.2 |
| Flow in Lanes 1 and 2 (v12), pc/h | 5589 | Ramp Junction Speed (S), mi/h | - |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | - |
| Level of Service (LOS) | F | Density in Ramp Influence Area (DR), pc/mi/ln | 38.8 |

HCS7 Freeway Merge Report

Project Information

| | | | |
|---------------------|----------------------------------|----------------------|---------------|
| Analyst | LL | Date | 05/31/2020 |
| Agency | FDOT | Analysis Year | 2045 |
| Jurisdiction | District 4 | Time Period Analyzed | 2045 Build PM |
| Project Description | I-95 at Woolbright SB Merge Ramp | | |

Geometric Data

| | Freeway | Ramp |
|--------------------------------------------------|---------|-------|
| Number of Lanes (N), ln | 6 | 1 |
| Free-Flow Speed (FFS), mi/h | 70.0 | 40.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 1500 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

Adjustment Factors

| | | |
|----------------------------------------|--------------------|--------------------|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

Demand and Capacity

| | | |
|---------------------------------------|-------|-------|
| Demand Volume (Vi) | 7569 | 864 |
| Peak Hour Factor (PHF) | 0.95 | 0.95 |
| Total Trucks, % | 3.70 | 2.30 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.964 | 0.978 |
| Flow Rate (vi),pc/h | 8265 | 930 |
| Capacity (c), pc/h | 14400 | 2000 |
| Volume-to-Capacity Ratio (v/c) | 0.64 | 0.47 |

Speed and Density

| | | | |
|----------------------------------------------|-------|-----------------------------------------------|-------|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 2 |
| Distance to Upstream Ramp (LUP), ft | 3551 | Speed Index (MS) | 0.319 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (VOA), pc/mi/ln | 1859 |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 61.1 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 0.102 | Outer Lanes Freeway Speed (SO), mi/h | 65.1 |
| Flow in Lanes 1 and 2 (v12), pc/h | 2480 | Ramp Junction Speed (S), mi/h | 63.1 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 3410 | Average Density (D), pc/mi/ln | 24.3 |
| Level of Service (LOS) | C | Density in Ramp Influence Area (DR), pc/mi/ln | 22.3 |

Weaving Analysis

HCS7 Freeway Weaving Report

Project Information

| | | | |
|---------------------|-------------------------------------------------------|----------------------|---------------|
| Analyst | LL | Date | 07/16/2020 |
| Agency | FDOT | Analysis Year | 2045 |
| Jurisdiction | District 4 | Time Period Analyzed | 2045 Build PM |
| Project Description | I-95 NB Between Woolbright Road and Boyton Beach Blvd | | |

Geometric Data

| | | | |
|----------------------------------|-----------|-----------------------------------------|---------|
| Number of Lanes (N), ln | 8 | Segment Type | Freeway |
| Segment Length (Ls), ft | 1450 | Number of Maneuver Lanes (NWL), ln | 3 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes (LCRF), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes (LCFR), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes (LCRR), lc | 0 |
| Interchange Density (ID), int/mi | 1.00 | Cross Weaving Managed Lane | No |

Adjustment Factors

| | | | |
|-------------------|--------------------|----------------------------------------|-------|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

Demand and Capacity

| | FF | RF | RR | FR |
|----------------------------------------|-------|----------------------------------------|-------|-------|
| Demand Volume (Vi), veh/h | 10871 | 1710 | 208 | 1322 |
| Peak Hour Factor (PHF) | 0.95 | 0.95 | 0.95 | 0.95 |
| Total Trucks, % | 3.10 | 2.30 | 2.40 | 2.40 |
| Heavy Vehicle Adjustment Factor (fhv) | 0.970 | 0.978 | 0.977 | 0.977 |
| Flow Rate (vi), pc/h | 11797 | 1840 | 224 | 1424 |
| Weaving Flow Rate (vw), pc/h | 3264 | Freeway Max Capacity (ciFL), pc/h/ln | | 2400 |
| Non-Weaving Flow Rate (vNW), pc/h | 12021 | Density-Based Capacity (ciWL), pc/h/ln | | 2273 |
| Total Flow Rate (v), pc/h | 15285 | Demand Flow-Based Capacity (ciW), pc/h | | 16355 |
| Volume Ratio (VR) | 0.214 | Weaving Segment Capacity (cw), veh/h | | 15893 |
| Minimum Lane Change Rate (LCMIN), lc/h | 3264 | Adjusted Weaving Area Capacity, pc/h | | 16356 |
| Maximum Weaving Length (LMAX), ft | 3114 | Volume-to-Capacity Ratio (v/c) | | 0.93 |

Speed and Density

| | | | |
|-------------------------------------------|---|---------------------------------------|---|
| Non-Weaving Vehicle Index (INW) | - | Average Weaving Speed (SW), mi/h | - |
| Non-Weaving Lane Change Rate (LCNW), lc/h | - | Average Non-Weaving Speed (SNW), mi/h | - |
| Weaving Lane Change Rate (LCW), lc/h | - | Average Speed (S), mi/h | - |
| Weaving Lane Change Rate (LCAII), lc/h | - | Density (D), pc/mi/ln | - |
| Weaving Intensity Factor (W) | - | Level of Service (LOS) | F |

HCS7 Freeway Weaving Report

Project Information

| | | | |
|---------------------|-------------------------------------------------------|----------------------|---------------|
| Analyst | LL | Date | 07/16/2020 |
| Agency | FDOT | Analysis Year | 2045 |
| Jurisdiction | District 4 | Time Period Analyzed | 2045 Build PM |
| Project Description | I-95 SB Between Boyton Beach Blvd and Woolbright Road | | |

Geometric Data

| | | | |
|----------------------------------|-----------|-----------------------------------------|---------|
| Number of Lanes (N), ln | 8 | Segment Type | Freeway |
| Segment Length (Ls), ft | 2100 | Number of Maneuver Lanes (NWL), ln | 3 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes (LCRF), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes (LCFR), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes (LCRR), lc | 0 |
| Interchange Density (ID), int/mi | 1.67 | Cross Weaving Managed Lane | No |

Adjustment Factors

| | | | |
|-------------------|--------------------|----------------------------------------|-------|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

Demand and Capacity

| | FF | RF | RR | FR |
|----------------------------------------|-------|----------------------------------------|-------|-------|
| Demand Volume (Vi), veh/h | 6796 | 773 | 167 | 1471 |
| Peak Hour Factor (PHF) | 0.95 | 0.95 | 0.95 | 0.95 |
| Total Trucks, % | 3.70 | 2.40 | 2.30 | 2.30 |
| Heavy Vehicle Adjustment Factor (fhv) | 0.964 | 0.977 | 0.978 | 0.978 |
| Flow Rate (vi), pc/h | 7421 | 833 | 180 | 1583 |
| Weaving Flow Rate (vw), pc/h | 2416 | Freeway Max Capacity (ciFL), pc/h/ln | | 2400 |
| Non-Weaving Flow Rate (vNW), pc/h | 7601 | Density-Based Capacity (ciWL), pc/h/ln | | 2301 |
| Total Flow Rate (v), pc/h | 10017 | Demand Flow-Based Capacity (ciW), pc/h | | 14523 |
| Volume Ratio (VR) | 0.241 | Weaving Segment Capacity (cw), veh/h | | 14051 |
| Minimum Lane Change Rate (LCMIN), lc/h | 2416 | Adjusted Weaving Area Capacity, pc/h | | 14522 |
| Maximum Weaving Length (LMAX), ft | 3394 | Volume-to-Capacity Ratio (v/c) | | 0.69 |

Speed and Density

| | | | |
|-------------------------------------------|-------|---------------------------------------|------|
| Non-Weaving Vehicle Index (INW) | 2666 | Average Weaving Speed (SW), mi/h | 48.2 |
| Non-Weaving Lane Change Rate (LCNW), lc/h | 3384 | Average Non-Weaving Speed (SNW), mi/h | 46.6 |
| Weaving Lane Change Rate (LCW), lc/h | 4739 | Average Speed (S), mi/h | 47.0 |
| Weaving Lane Change Rate (LCAII), lc/h | 8123 | Density (D), pc/mi/ln | 26.6 |
| Weaving Intensity Factor (W) | 0.657 | Level of Service (LOS) | C |

SYNCHRO Analysis






























**Alternative 1 - Tight Diamond
Interchange (TDI)**

Opening Year 2025 AM Analysis

HCM 6th Edition Methodology













HCM Signalized Intersection Capacity Analysis
301: Woolbright Rd & SW 8th St

2025 Build Alt 1- TDI AM - HCM
12/31/2020

| |  |  |  |  |  |  |  |  |  |  |  |  | |
|-----------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|--|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | |
| Lane Configurations |   |   |  |   |   |  |   |   | |   |  | | |
| Traffic Volume (vph) | 187 | 1498 | 115 | 242 | 1049 | 296 | 51 | 30 | 106 | 497 | 96 | 184 | |
| Future Volume (vph) | 187 | 1498 | 115 | 242 | 1049 | 296 | 51 | 30 | 106 | 497 | 96 | 184 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Total Lost time (s) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | 7.0 | 7.0 | 7.5 | | 7.0 | 7.5 | | |
| Lane Util. Factor | 0.97 | 0.91 | 1.00 | 0.97 | 0.86 | 1.00 | 1.00 | 1.00 | | 0.97 | 1.00 | | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.88 | | 1.00 | 0.90 | | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | |
| Satd. Flow (prot) | 3433 | 5085 | 1583 | 3433 | 6408 | 1583 | 1770 | 1645 | | 3433 | 1679 | | |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.58 | 1.00 | | 0.95 | 1.00 | | |
| Satd. Flow (perm) | 3433 | 5085 | 1583 | 3433 | 6408 | 1583 | 1080 | 1645 | | 3433 | 1679 | | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | |
| Adj. Flow (vph) | 197 | 1577 | 121 | 255 | 1104 | 312 | 54 | 32 | 112 | 523 | 101 | 194 | |
| RTOR Reduction (vph) | 0 | 0 | 71 | 0 | 0 | 110 | 0 | 103 | 0 | 0 | 54 | 0 | |
| Lane Group Flow (vph) | 197 | 1577 | 50 | 255 | 1104 | 202 | 54 | 41 | 0 | 523 | 241 | 0 | |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | |
| Turn Type | Prot | NA | Perm | Prot | NA | pm+ov | pm+pt | NA | | Prot | NA | | |
| Protected Phases | 1 | 6 | | 5 | 2 | 3 | 7 | 4 | | 3 | 8 | | |
| Permitted Phases | | | 6 | | | 2 | 4 | | | | | | |
| Actuated Green, G (s) | 13.0 | 61.5 | 61.5 | 21.0 | 69.5 | 97.0 | 19.3 | 12.5 | | 27.5 | 33.2 | | |
| Effective Green, g (s) | 13.0 | 61.5 | 61.5 | 21.0 | 69.5 | 97.0 | 19.3 | 12.5 | | 27.5 | 33.2 | | |
| Actuated g/C Ratio | 0.09 | 0.41 | 0.41 | 0.14 | 0.46 | 0.65 | 0.13 | 0.08 | | 0.18 | 0.22 | | |
| Clearance Time (s) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | 7.0 | 7.0 | 7.5 | | 7.0 | 7.5 | | |
| Vehicle Extension (s) | 2.0 | 4.0 | 4.0 | 2.0 | 4.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | |
| Lane Grp Cap (vph) | 297 | 2084 | 649 | 480 | 2969 | 1023 | 170 | 137 | | 629 | 371 | | |
| v/s Ratio Prot | c0.06 | c0.31 | | c0.07 | 0.17 | 0.04 | 0.01 | 0.03 | | c0.15 | c0.14 | | |
| v/s Ratio Perm | | | 0.03 | | | 0.09 | 0.03 | | | | | | |
| v/c Ratio | 0.66 | 0.76 | 0.08 | 0.53 | 0.37 | 0.20 | 0.32 | 0.30 | | 0.83 | 0.65 | | |
| Uniform Delay, d1 | 66.4 | 37.9 | 27.0 | 59.9 | 26.1 | 10.7 | 58.7 | 64.6 | | 59.0 | 53.1 | | |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.23 | 1.56 | 2.19 | 1.00 | 1.00 | | 1.00 | 1.00 | | |
| Incremental Delay, d2 | 4.3 | 2.6 | 0.2 | 0.5 | 0.3 | 0.0 | 0.4 | 0.5 | | 8.8 | 3.1 | | |
| Delay (s) | 70.7 | 40.5 | 27.2 | 74.0 | 41.0 | 23.5 | 59.1 | 65.1 | | 67.8 | 56.2 | | |
| Level of Service | E | D | C | E | D | C | E | E | | E | E | | |
| Approach Delay (s) | | 42.8 | | | 42.8 | | | 63.5 | | | 63.6 | | |
| Approach LOS | | D | | | D | | | E | | | E | | |
| Intersection Summary | | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 47.4 | HCM 2000 Level of Service | | | | | | D | | | |
| HCM 2000 Volume to Capacity ratio | | | 0.74 | | | | | | | | | | |
| Actuated Cycle Length (s) | | | 150.0 | Sum of lost time (s) | | | | | | 27.5 | | | |
| Intersection Capacity Utilization | | | 81.0% | ICU Level of Service | | | | | | D | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | | |
























HCM Signalized Intersection Capacity Analysis
302: Woolbright Rd & I95 SB Off Ramp

2025 Build Alt 1- TDI AM - HCM
12/31/2020

| |  |  |  |  |  |  |  |  |  |  |  |  | |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | |
| Lane Configurations | | ↑↑↑↑ | ↗ | ↘ | ↑↑↑ | | | | | ↘↘↘ | | ↗ | |
| Traffic Volume (vph) | 0 | 1218 | 883 | 460 | 766 | 0 | 0 | 0 | 0 | 680 | 0 | 821 | |
| Future Volume (vph) | 0 | 1218 | 883 | 460 | 766 | 0 | 0 | 0 | 0 | 680 | 0 | 821 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Total Lost time (s) | | 5.0 | 6.5 | 6.0 | 6.0 | | | | | 6.5 | | 4.0 | |
| Lane Util. Factor | | 0.81 | 1.00 | 0.97 | 0.91 | | | | | 0.94 | | 1.00 | |
| Fr _t | | 1.00 | 0.85 | 1.00 | 1.00 | | | | | 1.00 | | 0.85 | |
| Fl _t Protected | | 1.00 | 1.00 | 0.95 | 1.00 | | | | | 0.95 | | 1.00 | |
| Satd. Flow (prot) | | 7544 | 1583 | 3433 | 5085 | | | | | 4990 | | 1583 | |
| Fl _t Permitted | | 1.00 | 1.00 | 0.95 | 1.00 | | | | | 0.95 | | 1.00 | |
| Satd. Flow (perm) | | 7544 | 1583 | 3433 | 5085 | | | | | 4990 | | 1583 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | |
| Adj. Flow (vph) | 0 | 1282 | 929 | 484 | 806 | 0 | 0 | 0 | 0 | 716 | 0 | 864 | |
| RTOR Reduction (vph) | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lane Group Flow (vph) | 0 | 1282 | 907 | 484 | 806 | 0 | 0 | 0 | 0 | 716 | 0 | 864 | |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 0% | 0% | 0% | 2% | 2% | 2% | |
| Turn Type | | NA | custom | Prot | NA | | | | | Prot | | Free | |
| Protected Phases | | 4 5 | 3 4 5 6 | 1 2 | 1 2 3 | | | | | 6 | | | |
| Permitted Phases | | | | | | | | | | | | Free | |
| Actuated Green, G (s) | | 43.5 | 107.5 | 29.5 | 54.5 | | | | | 32.5 | | 150.0 | |
| Effective Green, g (s) | | 43.5 | 102.5 | 29.5 | 48.0 | | | | | 32.5 | | 150.0 | |
| Actuated g/C Ratio | | 0.29 | 0.68 | 0.20 | 0.32 | | | | | 0.22 | | 1.00 | |
| Clearance Time (s) | | | | | | | | | | 6.5 | | | |
| Vehicle Extension (s) | | | | | | | | | | 2.0 | | | |
| Lane Grp Cap (vph) | | 2187 | 1081 | 675 | 1627 | | | | | 1081 | | 1583 | |
| v/s Ratio Prot | | 0.17 | c0.57 | c0.14 | 0.16 | | | | | 0.14 | | | |
| v/s Ratio Perm | | | | | | | | | | | | 0.55 | |
| v/c Ratio | | 0.59 | 0.84 | 0.72 | 0.50 | | | | | 0.66 | | 0.55 | |
| Uniform Delay, d ₁ | | 45.6 | 17.6 | 56.3 | 41.2 | | | | | 53.7 | | 0.0 | |
| Progression Factor | | 1.13 | 2.24 | 0.86 | 0.56 | | | | | 1.00 | | 1.00 | |
| Incremental Delay, d ₂ | | 0.3 | 3.9 | 2.9 | 0.2 | | | | | 1.2 | | 1.4 | |
| Delay (s) | | 51.9 | 43.5 | 51.5 | 23.3 | | | | | 54.9 | | 1.4 | |
| Level of Service | | D | D | D | C | | | | | D | | A | |
| Approach Delay (s) | | 48.4 | | | 33.9 | | | 0.0 | | | 25.6 | | |
| Approach LOS | | D | | | C | | | A | | | C | | |
| Intersection Summary | | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 37.6 | | | | | | | | | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | | | 0.95 | | | | | | | | | | |
| Actuated Cycle Length (s) | | | 150.0 | | | | | | | | | Sum of lost time (s) | 37.0 |
| Intersection Capacity Utilization | | | 96.6% | | | | | | | | | ICU Level of Service | F |
| Analysis Period (min) | | | 15 | | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | | |




























HCM Signalized Intersection Capacity Analysis
303: I-95 NB Off Ramp & Woolbright Rd

2025 Build Alt 1- TDI AM - HCM
12/31/2020

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |   |   | | |   |  |    | |  | | | |
| Traffic Volume (vph) | 768 | 1130 | 0 | 0 | 832 | 775 | 394 | 0 | 371 | 0 | 0 | 0 |
| Future Volume (vph) | 768 | 1130 | 0 | 0 | 832 | 775 | 394 | 0 | 371 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.0 | 5.0 | | | 6.0 | 4.0 | 6.5 | | 6.0 | | | |
| Lane Util. Factor | 0.97 | 0.91 | | | 0.81 | 1.00 | 0.94 | | 1.00 | | | |
| Fr _t | 1.00 | 1.00 | | | 1.00 | 0.85 | 1.00 | | 0.85 | | | |
| Fl _t Protected | 0.95 | 1.00 | | | 1.00 | 1.00 | 0.95 | | 1.00 | | | |
| Satd. Flow (prot) | 3433 | 5085 | | | 7471 | 1568 | 4990 | | 1583 | | | |
| Fl _t Permitted | 0.95 | 1.00 | | | 1.00 | 1.00 | 0.95 | | 1.00 | | | |
| Satd. Flow (perm) | 3433 | 5085 | | | 7471 | 1568 | 4990 | | 1583 | | | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 808 | 1189 | 0 | 0 | 876 | 816 | 415 | 0 | 391 | 0 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 808 | 1189 | 0 | 0 | 876 | 816 | 415 | 0 | 317 | 0 | 0 | 0 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 3% | 3% | 3% | 2% | 2% | 2% | 0% | 0% | 0% |
| Turn Type | Prot | NA | | | NA | Free | Prot | | custom | | | |
| Protected Phases | 4 5 | 4 5 6 | | | 1 2 | | 3 | | 1 2 3 | | | |
| Permitted Phases | | | | | | Free | | | | | | |
| Actuated Green, G (s) | 43.5 | 82.5 | | | 29.5 | 150.0 | 18.5 | | 54.5 | | | |
| Effective Green, g (s) | 43.5 | 76.0 | | | 29.5 | 150.0 | 18.5 | | 48.0 | | | |
| Actuated g/C Ratio | 0.29 | 0.51 | | | 0.20 | 1.00 | 0.12 | | 0.32 | | | |
| Clearance Time (s) | | | | | | | 6.5 | | | | | |
| Vehicle Extension (s) | | | | | | | 3.0 | | | | | |
| Lane Grp Cap (vph) | 995 | 2576 | | | 1469 | 1568 | 615 | | 506 | | | |
| v/s Ratio Prot | c0.24 | 0.23 | | | 0.12 | | 0.08 | | c0.20 | | | |
| v/s Ratio Perm | | | | | | c0.52 | | | | | | |
| v/c Ratio | 0.81 | 0.46 | | | 0.60 | 0.52 | 0.67 | | 0.63 | | | |
| Uniform Delay, d ₁ | 49.5 | 23.8 | | | 54.8 | 0.0 | 62.9 | | 43.4 | | | |
| Progression Factor | 0.73 | 0.19 | | | 0.62 | 1.00 | 1.00 | | 1.00 | | | |
| Incremental Delay, d ₂ | 4.2 | 0.1 | | | 0.3 | 0.6 | 2.9 | | 2.4 | | | |
| Delay (s) | 40.2 | 4.7 | | | 34.5 | 0.6 | 65.8 | | 45.8 | | | |
| Level of Service | D | A | | | C | A | E | | D | | | |
| Approach Delay (s) | | 19.1 | | | 18.2 | | | 56.1 | | | 0.0 | |
| Approach LOS | | B | | | B | | | E | | | A | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 25.4 | | | | HCM 2000 Level of Service | | C | | | |
| HCM 2000 Volume to Capacity ratio | | | 0.77 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 150.0 | | | | Sum of lost time (s) | | 37.0 | | | |
| Intersection Capacity Utilization | | | 96.6% | | | | ICU Level of Service | | F | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |

HCM Signalized Intersection Capacity Analysis
304: Woolbright Rd & Seacrest Blvd

2025 Build Alt 1- TDI AM - HCM
12/31/2020

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |   |  |  |   | |   |   | |  |   |  |
| Traffic Volume (vph) | 74 | 729 | 571 | 142 | 936 | 48 | 555 | 261 | 107 | 96 | 403 | 162 |
| Future Volume (vph) | 74 | 729 | 571 | 142 | 936 | 48 | 555 | 261 | 107 | 96 | 403 | 162 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | | 6.5 | 6.5 | | 6.5 | 6.5 | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | | 0.97 | 0.95 | | 1.00 | 0.95 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.99 | | 1.00 | 0.96 | | 1.00 | 0.96 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1752 | 3505 | 1568 | 1752 | 3479 | | 3433 | 3385 | | 1770 | 3387 | |
| Flt Permitted | 0.15 | 1.00 | 1.00 | 0.26 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 281 | 3505 | 1568 | 489 | 3479 | | 3433 | 3385 | | 1770 | 3387 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 78 | 767 | 601 | 149 | 985 | 51 | 584 | 275 | 113 | 101 | 424 | 171 |
| RTOR Reduction (vph) | 0 | 0 | 275 | 0 | 3 | 0 | 0 | 28 | 0 | 0 | 30 | 0 |
| Lane Group Flow (vph) | 78 | 767 | 326 | 149 | 1033 | 0 | 584 | 360 | 0 | 101 | 565 | 0 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | Prot | NA | | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 6 | | 6 | 2 | | | | | | | | |
| Actuated Green, G (s) | 69.4 | 64.5 | 64.5 | 77.4 | 68.5 | | 22.0 | 37.7 | | 12.9 | 28.6 | |
| Effective Green, g (s) | 69.4 | 64.5 | 64.5 | 77.4 | 68.5 | | 22.0 | 37.7 | | 12.9 | 28.6 | |
| Actuated g/C Ratio | 0.46 | 0.43 | 0.43 | 0.52 | 0.46 | | 0.15 | 0.25 | | 0.09 | 0.19 | |
| Clearance Time (s) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | | 6.5 | 6.5 | | 6.5 | 6.5 | |
| Vehicle Extension (s) | 2.0 | 4.0 | 4.0 | 2.0 | 4.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lane Grp Cap (vph) | 178 | 1507 | 674 | 327 | 1588 | | 503 | 850 | | 152 | 645 | |
| v/s Ratio Prot | 0.01 | 0.22 | | c0.03 | c0.30 | | c0.17 | 0.11 | | 0.06 | c0.17 | |
| v/s Ratio Perm | 0.19 | | 0.21 | 0.21 | | | | | | | | |
| v/c Ratio | 0.44 | 0.51 | 0.48 | 0.46 | 0.65 | | 1.16 | 0.42 | | 0.66 | 0.88 | |
| Uniform Delay, d1 | 47.2 | 31.2 | 30.8 | 35.4 | 31.5 | | 64.0 | 47.0 | | 66.5 | 59.0 | |
| Progression Factor | 0.85 | 0.82 | 1.29 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.6 | 1.1 | 2.2 | 0.4 | 2.1 | | 92.6 | 0.1 | | 8.2 | 12.4 | |
| Delay (s) | 40.9 | 26.8 | 41.8 | 35.8 | 33.6 | | 156.6 | 47.2 | | 74.6 | 71.3 | |
| Level of Service | D | C | D | D | C | | F | D | | E | E | |
| Approach Delay (s) | | 33.8 | | | 33.9 | | | 112.9 | | | 71.8 | |
| Approach LOS | | C | | | C | | | F | | | E | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 57.9 | | | HCM 2000 Level of Service | | | | E | | |
| HCM 2000 Volume to Capacity ratio | | | 0.80 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 150.0 | | | Sum of lost time (s) | | 26.0 | | | | |
| Intersection Capacity Utilization | | | 85.3% | | | ICU Level of Service | | E | | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |

Synchro Methodology

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 187 | 1498 | 115 | 242 | 1049 | 296 | 51 | 30 | 106 | 497 | 96 | 184 |
| Future Volume (vph) | 187 | 1498 | 115 | 242 | 1049 | 296 | 51 | 30 | 106 | 497 | 96 | 184 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 250 | | 225 | 300 | | 375 | 0 | | 0 | 250 | | 0 |
| Storage Lanes | 2 | | 1 | 2 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 50 | | | 50 | | | 25 | | | 50 | | |
| Lane Util. Factor | 0.97 | 0.91 | 1.00 | 0.97 | 0.86 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Fr t | | | 0.850 | | | 0.850 | | 0.883 | | | | 0.901 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 3433 | 5085 | 1583 | 3433 | 6408 | 1583 | 1770 | 1645 | 0 | 3433 | 1678 | 0 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.580 | | | 0.950 | | |
| Satd. Flow (perm) | 3433 | 5085 | 1583 | 3433 | 6408 | 1583 | 1080 | 1645 | 0 | 3433 | 1678 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 229 | | | 312 | | 112 | | | | 69 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 893 | | | 656 | | | 626 | | | | 469 |
| Travel Time (s) | | 20.3 | | | 14.9 | | | 14.2 | | | | 10.7 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | | 0% |
| Adj. Flow (vph) | 197 | 1577 | 121 | 255 | 1104 | 312 | 54 | 32 | 112 | 523 | 101 | 194 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 197 | 1577 | 121 | 255 | 1104 | 312 | 54 | 144 | 0 | 523 | 295 | 0 |
| Turn Type | Prot | NA | Perm | Prot | NA | pm+ov | pm+pt | NA | | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | 3 | 7 | 4 | | 3 | 8 | |
| Permitted Phases | | | 6 | | | 2 | 4 | | | | | |
| Detector Phase | 1 | 6 | 6 | 5 | 2 | 3 | 7 | 4 | | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 20.0 | 20.0 | 4.0 | 20.0 | 4.0 | 4.0 | 6.0 | | 4.0 | 6.0 | |
| Minimum Split (s) | 10.5 | 36.5 | 36.5 | 10.5 | 40.5 | 25.0 | 11.0 | 48.5 | | 25.0 | 43.5 | |
| Total Split (s) | 29.0 | 39.0 | 39.0 | 37.0 | 47.0 | 25.0 | 17.0 | 49.0 | | 25.0 | 57.0 | |
| Total Split (%) | 19.3% | 26.0% | 26.0% | 24.7% | 31.3% | 16.7% | 11.3% | 32.7% | | 16.7% | 38.0% | |
| Maximum Green (s) | 22.5 | 32.5 | 32.5 | 30.5 | 40.5 | 18.0 | 10.0 | 41.5 | | 18.0 | 49.5 | |
| Yellow Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 3.0 | 3.0 | 3.5 | | 3.0 | 3.5 | |
| 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) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | 7.0 | 7.0 | 7.5 | | 7.0 | 7.5 | |
| Lead/Lag | Lag | Lead | Lead | Lag | Lead | Lead | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 2.0 | 4.0 | 4.0 | 2.0 | 4.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|-------|-------|------|-------|------|------|------|-----|------|------|-----|
| Minimum Gap (s) | 2.0 | 4.0 | 4.0 | 2.0 | 4.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | None | C-Max | C-Max | None | C-Max | None | None | None | | None | None | |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 23.0 | 23.0 | | 27.0 | | | 34.0 | | | 29.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 13.0 | 62.9 | 62.9 | 21.0 | 70.9 | 98.0 | 19.4 | 11.1 | | 27.5 | 33.2 | |
| Actuated g/C Ratio | 0.09 | 0.42 | 0.42 | 0.14 | 0.47 | 0.65 | 0.13 | 0.07 | | 0.18 | 0.22 | |
| v/c Ratio | 0.67 | 0.74 | 0.15 | 0.53 | 0.36 | 0.27 | 0.31 | 0.64 | | 0.83 | 0.70 | |
| Control Delay | 77.2 | 40.0 | 0.4 | 76.8 | 40.9 | 2.2 | 42.9 | 30.7 | | 71.2 | 51.1 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 77.2 | 40.0 | 0.4 | 76.8 | 40.9 | 2.2 | 42.9 | 30.7 | | 71.2 | 51.1 | |
| LOS | E | D | A | E | D | A | D | C | | E | D | |
| Approach Delay | | 41.4 | | | 39.2 | | | 34.0 | | | 64.0 | |
| Approach LOS | | D | | | D | | | C | | | E | |
| Queue Length 50th (ft) | 97 | 450 | 0 | 114 | 265 | 0 | 39 | 31 | | 257 | 219 | |
| Queue Length 95th (ft) | 138 | 609 | 0 | 152 | 322 | 16 | 67 | 96 | | #381 | 309 | |
| Internal Link Dist (ft) | | 813 | | | 576 | | | 546 | | | 389 | |
| Turn Bay Length (ft) | 250 | | 225 | 300 | | 375 | | | | 250 | | |
| Base Capacity (vph) | 514 | 2133 | 797 | 698 | 3030 | 1141 | 202 | 536 | | 630 | 599 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.38 | 0.74 | 0.15 | 0.37 | 0.36 | 0.27 | 0.27 | 0.27 | | 0.83 | 0.49 | |

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 146 (97%), Referenced to phase 2:WBT and 6:EBT, Start of Green

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 44.3

Intersection LOS: D

Intersection Capacity Utilization 81.0%

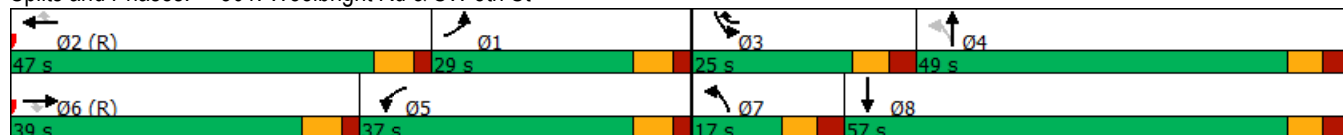
ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 301: Woolbright Rd & SW 8th St

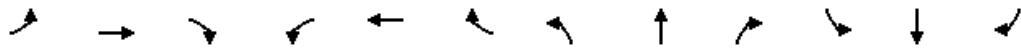


Lanes, Volumes, Timings
302: Woolbright Rd & I95 SB Off Ramp

2025 Build Alt 1- TDI AM - Synchro
12/31/2020

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|---------|-------|-------|------|------|------|------|-------|------|-------|
| Lane Configurations | | ↑↑↑↑ | ↗ | ↘ | ↑↑↑ | | | | | ↘↘↘ | | ↗ |
| Traffic Volume (vph) | 0 | 1218 | 883 | 460 | 766 | 0 | 0 | 0 | 0 | 680 | 0 | 821 |
| Future Volume (vph) | 0 | 1218 | 883 | 460 | 766 | 0 | 0 | 0 | 0 | 680 | 0 | 821 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 400 | | 600 | 0 | | 0 | 0 | | 0 | 300 | | 400 |
| Storage Lanes | 2 | | 1 | 2 | | 0 | 0 | | 0 | 1 | | 1 |
| Taper Length (ft) | 100 | | | 25 | | | 25 | | | 100 | | |
| Lane Util. Factor | 1.00 | 0.81 | 1.00 | 0.97 | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 | 0.94 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Fr | | | 0.850 | | | | | | | | | 0.850 |
| Flt Protected | | | | 0.950 | | | | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 7544 | 1583 | 3433 | 5085 | 0 | 0 | 0 | 0 | 4990 | 0 | 1583 |
| Flt Permitted | | | | 0.950 | | | | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 7544 | 1583 | 3433 | 5085 | 0 | 0 | 0 | 0 | 4990 | 0 | 1583 |
| Right Turn on Red | | | Yes | | | No | | | No | | | Yes |
| Satd. Flow (RTOR) | | | 69 | | | | | | | | | 707 |
| Link Speed (mph) | | 30 | | | 30 | | | 35 | | | | 35 |
| Link Distance (ft) | | 726 | | | 660 | | | 637 | | | | 828 |
| Travel Time (s) | | 16.5 | | | 15.0 | | | 12.4 | | | | 16.1 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 0% | 0% | 0% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 0 | 1282 | 929 | 484 | 806 | 0 | 0 | 0 | 0 | 716 | 0 | 864 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 1282 | 929 | 484 | 806 | 0 | 0 | 0 | 0 | 716 | 0 | 864 |
| Turn Type | | NA | custom | Prot | NA | | | | | Prot | | Free |
| Protected Phases | | 4 5 | 3 4 5 6 | 1 2 | 1 2 3 | | | | | 6 | | |
| Permitted Phases | | | | | | | | | | | | Free |
| Detector Phase | | 4 5 | 3 4 5 6 | 1 2 | 1 2 3 | | | | | 6 | | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | | | | | | | 6.0 | | |
| Minimum Split (s) | | | | | | | | | | 24.5 | | |
| Total Split (s) | | | | | | | | | | 39.0 | | |
| Total Split (%) | | | | | | | | | | 26.0% | | |
| Maximum Green (s) | | | | | | | | | | 32.5 | | |
| Yellow Time (s) | | | | | | | | | | 4.5 | | |
| All-Red Time (s) | | | | | | | | | | 2.0 | | |
| Lost Time Adjust (s) | | | | | | | | | | 0.0 | | |
| Total Lost Time (s) | | | | | | | | | | 6.5 | | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | | | | | | | | | | 2.0 | | |

| Lane Group | Ø1 | Ø2 | Ø3 | Ø4 | Ø5 |
|-------------------------|------|------|------|------|------|
| Lane Configurations | | | | | |
| Traffic Volume (vph) | | | | | |
| Future Volume (vph) | | | | | |
| Ideal Flow (vphpl) | | | | | |
| Lane Width (ft) | | | | | |
| Grade (%) | | | | | |
| Storage Length (ft) | | | | | |
| Storage Lanes | | | | | |
| Taper Length (ft) | | | | | |
| Lane Util. Factor | | | | | |
| Ped Bike Factor | | | | | |
| Fr _t | | | | | |
| Flt Protected | | | | | |
| Satd. Flow (prot) | | | | | |
| Flt Permitted | | | | | |
| Satd. Flow (perm) | | | | | |
| Right Turn on Red | | | | | |
| Satd. Flow (RTOR) | | | | | |
| Link Speed (mph) | | | | | |
| Link Distance (ft) | | | | | |
| Travel Time (s) | | | | | |
| Confl. Peds. (#/hr) | | | | | |
| Confl. Bikes (#/hr) | | | | | |
| Peak Hour Factor | | | | | |
| Growth Factor | | | | | |
| Heavy Vehicles (%) | | | | | |
| Bus Blockages (#/hr) | | | | | |
| Parking (#/hr) | | | | | |
| Mid-Block Traffic (%) | | | | | |
| Adj. Flow (vph) | | | | | |
| Shared Lane Traffic (%) | | | | | |
| Lane Group Flow (vph) | | | | | |
| Turn Type | | | | | |
| Protected Phases | 1 | 2 | 3 | 4 | 5 |
| Permitted Phases | | | | | |
| Detector Phase | | | | | |
| Switch Phase | | | | | |
| Minimum Initial (s) | 6.0 | 10.0 | 1.0 | 6.0 | 10.0 |
| Minimum Split (s) | 12.0 | 21.5 | 13.0 | 11.0 | 24.5 |
| Total Split (s) | 12.0 | 24.0 | 25.0 | 13.0 | 37.0 |
| Total Split (%) | 8% | 16% | 17% | 9% | 25% |
| Maximum Green (s) | 6.0 | 17.5 | 18.5 | 8.0 | 30.5 |
| Yellow Time (s) | 4.0 | 4.5 | 4.5 | 4.0 | 4.5 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 1.0 | 2.0 |
| Lost Time Adjust (s) | | | | | |
| Total Lost Time (s) | | | | | |
| Lead/Lag | Lead | Lag | | Lead | Lag |
| Lead-Lag Optimize? | | Yes | | Yes | Yes |
| Vehicle Extension (s) | 3.0 | 4.0 | 3.0 | 3.0 | 4.0 |

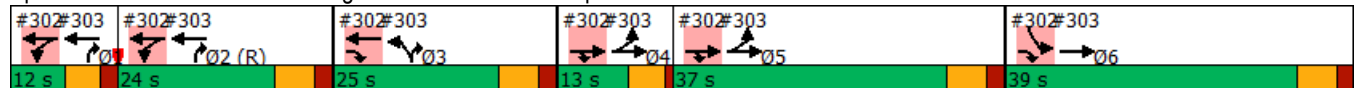


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|------|-------|------|------|-----|-----|-----|-----|------|-----|-------|
| Minimum Gap (s) | | | | | | | | | | 3.0 | | |
| Time Before Reduce (s) | | | | | | | | | | 0.0 | | |
| Time To Reduce (s) | | | | | | | | | | 0.0 | | |
| Recall Mode | | | | | | | | | | None | | |
| Walk Time (s) | | | | | | | | | | | | |
| Flash Dont Walk (s) | | | | | | | | | | | | |
| Pedestrian Calls (#/hr) | | | | | | | | | | | | |
| Act Effct Green (s) | | 45.0 | 107.5 | 30.0 | 55.0 | | | | | 32.5 | | 150.0 |
| Actuated g/C Ratio | | 0.30 | 0.72 | 0.20 | 0.37 | | | | | 0.22 | | 1.00 |
| v/c Ratio | | 0.57 | 0.81 | 0.71 | 0.43 | | | | | 0.66 | | 0.55 |
| Control Delay | | 51.1 | 35.2 | 53.3 | 20.7 | | | | | 57.2 | | 1.4 |
| Queue Delay | | 0.0 | 0.0 | 0.0 | 0.0 | | | | | 0.0 | | 0.0 |
| Total Delay | | 51.1 | 35.2 | 53.3 | 20.7 | | | | | 57.2 | | 1.4 |
| LOS | | D | D | D | C | | | | | E | | A |
| Approach Delay | | 44.4 | | | 33.0 | | | | | | | 26.7 |
| Approach LOS | | D | | | C | | | | | | | C |
| Queue Length 50th (ft) | | 249 | 497 | 117 | 67 | | | | | 229 | | 0 |
| Queue Length 95th (ft) | | 276 | 1052 | 166 | 86 | | | | | 276 | | 0 |
| Internal Link Dist (ft) | | 646 | | | 580 | | | 557 | | | 748 | |
| Turn Bay Length (ft) | | | 600 | | | | | | | 300 | | 400 |
| Base Capacity (vph) | | 2263 | 1154 | 686 | 1864 | | | | | 1081 | | 1583 |
| Starvation Cap Reductn | | 0 | 0 | 0 | 0 | | | | | 0 | | 0 |
| Spillback Cap Reductn | | 0 | 0 | 0 | 0 | | | | | 0 | | 0 |
| Storage Cap Reductn | | 0 | 0 | 0 | 0 | | | | | 0 | | 0 |
| Reduced v/c Ratio | | 0.57 | 0.81 | 0.71 | 0.43 | | | | | 0.66 | | 0.55 |

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 30 (20%), Referenced to phase 2:WBTL, Start of Green
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 36.0 Intersection LOS: D
 Intersection Capacity Utilization 96.6% ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 302: Woolbright Rd & I95 SB Off Ramp



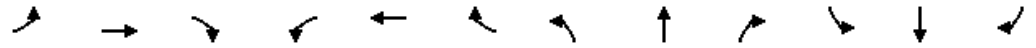
| Lane Group | Ø1 | Ø2 | Ø3 | Ø4 | Ø5 |
|-------------------------|------|-------|------|------|------|
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Recall Mode | None | C-Max | None | None | None |
| Walk Time (s) | | 5.0 | | | 5.0 |
| Flash Dont Walk (s) | | 10.0 | | | 10.0 |
| Pedestrian Calls (#/hr) | | 0 | | | 0 |
| Act Effct Green (s) | | | | | |
| Actuated g/C Ratio | | | | | |
| v/c Ratio | | | | | |
| Control Delay | | | | | |
| Queue Delay | | | | | |
| Total Delay | | | | | |
| LOS | | | | | |
| Approach Delay | | | | | |
| Approach LOS | | | | | |
| Queue Length 50th (ft) | | | | | |
| Queue Length 95th (ft) | | | | | |
| Internal Link Dist (ft) | | | | | |
| Turn Bay Length (ft) | | | | | |
| Base Capacity (vph) | | | | | |
| Starvation Cap Reductn | | | | | |
| Spillback Cap Reductn | | | | | |
| Storage Cap Reductn | | | | | |
| Reduced v/c Ratio | | | | | |
| Intersection Summary | | | | | |

Lanes, Volumes, Timings
303: I-95 NB Off Ramp & Woolbright Rd

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|------|------|-------|-------|------|--------|--------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 768 | 1130 | 0 | 0 | 832 | 775 | 394 | 0 | 371 | 0 | 0 | 0 |
| Future Volume (vph) | 768 | 1130 | 0 | 0 | 832 | 775 | 394 | 0 | 371 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 400 | | 675 | 400 | | 400 | 0 | | 0 |
| Storage Lanes | 2 | | 0 | 2 | | 1 | 1 | | 1 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 100 | | | 100 | | | 25 | | |
| Lane Util. Factor | 0.97 | 0.91 | 1.00 | 1.00 | 0.81 | 1.00 | 0.94 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Fr t | | | | | | 0.850 | | | 0.850 | *0.001 | | |
| Flt Protected | 0.950 | | | | | | 0.950 | | | | | |
| Satd. Flow (prot) | 3433 | 5085 | 0 | 0 | 7471 | 1568 | 4990 | 0 | 1583 | 0 | 0 | 0 |
| Flt Permitted | 0.950 | | | | | | 0.950 | | | | | |
| Satd. Flow (perm) | 3433 | 5085 | 0 | 0 | 7471 | 1568 | 4990 | 0 | 1583 | 0 | 0 | 0 |
| Right Turn on Red | | | No | | | Yes | | | Yes | | | No |
| Satd. Flow (RTOR) | | | | | | 729 | | | 109 | | | |
| Link Speed (mph) | | 30 | | | 30 | | | 35 | | | 35 | |
| Link Distance (ft) | | 660 | | | 872 | | | 919 | | | 796 | |
| Travel Time (s) | | 15.0 | | | 19.8 | | | 17.9 | | | 15.5 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 3% | 3% | 3% | 2% | 2% | 2% | 0% | 0% | 0% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 808 | 1189 | 0 | 0 | 876 | 816 | 415 | 0 | 391 | 0 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 808 | 1189 | 0 | 0 | 876 | 816 | 415 | 0 | 391 | 0 | 0 | 0 |
| Turn Type | Prot | NA | | | NA | Free | Prot | | custom | | | |
| Protected Phases | 4 5 | 4 5 6 | | | 1 2 | | 3 | | 1 2 3 | | | |
| Permitted Phases | | | | | | Free | | | | | | |
| Detector Phase | 4 5 | 4 5 6 | | | 1 2 | | 3 | | 1 2 3 | | | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | | | | 1.0 | | | | | |
| Minimum Split (s) | | | | | | | 13.0 | | | | | |
| Total Split (s) | | | | | | | 25.0 | | | | | |
| Total Split (%) | | | | | | | 16.7% | | | | | |
| Maximum Green (s) | | | | | | | 18.5 | | | | | |
| Yellow Time (s) | | | | | | | 4.5 | | | | | |
| All-Red Time (s) | | | | | | | 2.0 | | | | | |
| Lost Time Adjust (s) | | | | | | | 0.0 | | | | | |
| Total Lost Time (s) | | | | | | | 6.5 | | | | | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | | | | | | | 3.0 | | | | | |

| Lane Group | Ø1 | Ø2 | Ø4 | Ø5 | Ø6 |
|-------------------------|------|------|------|------|------|
| Lane Configurations | | | | | |
| Traffic Volume (vph) | | | | | |
| Future Volume (vph) | | | | | |
| Ideal Flow (vphpl) | | | | | |
| Lane Width (ft) | | | | | |
| Grade (%) | | | | | |
| Storage Length (ft) | | | | | |
| Storage Lanes | | | | | |
| Taper Length (ft) | | | | | |
| Lane Util. Factor | | | | | |
| Ped Bike Factor | | | | | |
| Frt | | | | | |
| Flt Protected | | | | | |
| Satd. Flow (prot) | | | | | |
| Flt Permitted | | | | | |
| Satd. Flow (perm) | | | | | |
| Right Turn on Red | | | | | |
| Satd. Flow (RTOR) | | | | | |
| Link Speed (mph) | | | | | |
| Link Distance (ft) | | | | | |
| Travel Time (s) | | | | | |
| Confl. Peds. (#/hr) | | | | | |
| Confl. Bikes (#/hr) | | | | | |
| Peak Hour Factor | | | | | |
| Growth Factor | | | | | |
| Heavy Vehicles (%) | | | | | |
| Bus Blockages (#/hr) | | | | | |
| Parking (#/hr) | | | | | |
| Mid-Block Traffic (%) | | | | | |
| Adj. Flow (vph) | | | | | |
| Shared Lane Traffic (%) | | | | | |
| Lane Group Flow (vph) | | | | | |
| Turn Type | | | | | |
| Protected Phases | 1 | 2 | 4 | 5 | 6 |
| Permitted Phases | | | | | |
| Detector Phase | | | | | |
| Switch Phase | | | | | |
| Minimum Initial (s) | 6.0 | 10.0 | 6.0 | 10.0 | 6.0 |
| Minimum Split (s) | 12.0 | 21.5 | 11.0 | 24.5 | 24.5 |
| Total Split (s) | 12.0 | 24.0 | 13.0 | 37.0 | 39.0 |
| Total Split (%) | 8% | 16% | 9% | 25% | 26% |
| Maximum Green (s) | 6.0 | 17.5 | 8.0 | 30.5 | 32.5 |
| Yellow Time (s) | 4.0 | 4.5 | 4.0 | 4.5 | 4.5 |
| All-Red Time (s) | 2.0 | 2.0 | 1.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | | | | |
| Total Lost Time (s) | | | | | |
| Lead/Lag | Lead | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | Yes | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 4.0 | 3.0 | 4.0 | 2.0 |

Lanes, Volumes, Timings
303: I-95 NB Off Ramp & Woolbright Rd



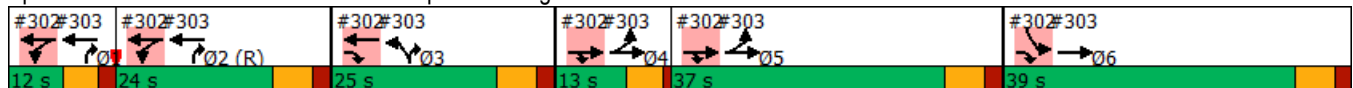
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|-----|-----|------|-------|------|------|------|-----|-----|-----|
| Minimum Gap (s) | | | | | | | 3.0 | | | | | |
| Time Before Reduce (s) | | | | | | | 0.0 | | | | | |
| Time To Reduce (s) | | | | | | | 0.0 | | | | | |
| Recall Mode | | | | | | | None | | | | | |
| Walk Time (s) | | | | | | | | | | | | |
| Flash Dont Walk (s) | | | | | | | | | | | | |
| Pedestrian Calls (#/hr) | | | | | | | | | | | | |
| Act Effct Green (s) | 45.0 | 84.0 | | | 30.0 | 150.0 | 18.5 | | 55.0 | | | |
| Actuated g/C Ratio | 0.30 | 0.56 | | | 0.20 | 1.00 | 0.12 | | 0.37 | | | |
| v/c Ratio | 0.79 | 0.42 | | | 0.59 | 0.52 | 0.67 | | 0.60 | | | |
| Control Delay | 40.2 | 4.0 | | | 34.9 | 3.3 | 69.0 | | 31.6 | | | |
| Queue Delay | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | | 0.0 | | | |
| Total Delay | 40.2 | 4.0 | | | 34.9 | 3.3 | 69.0 | | 31.6 | | | |
| LOS | D | A | | | C | A | E | | C | | | |
| Approach Delay | | 18.7 | | | 19.6 | | | 50.9 | | | | |
| Approach LOS | | B | | | B | | | D | | | | |
| Queue Length 50th (ft) | 179 | 18 | | | 157 | 19 | 140 | | 225 | | | |
| Queue Length 95th (ft) | 220 | 50 | | | m181 | m219 | 179 | | 341 | | | |
| Internal Link Dist (ft) | | 580 | | | 792 | | | 839 | | | 716 | |
| Turn Bay Length (ft) | | | | | | 675 | 400 | | 400 | | | |
| Base Capacity (vph) | 1029 | 2847 | | | 1494 | 1568 | 615 | | 649 | | | |
| Starvation Cap Reductn | 0 | 0 | | | 0 | 0 | 0 | | 0 | | | |
| Spillback Cap Reductn | 0 | 0 | | | 0 | 0 | 0 | | 0 | | | |
| Storage Cap Reductn | 0 | 0 | | | 0 | 0 | 0 | | 0 | | | |
| Reduced v/c Ratio | 0.79 | 0.42 | | | 0.59 | 0.52 | 0.67 | | 0.60 | | | |

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 30 (20%), Referenced to phase 2:WBTL, Start of Green
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 24.8 Intersection LOS: C
 Intersection Capacity Utilization 96.6% ICU Level of Service F
 Analysis Period (min) 15
 * User Entered Value

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 303: I-95 NB Off Ramp & Woolbright Rd



| Lane Group | Ø1 | Ø2 | Ø4 | Ø5 | Ø6 |
|-----------------------------|------|-------|------|------|------|
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Recall Mode | None | C-Max | None | None | None |
| Walk Time (s) | | 5.0 | | 5.0 | |
| Flash Dont Walk (s) | | 10.0 | | 10.0 | |
| Pedestrian Calls (#/hr) | | 0 | | 0 | |
| Act Effct Green (s) | | | | | |
| Actuated g/C Ratio | | | | | |
| v/c Ratio | | | | | |
| Control Delay | | | | | |
| Queue Delay | | | | | |
| Total Delay | | | | | |
| LOS | | | | | |
| Approach Delay | | | | | |
| Approach LOS | | | | | |
| Queue Length 50th (ft) | | | | | |
| Queue Length 95th (ft) | | | | | |
| Internal Link Dist (ft) | | | | | |
| Turn Bay Length (ft) | | | | | |
| Base Capacity (vph) | | | | | |
| Starvation Cap Reductn | | | | | |
| Spillback Cap Reductn | | | | | |
| Storage Cap Reductn | | | | | |
| Reduced v/c Ratio | | | | | |
| Intersection Summary | | | | | |

Lanes, Volumes, Timings
304: Woolbright Rd & Seacrest Blvd

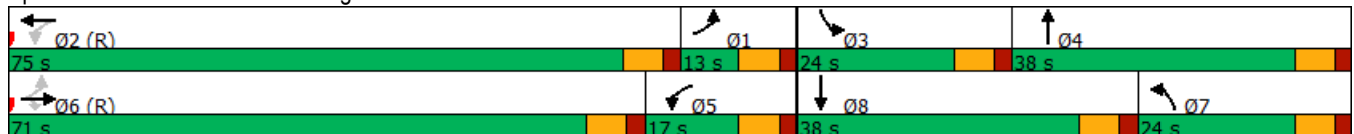
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|------|-------|-------|------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 74 | 729 | 571 | 142 | 936 | 48 | 555 | 261 | 107 | 96 | 403 | 162 |
| Future Volume (vph) | 74 | 729 | 571 | 142 | 936 | 48 | 555 | 261 | 107 | 96 | 403 | 162 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 300 | | 600 | 300 | | 0 | 475 | | 0 | 180 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 2 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 0.97 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Ped Bike Factor | | | | | | | | | | | | |
| Frt | | | 0.850 | | 0.993 | | | 0.956 | | | | 0.957 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 3505 | 1568 | 1752 | 3480 | 0 | 3433 | 3383 | 0 | 1770 | 3387 | 0 |
| Flt Permitted | 0.153 | | | 0.265 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 282 | 3505 | 1568 | 489 | 3480 | 0 | 3433 | 3383 | 0 | 1770 | 3387 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 482 | | 5 | | | 38 | | | | 37 |
| Link Speed (mph) | | 30 | | | 30 | | | 40 | | | | 40 |
| Link Distance (ft) | | 1495 | | | 649 | | | 896 | | | | 641 |
| Travel Time (s) | | 34.0 | | | 14.8 | | | 15.3 | | | | 10.9 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 78 | 767 | 601 | 149 | 985 | 51 | 584 | 275 | 113 | 101 | 424 | 171 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 78 | 767 | 601 | 149 | 1036 | 0 | 584 | 388 | 0 | 101 | 595 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | Prot | NA | | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 6 | | 6 | 2 | | | | | | | | |
| Detector Phase | 1 | 6 | 6 | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 20.0 | 20.0 | 4.0 | 20.0 | | 4.0 | 6.0 | | 4.0 | 6.0 | |
| Minimum Split (s) | 10.5 | 39.5 | 39.5 | 10.5 | 37.5 | | 10.5 | 34.5 | | 10.5 | 37.5 | |
| Total Split (s) | 13.0 | 71.0 | 71.0 | 17.0 | 75.0 | | 24.0 | 38.0 | | 24.0 | 38.0 | |
| Total Split (%) | 8.7% | 47.3% | 47.3% | 11.3% | 50.0% | | 16.0% | 25.3% | | 16.0% | 25.3% | |
| Maximum Green (s) | 6.5 | 64.5 | 64.5 | 10.5 | 68.5 | | 17.5 | 31.5 | | 17.5 | 31.5 | |
| Yellow Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| 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) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | | 6.5 | 6.5 | | 6.5 | 6.5 | |
| Lead/Lag | Lag | Lead | Lead | Lag | Lead | | Lag | Lag | | Lead | Lead | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 2.0 | 4.0 | 4.0 | 2.0 | 4.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|-------|-------|------|-------|-----|-------|-------|-----|------|------|-----|
| Minimum Gap (s) | 2.0 | 4.0 | 4.0 | 2.0 | 4.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | None | C-Max | C-Max | None | C-Max | | None | None | | None | None | |
| Walk Time (s) | | 7.0 | 7.0 | | 10.0 | | | 7.0 | | | 10.0 | |
| Flash Dont Walk (s) | | 26.0 | 26.0 | | 21.0 | | | 21.0 | | | 21.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | | | 0 | |
| Act Effect Green (s) | 69.4 | 64.5 | 64.5 | 77.4 | 68.5 | | 21.9 | 37.7 | | 12.9 | 28.6 | |
| Actuated g/C Ratio | 0.46 | 0.43 | 0.43 | 0.52 | 0.46 | | 0.15 | 0.25 | | 0.09 | 0.19 | |
| v/c Ratio | 0.44 | 0.51 | 0.63 | 0.46 | 0.65 | | 1.17 | 0.44 | | 0.66 | 0.88 | |
| Control Delay | 29.0 | 27.0 | 11.0 | 29.9 | 33.7 | | 147.8 | 45.1 | | 86.4 | 70.2 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 29.0 | 27.0 | 11.0 | 29.9 | 33.7 | | 147.8 | 45.1 | | 86.4 | 70.2 | |
| LOS | C | C | B | C | C | | F | D | | F | E | |
| Approach Delay | | 20.5 | | | 33.3 | | | 106.8 | | | 72.6 | |
| Approach LOS | | C | | | C | | | F | | | E | |
| Queue Length 50th (ft) | 34 | 215 | 99 | 73 | 405 | | ~355 | 152 | | 97 | 282 | |
| Queue Length 95th (ft) | m54 | 242 | 97 | 112 | 481 | | #523 | 216 | | 158 | 347 | |
| Internal Link Dist (ft) | | 1415 | | | 569 | | | 816 | | | 561 | |
| Turn Bay Length (ft) | 300 | | 600 | 300 | | | 475 | | | 180 | | |
| Base Capacity (vph) | 197 | 1507 | 948 | 345 | 1591 | | 501 | 877 | | 208 | 748 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.40 | 0.51 | 0.63 | 0.43 | 0.65 | | 1.17 | 0.44 | | 0.49 | 0.80 | |

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 110 (73%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.17
 Intersection Signal Delay: 51.9 Intersection LOS: D
 Intersection Capacity Utilization 85.3% ICU Level of Service E
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 304: Woolbright Rd & Seacrest Blvd



























Opening Year 2025 PM Analysis

HCM 6th Edition Methodology













HCM Signalized Intersection Capacity Analysis
301: Woolbright Rd & SW 8th St

2025 Build Alt 1- TDI PM - HCM
12/31/2020

| |  |  |  |  |  |  |  |  |  |  |  |  | |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|--|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | |
| Lane Configurations |  |  |  |  |  |  |  |  |  |  |  |  | |
| Traffic Volume (vph) | 216 | 1210 | 74 | 99 | 1505 | 536 | 202 | 65 | 294 | 357 | 42 | 148 | |
| Future Volume (vph) | 216 | 1210 | 74 | 99 | 1505 | 536 | 202 | 65 | 294 | 357 | 42 | 148 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Total Lost time (s) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | 7.0 | 7.0 | 7.5 | | 7.0 | 7.5 | | |
| Lane Util. Factor | 0.97 | 0.91 | 1.00 | 0.97 | 0.86 | 1.00 | 1.00 | 1.00 | | 0.97 | 1.00 | | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.88 | | 1.00 | 0.88 | | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | |
| Satd. Flow (prot) | 3433 | 5085 | 1583 | 3433 | 6408 | 1583 | 1770 | 1634 | | 3433 | 1645 | | |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.43 | 1.00 | | 0.95 | 1.00 | | |
| Satd. Flow (perm) | 3433 | 5085 | 1583 | 3433 | 6408 | 1583 | 810 | 1634 | | 3433 | 1645 | | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | |
| Adj. Flow (vph) | 227 | 1274 | 78 | 104 | 1584 | 564 | 213 | 68 | 309 | 376 | 44 | 156 | |
| RTOR Reduction (vph) | 0 | 0 | 44 | 0 | 0 | 256 | 0 | 118 | 0 | 0 | 95 | 0 | |
| Lane Group Flow (vph) | 227 | 1274 | 34 | 104 | 1584 | 308 | 213 | 259 | 0 | 376 | 105 | 0 | |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | |
| Turn Type | Prot | NA | Perm | Prot | NA | pm+ov | pm+pt | NA | | Prot | NA | | |
| Protected Phases | 1 | 6 | | 5 | 2 | 3 | 7 | 4 | | 3 | 8 | | |
| Permitted Phases | | | 6 | | | 2 | 4 | | | | | | |
| Actuated Green, G (s) | 12.7 | 65.8 | 65.8 | 8.7 | 61.8 | 82.0 | 27.8 | 27.8 | | 20.2 | 29.4 | | |
| Effective Green, g (s) | 12.7 | 65.8 | 65.8 | 8.7 | 61.8 | 82.0 | 27.8 | 27.8 | | 20.2 | 29.4 | | |
| Actuated g/C Ratio | 0.08 | 0.44 | 0.44 | 0.06 | 0.41 | 0.55 | 0.19 | 0.19 | | 0.13 | 0.20 | | |
| Clearance Time (s) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | 7.0 | 7.0 | 7.5 | | 7.0 | 7.5 | | |
| Vehicle Extension (s) | 2.0 | 4.0 | 4.0 | 2.0 | 4.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | |
| Lane Grp Cap (vph) | 290 | 2230 | 694 | 199 | 2640 | 939 | 269 | 302 | | 462 | 322 | | |
| v/s Ratio Prot | c0.07 | c0.25 | | 0.03 | 0.25 | 0.04 | 0.10 | c0.16 | | c0.11 | 0.06 | | |
| v/s Ratio Perm | | | 0.02 | | | 0.15 | 0.05 | | | | | | |
| v/c Ratio | 0.78 | 0.57 | 0.05 | 0.52 | 0.60 | 0.33 | 0.79 | 0.86 | | 0.81 | 0.33 | | |
| Uniform Delay, d1 | 67.3 | 31.5 | 24.2 | 68.6 | 34.4 | 18.8 | 56.7 | 59.2 | | 63.1 | 51.8 | | |
| Progression Factor | 1.00 | 1.00 | 1.00 | 0.83 | 0.68 | 0.80 | 1.00 | 1.00 | | 1.00 | 1.00 | | |
| Incremental Delay, d2 | 12.0 | 1.1 | 0.1 | 0.9 | 0.8 | 0.1 | 13.8 | 19.9 | | 10.0 | 0.2 | | |
| Delay (s) | 79.3 | 32.6 | 24.3 | 57.9 | 24.3 | 15.1 | 70.4 | 79.1 | | 73.1 | 52.0 | | |
| Level of Service | E | C | C | E | C | B | E | E | | E | D | | |
| Approach Delay (s) | | 38.9 | | | 23.5 | | | 76.0 | | | 65.8 | | |
| Approach LOS | | D | | | C | | | E | | | E | | |
| Intersection Summary | | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 39.5 | HCM 2000 Level of Service | | | | | | D | | | |
| HCM 2000 Volume to Capacity ratio | | | 0.72 | | | | | | | | | | |
| Actuated Cycle Length (s) | | | 150.0 | Sum of lost time (s) | | | | | | 27.5 | | | |
| Intersection Capacity Utilization | | | 82.6% | ICU Level of Service | | | | | | E | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | | |



















HCM Signalized Intersection Capacity Analysis
302: Woolbright Rd & I95 SB Off Ramp

2025 Build Alt 1- TDI PM - HCM
12/31/2020

| |  |  |  |  |  |  |  |  |  |  |  |  | | |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|----------------------|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | | |
| Lane Configurations | | ↑↑↑↑ | ↗ | ↘↗ | ↑↑↑ | | | | | ↘↗↘ | | ↗ | | |
| Traffic Volume (vph) | 0 | 1415 | 446 | 383 | 1349 | 0 | 0 | 0 | 0 | 651 | 0 | 791 | | |
| Future Volume (vph) | 0 | 1415 | 446 | 383 | 1349 | 0 | 0 | 0 | 0 | 651 | 0 | 791 | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | |
| Total Lost time (s) | | 6.0 | 6.5 | 6.0 | 6.0 | | | | | 6.5 | | 4.0 | | |
| Lane Util. Factor | | 0.81 | 1.00 | 0.97 | 0.91 | | | | | 0.94 | | 1.00 | | |
| Fr _t | | 1.00 | 0.85 | 1.00 | 1.00 | | | | | 1.00 | | 0.85 | | |
| Fl _t Protected | | 1.00 | 1.00 | 0.95 | 1.00 | | | | | 0.95 | | 1.00 | | |
| Satd. Flow (prot) | | 7544 | 1583 | 3433 | 5085 | | | | | 4990 | | 1583 | | |
| Fl _t Permitted | | 1.00 | 1.00 | 0.95 | 1.00 | | | | | 0.95 | | 1.00 | | |
| Satd. Flow (perm) | | 7544 | 1583 | 3433 | 5085 | | | | | 4990 | | 1583 | | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | | |
| Adj. Flow (vph) | 0 | 1489 | 469 | 403 | 1420 | 0 | 0 | 0 | 0 | 685 | 0 | 833 | | |
| RTOR Reduction (vph) | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Lane Group Flow (vph) | 0 | 1489 | 433 | 403 | 1420 | 0 | 0 | 0 | 0 | 685 | 0 | 833 | | |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 0% | 0% | 0% | 2% | 2% | 2% | | |
| Turn Type | | NA | custom | Prot | NA | | | | | Prot | | Free | | |
| Protected Phases | | 4 5 | 3 4 5 6 | 1 2 | 1 2 3 | | | | | 6 | | | | |
| Permitted Phases | | | | | | | | | | | | Free | | |
| Actuated Green, G (s) | | 38.5 | 103.5 | 33.5 | 60.0 | | | | | 25.5 | | 150.0 | | |
| Effective Green, g (s) | | 38.5 | 97.5 | 33.5 | 60.0 | | | | | 25.5 | | 150.0 | | |
| Actuated g/C Ratio | | 0.26 | 0.65 | 0.22 | 0.40 | | | | | 0.17 | | 1.00 | | |
| Clearance Time (s) | | | | | | | | | | 6.5 | | | | |
| Vehicle Extension (s) | | | | | | | | | | 4.0 | | | | |
| Lane Grp Cap (vph) | | 1936 | 1028 | 766 | 2034 | | | | | 848 | | 1583 | | |
| v/s Ratio Prot | | c0.20 | 0.27 | 0.12 | c0.28 | | | | | c0.14 | | | | |
| v/s Ratio Perm | | | | | | | | | | | | 0.53 | | |
| v/c Ratio | | 0.77 | 0.42 | 0.53 | 0.70 | | | | | 0.81 | | 0.53 | | |
| Uniform Delay, d ₁ | | 51.6 | 12.7 | 51.3 | 37.5 | | | | | 59.9 | | 0.0 | | |
| Progression Factor | | 0.67 | 2.18 | 0.50 | 0.46 | | | | | 1.00 | | 1.00 | | |
| Incremental Delay, d ₂ | | 1.5 | 0.2 | 0.4 | 0.7 | | | | | 6.0 | | 1.3 | | |
| Delay (s) | | 35.9 | 27.8 | 26.2 | 17.8 | | | | | 65.9 | | 1.3 | | |
| Level of Service | | D | C | C | B | | | | | E | | A | | |
| Approach Delay (s) | | 34.0 | | | 19.7 | | | 0.0 | | | 30.4 | | | |
| Approach LOS | | C | | | B | | | A | | | C | | | |
| Intersection Summary | | | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 28.0 | | | | | | | | | HCM 2000 Level of Service | C | |
| HCM 2000 Volume to Capacity ratio | | | 0.82 | | | | | | | | | | | |
| Actuated Cycle Length (s) | | | 150.0 | | | | | | | 38.0 | | | Sum of lost time (s) | |
| Intersection Capacity Utilization | | | 66.8% | | | | | | | | | | ICU Level of Service | C |
| Analysis Period (min) | | | 15 | | | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | | | |




























HCM Signalized Intersection Capacity Analysis
303: I-95 NB Off Ramp & Woolbright Rd

2025 Build Alt 1- TDI PM - HCM
12/31/2020

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | | |  |  |  | |  | | | |
| Traffic Volume (vph) | 885 | 1181 | 0 | 0 | 1065 | 887 | 667 | 0 | 519 | 0 | 0 | 0 |
| Future Volume (vph) | 885 | 1181 | 0 | 0 | 1065 | 887 | 667 | 0 | 519 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 6.0 | | | 6.0 | 4.0 | 6.5 | | 6.0 | | | |
| Lane Util. Factor | 0.97 | 0.91 | | | 0.81 | 1.00 | 0.94 | | 1.00 | | | |
| Fr _t | 1.00 | 1.00 | | | 1.00 | 0.85 | 1.00 | | 0.85 | | | |
| Fl _t Protected | 0.95 | 1.00 | | | 1.00 | 1.00 | 0.95 | | 1.00 | | | |
| Satd. Flow (prot) | 3433 | 5085 | | | 7471 | 1568 | 4990 | | 1583 | | | |
| Fl _t Permitted | 0.95 | 1.00 | | | 1.00 | 1.00 | 0.95 | | 1.00 | | | |
| Satd. Flow (perm) | 3433 | 5085 | | | 7471 | 1568 | 4990 | | 1583 | | | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 932 | 1243 | 0 | 0 | 1121 | 934 | 702 | 0 | 546 | 0 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 932 | 1243 | 0 | 0 | 1121 | 934 | 702 | 0 | 476 | 0 | 0 | 0 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 3% | 3% | 3% | 2% | 2% | 2% | 0% | 0% | 0% |
| Turn Type | Prot | NA | | | NA | Free | Prot | | custom | | | |
| Protected Phases | 4 5 | 4 5 6 | | | 1 2 | | 3 | | 1 2 3 | | | |
| Permitted Phases | | | | | | Free | | | | | | |
| Actuated Green, G (s) | 38.5 | 64.0 | | | 33.5 | 150.0 | 26.5 | | 60.0 | | | |
| Effective Green, g (s) | 38.5 | 64.0 | | | 33.5 | 150.0 | 26.5 | | 60.0 | | | |
| Actuated g/C Ratio | 0.26 | 0.43 | | | 0.22 | 1.00 | 0.18 | | 0.40 | | | |
| Clearance Time (s) | | | | | | | 6.5 | | | | | |
| Vehicle Extension (s) | | | | | | | 3.0 | | | | | |
| Lane Grp Cap (vph) | 881 | 2169 | | | 1668 | 1568 | 881 | | 633 | | | |
| v/s Ratio Prot | c0.27 | 0.24 | | | 0.15 | | c0.14 | | c0.30 | | | |
| v/s Ratio Perm | | | | | | c0.60 | | | | | | |
| v/c Ratio | 1.06 | 0.57 | | | 0.67 | 0.60 | 0.80 | | 0.75 | | | |
| Uniform Delay, d ₁ | 55.8 | 32.6 | | | 53.2 | 0.0 | 59.2 | | 38.6 | | | |
| Progression Factor | 0.49 | 0.40 | | | 0.80 | 1.00 | 1.00 | | 1.00 | | | |
| Incremental Delay, d ₂ | 40.6 | 0.2 | | | 0.6 | 0.9 | 5.1 | | 5.0 | | | |
| Delay (s) | 68.0 | 13.4 | | | 43.2 | 0.9 | 64.2 | | 43.7 | | | |
| Level of Service | E | B | | | D | A | E | | D | | | |
| Approach Delay (s) | | 36.8 | | | 24.0 | | | 55.2 | | | 0.0 | |
| Approach LOS | | D | | | C | | | E | | | A | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 36.2 | | | | HCM 2000 Level of Service | | D | | | |
| HCM 2000 Volume to Capacity ratio | | | 0.95 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 150.0 | | | | Sum of lost time (s) | | 38.0 | | | |
| Intersection Capacity Utilization | | | 66.8% | | | | ICU Level of Service | | C | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |

HCM Signalized Intersection Capacity Analysis
304: Woolbright Rd & Seacrest Blvd

2025 Build Alt 1- TDI PM - HCM
12/31/2020

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |   |  |  |   | |   |   | |  |   |  |
| Traffic Volume (vph) | 185 | 1024 | 506 | 86 | 1062 | 72 | 603 | 406 | 195 | 91 | 259 | 108 |
| Future Volume (vph) | 185 | 1024 | 506 | 86 | 1062 | 72 | 603 | 406 | 195 | 91 | 259 | 108 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | | 6.5 | 6.5 | | 6.5 | 6.5 | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | | 0.97 | 0.95 | | 1.00 | 0.95 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.99 | | 1.00 | 0.95 | | 1.00 | 0.96 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1752 | 3505 | 1568 | 1752 | 3471 | | 3433 | 3367 | | 1770 | 3383 | |
| Flt Permitted | 0.08 | 1.00 | 1.00 | 0.12 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 145 | 3505 | 1568 | 216 | 3471 | | 3433 | 3367 | | 1770 | 3383 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 195 | 1078 | 533 | 91 | 1118 | 76 | 635 | 427 | 205 | 96 | 273 | 114 |
| RTOR Reduction (vph) | 0 | 0 | 313 | 0 | 3 | 0 | 0 | 42 | 0 | 0 | 32 | 0 |
| Lane Group Flow (vph) | 195 | 1078 | 220 | 91 | 1191 | 0 | 635 | 590 | 0 | 96 | 355 | 0 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | Prot | NA | | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 6 | | 6 | 2 | | | | | | | | |
| Actuated Green, G (s) | 76.1 | 62.0 | 62.0 | 73.9 | 60.9 | | 26.9 | 32.3 | | 16.7 | 22.1 | |
| Effective Green, g (s) | 76.1 | 62.0 | 62.0 | 73.9 | 60.9 | | 26.9 | 32.3 | | 16.7 | 22.1 | |
| Actuated g/C Ratio | 0.51 | 0.41 | 0.41 | 0.49 | 0.41 | | 0.18 | 0.22 | | 0.11 | 0.15 | |
| Clearance Time (s) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | | 6.5 | 6.5 | | 6.5 | 6.5 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 224 | 1448 | 648 | 239 | 1409 | | 615 | 725 | | 197 | 498 | |
| v/s Ratio Prot | c0.08 | 0.31 | | 0.03 | 0.34 | | c0.18 | 0.18 | | 0.05 | c0.10 | |
| v/s Ratio Perm | c0.36 | | 0.14 | 0.15 | | | | | | | | |
| v/c Ratio | 0.87 | 0.74 | 0.34 | 0.38 | 0.85 | | 1.03 | 0.81 | | 0.49 | 0.71 | |
| Uniform Delay, d1 | 55.6 | 37.3 | 30.0 | 49.6 | 40.3 | | 61.5 | 56.0 | | 62.6 | 60.9 | |
| Progression Factor | 0.95 | 0.89 | 1.36 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 23.8 | 2.8 | 1.1 | 1.0 | 6.4 | | 44.9 | 7.0 | | 1.9 | 4.8 | |
| Delay (s) | 76.7 | 36.1 | 42.0 | 50.7 | 46.7 | | 106.5 | 62.9 | | 64.5 | 65.7 | |
| Level of Service | E | D | D | D | D | | F | E | | E | E | |
| Approach Delay (s) | | 42.3 | | | 47.0 | | | 84.7 | | | 65.5 | |
| Approach LOS | | D | | | D | | | F | | | E | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 56.9 | | | | HCM 2000 Level of Service | | | E | | |
| HCM 2000 Volume to Capacity ratio | | | 0.88 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 150.0 | | | | Sum of lost time (s) | | | 26.0 | | |
| Intersection Capacity Utilization | | | 91.4% | | | | ICU Level of Service | | | F | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |

Synchro Methodology

Lanes, Volumes, Timings
301: Woolbright Rd & SW 8th St

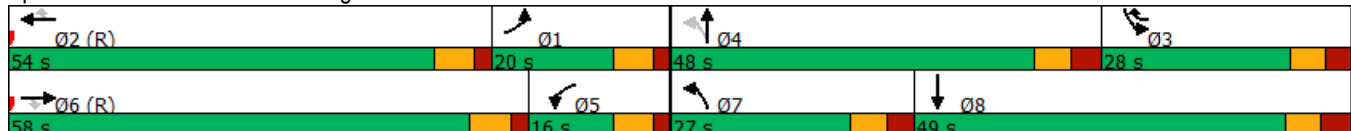
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 216 | 1210 | 74 | 99 | 1505 | 536 | 202 | 65 | 294 | 357 | 42 | 148 |
| Future Volume (vph) | 216 | 1210 | 74 | 99 | 1505 | 536 | 202 | 65 | 294 | 357 | 42 | 148 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 250 | | 225 | 300 | | 375 | 0 | | 0 | 250 | | 0 |
| Storage Lanes | 2 | | 1 | 2 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 50 | | | 50 | | | 25 | | | 50 | | |
| Lane Util. Factor | 0.97 | 0.91 | 1.00 | 0.97 | 0.86 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Fr t | | | 0.850 | | | 0.850 | | 0.877 | | | | 0.883 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 3433 | 5085 | 1583 | 3433 | 6408 | 1583 | 1770 | 1634 | 0 | 3433 | 1645 | 0 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.435 | | | 0.950 | | |
| Satd. Flow (perm) | 3433 | 5085 | 1583 | 3433 | 6408 | 1583 | 810 | 1634 | 0 | 3433 | 1645 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 185 | | | 564 | | 145 | | | | 118 |
| Link Speed (mph) | | 40 | | | 40 | | | 30 | | | | 30 |
| Link Distance (ft) | | 893 | | | 1382 | | | 626 | | | | 469 |
| Travel Time (s) | | 15.2 | | | 23.6 | | | 14.2 | | | | 10.7 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | | 0% |
| Adj. Flow (vph) | 227 | 1274 | 78 | 104 | 1584 | 564 | 213 | 68 | 309 | 376 | 44 | 156 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 227 | 1274 | 78 | 104 | 1584 | 564 | 213 | 377 | 0 | 376 | 200 | 0 |
| Turn Type | Prot | NA | Perm | Prot | NA | pm+ov | pm+pt | NA | | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | 3 | 7 | 4 | | 3 | 8 | |
| Permitted Phases | | | 6 | | | 2 | 4 | | | | | |
| Detector Phase | 1 | 6 | 6 | 5 | 2 | 3 | 7 | 4 | | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 20.0 | 20.0 | 4.0 | 20.0 | 4.0 | 4.0 | 6.0 | | 4.0 | 6.0 | |
| Minimum Split (s) | 10.5 | 36.5 | 36.5 | 10.5 | 36.5 | 11.0 | 11.0 | 43.5 | | 11.0 | 43.5 | |
| Total Split (s) | 20.0 | 58.0 | 58.0 | 16.0 | 54.0 | 28.0 | 27.0 | 48.0 | | 28.0 | 49.0 | |
| Total Split (%) | 13.3% | 38.7% | 38.7% | 10.7% | 36.0% | 18.7% | 18.0% | 32.0% | | 18.7% | 32.7% | |
| Maximum Green (s) | 13.5 | 51.5 | 51.5 | 9.5 | 47.5 | 21.0 | 20.0 | 40.5 | | 21.0 | 41.5 | |
| Yellow Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 3.0 | 3.0 | 3.5 | | 3.0 | 3.5 | |
| 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) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | 7.0 | 7.0 | 7.5 | | 7.0 | 7.5 | |
| Lead/Lag | Lag | Lead | Lead | Lag | Lead | Lag | Lead | Lead | | Lag | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 2.0 | 4.0 | 4.0 | 2.0 | 4.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|-------|-------|------|-------|------|------|------|-----|------|------|-----|
| Minimum Gap (s) | 2.0 | 4.0 | 4.0 | 2.0 | 4.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | None | C-Max | C-Max | None | C-Max | None | None | None | | None | None | |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 23.0 | 23.0 | | 23.0 | | | 29.0 | | | 29.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 12.7 | 65.8 | 65.8 | 8.7 | 61.8 | 88.5 | 28.3 | 27.8 | | 20.2 | 29.3 | |
| Actuated g/C Ratio | 0.08 | 0.44 | 0.44 | 0.06 | 0.41 | 0.59 | 0.19 | 0.19 | | 0.13 | 0.20 | |
| v/c Ratio | 0.78 | 0.57 | 0.10 | 0.52 | 0.60 | 0.48 | 0.78 | 0.90 | | 0.82 | 0.48 | |
| Control Delay | 86.0 | 34.8 | 0.2 | 64.4 | 25.7 | 2.3 | 74.6 | 59.8 | | 77.7 | 23.7 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 86.0 | 34.8 | 0.2 | 64.4 | 25.7 | 2.3 | 74.6 | 59.8 | | 77.7 | 23.7 | |
| LOS | F | C | A | E | C | A | E | E | | E | C | |
| Approach Delay | | 40.4 | | | 21.6 | | | 65.1 | | | 58.9 | |
| Approach LOS | | D | | | C | | | E | | | E | |
| Queue Length 50th (ft) | 113 | 345 | 0 | 54 | 261 | 0 | 194 | 235 | | 186 | 69 | |
| Queue Length 95th (ft) | #163 | 457 | 0 | m82 | 308 | 103 | 258 | 335 | | 243 | 136 | |
| Internal Link Dist (ft) | | 813 | | | 1302 | | | 546 | | | 389 | |
| Turn Bay Length (ft) | 250 | | 225 | 300 | | 375 | | | | 250 | | |
| Base Capacity (vph) | 308 | 2231 | 798 | 217 | 2641 | 1147 | 285 | 547 | | 496 | 540 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.74 | 0.57 | 0.10 | 0.48 | 0.60 | 0.49 | 0.75 | 0.69 | | 0.76 | 0.37 | |

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 144 (96%), Referenced to phase 2:WBT and 6:EBT, Start of Green
 Natural Cycle: 105
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 37.0 Intersection LOS: D
 Intersection Capacity Utilization 82.6% ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 301: Woolbright Rd & SW 8th St



Lanes, Volumes, Timings
302: Woolbright Rd & I95 SB Off Ramp

2025 Build Alt 1- TDI PM - Synchro
12/31/2020

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|---------|-------|-------|------|------|------|------|-------|------|-------|
| Lane Configurations | | ↑↑↑↑ | ↗ | ↘ | ↑↑↑ | | | | | ↘↘↘ | | ↗ |
| Traffic Volume (vph) | 0 | 1415 | 446 | 383 | 1349 | 0 | 0 | 0 | 0 | 651 | 0 | 791 |
| Future Volume (vph) | 0 | 1415 | 446 | 383 | 1349 | 0 | 0 | 0 | 0 | 651 | 0 | 791 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 400 | | 600 | 0 | | 0 | 0 | | 0 | 300 | | 400 |
| Storage Lanes | 2 | | 1 | 2 | | 0 | 0 | | 0 | 1 | | 1 |
| Taper Length (ft) | 100 | | | 25 | | | 25 | | | 100 | | |
| Lane Util. Factor | 1.00 | 0.81 | 1.00 | 0.97 | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 | 0.94 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Fr | | | 0.850 | | | | | | | | | 0.850 |
| Flt Protected | | | | 0.950 | | | | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 7544 | 1583 | 3433 | 5085 | 0 | 0 | 0 | 0 | 4990 | 0 | 1583 |
| Flt Permitted | | | | 0.950 | | | | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 7544 | 1583 | 3433 | 5085 | 0 | 0 | 0 | 0 | 4990 | 0 | 1583 |
| Right Turn on Red | | | Yes | | | No | | | No | | | Yes |
| Satd. Flow (RTOR) | | | 103 | | | | | | | | | 569 |
| Link Speed (mph) | | 40 | | | 40 | | | 35 | | | | 35 |
| Link Distance (ft) | | 1382 | | | 660 | | | 554 | | | | 828 |
| Travel Time (s) | | 23.6 | | | 11.3 | | | 10.8 | | | | 16.1 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 0% | 0% | 0% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 0 | 1489 | 469 | 403 | 1420 | 0 | 0 | 0 | 0 | 685 | 0 | 833 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 1489 | 469 | 403 | 1420 | 0 | 0 | 0 | 0 | 685 | 0 | 833 |
| Turn Type | | NA | custom | Prot | NA | | | | | Prot | | Free |
| Protected Phases | | 4 5 | 3 4 5 6 | 1 2 | 1 2 3 | | | | | 6 | | |
| Permitted Phases | | | | | | | | | | | | Free |
| Detector Phase | | 4 5 | 3 4 5 6 | 1 2 | 1 2 3 | | | | | 6 | | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | | | | | | | 6.0 | | |
| Minimum Split (s) | | | | | | | | | | 24.5 | | |
| Total Split (s) | | | | | | | | | | 32.0 | | |
| Total Split (%) | | | | | | | | | | 21.3% | | |
| Maximum Green (s) | | | | | | | | | | 25.5 | | |
| Yellow Time (s) | | | | | | | | | | 4.5 | | |
| All-Red Time (s) | | | | | | | | | | 2.0 | | |
| Lost Time Adjust (s) | | | | | | | | | | 0.0 | | |
| Total Lost Time (s) | | | | | | | | | | 6.5 | | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | | | | | | | | | | 4.0 | | |

| Lane Group | Ø1 | Ø2 | Ø3 | Ø4 | Ø5 |
|-------------------------|------|------|------|------|------|
| Lane Configurations | | | | | |
| Traffic Volume (vph) | | | | | |
| Future Volume (vph) | | | | | |
| Ideal Flow (vphpl) | | | | | |
| Lane Width (ft) | | | | | |
| Grade (%) | | | | | |
| Storage Length (ft) | | | | | |
| Storage Lanes | | | | | |
| Taper Length (ft) | | | | | |
| Lane Util. Factor | | | | | |
| Ped Bike Factor | | | | | |
| Frt | | | | | |
| Flt Protected | | | | | |
| Satd. Flow (prot) | | | | | |
| Flt Permitted | | | | | |
| Satd. Flow (perm) | | | | | |
| Right Turn on Red | | | | | |
| Satd. Flow (RTOR) | | | | | |
| Link Speed (mph) | | | | | |
| Link Distance (ft) | | | | | |
| Travel Time (s) | | | | | |
| Confl. Peds. (#/hr) | | | | | |
| Confl. Bikes (#/hr) | | | | | |
| Peak Hour Factor | | | | | |
| Growth Factor | | | | | |
| Heavy Vehicles (%) | | | | | |
| Bus Blockages (#/hr) | | | | | |
| Parking (#/hr) | | | | | |
| Mid-Block Traffic (%) | | | | | |
| Adj. Flow (vph) | | | | | |
| Shared Lane Traffic (%) | | | | | |
| Lane Group Flow (vph) | | | | | |
| Turn Type | | | | | |
| Protected Phases | 1 | 2 | 3 | 4 | 5 |
| Permitted Phases | | | | | |
| Detector Phase | | | | | |
| Switch Phase | | | | | |
| Minimum Initial (s) | 6.0 | 10.0 | 6.0 | 6.0 | 10.0 |
| Minimum Split (s) | 12.0 | 24.5 | 12.5 | 12.0 | 24.5 |
| Total Split (s) | 12.0 | 28.0 | 33.0 | 12.0 | 33.0 |
| Total Split (%) | 8% | 19% | 22% | 8% | 22% |
| Maximum Green (s) | 6.0 | 21.5 | 26.5 | 6.0 | 26.5 |
| Yellow Time (s) | 4.0 | 4.5 | 4.5 | 4.0 | 4.5 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | | | | |
| Total Lost Time (s) | | | | | |
| Lead/Lag | Lead | Lag | | Lead | Lag |
| Lead-Lag Optimize? | | Yes | | Yes | Yes |
| Vehicle Extension (s) | 3.0 | 4.0 | 3.0 | 3.0 | 3.0 |

Lanes, Volumes, Timings
302: Woolbright Rd & I95 SB Off Ramp

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|------|-------|------|------|------|-----|-----|-----|------|------|-------|
| Minimum Gap (s) | | | | | | | | | | 4.0 | | |
| Time Before Reduce (s) | | | | | | | | | | 0.0 | | |
| Time To Reduce (s) | | | | | | | | | | 0.0 | | |
| Recall Mode | | | | | | | | | | None | | |
| Walk Time (s) | | | | | | | | | | | | |
| Flash Dont Walk (s) | | | | | | | | | | | | |
| Pedestrian Calls (#/hr) | | | | | | | | | | | | |
| Act Effct Green (s) | | 39.0 | 103.5 | 34.0 | 61.0 | | | | | 25.5 | | 150.0 |
| Actuated g/C Ratio | | 0.26 | 0.69 | 0.23 | 0.41 | | | | | 0.17 | | 1.00 |
| v/c Ratio | | 0.76 | 0.42 | 0.52 | 0.69 | | | | | 0.81 | | 0.53 |
| Control Delay | | 36.5 | 17.6 | 27.3 | 9.9 | | | | | 68.3 | | 1.3 |
| Queue Delay | | 0.0 | 0.0 | 0.0 | 0.0 | | | | | 0.0 | | 0.0 |
| Total Delay | | 36.5 | 17.6 | 27.3 | 9.9 | | | | | 68.3 | | 1.3 |
| LOS | | D | B | C | A | | | | | E | | A |
| Approach Delay | | 32.0 | | | | 13.7 | | | | | 31.5 | |
| Approach LOS | | C | | | | B | | | | | C | |
| Queue Length 50th (ft) | | 350 | 331 | 98 | 53 | | | | | 231 | | 0 |
| Queue Length 95th (ft) | | 331 | 105 | m130 | 90 | | | | | 280 | | 0 |
| Internal Link Dist (ft) | | 1302 | | | | 580 | | 474 | | | 748 | |
| Turn Bay Length (ft) | | | 600 | | | | | | | 300 | | 400 |
| Base Capacity (vph) | | 1961 | 1124 | 778 | 2067 | | | | | 848 | | 1583 |
| Starvation Cap Reductn | | 0 | 0 | 0 | 0 | | | | | 0 | | 0 |
| Spillback Cap Reductn | | 0 | 0 | 0 | 0 | | | | | 0 | | 0 |
| Storage Cap Reductn | | 0 | 0 | 0 | 0 | | | | | 0 | | 0 |
| Reduced v/c Ratio | | 0.76 | 0.42 | 0.52 | 0.69 | | | | | 0.81 | | 0.53 |

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.04
 Intersection Signal Delay: 25.6 Intersection LOS: C
 Intersection Capacity Utilization 66.8% ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 302: Woolbright Rd & I95 SB Off Ramp



| Lane Group | Ø1 | Ø2 | Ø3 | Ø4 | Ø5 |
|-----------------------------|------|-------|------|------|------|
| Minimum Gap (s) | 3.0 | 4.0 | 3.0 | 3.0 | 3.0 |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Recall Mode | None | C-Max | None | None | None |
| Walk Time (s) | | 5.0 | | | 5.0 |
| Flash Dont Walk (s) | | 10.0 | | | 10.0 |
| Pedestrian Calls (#/hr) | | 500 | | | 500 |
| Act Effct Green (s) | | | | | |
| Actuated g/C Ratio | | | | | |
| v/c Ratio | | | | | |
| Control Delay | | | | | |
| Queue Delay | | | | | |
| Total Delay | | | | | |
| LOS | | | | | |
| Approach Delay | | | | | |
| Approach LOS | | | | | |
| Queue Length 50th (ft) | | | | | |
| Queue Length 95th (ft) | | | | | |
| Internal Link Dist (ft) | | | | | |
| Turn Bay Length (ft) | | | | | |
| Base Capacity (vph) | | | | | |
| Starvation Cap Reductn | | | | | |
| Spillback Cap Reductn | | | | | |
| Storage Cap Reductn | | | | | |
| Reduced v/c Ratio | | | | | |
| Intersection Summary | | | | | |

Lanes, Volumes, Timings
303: I-95 NB Off Ramp & Woolbright Rd

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|------|------|-------|-------|------|--------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 885 | 1181 | 0 | 0 | 1065 | 887 | 667 | 0 | 519 | 0 | 0 | 0 |
| Future Volume (vph) | 885 | 1181 | 0 | 0 | 1065 | 887 | 667 | 0 | 519 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 400 | | 675 | 400 | | 400 | 0 | | 0 |
| Storage Lanes | 2 | | 0 | 2 | | 1 | 1 | | 1 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 100 | | | 100 | | | 25 | | |
| Lane Util. Factor | 0.97 | 0.91 | 1.00 | 1.00 | 0.81 | 1.00 | 0.94 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Fr | | | | | | 0.850 | | | 0.850 | | | |
| Flt Protected | 0.950 | | | | | | 0.950 | | | | | |
| Satd. Flow (prot) | 3433 | 5085 | 0 | 0 | 7471 | 1568 | 4990 | 0 | 1583 | 0 | 0 | 0 |
| Flt Permitted | 0.950 | | | | | | 0.950 | | | | | |
| Satd. Flow (perm) | 3433 | 5085 | 0 | 0 | 7471 | 1568 | 4990 | 0 | 1583 | 0 | 0 | 0 |
| Right Turn on Red | | | No | | | Yes | | | Yes | | | No |
| Satd. Flow (RTOR) | | | | | | 777 | | | 116 | | | |
| Link Speed (mph) | | 40 | | | 40 | | | 35 | | | 35 | |
| Link Distance (ft) | | 660 | | | 872 | | | 919 | | | 680 | |
| Travel Time (s) | | 11.3 | | | 14.9 | | | 17.9 | | | 13.2 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 3% | 3% | 3% | 2% | 2% | 2% | 0% | 0% | 0% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 932 | 1243 | 0 | 0 | 1121 | 934 | 702 | 0 | 546 | 0 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 932 | 1243 | 0 | 0 | 1121 | 934 | 702 | 0 | 546 | 0 | 0 | 0 |
| Turn Type | Prot | NA | | | NA | Free | Prot | | custom | | | |
| Protected Phases | 4 5 | 4 5 6 | | | 1 2 | | 3 | | 1 2 3 | | | |
| Permitted Phases | | | | | | Free | | | | | | |
| Detector Phase | 4 5 | 4 5 6 | | | 1 2 | | 3 | | 1 2 3 | | | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | | | | 6.0 | | | | | |
| Minimum Split (s) | | | | | | | 12.5 | | | | | |
| Total Split (s) | | | | | | | 33.0 | | | | | |
| Total Split (%) | | | | | | | 22.0% | | | | | |
| Maximum Green (s) | | | | | | | 26.5 | | | | | |
| Yellow Time (s) | | | | | | | 4.5 | | | | | |
| All-Red Time (s) | | | | | | | 2.0 | | | | | |
| Lost Time Adjust (s) | | | | | | | 0.0 | | | | | |
| Total Lost Time (s) | | | | | | | 6.5 | | | | | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | | | | | | | 3.0 | | | | | |

| Lane Group | Ø1 | Ø2 | Ø4 | Ø5 | Ø6 |
|-------------------------|------|------|------|------|------|
| Lane Configurations | | | | | |
| Traffic Volume (vph) | | | | | |
| Future Volume (vph) | | | | | |
| Ideal Flow (vphpl) | | | | | |
| Lane Width (ft) | | | | | |
| Grade (%) | | | | | |
| Storage Length (ft) | | | | | |
| Storage Lanes | | | | | |
| Taper Length (ft) | | | | | |
| Lane Util. Factor | | | | | |
| Ped Bike Factor | | | | | |
| Frt | | | | | |
| Flt Protected | | | | | |
| Satd. Flow (prot) | | | | | |
| Flt Permitted | | | | | |
| Satd. Flow (perm) | | | | | |
| Right Turn on Red | | | | | |
| Satd. Flow (RTOR) | | | | | |
| Link Speed (mph) | | | | | |
| Link Distance (ft) | | | | | |
| Travel Time (s) | | | | | |
| Confl. Peds. (#/hr) | | | | | |
| Confl. Bikes (#/hr) | | | | | |
| Peak Hour Factor | | | | | |
| Growth Factor | | | | | |
| Heavy Vehicles (%) | | | | | |
| Bus Blockages (#/hr) | | | | | |
| Parking (#/hr) | | | | | |
| Mid-Block Traffic (%) | | | | | |
| Adj. Flow (vph) | | | | | |
| Shared Lane Traffic (%) | | | | | |
| Lane Group Flow (vph) | | | | | |
| Turn Type | | | | | |
| Protected Phases | 1 | 2 | 4 | 5 | 6 |
| Permitted Phases | | | | | |
| Detector Phase | | | | | |
| Switch Phase | | | | | |
| Minimum Initial (s) | 6.0 | 10.0 | 6.0 | 10.0 | 6.0 |
| Minimum Split (s) | 12.0 | 24.5 | 12.0 | 24.5 | 24.5 |
| Total Split (s) | 12.0 | 28.0 | 12.0 | 33.0 | 32.0 |
| Total Split (%) | 8% | 19% | 8% | 22% | 21% |
| Maximum Green (s) | 6.0 | 21.5 | 6.0 | 26.5 | 25.5 |
| Yellow Time (s) | 4.0 | 4.5 | 4.0 | 4.5 | 4.5 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | | | | |
| Total Lost Time (s) | | | | | |
| Lead/Lag | Lead | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | Yes | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 4.0 | 3.0 | 3.0 | 4.0 |

Lanes, Volumes, Timings
 303: I-95 NB Off Ramp & Woolbright Rd



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|-----|-----|------|-------|------|------|-----|------|-----|-----|
| Minimum Gap (s) | | | | | | | 3.0 | | | | | |
| Time Before Reduce (s) | | | | | | | 0.0 | | | | | |
| Time To Reduce (s) | | | | | | | 0.0 | | | | | |
| Recall Mode | | | | | | | None | | | | | |
| Walk Time (s) | | | | | | | | | | | | |
| Flash Dont Walk (s) | | | | | | | | | | | | |
| Pedestrian Calls (#/hr) | | | | | | | | | | | | |
| Act Effct Green (s) | 39.0 | 65.0 | | | 34.0 | 150.0 | 26.5 | | | 61.0 | | |
| Actuated g/C Ratio | 0.26 | 0.43 | | | 0.23 | 1.00 | 0.18 | | | 0.41 | | |
| v/c Ratio | 1.04 | 0.56 | | | 0.66 | 0.60 | 0.80 | | | 0.77 | | |
| Control Delay | 64.6 | 7.2 | | | 43.5 | 2.5 | 66.9 | | | 24.1 | | |
| Queue Delay | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | | | 0.0 | | |
| Total Delay | 64.6 | 7.2 | | | 43.5 | 2.5 | 66.9 | | | 24.1 | | |
| LOS | E | A | | | D | A | E | | | C | | |
| Approach Delay | | 31.7 | | | 24.9 | | | 48.1 | | | | |
| Approach LOS | | C | | | C | | | D | | | | |
| Queue Length 50th (ft) | ~201 | 42 | | | 216 | 26 | 236 | | | 198 | | |
| Queue Length 95th (ft) | #615 | 69 | | | m234 | m55 | 285 | | | 285 | | |
| Internal Link Dist (ft) | | 580 | | | 792 | | | 839 | | | 600 | |
| Turn Bay Length (ft) | | | | | | 675 | 400 | | | 400 | | |
| Base Capacity (vph) | 892 | 2203 | | | 1693 | 1568 | 881 | | | 712 | | |
| Starvation Cap Reductn | 0 | 0 | | | 0 | 0 | 0 | | | 0 | | |
| Spillback Cap Reductn | 0 | 0 | | | 0 | 0 | 0 | | | 0 | | |
| Storage Cap Reductn | 0 | 0 | | | 0 | 0 | 0 | | | 0 | | |
| Reduced v/c Ratio | 1.04 | 0.56 | | | 0.66 | 0.60 | 0.80 | | | 0.77 | | |

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.04
 Intersection Signal Delay: 32.9 Intersection LOS: C
 Intersection Capacity Utilization 66.8% ICU Level of Service C
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 303: I-95 NB Off Ramp & Woolbright Rd



| Lane Group | Ø1 | Ø2 | Ø4 | Ø5 | Ø6 |
|-----------------------------|------|-------|------|------|------|
| Minimum Gap (s) | 3.0 | 4.0 | 3.0 | 3.0 | 4.0 |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Recall Mode | None | C-Max | None | None | None |
| Walk Time (s) | | 5.0 | | 5.0 | |
| Flash Dont Walk (s) | | 10.0 | | 10.0 | |
| Pedestrian Calls (#/hr) | | 500 | | 500 | |
| Act Effct Green (s) | | | | | |
| Actuated g/C Ratio | | | | | |
| v/c Ratio | | | | | |
| Control Delay | | | | | |
| Queue Delay | | | | | |
| Total Delay | | | | | |
| LOS | | | | | |
| Approach Delay | | | | | |
| Approach LOS | | | | | |
| Queue Length 50th (ft) | | | | | |
| Queue Length 95th (ft) | | | | | |
| Internal Link Dist (ft) | | | | | |
| Turn Bay Length (ft) | | | | | |
| Base Capacity (vph) | | | | | |
| Starvation Cap Reductn | | | | | |
| Spillback Cap Reductn | | | | | |
| Storage Cap Reductn | | | | | |
| Reduced v/c Ratio | | | | | |
| Intersection Summary | | | | | |

Lanes, Volumes, Timings
304: Woolbright Rd & Seacrest Blvd

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|------|-------|-------|------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 185 | 1024 | 506 | 86 | 1062 | 72 | 603 | 406 | 195 | 91 | 259 | 108 |
| Future Volume (vph) | 185 | 1024 | 506 | 86 | 1062 | 72 | 603 | 406 | 195 | 91 | 259 | 108 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 300 | | 600 | 300 | | 0 | 475 | | 0 | 180 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 2 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 0.97 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Ped Bike Factor | | | | | | | | | | | | |
| Frt | | | 0.850 | | 0.990 | | | 0.951 | | | | 0.956 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 3505 | 1568 | 1752 | 3470 | 0 | 3433 | 3366 | 0 | 1770 | 3383 | 0 |
| Flt Permitted | 0.079 | | | 0.117 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 146 | 3505 | 1568 | 216 | 3470 | 0 | 3433 | 3366 | 0 | 1770 | 3383 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 533 | | 5 | | | 54 | | | 38 | |
| Link Speed (mph) | | 40 | | | 40 | | | 40 | | | 40 | |
| Link Distance (ft) | | 1495 | | | 649 | | | 896 | | | 641 | |
| Travel Time (s) | | 25.5 | | | 11.1 | | | 15.3 | | | 10.9 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 195 | 1078 | 533 | 91 | 1118 | 76 | 635 | 427 | 205 | 96 | 273 | 114 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 195 | 1078 | 533 | 91 | 1194 | 0 | 635 | 632 | 0 | 96 | 387 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | Prot | NA | | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 6 | | 6 | 2 | | | | | | | | |
| Detector Phase | 1 | 6 | 6 | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 20.0 | 20.0 | 4.0 | 20.0 | | 4.0 | 6.0 | | 4.0 | 6.0 | |
| Minimum Split (s) | 10.5 | 39.5 | 39.5 | 10.5 | 37.5 | | 10.5 | 34.5 | | 10.5 | 37.5 | |
| Total Split (s) | 21.0 | 67.0 | 67.0 | 12.0 | 58.0 | | 33.0 | 49.0 | | 22.0 | 38.0 | |
| Total Split (%) | 14.0% | 44.7% | 44.7% | 8.0% | 38.7% | | 22.0% | 32.7% | | 14.7% | 25.3% | |
| Maximum Green (s) | 14.5 | 60.5 | 60.5 | 5.5 | 51.5 | | 26.5 | 42.5 | | 15.5 | 31.5 | |
| Yellow Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| 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) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | | 6.5 | 6.5 | | 6.5 | 6.5 | |
| Lead/Lag | Lag | Lead | Lead | Lag | Lead | | Lead | Lead | | Lag | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|------|-------|-----|-------|------|-----|------|------|-----|
| Minimum Gap (s) | 2.0 | 4.0 | 4.0 | 2.0 | 4.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | None | C-Min | C-Min | None | C-Min | | None | None | | None | None | |
| Walk Time (s) | | 7.0 | 7.0 | | 10.0 | | | 7.0 | | | 10.0 | |
| Flash Dont Walk (s) | | 26.0 | 26.0 | | 21.0 | | | 21.0 | | | 21.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 75.4 | 62.0 | 62.0 | 73.2 | 60.9 | | 26.9 | 32.3 | | 16.7 | 22.1 | |
| Actuated g/C Ratio | 0.50 | 0.41 | 0.41 | 0.49 | 0.41 | | 0.18 | 0.22 | | 0.11 | 0.15 | |
| v/c Ratio | 0.87 | 0.74 | 0.55 | 0.38 | 0.85 | | 1.03 | 0.82 | | 0.49 | 0.73 | |
| Control Delay | 79.6 | 36.3 | 4.9 | 39.7 | 47.4 | | 103.6 | 60.5 | | 71.9 | 62.6 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 79.6 | 36.3 | 4.9 | 39.7 | 47.4 | | 103.6 | 60.5 | | 71.9 | 62.6 | |
| LOS | E | D | A | D | D | | F | E | | E | E | |
| Approach Delay | | 31.7 | | | 46.8 | | | 82.1 | | | 64.5 | |
| Approach LOS | | C | | | D | | | F | | | E | |
| Queue Length 50th (ft) | 122 | 508 | 27 | 41 | 542 | | ~346 | 288 | | 91 | 176 | |
| Queue Length 95th (ft) | m#259 | 578 | 231 | #95 | #776 | | #471 | 340 | | 152 | 216 | |
| Internal Link Dist (ft) | | 1415 | | | 569 | | | 816 | | | 561 | |
| Turn Bay Length (ft) | 300 | | 600 | 300 | | | 475 | | | 180 | | |
| Base Capacity (vph) | 228 | 1459 | 964 | 237 | 1410 | | 615 | 992 | | 198 | 740 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.86 | 0.74 | 0.55 | 0.38 | 0.85 | | 1.03 | 0.64 | | 0.48 | 0.52 | |

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 95 (63%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.03

Intersection Signal Delay: 52.2

Intersection LOS: D

Intersection Capacity Utilization 91.4%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

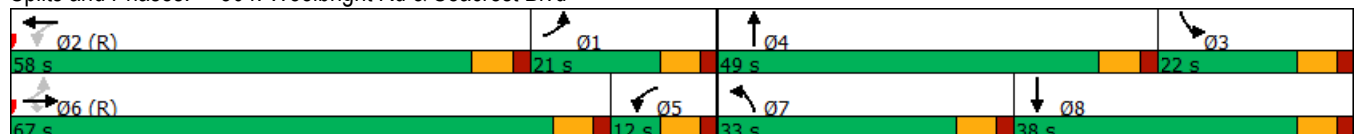
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 304: Woolbright Rd & Seacrest Blvd































Alternative 2 - Diverging Diamond Interchange (DDI)

Opening Year 2025 AM Analysis

HCM 6th Edition Methodology

HCM Signalized Intersection Capacity Analysis
301: SW 8th St & Woolbright Rd













2025 AM Build Alt 2 - DDI_HCM
01/01/2021

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |   |   |  |   |   |  |  |   | |   |  | |
| Traffic Volume (vph) | 187 | 1498 | 115 | 242 | 1049 | 296 | 51 | 30 | 106 | 497 | 96 | 184 |
| Future Volume (vph) | 187 | 1498 | 115 | 242 | 1049 | 296 | 51 | 30 | 106 | 497 | 96 | 184 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | 7.0 | 7.0 | 7.5 | | 7.0 | 7.5 | |
| Lane Util. Factor | 0.97 | 0.91 | 1.00 | 0.97 | 0.86 | 1.00 | 1.00 | 1.00 | | 0.97 | 1.00 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.88 | | 1.00 | 0.90 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 3433 | 5085 | 1583 | 3433 | 6408 | 1583 | 1770 | 1645 | | 3433 | 1679 | |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.58 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 3433 | 5085 | 1583 | 3433 | 6408 | 1583 | 1080 | 1645 | | 3433 | 1679 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 197 | 1577 | 121 | 255 | 1104 | 312 | 54 | 32 | 112 | 523 | 101 | 194 |
| RTOR Reduction (vph) | 0 | 0 | 66 | 0 | 0 | 121 | 0 | 102 | 0 | 0 | 56 | 0 |
| Lane Group Flow (vph) | 197 | 1577 | 55 | 255 | 1104 | 191 | 54 | 42 | 0 | 523 | 239 | 0 |
| Turn Type | Prot | NA | Perm | Prot | NA | pm+ov | pm+pt | NA | | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | 3 | 7 | 4 | | 3 | 8 | |
| Permitted Phases | | | 6 | | | 2 | 4 | | | | | |
| Actuated Green, G (s) | 17.6 | 68.6 | 68.6 | 15.6 | 66.6 | 91.8 | 20.4 | 13.1 | | 25.2 | 31.0 | |
| Effective Green, g (s) | 17.6 | 68.6 | 68.6 | 15.6 | 66.6 | 91.8 | 20.4 | 13.1 | | 25.2 | 31.0 | |
| Actuated g/C Ratio | 0.12 | 0.46 | 0.46 | 0.10 | 0.44 | 0.61 | 0.14 | 0.09 | | 0.17 | 0.21 | |
| Clearance Time (s) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | 7.0 | 7.0 | 7.5 | | 7.0 | 7.5 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 402 | 2325 | 723 | 357 | 2845 | 968 | 180 | 143 | | 576 | 346 | |
| v/s Ratio Prot | 0.06 | c0.31 | | c0.07 | 0.17 | 0.03 | 0.01 | 0.03 | | c0.15 | c0.14 | |
| v/s Ratio Perm | | | 0.03 | | | 0.09 | 0.03 | | | | | |
| v/c Ratio | 0.49 | 0.68 | 0.08 | 0.71 | 0.39 | 0.20 | 0.30 | 0.29 | | 0.91 | 0.69 | |
| Uniform Delay, d1 | 62.0 | 32.0 | 22.9 | 65.0 | 28.0 | 12.8 | 57.7 | 64.1 | | 61.3 | 55.1 | |
| Progression Factor | 1.00 | 1.00 | 1.00 | 0.86 | 1.30 | 5.97 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.9 | 1.6 | 0.2 | 6.2 | 0.4 | 0.1 | 0.9 | 1.1 | | 18.0 | 5.6 | |
| Delay (s) | 62.9 | 33.6 | 23.1 | 62.0 | 36.8 | 76.7 | 58.7 | 65.2 | | 79.3 | 60.7 | |
| Level of Service | E | C | C | E | D | E | E | E | | E | E | |
| Approach Delay (s) | | 36.0 | | | 48.1 | | | 63.5 | | | 72.6 | |
| Approach LOS | | D | | | D | | | E | | | E | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 48.1 | HCM 2000 Level of Service | | | | D | | | | |
| HCM 2000 Volume to Capacity ratio | | | 0.74 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 150.0 | Sum of lost time (s) | | | | 27.5 | | | | |
| Intersection Capacity Utilization | | | 81.0% | ICU Level of Service | | | | D | | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
302: I-95 SB Ramps Terminal













2025 AM Build Alt 2 - DDI_HCM
01/01/2021

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↑↑↑ | | | | | | ↑↑↑ | | | | |
| Traffic Volume (vph) | 0 | 1218 | 0 | 0 | 0 | 0 | 0 | 766 | 0 | 0 | 0 | 0 |
| Future Volume (vph) | 0 | 1218 | 0 | 0 | 0 | 0 | 0 | 766 | 0 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | | | | | | 6.0 | | | | |
| Lane Util. Factor | | 0.91 | | | | | | 0.91 | | | | |
| Flt | | 1.00 | | | | | | 1.00 | | | | |
| Flt Protected | | 1.00 | | | | | | 1.00 | | | | |
| Satd. Flow (prot) | | 5085 | | | | | | 5085 | | | | |
| Flt Permitted | | 1.00 | | | | | | 1.00 | | | | |
| Satd. Flow (perm) | | 5085 | | | | | | 5085 | | | | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 0 | 1282 | 0 | 0 | 0 | 0 | 0 | 806 | 0 | 0 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 1282 | 0 | 0 | 0 | 0 | 0 | 806 | 0 | 0 | 0 | 0 |
| Turn Type | | NA | | | | | | NA | | | | |
| Protected Phases | | 2 | | | | | | 1 | | | | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | | 74.0 | | | | | | 64.0 | | | | |
| Effective Green, g (s) | | 74.0 | | | | | | 64.0 | | | | |
| Actuated g/C Ratio | | 0.49 | | | | | | 0.43 | | | | |
| Clearance Time (s) | | 6.0 | | | | | | 6.0 | | | | |
| Vehicle Extension (s) | | 3.0 | | | | | | 3.0 | | | | |
| Lane Grp Cap (vph) | | 2508 | | | | | | 2169 | | | | |
| v/s Ratio Prot | | c0.25 | | | | | | c0.16 | | | | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | | 0.51 | | | | | | 0.37 | | | | |
| Uniform Delay, d1 | | 25.7 | | | | | | 29.3 | | | | |
| Progression Factor | | 1.20 | | | | | | 0.61 | | | | |
| Incremental Delay, d2 | | 0.5 | | | | | | 0.5 | | | | |
| Delay (s) | | 31.3 | | | | | | 18.3 | | | | |
| Level of Service | | C | | | | | | B | | | | |
| Approach Delay (s) | | 31.3 | | | 0.0 | | | 18.3 | | | 0.0 | |
| Approach LOS | | C | | | A | | | B | | | A | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 26.3 | | | | | HCM 2000 Level of Service | | | C | |
| HCM 2000 Volume to Capacity ratio | | | 0.45 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 150.0 | | | | | Sum of lost time (s) | | 12.0 | | |
| Intersection Capacity Utilization | | | 51.9% | | | | | ICU Level of Service | | A | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

c Critical Lane Group




























HCM Signalized Intersection Capacity Analysis
303: I-95 NB Ramps Terminal

2025 AM Build Alt 2 - DDI_HCM
01/01/2021

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | | ↑↑↑ | | | | | | ↑↑↑ | |
| Traffic Volume (vph) | 0 | 0 | 0 | 0 | 832 | 0 | 0 | 0 | 0 | 0 | 1130 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 0 | 832 | 0 | 0 | 0 | 0 | 0 | 1130 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | | | 6.0 | | | | | | 6.0 | |
| Lane Util. Factor | | | | | 0.91 | | | | | | 0.91 | |
| Fr _t | | | | | 1.00 | | | | | | 1.00 | |
| Fl _t Protected | | | | | 1.00 | | | | | | 1.00 | |
| Satd. Flow (prot) | | | | | 5036 | | | | | | 5085 | |
| Fl _t Permitted | | | | | 1.00 | | | | | | 1.00 | |
| Satd. Flow (perm) | | | | | 5036 | | | | | | 5085 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 0 | 0 | 0 | 0 | 876 | 0 | 0 | 0 | 0 | 0 | 1189 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 876 | 0 | 0 | 0 | 0 | 0 | 1189 | 0 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 3% | 3% | 3% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | | | | | NA | | | | | | NA | |
| Protected Phases | | | | | 1 | | | | | | 2 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | | | | | 64.0 | | | | | | 74.0 | |
| Effective Green, g (s) | | | | | 64.0 | | | | | | 74.0 | |
| Actuated g/C Ratio | | | | | 0.43 | | | | | | 0.49 | |
| Clearance Time (s) | | | | | 6.0 | | | | | | 6.0 | |
| Vehicle Extension (s) | | | | | 3.0 | | | | | | 3.0 | |
| Lane Grp Cap (vph) | | | | | 2148 | | | | | | 2508 | |
| v/s Ratio Prot | | | | | c0.17 | | | | | | c0.23 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | | | | | 0.41 | | | | | | 0.47 | |
| Uniform Delay, d ₁ | | | | | 29.8 | | | | | | 25.1 | |
| Progression Factor | | | | | 0.88 | | | | | | 1.43 | |
| Incremental Delay, d ₂ | | | | | 0.3 | | | | | | 0.6 | |
| Delay (s) | | | | | 26.7 | | | | | | 36.6 | |
| Level of Service | | | | | C | | | | | | D | |
| Approach Delay (s) | | 0.0 | | | 26.7 | | | 0.0 | | | 36.6 | |
| Approach LOS | | A | | | C | | | A | | | D | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 32.4 | | | | | | | | | |
| HCM 2000 Volume to Capacity ratio | | | 0.44 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 150.0 | | | | | | | 12.0 | | |
| Intersection Capacity Utilization | | | 51.3% | | | | | | | A | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |

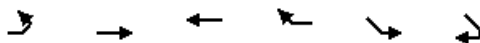
HCM Signalized Intersection Capacity Analysis
304: Seacrest Blvd & Woolbright Rd

2025 AM Build Alt 2 - DDI_HCM
01/01/2021

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |   |  |  |   | |   |   | |  |   |  |
| Traffic Volume (vph) | 74 | 729 | 571 | 142 | 936 | 48 | 555 | 261 | 107 | 96 | 403 | 162 |
| Future Volume (vph) | 74 | 729 | 571 | 142 | 936 | 48 | 555 | 261 | 107 | 96 | 403 | 162 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | | 6.0 | 6.0 | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | | 0.97 | 0.95 | | 1.00 | 0.95 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.99 | | 1.00 | 0.96 | | 1.00 | 0.96 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1752 | 3505 | 1568 | 1752 | 3479 | | 3433 | 3385 | | 1770 | 3387 | |
| Flt Permitted | 0.15 | 1.00 | 1.00 | 0.27 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 284 | 3505 | 1568 | 489 | 3479 | | 3433 | 3385 | | 1770 | 3387 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 78 | 767 | 601 | 149 | 985 | 51 | 584 | 275 | 113 | 101 | 424 | 171 |
| RTOR Reduction (vph) | 0 | 0 | 274 | 0 | 3 | 0 | 0 | 29 | 0 | 0 | 30 | 0 |
| Lane Group Flow (vph) | 78 | 767 | 327 | 149 | 1033 | 0 | 584 | 359 | 0 | 101 | 565 | 0 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | Prot | NA | | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 6 | | 6 | 2 | | | | | | | | |
| Actuated Green, G (s) | 70.9 | 65.0 | 65.0 | 80.9 | 70.0 | | 21.0 | 36.5 | | 13.6 | 29.1 | |
| Effective Green, g (s) | 70.9 | 65.0 | 65.0 | 80.9 | 70.0 | | 21.0 | 36.5 | | 13.6 | 29.1 | |
| Actuated g/C Ratio | 0.47 | 0.43 | 0.43 | 0.54 | 0.47 | | 0.14 | 0.24 | | 0.09 | 0.19 | |
| Clearance Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | | 6.0 | 6.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 191 | 1518 | 679 | 355 | 1623 | | 480 | 823 | | 160 | 657 | |
| v/s Ratio Prot | 0.02 | 0.22 | | c0.03 | c0.30 | | c0.17 | 0.11 | | 0.06 | c0.17 | |
| v/s Ratio Perm | 0.18 | | 0.21 | 0.20 | | | | | | | | |
| v/c Ratio | 0.41 | 0.51 | 0.48 | 0.42 | 0.64 | | 1.22 | 0.44 | | 0.63 | 0.86 | |
| Uniform Delay, d1 | 45.8 | 30.8 | 30.4 | 33.0 | 30.4 | | 64.5 | 48.0 | | 65.8 | 58.5 | |
| Progression Factor | 0.79 | 0.61 | 0.70 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 1.4 | 1.2 | 2.4 | 0.8 | 1.9 | | 115.3 | 1.7 | | 7.9 | 11.1 | |
| Delay (s) | 37.7 | 19.9 | 23.6 | 33.8 | 32.3 | | 179.8 | 49.7 | | 73.7 | 69.6 | |
| Level of Service | D | B | C | C | C | | F | D | | E | E | |
| Approach Delay (s) | | 22.4 | | | 32.5 | | | 127.9 | | | 70.2 | |
| Approach LOS | | C | | | C | | | F | | | E | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 56.8 | | | HCM 2000 Level of Service | | | E | | | |
| HCM 2000 Volume to Capacity ratio | | | 0.78 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 150.0 | | | Sum of lost time (s) | | | 24.0 | | | |
| Intersection Capacity Utilization | | | 83.7% | | | ICU Level of Service | | | E | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |

HCM Signalized Intersection Capacity Analysis
3021: Woolbright Rd & I-95 SB Off Ramp to SBL

2025 AM Build Alt 2 - DDI_HCM
01/01/2021



| Movement | EBL | EBT | WBT | WBR | SEL | SER |
|-----------------------------------|------|-------|------|------|-------|------|
| Lane Configurations | | ↑↑↑ | | | ↑↑ | |
| Traffic Volume (vph) | 0 | 1218 | 0 | 0 | 680 | 0 |
| Future Volume (vph) | 0 | 1218 | 0 | 0 | 680 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | | | 6.0 | |
| Lane Util. Factor | | 0.91 | | | 0.97 | |
| Fr _t | | 1.00 | | | 1.00 | |
| Fl _t Protected | | 1.00 | | | 0.95 | |
| Satd. Flow (prot) | | 5085 | | | 3433 | |
| Fl _t Permitted | | 1.00 | | | 0.95 | |
| Satd. Flow (perm) | | 5085 | | | 3433 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 0 | 1282 | 0 | 0 | 716 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 1282 | 0 | 0 | 716 | 0 |
| Turn Type | | NA | | | Prot | |
| Protected Phases | | 2 | | | 1 | |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | | 74.0 | | | 64.0 | |
| Effective Green, g (s) | | 74.0 | | | 64.0 | |
| Actuated g/C Ratio | | 0.49 | | | 0.43 | |
| Clearance Time (s) | | 6.0 | | | 6.0 | |
| Vehicle Extension (s) | | 3.0 | | | 3.0 | |
| Lane Grp Cap (vph) | | 2508 | | | 1464 | |
| v/s Ratio Prot | | c0.25 | | | c0.21 | |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | | 0.51 | | | 0.49 | |
| Uniform Delay, d ₁ | | 25.7 | | | 31.2 | |
| Progression Factor | | 0.14 | | | 1.00 | |
| Incremental Delay, d ₂ | | 0.7 | | | 1.2 | |
| Delay (s) | | 4.2 | | | 32.3 | |
| Level of Service | | A | | | C | |
| Approach Delay (s) | | 4.2 | 0.0 | | 32.3 | |
| Approach LOS | | A | A | | C | |

Intersection Summary

| | | | |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay | 14.3 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.50 | | |
| Actuated Cycle Length (s) | 150.0 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 60.6% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 3022: Woolbright Rd & I-95 SB Off Ramp to SBR

2025 AM Build Alt 2 - DDI_HCM
 01/01/2021



| Movement | EBL | EBT | WBT | WBR | SWL | SWR |
|---------------------------------------|------|------|-------|------|---------------------------|-------|
| Lane Configurations | | | ↑↑↑ | | | ↑↑ |
| Traffic Volume (vph) | 0 | 0 | 766 | 0 | 0 | 821 |
| Future Volume (vph) | 0 | 0 | 766 | 0 | 0 | 821 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | 4.0 | | | 6.0 |
| Lane Util. Factor | | | 0.91 | | | 0.88 |
| Frt | | | 1.00 | | | 0.85 |
| Flt Protected | | | 1.00 | | | 1.00 |
| Satd. Flow (prot) | | | 5085 | | | 2787 |
| Flt Permitted | | | 1.00 | | | 1.00 |
| Satd. Flow (perm) | | | 5085 | | | 2787 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 0 | 0 | 806 | 0 | 0 | 864 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 806 | 0 | 0 | 864 |
| Turn Type | | | NA | | | Prot |
| Protected Phases | | | Free! | | | 2! |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | | | 150.0 | | | 74.0 |
| Effective Green, g (s) | | | 150.0 | | | 74.0 |
| Actuated g/C Ratio | | | 1.00 | | | 0.49 |
| Clearance Time (s) | | | | | | 6.0 |
| Vehicle Extension (s) | | | | | | 3.0 |
| Lane Grp Cap (vph) | | | 5085 | | | 1374 |
| v/s Ratio Prot | | | 0.16 | | | c0.31 |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | | | 0.16 | | | 0.63 |
| Uniform Delay, d1 | | | 0.0 | | | 27.9 |
| Progression Factor | | | 1.00 | | | 1.00 |
| Incremental Delay, d2 | | | 0.1 | | | 2.2 |
| Delay (s) | | | 0.1 | | | 30.1 |
| Level of Service | | | A | | | C |
| Approach Delay (s) | | 0.0 | 0.1 | | 30.1 | |
| Approach LOS | | A | A | | C | |
| Intersection Summary | | | | | | |
| HCM 2000 Control Delay | | | 15.6 | | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | | | 0.42 | | | |
| Actuated Cycle Length (s) | | | 150.0 | | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | | | 51.9% | | ICU Level of Service | A |
| Analysis Period (min) | | | 15 | | | |
| ! Phase conflict between lane groups. | | | | | | |
| c Critical Lane Group | | | | | | |

HCM Signalized Intersection Capacity Analysis
3031: I-95 NB Off & Woolbright Rd

2025 AM Build Alt 2 - DDI_HCM
01/01/2021



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|-----------------------------------|------|------|------|-------|-------|------|
| Lane Configurations | | | | ↑↑↑ | ↑↑ | |
| Traffic Volume (vph) | 0 | 0 | 0 | 832 | 394 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 832 | 394 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | | 6.0 | 6.0 | |
| Lane Util. Factor | | | | 0.91 | 0.97 | |
| Fr _t | | | | 1.00 | 1.00 | |
| Fl _t Protected | | | | 1.00 | 0.95 | |
| Satd. Flow (prot) | | | | 5085 | 3433 | |
| Fl _t Permitted | | | | 1.00 | 0.95 | |
| Satd. Flow (perm) | | | | 5085 | 3433 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 0 | 0 | 0 | 876 | 415 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 876 | 415 | 0 |
| Turn Type | | | | NA | Prot | |
| Protected Phases | | | | 1 | 2 | |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | | | | 64.0 | 74.0 | |
| Effective Green, g (s) | | | | 64.0 | 74.0 | |
| Actuated g/C Ratio | | | | 0.43 | 0.49 | |
| Clearance Time (s) | | | | 6.0 | 6.0 | |
| Vehicle Extension (s) | | | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | | | | 2169 | 1693 | |
| v/s Ratio Prot | | | | c0.17 | c0.12 | |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | | | | 0.40 | 0.25 | |
| Uniform Delay, d ₁ | | | | 29.8 | 21.9 | |
| Progression Factor | | | | 0.00 | 1.00 | |
| Incremental Delay, d ₂ | | | | 0.5 | 0.3 | |
| Delay (s) | | | | 0.5 | 22.2 | |
| Level of Service | | | | A | C | |
| Approach Delay (s) | 0.0 | | | 0.5 | 22.2 | |
| Approach LOS | A | | | A | C | |

Intersection Summary

| | | | |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay | 7.5 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.32 | | |
| Actuated Cycle Length (s) | 150.0 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 37.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
3032: I-95 NB Off to NBR & Woolbright Rd

2025 AM Build Alt 2 - DDI_HCM
01/01/2021



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|------------------------|-------|------|------|------|------|-------|
| Lane Configurations | ↑↑↑ | | | | | ↑↑ |
| Traffic Volume (vph) | 1130 | 0 | 0 | 0 | 0 | 371 |
| Future Volume (vph) | 1130 | 0 | 0 | 0 | 0 | 371 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | | | | | 6.0 |
| Lane Util. Factor | 0.91 | | | | | 0.88 |
| Flt | 1.00 | | | | | 0.85 |
| Flt Protected | 1.00 | | | | | 1.00 |
| Satd. Flow (prot) | 5085 | | | | | 2787 |
| Flt Permitted | 1.00 | | | | | 1.00 |
| Satd. Flow (perm) | 5085 | | | | | 2787 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 1189 | 0 | 0 | 0 | 0 | 391 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 1189 | 0 | 0 | 0 | 0 | 391 |
| Turn Type | NA | | | | | Prot |
| Protected Phases | Free! | | | | | 1! |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | 150.0 | | | | | 64.0 |
| Effective Green, g (s) | 150.0 | | | | | 64.0 |
| Actuated g/C Ratio | 1.00 | | | | | 0.43 |
| Clearance Time (s) | | | | | | 6.0 |
| Vehicle Extension (s) | | | | | | 3.0 |
| Lane Grp Cap (vph) | 5085 | | | | | 1189 |
| v/s Ratio Prot | 0.23 | | | | | c0.14 |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | 0.23 | | | | | 0.33 |
| Uniform Delay, d1 | 0.0 | | | | | 28.7 |
| Progression Factor | 1.00 | | | | | 1.00 |
| Incremental Delay, d2 | 0.1 | | | | | 0.7 |
| Delay (s) | 0.1 | | | | | 29.4 |
| Level of Service | A | | | | | C |
| Approach Delay (s) | 0.1 | | | 0.0 | 29.4 | |
| Approach LOS | A | | | A | C | |

Intersection Summary

| | | | |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay | 7.4 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.29 | | |
| Actuated Cycle Length (s) | 150.0 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 47.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

























! Phase conflict between lane groups.

c Critical Lane Group

Synchro Methodology

Lanes, Volumes, Timings
301: SW 8th St & Woolbright Rd

2025 AM Build Alt 2 - DDI_Synchro
01/01/2021

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (vph) | 187 | 1498 | 115 | 242 | 1049 | 296 | 51 | 30 | 106 | 497 | 96 | 184 |
| Future Volume (vph) | 187 | 1498 | 115 | 242 | 1049 | 296 | 51 | 30 | 106 | 497 | 96 | 184 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 250 | | 225 | 300 | | 375 | 0 | | 0 | 250 | | 0 |
| Storage Lanes | 2 | | 1 | 2 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 50 | | | 50 | | | 50 | | | 50 | | |
| Lane Util. Factor | 0.97 | 0.91 | 1.00 | 0.97 | 0.86 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Fr | | | 0.850 | | | 0.850 | | 0.883 | | | 0.901 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 3433 | 5085 | 1583 | 3433 | 6408 | 1583 | 1770 | 1645 | 0 | 3433 | 1678 | 0 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.580 | | | 0.950 | | |
| Satd. Flow (perm) | 3433 | 5085 | 1583 | 3433 | 6408 | 1583 | 1080 | 1645 | 0 | 3433 | 1678 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 182 | | | 312 | | 112 | | | 71 | |
| Link Speed (mph) | | 45 | | | 45 | | | 45 | | | 45 | |
| Link Distance (ft) | | 1182 | | | 877 | | | 918 | | | 751 | |
| Travel Time (s) | | 17.9 | | | 13.3 | | | 13.9 | | | 11.4 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 197 | 1577 | 121 | 255 | 1104 | 312 | 54 | 32 | 112 | 523 | 101 | 194 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 197 | 1577 | 121 | 255 | 1104 | 312 | 54 | 144 | 0 | 523 | 295 | 0 |
| Turn Type | Prot | NA | Perm | Prot | NA | pm+ov | pm+pt | NA | | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | 3 | 7 | 4 | | 3 | 8 | |
| Permitted Phases | | | 6 | | | 2 | 4 | | | | | |
| Detector Phase | 1 | 6 | 6 | 5 | 2 | 3 | 7 | 4 | | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 20.0 | 20.0 | 4.0 | 20.0 | 4.0 | 4.0 | 6.0 | | 4.0 | 6.0 | |
| Minimum Split (s) | 10.5 | 36.5 | 36.5 | 10.5 | 40.5 | 11.0 | 11.0 | 43.5 | | 11.0 | 43.5 | |
| Total Split (s) | 26.0 | 49.0 | 49.0 | 24.0 | 47.0 | 32.0 | 17.0 | 45.0 | | 32.0 | 60.0 | |
| Total Split (%) | 17.3% | 32.7% | 32.7% | 16.0% | 31.3% | 21.3% | 11.3% | 30.0% | | 21.3% | 40.0% | |
| Maximum Green (s) | 19.5 | 42.5 | 42.5 | 17.5 | 40.5 | 25.0 | 10.0 | 37.5 | | 25.0 | 52.5 | |
| Yellow Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 3.0 | 3.0 | 3.5 | | 3.0 | 3.5 | |
| 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) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | 7.0 | 7.0 | 7.5 | | 7.0 | 7.5 | |
| Lead/Lag | Lag | Lead | Lead | Lag | Lead | Lead | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |

Lanes, Volumes, Timings
302: I-95 SB Ramps Terminal

2025 AM Build Alt 2 - DDI_Synchro
01/01/2021

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|-------|------|------|------|------|------|-------|------|------|------|------|
| Lane Configurations | | ↑↑↑ | | | | | | ↑↑↑ | | | | |
| Traffic Volume (vph) | 0 | 1218 | 0 | 0 | 0 | 0 | 0 | 766 | 0 | 0 | 0 | 0 |
| Future Volume (vph) | 0 | 1218 | 0 | 0 | 0 | 0 | 0 | 766 | 0 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 50 | | | 50 | | | 50 | | | 50 | | |
| Lane Util. Factor | 1.00 | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Flt Protected | | | | | | | | | | | | |
| Satd. Flow (prot) | 0 | 5085 | 0 | 0 | 0 | 0 | 0 | 5085 | 0 | 0 | 0 | 0 |
| Flt Permitted | | | | | | | | | | | | |
| Satd. Flow (perm) | 0 | 5085 | 0 | 0 | 0 | 0 | 0 | 5085 | 0 | 0 | 0 | 0 |
| Right Turn on Red | Yes | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | | | | | | | | | | |
| Link Speed (mph) | | 45 | | | 45 | | | 45 | | | 45 | |
| Link Distance (ft) | | 152 | | | 231 | | | 237 | | | 102 | |
| Travel Time (s) | | 2.3 | | | 3.5 | | | 3.6 | | | 1.5 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 0 | 1282 | 0 | 0 | 0 | 0 | 0 | 806 | 0 | 0 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 1282 | 0 | 0 | 0 | 0 | 0 | 806 | 0 | 0 | 0 | 0 |
| Turn Type | | NA | | | | | | NA | | | | |
| Protected Phases | | 2 | | | | | | 1 | | | | |
| Permitted Phases | | | | | | | | | | | | |
| Detector Phase | | 2 | | | | | | 1 | | | | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | 12.0 | | | | | | 12.0 | | | | |
| Minimum Split (s) | | 42.0 | | | | | | 42.0 | | | | |
| Total Split (s) | | 80.0 | | | | | | 70.0 | | | | |
| Total Split (%) | | 53.3% | | | | | | 46.7% | | | | |
| Maximum Green (s) | | 74.0 | | | | | | 64.0 | | | | |
| Yellow Time (s) | | 4.0 | | | | | | 4.0 | | | | |
| All-Red Time (s) | | 2.0 | | | | | | 2.0 | | | | |
| Lost Time Adjust (s) | | 0.0 | | | | | | 0.0 | | | | |
| Total Lost Time (s) | | 6.0 | | | | | | 6.0 | | | | |
| Lead/Lag | | Lag | | | | | | Lead | | | | |
| Lead-Lag Optimize? | | Yes | | | | | | Yes | | | | |
| Vehicle Extension (s) | | 3.0 | | | | | | 3.0 | | | | |

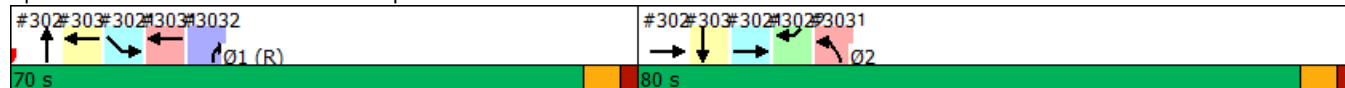
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|------|-----|-----|-----|-----|-----|-------|-----|-----|-----|-----|
| Minimum Gap (s) | | 3.0 | | | | | | 3.0 | | | | |
| Time Before Reduce (s) | | 0.0 | | | | | | 0.0 | | | | |
| Time To Reduce (s) | | 0.0 | | | | | | 0.0 | | | | |
| Recall Mode | | Max | | | | | | C-Max | | | | |
| Walk Time (s) | | 7.0 | | | | | | 7.0 | | | | |
| Flash Dont Walk (s) | | 29.0 | | | | | | 29.0 | | | | |
| Pedestrian Calls (#/hr) | | 0 | | | | | | 0 | | | | |
| Act Effct Green (s) | | 74.0 | | | | | | 64.0 | | | | |
| Actuated g/C Ratio | | 0.49 | | | | | | 0.43 | | | | |
| v/c Ratio | | 0.51 | | | | | | 0.37 | | | | |
| Control Delay | | 31.5 | | | | | | 18.4 | | | | |
| Queue Delay | | 0.0 | | | | | | 0.0 | | | | |
| Total Delay | | 31.5 | | | | | | 18.4 | | | | |
| LOS | | C | | | | | | B | | | | |
| Approach Delay | | 31.5 | | | | | | 18.4 | | | | |
| Approach LOS | | C | | | | | | B | | | | |
| Queue Length 50th (ft) | | 253 | | | | | | 100 | | | | |
| Queue Length 95th (ft) | | 471 | | | | | | 116 | | | | |
| Internal Link Dist (ft) | | 72 | | | 151 | | | 157 | | | 22 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | 2508 | | | | | | 2169 | | | | |
| Starvation Cap Reductn | | 0 | | | | | | 0 | | | | |
| Spillback Cap Reductn | | 0 | | | | | | 0 | | | | |
| Storage Cap Reductn | | 0 | | | | | | 0 | | | | |
| Reduced v/c Ratio | | 0.51 | | | | | | 0.37 | | | | |

Intersection Summary













Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 8 (5%), Referenced to phase 1:NBT, Start of Green
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 26.4
 Intersection Capacity Utilization 51.9%
 Analysis Period (min) 15

Intersection LOS: C
ICU Level of Service A

Splits and Phases: 302: I-95 SB Ramps Terminal



Lanes, Volumes, Timings
303: I-95 NB Ramps Terminal

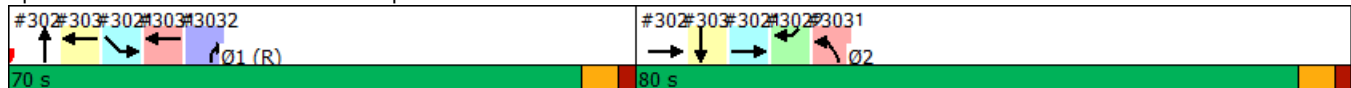
| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | | ↑↑↑ | | | | | | ↑↑↑ | |
| Traffic Volume (vph) | 0 | 0 | 0 | 0 | 832 | 0 | 0 | 0 | 0 | 0 | 1130 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 0 | 832 | 0 | 0 | 0 | 0 | 0 | 1130 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 50 | | | 50 | | | 50 | | | 50 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.91 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Flt Protected | | | | | | | | | | | | |
| Satd. Flow (prot) | 0 | 0 | 0 | 0 | 5036 | 0 | 0 | 0 | 0 | 0 | 5085 | 0 |
| Flt Permitted | | | | | | | | | | | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 0 | 5036 | 0 | 0 | 0 | 0 | 0 | 5085 | 0 |
| Right Turn on Red | | | Yes | Yes | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | | | | | | | | | | |
| Link Speed (mph) | | 45 | | | 45 | | | 45 | | | 45 | |
| Link Distance (ft) | | 226 | | | 265 | | | 146 | | | 224 | |
| Travel Time (s) | | 3.4 | | | 4.0 | | | 2.2 | | | 3.4 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 3% | 3% | 3% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 0 | 0 | 0 | 0 | 876 | 0 | 0 | 0 | 0 | 0 | 1189 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 876 | 0 | 0 | 0 | 0 | 0 | 1189 | 0 |
| Turn Type | | | | | NA | | | | | | NA | |
| Protected Phases | | | | | 1 | | | | | | 2 | |
| Permitted Phases | | | | | | | | | | | | |
| Detector Phase | | | | | 1 | | | | | | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | | 12.0 | | | | | | 12.0 | |
| Minimum Split (s) | | | | | 42.0 | | | | | | 42.0 | |
| Total Split (s) | | | | | 70.0 | | | | | | 80.0 | |
| Total Split (%) | | | | | 46.7% | | | | | | 53.3% | |
| Maximum Green (s) | | | | | 64.0 | | | | | | 74.0 | |
| Yellow Time (s) | | | | | 4.0 | | | | | | 4.0 | |
| All-Red Time (s) | | | | | 2.0 | | | | | | 2.0 | |
| Lost Time Adjust (s) | | | | | 0.0 | | | | | | 0.0 | |
| Total Lost Time (s) | | | | | 6.0 | | | | | | 6.0 | |
| Lead/Lag | | | | | Lead | | | | | | Lag | |
| Lead-Lag Optimize? | | | | | Yes | | | | | | Yes | |
| Vehicle Extension (s) | | | | | 3.0 | | | | | | 3.0 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|-----|-----|-----|-------|-----|-----|-----|-----|-----|------|-----|
| Minimum Gap (s) | | | | | 3.0 | | | | | | 3.0 | |
| Time Before Reduce (s) | | | | | 0.0 | | | | | | 0.0 | |
| Time To Reduce (s) | | | | | 0.0 | | | | | | 0.0 | |
| Recall Mode | | | | | C-Max | | | | | | Max | |
| Walk Time (s) | | | | | 7.0 | | | | | | 7.0 | |
| Flash Dont Walk (s) | | | | | 29.0 | | | | | | 29.0 | |
| Pedestrian Calls (#/hr) | | | | | 0 | | | | | | 0 | |
| Act Effct Green (s) | | | | | 64.0 | | | | | | 74.0 | |
| Actuated g/C Ratio | | | | | 0.43 | | | | | | 0.49 | |
| v/c Ratio | | | | | 0.41 | | | | | | 0.47 | |
| Control Delay | | | | | 26.8 | | | | | | 36.8 | |
| Queue Delay | | | | | 0.0 | | | | | | 0.0 | |
| Total Delay | | | | | 26.8 | | | | | | 36.8 | |
| LOS | | | | | C | | | | | | D | |
| Approach Delay | | | | | 26.8 | | | | | | 36.8 | |
| Approach LOS | | | | | C | | | | | | D | |
| Queue Length 50th (ft) | | | | | 278 | | | | | | 346 | |
| Queue Length 95th (ft) | | | | | m261 | | | | | | 362 | |
| Internal Link Dist (ft) | | 146 | | | 185 | | | 66 | | | 144 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | | | | 2148 | | | | | | 2508 | |
| Starvation Cap Reductn | | | | | 0 | | | | | | 0 | |
| Spillback Cap Reductn | | | | | 0 | | | | | | 0 | |
| Storage Cap Reductn | | | | | 0 | | | | | | 0 | |
| Reduced v/c Ratio | | | | | 0.41 | | | | | | 0.47 | |

Intersection Summary






















Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 8 (5%), Referenced to phase 1:NBT, Start of Green
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 32.6 Intersection LOS: C
 Intersection Capacity Utilization 51.3% ICU Level of Service A
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 303: I-95 NB Ramps Terminal



Lanes, Volumes, Timings
304: Seacrest Blvd & Woolbright Rd

2025 AM Build Alt 2 - DDI_Synchro
01/01/2021

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  | |  |  | |  |  | |
| Traffic Volume (vph) | 74 | 729 | 571 | 142 | 936 | 48 | 555 | 261 | 107 | 96 | 403 | 162 |
| Future Volume (vph) | 74 | 729 | 571 | 142 | 936 | 48 | 555 | 261 | 107 | 96 | 403 | 162 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 300 | | 600 | 300 | | 0 | 475 | | 0 | 180 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 2 | | 0 | 1 | | 0 |
| Taper Length (ft) | 50 | | | 50 | | | 50 | | | 50 | | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 0.97 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Ped Bike Factor | | | | | | | | | | | | |
| Frt | | | 0.850 | | 0.993 | | | 0.956 | | | | 0.957 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 3505 | 1568 | 1752 | 3480 | 0 | 3433 | 3383 | 0 | 1770 | 3387 | 0 |
| Flt Permitted | 0.154 | | | 0.265 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 284 | 3505 | 1568 | 489 | 3480 | 0 | 3433 | 3383 | 0 | 1770 | 3387 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 484 | | 5 | | | 38 | | | 37 | |
| Link Speed (mph) | | 45 | | | 45 | | | 45 | | | 45 | |
| Link Distance (ft) | | 1533 | | | 1295 | | | 835 | | | 637 | |
| Travel Time (s) | | 23.2 | | | 19.6 | | | 12.7 | | | 9.7 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 78 | 767 | 601 | 149 | 985 | 51 | 584 | 275 | 113 | 101 | 424 | 171 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 78 | 767 | 601 | 149 | 1036 | 0 | 584 | 388 | 0 | 101 | 595 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | Prot | NA | | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 6 | | 6 | 2 | | | | | | | | |
| Detector Phase | 1 | 6 | 6 | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 20.0 | 20.0 | 4.0 | 20.0 | | 4.0 | 6.0 | | 4.0 | 6.0 | |
| Minimum Split (s) | 10.0 | 39.0 | 39.0 | 10.0 | 37.0 | | 10.0 | 34.0 | | 10.0 | 37.0 | |
| Total Split (s) | 12.0 | 71.0 | 71.0 | 17.0 | 76.0 | | 24.0 | 38.0 | | 24.0 | 38.0 | |
| Total Split (%) | 8.0% | 47.3% | 47.3% | 11.3% | 50.7% | | 16.0% | 25.3% | | 16.0% | 25.3% | |
| Maximum Green (s) | 6.0 | 65.0 | 65.0 | 11.0 | 70.0 | | 18.0 | 32.0 | | 18.0 | 32.0 | |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| 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) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | | 6.0 | 6.0 | |
| Lead/Lag | Lag | Lead | Lead | Lag | Lead | | Lag | Lag | | Lead | Lead | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |

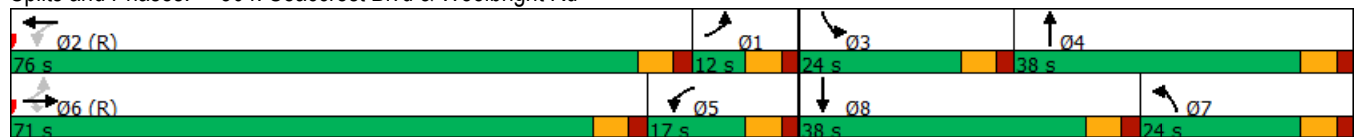
Lanes, Volumes, Timings
304: Seacrest Blvd & Woolbright Rd

| | ↖ | → | ↘ | ↙ | ← | ↖ | ↘ | ↑ | ↖ | ↘ | ↓ | ↙ |
|-------------------------|------|-------|-------|------|-------|-----|-------|-------|-----|------|------|-----|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | None | C-Max | C-Max | None | C-Max | | None | Max | | None | None | |
| Walk Time (s) | | 7.0 | 7.0 | | 10.0 | | | 7.0 | | | 10.0 | |
| Flash Dont Walk (s) | | 26.0 | 26.0 | | 21.0 | | | 21.0 | | | 21.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 70.9 | 65.0 | 65.0 | 80.9 | 70.0 | | 21.0 | 36.5 | | 13.6 | 29.1 | |
| Actuated g/C Ratio | 0.47 | 0.43 | 0.43 | 0.54 | 0.47 | | 0.14 | 0.24 | | 0.09 | 0.19 | |
| v/c Ratio | 0.41 | 0.51 | 0.63 | 0.42 | 0.64 | | 1.22 | 0.46 | | 0.63 | 0.87 | |
| Control Delay | 25.6 | 20.0 | 7.4 | 27.6 | 32.4 | | 166.5 | 46.1 | | 82.3 | 68.6 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 25.6 | 20.0 | 7.4 | 27.6 | 32.4 | | 166.5 | 46.1 | | 82.3 | 68.6 | |
| LOS | C | C | A | C | C | | F | D | | F | E | |
| Approach Delay | | 15.1 | | | 31.8 | | | 118.4 | | | 70.6 | |
| Approach LOS | | B | | | C | | | F | | | E | |
| Queue Length 50th (ft) | 16 | 190 | 73 | 70 | 396 | | ~380 | 155 | | 97 | 278 | |
| Queue Length 95th (ft) | 45 | 244 | 115 | 109 | 472 | | #517 | 216 | | 158 | 349 | |
| Internal Link Dist (ft) | | 1453 | | | 1215 | | | 755 | | | 557 | |
| Turn Bay Length (ft) | 300 | | 600 | 300 | | | 475 | | | 180 | | |
| Base Capacity (vph) | 193 | 1518 | 953 | 356 | 1626 | | 480 | 851 | | 212 | 751 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.40 | 0.51 | 0.63 | 0.42 | 0.64 | | 1.22 | 0.46 | | 0.48 | 0.79 | |

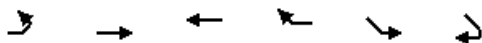
Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 110 (73%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.22
 Intersection Signal Delay: 52.0 Intersection LOS: D
 Intersection Capacity Utilization 83.7% ICU Level of Service E
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

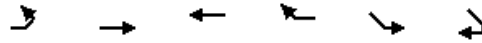
Splits and Phases: 304: Seacrest Blvd & Woolbright Rd



Lanes, Volumes, Timings
3021: Woolbright Rd & I-95 SB Off Ramp to SBL



| Lane Group | EBL | EBT | WBT | WBR | SEL | SER |
|-------------------------|------|-------|------|------|-------|------|
| Lane Configurations | | ↑↑↑ | | | ↑↑ | |
| Traffic Volume (vph) | 0 | 1218 | 0 | 0 | 680 | 0 |
| Future Volume (vph) | 0 | 1218 | 0 | 0 | 680 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | 0% | | 0% | |
| Storage Length (ft) | 0 | | | 0 | 0 | 0 |
| Storage Lanes | 0 | | | 0 | 2 | 0 |
| Taper Length (ft) | 50 | | | | 50 | |
| Lane Util. Factor | 1.00 | 0.91 | 1.00 | 1.00 | 0.97 | 1.00 |
| Ped Bike Factor | | | | | | |
| Flt Protected | | | | | 0.950 | |
| Satd. Flow (prot) | 0 | 5085 | 0 | 0 | 3433 | 0 |
| Flt Permitted | | | | | 0.950 | |
| Satd. Flow (perm) | 0 | 5085 | 0 | 0 | 3433 | 0 |
| Right Turn on Red | | | | Yes | No | No |
| Satd. Flow (RTOR) | | | | | | |
| Link Speed (mph) | | 45 | 45 | | 45 | |
| Link Distance (ft) | | 231 | 433 | | 169 | |
| Travel Time (s) | | 3.5 | 6.6 | | 2.6 | |
| Confl. Peds. (#/hr) | | | | | | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | | 0% | 0% | | 0% | |
| Adj. Flow (vph) | 0 | 1282 | 0 | 0 | 716 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 1282 | 0 | 0 | 716 | 0 |
| Turn Type | | NA | | | Prot | |
| Protected Phases | | 2 | | | 1 | |
| Permitted Phases | | | | | | |
| Detector Phase | | 2 | | | 1 | |
| Switch Phase | | | | | | |
| Minimum Initial (s) | | 12.0 | | | 12.0 | |
| Minimum Split (s) | | 42.0 | | | 42.0 | |
| Total Split (s) | | 80.0 | | | 70.0 | |
| Total Split (%) | | 53.3% | | | 46.7% | |
| Maximum Green (s) | | 74.0 | | | 64.0 | |
| Yellow Time (s) | | 4.0 | | | 4.0 | |
| All-Red Time (s) | | 2.0 | | | 2.0 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | | 6.0 | | | 6.0 | |
| Lead/Lag | | Lag | | | Lead | |
| Lead-Lag Optimize? | | Yes | | | Yes | |
| Vehicle Extension (s) | | 3.0 | | | 3.0 | |

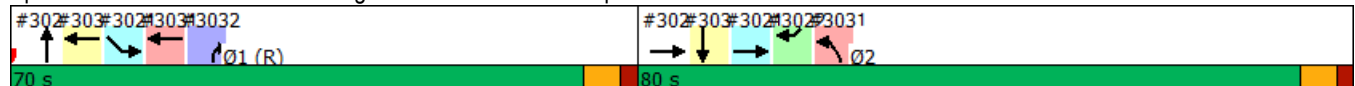


| Lane Group | EBL | EBT | WBT | WBR | SEL | SER |
|-------------------------|-----|------|-----|-----|-------|-----|
| Minimum Gap (s) | | 3.0 | | | 3.0 | |
| Time Before Reduce (s) | | 0.0 | | | 0.0 | |
| Time To Reduce (s) | | 0.0 | | | 0.0 | |
| Recall Mode | | Max | | | C-Max | |
| Walk Time (s) | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 29.0 | | | 29.0 | |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | |
| Act Effct Green (s) | | 74.0 | | | 64.0 | |
| Actuated g/C Ratio | | 0.49 | | | 0.43 | |
| v/c Ratio | | 0.51 | | | 0.49 | |
| Control Delay | | 4.2 | | | 32.6 | |
| Queue Delay | | 0.0 | | | 0.0 | |
| Total Delay | | 4.2 | | | 32.6 | |
| LOS | | A | | | C | |
| Approach Delay | | 4.2 | | | 32.6 | |
| Approach LOS | | A | | | C | |
| Queue Length 50th (ft) | | 26 | | | 258 | |
| Queue Length 95th (ft) | | 25 | | | 318 | |
| Internal Link Dist (ft) | | 151 | 353 | | 89 | |
| Turn Bay Length (ft) | | | | | | |
| Base Capacity (vph) | | 2508 | | | 1464 | |
| Starvation Cap Reductn | | 0 | | | 0 | |
| Spillback Cap Reductn | | 0 | | | 0 | |
| Storage Cap Reductn | | 0 | | | 0 | |
| Reduced v/c Ratio | | 0.51 | | | 0.49 | |

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 8 (5%), Referenced to phase 1:NBT, Start of Green
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 14.4
 Intersection Capacity Utilization 60.6%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 3021: Woolbright Rd & I-95 SB Off Ramp to SBL



Lanes, Volumes, Timings
3022: Woolbright Rd & I-95 SB Off Ramp to SBR



| Lane Group | EBL | EBT | WBT | WBR | SWL | SWR | Ø1 |
|-------------------------|------|------|-------|------|------|-------|-------|
| Lane Configurations | | | ↑↑↑ | | | ↑↑ | |
| Traffic Volume (vph) | 0 | 0 | 766 | 0 | 0 | 821 | |
| Future Volume (vph) | 0 | 0 | 766 | 0 | 0 | 821 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | |
| Grade (%) | | 0% | 0% | | 0% | | |
| Storage Length (ft) | 0 | | | 0 | 0 | 0 | |
| Storage Lanes | 0 | | | 0 | 0 | 2 | |
| Taper Length (ft) | 50 | | | | 50 | | |
| Lane Util. Factor | 1.00 | 1.00 | 0.91 | 1.00 | 1.00 | 0.88 | |
| Ped Bike Factor | | | | | | | |
| Frt | | | | | | | 0.850 |
| Flt Protected | | | | | | | |
| Satd. Flow (prot) | 0 | 0 | 5085 | 0 | 0 | 2787 | |
| Flt Permitted | | | | | | | |
| Satd. Flow (perm) | 0 | 0 | 5085 | 0 | 0 | 2787 | |
| Right Turn on Red | | | | Yes | | No | |
| Satd. Flow (RTOR) | | | | | | | |
| Link Speed (mph) | | 45 | 45 | | 45 | | |
| Link Distance (ft) | | 365 | 102 | | 276 | | |
| Travel Time (s) | | 5.5 | 1.5 | | 4.2 | | |
| Confl. Peds. (#/hr) | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | |
| Parking (#/hr) | | | | | | | |
| Mid-Block Traffic (%) | | 0% | 0% | | 0% | | |
| Adj. Flow (vph) | 0 | 0 | 806 | 0 | 0 | 864 | |
| Shared Lane Traffic (%) | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 806 | 0 | 0 | 864 | |
| Turn Type | | | NA | | | Prot | |
| Protected Phases | | | Free! | | | 2! | 1 |
| Permitted Phases | | | | | | | |
| Detector Phase | | | | | | | 2 |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | | | | | | 12.0 | 12.0 |
| Minimum Split (s) | | | | | | 42.0 | 42.0 |
| Total Split (s) | | | | | | 80.0 | 70.0 |
| Total Split (%) | | | | | | 53.3% | 47% |
| Maximum Green (s) | | | | | | 74.0 | 64.0 |
| Yellow Time (s) | | | | | | 4.0 | 4.0 |
| All-Red Time (s) | | | | | | 2.0 | 2.0 |
| Lost Time Adjust (s) | | | | | | 0.0 | |
| Total Lost Time (s) | | | | | | 6.0 | |
| Lead/Lag | | | | | | Lag | Lead |
| Lead-Lag Optimize? | | | | | | Yes | Yes |
| Vehicle Extension (s) | | | | | | 3.0 | 3.0 |

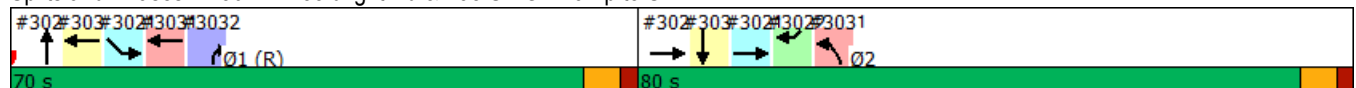


| Lane Group | EBL | EBT | WBT | WBR | SWL | SWR | Ø1 |
|-------------------------|-----|-----|-------|-----|------|------|-------|
| Minimum Gap (s) | | | | | | 3.0 | 3.0 |
| Time Before Reduce (s) | | | | | | 0.0 | 0.0 |
| Time To Reduce (s) | | | | | | 0.0 | 0.0 |
| Recall Mode | | | | | | Max | C-Max |
| Walk Time (s) | | | | | | 7.0 | 7.0 |
| Flash Dont Walk (s) | | | | | | 29.0 | 29.0 |
| Pedestrian Calls (#/hr) | | | | | | 0 | 0 |
| Act Effect Green (s) | | | 150.0 | | | 74.0 | |
| Actuated g/C Ratio | | | 1.00 | | | 0.49 | |
| v/c Ratio | | | 0.16 | | | 0.63 | |
| Control Delay | | | 0.1 | | | 30.5 | |
| Queue Delay | | | 0.0 | | | 0.0 | |
| Total Delay | | | 0.1 | | | 30.5 | |
| LOS | | | A | | | C | |
| Approach Delay | | | 0.1 | | 30.5 | | |
| Approach LOS | | | A | | C | | |
| Queue Length 50th (ft) | | | 0 | | | 346 | |
| Queue Length 95th (ft) | | | 0 | | | 425 | |
| Internal Link Dist (ft) | | 285 | 22 | | 196 | | |
| Turn Bay Length (ft) | | | | | | | |
| Base Capacity (vph) | | | 5085 | | | 1374 | |
| Starvation Cap Reductn | | | 0 | | | 0 | |
| Spillback Cap Reductn | | | 0 | | | 0 | |
| Storage Cap Reductn | | | 0 | | | 0 | |
| Reduced v/c Ratio | | | 0.16 | | | 0.63 | |

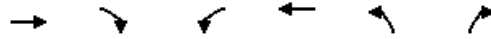
Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 8 (5%), Referenced to phase 1:NBT, Start of Green
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 15.8
 Intersection Capacity Utilization 51.9%
 Analysis Period (min) 15
 ! Phase conflict between lane groups.

Splits and Phases: 3022: Woolbright Rd & I-95 SB Off Ramp to SBR



| | → | ↘ | ↙ | ← | ↖ | ↗ |
|-------------------------|------|------|------|-------|-------|------|
| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | ↑↑↑ | ↖↗ | |
| Traffic Volume (vph) | 0 | 0 | 0 | 832 | 394 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 832 | 394 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | 0% | | | 0% | 0% | |
| Storage Length (ft) | | 0 | 0 | | 0 | 0 |
| Storage Lanes | | 0 | 0 | | 2 | 0 |
| Taper Length (ft) | | | 50 | | 50 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.91 | 0.97 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | | | | | |
| Flt Protected | | | | | 0.950 | |
| Satd. Flow (prot) | 0 | 0 | 0 | 5085 | 3433 | 0 |
| Flt Permitted | | | | | 0.950 | |
| Satd. Flow (perm) | 0 | 0 | 0 | 5085 | 3433 | 0 |
| Right Turn on Red | | Yes | | | No | No |
| Satd. Flow (RTOR) | | | | | | |
| Link Speed (mph) | 45 | | | 45 | 45 | |
| Link Distance (ft) | 419 | | | 226 | 157 | |
| Travel Time (s) | 6.3 | | | 3.4 | 2.4 | |
| Confl. Peds. (#/hr) | | | | | | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | |
| Adj. Flow (vph) | 0 | 0 | 0 | 876 | 415 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 876 | 415 | 0 |
| Turn Type | | | | NA | Prot | |
| Protected Phases | | | | 1 | 2 | |
| Permitted Phases | | | | | | |
| Detector Phase | | | | 1 | 2 | |
| Switch Phase | | | | | | |
| Minimum Initial (s) | | | | 12.0 | 12.0 | |
| Minimum Split (s) | | | | 42.0 | 42.0 | |
| Total Split (s) | | | | 70.0 | 80.0 | |
| Total Split (%) | | | | 46.7% | 53.3% | |
| Maximum Green (s) | | | | 64.0 | 74.0 | |
| Yellow Time (s) | | | | 4.0 | 4.0 | |
| All-Red Time (s) | | | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | | | | 0.0 | 0.0 | |
| Total Lost Time (s) | | | | 6.0 | 6.0 | |
| Lead/Lag | | | | Lead | Lag | |
| Lead-Lag Optimize? | | | | Yes | Yes | |
| Vehicle Extension (s) | | | | 3.0 | 3.0 | |



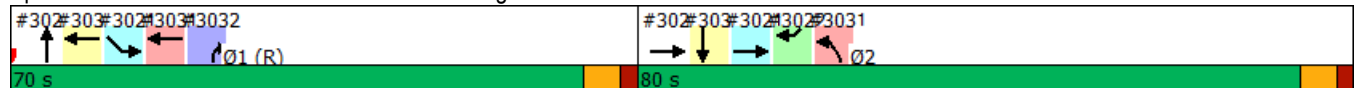
| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|-------------------------|-----|-----|-----|-------|------|-----|
| Minimum Gap (s) | | | | 3.0 | 3.0 | |
| Time Before Reduce (s) | | | | 0.0 | 0.0 | |
| Time To Reduce (s) | | | | 0.0 | 0.0 | |
| Recall Mode | | | | C-Max | Max | |
| Walk Time (s) | | | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | | | | 29.0 | 29.0 | |
| Pedestrian Calls (#/hr) | | | | 0 | 0 | |
| Act Effect Green (s) | | | | 64.0 | 74.0 | |
| Actuated g/C Ratio | | | | 0.43 | 0.49 | |
| v/c Ratio | | | | 0.40 | 0.25 | |
| Control Delay | | | | 0.5 | 22.4 | |
| Queue Delay | | | | 0.1 | 0.0 | |
| Total Delay | | | | 0.6 | 22.4 | |
| LOS | | | | A | C | |
| Approach Delay | | | | 0.6 | 22.4 | |
| Approach LOS | | | | A | C | |
| Queue Length 50th (ft) | | | | 0 | 118 | |
| Queue Length 95th (ft) | | | | 0 | 153 | |
| Internal Link Dist (ft) | 339 | | | 146 | 77 | |
| Turn Bay Length (ft) | | | | | | |
| Base Capacity (vph) | | | | 2169 | 1693 | |
| Starvation Cap Reductn | | | | 348 | 0 | |
| Spillback Cap Reductn | | | | 0 | 0 | |
| Storage Cap Reductn | | | | 0 | 0 | |
| Reduced v/c Ratio | | | | 0.48 | 0.25 | |

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 8 (5%), Referenced to phase 1:NBT, Start of Green
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 7.6
 Intersection Capacity Utilization 37.3%
 Analysis Period (min) 15

Intersection LOS: A
ICU Level of Service A

Splits and Phases: 3031: I-95 NB Off & Woolbright Rd



| | → | ↘ | ↙ | ← | ↖ | ↗ | |
|-------------------------|-------|------|------|------|------|-------|------|
| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR | Ø2 |
| Lane Configurations | ↑↑↑ | | | | | ↗↗ | |
| Traffic Volume (vph) | 1130 | 0 | 0 | 0 | 0 | 371 | |
| Future Volume (vph) | 1130 | 0 | 0 | 0 | 0 | 371 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | |
| Grade (%) | 0% | | | 0% | 0% | | |
| Storage Length (ft) | | 0 | 0 | | 0 | 0 | |
| Storage Lanes | | 0 | 0 | | 0 | 2 | |
| Taper Length (ft) | | | 50 | | 50 | | |
| Lane Util. Factor | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 | 0.88 | |
| Ped Bike Factor | | | | | | | |
| Frt | | | | | | 0.850 | |
| Flt Protected | | | | | | | |
| Satd. Flow (prot) | 5085 | 0 | 0 | 0 | 0 | 2787 | |
| Flt Permitted | | | | | | | |
| Satd. Flow (perm) | 5085 | 0 | 0 | 0 | 0 | 2787 | |
| Right Turn on Red | | Yes | | | | No | |
| Satd. Flow (RTOR) | | | | | | | |
| Link Speed (mph) | 45 | | | 45 | 45 | | |
| Link Distance (ft) | 146 | | | 448 | 373 | | |
| Travel Time (s) | 2.2 | | | 6.8 | 5.7 | | |
| Confl. Peds. (#/hr) | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | |
| Parking (#/hr) | | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | | |
| Adj. Flow (vph) | 1189 | 0 | 0 | 0 | 0 | 391 | |
| Shared Lane Traffic (%) | | | | | | | |
| Lane Group Flow (vph) | 1189 | 0 | 0 | 0 | 0 | 391 | |
| Turn Type | NA | | | | | Prot | |
| Protected Phases | Free! | | | | | 1! | 2 |
| Permitted Phases | | | | | | | |
| Detector Phase | | | | | | 1 | |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | | | | | | 12.0 | 12.0 |
| Minimum Split (s) | | | | | | 42.0 | 42.0 |
| Total Split (s) | | | | | | 70.0 | 80.0 |
| Total Split (%) | | | | | | 46.7% | 53% |
| Maximum Green (s) | | | | | | 64.0 | 74.0 |
| Yellow Time (s) | | | | | | 4.0 | 4.0 |
| All-Red Time (s) | | | | | | 2.0 | 2.0 |
| Lost Time Adjust (s) | | | | | | 0.0 | |
| Total Lost Time (s) | | | | | | 6.0 | |
| Lead/Lag | | | | | | Lead | Lag |
| Lead-Lag Optimize? | | | | | | Yes | Yes |
| Vehicle Extension (s) | | | | | | 3.0 | 3.0 |

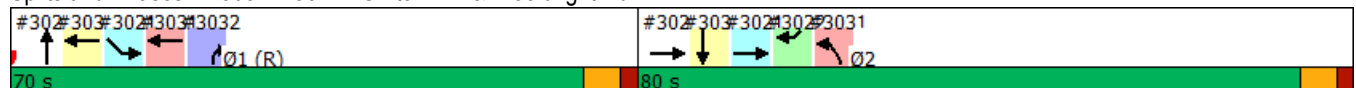


| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR | Ø2 |
|-------------------------|-------|-----|-----|-----|------|-------|------|
| Minimum Gap (s) | | | | | | 3.0 | 3.0 |
| Time Before Reduce (s) | | | | | | 0.0 | 0.0 |
| Time To Reduce (s) | | | | | | 0.0 | 0.0 |
| Recall Mode | | | | | | C-Max | Max |
| Walk Time (s) | | | | | | 7.0 | 7.0 |
| Flash Dont Walk (s) | | | | | | 29.0 | 29.0 |
| Pedestrian Calls (#/hr) | | | | | | 0 | 0 |
| Act Effct Green (s) | 150.0 | | | | | 64.0 | |
| Actuated g/C Ratio | 1.00 | | | | | 0.43 | |
| v/c Ratio | 0.23 | | | | | 0.33 | |
| Control Delay | 0.1 | | | | | 29.7 | |
| Queue Delay | 0.0 | | | | | 0.0 | |
| Total Delay | 0.1 | | | | | 29.7 | |
| LOS | A | | | | | C | |
| Approach Delay | 0.1 | | | | 29.7 | | |
| Approach LOS | A | | | | C | | |
| Queue Length 50th (ft) | 0 | | | | | 143 | |
| Queue Length 95th (ft) | 0 | | | | | 189 | |
| Internal Link Dist (ft) | 66 | | | 368 | 293 | | |
| Turn Bay Length (ft) | | | | | | | |
| Base Capacity (vph) | 5085 | | | | | 1189 | |
| Starvation Cap Reductn | 0 | | | | | 0 | |
| Spillback Cap Reductn | 0 | | | | | 0 | |
| Storage Cap Reductn | 0 | | | | | 0 | |
| Reduced v/c Ratio | 0.23 | | | | | 0.33 | |

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 8 (5%), Referenced to phase 1:NBT, Start of Green
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 7.4
 Intersection Capacity Utilization 47.9%
 Analysis Period (min) 15
 ! Phase conflict between lane groups.

Splits and Phases: 3032: I-95 NB Off to NBR & Woolbright Rd



Opening Year 2025 PM Analysis

HCM 6th Edition Methodology

HCM Signalized Intersection Capacity Analysis
301: SW 8th St & Woolbright Rd

2025 PM Build Alt 2 - DDI_HCM
01/01/2021

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------|-------|-------|------|------|------|-------|-------|-------|------|-------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 216 | 1210 | 74 | 99 | 1505 | 536 | 202 | 65 | 294 | 357 | 42 | 148 |
| Future Volume (vph) | 216 | 1210 | 74 | 99 | 1505 | 536 | 202 | 65 | 294 | 357 | 42 | 148 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | 7.0 | 7.0 | 7.5 | | 7.0 | 7.5 | |
| Lane Util. Factor | 0.97 | 0.91 | 1.00 | 0.97 | 0.86 | 1.00 | 1.00 | 1.00 | | 0.97 | 1.00 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.88 | | 1.00 | 0.88 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 3433 | 5085 | 1583 | 3433 | 6408 | 1583 | 1770 | 1634 | | 3433 | 1645 | |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.52 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 3433 | 5085 | 1583 | 3433 | 6408 | 1583 | 966 | 1634 | | 3433 | 1645 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 227 | 1274 | 78 | 104 | 1584 | 564 | 213 | 68 | 309 | 376 | 44 | 156 |
| RTOR Reduction (vph) | 0 | 0 | 46 | 0 | 0 | 258 | 0 | 119 | 0 | 0 | 93 | 0 |
| Lane Group Flow (vph) | 227 | 1274 | 32 | 104 | 1584 | 306 | 213 | 258 | 0 | 376 | 107 | 0 |
| Turn Type | Prot | NA | Perm | Prot | NA | pm+ov | pm+pt | NA | | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | 3 | 7 | 4 | | 3 | 8 | |
| Permitted Phases | | | 6 | | | 2 | 4 | | | | | |
| Actuated Green, G (s) | 13.1 | 60.7 | 60.7 | 15.1 | 62.7 | 81.3 | 44.3 | 28.1 | | 18.6 | 30.5 | |
| Effective Green, g (s) | 13.1 | 60.7 | 60.7 | 15.1 | 62.7 | 81.3 | 44.3 | 28.1 | | 18.6 | 30.5 | |
| Actuated g/C Ratio | 0.09 | 0.40 | 0.40 | 0.10 | 0.42 | 0.54 | 0.30 | 0.19 | | 0.12 | 0.20 | |
| Clearance Time (s) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | 7.0 | 7.0 | 7.5 | | 7.0 | 7.5 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 299 | 2057 | 640 | 345 | 2678 | 857 | 372 | 306 | | 425 | 334 | |
| v/s Ratio Prot | c0.07 | c0.25 | | 0.03 | 0.25 | 0.04 | 0.06 | c0.16 | | c0.11 | 0.06 | |
| v/s Ratio Perm | | | 0.02 | | | 0.15 | 0.11 | | | | | |
| v/c Ratio | 0.76 | 0.62 | 0.05 | 0.30 | 0.59 | 0.36 | 0.57 | 0.84 | | 0.88 | 0.32 | |
| Uniform Delay, d1 | 66.9 | 35.5 | 27.1 | 62.6 | 33.7 | 19.5 | 42.4 | 58.8 | | 64.6 | 50.9 | |
| Progression Factor | 1.00 | 1.00 | 1.00 | 0.99 | 0.75 | 0.46 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 10.6 | 1.4 | 0.1 | 0.5 | 0.9 | 0.2 | 2.1 | 18.5 | | 19.2 | 0.6 | |
| Delay (s) | 77.5 | 36.9 | 27.3 | 62.3 | 26.1 | 9.2 | 44.6 | 77.3 | | 83.8 | 51.5 | |
| Level of Service | E | D | C | E | C | A | D | E | | F | D | |
| Approach Delay (s) | | 42.2 | | | 23.5 | | | 65.5 | | | 72.6 | |
| Approach LOS | | D | | | C | | | E | | | E | |













Intersection Summary

| | | | |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay | 40.0 | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | 0.71 | | |
| Actuated Cycle Length (s) | 150.0 | Sum of lost time (s) | 27.5 |
| Intersection Capacity Utilization | 82.6% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 302: I-95 SB Ramps Terminal













2025 PM Build Alt 2 - DDI_HCM
 01/01/2021

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↑↑↑ | | | | | | ↑↑↑ | | | | |
| Traffic Volume (vph) | 0 | 1415 | 0 | 0 | 0 | 0 | 0 | 1349 | 0 | 0 | 0 | 0 |
| Future Volume (vph) | 0 | 1415 | 0 | 0 | 0 | 0 | 0 | 1349 | 0 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | | | | | | 6.0 | | | | |
| Lane Util. Factor | | 0.91 | | | | | | 0.91 | | | | |
| Fr _t | | 1.00 | | | | | | 1.00 | | | | |
| Fl _t Protected | | 1.00 | | | | | | 1.00 | | | | |
| Satd. Flow (prot) | | 5085 | | | | | | 5085 | | | | |
| Fl _t Permitted | | 1.00 | | | | | | 1.00 | | | | |
| Satd. Flow (perm) | | 5085 | | | | | | 5085 | | | | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 0 | 1489 | 0 | 0 | 0 | 0 | 0 | 1420 | 0 | 0 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 1489 | 0 | 0 | 0 | 0 | 0 | 1420 | 0 | 0 | 0 | 0 |
| Turn Type | | NA | | | | | | NA | | | | |
| Protected Phases | | 2 | | | | | | 1 | | | | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | | 72.0 | | | | | | 66.0 | | | | |
| Effective Green, g (s) | | 72.0 | | | | | | 66.0 | | | | |
| Actuated g/C Ratio | | 0.48 | | | | | | 0.44 | | | | |
| Clearance Time (s) | | 6.0 | | | | | | 6.0 | | | | |
| Vehicle Extension (s) | | 3.0 | | | | | | 3.0 | | | | |
| Lane Grp Cap (vph) | | 2440 | | | | | | 2237 | | | | |
| v/s Ratio Prot | | c0.29 | | | | | | c0.28 | | | | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | | 0.61 | | | | | | 0.63 | | | | |
| Uniform Delay, d ₁ | | 28.7 | | | | | | 32.6 | | | | |
| Progression Factor | | 1.01 | | | | | | 0.66 | | | | |
| Incremental Delay, d ₂ | | 0.8 | | | | | | 1.2 | | | | |
| Delay (s) | | 29.8 | | | | | | 22.6 | | | | |
| Level of Service | | C | | | | | | C | | | | |
| Approach Delay (s) | | 29.8 | | | 0.0 | | | 22.6 | | | 0.0 | |
| Approach LOS | | C | | | A | | | C | | | A | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 26.3 | | | | | HCM 2000 Level of Service | | C | | |
| HCM 2000 Volume to Capacity ratio | | | 0.62 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 150.0 | | | | | Sum of lost time (s) | | 12.0 | | |
| Intersection Capacity Utilization | | | 63.4% | | | | | ICU Level of Service | | B | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

c Critical Lane Group




























HCM Signalized Intersection Capacity Analysis
303: I-95 NB Ramps Terminal

2025 PM Build Alt 2 - DDI_HCM
01/01/2021

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | | ↑↑↑ | | | | | | ↑↑↑ | |
| Traffic Volume (vph) | 0 | 0 | 0 | 0 | 1065 | 0 | 0 | 0 | 0 | 0 | 1181 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 0 | 1065 | 0 | 0 | 0 | 0 | 0 | 1181 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | | | 6.0 | | | | | | 6.0 | |
| Lane Util. Factor | | | | | 0.91 | | | | | | 0.91 | |
| Fr _t | | | | | 1.00 | | | | | | 1.00 | |
| Fl _t Protected | | | | | 1.00 | | | | | | 1.00 | |
| Satd. Flow (prot) | | | | | 5036 | | | | | | 5085 | |
| Fl _t Permitted | | | | | 1.00 | | | | | | 1.00 | |
| Satd. Flow (perm) | | | | | 5036 | | | | | | 5085 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 0 | 0 | 0 | 0 | 1121 | 0 | 0 | 0 | 0 | 0 | 1243 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 1121 | 0 | 0 | 0 | 0 | 0 | 1243 | 0 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 3% | 3% | 3% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | | | | | NA | | | | | | NA | |
| Protected Phases | | | | | 1 | | | | | | 2 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | | | | | 66.0 | | | | | | 72.0 | |
| Effective Green, g (s) | | | | | 66.0 | | | | | | 72.0 | |
| Actuated g/C Ratio | | | | | 0.44 | | | | | | 0.48 | |
| Clearance Time (s) | | | | | 6.0 | | | | | | 6.0 | |
| Vehicle Extension (s) | | | | | 3.0 | | | | | | 3.0 | |
| Lane Grp Cap (vph) | | | | | 2215 | | | | | | 2440 | |
| v/s Ratio Prot | | | | | c0.22 | | | | | | c0.24 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | | | | | 0.51 | | | | | | 0.51 | |
| Uniform Delay, d ₁ | | | | | 30.3 | | | | | | 26.8 | |
| Progression Factor | | | | | 1.04 | | | | | | 1.25 | |
| Incremental Delay, d ₂ | | | | | 0.5 | | | | | | 0.7 | |
| Delay (s) | | | | | 32.0 | | | | | | 34.3 | |
| Level of Service | | | | | C | | | | | | C | |
| Approach Delay (s) | | 0.0 | | | 32.0 | | | 0.0 | | | 34.3 | |
| Approach LOS | | A | | | C | | | A | | | C | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 33.2 | | | | | | | | | HCM 2000 Level of Service C |
| HCM 2000 Volume to Capacity ratio | | | 0.51 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 150.0 | | | | | | | 12.0 | | |
| Intersection Capacity Utilization | | | 58.3% | | | | | | | | | ICU Level of Service B |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |

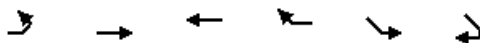
HCM Signalized Intersection Capacity Analysis
304: Seacrest Blvd & Woolbright Rd

2025 PM Build Alt 2 - DDI_HCM
01/01/2021

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |   |  |  |   | |   |   | |  |   |  |
| Traffic Volume (vph) | 185 | 1024 | 506 | 86 | 1062 | 72 | 603 | 406 | 195 | 91 | 259 | 108 |
| Future Volume (vph) | 185 | 1024 | 506 | 86 | 1062 | 72 | 603 | 406 | 195 | 91 | 259 | 108 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | | 6.0 | 6.0 | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | | 0.97 | 0.95 | | 1.00 | 0.95 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.99 | | 1.00 | 0.95 | | 1.00 | 0.96 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1752 | 3505 | 1568 | 1752 | 3471 | | 3433 | 3367 | | 1770 | 3383 | |
| Flt Permitted | 0.10 | 1.00 | 1.00 | 0.14 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 184 | 3505 | 1568 | 254 | 3471 | | 3433 | 3367 | | 1770 | 3383 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 195 | 1078 | 533 | 91 | 1118 | 76 | 635 | 427 | 205 | 96 | 273 | 114 |
| RTOR Reduction (vph) | 0 | 0 | 306 | 0 | 3 | 0 | 0 | 38 | 0 | 0 | 33 | 0 |
| Lane Group Flow (vph) | 195 | 1078 | 227 | 91 | 1191 | 0 | 635 | 594 | 0 | 96 | 354 | 0 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | Prot | NA | | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 6 | | 6 | 2 | | | | | | | | |
| Actuated Green, G (s) | 71.0 | 64.0 | 64.0 | 83.0 | 70.0 | | 28.1 | 28.0 | | 21.0 | 20.9 | |
| Effective Green, g (s) | 71.0 | 64.0 | 64.0 | 83.0 | 70.0 | | 28.1 | 28.0 | | 21.0 | 20.9 | |
| Actuated g/C Ratio | 0.47 | 0.43 | 0.43 | 0.55 | 0.47 | | 0.19 | 0.19 | | 0.14 | 0.14 | |
| Clearance Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | | 6.0 | 6.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 160 | 1495 | 669 | 270 | 1619 | | 643 | 628 | | 247 | 471 | |
| v/s Ratio Prot | c0.06 | 0.31 | | c0.03 | 0.34 | | c0.18 | c0.18 | | 0.05 | 0.10 | |
| v/s Ratio Perm | c0.52 | | 0.15 | 0.16 | | | | | | | | |
| v/c Ratio | 1.22 | 0.72 | 0.34 | 0.34 | 0.74 | | 0.99 | 0.95 | | 0.39 | 0.75 | |
| Uniform Delay, d1 | 56.9 | 35.6 | 28.8 | 41.4 | 32.5 | | 60.8 | 60.2 | | 58.7 | 62.1 | |
| Progression Factor | 1.05 | 0.64 | 0.76 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 140.9 | 2.9 | 1.3 | 0.7 | 3.0 | | 32.0 | 24.7 | | 1.0 | 6.7 | |
| Delay (s) | 200.6 | 25.9 | 23.2 | 42.2 | 35.5 | | 92.8 | 85.0 | | 59.7 | 68.7 | |
| Level of Service | F | C | C | D | D | | F | F | | E | E | |
| Approach Delay (s) | | 43.9 | | | 36.0 | | | 88.9 | | | 66.9 | |
| Approach LOS | | D | | | D | | | F | | | E | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 55.9 | | | | HCM 2000 Level of Service | | | | E | |
| HCM 2000 Volume to Capacity ratio | | | 1.10 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 150.0 | | | | Sum of lost time (s) | | | 24.0 | | |
| Intersection Capacity Utilization | | | 89.7% | | | | ICU Level of Service | | | E | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |

HCM Signalized Intersection Capacity Analysis
3021: Woolbright Rd & I-95 SB Off Ramp to SBL

2025 PM Build Alt 2 - DDI_HCM
01/01/2021



| Movement | EBL | EBT | WBT | WBR | SEL | SER |
|-----------------------------------|------|-------|------|------|-------|------|
| Lane Configurations | | ↑↑↑ | | | ↑↑ | |
| Traffic Volume (vph) | 0 | 1415 | 0 | 0 | 651 | 0 |
| Future Volume (vph) | 0 | 1415 | 0 | 0 | 651 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | | | 6.0 | |
| Lane Util. Factor | | 0.91 | | | 0.97 | |
| Fr _t | | 1.00 | | | 1.00 | |
| Fl _t Protected | | 1.00 | | | 0.95 | |
| Satd. Flow (prot) | | 5085 | | | 3433 | |
| Fl _t Permitted | | 1.00 | | | 0.95 | |
| Satd. Flow (perm) | | 5085 | | | 3433 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 0 | 1489 | 0 | 0 | 685 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 1489 | 0 | 0 | 685 | 0 |
| Turn Type | | NA | | | Prot | |
| Protected Phases | | 2 | | | 1 | |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | | 72.0 | | | 66.0 | |
| Effective Green, g (s) | | 72.0 | | | 66.0 | |
| Actuated g/C Ratio | | 0.48 | | | 0.44 | |
| Clearance Time (s) | | 6.0 | | | 6.0 | |
| Vehicle Extension (s) | | 3.0 | | | 3.0 | |
| Lane Grp Cap (vph) | | 2440 | | | 1510 | |
| v/s Ratio Prot | | c0.29 | | | c0.20 | |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | | 0.61 | | | 0.45 | |
| Uniform Delay, d ₁ | | 28.7 | | | 29.4 | |
| Progression Factor | | 0.06 | | | 1.00 | |
| Incremental Delay, d ₂ | | 0.9 | | | 1.0 | |
| Delay (s) | | 2.5 | | | 30.4 | |
| Level of Service | | A | | | C | |
| Approach Delay (s) | | 2.5 | 0.0 | | 30.4 | |
| Approach LOS | | A | A | | C | |

Intersection Summary

| | | | |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay | 11.3 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.54 | | |
| Actuated Cycle Length (s) | 150.0 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 63.3% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 3022: Woolbright Rd & I-95 SB Off Ramp to SBR

2025 PM Build Alt 2 - DDI_HCM
 01/01/2021



| Movement | EBL | EBT | WBT | WBR | SWL | SWR |
|---------------------------------------|------|------|-------|------|---------------------------|-------|
| Lane Configurations | | | ↑↑↑ | | | ↑↑ |
| Traffic Volume (vph) | 0 | 0 | 1349 | 0 | 0 | 791 |
| Future Volume (vph) | 0 | 0 | 1349 | 0 | 0 | 791 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | 4.0 | | | 6.0 |
| Lane Util. Factor | | | 0.91 | | | 0.88 |
| Frt | | | 1.00 | | | 0.85 |
| Flt Protected | | | 1.00 | | | 1.00 |
| Satd. Flow (prot) | | | 5085 | | | 2787 |
| Flt Permitted | | | 1.00 | | | 1.00 |
| Satd. Flow (perm) | | | 5085 | | | 2787 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 0 | 0 | 1420 | 0 | 0 | 833 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 1420 | 0 | 0 | 833 |
| Turn Type | | | NA | | | Prot |
| Protected Phases | | | Free! | | | 2! |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | | | 150.0 | | | 72.0 |
| Effective Green, g (s) | | | 150.0 | | | 72.0 |
| Actuated g/C Ratio | | | 1.00 | | | 0.48 |
| Clearance Time (s) | | | | | | 6.0 |
| Vehicle Extension (s) | | | | | | 3.0 |
| Lane Grp Cap (vph) | | | 5085 | | | 1337 |
| v/s Ratio Prot | | | 0.28 | | | c0.30 |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | | | 0.28 | | | 0.62 |
| Uniform Delay, d1 | | | 0.0 | | | 28.9 |
| Progression Factor | | | 1.00 | | | 1.00 |
| Incremental Delay, d2 | | | 0.1 | | | 2.2 |
| Delay (s) | | | 0.1 | | | 31.1 |
| Level of Service | | | A | | | C |
| Approach Delay (s) | | 0.0 | 0.1 | | 31.1 | |
| Approach LOS | | A | A | | C | |
| Intersection Summary | | | | | | |
| HCM 2000 Control Delay | | | 11.6 | | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | | | 0.47 | | | |
| Actuated Cycle Length (s) | | | 150.0 | | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | | | 63.4% | | ICU Level of Service | B |
| Analysis Period (min) | | | 15 | | | |
| ! Phase conflict between lane groups. | | | | | | |
| c Critical Lane Group | | | | | | |

HCM Signalized Intersection Capacity Analysis
3031: I-95 NB Off & Woolbright Rd

2025 PM Build Alt 2 - DDI_HCM
01/01/2021



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|------------------------|------|------|------|-------|-------|------|
| Lane Configurations | | | | ↑↑↑ | ↑↑ | |
| Traffic Volume (vph) | 0 | 0 | 0 | 1065 | 667 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 1065 | 667 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | | 6.0 | 6.0 | |
| Lane Util. Factor | | | | 0.91 | 0.97 | |
| Flt | | | | 1.00 | 1.00 | |
| Flt Protected | | | | 1.00 | 0.95 | |
| Satd. Flow (prot) | | | | 5085 | 3433 | |
| Flt Permitted | | | | 1.00 | 0.95 | |
| Satd. Flow (perm) | | | | 5085 | 3433 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 0 | 0 | 0 | 1121 | 702 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 1121 | 702 | 0 |
| Turn Type | | | | NA | Prot | |
| Protected Phases | | | | 1 | 2 | |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | | | | 66.0 | 72.0 | |
| Effective Green, g (s) | | | | 66.0 | 72.0 | |
| Actuated g/C Ratio | | | | 0.44 | 0.48 | |
| Clearance Time (s) | | | | 6.0 | 6.0 | |
| Vehicle Extension (s) | | | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | | | | 2237 | 1647 | |
| v/s Ratio Prot | | | | c0.22 | c0.20 | |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | | | | 0.50 | 0.43 | |
| Uniform Delay, d1 | | | | 30.2 | 25.5 | |
| Progression Factor | | | | 0.01 | 1.00 | |
| Incremental Delay, d2 | | | | 0.7 | 0.8 | |
| Delay (s) | | | | 0.9 | 26.3 | |
| Level of Service | | | | A | C | |
| Approach Delay (s) | 0.0 | | | 0.9 | 26.3 | |
| Approach LOS | A | | | A | C | |

Intersection Summary

| | | | |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay | 10.7 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.46 | | |
| Actuated Cycle Length (s) | 150.0 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 49.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
3032: I-95 NB Off to NBR & Woolbright Rd

2025 PM Build Alt 2 - DDI_HCM
01/01/2021



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|------------------------|-------|------|------|------|------|-------|
| Lane Configurations | ↑↑↑ | | | | | ↑↑ |
| Traffic Volume (vph) | 1181 | 0 | 0 | 0 | 0 | 519 |
| Future Volume (vph) | 1181 | 0 | 0 | 0 | 0 | 519 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | | | | | 6.0 |
| Lane Util. Factor | 0.91 | | | | | 0.88 |
| Flt | 1.00 | | | | | 0.85 |
| Flt Protected | 1.00 | | | | | 1.00 |
| Satd. Flow (prot) | 5085 | | | | | 2787 |
| Flt Permitted | 1.00 | | | | | 1.00 |
| Satd. Flow (perm) | 5085 | | | | | 2787 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 1243 | 0 | 0 | 0 | 0 | 546 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 1243 | 0 | 0 | 0 | 0 | 546 |
| Turn Type | NA | | | | | Prot |
| Protected Phases | Free! | | | | | 1! |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | 150.0 | | | | | 66.0 |
| Effective Green, g (s) | 150.0 | | | | | 66.0 |
| Actuated g/C Ratio | 1.00 | | | | | 0.44 |
| Clearance Time (s) | | | | | | 6.0 |
| Vehicle Extension (s) | | | | | | 3.0 |
| Lane Grp Cap (vph) | 5085 | | | | | 1226 |
| v/s Ratio Prot | 0.24 | | | | | c0.20 |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | 0.24 | | | | | 0.45 |
| Uniform Delay, d1 | 0.0 | | | | | 29.3 |
| Progression Factor | 1.00 | | | | | 1.00 |
| Incremental Delay, d2 | 0.1 | | | | | 1.2 |
| Delay (s) | 0.1 | | | | | 30.4 |
| Level of Service | A | | | | | C |
| Approach Delay (s) | 0.1 | | | 0.0 | 30.4 | |
| Approach LOS | A | | | A | C | |

Intersection Summary

| | | | |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay | 9.4 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.35 | | |
| Actuated Cycle Length (s) | 150.0 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 53.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

! Phase conflict between lane groups.

c Critical Lane Group

Synchro Methodology

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 216 | 1210 | 74 | 99 | 1505 | 536 | 202 | 65 | 294 | 357 | 42 | 148 |
| Future Volume (vph) | 216 | 1210 | 74 | 99 | 1505 | 536 | 202 | 65 | 294 | 357 | 42 | 148 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 250 | | 225 | 300 | | 375 | 0 | | 0 | 250 | | 0 |
| Storage Lanes | 2 | | 1 | 2 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 50 | | | 50 | | | 50 | | | 50 | | |
| Lane Util. Factor | 0.97 | 0.91 | 1.00 | 0.97 | 0.86 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Fr | | | 0.850 | | | 0.850 | | 0.877 | | | | 0.883 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 3433 | 5085 | 1583 | 3433 | 6408 | 1583 | 1770 | 1634 | 0 | 3433 | 1645 | 0 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.519 | | | 0.950 | | |
| Satd. Flow (perm) | 3433 | 5085 | 1583 | 3433 | 6408 | 1583 | 967 | 1634 | 0 | 3433 | 1645 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 131 | | | 564 | | 147 | | | 117 | |
| Link Speed (mph) | | 45 | | | 45 | | | 45 | | | 45 | |
| Link Distance (ft) | | 1182 | | | 568 | | | 918 | | | 751 | |
| Travel Time (s) | | 17.9 | | | 8.6 | | | 13.9 | | | 11.4 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 227 | 1274 | 78 | 104 | 1584 | 564 | 213 | 68 | 309 | 376 | 44 | 156 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 227 | 1274 | 78 | 104 | 1584 | 564 | 213 | 377 | 0 | 376 | 200 | 0 |
| Turn Type | Prot | NA | Perm | Prot | NA | pm+ov | pm+pt | NA | | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | 3 | 7 | 4 | | 3 | 8 | |
| Permitted Phases | | | 6 | | | 2 | 4 | | | | | |
| Detector Phase | 1 | 6 | 6 | 5 | 2 | 3 | 7 | 4 | | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 20.0 | 20.0 | 4.0 | 20.0 | 4.0 | 4.0 | 6.0 | | 4.0 | 6.0 | |
| Minimum Split (s) | 10.5 | 36.5 | 36.5 | 10.5 | 40.5 | 11.0 | 11.0 | 43.5 | | 11.0 | 43.5 | |
| Total Split (s) | 20.0 | 56.0 | 56.0 | 22.0 | 58.0 | 26.0 | 24.0 | 46.0 | | 26.0 | 48.0 | |
| Total Split (%) | 13.3% | 37.3% | 37.3% | 14.7% | 38.7% | 17.3% | 16.0% | 30.7% | | 17.3% | 32.0% | |
| Maximum Green (s) | 13.5 | 49.5 | 49.5 | 15.5 | 51.5 | 19.0 | 17.0 | 38.5 | | 19.0 | 40.5 | |
| Yellow Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 3.0 | 3.0 | 3.5 | | 3.0 | 3.5 | |
| 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) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | 7.0 | 7.0 | 7.5 | | 7.0 | 7.5 | |
| Lead/Lag | Lag | Lead | Lead | Lag | Lead | Lead | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|-------|-------|------|-------|------|------|------|-----|------|------|-----|
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | None | C-Max | C-Max | None | C-Max | None | None | None | | None | None | |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 23.0 | 23.0 | | 27.0 | | | 29.0 | | | 29.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 13.1 | 60.8 | 60.8 | 15.1 | 62.8 | 80.9 | 44.7 | 28.0 | | 18.6 | 30.5 | |
| Actuated g/C Ratio | 0.09 | 0.41 | 0.41 | 0.10 | 0.42 | 0.54 | 0.30 | 0.19 | | 0.12 | 0.20 | |
| v/c Ratio | 0.76 | 0.62 | 0.11 | 0.30 | 0.59 | 0.51 | 0.57 | 0.89 | | 0.88 | 0.47 | |
| Control Delay | 83.7 | 38.5 | 0.5 | 64.1 | 27.1 | 2.0 | 40.1 | 58.1 | | 86.7 | 23.7 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 83.7 | 38.5 | 0.5 | 64.1 | 27.1 | 2.0 | 40.1 | 58.1 | | 86.7 | 23.7 | |
| LOS | F | D | A | E | C | A | D | E | | F | C | |
| Approach Delay | | 43.1 | | | 22.5 | | | 51.6 | | | 64.8 | |
| Approach LOS | | D | | | C | | | D | | | E | |
| Queue Length 50th (ft) | 113 | 365 | 0 | 51 | 271 | 8 | 150 | 232 | | 189 | 69 | |
| Queue Length 95th (ft) | #163 | 467 | 2 | 84 | 431 | 8 | 197 | 337 | | #273 | 138 | |
| Internal Link Dist (ft) | | 1102 | | | 488 | | | 838 | | | 671 | |
| Turn Bay Length (ft) | 250 | | 225 | 300 | | 375 | | | | 250 | | |
| Base Capacity (vph) | 308 | 2059 | 719 | 354 | 2681 | 1116 | 384 | 528 | | 434 | 529 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.74 | 0.62 | 0.11 | 0.29 | 0.59 | 0.51 | 0.55 | 0.71 | | 0.87 | 0.38 | |

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 35 (23%), Referenced to phase 2:WBT and 6:EBT, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 37.3

Intersection LOS: D

Intersection Capacity Utilization 82.6%

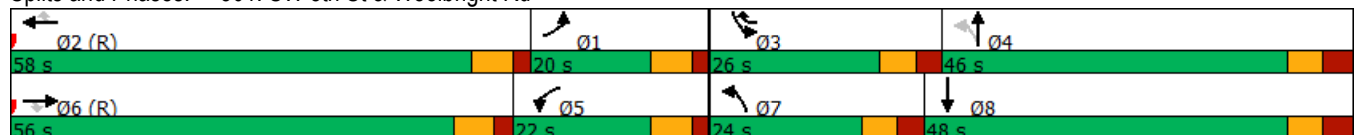
ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 301: SW 8th St & Woolbright Rd



Lanes, Volumes, Timings
302: I-95 SB Ramps Terminal

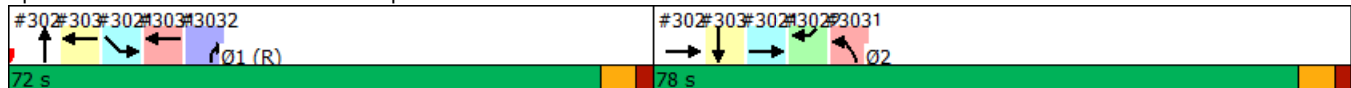
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|-------|------|------|------|------|------|-------|------|------|------|------|
| Lane Configurations | | ↑↑↑ | | | | | | ↑↑↑ | | | | |
| Traffic Volume (vph) | 0 | 1415 | 0 | 0 | 0 | 0 | 0 | 1349 | 0 | 0 | 0 | 0 |
| Future Volume (vph) | 0 | 1415 | 0 | 0 | 0 | 0 | 0 | 1349 | 0 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 400 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 50 | | | 50 | | | 50 | | | 50 | | |
| Lane Util. Factor | 1.00 | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Flt Protected | | | | | | | | | | | | |
| Satd. Flow (prot) | 0 | 5085 | 0 | 0 | 0 | 0 | 0 | 5085 | 0 | 0 | 0 | 0 |
| Flt Permitted | | | | | | | | | | | | |
| Satd. Flow (perm) | 0 | 5085 | 0 | 0 | 0 | 0 | 0 | 5085 | 0 | 0 | 0 | 0 |
| Right Turn on Red | Yes | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | | | | | | | | | | |
| Link Speed (mph) | | 45 | | | 45 | | | 45 | | | 45 | |
| Link Distance (ft) | | 152 | | | 231 | | | 237 | | | 102 | |
| Travel Time (s) | | 2.3 | | | 3.5 | | | 3.6 | | | 1.5 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 0 | 1489 | 0 | 0 | 0 | 0 | 0 | 1420 | 0 | 0 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 1489 | 0 | 0 | 0 | 0 | 0 | 1420 | 0 | 0 | 0 | 0 |
| Turn Type | | NA | | | | | | NA | | | | |
| Protected Phases | | 2 | | | | | | 1 | | | | |
| Permitted Phases | | | | | | | | | | | | |
| Detector Phase | | 2 | | | | | | 1 | | | | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | 12.0 | | | | | | 12.0 | | | | |
| Minimum Split (s) | | 42.0 | | | | | | 42.0 | | | | |
| Total Split (s) | | 78.0 | | | | | | 72.0 | | | | |
| Total Split (%) | | 52.0% | | | | | | 48.0% | | | | |
| Maximum Green (s) | | 72.0 | | | | | | 66.0 | | | | |
| Yellow Time (s) | | 4.0 | | | | | | 4.0 | | | | |
| All-Red Time (s) | | 2.0 | | | | | | 2.0 | | | | |
| Lost Time Adjust (s) | | 0.0 | | | | | | 0.0 | | | | |
| Total Lost Time (s) | | 6.0 | | | | | | 6.0 | | | | |
| Lead/Lag | | Lag | | | | | | Lead | | | | |
| Lead-Lag Optimize? | | Yes | | | | | | Yes | | | | |
| Vehicle Extension (s) | | 3.0 | | | | | | 3.0 | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|------|-----|-----|-----|-----|-----|-------|-----|-----|-----|-----|
| Minimum Gap (s) | | 3.0 | | | | | | 3.0 | | | | |
| Time Before Reduce (s) | | 0.0 | | | | | | 0.0 | | | | |
| Time To Reduce (s) | | 0.0 | | | | | | 0.0 | | | | |
| Recall Mode | | Max | | | | | | C-Max | | | | |
| Walk Time (s) | | 7.0 | | | | | | 7.0 | | | | |
| Flash Dont Walk (s) | | 29.0 | | | | | | 29.0 | | | | |
| Pedestrian Calls (#/hr) | | 0 | | | | | | 0 | | | | |
| Act Effct Green (s) | | 72.0 | | | | | | 66.0 | | | | |
| Actuated g/C Ratio | | 0.48 | | | | | | 0.44 | | | | |
| v/c Ratio | | 0.61 | | | | | | 0.63 | | | | |
| Control Delay | | 30.0 | | | | | | 22.8 | | | | |
| Queue Delay | | 0.0 | | | | | | 0.1 | | | | |
| Total Delay | | 30.0 | | | | | | 22.9 | | | | |
| LOS | | C | | | | | | C | | | | |
| Approach Delay | | 30.0 | | | | | | 22.9 | | | | |
| Approach LOS | | C | | | | | | C | | | | |
| Queue Length 50th (ft) | | 449 | | | | | | 210 | | | | |
| Queue Length 95th (ft) | | 493 | | | | | | 230 | | | | |
| Internal Link Dist (ft) | | 72 | | | 151 | | | 157 | | | 22 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | 2440 | | | | | | 2237 | | | | |
| Starvation Cap Reductn | | 0 | | | | | | 131 | | | | |
| Spillback Cap Reductn | | 0 | | | | | | 0 | | | | |
| Storage Cap Reductn | | 0 | | | | | | 0 | | | | |
| Reduced v/c Ratio | | 0.61 | | | | | | 0.67 | | | | |













Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 8 (5%), Referenced to phase 1:NBT, Start of Green
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 26.5
 Intersection Capacity Utilization 63.4%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service B

Splits and Phases: 302: I-95 SB Ramps Terminal



Lanes, Volumes, Timings
303: I-95 NB Ramps Terminal

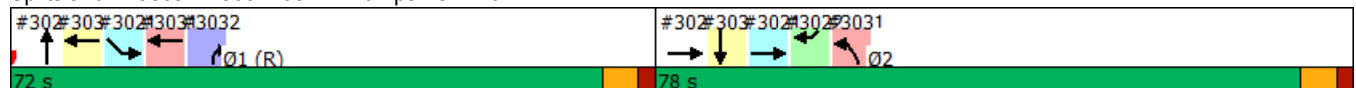
| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | | ↑↑↑ | | | | | | ↑↑↑ | |
| Traffic Volume (vph) | 0 | 0 | 0 | 0 | 1065 | 0 | 0 | 0 | 0 | 0 | 1181 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 0 | 1065 | 0 | 0 | 0 | 0 | 0 | 1181 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 50 | | | 50 | | | 50 | | | 50 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.91 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Flt Protected | | | | | | | | | | | | |
| Satd. Flow (prot) | 0 | 0 | 0 | 0 | 5036 | 0 | 0 | 0 | 0 | 0 | 5085 | 0 |
| Flt Permitted | | | | | | | | | | | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 0 | 5036 | 0 | 0 | 0 | 0 | 0 | 5085 | 0 |
| Right Turn on Red | | | Yes | Yes | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | | | | | | | | | | |
| Link Speed (mph) | | 45 | | | 45 | | | 45 | | | 45 | |
| Link Distance (ft) | | 226 | | | 265 | | | 146 | | | 224 | |
| Travel Time (s) | | 3.4 | | | 4.0 | | | 2.2 | | | 3.4 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 3% | 3% | 3% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 0 | 0 | 0 | 0 | 1121 | 0 | 0 | 0 | 0 | 0 | 1243 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 1121 | 0 | 0 | 0 | 0 | 0 | 1243 | 0 |
| Turn Type | | | | | NA | | | | | | NA | |
| Protected Phases | | | | | 1 | | | | | | 2 | |
| Permitted Phases | | | | | | | | | | | | |
| Detector Phase | | | | | 1 | | | | | | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | | 12.0 | | | | | | 12.0 | |
| Minimum Split (s) | | | | | 42.0 | | | | | | 42.0 | |
| Total Split (s) | | | | | 72.0 | | | | | | 78.0 | |
| Total Split (%) | | | | | 48.0% | | | | | | 52.0% | |
| Maximum Green (s) | | | | | 66.0 | | | | | | 72.0 | |
| Yellow Time (s) | | | | | 4.0 | | | | | | 4.0 | |
| All-Red Time (s) | | | | | 2.0 | | | | | | 2.0 | |
| Lost Time Adjust (s) | | | | | 0.0 | | | | | | 0.0 | |
| Total Lost Time (s) | | | | | 6.0 | | | | | | 6.0 | |
| Lead/Lag | | | | | Lead | | | | | | Lag | |
| Lead-Lag Optimize? | | | | | Yes | | | | | | Yes | |
| Vehicle Extension (s) | | | | | 3.0 | | | | | | 3.0 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|-----|-----|-----|-------|-----|-----|-----|-----|-----|------|-----|
| Minimum Gap (s) | | | | | 3.0 | | | | | | 3.0 | |
| Time Before Reduce (s) | | | | | 0.0 | | | | | | 0.0 | |
| Time To Reduce (s) | | | | | 0.0 | | | | | | 0.0 | |
| Recall Mode | | | | | C-Max | | | | | | Max | |
| Walk Time (s) | | | | | 7.0 | | | | | | 7.0 | |
| Flash Dont Walk (s) | | | | | 29.0 | | | | | | 29.0 | |
| Pedestrian Calls (#/hr) | | | | | 0 | | | | | | 0 | |
| Act Effct Green (s) | | | | | 66.0 | | | | | | 72.0 | |
| Actuated g/C Ratio | | | | | 0.44 | | | | | | 0.48 | |
| v/c Ratio | | | | | 0.51 | | | | | | 0.51 | |
| Control Delay | | | | | 32.2 | | | | | | 34.5 | |
| Queue Delay | | | | | 0.0 | | | | | | 0.0 | |
| Total Delay | | | | | 32.2 | | | | | | 34.5 | |
| LOS | | | | | C | | | | | | C | |
| Approach Delay | | | | | 32.2 | | | | | | 34.5 | |
| Approach LOS | | | | | C | | | | | | C | |
| Queue Length 50th (ft) | | | | | 375 | | | | | | 313 | |
| Queue Length 95th (ft) | | | | | m386 | | | | | | 361 | |
| Internal Link Dist (ft) | | 146 | | | 185 | | | 66 | | | 144 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | | | | 2215 | | | | | | 2440 | |
| Starvation Cap Reductn | | | | | 0 | | | | | | 0 | |
| Spillback Cap Reductn | | | | | 0 | | | | | | 0 | |
| Storage Cap Reductn | | | | | 0 | | | | | | 0 | |
| Reduced v/c Ratio | | | | | 0.51 | | | | | | 0.51 | |

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 8 (5%), Referenced to phase 1:NBT, Start of Green
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 33.4 Intersection LOS: C
 Intersection Capacity Utilization 58.3% ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 303: I-95 NB Ramps Terminal



Lanes, Volumes, Timings
304: Seacrest Blvd & Woolbright Rd

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|------|-------|-------|------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 185 | 1024 | 506 | 86 | 1062 | 72 | 603 | 406 | 195 | 91 | 259 | 108 |
| Future Volume (vph) | 185 | 1024 | 506 | 86 | 1062 | 72 | 603 | 406 | 195 | 91 | 259 | 108 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 150 | | 600 | 150 | | 0 | 450 | | 0 | 180 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 2 | | 0 | 1 | | 0 |
| Taper Length (ft) | 50 | | | 50 | | | 50 | | | 50 | | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 0.97 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Ped Bike Factor | | | | | | | | | | | | |
| Frt | | | 0.850 | | 0.990 | | | 0.951 | | | | 0.956 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 3505 | 1568 | 1752 | 3470 | 0 | 3433 | 3366 | 0 | 1770 | 3383 | 0 |
| Flt Permitted | 0.100 | | | 0.138 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 184 | 3505 | 1568 | 255 | 3470 | 0 | 3433 | 3366 | 0 | 1770 | 3383 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 533 | | 6 | | | 47 | | | 38 | |
| Link Speed (mph) | | 45 | | | 45 | | | 45 | | | 45 | |
| Link Distance (ft) | | 1533 | | | 1295 | | | 835 | | | 637 | |
| Travel Time (s) | | 23.2 | | | 19.6 | | | 12.7 | | | 9.7 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 195 | 1078 | 533 | 91 | 1118 | 76 | 635 | 427 | 205 | 96 | 273 | 114 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 195 | 1078 | 533 | 91 | 1194 | 0 | 635 | 632 | 0 | 96 | 387 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | Prot | NA | | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 6 | | 6 | 2 | | | | | | | | |
| Detector Phase | 1 | 6 | 6 | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 20.0 | 20.0 | 4.0 | 20.0 | | 4.0 | 6.0 | | 4.0 | 6.0 | |
| Minimum Split (s) | 10.0 | 39.0 | 39.0 | 10.0 | 37.0 | | 10.0 | 34.0 | | 10.0 | 37.0 | |
| Total Split (s) | 13.0 | 70.0 | 70.0 | 19.0 | 76.0 | | 24.0 | 34.0 | | 27.0 | 37.0 | |
| Total Split (%) | 8.7% | 46.7% | 46.7% | 12.7% | 50.7% | | 16.0% | 22.7% | | 18.0% | 24.7% | |
| Maximum Green (s) | 7.0 | 64.0 | 64.0 | 13.0 | 70.0 | | 18.0 | 28.0 | | 21.0 | 31.0 | |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| 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) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | | 6.0 | 6.0 | |
| Lead/Lag | Lag | Lead | Lead | Lag | Lead | | Lag | Lead | | Lag | Lead | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |

Lanes, Volumes, Timings
304: Seacrest Blvd & Woolbright Rd

| | ↖ | → | ↘ | ↙ | ← | ↖ | ↙ | ↑ | ↘ | ↘ | ↓ | ↙ |
|-------------------------|-------|-------|-------|------|-------|-----|------|------|-----|------|------|-----|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | None | C-Max | C-Max | None | C-Max | | None | Max | | None | None | |
| Walk Time (s) | | 7.0 | 7.0 | | 10.0 | | | 7.0 | | | 10.0 | |
| Flash Dont Walk (s) | | 26.0 | 26.0 | | 21.0 | | | 21.0 | | | 21.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 71.0 | 64.0 | 64.0 | 83.0 | 70.0 | | 28.1 | 28.0 | | 21.0 | 20.9 | |
| Actuated g/C Ratio | 0.47 | 0.43 | 0.43 | 0.55 | 0.47 | | 0.19 | 0.19 | | 0.14 | 0.14 | |
| v/c Ratio | 1.22 | 0.72 | 0.55 | 0.34 | 0.74 | | 0.99 | 0.95 | | 0.39 | 0.77 | |
| Control Delay | 183.0 | 26.1 | 3.8 | 30.7 | 35.7 | | 92.4 | 79.7 | | 63.9 | 66.2 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 183.0 | 26.1 | 3.8 | 30.7 | 35.7 | | 92.4 | 79.7 | | 63.9 | 66.2 | |
| LOS | F | C | A | C | D | | F | E | | E | E | |
| Approach Delay | | 36.5 | | | 35.4 | | | 86.1 | | | 65.7 | |
| Approach LOS | | D | | | D | | | F | | | E | |
| Queue Length 50th (ft) | ~164 | 412 | 37 | 41 | 490 | | 323 | 304 | | 87 | 176 | |
| Queue Length 95th (ft) | #335 | 494 | 47 | 70 | 576 | | #518 | #427 | | 148 | 226 | |
| Internal Link Dist (ft) | | 1453 | | | 1215 | | | 755 | | | 557 | |
| Turn Bay Length (ft) | 150 | | 600 | 150 | | | 450 | | | 180 | | |
| Base Capacity (vph) | 160 | 1495 | 974 | 270 | 1622 | | 642 | 666 | | 247 | 729 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 1.22 | 0.72 | 0.55 | 0.34 | 0.74 | | 0.99 | 0.95 | | 0.39 | 0.53 | |

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 105 (70%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.22

Intersection Signal Delay: 52.1

Intersection LOS: D

Intersection Capacity Utilization 89.7%

ICU Level of Service E

Analysis Period (min) 15

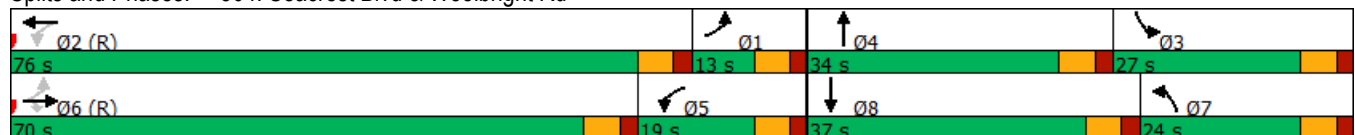
~ Volume exceeds capacity, queue is theoretically infinite.

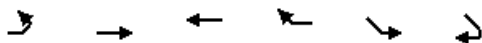
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

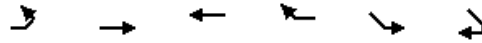
Queue shown is maximum after two cycles.

Splits and Phases: 304: Seacrest Blvd & Woolbright Rd





| Lane Group | EBL | EBT | WBT | WBR | SEL | SER |
|-------------------------|------|-------|------|------|-------|------|
| Lane Configurations | | ↑↑↑ | | | ↑↑ | |
| Traffic Volume (vph) | 0 | 1415 | 0 | 0 | 651 | 0 |
| Future Volume (vph) | 0 | 1415 | 0 | 0 | 651 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | 0% | | 0% | |
| Storage Length (ft) | 0 | | | 0 | 0 | 0 |
| Storage Lanes | 0 | | | 0 | 2 | 0 |
| Taper Length (ft) | 50 | | | | 50 | |
| Lane Util. Factor | 1.00 | 0.91 | 1.00 | 1.00 | 0.97 | 1.00 |
| Ped Bike Factor | | | | | | |
| Flt Protected | | | | | 0.950 | |
| Satd. Flow (prot) | 0 | 5085 | 0 | 0 | 3433 | 0 |
| Flt Permitted | | | | | 0.950 | |
| Satd. Flow (perm) | 0 | 5085 | 0 | 0 | 3433 | 0 |
| Right Turn on Red | | | | Yes | No | No |
| Satd. Flow (RTOR) | | | | | | |
| Link Speed (mph) | | 45 | 45 | | 45 | |
| Link Distance (ft) | | 231 | 433 | | 169 | |
| Travel Time (s) | | 3.5 | 6.6 | | 2.6 | |
| Confl. Peds. (#/hr) | | | | | | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | | 0% | 0% | | 0% | |
| Adj. Flow (vph) | 0 | 1489 | 0 | 0 | 685 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 1489 | 0 | 0 | 685 | 0 |
| Turn Type | | NA | | | Prot | |
| Protected Phases | | 2 | | | 1 | |
| Permitted Phases | | | | | | |
| Detector Phase | | 2 | | | 1 | |
| Switch Phase | | | | | | |
| Minimum Initial (s) | | 12.0 | | | 12.0 | |
| Minimum Split (s) | | 42.0 | | | 42.0 | |
| Total Split (s) | | 78.0 | | | 72.0 | |
| Total Split (%) | | 52.0% | | | 48.0% | |
| Maximum Green (s) | | 72.0 | | | 66.0 | |
| Yellow Time (s) | | 4.0 | | | 4.0 | |
| All-Red Time (s) | | 2.0 | | | 2.0 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | | 6.0 | | | 6.0 | |
| Lead/Lag | | Lag | | | Lead | |
| Lead-Lag Optimize? | | Yes | | | Yes | |
| Vehicle Extension (s) | | 3.0 | | | 3.0 | |



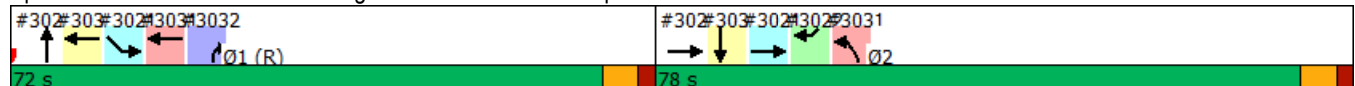
| Lane Group | EBL | EBT | WBT | WBR | SEL | SER |
|-------------------------|-----|------|-----|-----|-------|-----|
| Minimum Gap (s) | | 3.0 | | | 3.0 | |
| Time Before Reduce (s) | | 0.0 | | | 0.0 | |
| Time To Reduce (s) | | 0.0 | | | 0.0 | |
| Recall Mode | | Max | | | C-Max | |
| Walk Time (s) | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 29.0 | | | 29.0 | |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | |
| Act Effct Green (s) | | 72.0 | | | 66.0 | |
| Actuated g/C Ratio | | 0.48 | | | 0.44 | |
| v/c Ratio | | 0.61 | | | 0.45 | |
| Control Delay | | 2.5 | | | 30.6 | |
| Queue Delay | | 0.0 | | | 0.0 | |
| Total Delay | | 2.5 | | | 30.6 | |
| LOS | | A | | | C | |
| Approach Delay | | 2.5 | | | 30.6 | |
| Approach LOS | | A | | | C | |
| Queue Length 50th (ft) | | 8 | | | 239 | |
| Queue Length 95th (ft) | | 22 | | | 294 | |
| Internal Link Dist (ft) | | 151 | 353 | | 89 | |
| Turn Bay Length (ft) | | | | | | |
| Base Capacity (vph) | | 2440 | | | 1510 | |
| Starvation Cap Reductn | | 0 | | | 0 | |
| Spillback Cap Reductn | | 0 | | | 0 | |
| Storage Cap Reductn | | 0 | | | 0 | |
| Reduced v/c Ratio | | 0.61 | | | 0.45 | |

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 8 (5%), Referenced to phase 1:NBT, Start of Green
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 11.4
 Intersection Capacity Utilization 63.3%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 3021: Woolbright Rd & I-95 SB Off Ramp to SBL



Lanes, Volumes, Timings
 3022: Woolbright Rd & I-95 SB Off Ramp to SBR



| Lane Group | EBL | EBT | WBT | WBR | SWL | SWR | Ø1 |
|---------------------------|------|------|-------|------|------|-------|-------|
| Lane Configurations | | | ↑↑↑ | | | ↑↑ | |
| Traffic Volume (vph) | 0 | 0 | 1349 | 0 | 0 | 791 | |
| Future Volume (vph) | 0 | 0 | 1349 | 0 | 0 | 791 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | |
| Grade (%) | | 0% | 0% | | 0% | | |
| Storage Length (ft) | 0 | | | 0 | 0 | 0 | |
| Storage Lanes | 0 | | | 0 | 0 | 2 | |
| Taper Length (ft) | 50 | | | | 50 | | |
| Lane Util. Factor | 1.00 | 1.00 | 0.91 | 1.00 | 1.00 | 0.88 | |
| Ped Bike Factor | | | | | | | |
| Fr _t | | | | | | | 0.850 |
| Fl _t Protected | | | | | | | |
| Satd. Flow (prot) | 0 | 0 | 5085 | 0 | 0 | 2787 | |
| Fl _t Permitted | | | | | | | |
| Satd. Flow (perm) | 0 | 0 | 5085 | 0 | 0 | 2787 | |
| Right Turn on Red | | | | Yes | | No | |
| Satd. Flow (RTOR) | | | | | | | |
| Link Speed (mph) | | 45 | 45 | | 45 | | |
| Link Distance (ft) | | 673 | 102 | | 276 | | |
| Travel Time (s) | | 10.2 | 1.5 | | 4.2 | | |
| Confl. Peds. (#/hr) | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | |
| Parking (#/hr) | | | | | | | |
| Mid-Block Traffic (%) | | 0% | 0% | | 0% | | |
| Adj. Flow (vph) | 0 | 0 | 1420 | 0 | 0 | 833 | |
| Shared Lane Traffic (%) | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 1420 | 0 | 0 | 833 | |
| Turn Type | | | NA | | | Prot | |
| Protected Phases | | | Free! | | | 2! | 1 |
| Permitted Phases | | | | | | | |
| Detector Phase | | | | | | | 2 |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | | | | | | 12.0 | 12.0 |
| Minimum Split (s) | | | | | | 42.0 | 42.0 |
| Total Split (s) | | | | | | 78.0 | 72.0 |
| Total Split (%) | | | | | | 52.0% | 48% |
| Maximum Green (s) | | | | | | 72.0 | 66.0 |
| Yellow Time (s) | | | | | | 4.0 | 4.0 |
| All-Red Time (s) | | | | | | 2.0 | 2.0 |
| Lost Time Adjust (s) | | | | | | 0.0 | |
| Total Lost Time (s) | | | | | | 6.0 | |
| Lead/Lag | | | | | | Lag | Lead |
| Lead-Lag Optimize? | | | | | | Yes | Yes |
| Vehicle Extension (s) | | | | | | 3.0 | 3.0 |

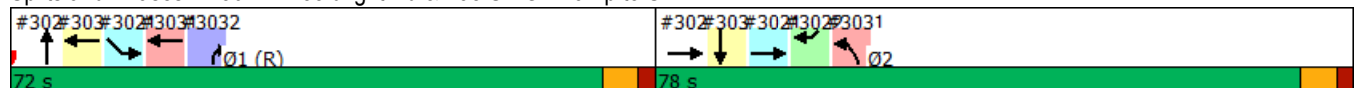


| Lane Group | EBL | EBT | WBT | WBR | SWL | SWR | Ø1 |
|-------------------------|-----|-----|-------|-----|------|------|-------|
| Minimum Gap (s) | | | | | | 3.0 | 3.0 |
| Time Before Reduce (s) | | | | | | 0.0 | 0.0 |
| Time To Reduce (s) | | | | | | 0.0 | 0.0 |
| Recall Mode | | | | | | Max | C-Max |
| Walk Time (s) | | | | | | 7.0 | 7.0 |
| Flash Dont Walk (s) | | | | | | 29.0 | 29.0 |
| Pedestrian Calls (#/hr) | | | | | | 0 | 0 |
| Act Effect Green (s) | | | 150.0 | | | 72.0 | |
| Actuated g/C Ratio | | | 1.00 | | | 0.48 | |
| v/c Ratio | | | 0.28 | | | 0.62 | |
| Control Delay | | | 0.1 | | | 31.5 | |
| Queue Delay | | | 0.0 | | | 0.0 | |
| Total Delay | | | 0.1 | | | 31.5 | |
| LOS | | | A | | | C | |
| Approach Delay | | | 0.1 | | 31.5 | | |
| Approach LOS | | | A | | C | | |
| Queue Length 50th (ft) | | | 0 | | | 337 | |
| Queue Length 95th (ft) | | | 0 | | | 415 | |
| Internal Link Dist (ft) | | 593 | 22 | | 196 | | |
| Turn Bay Length (ft) | | | | | | | |
| Base Capacity (vph) | | | 5085 | | | 1337 | |
| Starvation Cap Reductn | | | 0 | | | 0 | |
| Spillback Cap Reductn | | | 0 | | | 0 | |
| Storage Cap Reductn | | | 0 | | | 0 | |
| Reduced v/c Ratio | | | 0.28 | | | 0.62 | |

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 8 (5%), Referenced to phase 1:NBT, Start of Green
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 11.7
 Intersection Capacity Utilization 63.4%
 Analysis Period (min) 15
 ! Phase conflict between lane groups.

Splits and Phases: 3022: Woolbright Rd & I-95 SB Off Ramp to SBR



| | → | ↘ | ↙ | ← | ↖ | ↗ |
|-------------------------|------|------|------|-------|-------|------|
| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | ↑↑↑ | ↗↖ | |
| Traffic Volume (vph) | 0 | 0 | 0 | 1065 | 667 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 1065 | 667 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | 0% | | | 0% | 0% | |
| Storage Length (ft) | | 0 | 0 | | 0 | 0 |
| Storage Lanes | | 0 | 0 | | 2 | 0 |
| Taper Length (ft) | | | 50 | | 50 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.91 | 0.97 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | | | | | |
| Flt Protected | | | | | 0.950 | |
| Satd. Flow (prot) | 0 | 0 | 0 | 5085 | 3433 | 0 |
| Flt Permitted | | | | | 0.950 | |
| Satd. Flow (perm) | 0 | 0 | 0 | 5085 | 3433 | 0 |
| Right Turn on Red | | Yes | | | No | No |
| Satd. Flow (RTOR) | | | | | | |
| Link Speed (mph) | 45 | | | 45 | 45 | |
| Link Distance (ft) | 419 | | | 226 | 157 | |
| Travel Time (s) | 6.3 | | | 3.4 | 2.4 | |
| Confl. Peds. (#/hr) | | | | | | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | |
| Adj. Flow (vph) | 0 | 0 | 0 | 1121 | 702 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 1121 | 702 | 0 |
| Turn Type | | | | NA | Prot | |
| Protected Phases | | | | 1 | 2 | |
| Permitted Phases | | | | | | |
| Detector Phase | | | | 1 | 2 | |
| Switch Phase | | | | | | |
| Minimum Initial (s) | | | | 12.0 | 12.0 | |
| Minimum Split (s) | | | | 42.0 | 42.0 | |
| Total Split (s) | | | | 72.0 | 78.0 | |
| Total Split (%) | | | | 48.0% | 52.0% | |
| Maximum Green (s) | | | | 66.0 | 72.0 | |
| Yellow Time (s) | | | | 4.0 | 4.0 | |
| All-Red Time (s) | | | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | | | | 0.0 | 0.0 | |
| Total Lost Time (s) | | | | 6.0 | 6.0 | |
| Lead/Lag | | | | Lead | Lag | |
| Lead-Lag Optimize? | | | | Yes | Yes | |
| Vehicle Extension (s) | | | | 3.0 | 3.0 | |



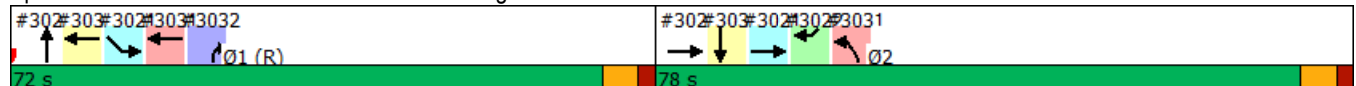
| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|-------------------------|-----|-----|-----|-------|------|-----|
| Minimum Gap (s) | | | | 3.0 | 3.0 | |
| Time Before Reduce (s) | | | | 0.0 | 0.0 | |
| Time To Reduce (s) | | | | 0.0 | 0.0 | |
| Recall Mode | | | | C-Max | Max | |
| Walk Time (s) | | | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | | | | 29.0 | 29.0 | |
| Pedestrian Calls (#/hr) | | | | 0 | 0 | |
| Act Effect Green (s) | | | | 66.0 | 72.0 | |
| Actuated g/C Ratio | | | | 0.44 | 0.48 | |
| v/c Ratio | | | | 0.50 | 0.43 | |
| Control Delay | | | | 0.9 | 26.5 | |
| Queue Delay | | | | 0.0 | 0.0 | |
| Total Delay | | | | 0.9 | 26.5 | |
| LOS | | | | A | C | |
| Approach Delay | | | | 0.9 | 26.5 | |
| Approach LOS | | | | A | C | |
| Queue Length 50th (ft) | | | | 0 | 227 | |
| Queue Length 95th (ft) | | | | 1 | 279 | |
| Internal Link Dist (ft) | 339 | | | 146 | 77 | |
| Turn Bay Length (ft) | | | | | | |
| Base Capacity (vph) | | | | 2237 | 1647 | |
| Starvation Cap Reductn | | | | 19 | 0 | |
| Spillback Cap Reductn | | | | 0 | 0 | |
| Storage Cap Reductn | | | | 0 | 0 | |
| Reduced v/c Ratio | | | | 0.51 | 0.43 | |

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 8 (5%), Referenced to phase 1:NBT, Start of Green
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 10.8
 Intersection Capacity Utilization 49.6%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 3031: I-95 NB Off & Woolbright Rd



| | → | ↘ | ↙ | ← | ↖ | ↗ | |
|-------------------------|-------|------|------|------|------|-------|------|
| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR | Ø2 |
| Lane Configurations | ↑↑↑ | | | | | ↗↗ | |
| Traffic Volume (vph) | 1181 | 0 | 0 | 0 | 0 | 519 | |
| Future Volume (vph) | 1181 | 0 | 0 | 0 | 0 | 519 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | |
| Grade (%) | 0% | | | 0% | 0% | | |
| Storage Length (ft) | | 0 | 0 | | 0 | 0 | |
| Storage Lanes | | 0 | 0 | | 0 | 2 | |
| Taper Length (ft) | | | 50 | | 50 | | |
| Lane Util. Factor | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 | 0.88 | |
| Ped Bike Factor | | | | | | | |
| Frt | | | | | | 0.850 | |
| Flt Protected | | | | | | | |
| Satd. Flow (prot) | 5085 | 0 | 0 | 0 | 0 | 2787 | |
| Flt Permitted | | | | | | | |
| Satd. Flow (perm) | 5085 | 0 | 0 | 0 | 0 | 2787 | |
| Right Turn on Red | | Yes | | | | No | |
| Satd. Flow (RTOR) | | | | | | | |
| Link Speed (mph) | 45 | | | 45 | 45 | | |
| Link Distance (ft) | 146 | | | 448 | 373 | | |
| Travel Time (s) | 2.2 | | | 6.8 | 5.7 | | |
| Confl. Peds. (#/hr) | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | |
| Parking (#/hr) | | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | | |
| Adj. Flow (vph) | 1243 | 0 | 0 | 0 | 0 | 546 | |
| Shared Lane Traffic (%) | | | | | | | |
| Lane Group Flow (vph) | 1243 | 0 | 0 | 0 | 0 | 546 | |
| Turn Type | NA | | | | | Prot | |
| Protected Phases | Free! | | | | | 1! | 2 |
| Permitted Phases | | | | | | | |
| Detector Phase | | | | | | 1 | |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | | | | | | 12.0 | 12.0 |
| Minimum Split (s) | | | | | | 42.0 | 42.0 |
| Total Split (s) | | | | | | 72.0 | 78.0 |
| Total Split (%) | | | | | | 48.0% | 52% |
| Maximum Green (s) | | | | | | 66.0 | 72.0 |
| Yellow Time (s) | | | | | | 4.0 | 4.0 |
| All-Red Time (s) | | | | | | 2.0 | 2.0 |
| Lost Time Adjust (s) | | | | | | 0.0 | |
| Total Lost Time (s) | | | | | | 6.0 | |
| Lead/Lag | | | | | | Lead | Lag |
| Lead-Lag Optimize? | | | | | | Yes | Yes |
| Vehicle Extension (s) | | | | | | 3.0 | 3.0 |

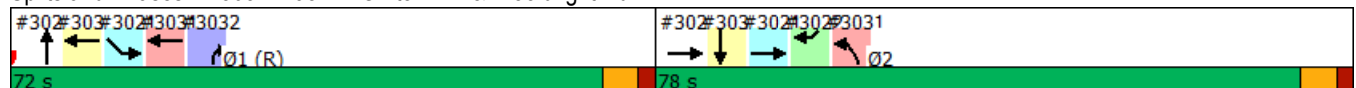


| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR | Ø2 |
|-------------------------|-------|-----|-----|-----|------|-------|------|
| Minimum Gap (s) | | | | | | 3.0 | 3.0 |
| Time Before Reduce (s) | | | | | | 0.0 | 0.0 |
| Time To Reduce (s) | | | | | | 0.0 | 0.0 |
| Recall Mode | | | | | | C-Max | Max |
| Walk Time (s) | | | | | | 7.0 | 7.0 |
| Flash Dont Walk (s) | | | | | | 29.0 | 29.0 |
| Pedestrian Calls (#/hr) | | | | | | 0 | 0 |
| Act Effct Green (s) | 150.0 | | | | | 66.0 | |
| Actuated g/C Ratio | 1.00 | | | | | 0.44 | |
| v/c Ratio | 0.24 | | | | | 0.45 | |
| Control Delay | 0.1 | | | | | 30.7 | |
| Queue Delay | 0.0 | | | | | 0.0 | |
| Total Delay | 0.1 | | | | | 30.7 | |
| LOS | A | | | | | C | |
| Approach Delay | 0.1 | | | | 30.7 | | |
| Approach LOS | A | | | | C | | |
| Queue Length 50th (ft) | 0 | | | | | 209 | |
| Queue Length 95th (ft) | 0 | | | | | 267 | |
| Internal Link Dist (ft) | 66 | | | 368 | 293 | | |
| Turn Bay Length (ft) | | | | | | | |
| Base Capacity (vph) | 5085 | | | | | 1226 | |
| Starvation Cap Reductn | 0 | | | | | 0 | |
| Spillback Cap Reductn | 0 | | | | | 0 | |
| Storage Cap Reductn | 0 | | | | | 0 | |
| Reduced v/c Ratio | 0.24 | | | | | 0.45 | |

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 8 (5%), Referenced to phase 1:NBT, Start of Green
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 9.4
 Intersection Capacity Utilization 53.4%
 Analysis Period (min) 15
 ! Phase conflict between lane groups.

Splits and Phases: 3032: I-95 NB Off to NBR & Woolbright Rd



























**Alternative 3 - Single Point Urban
Interchange (SPUI)**

Opening Year 2025 AM Analysis

HCM 6th Edition Methodology

HCM Signalized Intersection Capacity Analysis
301: SW 8th St & Woolbright Rd

2025 AM Build Alt 3 - SPUI_HCM
01/01/2021

| |  |  |  |  |  |  |  |  |  |  |  |  | |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | |
| Lane Configurations |  |  |  |  |  |  |  |  |  |  |  |  | |
| Traffic Volume (vph) | 187 | 1498 | 115 | 242 | 1049 | 296 | 51 | 30 | 106 | 497 | 96 | 184 | |
| Future Volume (vph) | 187 | 1498 | 115 | 242 | 1049 | 296 | 51 | 30 | 106 | 497 | 96 | 184 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Total Lost time (s) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | 7.0 | 7.0 | 7.5 | | 7.0 | 7.5 | | |
| Lane Util. Factor | 0.97 | 0.91 | 1.00 | 0.97 | 0.86 | 1.00 | 1.00 | 1.00 | | 0.97 | 1.00 | | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.88 | | 1.00 | 0.90 | | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | |
| Satd. Flow (prot) | 3433 | 5085 | 1583 | 3433 | 6408 | 1583 | 1770 | 1645 | | 3433 | 1679 | | |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.58 | 1.00 | | 0.95 | 1.00 | | |
| Satd. Flow (perm) | 3433 | 5085 | 1583 | 3433 | 6408 | 1583 | 1080 | 1645 | | 3433 | 1679 | | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | |
| Adj. Flow (vph) | 197 | 1577 | 121 | 255 | 1104 | 312 | 54 | 32 | 112 | 523 | 101 | 194 | |
| RTOR Reduction (vph) | 0 | 0 | 64 | 0 | 0 | 120 | 0 | 102 | 0 | 0 | 59 | 0 | |
| Lane Group Flow (vph) | 197 | 1577 | 57 | 255 | 1104 | 192 | 54 | 42 | 0 | 523 | 236 | 0 | |
| Turn Type | Prot | NA | Perm | Prot | NA | pm+ov | pm+pt | NA | | Prot | NA | | |
| Protected Phases | 1 | 6 | | 5 | 2 | 3 | 7 | 4 | | 3 | 8 | | |
| Permitted Phases | | | 6 | | | 2 | 4 | | | | | | |
| Actuated Green, G (s) | 16.9 | 70.5 | 70.5 | 15.9 | 69.5 | 92.1 | 18.5 | 13.5 | | 22.6 | 31.1 | | |
| Effective Green, g (s) | 16.9 | 70.5 | 70.5 | 15.9 | 69.5 | 92.1 | 18.5 | 13.5 | | 22.6 | 31.1 | | |
| Actuated g/C Ratio | 0.11 | 0.47 | 0.47 | 0.11 | 0.46 | 0.61 | 0.12 | 0.09 | | 0.15 | 0.21 | | |
| Clearance Time (s) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | 7.0 | 7.0 | 7.5 | | 7.0 | 7.5 | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | |
| Lane Grp Cap (vph) | 386 | 2389 | 744 | 363 | 2969 | 971 | 156 | 148 | | 517 | 348 | | |
| v/s Ratio Prot | 0.06 | c0.31 | | c0.07 | 0.17 | 0.03 | 0.01 | 0.03 | | c0.15 | c0.14 | | |
| v/s Ratio Perm | | | 0.04 | | | 0.09 | 0.03 | | | | | | |
| v/c Ratio | 0.51 | 0.66 | 0.08 | 0.70 | 0.37 | 0.20 | 0.35 | 0.28 | | 1.01 | 0.68 | | |
| Uniform Delay, d1 | 62.7 | 30.5 | 21.9 | 64.8 | 26.1 | 12.7 | 59.5 | 63.7 | | 63.7 | 54.8 | | |
| Progression Factor | 1.00 | 1.00 | 1.00 | 0.77 | 1.17 | 3.64 | 1.00 | 1.00 | | 1.00 | 1.00 | | |
| Incremental Delay, d2 | 1.1 | 1.4 | 0.2 | 5.4 | 0.3 | 0.1 | 1.3 | 1.1 | | 42.5 | 5.2 | | |
| Delay (s) | 63.8 | 32.0 | 22.1 | 55.5 | 30.9 | 46.4 | 60.8 | 64.8 | | 106.2 | 60.0 | | |
| Level of Service | E | C | C | E | C | D | E | E | | F | E | | |
| Approach Delay (s) | | 34.7 | | | 37.6 | | | 63.7 | | | 89.6 | | |
| Approach LOS | | C | | | D | | | E | | | F | | |
| Intersection Summary | | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 46.8 | | | | | | | | | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | | | 0.75 | | | | | | | | | | |
| Actuated Cycle Length (s) | | | 150.0 | | | | | | | | | Sum of lost time (s) | 27.5 |
| Intersection Capacity Utilization | | | 81.0% | | | | | | | | | ICU Level of Service | D |
| Analysis Period (min) | | | 15 | | | | | | | | | | |

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 302: I-95 NB Off-On Ramp/I-95 SB Off-On Ramp & Woolbright Rd

2025 AM Build Alt 3 - SPUI_HCM

01/01/2021






























| Movement | EBL | EBT | EBR2 | WBL | WBT | WBR2 | SEL | SER2 | NWL | NWR2 |
|-----------------------------------|-------|------|-------|-------|------|-------|------|-------|------|-------|
| Lane Configurations | ↔ | ↕ | ↗ | ↔ | ↕ | ↗ | ↔ | ↕ | ↗ | ↗ |
| Traffic Volume (vph) | 768 | 450 | 883 | 460 | 372 | 775 | 680 | 821 | 394 | 371 |
| Future Volume (vph) | 768 | 450 | 883 | 460 | 372 | 775 | 680 | 821 | 394 | 371 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 6.0 | 4.0 | 6.0 | 6.0 | 4.0 | 6.0 | 4.0 | 6.0 | 4.0 |
| Lane Util. Factor | 0.97 | 0.95 | 1.00 | 0.97 | 0.95 | 1.00 | 0.94 | 1.00 | 0.97 | 1.00 |
| Fr _t | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.85 | 1.00 | 0.85 |
| Fl _t Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot) | 3433 | 3539 | 1583 | 3400 | 3505 | 1568 | 4990 | 1583 | 3433 | 1583 |
| Fl _t Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (perm) | 3433 | 3539 | 1583 | 3400 | 3505 | 1568 | 4990 | 1583 | 3433 | 1583 |
| Peak-hour factor, PHF | 0.95 | 0.92 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 808 | 489 | 929 | 484 | 404 | 816 | 716 | 864 | 415 | 391 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 808 | 489 | 929 | 484 | 404 | 816 | 716 | 864 | 415 | 391 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 3% | 3% | 3% | 2% | 2% | 2% | 2% |
| Turn Type | Prot | NA | Free | Prot | NA | Free | Prot | Free | Prot | Free |
| Protected Phases | 1 | 6 | | 5 | 2 | | 7 | | 3 | |
| Permitted Phases | | | Free | | | Free | | Free | | Free |
| Actuated Green, G (s) | 40.8 | 68.0 | 150.0 | 29.0 | 56.2 | 150.0 | 35.0 | 150.0 | 35.0 | 150.0 |
| Effective Green, g (s) | 40.8 | 68.0 | 150.0 | 29.0 | 56.2 | 150.0 | 35.0 | 150.0 | 35.0 | 150.0 |
| Actuated g/C Ratio | 0.27 | 0.45 | 1.00 | 0.19 | 0.37 | 1.00 | 0.23 | 1.00 | 0.23 | 1.00 |
| Clearance Time (s) | 6.0 | 6.0 | | 6.0 | 6.0 | | 6.0 | | 6.0 | |
| Vehicle Extension (s) | 3.0 | 2.5 | | 3.0 | 2.5 | | 3.0 | | 3.0 | |
| Lane Grp Cap (vph) | 933 | 1604 | 1583 | 657 | 1313 | 1568 | 1164 | 1583 | 801 | 1583 |
| v/s Ratio Prot | c0.24 | 0.14 | | c0.14 | 0.12 | | 0.14 | | 0.12 | |
| v/s Ratio Perm | | | c0.59 | | | 0.52 | | 0.55 | | 0.25 |
| v/c Ratio | 0.87 | 0.30 | 0.59 | 0.74 | 0.31 | 0.52 | 0.62 | 0.55 | 0.52 | 0.25 |
| Uniform Delay, d ₁ | 52.0 | 26.0 | 0.0 | 56.9 | 33.1 | 0.0 | 51.5 | 0.0 | 50.1 | 0.0 |
| Progression Factor | 1.24 | 1.11 | 1.00 | 0.83 | 0.78 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d ₂ | 6.1 | 0.3 | 1.1 | 2.1 | 0.3 | 0.6 | 2.4 | 1.4 | 2.4 | 0.4 |
| Delay (s) | 70.4 | 29.2 | 1.1 | 49.4 | 26.1 | 0.6 | 53.9 | 1.4 | 52.5 | 0.4 |
| Level of Service | E | C | A | D | C | A | D | A | D | A |
| Approach Delay (s) | | 32.4 | | | 20.5 | | | | | |
| Approach LOS | | C | | | C | | | | | |

Intersection Summary

| | | | |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay | 26.7 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.73 | | |
| Actuated Cycle Length (s) | 150.0 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 66.5% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

HCM Signalized Intersection Capacity Analysis
304: Seacrest Blvd & Woolbright Rd

2025 AM Build Alt 3 - SPUI_HCM
01/01/2021

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |   |  |  |   | |   |   | |  |   |  |
| Traffic Volume (vph) | 74 | 729 | 571 | 142 | 936 | 48 | 555 | 261 | 107 | 96 | 403 | 162 |
| Future Volume (vph) | 74 | 729 | 571 | 142 | 936 | 48 | 555 | 261 | 107 | 96 | 403 | 162 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | | 6.5 | 6.5 | | 6.5 | 6.5 | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | | 0.97 | 0.95 | | 1.00 | 0.95 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.99 | | 1.00 | 0.96 | | 1.00 | 0.96 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1752 | 3505 | 1568 | 1752 | 3479 | | 3433 | 3385 | | 1770 | 3387 | |
| Flt Permitted | 0.15 | 1.00 | 1.00 | 0.27 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 285 | 3505 | 1568 | 491 | 3479 | | 3433 | 3385 | | 1770 | 3387 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 78 | 767 | 601 | 149 | 985 | 51 | 584 | 275 | 113 | 101 | 424 | 171 |
| RTOR Reduction (vph) | 0 | 0 | 265 | 0 | 2 | 0 | 0 | 29 | 0 | 0 | 30 | 0 |
| Lane Group Flow (vph) | 78 | 767 | 336 | 149 | 1034 | 0 | 584 | 359 | 0 | 101 | 565 | 0 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | Prot | NA | | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 6 | | 6 | 2 | | | | | | | | |
| Actuated Green, G (s) | 69.0 | 64.5 | 64.5 | 79.0 | 69.5 | | 20.5 | 36.1 | | 13.9 | 29.5 | |
| Effective Green, g (s) | 69.0 | 64.5 | 64.5 | 79.0 | 69.5 | | 20.5 | 36.1 | | 13.9 | 29.5 | |
| Actuated g/C Ratio | 0.46 | 0.43 | 0.43 | 0.53 | 0.46 | | 0.14 | 0.24 | | 0.09 | 0.20 | |
| Clearance Time (s) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | | 6.5 | 6.5 | | 6.5 | 6.5 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 175 | 1507 | 674 | 338 | 1611 | | 469 | 814 | | 164 | 666 | |
| v/s Ratio Prot | 0.01 | 0.22 | | c0.03 | c0.30 | | c0.17 | 0.11 | | 0.06 | c0.17 | |
| v/s Ratio Perm | 0.19 | | 0.21 | 0.20 | | | | | | | | |
| v/c Ratio | 0.45 | 0.51 | 0.50 | 0.44 | 0.64 | | 1.25 | 0.44 | | 0.62 | 0.85 | |
| Uniform Delay, d1 | 47.2 | 31.2 | 31.0 | 34.2 | 30.7 | | 64.8 | 48.4 | | 65.5 | 58.1 | |
| Progression Factor | 0.42 | 0.50 | 0.31 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 1.7 | 1.1 | 2.4 | 0.9 | 2.0 | | 127.2 | 0.4 | | 6.7 | 9.9 | |
| Delay (s) | 21.7 | 16.8 | 12.1 | 35.1 | 32.7 | | 192.0 | 48.8 | | 72.2 | 68.0 | |
| Level of Service | C | B | B | D | C | | F | D | | E | E | |
| Approach Delay (s) | | 15.1 | | | 33.0 | | | 134.8 | | | 68.6 | |
| Approach LOS | | B | | | C | | | F | | | E | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 55.8 | | | HCM 2000 Level of Service | | | | E | | |
| HCM 2000 Volume to Capacity ratio | | | 0.80 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 150.0 | | | Sum of lost time (s) | | | 26.0 | | | |
| Intersection Capacity Utilization | | | 85.3% | | | ICU Level of Service | | | E | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |

Synchro Methodology

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 187 | 1498 | 115 | 242 | 1049 | 296 | 51 | 30 | 106 | 497 | 96 | 184 |
| Future Volume (vph) | 187 | 1498 | 115 | 242 | 1049 | 296 | 51 | 30 | 106 | 497 | 96 | 184 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 250 | | 225 | 300 | | 375 | 0 | | 0 | 250 | | 0 |
| Storage Lanes | 2 | | 1 | 2 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 0.97 | 0.91 | 1.00 | 0.97 | 0.86 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Fr t | | | 0.850 | | | 0.850 | | 0.883 | | | | 0.901 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 3433 | 5085 | 1583 | 3433 | 6408 | 1583 | 1770 | 1645 | 0 | 3433 | 1678 | 0 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.580 | | | 0.950 | | |
| Satd. Flow (perm) | 3433 | 5085 | 1583 | 3433 | 6408 | 1583 | 1080 | 1645 | 0 | 3433 | 1678 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 182 | | | 312 | | 112 | | | 74 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1124 | | | 713 | | | 734 | | | 665 | |
| Travel Time (s) | | 25.5 | | | 16.2 | | | 16.7 | | | 15.1 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 197 | 1577 | 121 | 255 | 1104 | 312 | 54 | 32 | 112 | 523 | 101 | 194 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 197 | 1577 | 121 | 255 | 1104 | 312 | 54 | 144 | 0 | 523 | 295 | 0 |
| Turn Type | Prot | NA | Perm | Prot | NA | pm+ov | pm+pt | NA | | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | 3 | 7 | 4 | | 3 | 8 | |
| Permitted Phases | | | 6 | | | 2 | 4 | | | | | |
| Detector Phase | 1 | 6 | 6 | 5 | 2 | 3 | 7 | 4 | | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 20.0 | 20.0 | 4.0 | 20.0 | 4.0 | 4.0 | 6.0 | | 4.0 | 6.0 | |
| Minimum Split (s) | 10.5 | 36.5 | 36.5 | 10.5 | 40.5 | 11.0 | 11.0 | 48.5 | | 11.0 | 43.5 | |
| Total Split (s) | 26.0 | 49.0 | 49.0 | 25.0 | 48.0 | 27.0 | 12.0 | 49.0 | | 27.0 | 64.0 | |
| Total Split (%) | 17.3% | 32.7% | 32.7% | 16.7% | 32.0% | 18.0% | 8.0% | 32.7% | | 18.0% | 42.7% | |
| Maximum Green (s) | 19.5 | 42.5 | 42.5 | 18.5 | 41.5 | 20.0 | 5.0 | 41.5 | | 20.0 | 56.5 | |
| Yellow Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 3.0 | 3.0 | 3.5 | | 3.0 | 3.5 | |
| 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) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | 7.0 | 7.0 | 7.5 | | 7.0 | 7.5 | |
| Lead/Lag | Lag | Lead | Lead | Lag | Lead | Lead | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |

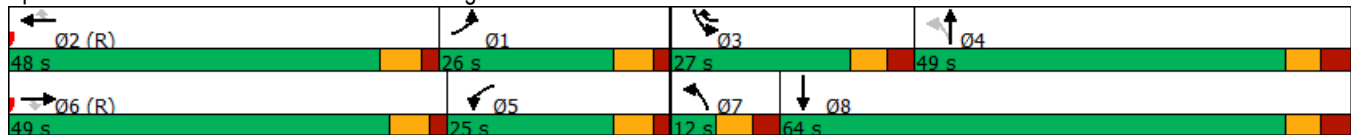
Lanes, Volumes, Timings
301: SW 8th St & Woolbright Rd

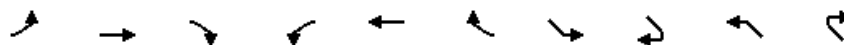
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|-------|-------|------|-------|------|------|------|-----|-------|------|-----|
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | None | C-Max | C-Max | None | C-Max | None | None | None | | None | None | |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 23.0 | 23.0 | | 27.0 | | | 34.0 | | | 29.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | | | 0 | |
| Act Effect Green (s) | 16.9 | 71.8 | 71.8 | 15.9 | 70.8 | 92.9 | 18.9 | 12.2 | | 22.6 | 31.1 | |
| Actuated g/C Ratio | 0.11 | 0.48 | 0.48 | 0.11 | 0.47 | 0.62 | 0.13 | 0.08 | | 0.15 | 0.21 | |
| v/c Ratio | 0.51 | 0.65 | 0.14 | 0.70 | 0.36 | 0.28 | 0.33 | 0.61 | | 1.01 | 0.73 | |
| Control Delay | 67.0 | 32.0 | 0.7 | 59.5 | 30.9 | 3.6 | 46.9 | 28.5 | | 104.7 | 52.6 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 67.0 | 32.0 | 0.7 | 59.5 | 30.9 | 3.6 | 46.9 | 28.5 | | 104.7 | 52.6 | |
| LOS | E | C | A | E | C | A | D | C | | F | D | |
| Approach Delay | | 33.6 | | | 30.2 | | | 33.5 | | | 85.9 | |
| Approach LOS | | C | | | C | | | C | | | F | |
| Queue Length 50th (ft) | 94 | 414 | 0 | 106 | 181 | 48 | 40 | 30 | | ~282 | 216 | |
| Queue Length 95th (ft) | 135 | 535 | 4 | 155 | 221 | 84 | 71 | 97 | | #425 | 302 | |
| Internal Link Dist (ft) | | 1044 | | | 633 | | | 654 | | | 585 | |
| Turn Bay Length (ft) | 250 | | 225 | 300 | | 375 | | | | 250 | | |
| Base Capacity (vph) | 446 | 2435 | 852 | 423 | 3026 | 1099 | 164 | 536 | | 516 | 678 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.44 | 0.65 | 0.14 | 0.60 | 0.36 | 0.28 | 0.33 | 0.27 | | 1.01 | 0.44 | |

Intersection Summary

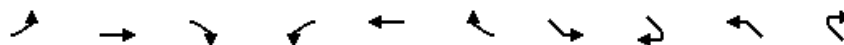
Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 54 (36%), Referenced to phase 2:WBT and 6:EBT, Start of Green
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.01
 Intersection Signal Delay: 41.7 Intersection LOS: D
 Intersection Capacity Utilization 81.0% ICU Level of Service D
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 301: SW 8th St & Woolbright Rd





| Lane Group | EBL | EBT | EBR2 | WBL | WBT | WBR2 | SEL | SER2 | NWL | NWR2 |
|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | ↔↔ | ↕↕ | ↗ | ↔↔ | ↕↕ | ↗ | ↔↔↔ | ↗ | ↔↔ | ↗ |
| Traffic Volume (vph) | 768 | 450 | 883 | 460 | 372 | 775 | 680 | 821 | 394 | 371 |
| Future Volume (vph) | 768 | 450 | 883 | 460 | 372 | 775 | 680 | 821 | 394 | 371 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | | | |
| Storage Length (ft) | 600 | | | 750 | | | 0 | | 0 | |
| Storage Lanes | 1 | | | 2 | | | 3 | | 2 | |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | 25 | |
| Lane Util. Factor | 0.97 | 0.95 | 1.00 | 0.97 | 0.95 | 1.00 | 0.94 | 1.00 | 0.97 | 1.00 |
| Ped Bike Factor | | | | | | | | | | |
| Fr t | | | 0.850 | | | 0.850 | | 0.850 | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | 0.950 | |
| Satd. Flow (prot) | 3433 | 3539 | 1583 | 3400 | 3505 | 1568 | 4990 | 1583 | 3433 | 1583 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.950 | | 0.950 | |
| Satd. Flow (perm) | 3433 | 3539 | 1583 | 3400 | 3505 | 1568 | 4990 | 1583 | 3433 | 1583 |
| Right Turn on Red | | | Yes | | | Yes | | Yes | | Yes |
| Satd. Flow (RTOR) | | | 848 | | | 696 | | 514 | | 387 |
| Link Speed (mph) | | 45 | | | 45 | | | | | |
| Link Distance (ft) | | 948 | | | 1056 | | | | | |
| Travel Time (s) | | 14.4 | | | 16.0 | | | | | |
| Confl. Peds. (#/hr) | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | |
| Peak Hour Factor | 0.95 | 0.92 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 3% | 3% | 3% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | | | |
| Adj. Flow (vph) | 808 | 489 | 929 | 484 | 404 | 816 | 716 | 864 | 415 | 391 |
| Shared Lane Traffic (%) | | | | | | | | | | |
| Lane Group Flow (vph) | 808 | 489 | 929 | 484 | 404 | 816 | 716 | 864 | 415 | 391 |
| Turn Type | Prot | NA | Free | Prot | NA | Free | Prot | Free | Prot | Free |
| Protected Phases | 1 | 6 | | 5 | 2 | | 7 | | 3 | |
| Permitted Phases | | | Free | | | Free | | Free | | Free |
| Detector Phase | 1 | 6 | | 5 | 2 | | 7 | | 3 | |
| Switch Phase | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 20.0 | | 4.0 | 20.0 | | 6.0 | | 6.0 | |
| Minimum Split (s) | 10.0 | 28.0 | | 10.0 | 28.0 | | 12.0 | | 12.0 | |
| Total Split (s) | 53.0 | 74.0 | | 35.0 | 56.0 | | 41.0 | | 41.0 | |
| Total Split (%) | 35.3% | 49.3% | | 23.3% | 37.3% | | 27.3% | | 27.3% | |
| Maximum Green (s) | 47.0 | 68.0 | | 29.0 | 50.0 | | 35.0 | | 35.0 | |
| Yellow Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | | 0.0 | |
| Total Lost Time (s) | 6.0 | 6.0 | | 6.0 | 6.0 | | 6.0 | | 6.0 | |
| Lead/Lag | Lead | Lead | | Lag | Lag | | | | | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | | | | |
| Vehicle Extension (s) | 3.0 | 2.5 | | 3.0 | 2.5 | | 3.0 | | 3.0 | |



| Lane Group | EBL | EBT | EBR2 | WBL | WBT | WBR2 | SEL | SER2 | NWL | NWR2 |
|-------------------------|------|-------|-------|------|-------|-------|------|-------|------|-------|
| Minimum Gap (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | | 0.0 | |
| Recall Mode | None | C-Max | | None | C-Max | | Max | | Max | |
| Walk Time (s) | | 7.0 | | | 7.0 | | | | | |
| Flash Dont Walk (s) | | 15.0 | | | 15.0 | | | | | |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | | | | |
| Act Effect Green (s) | 40.8 | 68.0 | 150.0 | 29.0 | 56.2 | 150.0 | 35.0 | 150.0 | 35.0 | 150.0 |
| Actuated g/C Ratio | 0.27 | 0.45 | 1.00 | 0.19 | 0.37 | 1.00 | 0.23 | 1.00 | 0.23 | 1.00 |
| v/c Ratio | 0.87 | 0.30 | 0.59 | 0.74 | 0.31 | 0.52 | 0.62 | 0.55 | 0.52 | 0.25 |
| Control Delay | 71.5 | 29.4 | 6.2 | 51.2 | 27.0 | 1.8 | 54.1 | 1.4 | 52.9 | 0.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 71.5 | 29.4 | 6.2 | 51.2 | 27.0 | 1.8 | 54.1 | 1.4 | 52.9 | 0.4 |
| LOS | E | C | A | D | C | A | D | A | D | A |
| Approach Delay | | 35.0 | | | 21.8 | | | | | |
| Approach LOS | | C | | | C | | | | | |
| Queue Length 50th (ft) | 432 | 194 | 200 | 230 | 115 | 64 | 224 | 0 | 184 | 0 |
| Queue Length 95th (ft) | m474 | m233 | m228 | m235 | m132 | m75 | 270 | 0 | 239 | 0 |
| Internal Link Dist (ft) | | 868 | | | 976 | | | | | |
| Turn Bay Length (ft) | 600 | | 700 | 750 | | 800 | | | | |
| Base Capacity (vph) | 1075 | 1604 | 1583 | 657 | 1312 | 1568 | 1164 | 1583 | 801 | 1583 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.75 | 0.30 | 0.59 | 0.74 | 0.31 | 0.52 | 0.62 | 0.55 | 0.52 | 0.25 |

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 16 (11%), Referenced to phase 2:WBT and 6:EBT, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 28.0

Intersection LOS: C

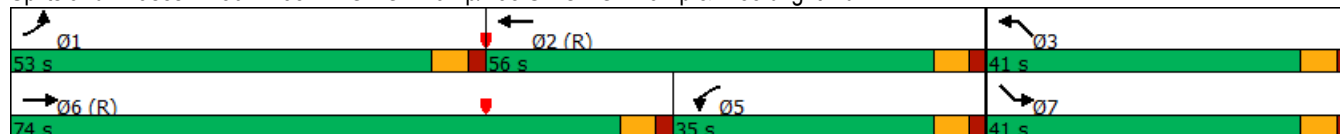
Intersection Capacity Utilization 66.5%

ICU Level of Service C






















Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 302: I-95 NB Off-On Ramp/I-95 SB Off-On Ramp & Woolbright Rd



Lanes, Volumes, Timings
304: Seacrest Blvd & Woolbright Rd

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  | |  |  | |  |  | |
| Traffic Volume (vph) | 74 | 729 | 571 | 142 | 936 | 48 | 555 | 261 | 107 | 96 | 403 | 162 |
| Future Volume (vph) | 74 | 729 | 571 | 142 | 936 | 48 | 555 | 261 | 107 | 96 | 403 | 162 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 300 | | 600 | 300 | | 0 | 475 | | 0 | 180 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 2 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 0.97 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Ped Bike Factor | | | | | | | | | | | | |
| Frt | | | 0.850 | | 0.993 | | | 0.956 | | | 0.957 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 3505 | 1568 | 1752 | 3480 | 0 | 3433 | 3383 | 0 | 1770 | 3387 | 0 |
| Flt Permitted | 0.154 | | | 0.266 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 284 | 3505 | 1568 | 491 | 3480 | 0 | 3433 | 3383 | 0 | 1770 | 3387 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 465 | | 4 | | | 38 | | | 37 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1707 | | | 966 | | | 792 | | | 716 | |
| Travel Time (s) | | 38.8 | | | 22.0 | | | 18.0 | | | 16.3 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 78 | 767 | 601 | 149 | 985 | 51 | 584 | 275 | 113 | 101 | 424 | 171 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 78 | 767 | 601 | 149 | 1036 | 0 | 584 | 388 | 0 | 101 | 595 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | Prot | NA | | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 6 | | 6 | 2 | | | | | | | | |
| Detector Phase | 1 | 6 | 6 | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 20.0 | 20.0 | 4.0 | 20.0 | | 4.0 | 6.0 | | 4.0 | 6.0 | |
| Minimum Split (s) | 10.5 | 39.5 | 39.5 | 10.5 | 37.5 | | 22.5 | 34.5 | | 10.5 | 37.5 | |
| Total Split (s) | 11.0 | 68.0 | 68.0 | 16.0 | 73.0 | | 27.0 | 38.0 | | 27.0 | 39.0 | |
| Total Split (%) | 7.3% | 45.3% | 45.3% | 10.7% | 48.7% | | 18.0% | 25.3% | | 18.0% | 26.0% | |
| Maximum Green (s) | 4.5 | 61.5 | 61.5 | 9.5 | 66.5 | | 20.5 | 31.5 | | 20.5 | 32.5 | |
| Yellow Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| 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) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | | 6.5 | 6.5 | | 6.5 | 6.5 | |
| Lead/Lag | Lag | Lead | Lead | Lag | Lead | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |

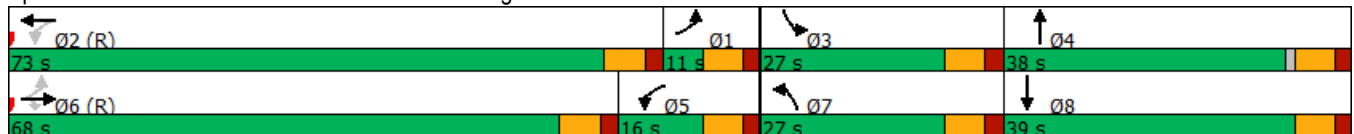
Lanes, Volumes, Timings
304: Seacrest Blvd & Woolbright Rd

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|-------|-------|------|-------|-----|-------|-------|-----|------|------|-----|
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | None | C-Max | C-Max | None | C-Max | | None | None | | None | None | |
| Walk Time (s) | | 7.0 | 7.0 | | 10.0 | | | 7.0 | | | 10.0 | |
| Flash Dont Walk (s) | | 26.0 | 26.0 | | 21.0 | | | 21.0 | | | 21.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 69.0 | 64.5 | 64.5 | 79.0 | 69.5 | | 20.5 | 36.1 | | 13.9 | 29.5 | |
| Actuated g/C Ratio | 0.46 | 0.43 | 0.43 | 0.53 | 0.46 | | 0.14 | 0.24 | | 0.09 | 0.20 | |
| v/c Ratio | 0.45 | 0.51 | 0.64 | 0.44 | 0.64 | | 1.25 | 0.46 | | 0.62 | 0.86 | |
| Control Delay | 18.9 | 17.2 | 5.4 | 30.2 | 33.4 | | 178.3 | 45.8 | | 81.1 | 67.1 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 18.9 | 17.2 | 5.4 | 30.2 | 33.4 | | 178.3 | 45.8 | | 81.1 | 67.1 | |
| LOS | B | B | A | C | C | | F | D | | F | E | |
| Approach Delay | | 12.4 | | | 33.0 | | | 125.4 | | | 69.2 | |
| Approach LOS | | B | | | C | | | F | | | E | |
| Queue Length 50th (ft) | 15 | 117 | 60 | 73 | 407 | | ~365 | 153 | | 97 | 278 | |
| Queue Length 95th (ft) | m25 | 159 | 79 | 117 | 495 | | #487 | 213 | | 157 | 347 | |
| Internal Link Dist (ft) | | 1627 | | | 886 | | | 712 | | | 636 | |
| Turn Bay Length (ft) | 300 | | 600 | 300 | | | 475 | | | 180 | | |
| Base Capacity (vph) | 175 | 1507 | 939 | 338 | 1614 | | 469 | 844 | | 241 | 762 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.45 | 0.51 | 0.64 | 0.44 | 0.64 | | 1.25 | 0.46 | | 0.42 | 0.78 | |

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 118 (79%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.25
 Intersection Signal Delay: 52.8 Intersection LOS: D
 Intersection Capacity Utilization 85.3% ICU Level of Service E
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 304: Seacrest Blvd & Woolbright Rd



























Opening Year 2025 PM Analysis

HCM 6th Edition Methodology

HCM Signalized Intersection Capacity Analysis
301: SW 8th St & Woolbright Rd

2025 PM Build Alt 3 - SPUI_HCM
01/01/2021

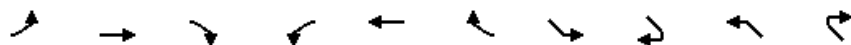
| |  |  |  |  |  |  |  |  |  |  |  |  | |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|--|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | |
| Lane Configurations |  |  |  |  |  |  |  |  |  |  |  |  | |
| Traffic Volume (vph) | 216 | 1210 | 74 | 99 | 1505 | 536 | 202 | 65 | 294 | 357 | 42 | 148 | |
| Future Volume (vph) | 216 | 1210 | 74 | 99 | 1505 | 536 | 202 | 65 | 294 | 357 | 42 | 148 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Total Lost time (s) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | 7.0 | 7.0 | 7.5 | | 7.0 | 7.5 | | |
| Lane Util. Factor | 0.97 | 0.91 | 1.00 | 0.97 | 0.86 | 1.00 | 1.00 | 1.00 | | 0.97 | 1.00 | | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.88 | | 1.00 | 0.88 | | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | |
| Satd. Flow (prot) | 3433 | 5085 | 1583 | 3433 | 6408 | 1583 | 1770 | 1634 | | 3433 | 1645 | | |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.63 | 1.00 | | 0.95 | 1.00 | | |
| Satd. Flow (perm) | 3433 | 5085 | 1583 | 3433 | 6408 | 1583 | 1178 | 1634 | | 3433 | 1645 | | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | |
| Adj. Flow (vph) | 227 | 1274 | 78 | 104 | 1584 | 564 | 213 | 68 | 309 | 376 | 44 | 156 | |
| RTOR Reduction (vph) | 0 | 0 | 47 | 0 | 0 | 267 | 0 | 123 | 0 | 0 | 100 | 0 | |
| Lane Group Flow (vph) | 227 | 1274 | 31 | 104 | 1584 | 297 | 213 | 254 | 0 | 376 | 100 | 0 | |
| Turn Type | Prot | NA | Perm | Prot | NA | pm+ov | pm+pt | NA | | Prot | NA | | |
| Protected Phases | 1 | 6 | | 5 | 2 | 3 | 7 | 4 | | 3 | 8 | | |
| Permitted Phases | | | 6 | | | 2 | 4 | | | | | | |
| Actuated Green, G (s) | 15.2 | 59.9 | 59.9 | 13.2 | 57.9 | 79.0 | 40.0 | 28.3 | | 21.1 | 37.7 | | |
| Effective Green, g (s) | 15.2 | 59.9 | 59.9 | 13.2 | 57.9 | 79.0 | 40.0 | 28.3 | | 21.1 | 37.7 | | |
| Actuated g/C Ratio | 0.10 | 0.40 | 0.40 | 0.09 | 0.39 | 0.53 | 0.27 | 0.19 | | 0.14 | 0.25 | | |
| Clearance Time (s) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | 7.0 | 7.0 | 7.5 | | 7.0 | 7.5 | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | |
| Lane Grp Cap (vph) | 347 | 2030 | 632 | 302 | 2473 | 833 | 360 | 308 | | 482 | 413 | | |
| v/s Ratio Prot | c0.07 | c0.25 | | 0.03 | 0.25 | 0.05 | 0.05 | c0.16 | | c0.11 | 0.06 | | |
| v/s Ratio Perm | | | 0.02 | | | 0.14 | 0.11 | | | | | | |
| v/c Ratio | 0.65 | 0.63 | 0.05 | 0.34 | 0.64 | 0.36 | 0.59 | 0.83 | | 0.78 | 0.24 | | |
| Uniform Delay, d1 | 64.9 | 36.1 | 27.6 | 64.3 | 37.6 | 20.7 | 46.0 | 58.5 | | 62.2 | 44.8 | | |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.06 | 0.98 | 0.60 | 1.00 | 1.00 | | 1.00 | 1.00 | | |
| Incremental Delay, d2 | 4.4 | 1.5 | 0.1 | 0.5 | 1.0 | 0.2 | 2.6 | 16.4 | | 8.0 | 0.3 | | |
| Delay (s) | 69.3 | 37.6 | 27.8 | 68.7 | 37.8 | 12.6 | 48.6 | 74.9 | | 70.2 | 45.1 | | |
| Level of Service | E | D | C | E | D | B | D | E | | E | D | | |
| Approach Delay (s) | | 41.7 | | | 32.9 | | | 65.4 | | | 61.5 | | |
| Approach LOS | | D | | | C | | | E | | | E | | |
| Intersection Summary | | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 42.8 | HCM 2000 Level of Service | | | | | | D | | | |
| HCM 2000 Volume to Capacity ratio | | | 0.71 | | | | | | | | | | |
| Actuated Cycle Length (s) | | | 150.0 | Sum of lost time (s) | | | | | | 27.5 | | | |
| Intersection Capacity Utilization | | | 82.6% | ICU Level of Service | | | | | | E | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | | |

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 302: I-95 NB Off-On Ramp/I-95 SB Off-On Ramp & Woolbright Rd

2025 PM Build Alt 3 - SPUI_HCM

01/01/2021






























| Movement | EBL | EBT | EBR2 | WBL | WBT | WBR2 | SEL | SER2 | NWL | NWR2 |
|-----------------------------------|-------|------|-------|------|------|-------|------|-------|-------|-------|
| Lane Configurations | ↔ | ↕ | ↗ | ↔ | ↕ | ↗ | ↔ | ↕ | ↗ | ↔ |
| Traffic Volume (vph) | 885 | 530 | 446 | 383 | 682 | 887 | 651 | 791 | 667 | 519 |
| Future Volume (vph) | 885 | 530 | 446 | 383 | 682 | 887 | 651 | 791 | 667 | 519 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 6.0 | 4.0 | 6.0 | 6.0 | 4.0 | 6.0 | 4.0 | 6.0 | 4.0 |
| Lane Util. Factor | 0.97 | 0.95 | 1.00 | 0.97 | 0.95 | 1.00 | 0.94 | 1.00 | 0.97 | 1.00 |
| Fr _t | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.85 | 1.00 | 0.85 |
| Fl _t Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot) | 3433 | 3539 | 1583 | 3400 | 3505 | 1568 | 4990 | 1583 | 3433 | 1583 |
| Fl _t Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (perm) | 3433 | 3539 | 1583 | 3400 | 3505 | 1568 | 4990 | 1583 | 3433 | 1583 |
| Peak-hour factor, PHF | 0.95 | 0.92 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 932 | 576 | 469 | 403 | 741 | 934 | 685 | 833 | 702 | 546 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 932 | 576 | 469 | 403 | 741 | 934 | 685 | 833 | 702 | 546 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 3% | 3% | 3% | 2% | 2% | 2% | 2% |
| Turn Type | Prot | NA | Free | Prot | NA | Free | Prot | Free | Prot | Free |
| Protected Phases | 1 | 6 | | 5 | 2 | | 7 | | 3 | |
| Permitted Phases | | | Free | | | Free | | Free | | Free |
| Actuated Green, G (s) | 44.7 | 68.0 | 150.0 | 25.0 | 48.3 | 150.0 | 39.0 | 150.0 | 39.0 | 150.0 |
| Effective Green, g (s) | 44.7 | 68.0 | 150.0 | 25.0 | 48.3 | 150.0 | 39.0 | 150.0 | 39.0 | 150.0 |
| Actuated g/C Ratio | 0.30 | 0.45 | 1.00 | 0.17 | 0.32 | 1.00 | 0.26 | 1.00 | 0.26 | 1.00 |
| Clearance Time (s) | 6.0 | 6.0 | | 6.0 | 6.0 | | 6.0 | | 6.0 | |
| Vehicle Extension (s) | 3.0 | 2.5 | | 3.0 | 2.5 | | 3.0 | | 3.0 | |
| Lane Grp Cap (vph) | 1023 | 1604 | 1583 | 566 | 1128 | 1568 | 1297 | 1583 | 892 | 1583 |
| v/s Ratio Prot | c0.27 | 0.16 | | 0.12 | 0.21 | | 0.14 | | c0.20 | |
| v/s Ratio Perm | | | 0.30 | | | c0.60 | | 0.53 | | 0.34 |
| v/c Ratio | 0.91 | 0.36 | 0.30 | 0.71 | 0.66 | 0.60 | 0.53 | 0.53 | 0.79 | 0.34 |
| Uniform Delay, d ₁ | 50.7 | 26.8 | 0.0 | 59.1 | 43.7 | 0.0 | 47.6 | 0.0 | 51.6 | 0.0 |
| Progression Factor | 1.00 | 1.32 | 1.00 | 0.84 | 0.78 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d ₂ | 9.4 | 0.5 | 0.4 | 2.3 | 1.6 | 0.9 | 1.5 | 1.3 | 7.0 | 0.6 |
| Delay (s) | 59.9 | 35.7 | 0.4 | 51.6 | 35.5 | 0.9 | 49.1 | 1.3 | 58.6 | 0.6 |
| Level of Service | E | D | A | D | D | A | D | A | E | A |
| Approach Delay (s) | | 38.7 | | | 23.1 | | | | | |
| Approach LOS | | D | | | C | | | | | |

Intersection Summary

| | | | |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay | 29.4 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.79 | | |
| Actuated Cycle Length (s) | 150.0 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 78.1% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

HCM Signalized Intersection Capacity Analysis
304: Seacrest Blvd & Woolbright Rd

2025 PM Build Alt 3 - SPUI_HCM
01/01/2021

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |   |  |  |   | |   |   | |  |   |  |
| Traffic Volume (vph) | 185 | 1024 | 506 | 86 | 1062 | 72 | 603 | 406 | 195 | 91 | 259 | 108 |
| Future Volume (vph) | 185 | 1024 | 506 | 86 | 1062 | 72 | 603 | 406 | 195 | 91 | 259 | 108 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | | 6.5 | 6.5 | | 6.5 | 6.5 | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | | 0.97 | 0.95 | | 1.00 | 0.95 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.99 | | 1.00 | 0.95 | | 1.00 | 0.96 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1752 | 3505 | 1568 | 1752 | 3471 | | 3433 | 3367 | | 1770 | 3383 | |
| Flt Permitted | 0.08 | 1.00 | 1.00 | 0.11 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 144 | 3505 | 1568 | 210 | 3471 | | 3433 | 3367 | | 1770 | 3383 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 195 | 1078 | 533 | 91 | 1118 | 76 | 635 | 427 | 205 | 96 | 273 | 114 |
| RTOR Reduction (vph) | 0 | 0 | 284 | 0 | 3 | 0 | 0 | 39 | 0 | 0 | 32 | 0 |
| Lane Group Flow (vph) | 195 | 1078 | 249 | 91 | 1191 | 0 | 635 | 593 | 0 | 96 | 355 | 0 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | Prot | NA | | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 6 | | 6 | 2 | | | | | | | | |
| Actuated Green, G (s) | 80.5 | 64.0 | 64.0 | 68.5 | 58.0 | | 26.5 | 36.5 | | 13.0 | 23.0 | |
| Effective Green, g (s) | 80.5 | 64.0 | 64.0 | 68.5 | 58.0 | | 26.5 | 36.5 | | 13.0 | 23.0 | |
| Actuated g/C Ratio | 0.54 | 0.43 | 0.43 | 0.46 | 0.39 | | 0.18 | 0.24 | | 0.09 | 0.15 | |
| Clearance Time (s) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | | 6.5 | 6.5 | | 6.5 | 6.5 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 254 | 1495 | 669 | 203 | 1342 | | 606 | 819 | | 153 | 518 | |
| v/s Ratio Prot | c0.08 | 0.31 | | 0.03 | c0.34 | | c0.18 | c0.18 | | 0.05 | 0.10 | |
| v/s Ratio Perm | 0.33 | | 0.16 | 0.17 | | | | | | | | |
| v/c Ratio | 0.77 | 0.72 | 0.37 | 0.45 | 0.89 | | 1.05 | 0.72 | | 0.63 | 0.68 | |
| Uniform Delay, d1 | 53.2 | 35.6 | 29.3 | 53.4 | 43.0 | | 61.8 | 52.1 | | 66.2 | 60.1 | |
| Progression Factor | 0.84 | 0.96 | 1.93 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 12.1 | 2.8 | 1.5 | 1.6 | 9.0 | | 49.7 | 3.2 | | 7.8 | 3.7 | |
| Delay (s) | 56.9 | 36.9 | 58.1 | 54.9 | 51.9 | | 111.5 | 55.3 | | 74.0 | 63.8 | |
| Level of Service | E | D | E | D | D | | F | E | | E | E | |
| Approach Delay (s) | | 45.3 | | | 52.1 | | | 83.5 | | | 65.8 | |
| Approach LOS | | D | | | D | | | F | | | E | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 59.2 | | | | HCM 2000 Level of Service | | | | E | |
| HCM 2000 Volume to Capacity ratio | | | 0.89 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 150.0 | | | | Sum of lost time (s) | | | 26.0 | | |
| Intersection Capacity Utilization | | | 91.4% | | | | ICU Level of Service | | | F | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |

Synchro Methodology

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 216 | 1210 | 74 | 99 | 1505 | 536 | 202 | 65 | 294 | 357 | 42 | 148 |
| Future Volume (vph) | 216 | 1210 | 74 | 99 | 1505 | 536 | 202 | 65 | 294 | 357 | 42 | 148 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 250 | | 225 | 300 | | 375 | 0 | | 0 | 250 | | 0 |
| Storage Lanes | 2 | | 1 | 2 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 0.97 | 0.91 | 1.00 | 0.97 | 0.86 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Fr | | | 0.850 | | | 0.850 | | 0.877 | | | | 0.883 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 3433 | 5085 | 1583 | 3433 | 6408 | 1583 | 1770 | 1634 | 0 | 3433 | 1645 | 0 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.632 | | | 0.950 | | |
| Satd. Flow (perm) | 3433 | 5085 | 1583 | 3433 | 6408 | 1583 | 1177 | 1634 | 0 | 3433 | 1645 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 182 | | | 564 | | | 151 | | | 134 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 1124 | | | 713 | | | 734 | | | | 665 |
| Travel Time (s) | | 25.5 | | | 16.2 | | | 16.7 | | | | 15.1 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | | 0% |
| Adj. Flow (vph) | 227 | 1274 | 78 | 104 | 1584 | 564 | 213 | 68 | 309 | 376 | 44 | 156 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 227 | 1274 | 78 | 104 | 1584 | 564 | 213 | 377 | 0 | 376 | 200 | 0 |
| Turn Type | Prot | NA | Perm | Prot | NA | pm+ov | pm+pt | NA | | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | 3 | 7 | 4 | | 3 | 8 | |
| Permitted Phases | | | 6 | | | 2 | 4 | | | | | |
| Detector Phase | 1 | 6 | 6 | 5 | 2 | 3 | 7 | 4 | | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 20.0 | 20.0 | 4.0 | 20.0 | 4.0 | 4.0 | 6.0 | | 4.0 | 6.0 | |
| Minimum Split (s) | 10.5 | 36.5 | 36.5 | 10.5 | 40.5 | 11.0 | 11.0 | 48.5 | | 11.0 | 43.5 | |
| Total Split (s) | 27.0 | 49.0 | 49.0 | 25.0 | 47.0 | 27.0 | 14.0 | 49.0 | | 27.0 | 62.0 | |
| Total Split (%) | 18.0% | 32.7% | 32.7% | 16.7% | 31.3% | 18.0% | 9.3% | 32.7% | | 18.0% | 41.3% | |
| Maximum Green (s) | 20.5 | 42.5 | 42.5 | 18.5 | 40.5 | 20.0 | 7.0 | 41.5 | | 20.0 | 54.5 | |
| Yellow Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 3.0 | 3.0 | 3.5 | | 3.0 | 3.5 | |
| 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) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | 7.0 | 7.0 | 7.5 | | 7.0 | 7.5 | |
| Lead/Lag | Lag | Lead | Lead | Lag | Lead | Lead | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|-------|-------|------|-------|------|------|------|-----|------|------|-----|
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | None | C-Max | C-Max | None | C-Max | None | None | None | | None | None | |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 23.0 | 23.0 | | 27.0 | | | 34.0 | | | 29.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 15.2 | 59.9 | 59.9 | 13.2 | 57.9 | 78.5 | 40.5 | 28.3 | | 21.1 | 37.6 | |
| Actuated g/C Ratio | 0.10 | 0.40 | 0.40 | 0.09 | 0.39 | 0.52 | 0.27 | 0.19 | | 0.14 | 0.25 | |
| v/c Ratio | 0.65 | 0.63 | 0.11 | 0.34 | 0.64 | 0.51 | 0.59 | 0.88 | | 0.78 | 0.39 | |
| Control Delay | 73.7 | 40.1 | 0.3 | 69.7 | 40.0 | 2.0 | 42.6 | 55.3 | | 74.0 | 15.8 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 73.7 | 40.1 | 0.3 | 69.7 | 40.0 | 2.0 | 42.6 | 55.3 | | 74.0 | 15.8 | |
| LOS | E | D | A | E | D | A | D | E | | E | B | |
| Approach Delay | | 42.9 | | | 31.8 | | | 50.7 | | | 53.8 | |
| Approach LOS | | D | | | C | | | D | | | D | |
| Queue Length 50th (ft) | 111 | 371 | 0 | 53 | 284 | 6 | 144 | 228 | | 182 | 50 | |
| Queue Length 95th (ft) | 153 | 498 | 0 | m74 | 450 | 32 | 185 | 325 | | 244 | 106 | |
| Internal Link Dist (ft) | | 1044 | | | 633 | | | 654 | | | 585 | |
| Turn Bay Length (ft) | 250 | | 225 | 300 | | 375 | | | | 250 | | |
| Base Capacity (vph) | 469 | 2031 | 741 | 423 | 2475 | 1101 | 364 | 561 | | 496 | 682 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.48 | 0.63 | 0.11 | 0.25 | 0.64 | 0.51 | 0.59 | 0.67 | | 0.76 | 0.29 | |

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 37 (25%), Referenced to phase 2:WBT and 6:EBT, Start of Green

Natural Cycle: 115

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay: 40.1

Intersection LOS: D

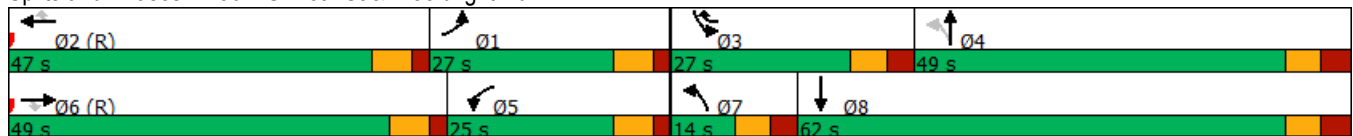
Intersection Capacity Utilization 82.6%

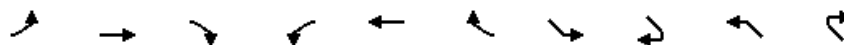
ICU Level of Service E

Analysis Period (min) 15

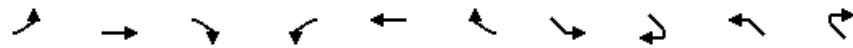
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 301: SW 8th St & Woolbright Rd





| Lane Group | EBL | EBT | EBR2 | WBL | WBT | WBR2 | SEL | SER2 | NWL | NWR2 |
|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | ↔↔ | ↕↕ | ↗ | ↔↔ | ↕↕ | ↗ | ↔↔↔ | ↗ | ↔↔ | ↗ |
| Traffic Volume (vph) | 885 | 530 | 446 | 383 | 682 | 887 | 651 | 791 | 667 | 519 |
| Future Volume (vph) | 885 | 530 | 446 | 383 | 682 | 887 | 651 | 791 | 667 | 519 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | | | |
| Storage Length (ft) | 600 | | | 750 | | | 0 | | 0 | |
| Storage Lanes | 1 | | | 2 | | | 3 | | 2 | |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | 25 | |
| Lane Util. Factor | 0.97 | 0.95 | 1.00 | 0.97 | 0.95 | 1.00 | 0.94 | 1.00 | 0.97 | 1.00 |
| Ped Bike Factor | | | | | | | | | | |
| Frt | | | 0.850 | | | 0.850 | | 0.850 | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | 0.950 | |
| Satd. Flow (prot) | 3433 | 3539 | 1583 | 3400 | 3505 | 1568 | 4990 | 1583 | 3433 | 1583 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.950 | | 0.950 | |
| Satd. Flow (perm) | 3433 | 3539 | 1583 | 3400 | 3505 | 1568 | 4990 | 1583 | 3433 | 1583 |
| Right Turn on Red | | | Yes | | | Yes | | Yes | | Yes |
| Satd. Flow (RTOR) | | | 469 | | | 691 | | 429 | | 328 |
| Link Speed (mph) | | 45 | | | 45 | | | | | |
| Link Distance (ft) | | 948 | | | 1056 | | | | | |
| Travel Time (s) | | 14.4 | | | 16.0 | | | | | |
| Confl. Peds. (#/hr) | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | |
| Peak Hour Factor | 0.95 | 0.92 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 3% | 3% | 3% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | | | |
| Adj. Flow (vph) | 932 | 576 | 469 | 403 | 741 | 934 | 685 | 833 | 702 | 546 |
| Shared Lane Traffic (%) | | | | | | | | | | |
| Lane Group Flow (vph) | 932 | 576 | 469 | 403 | 741 | 934 | 685 | 833 | 702 | 546 |
| Turn Type | Prot | NA | Free | Prot | NA | Free | Prot | Free | Prot | Free |
| Protected Phases | 1 | 6 | | 5 | 2 | | 7 | | 3 | |
| Permitted Phases | | | Free | | | Free | | Free | | Free |
| Detector Phase | 1 | 6 | | 5 | 2 | | 7 | | 3 | |
| Switch Phase | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 20.0 | | 4.0 | 20.0 | | 6.0 | | 6.0 | |
| Minimum Split (s) | 10.0 | 28.0 | | 10.0 | 28.0 | | 12.0 | | 12.0 | |
| Total Split (s) | 53.0 | 74.0 | | 31.0 | 52.0 | | 45.0 | | 45.0 | |
| Total Split (%) | 35.3% | 49.3% | | 20.7% | 34.7% | | 30.0% | | 30.0% | |
| Maximum Green (s) | 47.0 | 68.0 | | 25.0 | 46.0 | | 39.0 | | 39.0 | |
| Yellow Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | | 0.0 | |
| Total Lost Time (s) | 6.0 | 6.0 | | 6.0 | 6.0 | | 6.0 | | 6.0 | |
| Lead/Lag | Lead | Lead | | Lag | Lag | | | | | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | | | | |
| Vehicle Extension (s) | 3.0 | 2.5 | | 3.0 | 2.5 | | 3.0 | | 3.0 | |



| Lane Group | EBL | EBT | EBR2 | WBL | WBT | WBR2 | SEL | SER2 | NWL | NWR2 |
|-------------------------|------|-------|-------|------|-------|-------|------|-------|------|-------|
| Minimum Gap (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | | 0.0 | |
| Recall Mode | None | C-Max | | None | C-Max | | Max | | Max | |
| Walk Time (s) | | 7.0 | | | 7.0 | | | | | |
| Flash Dont Walk (s) | | 15.0 | | | 15.0 | | | | | |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | | | | |
| Act Effect Green (s) | 44.7 | 68.0 | 150.0 | 25.0 | 48.3 | 150.0 | 39.0 | 150.0 | 39.0 | 150.0 |
| Actuated g/C Ratio | 0.30 | 0.45 | 1.00 | 0.17 | 0.32 | 1.00 | 0.26 | 1.00 | 0.26 | 1.00 |
| v/c Ratio | 0.91 | 0.36 | 0.30 | 0.71 | 0.66 | 0.60 | 0.53 | 0.53 | 0.79 | 0.34 |
| Control Delay | 61.1 | 36.0 | 0.4 | 53.7 | 36.2 | 3.0 | 49.4 | 1.3 | 59.0 | 0.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 61.1 | 36.0 | 0.4 | 53.7 | 36.2 | 3.0 | 49.4 | 1.3 | 59.0 | 0.6 |
| LOS | E | D | A | D | D | A | D | A | E | A |
| Approach Delay | | 39.4 | | | 24.6 | | | | | |
| Approach LOS | | D | | | C | | | | | |
| Queue Length 50th (ft) | 438 | 227 | 0 | 206 | 343 | 26 | 205 | 0 | 331 | 0 |
| Queue Length 95th (ft) | 507 | 285 | 0 | m209 | m319 | m94 | 248 | 0 | 407 | 0 |
| Internal Link Dist (ft) | | 868 | | | 976 | | | | | |
| Turn Bay Length (ft) | 600 | | 700 | 750 | | 800 | | | | |
| Base Capacity (vph) | 1075 | 1604 | 1583 | 566 | 1128 | 1568 | 1297 | 1583 | 892 | 1583 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.87 | 0.36 | 0.30 | 0.71 | 0.66 | 0.60 | 0.53 | 0.53 | 0.79 | 0.34 |

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 16 (11%), Referenced to phase 2:WBT and 6:EBT, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.91

Intersection Signal Delay: 30.2

Intersection LOS: C

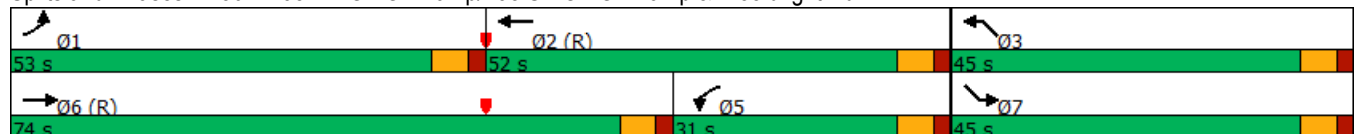
Intersection Capacity Utilization 78.1%

ICU Level of Service D

Analysis Period (min) 15













m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 302: I-95 NB Off-On Ramp/I-95 SB Off-On Ramp & Woolbright Rd



Lanes, Volumes, Timings
304: Seacrest Blvd & Woolbright Rd

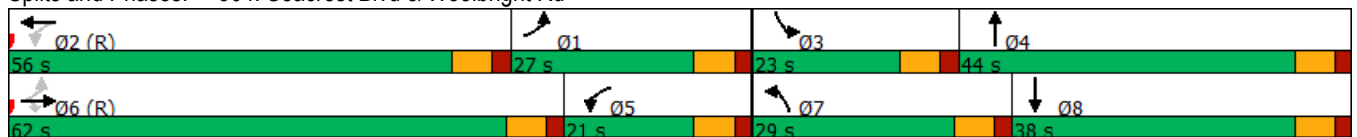
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|------|-------|-------|------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 185 | 1024 | 506 | 86 | 1062 | 72 | 603 | 406 | 195 | 91 | 259 | 108 |
| Future Volume (vph) | 185 | 1024 | 506 | 86 | 1062 | 72 | 603 | 406 | 195 | 91 | 259 | 108 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 300 | | 600 | 300 | | 0 | 475 | | 0 | 180 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 2 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 0.97 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Ped Bike Factor | | | | | | | | | | | | |
| Frt | | | 0.850 | | 0.990 | | | 0.951 | | | | 0.956 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 3505 | 1568 | 1752 | 3470 | 0 | 3433 | 3366 | 0 | 1770 | 3383 | 0 |
| Flt Permitted | 0.078 | | | 0.114 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 144 | 3505 | 1568 | 210 | 3470 | 0 | 3433 | 3366 | 0 | 1770 | 3383 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 495 | | 5 | | | 51 | | | | 38 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 1707 | | | 966 | | | 792 | | | | 716 |
| Travel Time (s) | | 38.8 | | | 22.0 | | | 18.0 | | | | 16.3 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 195 | 1078 | 533 | 91 | 1118 | 76 | 635 | 427 | 205 | 96 | 273 | 114 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 195 | 1078 | 533 | 91 | 1194 | 0 | 635 | 632 | 0 | 96 | 387 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | Prot | NA | | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 6 | | 6 | 2 | | | | | | | | |
| Detector Phase | 1 | 6 | 6 | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 20.0 | 20.0 | 4.0 | 20.0 | | 4.0 | 6.0 | | 4.0 | 6.0 | |
| Minimum Split (s) | 10.5 | 39.5 | 39.5 | 10.5 | 37.5 | | 22.5 | 34.5 | | 10.5 | 37.5 | |
| Total Split (s) | 27.0 | 62.0 | 62.0 | 21.0 | 56.0 | | 29.0 | 44.0 | | 23.0 | 38.0 | |
| Total Split (%) | 18.0% | 41.3% | 41.3% | 14.0% | 37.3% | | 19.3% | 29.3% | | 15.3% | 25.3% | |
| Maximum Green (s) | 20.5 | 55.5 | 55.5 | 14.5 | 49.5 | | 22.5 | 37.5 | | 16.5 | 31.5 | |
| Yellow Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| 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) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | | 6.5 | 6.5 | | 6.5 | 6.5 | |
| Lead/Lag | Lag | Lead | Lead | Lag | Lead | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | None | C-Max | C-Max | None | C-Max | | None | None | | None | None | |
| Walk Time (s) | | 7.0 | 7.0 | | 10.0 | | | 7.0 | | | 10.0 | |
| Flash Dont Walk (s) | | 26.0 | 26.0 | | 21.0 | | | 21.0 | | | 21.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | | | 0 | |
| Act Effect Green (s) | 80.5 | 64.0 | 64.0 | 68.5 | 58.0 | | 26.5 | 36.5 | | 13.0 | 23.0 | |
| Actuated g/C Ratio | 0.54 | 0.43 | 0.43 | 0.46 | 0.39 | | 0.18 | 0.24 | | 0.09 | 0.15 | |
| v/c Ratio | 0.77 | 0.72 | 0.56 | 0.45 | 0.89 | | 1.05 | 0.74 | | 0.63 | 0.70 | |
| Control Delay | 62.2 | 38.4 | 9.8 | 41.4 | 52.3 | | 107.7 | 54.0 | | 83.5 | 60.5 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 62.2 | 38.4 | 9.8 | 41.4 | 52.3 | | 107.7 | 54.0 | | 83.5 | 60.5 | |
| LOS | E | D | A | D | D | | F | D | | F | E | |
| Approach Delay | | 32.5 | | | 51.6 | | | 80.9 | | | 65.1 | |
| Approach LOS | | C | | | D | | | F | | | E | |
| Queue Length 50th (ft) | 110 | 314 | 90 | 41 | 555 | | ~347 | 286 | | 92 | 176 | |
| Queue Length 95th (ft) | 196 | 624 | 124 | 77 | #802 | | #519 | 350 | | 154 | 216 | |
| Internal Link Dist (ft) | | 1627 | | | 886 | | | 712 | | | 636 | |
| Turn Bay Length (ft) | 300 | | 600 | 300 | | | 475 | | | 180 | | |
| Base Capacity (vph) | 300 | 1494 | 952 | 250 | 1344 | | 605 | 883 | | 194 | 740 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.65 | 0.72 | 0.56 | 0.36 | 0.89 | | 1.05 | 0.72 | | 0.49 | 0.52 | |

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 104 (69%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.05
 Intersection Signal Delay: 53.5 Intersection LOS: D
 Intersection Capacity Utilization 91.4% ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 304: Seacrest Blvd & Woolbright Rd



























**Alternative 1 - Tight Diamond
Interchange (TDI)**

Design Year 2045 AM Analysis

HCM 6th Edition Methodology













HCM Signalized Intersection Capacity Analysis
301: Woolbright Rd & SW 8th St

2045 Build Alt 1- TDI AM - HCM
12/31/2020

| |  |  |  |  |  |  |  |  |  |  |  |  | |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|--|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | |
| Lane Configurations |  |  |  |  |  |  |  |  |  |  |  |  | |
| Traffic Volume (vph) | 282 | 1818 | 139 | 312 | 1612 | 455 | 94 | 58 | 178 | 640 | 115 | 268 | |
| Future Volume (vph) | 282 | 1818 | 139 | 312 | 1612 | 455 | 94 | 58 | 178 | 640 | 115 | 268 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Total Lost time (s) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | 7.0 | 7.0 | 7.5 | | 7.0 | 7.5 | | |
| Lane Util. Factor | 0.97 | 0.91 | 1.00 | 0.97 | 0.86 | 1.00 | 1.00 | 1.00 | | 0.97 | 1.00 | | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.89 | | 1.00 | 0.90 | | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | |
| Satd. Flow (prot) | 3433 | 5085 | 1583 | 3433 | 6408 | 1583 | 1770 | 1652 | | 3433 | 1667 | | |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.30 | 1.00 | | 0.95 | 1.00 | | |
| Satd. Flow (perm) | 3433 | 5085 | 1583 | 3433 | 6408 | 1583 | 561 | 1652 | | 3433 | 1667 | | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | |
| Adj. Flow (vph) | 297 | 1914 | 146 | 328 | 1697 | 479 | 99 | 61 | 187 | 674 | 121 | 282 | |
| RTOR Reduction (vph) | 0 | 0 | 86 | 0 | 0 | 201 | 0 | 89 | 0 | 0 | 69 | 0 | |
| Lane Group Flow (vph) | 297 | 1914 | 60 | 328 | 1697 | 278 | 99 | 159 | 0 | 674 | 334 | 0 | |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | |
| Turn Type | Prot | NA | Perm | Prot | NA | pm+ov | pm+pt | NA | | Prot | NA | | |
| Protected Phases | 1 | 6 | | 5 | 2 | 3 | 7 | 4 | | 3 | 8 | | |
| Permitted Phases | | | 6 | | | 2 | 4 | | | | | | |
| Actuated Green, G (s) | 16.2 | 61.6 | 61.6 | 17.2 | 62.6 | 86.9 | 26.7 | 19.4 | | 24.3 | 36.4 | | |
| Effective Green, g (s) | 16.2 | 61.6 | 61.6 | 17.2 | 62.6 | 86.9 | 26.7 | 19.4 | | 24.3 | 36.4 | | |
| Actuated g/C Ratio | 0.11 | 0.41 | 0.41 | 0.11 | 0.42 | 0.58 | 0.18 | 0.13 | | 0.16 | 0.24 | | |
| Clearance Time (s) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | 7.0 | 7.0 | 7.5 | | 7.0 | 7.5 | | |
| Vehicle Extension (s) | 2.0 | 4.0 | 4.0 | 2.0 | 4.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | |
| Lane Grp Cap (vph) | 370 | 2088 | 650 | 393 | 2674 | 917 | 158 | 213 | | 556 | 404 | | |
| v/s Ratio Prot | 0.09 | c0.38 | | c0.10 | 0.26 | 0.05 | 0.03 | 0.10 | | c0.20 | c0.20 | | |
| v/s Ratio Perm | | | 0.04 | | | 0.13 | 0.08 | | | | | | |
| v/c Ratio | 0.80 | 0.92 | 0.09 | 0.83 | 0.63 | 0.30 | 0.63 | 0.75 | | 1.21 | 0.83 | | |
| Uniform Delay, d1 | 65.3 | 41.8 | 27.1 | 65.0 | 34.6 | 16.1 | 53.9 | 62.9 | | 62.9 | 53.8 | | |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.19 | 1.68 | 7.62 | 1.00 | 1.00 | | 1.00 | 1.00 | | |
| Incremental Delay, d2 | 11.2 | 7.8 | 0.3 | 9.3 | 0.8 | 0.0 | 5.5 | 11.8 | | 111.4 | 12.4 | | |
| Delay (s) | 76.6 | 49.6 | 27.4 | 86.7 | 58.8 | 122.7 | 59.4 | 74.7 | | 174.2 | 66.2 | | |
| Level of Service | E | D | C | F | E | F | E | E | | F | E | | |
| Approach Delay (s) | | 51.6 | | | 74.7 | | | 70.4 | | | 133.8 | | |
| Approach LOS | | D | | | E | | | E | | | F | | |
| Intersection Summary | | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 75.9 | HCM 2000 Level of Service | | | | | | E | | | |
| HCM 2000 Volume to Capacity ratio | | | 0.97 | | | | | | | | | | |
| Actuated Cycle Length (s) | | | 150.0 | Sum of lost time (s) | | | | | | 27.5 | | | |
| Intersection Capacity Utilization | | | 99.2% | ICU Level of Service | | | | | | F | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | | |



















HCM Signalized Intersection Capacity Analysis
302: Woolbright Rd & I95 SB Off Ramp

2045 Build Alt 1- TDI AM - HCM
12/31/2020

| |  |  |  |  |  |  |  |  |  |  |  |  | |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | |
| Lane Configurations | | ↑↑↑↑ | ↗ | ↘↗ | ↑↑↑ | | | | | ↘↗↘ | | ↗ | |
| Traffic Volume (vph) | 0 | 1716 | 920 | 462 | 1370 | 0 | 0 | 0 | 0 | 1049 | 0 | 1009 | |
| Future Volume (vph) | 0 | 1716 | 920 | 462 | 1370 | 0 | 0 | 0 | 0 | 1049 | 0 | 1009 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Total Lost time (s) | | 5.0 | 6.5 | 6.0 | 6.0 | | | | | 6.5 | | 4.0 | |
| Lane Util. Factor | | 0.81 | 1.00 | 0.97 | 0.91 | | | | | 0.94 | | 1.00 | |
| Fr _t | | 1.00 | 0.85 | 1.00 | 1.00 | | | | | 1.00 | | 0.85 | |
| Fl _t Protected | | 1.00 | 1.00 | 0.95 | 1.00 | | | | | 0.95 | | 1.00 | |
| Satd. Flow (prot) | | 7544 | 1583 | 3433 | 5085 | | | | | 4990 | | 1583 | |
| Fl _t Permitted | | 1.00 | 1.00 | 0.95 | 1.00 | | | | | 0.95 | | 1.00 | |
| Satd. Flow (perm) | | 7544 | 1583 | 3433 | 5085 | | | | | 4990 | | 1583 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | |
| Adj. Flow (vph) | 0 | 1806 | 968 | 486 | 1442 | 0 | 0 | 0 | 0 | 1104 | 0 | 1062 | |
| RTOR Reduction (vph) | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lane Group Flow (vph) | 0 | 1806 | 946 | 486 | 1442 | 0 | 0 | 0 | 0 | 1104 | 0 | 1062 | |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 0% | 0% | 0% | 2% | 2% | 2% | |
| Turn Type | | NA | custom | Prot | NA | | | | | Prot | | Free | |
| Protected Phases | | 4 5 | 3 4 5 6 | 1 2 | 1 2 3 | | | | | 6 | | | |
| Permitted Phases | | | | | | | | | | | | Free | |
| Actuated Green, G (s) | | 42.5 | 106.5 | 30.5 | 53.5 | | | | | 34.5 | | 150.0 | |
| Effective Green, g (s) | | 42.5 | 101.5 | 30.5 | 47.0 | | | | | 34.5 | | 150.0 | |
| Actuated g/C Ratio | | 0.28 | 0.68 | 0.20 | 0.31 | | | | | 0.23 | | 1.00 | |
| Clearance Time (s) | | | | | | | | | | 6.5 | | | |
| Vehicle Extension (s) | | | | | | | | | | 2.0 | | | |
| Lane Grp Cap (vph) | | 2137 | 1071 | 698 | 1593 | | | | | 1147 | | 1583 | |
| v/s Ratio Prot | | 0.24 | c0.60 | 0.14 | c0.28 | | | | | c0.22 | | | |
| v/s Ratio Perm | | | | | | | | | | | | 0.67 | |
| v/c Ratio | | 0.85 | 0.88 | 0.70 | 0.91 | | | | | 0.96 | | 0.67 | |
| Uniform Delay, d ₁ | | 50.6 | 19.5 | 55.5 | 49.4 | | | | | 57.1 | | 0.0 | |
| Progression Factor | | 1.01 | 2.01 | 1.15 | 0.47 | | | | | 1.00 | | 1.00 | |
| Incremental Delay, d ₂ | | 1.0 | 3.0 | 1.1 | 3.1 | | | | | 18.1 | | 2.3 | |
| Delay (s) | | 52.3 | 42.2 | 64.9 | 26.1 | | | | | 75.2 | | 2.3 | |
| Level of Service | | D | D | E | C | | | | | E | | A | |
| Approach Delay (s) | | 48.8 | | | 35.9 | | | 0.0 | | | 39.4 | | |
| Approach LOS | | D | | | D | | | A | | | D | | |
| Intersection Summary | | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 42.2 | | | | | | | | | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | | | 1.04 | | | | | | | | | | |
| Actuated Cycle Length (s) | | | 150.0 | | | | | | | 37.0 | | Sum of lost time (s) | |
| Intersection Capacity Utilization | | | 105.9% | | | | | | | | | ICU Level of Service | G |
| Analysis Period (min) | | | 15 | | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | | |




























HCM Signalized Intersection Capacity Analysis
303: I-95 NB Off Ramp & Woolbright Rd

2045 Build Alt 1- TDI AM - HCM
12/31/2020

























| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | | |  |  |  | |  | | | |
| Traffic Volume (vph) | 956 | 1809 | 0 | 0 | 1413 | 820 | 419 | 0 | 485 | 0 | 0 | 0 |
| Future Volume (vph) | 956 | 1809 | 0 | 0 | 1413 | 820 | 419 | 0 | 485 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.0 | 5.0 | | | 6.0 | 4.0 | 6.5 | | 6.0 | | | |
| Lane Util. Factor | 0.97 | 0.91 | | | 0.81 | 1.00 | 0.94 | | 1.00 | | | |
| Fr _t | 1.00 | 1.00 | | | 1.00 | 0.85 | 1.00 | | 0.85 | | | |
| Fl _t Protected | 0.95 | 1.00 | | | 1.00 | 1.00 | 0.95 | | 1.00 | | | |
| Satd. Flow (prot) | 3433 | 5085 | | | 7471 | 1568 | 4990 | | 1583 | | | |
| Fl _t Permitted | 0.95 | 1.00 | | | 1.00 | 1.00 | 0.95 | | 1.00 | | | |
| Satd. Flow (perm) | 3433 | 5085 | | | 7471 | 1568 | 4990 | | 1583 | | | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 1006 | 1904 | 0 | 0 | 1487 | 863 | 441 | 0 | 511 | 0 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 1006 | 1904 | 0 | 0 | 1487 | 863 | 441 | 0 | 436 | 0 | 0 | 0 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 3% | 3% | 3% | 2% | 2% | 2% | 0% | 0% | 0% |
| Turn Type | Prot | NA | | | NA | Free | Prot | | custom | | | |
| Protected Phases | 4 5 | 4 5 6 | | | 1 2 | | 3 | | 1 2 3 | | | |
| Permitted Phases | | | | | | Free | | | | | | |
| Actuated Green, G (s) | 42.5 | 83.5 | | | 30.5 | 150.0 | 16.5 | | 53.5 | | | |
| Effective Green, g (s) | 42.5 | 77.0 | | | 30.5 | 150.0 | 16.5 | | 47.0 | | | |
| Actuated g/C Ratio | 0.28 | 0.51 | | | 0.20 | 1.00 | 0.11 | | 0.31 | | | |
| Clearance Time (s) | | | | | | | 6.5 | | | | | |
| Vehicle Extension (s) | | | | | | | 3.0 | | | | | |
| Lane Grp Cap (vph) | 972 | 2610 | | | 1519 | 1568 | 548 | | 496 | | | |
| v/s Ratio Prot | c0.29 | c0.37 | | | c0.20 | | 0.09 | | c0.28 | | | |
| v/s Ratio Perm | | | | | | 0.55 | | | | | | |
| v/c Ratio | 1.03 | 0.73 | | | 0.98 | 0.55 | 0.80 | | 0.88 | | | |
| Uniform Delay, d ₁ | 53.8 | 28.4 | | | 59.4 | 0.0 | 65.2 | | 48.8 | | | |
| Progression Factor | 0.90 | 0.36 | | | 0.84 | 1.00 | 1.00 | | 1.00 | | | |
| Incremental Delay, d ₂ | 29.3 | 0.5 | | | 3.5 | 0.1 | 8.4 | | 16.1 | | | |
| Delay (s) | 77.5 | 10.7 | | | 53.2 | 0.1 | 73.6 | | 65.0 | | | |
| Level of Service | E | B | | | D | A | E | | E | | | |
| Approach Delay (s) | | 33.8 | | | 33.7 | | | 69.0 | | | 0.0 | |
| Approach LOS | | C | | | C | | | E | | | A | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 39.2 | | | | HCM 2000 Level of Service | | D | | | |
| HCM 2000 Volume to Capacity ratio | | | 1.00 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 150.0 | | | | Sum of lost time (s) | | 37.0 | | | |
| Intersection Capacity Utilization | | | 105.9% | | | | ICU Level of Service | | G | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |

HCM Signalized Intersection Capacity Analysis
304: Woolbright Rd & Seacrest Blvd

2045 Build Alt 1- TDI AM - HCM
12/31/2020

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |   |  |  |   | |   |   | |  |   |  |
| Traffic Volume (vph) | 136 | 1272 | 698 | 261 | 1579 | 92 | 601 | 265 | 143 | 127 | 406 | 194 |
| Future Volume (vph) | 136 | 1272 | 698 | 261 | 1579 | 92 | 601 | 265 | 143 | 127 | 406 | 194 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | | 6.5 | 6.5 | | 6.5 | 6.5 | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | | 0.97 | 0.95 | | 1.00 | 0.95 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.99 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1752 | 3505 | 1568 | 1752 | 3476 | | 3433 | 3353 | | 1770 | 3368 | |
| Flt Permitted | 0.07 | 1.00 | 1.00 | 0.07 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 127 | 3505 | 1568 | 127 | 3476 | | 3433 | 3353 | | 1770 | 3368 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 143 | 1339 | 735 | 275 | 1662 | 97 | 633 | 279 | 151 | 134 | 427 | 204 |
| RTOR Reduction (vph) | 0 | 0 | 227 | 0 | 3 | 0 | 0 | 47 | 0 | 0 | 39 | 0 |
| Lane Group Flow (vph) | 143 | 1339 | 508 | 275 | 1756 | 0 | 633 | 383 | 0 | 134 | 592 | 0 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | Prot | NA | | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 6 | | 6 | 2 | | | | | | | | |
| Actuated Green, G (s) | 64.5 | 64.5 | 64.5 | 68.5 | 68.5 | | 19.7 | 34.3 | | 14.7 | 29.3 | |
| Effective Green, g (s) | 64.5 | 64.5 | 64.5 | 68.5 | 68.5 | | 19.7 | 34.3 | | 14.7 | 29.3 | |
| Actuated g/C Ratio | 0.43 | 0.43 | 0.43 | 0.46 | 0.46 | | 0.13 | 0.23 | | 0.10 | 0.20 | |
| Clearance Time (s) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | | 6.5 | 6.5 | | 6.5 | 6.5 | |
| Vehicle Extension (s) | 2.0 | 4.0 | 4.0 | 2.0 | 4.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lane Grp Cap (vph) | 125 | 1507 | 674 | 171 | 1587 | | 450 | 766 | | 173 | 657 | |
| v/s Ratio Prot | 0.05 | c0.38 | | c0.11 | 0.51 | | c0.18 | 0.11 | | 0.08 | c0.18 | |
| v/s Ratio Perm | 0.44 | | 0.32 | c0.62 | | | | | | | | |
| v/c Ratio | 1.14 | 0.89 | 0.75 | 1.61 | 1.11 | | 1.41 | 0.50 | | 0.77 | 0.90 | |
| Uniform Delay, d1 | 67.4 | 39.4 | 36.0 | 44.2 | 40.8 | | 65.2 | 50.4 | | 66.0 | 58.9 | |
| Progression Factor | 0.79 | 0.71 | 0.56 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 112.0 | 6.1 | 5.5 | 299.1 | 57.8 | | 195.9 | 0.2 | | 17.7 | 15.3 | |
| Delay (s) | 165.5 | 34.1 | 25.7 | 343.3 | 98.5 | | 261.1 | 50.6 | | 83.7 | 74.2 | |
| Level of Service | F | C | C | F | F | | F | D | | F | E | |
| Approach Delay (s) | | 39.8 | | | 131.6 | | | 175.9 | | | 75.9 | |
| Approach LOS | | D | | | F | | | F | | | E | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 98.9 | | | HCM 2000 Level of Service | | | | F | | |
| HCM 2000 Volume to Capacity ratio | | | 1.34 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 150.0 | | | Sum of lost time (s) | | 26.0 | | | | |
| Intersection Capacity Utilization | | | 110.4% | | | ICU Level of Service | | | | H | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |

Synchro Methodology

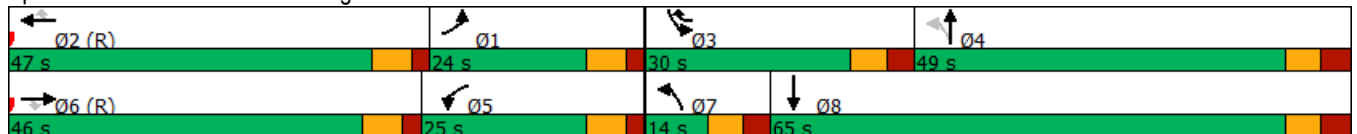
| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (vph) | 282 | 1818 | 139 | 312 | 1612 | 455 | 94 | 58 | 178 | 640 | 115 | 268 |
| Future Volume (vph) | 282 | 1818 | 139 | 312 | 1612 | 455 | 94 | 58 | 178 | 640 | 115 | 268 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 250 | | 225 | 300 | | 375 | 0 | | 0 | 250 | | 0 |
| Storage Lanes | 2 | | 1 | 2 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 50 | | | 50 | | | 25 | | | 50 | | |
| Lane Util. Factor | 0.97 | 0.91 | 1.00 | 0.97 | 0.86 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Fr | | | 0.850 | | | 0.850 | | 0.887 | | | | 0.895 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 3433 | 5085 | 1583 | 3433 | 6408 | 1583 | 1770 | 1652 | 0 | 3433 | 1667 | 0 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.301 | | | 0.950 | | |
| Satd. Flow (perm) | 3433 | 5085 | 1583 | 3433 | 6408 | 1583 | 561 | 1652 | 0 | 3433 | 1667 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 182 | | | 479 | | 102 | | | | 91 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 893 | | | 656 | | | 626 | | | | 469 |
| Travel Time (s) | | 20.3 | | | 14.9 | | | 14.2 | | | | 10.7 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | | 0% |
| Adj. Flow (vph) | 297 | 1914 | 146 | 328 | 1697 | 479 | 99 | 61 | 187 | 674 | 121 | 282 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 297 | 1914 | 146 | 328 | 1697 | 479 | 99 | 248 | 0 | 674 | 403 | 0 |
| Turn Type | Prot | NA | Perm | Prot | NA | pm+ov | pm+pt | NA | | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | 3 | 7 | 4 | | 3 | 8 | |
| Permitted Phases | | | 6 | | | 2 | 4 | | | | | |
| Detector Phase | 1 | 6 | 6 | 5 | 2 | 3 | 7 | 4 | | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 20.0 | 20.0 | 4.0 | 20.0 | 4.0 | 4.0 | 6.0 | | 4.0 | 6.0 | |
| Minimum Split (s) | 10.5 | 36.5 | 36.5 | 10.5 | 40.5 | 25.0 | 11.0 | 48.5 | | 25.0 | 43.5 | |
| Total Split (s) | 24.0 | 46.0 | 46.0 | 25.0 | 47.0 | 30.0 | 14.0 | 49.0 | | 30.0 | 65.0 | |
| Total Split (%) | 16.0% | 30.7% | 30.7% | 16.7% | 31.3% | 20.0% | 9.3% | 32.7% | | 20.0% | 43.3% | |
| Maximum Green (s) | 17.5 | 39.5 | 39.5 | 18.5 | 40.5 | 23.0 | 7.0 | 41.5 | | 23.0 | 57.5 | |
| Yellow Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 3.0 | 3.0 | 3.5 | | 3.0 | 3.5 | |
| 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) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | 7.0 | 7.0 | 7.5 | | 7.0 | 7.5 | |
| Lead/Lag | Lag | Lead | Lead | Lag | Lead | Lead | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 2.0 | 4.0 | 4.0 | 2.0 | 4.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|-------|-------|------|-------|------|------|------|-----|-------|-------|-----|
| Minimum Gap (s) | 2.0 | 4.0 | 4.0 | 2.0 | 4.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | None | C-Max | C-Max | None | C-Max | None | None | None | | None | None | |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 23.0 | 23.0 | | 27.0 | | | 34.0 | | | 29.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 16.2 | 61.6 | 61.6 | 17.2 | 62.6 | 86.4 | 27.2 | 19.4 | | 24.3 | 36.4 | |
| Actuated g/C Ratio | 0.11 | 0.41 | 0.41 | 0.11 | 0.42 | 0.58 | 0.18 | 0.13 | | 0.16 | 0.24 | |
| v/c Ratio | 0.80 | 0.92 | 0.19 | 0.83 | 0.63 | 0.43 | 0.62 | 0.82 | | 1.21 | 0.85 | |
| Control Delay | 81.6 | 49.8 | 2.5 | 89.6 | 61.0 | 7.3 | 53.7 | 57.5 | | 163.4 | 58.5 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 81.6 | 49.8 | 2.5 | 89.6 | 61.0 | 7.3 | 53.7 | 57.5 | | 163.4 | 58.5 | |
| LOS | F | D | A | F | E | A | D | E | | F | E | |
| Approach Delay | | 50.9 | | | 54.5 | | | 56.4 | | | 124.1 | |
| Approach LOS | | D | | | D | | | E | | | F | |
| Queue Length 50th (ft) | 147 | 636 | 0 | 155 | 465 | 155 | 69 | 145 | | ~429 | 308 | |
| Queue Length 95th (ft) | 200 | #888 | 25 | m205 | 527 | 356 | 101 | 227 | | #556 | 399 | |
| Internal Link Dist (ft) | | 813 | | | 576 | | | 546 | | | 389 | |
| Turn Bay Length (ft) | 250 | | 225 | 300 | | 375 | | | | 250 | | |
| Base Capacity (vph) | 400 | 2088 | 757 | 423 | 2675 | 1114 | 161 | 530 | | 555 | 695 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.74 | 0.92 | 0.19 | 0.78 | 0.63 | 0.43 | 0.61 | 0.47 | | 1.21 | 0.58 | |

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 146 (97%), Referenced to phase 2:WBT and 6:EBT, Start of Green
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.21
 Intersection Signal Delay: 65.2 Intersection LOS: E
 Intersection Capacity Utilization 99.2% ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 301: Woolbright Rd & SW 8th St



Lanes, Volumes, Timings
302: Woolbright Rd & I95 SB Off Ramp

2045 Build Alt 1- TDI AM - Synchro
12/31/2020

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|---------|-------|-------|------|------|------|------|-------|------|-------|
| Lane Configurations | | ↑↑↑↑ | ↗ | ↘↘ | ↑↑↑ | | | | | ↘↘↘ | | ↗ |
| Traffic Volume (vph) | 0 | 1716 | 920 | 462 | 1370 | 0 | 0 | 0 | 0 | 1049 | 0 | 1009 |
| Future Volume (vph) | 0 | 1716 | 920 | 462 | 1370 | 0 | 0 | 0 | 0 | 1049 | 0 | 1009 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 400 | | 600 | 0 | | 0 | 0 | | 0 | 300 | | 400 |
| Storage Lanes | 2 | | 1 | 2 | | 0 | 0 | | 0 | 1 | | 1 |
| Taper Length (ft) | 100 | | | 25 | | | 25 | | | 100 | | |
| Lane Util. Factor | 1.00 | 0.81 | 1.00 | 0.97 | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 | 0.94 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Fr | | | 0.850 | | | | | | | | | 0.850 |
| Flt Protected | | | | 0.950 | | | | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 7544 | 1583 | 3433 | 5085 | 0 | 0 | 0 | 0 | 4990 | 0 | 1583 |
| Flt Permitted | | | | 0.950 | | | | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 7544 | 1583 | 3433 | 5085 | 0 | 0 | 0 | 0 | 4990 | 0 | 1583 |
| Right Turn on Red | | | Yes | | | No | | | No | | | Yes |
| Satd. Flow (RTOR) | | | 69 | | | | | | | | | 697 |
| Link Speed (mph) | | 30 | | | 30 | | | 35 | | | | 35 |
| Link Distance (ft) | | 726 | | | 660 | | | 637 | | | | 828 |
| Travel Time (s) | | 16.5 | | | 15.0 | | | 12.4 | | | | 16.1 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 0% | 0% | 0% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 0 | 1806 | 968 | 486 | 1442 | 0 | 0 | 0 | 0 | 1104 | 0 | 1062 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 1806 | 968 | 486 | 1442 | 0 | 0 | 0 | 0 | 1104 | 0 | 1062 |
| Turn Type | | NA | custom | Prot | NA | | | | | Prot | | Free |
| Protected Phases | | 4 5 | 3 4 5 6 | 1 2 | 1 2 3 | | | | | 6 | | |
| Permitted Phases | | | | | | | | | | | | Free |
| Detector Phase | | 4 5 | 3 4 5 6 | 1 2 | 1 2 3 | | | | | 6 | | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | | | | | | | 6.0 | | |
| Minimum Split (s) | | | | | | | | | | 24.5 | | |
| Total Split (s) | | | | | | | | | | 41.0 | | |
| Total Split (%) | | | | | | | | | | 27.3% | | |
| Maximum Green (s) | | | | | | | | | | 34.5 | | |
| Yellow Time (s) | | | | | | | | | | 4.5 | | |
| All-Red Time (s) | | | | | | | | | | 2.0 | | |
| Lost Time Adjust (s) | | | | | | | | | | 0.0 | | |
| Total Lost Time (s) | | | | | | | | | | 6.5 | | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | | | | | | | | | | 2.0 | | |

| Lane Group | Ø1 | Ø2 | Ø3 | Ø4 | Ø5 |
|-------------------------|------|------|------|------|------|
| Lane Configurations | | | | | |
| Traffic Volume (vph) | | | | | |
| Future Volume (vph) | | | | | |
| Ideal Flow (vphpl) | | | | | |
| Lane Width (ft) | | | | | |
| Grade (%) | | | | | |
| Storage Length (ft) | | | | | |
| Storage Lanes | | | | | |
| Taper Length (ft) | | | | | |
| Lane Util. Factor | | | | | |
| Ped Bike Factor | | | | | |
| Frt | | | | | |
| Flt Protected | | | | | |
| Satd. Flow (prot) | | | | | |
| Flt Permitted | | | | | |
| Satd. Flow (perm) | | | | | |
| Right Turn on Red | | | | | |
| Satd. Flow (RTOR) | | | | | |
| Link Speed (mph) | | | | | |
| Link Distance (ft) | | | | | |
| Travel Time (s) | | | | | |
| Confl. Peds. (#/hr) | | | | | |
| Confl. Bikes (#/hr) | | | | | |
| Peak Hour Factor | | | | | |
| Growth Factor | | | | | |
| Heavy Vehicles (%) | | | | | |
| Bus Blockages (#/hr) | | | | | |
| Parking (#/hr) | | | | | |
| Mid-Block Traffic (%) | | | | | |
| Adj. Flow (vph) | | | | | |
| Shared Lane Traffic (%) | | | | | |
| Lane Group Flow (vph) | | | | | |
| Turn Type | | | | | |
| Protected Phases | 1 | 2 | 3 | 4 | 5 |
| Permitted Phases | | | | | |
| Detector Phase | | | | | |
| Switch Phase | | | | | |
| Minimum Initial (s) | 6.0 | 10.0 | 1.0 | 6.0 | 10.0 |
| Minimum Split (s) | 12.0 | 21.5 | 13.0 | 11.0 | 24.5 |
| Total Split (s) | 12.0 | 25.0 | 23.0 | 12.0 | 37.0 |
| Total Split (%) | 8% | 17% | 15% | 8% | 25% |
| Maximum Green (s) | 6.0 | 18.5 | 16.5 | 7.0 | 30.5 |
| Yellow Time (s) | 4.0 | 4.5 | 4.5 | 4.0 | 4.5 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 1.0 | 2.0 |
| Lost Time Adjust (s) | | | | | |
| Total Lost Time (s) | | | | | |
| Lead/Lag | Lead | Lag | | Lead | Lag |
| Lead-Lag Optimize? | | Yes | | Yes | Yes |
| Vehicle Extension (s) | 3.0 | 4.0 | 3.0 | 3.0 | 4.0 |

Lanes, Volumes, Timings
302: Woolbright Rd & I95 SB Off Ramp

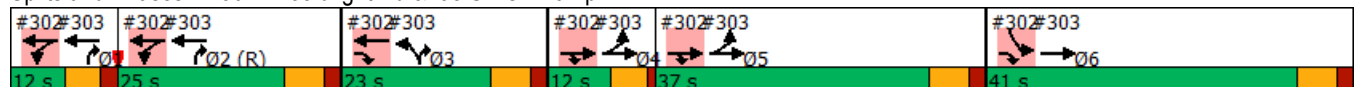


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|------|-------|------|------|-----|-----|-----|-----|------|-----|-------|
| Minimum Gap (s) | | | | | | | | | | 3.0 | | |
| Time Before Reduce (s) | | | | | | | | | | 0.0 | | |
| Time To Reduce (s) | | | | | | | | | | 0.0 | | |
| Recall Mode | | | | | | | | | | None | | |
| Walk Time (s) | | | | | | | | | | | | |
| Flash Dont Walk (s) | | | | | | | | | | | | |
| Pedestrian Calls (#/hr) | | | | | | | | | | | | |
| Act Effect Green (s) | | 44.0 | 106.5 | 31.0 | 54.0 | | | | | 34.5 | | 150.0 |
| Actuated g/C Ratio | | 0.29 | 0.71 | 0.21 | 0.36 | | | | | 0.23 | | 1.00 |
| v/c Ratio | | 0.82 | 0.85 | 0.69 | 0.79 | | | | | 0.96 | | 0.67 |
| Control Delay | | 51.1 | 33.7 | 65.7 | 21.4 | | | | | 75.7 | | 2.3 |
| Queue Delay | | 0.0 | 0.0 | 0.0 | 0.6 | | | | | 0.0 | | 0.0 |
| Total Delay | | 51.1 | 33.7 | 65.7 | 22.1 | | | | | 75.7 | | 2.3 |
| LOS | | D | C | E | C | | | | | E | | A |
| Approach Delay | | 45.0 | | | 33.1 | | | | | | | 39.7 |
| Approach LOS | | D | | | C | | | | | | | D |
| Queue Length 50th (ft) | | 396 | 944 | 153 | 106 | | | | | 382 | | 0 |
| Queue Length 95th (ft) | | m400 | m971 | m170 | m116 | | | | | #475 | | 0 |
| Internal Link Dist (ft) | | 646 | | | 580 | | | 557 | | | 748 | |
| Turn Bay Length (ft) | | | 600 | | | | | | | 300 | | 400 |
| Base Capacity (vph) | | 2212 | 1143 | 709 | 1830 | | | | | 1147 | | 1583 |
| Starvation Cap Reductn | | 0 | 0 | 0 | 128 | | | | | 0 | | 0 |
| Spillback Cap Reductn | | 0 | 0 | 0 | 0 | | | | | 0 | | 0 |
| Storage Cap Reductn | | 0 | 0 | 0 | 0 | | | | | 0 | | 0 |
| Reduced v/c Ratio | | 0.82 | 0.85 | 0.69 | 0.85 | | | | | 0.96 | | 0.67 |

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 20 (13%), Referenced to phase 2:WBTL, Start of Green
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.00
 Intersection Signal Delay: 40.0 Intersection LOS: D
 Intersection Capacity Utilization 105.9% ICU Level of Service G
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 302: Woolbright Rd & I95 SB Off Ramp



| Lane Group | Ø1 | Ø2 | Ø3 | Ø4 | Ø5 |
|-----------------------------|------|-------|------|------|------|
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Recall Mode | None | C-Max | None | None | None |
| Walk Time (s) | | 5.0 | | | 5.0 |
| Flash Dont Walk (s) | | 10.0 | | | 10.0 |
| Pedestrian Calls (#/hr) | | 0 | | | 0 |
| Act Effct Green (s) | | | | | |
| Actuated g/C Ratio | | | | | |
| v/c Ratio | | | | | |
| Control Delay | | | | | |
| Queue Delay | | | | | |
| Total Delay | | | | | |
| LOS | | | | | |
| Approach Delay | | | | | |
| Approach LOS | | | | | |
| Queue Length 50th (ft) | | | | | |
| Queue Length 95th (ft) | | | | | |
| Internal Link Dist (ft) | | | | | |
| Turn Bay Length (ft) | | | | | |
| Base Capacity (vph) | | | | | |
| Starvation Cap Reductn | | | | | |
| Spillback Cap Reductn | | | | | |
| Storage Cap Reductn | | | | | |
| Reduced v/c Ratio | | | | | |
| Intersection Summary | | | | | |

Lanes, Volumes, Timings
303: I-95 NB Off Ramp & Woolbright Rd

2045 Build Alt 1- TDI AM - Synchro
12/31/2020

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|------|------|-------|-------|------|--------|--------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 956 | 1809 | 0 | 0 | 1413 | 820 | 419 | 0 | 485 | 0 | 0 | 0 |
| Future Volume (vph) | 956 | 1809 | 0 | 0 | 1413 | 820 | 419 | 0 | 485 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 400 | | 675 | 400 | | 400 | 0 | | 0 |
| Storage Lanes | 2 | | 0 | 2 | | 1 | 1 | | 1 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 100 | | | 100 | | | 25 | | |
| Lane Util. Factor | 0.97 | 0.91 | 1.00 | 1.00 | 0.81 | 1.00 | 0.94 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Fr t | | | | | | 0.850 | | | 0.850 | *0.001 | | |
| Flt Protected | 0.950 | | | | | | 0.950 | | | | | |
| Satd. Flow (prot) | 3433 | 5085 | 0 | 0 | 7471 | 1568 | 4990 | 0 | 1583 | 0 | 0 | 0 |
| Flt Permitted | 0.950 | | | | | | 0.950 | | | | | |
| Satd. Flow (perm) | 3433 | 5085 | 0 | 0 | 7471 | 1568 | 4990 | 0 | 1583 | 0 | 0 | 0 |
| Right Turn on Red | | | No | | | Yes | | | Yes | | | No |
| Satd. Flow (RTOR) | | | | | | 732 | | | 109 | | | |
| Link Speed (mph) | | 30 | | | 30 | | | 35 | | | 35 | |
| Link Distance (ft) | | 660 | | | 872 | | | 919 | | | 796 | |
| Travel Time (s) | | 15.0 | | | 19.8 | | | 17.9 | | | 15.5 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 3% | 3% | 3% | 2% | 2% | 2% | 0% | 0% | 0% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 1006 | 1904 | 0 | 0 | 1487 | 863 | 441 | 0 | 511 | 0 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 1006 | 1904 | 0 | 0 | 1487 | 863 | 441 | 0 | 511 | 0 | 0 | 0 |
| Turn Type | Prot | NA | | | NA | Free | Prot | | custom | | | |
| Protected Phases | 4 5 | 4 5 6 | | | 1 2 | | 3 | | 1 2 3 | | | |
| Permitted Phases | | | | | | Free | | | | | | |
| Detector Phase | 4 5 | 4 5 6 | | | 1 2 | | 3 | | 1 2 3 | | | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | | | | 1.0 | | | | | |
| Minimum Split (s) | | | | | | | 13.0 | | | | | |
| Total Split (s) | | | | | | | 23.0 | | | | | |
| Total Split (%) | | | | | | | 15.3% | | | | | |
| Maximum Green (s) | | | | | | | 16.5 | | | | | |
| Yellow Time (s) | | | | | | | 4.5 | | | | | |
| All-Red Time (s) | | | | | | | 2.0 | | | | | |
| Lost Time Adjust (s) | | | | | | | 0.0 | | | | | |
| Total Lost Time (s) | | | | | | | 6.5 | | | | | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | | | | | | | 3.0 | | | | | |

| Lane Group | Ø1 | Ø2 | Ø4 | Ø5 | Ø6 |
|-------------------------|------|------|------|------|------|
| Lane Configurations | | | | | |
| Traffic Volume (vph) | | | | | |
| Future Volume (vph) | | | | | |
| Ideal Flow (vphpl) | | | | | |
| Lane Width (ft) | | | | | |
| Grade (%) | | | | | |
| Storage Length (ft) | | | | | |
| Storage Lanes | | | | | |
| Taper Length (ft) | | | | | |
| Lane Util. Factor | | | | | |
| Ped Bike Factor | | | | | |
| Frt | | | | | |
| Flt Protected | | | | | |
| Satd. Flow (prot) | | | | | |
| Flt Permitted | | | | | |
| Satd. Flow (perm) | | | | | |
| Right Turn on Red | | | | | |
| Satd. Flow (RTOR) | | | | | |
| Link Speed (mph) | | | | | |
| Link Distance (ft) | | | | | |
| Travel Time (s) | | | | | |
| Confl. Peds. (#/hr) | | | | | |
| Confl. Bikes (#/hr) | | | | | |
| Peak Hour Factor | | | | | |
| Growth Factor | | | | | |
| Heavy Vehicles (%) | | | | | |
| Bus Blockages (#/hr) | | | | | |
| Parking (#/hr) | | | | | |
| Mid-Block Traffic (%) | | | | | |
| Adj. Flow (vph) | | | | | |
| Shared Lane Traffic (%) | | | | | |
| Lane Group Flow (vph) | | | | | |
| Turn Type | | | | | |
| Protected Phases | 1 | 2 | 4 | 5 | 6 |
| Permitted Phases | | | | | |
| Detector Phase | | | | | |
| Switch Phase | | | | | |
| Minimum Initial (s) | 6.0 | 10.0 | 6.0 | 10.0 | 6.0 |
| Minimum Split (s) | 12.0 | 21.5 | 11.0 | 24.5 | 24.5 |
| Total Split (s) | 12.0 | 25.0 | 12.0 | 37.0 | 41.0 |
| Total Split (%) | 8% | 17% | 8% | 25% | 27% |
| Maximum Green (s) | 6.0 | 18.5 | 7.0 | 30.5 | 34.5 |
| Yellow Time (s) | 4.0 | 4.5 | 4.0 | 4.5 | 4.5 |
| All-Red Time (s) | 2.0 | 2.0 | 1.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | | | | |
| Total Lost Time (s) | | | | | |
| Lead/Lag | Lead | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | Yes | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 4.0 | 3.0 | 4.0 | 2.0 |

Lanes, Volumes, Timings
303: I-95 NB Off Ramp & Woolbright Rd

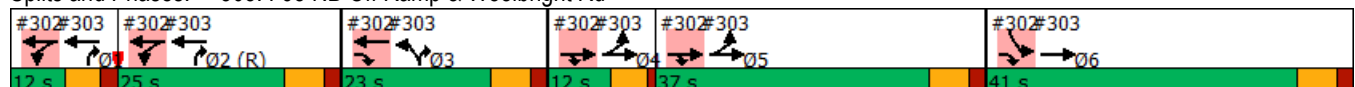


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|------|-----|------|-------|------|------|------|-----|-----|-----|-----|
| Minimum Gap (s) | | | | | | | 3.0 | | | | | |
| Time Before Reduce (s) | | | | | | | 0.0 | | | | | |
| Time To Reduce (s) | | | | | | | 0.0 | | | | | |
| Recall Mode | | | | | | | None | | | | | |
| Walk Time (s) | | | | | | | | | | | | |
| Flash Dont Walk (s) | | | | | | | | | | | | |
| Pedestrian Calls (#/hr) | | | | | | | | | | | | |
| Act Effct Green (s) | 44.0 | 85.0 | | 31.0 | 150.0 | 16.5 | | 54.0 | | | | |
| Actuated g/C Ratio | 0.29 | 0.57 | | 0.21 | 1.00 | 0.11 | | 0.36 | | | | |
| v/c Ratio | 1.00 | 0.66 | | 0.96 | 0.55 | 0.80 | | 0.80 | | | | |
| Control Delay | 66.3 | 8.7 | | 51.8 | 0.7 | 77.2 | | 44.3 | | | | |
| Queue Delay | 0.0 | 0.4 | | 0.0 | 0.0 | 0.0 | | 0.0 | | | | |
| Total Delay | 66.3 | 9.1 | | 51.8 | 0.7 | 77.2 | | 44.3 | | | | |
| LOS | E | A | | D | A | E | | D | | | | |
| Approach Delay | | 28.9 | | 33.0 | | | | 59.5 | | | | |
| Approach LOS | | C | | C | | | | E | | | | |
| Queue Length 50th (ft) | 308 | 101 | | 345 | 27 | 151 | | 365 | | | | |
| Queue Length 95th (ft) | m#608 | m113 | | m286 | m7 | #193 | | 524 | | | | |
| Internal Link Dist (ft) | | 580 | | 792 | | | | 839 | | | 716 | |
| Turn Bay Length (ft) | | | | | | 675 | 400 | | 400 | | | |
| Base Capacity (vph) | 1007 | 2881 | | 1544 | 1568 | 548 | | 639 | | | | |
| Starvation Cap Reductn | 0 | 441 | | 0 | 0 | 0 | | 0 | | | | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | 0 | | 0 | | | | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | 0 | | 0 | | | | |
| Reduced v/c Ratio | 1.00 | 0.78 | | 0.96 | 0.55 | 0.80 | | 0.80 | | | | |

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 20 (13%), Referenced to phase 2:WBTL, Start of Green
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.00
 Intersection Signal Delay: 35.2 Intersection LOS: D
 Intersection Capacity Utilization 105.9% ICU Level of Service G
 Analysis Period (min) 15
 * User Entered Value
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 303: I-95 NB Off Ramp & Woolbright Rd



| Lane Group | Ø1 | Ø2 | Ø4 | Ø5 | Ø6 |
|-----------------------------|------|-------|------|------|------|
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Recall Mode | None | C-Max | None | None | None |
| Walk Time (s) | | 5.0 | | 5.0 | |
| Flash Dont Walk (s) | | 10.0 | | 10.0 | |
| Pedestrian Calls (#/hr) | | 0 | | 0 | |
| Act Effct Green (s) | | | | | |
| Actuated g/C Ratio | | | | | |
| v/c Ratio | | | | | |
| Control Delay | | | | | |
| Queue Delay | | | | | |
| Total Delay | | | | | |
| LOS | | | | | |
| Approach Delay | | | | | |
| Approach LOS | | | | | |
| Queue Length 50th (ft) | | | | | |
| Queue Length 95th (ft) | | | | | |
| Internal Link Dist (ft) | | | | | |
| Turn Bay Length (ft) | | | | | |
| Base Capacity (vph) | | | | | |
| Starvation Cap Reductn | | | | | |
| Spillback Cap Reductn | | | | | |
| Storage Cap Reductn | | | | | |
| Reduced v/c Ratio | | | | | |
| Intersection Summary | | | | | |

Lanes, Volumes, Timings
304: Woolbright Rd & Seacrest Blvd

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------------|-------|-------|-------|-------|-------|------|-------|-------|------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 136 | 1272 | 698 | 261 | 1579 | 92 | 601 | 265 | 143 | 127 | 406 | 194 |
| Future Volume (vph) | 136 | 1272 | 698 | 261 | 1579 | 92 | 601 | 265 | 143 | 127 | 406 | 194 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 300 | | 600 | 300 | | 0 | 475 | | 0 | 180 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 2 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 0.97 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Ped Bike Factor | | | | | | | | | | | | |
| Fr _t | | | 0.850 | | 0.992 | | | 0.947 | | | 0.952 | |
| Fl _t Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 3505 | 1568 | 1752 | 3477 | 0 | 3433 | 3352 | 0 | 1770 | 3369 | 0 |
| Fl _t Permitted | 0.069 | | | 0.069 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 127 | 3505 | 1568 | 127 | 3477 | 0 | 3433 | 3352 | 0 | 1770 | 3369 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 399 | | 5 | | | 61 | | | 48 | |
| Link Speed (mph) | | 30 | | | 30 | | | 40 | | | 40 | |
| Link Distance (ft) | | 1495 | | | 649 | | | 896 | | | 641 | |
| Travel Time (s) | | 34.0 | | | 14.8 | | | 15.3 | | | 10.9 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 143 | 1339 | 735 | 275 | 1662 | 97 | 633 | 279 | 151 | 134 | 427 | 204 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 143 | 1339 | 735 | 275 | 1759 | 0 | 633 | 430 | 0 | 134 | 631 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | Prot | NA | | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 6 | | 6 | 2 | | | | | | | | |
| Detector Phase | 1 | 6 | 6 | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 20.0 | 20.0 | 4.0 | 20.0 | | 4.0 | 6.0 | | 4.0 | 6.0 | |
| Minimum Split (s) | 10.5 | 39.5 | 39.5 | 10.5 | 37.5 | | 10.5 | 34.5 | | 10.5 | 37.5 | |
| Total Split (s) | 13.0 | 71.0 | 71.0 | 17.0 | 75.0 | | 24.0 | 38.0 | | 24.0 | 38.0 | |
| Total Split (%) | 8.7% | 47.3% | 47.3% | 11.3% | 50.0% | | 16.0% | 25.3% | | 16.0% | 25.3% | |
| Maximum Green (s) | 6.5 | 64.5 | 64.5 | 10.5 | 68.5 | | 17.5 | 31.5 | | 17.5 | 31.5 | |
| Yellow Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| 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) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | | 6.5 | 6.5 | | 6.5 | 6.5 | |
| Lead/Lag | Lag | Lag | Lag | Lead | Lead | | Lag | Lag | | Lead | Lead | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 2.0 | 4.0 | 4.0 | 2.0 | 4.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|-----|-------|-------|-----|------|------|-----|
| Minimum Gap (s) | 2.0 | 4.0 | 4.0 | 2.0 | 4.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | None | C-Max | C-Max | None | C-Max | | None | None | | None | None | |
| Walk Time (s) | | 7.0 | 7.0 | | 10.0 | | | 7.0 | | | 10.0 | |
| Flash Dont Walk (s) | | 26.0 | 26.0 | | 21.0 | | | 21.0 | | | 21.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 64.5 | 64.5 | 64.5 | 68.5 | 68.5 | | 19.7 | 34.3 | | 14.7 | 29.3 | |
| Actuated g/C Ratio | 0.43 | 0.43 | 0.43 | 0.46 | 0.46 | | 0.13 | 0.23 | | 0.10 | 0.20 | |
| v/c Ratio | 1.14 | 0.89 | 0.82 | 1.61 | 1.11 | | 1.40 | 0.53 | | 0.77 | 0.91 | |
| Control Delay | 154.6 | 34.5 | 15.3 | 327.4 | 95.9 | | 239.3 | 46.5 | | 93.7 | 72.0 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 154.6 | 34.5 | 15.3 | 327.4 | 95.9 | | 239.3 | 46.5 | | 93.7 | 72.0 | |
| LOS | F | C | B | F | F | | F | D | | F | E | |
| Approach Delay | | 35.9 | | | 127.2 | | | 161.3 | | | 75.8 | |
| Approach LOS | | D | | | F | | | F | | | E | |
| Queue Length 50th (ft) | ~113 | 390 | 104 | ~335 | ~1030 | | ~446 | 170 | | 129 | 294 | |
| Queue Length 95th (ft) | m#243 | 497 | 140 | #527 | #1168 | | #576 | 231 | | 203 | #373 | |
| Internal Link Dist (ft) | | 1415 | | | 569 | | | 816 | | | 561 | |
| Turn Bay Length (ft) | 300 | | 600 | 300 | | | 475 | | | 180 | | |
| Base Capacity (vph) | 125 | 1507 | 901 | 171 | 1590 | | 451 | 813 | | 206 | 745 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 1.14 | 0.89 | 0.82 | 1.61 | 1.11 | | 1.40 | 0.53 | | 0.65 | 0.85 | |

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 110 (73%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.61

Intersection Signal Delay: 93.4

Intersection LOS: F

Intersection Capacity Utilization 110.4%

ICU Level of Service H

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

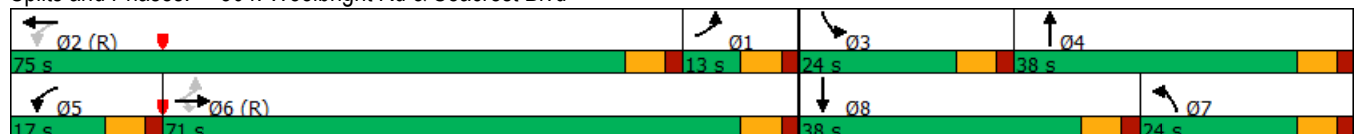
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 304: Woolbright Rd & Seacrest Blvd

































Design Year 2045 PM Analysis

HCM 6th Edition Methodology













HCM Signalized Intersection Capacity Analysis
301: Woolbright Rd & SW 8th St

2045 Build Alt 1- TDI PM - HCM
12/31/2020

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |   |    |  |   |    |  |  |   | |   |  | |
| Traffic Volume (vph) | 277 | 1437 | 112 | 168 | 1935 | 720 | 205 | 68 | 346 | 468 | 68 | 222 |
| Future Volume (vph) | 277 | 1437 | 112 | 168 | 1935 | 720 | 205 | 68 | 346 | 468 | 68 | 222 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | 7.0 | 7.0 | 7.5 | | 7.0 | 7.5 | |
| Lane Util. Factor | 0.97 | 0.91 | 1.00 | 0.97 | 0.86 | 1.00 | 1.00 | 1.00 | | 0.97 | 1.00 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.87 | | 1.00 | 0.89 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 3433 | 5085 | 1583 | 3433 | 6408 | 1583 | 1770 | 1629 | | 3433 | 1649 | |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.26 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 3433 | 5085 | 1583 | 3433 | 6408 | 1583 | 481 | 1629 | | 3433 | 1649 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 292 | 1513 | 118 | 177 | 2037 | 758 | 216 | 72 | 364 | 493 | 72 | 234 |
| RTOR Reduction (vph) | 0 | 0 | 74 | 0 | 0 | 271 | 0 | 111 | 0 | 0 | 79 | 0 |
| Lane Group Flow (vph) | 292 | 1513 | 44 | 177 | 2037 | 487 | 216 | 325 | 0 | 493 | 227 | 0 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | Prot | NA | Perm | Prot | NA | pm+ov | pm+pt | NA | | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | 3 | 7 | 4 | | 3 | 8 | |
| Permitted Phases | | | 6 | | | 2 | 4 | | | | | |
| Actuated Green, G (s) | 13.7 | 56.4 | 56.4 | 10.3 | 53.0 | 76.5 | 32.3 | 32.3 | | 23.5 | 39.0 | |
| Effective Green, g (s) | 13.7 | 56.4 | 56.4 | 10.3 | 53.0 | 76.5 | 32.3 | 32.3 | | 23.5 | 39.0 | |
| Actuated g/C Ratio | 0.09 | 0.38 | 0.38 | 0.07 | 0.35 | 0.51 | 0.22 | 0.22 | | 0.16 | 0.26 | |
| Clearance Time (s) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | 7.0 | 7.0 | 7.5 | | 7.0 | 7.5 | |
| Vehicle Extension (s) | 2.0 | 4.0 | 4.0 | 2.0 | 4.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lane Grp Cap (vph) | 313 | 1911 | 595 | 235 | 2264 | 881 | 247 | 350 | | 537 | 428 | |
| v/s Ratio Prot | c0.09 | 0.30 | | 0.05 | c0.32 | 0.09 | 0.10 | c0.20 | | c0.14 | 0.14 | |
| v/s Ratio Perm | | | 0.03 | | | 0.22 | 0.09 | | | | | |
| v/c Ratio | 0.93 | 0.79 | 0.07 | 0.75 | 0.90 | 0.55 | 0.87 | 0.93 | | 0.92 | 0.53 | |
| Uniform Delay, d1 | 67.7 | 41.6 | 30.0 | 68.6 | 46.0 | 25.1 | 53.1 | 57.7 | | 62.3 | 47.6 | |
| Progression Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.66 | 0.71 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 33.3 | 3.5 | 0.2 | 6.2 | 3.4 | 0.2 | 26.5 | 29.9 | | 20.3 | 0.5 | |
| Delay (s) | 100.9 | 45.0 | 30.3 | 71.3 | 33.6 | 17.9 | 79.6 | 87.6 | | 82.6 | 48.2 | |
| Level of Service | F | D | C | E | C | B | E | F | | F | D | |
| Approach Delay (s) | | 52.6 | | | 31.9 | | | 85.0 | | | 69.4 | |
| Approach LOS | | D | | | C | | | F | | | E | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 48.3 | | | HCM 2000 Level of Service | | | | D | | |
| HCM 2000 Volume to Capacity ratio | | | 0.91 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 150.0 | | | Sum of lost time (s) | | | | 27.5 | | |
| Intersection Capacity Utilization | | | 97.1% | | | ICU Level of Service | | | | F | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |





























HCM Signalized Intersection Capacity Analysis
302: Woolbright Rd & I95 SB Off Ramp

2045 Build Alt 1- TDI PM - HCM
12/31/2020

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↑↑↑↑ | ↗ | ↘↗ | ↑↑↑ | | | | | ↘↗ | | ↗ |
| Traffic Volume (vph) | 0 | 1801 | 450 | 414 | 1840 | 0 | 0 | 0 | 0 | 655 | 0 | 983 |
| Future Volume (vph) | 0 | 1801 | 450 | 414 | 1840 | 0 | 0 | 0 | 0 | 655 | 0 | 983 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | 6.5 | 6.0 | 6.0 | | | | | 6.5 | | 4.0 |
| Lane Util. Factor | | 0.81 | 1.00 | 0.97 | 0.91 | | | | | 0.94 | | 1.00 |
| Fr _t | | 1.00 | 0.85 | 1.00 | 1.00 | | | | | 1.00 | | 0.85 |
| Fl _t Protected | | 1.00 | 1.00 | 0.95 | 1.00 | | | | | 0.95 | | 1.00 |
| Satd. Flow (prot) | | 7544 | 1583 | 3433 | 5085 | | | | | 4990 | | 1583 |
| Fl _t Permitted | | 1.00 | 1.00 | 0.95 | 1.00 | | | | | 0.95 | | 1.00 |
| Satd. Flow (perm) | | 7544 | 1583 | 3433 | 5085 | | | | | 4990 | | 1583 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 0 | 1896 | 474 | 436 | 1937 | 0 | 0 | 0 | 0 | 689 | 0 | 1035 |
| RTOR Reduction (vph) | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 1896 | 447 | 436 | 1937 | 0 | 0 | 0 | 0 | 689 | 0 | 1035 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 0% | 0% | 0% | 2% | 2% | 2% |
| Turn Type | | NA | custom | Prot | NA | | | | | Prot | | Free |
| Protected Phases | | 4 5 | 3 4 5 6 | 1 2 | 1 2 3 | | | | | 6 | | |
| Permitted Phases | | | | | | | | | | | | Free |
| Actuated Green, G (s) | | 38.5 | 104.5 | 32.5 | 60.0 | | | | | 25.5 | | 150.0 |
| Effective Green, g (s) | | 38.5 | 98.5 | 32.5 | 60.0 | | | | | 25.5 | | 150.0 |
| Actuated g/C Ratio | | 0.26 | 0.66 | 0.22 | 0.40 | | | | | 0.17 | | 1.00 |
| Clearance Time (s) | | | | | | | | | | 6.5 | | |
| Vehicle Extension (s) | | | | | | | | | | 4.0 | | |
| Lane Grp Cap (vph) | | 1936 | 1039 | 743 | 2034 | | | | | 848 | | 1583 |
| v/s Ratio Prot | | c0.25 | 0.28 | 0.13 | c0.38 | | | | | 0.14 | | |
| v/s Ratio Perm | | | | | | | | | | | | c0.65 |
| v/c Ratio | | 0.98 | 0.43 | 0.59 | 0.95 | | | | | 0.81 | | 0.65 |
| Uniform Delay, d ₁ | | 55.4 | 12.3 | 52.7 | 43.6 | | | | | 59.9 | | 0.0 |
| Progression Factor | | 0.56 | 1.62 | 0.74 | 0.88 | | | | | 1.00 | | 1.00 |
| Incremental Delay, d ₂ | | 10.4 | 0.2 | 0.4 | 4.9 | | | | | 6.3 | | 2.1 |
| Delay (s) | | 41.2 | 20.2 | 39.6 | 43.2 | | | | | 66.2 | | 2.1 |
| Level of Service | | D | C | D | D | | | | | E | | A |
| Approach Delay (s) | | 37.0 | | | 42.6 | | | 0.0 | | | 27.7 | |
| Approach LOS | | D | | | D | | | A | | | C | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 36.6 | | | HCM 2000 Level of Service | | | | D | | |
| HCM 2000 Volume to Capacity ratio | | | 1.03 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 150.0 | | | Sum of lost time (s) | | | | 38.0 | | |
| Intersection Capacity Utilization | | | 72.9% | | | ICU Level of Service | | | | C | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |




























HCM Signalized Intersection Capacity Analysis
303: I-95 NB Off Ramp & Woolbright Rd

2045 Build Alt 1- TDI PM - HCM
12/31/2020

| |  |  |  |  |  |  |  |  |  |  |  |  | |
|-----------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | |
| Lane Configurations |   |    | | |     |   |    | |   | | | | |
| Traffic Volume (vph) | 896 | 1560 | 0 | 0 | 1468 | 1022 | 786 | 0 | 523 | 0 | 0 | 0 | |
| Future Volume (vph) | 896 | 1560 | 0 | 0 | 1468 | 1022 | 786 | 0 | 523 | 0 | 0 | 0 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Total Lost time (s) | 6.0 | 6.0 | | | 6.0 | 4.0 | 6.5 | | 6.0 | | | | |
| Lane Util. Factor | 0.97 | 0.91 | | | 0.81 | 1.00 | 0.94 | | 1.00 | | | | |
| Fr _t | 1.00 | 1.00 | | | 1.00 | 0.85 | 1.00 | | 0.85 | | | | |
| Fl _t Protected | 0.95 | 1.00 | | | 1.00 | 1.00 | 0.95 | | 1.00 | | | | |
| Satd. Flow (prot) | 3433 | 5085 | | | 7471 | 1568 | 4990 | | 1583 | | | | |
| Fl _t Permitted | 0.95 | 1.00 | | | 1.00 | 1.00 | 0.95 | | 1.00 | | | | |
| Satd. Flow (perm) | 3433 | 5085 | | | 7471 | 1568 | 4990 | | 1583 | | | | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | |
| Adj. Flow (vph) | 943 | 1642 | 0 | 0 | 1545 | 1076 | 827 | 0 | 551 | 0 | 0 | 0 | |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 0 | 0 | 0 | |
| Lane Group Flow (vph) | 943 | 1642 | 0 | 0 | 1545 | 1076 | 827 | 0 | 481 | 0 | 0 | 0 | |
| Heavy Vehicles (%) | 2% | 2% | 2% | 3% | 3% | 3% | 2% | 2% | 2% | 0% | 0% | 0% | |
| Turn Type | Prot | NA | | | NA | Free | Prot | | custom | | | | |
| Protected Phases | 4 5 | 4 5 6 | | | 1 2 | | 3 | | 1 2 3 | | | | |
| Permitted Phases | | | | | | Free | | | | | | | |
| Actuated Green, G (s) | 38.5 | 64.0 | | | 32.5 | 150.0 | 27.5 | | 60.0 | | | | |
| Effective Green, g (s) | 38.5 | 64.0 | | | 32.5 | 150.0 | 27.5 | | 60.0 | | | | |
| Actuated g/C Ratio | 0.26 | 0.43 | | | 0.22 | 1.00 | 0.18 | | 0.40 | | | | |
| Clearance Time (s) | | | | | | | 6.5 | | | | | | |
| Vehicle Extension (s) | | | | | | | 3.0 | | | | | | |
| Lane Grp Cap (vph) | 881 | 2169 | | | 1618 | 1568 | 914 | | 633 | | | | |
| v/s Ratio Prot | c0.27 | 0.32 | | | c0.21 | | c0.17 | | 0.30 | | | | |
| v/s Ratio Perm | | | | | | c0.69 | | | | | | | |
| v/c Ratio | 1.07 | 0.76 | | | 0.95 | 0.69 | 0.90 | | 0.76 | | | | |
| Uniform Delay, d ₁ | 55.8 | 36.4 | | | 58.0 | 0.0 | 60.0 | | 38.8 | | | | |
| Progression Factor | 0.68 | 0.60 | | | 0.57 | 1.00 | 1.00 | | 1.00 | | | | |
| Incremental Delay, d ₂ | 40.6 | 0.6 | | | 1.8 | 0.2 | 12.2 | | 5.4 | | | | |
| Delay (s) | 78.5 | 22.5 | | | 35.0 | 0.2 | 72.2 | | 44.2 | | | | |
| Level of Service | E | C | | | D | A | E | | D | | | | |
| Approach Delay (s) | | 42.9 | | | 20.7 | | | 61.0 | | | 0.0 | | |
| Approach LOS | | D | | | C | | | E | | | A | | |
| Intersection Summary | | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 37.9 | | | | | | | | | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | | | 1.06 | | | | | | | | | | |
| Actuated Cycle Length (s) | | | 150.0 | | | | | | | | | Sum of lost time (s) | 38.0 |
| Intersection Capacity Utilization | | | 72.9% | | | | | | | | | ICU Level of Service | C |
| Analysis Period (min) | | | 15 | | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | | |

HCM Signalized Intersection Capacity Analysis
304: Woolbright Rd & Seacrest Blvd

2045 Build Alt 1- TDI PM - HCM
12/31/2020

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |   |  |  |   | |   |   | |  |   |  |
| Traffic Volume (vph) | 211 | 1487 | 595 | 112 | 1514 | 90 | 665 | 410 | 279 | 111 | 262 | 150 |
| Future Volume (vph) | 211 | 1487 | 595 | 112 | 1514 | 90 | 665 | 410 | 279 | 111 | 262 | 150 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | | 6.5 | 6.5 | | 6.5 | 6.5 | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | | 0.97 | 0.95 | | 1.00 | 0.95 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.99 | | 1.00 | 0.94 | | 1.00 | 0.95 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1752 | 3505 | 1568 | 1752 | 3475 | | 3433 | 3324 | | 1770 | 3346 | |
| Flt Permitted | 0.06 | 1.00 | 1.00 | 0.07 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 109 | 3505 | 1568 | 120 | 3475 | | 3433 | 3324 | | 1770 | 3346 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 222 | 1565 | 626 | 118 | 1594 | 95 | 700 | 432 | 294 | 117 | 276 | 158 |
| RTOR Reduction (vph) | 0 | 0 | 293 | 0 | 3 | 0 | 0 | 82 | 0 | 0 | 55 | 0 |
| Lane Group Flow (vph) | 222 | 1565 | 333 | 118 | 1686 | 0 | 700 | 644 | 0 | 117 | 379 | 0 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | Prot | NA | | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 6 | | 6 | 2 | | | | | | | | |
| Actuated Green, G (s) | 83.5 | 68.5 | 68.5 | 70.0 | 61.5 | | 19.5 | 33.5 | | 13.5 | 27.5 | |
| Effective Green, g (s) | 83.5 | 68.5 | 68.5 | 70.0 | 61.5 | | 19.5 | 33.5 | | 13.5 | 27.5 | |
| Actuated g/C Ratio | 0.56 | 0.46 | 0.46 | 0.47 | 0.41 | | 0.13 | 0.22 | | 0.09 | 0.18 | |
| Clearance Time (s) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | | 6.5 | 6.5 | | 6.5 | 6.5 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 230 | 1600 | 716 | 148 | 1424 | | 446 | 742 | | 159 | 613 | |
| v/s Ratio Prot | c0.10 | c0.45 | | 0.05 | c0.49 | | c0.20 | c0.19 | | c0.07 | 0.11 | |
| v/s Ratio Perm | 0.44 | | 0.21 | 0.33 | | | | | | | | |
| v/c Ratio | 0.97 | 0.98 | 0.46 | 0.80 | 1.18 | | 1.57 | 0.87 | | 0.74 | 0.62 | |
| Uniform Delay, d1 | 50.1 | 40.0 | 28.1 | 34.2 | 44.2 | | 65.2 | 56.1 | | 66.5 | 56.4 | |
| Progression Factor | 1.12 | 0.69 | 0.96 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 40.7 | 14.6 | 1.6 | 25.0 | 90.3 | | 267.0 | 10.5 | | 16.2 | 1.9 | |
| Delay (s) | 96.8 | 42.1 | 28.6 | 59.2 | 134.5 | | 332.2 | 66.6 | | 82.7 | 58.3 | |
| Level of Service | F | D | C | E | F | | F | E | | F | E | |
| Approach Delay (s) | | 43.7 | | | 129.6 | | | 197.0 | | | 63.5 | |
| Approach LOS | | D | | | F | | | F | | | E | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 105.8 | | | | HCM 2000 Level of Service | | | | F | |
| HCM 2000 Volume to Capacity ratio | | | 1.12 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 150.0 | | | | Sum of lost time (s) | | | 26.0 | | |
| Intersection Capacity Utilization | | | 109.1% | | | | ICU Level of Service | | | H | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |

Synchro Methodology

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 277 | 1437 | 112 | 168 | 1935 | 720 | 205 | 68 | 346 | 468 | 68 | 222 |
| Future Volume (vph) | 277 | 1437 | 112 | 168 | 1935 | 720 | 205 | 68 | 346 | 468 | 68 | 222 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 250 | | 225 | 300 | | 375 | 0 | | 0 | 250 | | 0 |
| Storage Lanes | 2 | | 1 | 2 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 50 | | | 50 | | | 25 | | | 50 | | |
| Lane Util. Factor | 0.97 | 0.91 | 1.00 | 0.97 | 0.86 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Fr | | | 0.850 | | | 0.850 | | 0.875 | | | | 0.885 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 3433 | 5085 | 1583 | 3433 | 6408 | 1583 | 1770 | 1630 | 0 | 3433 | 1649 | 0 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.258 | | | 0.950 | | |
| Satd. Flow (perm) | 3433 | 5085 | 1583 | 3433 | 6408 | 1583 | 481 | 1630 | 0 | 3433 | 1649 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 185 | | | 553 | | 141 | | | 107 | |
| Link Speed (mph) | | 40 | | | 40 | | | 30 | | | 30 | |
| Link Distance (ft) | | 893 | | | 1382 | | | 626 | | | 469 | |
| Travel Time (s) | | 15.2 | | | 23.6 | | | 14.2 | | | 10.7 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 292 | 1513 | 118 | 177 | 2037 | 758 | 216 | 72 | 364 | 493 | 72 | 234 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 292 | 1513 | 118 | 177 | 2037 | 758 | 216 | 436 | 0 | 493 | 306 | 0 |
| Turn Type | Prot | NA | Perm | Prot | NA | pm+ov | pm+pt | NA | | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | 3 | 7 | 4 | | 3 | 8 | |
| Permitted Phases | | | 6 | | | 2 | 4 | | | | | |
| Detector Phase | 1 | 6 | 6 | 5 | 2 | 3 | 7 | 4 | | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 20.0 | 20.0 | 4.0 | 20.0 | 4.0 | 4.0 | 6.0 | | 4.0 | 6.0 | |
| Minimum Split (s) | 10.5 | 36.5 | 36.5 | 10.5 | 36.5 | 11.0 | 11.0 | 43.5 | | 11.0 | 43.5 | |
| Total Split (s) | 20.2 | 60.7 | 60.7 | 16.8 | 57.3 | 29.0 | 24.0 | 43.5 | | 29.0 | 48.5 | |
| Total Split (%) | 13.5% | 40.5% | 40.5% | 11.2% | 38.2% | 19.3% | 16.0% | 29.0% | | 19.3% | 32.3% | |
| Maximum Green (s) | 13.7 | 54.2 | 54.2 | 10.3 | 50.8 | 22.0 | 17.0 | 36.0 | | 22.0 | 41.0 | |
| Yellow Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 3.0 | 3.0 | 3.5 | | 3.0 | 3.5 | |
| 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) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | 7.0 | 7.0 | 7.5 | | 7.0 | 7.5 | |
| Lead/Lag | Lag | Lead | Lead | Lag | Lead | Lag | Lead | Lead | | Lag | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 2.0 | 4.0 | 4.0 | 2.0 | 4.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|------|-------|------|------|------|-----|------|------|-----|
| Minimum Gap (s) | 2.0 | 4.0 | 4.0 | 2.0 | 4.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | None | C-Max | C-Max | None | C-Max | None | None | None | | None | None | |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 23.0 | 23.0 | | 23.0 | | | 29.0 | | | 29.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 13.7 | 56.4 | 56.4 | 10.3 | 53.0 | 83.0 | 32.8 | 32.3 | | 23.5 | 39.0 | |
| Actuated g/C Ratio | 0.09 | 0.38 | 0.38 | 0.07 | 0.35 | 0.55 | 0.22 | 0.22 | | 0.16 | 0.26 | |
| v/c Ratio | 0.93 | 0.79 | 0.17 | 0.75 | 0.90 | 0.68 | 0.87 | 0.95 | | 0.92 | 0.60 | |
| Control Delay | 103.1 | 45.8 | 0.6 | 76.1 | 34.2 | 6.0 | 83.0 | 68.7 | | 84.7 | 36.0 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 103.1 | 45.8 | 0.6 | 76.1 | 34.2 | 6.0 | 83.0 | 68.7 | | 84.7 | 36.0 | |
| LOS | F | D | A | E | C | A | F | E | | F | D | |
| Approach Delay | | 51.7 | | | 29.5 | | | 73.4 | | | 66.0 | |
| Approach LOS | | D | | | C | | | E | | | E | |
| Queue Length 50th (ft) | 148 | 491 | 0 | 93 | 430 | 244 | 184 | 295 | | 251 | 169 | |
| Queue Length 95th (ft) | #240 | 554 | 0 | m111 | 505 | m260 | #279 | #488 | | #369 | 273 | |
| Internal Link Dist (ft) | | 813 | | | 1302 | | | 546 | | | 389 | |
| Turn Bay Length (ft) | 250 | | 225 | 300 | | 375 | | | | 250 | | |
| Base Capacity (vph) | 313 | 1912 | 710 | 235 | 2264 | 1122 | 251 | 498 | | 537 | 528 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.93 | 0.79 | 0.17 | 0.75 | 0.90 | 0.68 | 0.86 | 0.88 | | 0.92 | 0.58 | |

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 144 (96%), Referenced to phase 2:WBT and 6:EBT, Start of Green

Natural Cycle: 135

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.95

Intersection Signal Delay: 45.4

Intersection LOS: D

Intersection Capacity Utilization 97.1%

ICU Level of Service F

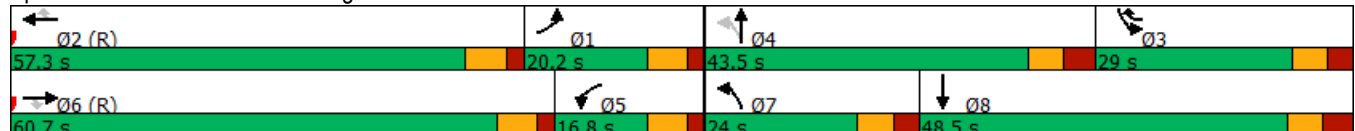
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.













Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 301: Woolbright Rd & SW 8th St



Lanes, Volumes, Timings
302: Woolbright Rd & I95 SB Off Ramp

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↑↑↑↑ | ↗ | ↘ | ↑↑↑ | | | | | ↘↘↘ | | ↗ |
| Traffic Volume (vph) | 0 | 1801 | 450 | 414 | 1840 | 0 | 0 | 0 | 0 | 655 | 0 | 983 |
| Future Volume (vph) | 0 | 1801 | 450 | 414 | 1840 | 0 | 0 | 0 | 0 | 655 | 0 | 983 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 400 | | 600 | 0 | | 0 | 0 | | 0 | 300 | | 400 |
| Storage Lanes | 2 | | 1 | 2 | | 0 | 0 | | 0 | 1 | | 1 |
| Taper Length (ft) | 100 | | | 25 | | | 25 | | | 100 | | |
| Lane Util. Factor | 1.00 | 0.81 | 1.00 | 0.97 | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 | 0.94 | 1.00 | 1.00 |
| Ped Bike Factor | | | 0.850 | | | | | | | | | 0.850 |
| Flt Protected | | | | 0.950 | | | | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 7544 | 1583 | 3433 | 5085 | 0 | 0 | 0 | 0 | 4990 | 0 | 1583 |
| Flt Permitted | | | | 0.950 | | | | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 7544 | 1583 | 3433 | 5085 | 0 | 0 | 0 | 0 | 4990 | 0 | 1583 |
| Right Turn on Red | | | Yes | | | No | | | No | | | Yes |
| Satd. Flow (RTOR) | | | 78 | | | | | | | | | 566 |
| Link Speed (mph) | | 40 | | | 40 | | | 35 | | | | 35 |
| Link Distance (ft) | | 1382 | | | 660 | | | 554 | | | | 828 |
| Travel Time (s) | | 23.6 | | | 11.3 | | | 10.8 | | | | 16.1 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 0% | 0% | 0% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | | 0% |
| Adj. Flow (vph) | 0 | 1896 | 474 | 436 | 1937 | 0 | 0 | 0 | 0 | 689 | 0 | 1035 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 1896 | 474 | 436 | 1937 | 0 | 0 | 0 | 0 | 689 | 0 | 1035 |
| Turn Type | | NA | custom | Prot | NA | | | | | Prot | | Free |
| Protected Phases | | 4 5 | 3 4 5 6 | 1 2 | 1 2 3 | | | | | 6 | | |
| Permitted Phases | | | | | | | | | | | | Free |
| Detector Phase | | 4 5 | 3 4 5 6 | 1 2 | 1 2 3 | | | | | 6 | | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | | | | | | | 6.0 | | |
| Minimum Split (s) | | | | | | | | | | 24.5 | | |
| Total Split (s) | | | | | | | | | | 32.0 | | |
| Total Split (%) | | | | | | | | | | 21.3% | | |
| Maximum Green (s) | | | | | | | | | | 25.5 | | |
| Yellow Time (s) | | | | | | | | | | 4.5 | | |
| All-Red Time (s) | | | | | | | | | | 2.0 | | |
| Lost Time Adjust (s) | | | | | | | | | | 0.0 | | |
| Total Lost Time (s) | | | | | | | | | | 6.5 | | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | | | | | | | | | | 4.0 | | |

| Lane Group | Ø1 | Ø2 | Ø3 | Ø4 | Ø5 |
|-------------------------|------|------|------|------|------|
| Lane Configurations | | | | | |
| Traffic Volume (vph) | | | | | |
| Future Volume (vph) | | | | | |
| Ideal Flow (vphpl) | | | | | |
| Lane Width (ft) | | | | | |
| Grade (%) | | | | | |
| Storage Length (ft) | | | | | |
| Storage Lanes | | | | | |
| Taper Length (ft) | | | | | |
| Lane Util. Factor | | | | | |
| Ped Bike Factor | | | | | |
| Fr _t | | | | | |
| Flt Protected | | | | | |
| Satd. Flow (prot) | | | | | |
| Flt Permitted | | | | | |
| Satd. Flow (perm) | | | | | |
| Right Turn on Red | | | | | |
| Satd. Flow (RTOR) | | | | | |
| Link Speed (mph) | | | | | |
| Link Distance (ft) | | | | | |
| Travel Time (s) | | | | | |
| Confl. Peds. (#/hr) | | | | | |
| Confl. Bikes (#/hr) | | | | | |
| Peak Hour Factor | | | | | |
| Growth Factor | | | | | |
| Heavy Vehicles (%) | | | | | |
| Bus Blockages (#/hr) | | | | | |
| Parking (#/hr) | | | | | |
| Mid-Block Traffic (%) | | | | | |
| Adj. Flow (vph) | | | | | |
| Shared Lane Traffic (%) | | | | | |
| Lane Group Flow (vph) | | | | | |
| Turn Type | | | | | |
| Protected Phases | 1 | 2 | 3 | 4 | 5 |
| Permitted Phases | | | | | |
| Detector Phase | | | | | |
| Switch Phase | | | | | |
| Minimum Initial (s) | 6.0 | 10.0 | 6.0 | 6.0 | 10.0 |
| Minimum Split (s) | 12.0 | 24.5 | 12.5 | 12.0 | 24.5 |
| Total Split (s) | 12.0 | 27.0 | 34.0 | 13.0 | 32.0 |
| Total Split (%) | 8% | 18% | 23% | 9% | 21% |
| Maximum Green (s) | 6.0 | 20.5 | 27.5 | 7.0 | 25.5 |
| Yellow Time (s) | 4.0 | 4.5 | 4.5 | 4.0 | 4.5 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | | | | |
| Total Lost Time (s) | | | | | |
| Lead/Lag | Lead | Lag | | Lead | Lag |
| Lead-Lag Optimize? | | Yes | | Yes | Yes |
| Vehicle Extension (s) | 3.0 | 4.0 | 3.0 | 3.0 | 3.0 |

Lanes, Volumes, Timings
302: Woolbright Rd & I95 SB Off Ramp

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|------|-------|------|------|-----|-----|-----|-----|------|------|-------|
| Minimum Gap (s) | | | | | | | | | | 4.0 | | |
| Time Before Reduce (s) | | | | | | | | | | 0.0 | | |
| Time To Reduce (s) | | | | | | | | | | 0.0 | | |
| Recall Mode | | | | | | | | | | None | | |
| Walk Time (s) | | | | | | | | | | | | |
| Flash Dont Walk (s) | | | | | | | | | | | | |
| Pedestrian Calls (#/hr) | | | | | | | | | | | | |
| Act Effect Green (s) | | 39.0 | 104.5 | 33.0 | 61.0 | | | | | 25.5 | | 150.0 |
| Actuated g/C Ratio | | 0.26 | 0.70 | 0.22 | 0.41 | | | | | 0.17 | | 1.00 |
| v/c Ratio | | 0.97 | 0.42 | 0.58 | 0.94 | | | | | 0.81 | | 0.65 |
| Control Delay | | 40.0 | 13.7 | 40.3 | 25.9 | | | | | 68.6 | | 2.1 |
| Queue Delay | | 0.0 | 0.0 | 0.0 | 0.0 | | | | | 0.0 | | 0.0 |
| Total Delay | | 40.0 | 13.7 | 40.3 | 25.9 | | | | | 68.6 | | 2.1 |
| LOS | | D | B | D | C | | | | | E | | A |
| Approach Delay | | 34.7 | | | 28.5 | | | | | | 28.7 | |
| Approach LOS | | C | | | C | | | | | | C | |
| Queue Length 50th (ft) | | 458 | 327 | 127 | 201 | | | | | 233 | | 0 |
| Queue Length 95th (ft) | | #510 | m115 | m144 | m263 | | | | | 282 | | 0 |
| Internal Link Dist (ft) | | 1302 | | | 580 | | | 474 | | | 748 | |
| Turn Bay Length (ft) | | | 600 | | | | | | | 300 | | 400 |
| Base Capacity (vph) | | 1961 | 1126 | 755 | 2067 | | | | | 848 | | 1583 |
| Starvation Cap Reductn | | 0 | 0 | 0 | 0 | | | | | 0 | | 0 |
| Spillback Cap Reductn | | 0 | 0 | 0 | 0 | | | | | 0 | | 0 |
| Storage Cap Reductn | | 0 | 0 | 0 | 0 | | | | | 0 | | 0 |
| Reduced v/c Ratio | | 0.97 | 0.42 | 0.58 | 0.94 | | | | | 0.81 | | 0.65 |

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.06
 Intersection Signal Delay: 30.8 Intersection LOS: C
 Intersection Capacity Utilization 72.9% ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 302: Woolbright Rd & I95 SB Off Ramp



| Lane Group | Ø1 | Ø2 | Ø3 | Ø4 | Ø5 |
|-----------------------------|------|-------|------|------|------|
| Minimum Gap (s) | 3.0 | 4.0 | 3.0 | 3.0 | 3.0 |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Recall Mode | None | C-Max | None | None | None |
| Walk Time (s) | | 5.0 | | | 5.0 |
| Flash Dont Walk (s) | | 10.0 | | | 10.0 |
| Pedestrian Calls (#/hr) | | 500 | | | 500 |
| Act Effct Green (s) | | | | | |
| Actuated g/C Ratio | | | | | |
| v/c Ratio | | | | | |
| Control Delay | | | | | |
| Queue Delay | | | | | |
| Total Delay | | | | | |
| LOS | | | | | |
| Approach Delay | | | | | |
| Approach LOS | | | | | |
| Queue Length 50th (ft) | | | | | |
| Queue Length 95th (ft) | | | | | |
| Internal Link Dist (ft) | | | | | |
| Turn Bay Length (ft) | | | | | |
| Base Capacity (vph) | | | | | |
| Starvation Cap Reductn | | | | | |
| Spillback Cap Reductn | | | | | |
| Storage Cap Reductn | | | | | |
| Reduced v/c Ratio | | | | | |
| Intersection Summary | | | | | |

Lanes, Volumes, Timings
303: I-95 NB Off Ramp & Woolbright Rd

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|------|------|-------|-------|------|--------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 896 | 1560 | 0 | 0 | 1468 | 1022 | 786 | 0 | 523 | 0 | 0 | 0 |
| Future Volume (vph) | 896 | 1560 | 0 | 0 | 1468 | 1022 | 786 | 0 | 523 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 400 | | 675 | 400 | | 400 | 0 | | 0 |
| Storage Lanes | 2 | | 0 | 2 | | 1 | 1 | | 1 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 100 | | | 100 | | | 25 | | |
| Lane Util. Factor | 0.97 | 0.91 | 1.00 | 1.00 | 0.81 | 1.00 | 0.94 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Fr | | | | | | 0.850 | | | 0.850 | | | |
| Flt Protected | 0.950 | | | | | | 0.950 | | | | | |
| Satd. Flow (prot) | 3433 | 5085 | 0 | 0 | 7471 | 1568 | 4990 | 0 | 1583 | 0 | 0 | 0 |
| Flt Permitted | 0.950 | | | | | | 0.950 | | | | | |
| Satd. Flow (perm) | 3433 | 5085 | 0 | 0 | 7471 | 1568 | 4990 | 0 | 1583 | 0 | 0 | 0 |
| Right Turn on Red | | | No | | | Yes | | | Yes | | | No |
| Satd. Flow (RTOR) | | | | | | 776 | | | 116 | | | |
| Link Speed (mph) | | 40 | | | 40 | | | 35 | | | 35 | |
| Link Distance (ft) | | 660 | | | 872 | | | 919 | | | 680 | |
| Travel Time (s) | | 11.3 | | | 14.9 | | | 17.9 | | | 13.2 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 3% | 3% | 3% | 2% | 2% | 2% | 0% | 0% | 0% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 943 | 1642 | 0 | 0 | 1545 | 1076 | 827 | 0 | 551 | 0 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 943 | 1642 | 0 | 0 | 1545 | 1076 | 827 | 0 | 551 | 0 | 0 | 0 |
| Turn Type | Prot | NA | | | NA | Free | Prot | | custom | | | |
| Protected Phases | 4 5 | 4 5 6 | | | 1 2 | | 3 | | 1 2 3 | | | |
| Permitted Phases | | | | | | Free | | | | | | |
| Detector Phase | 4 5 | 4 5 6 | | | 1 2 | | 3 | | 1 2 3 | | | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | | | | 6.0 | | | | | |
| Minimum Split (s) | | | | | | | 12.5 | | | | | |
| Total Split (s) | | | | | | | 34.0 | | | | | |
| Total Split (%) | | | | | | | 22.7% | | | | | |
| Maximum Green (s) | | | | | | | 27.5 | | | | | |
| Yellow Time (s) | | | | | | | 4.5 | | | | | |
| All-Red Time (s) | | | | | | | 2.0 | | | | | |
| Lost Time Adjust (s) | | | | | | | 0.0 | | | | | |
| Total Lost Time (s) | | | | | | | 6.5 | | | | | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | | | | | | | 3.0 | | | | | |

| Lane Group | Ø1 | Ø2 | Ø4 | Ø5 | Ø6 |
|-------------------------|------|------|------|------|------|
| Lane Configurations | | | | | |
| Traffic Volume (vph) | | | | | |
| Future Volume (vph) | | | | | |
| Ideal Flow (vphpl) | | | | | |
| Lane Width (ft) | | | | | |
| Grade (%) | | | | | |
| Storage Length (ft) | | | | | |
| Storage Lanes | | | | | |
| Taper Length (ft) | | | | | |
| Lane Util. Factor | | | | | |
| Ped Bike Factor | | | | | |
| Frt | | | | | |
| Flt Protected | | | | | |
| Satd. Flow (prot) | | | | | |
| Flt Permitted | | | | | |
| Satd. Flow (perm) | | | | | |
| Right Turn on Red | | | | | |
| Satd. Flow (RTOR) | | | | | |
| Link Speed (mph) | | | | | |
| Link Distance (ft) | | | | | |
| Travel Time (s) | | | | | |
| Confl. Peds. (#/hr) | | | | | |
| Confl. Bikes (#/hr) | | | | | |
| Peak Hour Factor | | | | | |
| Growth Factor | | | | | |
| Heavy Vehicles (%) | | | | | |
| Bus Blockages (#/hr) | | | | | |
| Parking (#/hr) | | | | | |
| Mid-Block Traffic (%) | | | | | |
| Adj. Flow (vph) | | | | | |
| Shared Lane Traffic (%) | | | | | |
| Lane Group Flow (vph) | | | | | |
| Turn Type | | | | | |
| Protected Phases | 1 | 2 | 4 | 5 | 6 |
| Permitted Phases | | | | | |
| Detector Phase | | | | | |
| Switch Phase | | | | | |
| Minimum Initial (s) | 6.0 | 10.0 | 6.0 | 10.0 | 6.0 |
| Minimum Split (s) | 12.0 | 24.5 | 12.0 | 24.5 | 24.5 |
| Total Split (s) | 12.0 | 27.0 | 13.0 | 32.0 | 32.0 |
| Total Split (%) | 8% | 18% | 9% | 21% | 21% |
| Maximum Green (s) | 6.0 | 20.5 | 7.0 | 25.5 | 25.5 |
| Yellow Time (s) | 4.0 | 4.5 | 4.0 | 4.5 | 4.5 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | | | | |
| Total Lost Time (s) | | | | | |
| Lead/Lag | Lead | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | Yes | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 4.0 | 3.0 | 3.0 | 4.0 |

Lanes, Volumes, Timings
 303: I-95 NB Off Ramp & Woolbright Rd



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|------|-----|-----|------|-------|------|------|-----|------|-----|-----|
| Minimum Gap (s) | | | | | | | 3.0 | | | | | |
| Time Before Reduce (s) | | | | | | | 0.0 | | | | | |
| Time To Reduce (s) | | | | | | | 0.0 | | | | | |
| Recall Mode | | | | | | | None | | | | | |
| Walk Time (s) | | | | | | | | | | | | |
| Flash Dont Walk (s) | | | | | | | | | | | | |
| Pedestrian Calls (#/hr) | | | | | | | | | | | | |
| Act Effct Green (s) | 39.0 | 65.0 | | | 33.0 | 150.0 | 27.5 | | | 61.0 | | |
| Actuated g/C Ratio | 0.26 | 0.43 | | | 0.22 | 1.00 | 0.18 | | | 0.41 | | |
| v/c Ratio | 1.06 | 0.75 | | | 0.94 | 0.69 | 0.90 | | | 0.77 | | |
| Control Delay | 72.9 | 11.7 | | | 34.9 | 4.8 | 74.0 | | | 24.4 | | |
| Queue Delay | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | | | 0.0 | | |
| Total Delay | 72.9 | 11.7 | | | 34.9 | 4.8 | 74.0 | | | 24.4 | | |
| LOS | E | B | | | C | A | E | | | C | | |
| Approach Delay | | 34.0 | | | 22.5 | | | 54.1 | | | | |
| Approach LOS | | C | | | C | | | D | | | | |
| Queue Length 50th (ft) | ~494 | 121 | | | 316 | 101 | 284 | | | 201 | | |
| Queue Length 95th (ft) | m#556 | m138 | | | m239 | m39 | #356 | | | 289 | | |
| Internal Link Dist (ft) | | 580 | | | 792 | | | 839 | | | 600 | |
| Turn Bay Length (ft) | | | | | | 675 | 400 | | | 400 | | |
| Base Capacity (vph) | 892 | 2203 | | | 1643 | 1568 | 914 | | | 712 | | |
| Starvation Cap Reductn | 0 | 0 | | | 0 | 0 | 0 | | | 0 | | |
| Spillback Cap Reductn | 0 | 0 | | | 0 | 0 | 0 | | | 0 | | |
| Storage Cap Reductn | 0 | 0 | | | 0 | 0 | 0 | | | 0 | | |
| Reduced v/c Ratio | 1.06 | 0.75 | | | 0.94 | 0.69 | 0.90 | | | 0.77 | | |

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.06
 Intersection Signal Delay: 33.7 Intersection LOS: C
 Intersection Capacity Utilization 72.9% ICU Level of Service C
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.






















Splits and Phases: 303: I-95 NB Off Ramp & Woolbright Rd



| Lane Group | Ø1 | Ø2 | Ø4 | Ø5 | Ø6 |
|-----------------------------|------|-------|------|------|------|
| Minimum Gap (s) | 3.0 | 4.0 | 3.0 | 3.0 | 4.0 |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Recall Mode | None | C-Max | None | None | None |
| Walk Time (s) | | 5.0 | | 5.0 | |
| Flash Dont Walk (s) | | 10.0 | | 10.0 | |
| Pedestrian Calls (#/hr) | | 500 | | 500 | |
| Act Effct Green (s) | | | | | |
| Actuated g/C Ratio | | | | | |
| v/c Ratio | | | | | |
| Control Delay | | | | | |
| Queue Delay | | | | | |
| Total Delay | | | | | |
| LOS | | | | | |
| Approach Delay | | | | | |
| Approach LOS | | | | | |
| Queue Length 50th (ft) | | | | | |
| Queue Length 95th (ft) | | | | | |
| Internal Link Dist (ft) | | | | | |
| Turn Bay Length (ft) | | | | | |
| Base Capacity (vph) | | | | | |
| Starvation Cap Reductn | | | | | |
| Spillback Cap Reductn | | | | | |
| Storage Cap Reductn | | | | | |
| Reduced v/c Ratio | | | | | |
| Intersection Summary | | | | | |

Lanes, Volumes, Timings
304: Woolbright Rd & Seacrest Blvd

2045 Build Alt 1- TDI PM - Synchro
12/31/2020

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  | |  |  | |  |  | |
| Traffic Volume (vph) | 211 | 1487 | 595 | 112 | 1514 | 90 | 665 | 410 | 279 | 111 | 262 | 150 |
| Future Volume (vph) | 211 | 1487 | 595 | 112 | 1514 | 90 | 665 | 410 | 279 | 111 | 262 | 150 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 300 | | 600 | 300 | | 0 | 475 | | 0 | 180 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 2 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 0.97 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Ped Bike Factor | | | | | | | | | | | | |
| Fr | | | 0.850 | | 0.992 | | | 0.939 | | | | 0.945 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 3505 | 1568 | 1752 | 3477 | 0 | 3433 | 3323 | 0 | 1770 | 3345 | 0 |
| Flt Permitted | 0.059 | | | 0.065 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 109 | 3505 | 1568 | 120 | 3477 | 0 | 3433 | 3323 | 0 | 1770 | 3345 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 540 | | 5 | | | 106 | | | 67 | |
| Link Speed (mph) | | 40 | | | 40 | | | 40 | | | 40 | |
| Link Distance (ft) | | 1495 | | | 649 | | | 896 | | | 641 | |
| Travel Time (s) | | 25.5 | | | 11.1 | | | 15.3 | | | 10.9 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 222 | 1565 | 626 | 118 | 1594 | 95 | 700 | 432 | 294 | 117 | 276 | 158 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 222 | 1565 | 626 | 118 | 1689 | 0 | 700 | 726 | 0 | 117 | 434 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | Prot | NA | | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 6 | | 6 | 2 | | | | | | | | |
| Detector Phase | 1 | 6 | 6 | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 20.0 | 20.0 | 4.0 | 20.0 | | 4.0 | 6.0 | | 4.0 | 6.0 | |
| Minimum Split (s) | 10.5 | 39.5 | 39.5 | 10.5 | 37.5 | | 10.5 | 34.5 | | 10.5 | 37.5 | |
| Total Split (s) | 18.0 | 75.0 | 75.0 | 11.0 | 68.0 | | 26.0 | 43.0 | | 21.0 | 38.0 | |
| Total Split (%) | 12.0% | 50.0% | 50.0% | 7.3% | 45.3% | | 17.3% | 28.7% | | 14.0% | 25.3% | |
| Maximum Green (s) | 11.5 | 68.5 | 68.5 | 4.5 | 61.5 | | 19.5 | 36.5 | | 14.5 | 31.5 | |
| Yellow Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| 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) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | | 6.5 | 6.5 | | 6.5 | 6.5 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | | Lead | Lead | | Lag | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|------|-------|-----|-------|-------|-----|------|------|-----|
| Minimum Gap (s) | 2.0 | 4.0 | 4.0 | 2.0 | 4.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | None | C-Min | C-Min | None | C-Min | | None | None | | None | None | |
| Walk Time (s) | | 7.0 | 7.0 | | 10.0 | | | 7.0 | | | 10.0 | |
| Flash Dont Walk (s) | | 26.0 | 26.0 | | 21.0 | | | 21.0 | | | 21.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | | | 0 | |
| Act Effect Green (s) | 83.5 | 68.5 | 68.5 | 70.0 | 61.5 | | 19.5 | 33.5 | | 13.5 | 27.5 | |
| Actuated g/C Ratio | 0.56 | 0.46 | 0.46 | 0.47 | 0.41 | | 0.13 | 0.22 | | 0.09 | 0.18 | |
| v/c Ratio | 0.97 | 0.98 | 0.62 | 0.80 | 1.18 | | 1.57 | 0.88 | | 0.74 | 0.65 | |
| Control Delay | 86.7 | 42.7 | 6.2 | 64.7 | 129.1 | | 307.3 | 60.6 | | 92.6 | 51.9 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 86.7 | 42.7 | 6.2 | 64.7 | 129.1 | | 307.3 | 60.6 | | 92.6 | 51.9 | |
| LOS | F | D | A | E | F | | F | E | | F | D | |
| Approach Delay | | 37.3 | | | 124.9 | | | 181.7 | | | 60.6 | |
| Approach LOS | | D | | | F | | | F | | | E | |
| Queue Length 50th (ft) | ~215 | 526 | 90 | ~84 | ~1042 | | ~498 | 311 | | 112 | 171 | |
| Queue Length 95th (ft) | m#371 | #934 | 132 | #223 | #1182 | | #626 | 388 | | #200 | 231 | |
| Internal Link Dist (ft) | | 1415 | | | 569 | | | 816 | | | 561 | |
| Turn Bay Length (ft) | 300 | | 600 | 300 | | | 475 | | | 180 | | |
| Base Capacity (vph) | 230 | 1600 | 1009 | 148 | 1428 | | 446 | 888 | | 173 | 755 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.97 | 0.98 | 0.62 | 0.80 | 1.18 | | 1.57 | 0.82 | | 0.68 | 0.57 | |

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 44 (29%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.57

Intersection Signal Delay: 98.1

Intersection LOS: F

Intersection Capacity Utilization 109.1%

ICU Level of Service H

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

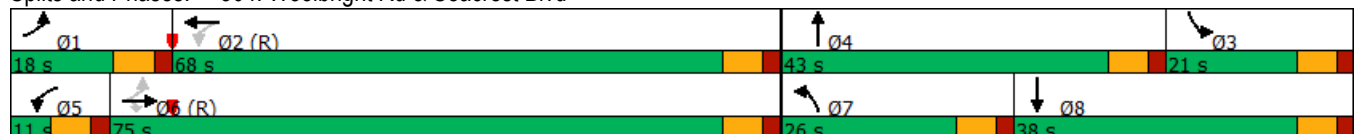
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 304: Woolbright Rd & Seacrest Blvd



**Alternative 2 - Diverging Diamond
Interchange (DDI)**

Design Year 2045 AM Analysis

HCM 6th Edition Methodology

HCM Signalized Intersection Capacity Analysis
 301: Woolbright Rd & SW 8th St

2045 AM Build Alt 2 - DDI_HCM

01/04/2021



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------|------|-------|------|-------|------|-------|-------|------|------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 282 | 1818 | 139 | 312 | 1612 | 455 | 94 | 58 | 178 | 640 | 115 | 268 |
| Future Volume (vph) | 282 | 1818 | 139 | 312 | 1612 | 455 | 94 | 58 | 178 | 640 | 115 | 268 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | 7.0 | 7.0 | 7.5 | | 7.0 | 7.5 | |
| Lane Util. Factor | 0.97 | 0.91 | 1.00 | 0.97 | 0.86 | 1.00 | 1.00 | 1.00 | | 0.97 | 1.00 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.89 | | 1.00 | 0.90 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 3433 | 5085 | 1583 | 3433 | 6408 | 1583 | 1770 | 1652 | | 3433 | 1667 | |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.26 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 3433 | 5085 | 1583 | 3433 | 6408 | 1583 | 481 | 1652 | | 3433 | 1667 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 297 | 1914 | 146 | 328 | 1697 | 479 | 99 | 61 | 187 | 674 | 121 | 282 |
| RTOR Reduction (vph) | 0 | 0 | 90 | 0 | 0 | 225 | 0 | 86 | 0 | 0 | 65 | 0 |
| Lane Group Flow (vph) | 297 | 1914 | 56 | 328 | 1697 | 254 | 99 | 162 | 0 | 674 | 338 | 0 |
| Turn Type | Prot | NA | Perm | Prot | NA | pm+ov | pm+pt | NA | | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | 3 | 7 | 4 | | 3 | 8 | |
| Permitted Phases | | | 6 | | | 2 | 4 | | | | | |
| Actuated Green, G (s) | 19.6 | 57.6 | 57.6 | 17.6 | 55.6 | 79.5 | 34.0 | 23.4 | | 23.9 | 36.7 | |
| Effective Green, g (s) | 19.6 | 57.6 | 57.6 | 17.6 | 55.6 | 79.5 | 34.0 | 23.4 | | 23.9 | 36.7 | |
| Actuated g/C Ratio | 0.13 | 0.38 | 0.38 | 0.12 | 0.37 | 0.53 | 0.23 | 0.16 | | 0.16 | 0.24 | |
| Clearance Time (s) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | 7.0 | 7.0 | 7.5 | | 7.0 | 7.5 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 448 | 1952 | 607 | 402 | 2375 | 838 | 200 | 257 | | 546 | 407 | |
| v/s Ratio Prot | 0.09 | c0.38 | | c0.10 | 0.26 | 0.05 | 0.03 | 0.10 | | c0.20 | c0.20 | |
| v/s Ratio Perm | | | 0.04 | | | 0.11 | 0.08 | | | | | |
| v/c Ratio | 0.66 | 0.98 | 0.09 | 0.82 | 0.71 | 0.30 | 0.49 | 0.63 | | 1.23 | 0.83 | |
| Uniform Delay, d1 | 62.1 | 45.6 | 29.5 | 64.6 | 40.4 | 19.7 | 48.0 | 59.2 | | 63.0 | 53.7 | |
| Progression Factor | 1.00 | 1.00 | 1.00 | 0.96 | 0.95 | 4.83 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 3.7 | 16.3 | 0.3 | 10.8 | 1.7 | 0.2 | 1.9 | 5.0 | | 120.7 | 13.4 | |
| Delay (s) | 65.7 | 61.9 | 29.8 | 73.1 | 39.9 | 95.5 | 50.0 | 64.2 | | 183.7 | 67.1 | |
| Level of Service | E | E | C | E | D | F | D | E | | F | E | |
| Approach Delay (s) | | 60.4 | | | 54.9 | | | 60.1 | | | 140.1 | |
| Approach LOS | | E | | | D | | | E | | | F | |

Intersection Summary

| | | | |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay | 71.9 | HCM 2000 Level of Service | E |
| HCM 2000 Volume to Capacity ratio | 0.99 | | |
| Actuated Cycle Length (s) | 150.0 | Sum of lost time (s) | 27.5 |
| Intersection Capacity Utilization | 99.2% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
302: I-95 SB Ramps Terminal

2045 AM Build Alt 2 - DDI_HCM
01/04/2021



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|------|-------|-------|------|------|------|------|---------------------------|------|------|------|------|
| Lane Configurations | | ↑↑↑ | | | | | | ↑↑↑ | | | | |
| Traffic Volume (vph) | 0 | 1716 | 0 | 0 | 0 | 0 | 0 | 1370 | 0 | 0 | 0 | 0 |
| Future Volume (vph) | 0 | 1716 | 0 | 0 | 0 | 0 | 0 | 1370 | 0 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | | | | | | 6.0 | | | | |
| Lane Util. Factor | | 0.91 | | | | | | 0.91 | | | | |
| Frt | | 1.00 | | | | | | 1.00 | | | | |
| Flt Protected | | 1.00 | | | | | | 1.00 | | | | |
| Satd. Flow (prot) | | 5085 | | | | | | 5085 | | | | |
| Flt Permitted | | 1.00 | | | | | | 1.00 | | | | |
| Satd. Flow (perm) | | 5085 | | | | | | 5085 | | | | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 0 | 1806 | 0 | 0 | 0 | 0 | 0 | 1442 | 0 | 0 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 1806 | 0 | 0 | 0 | 0 | 0 | 1442 | 0 | 0 | 0 | 0 |
| Turn Type | | NA | | | | | | NA | | | | |
| Protected Phases | | 2 | | | | | | 1 | | | | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | | 74.0 | | | | | | 64.0 | | | | |
| Effective Green, g (s) | | 74.0 | | | | | | 64.0 | | | | |
| Actuated g/C Ratio | | 0.49 | | | | | | 0.43 | | | | |
| Clearance Time (s) | | 6.0 | | | | | | 6.0 | | | | |
| Vehicle Extension (s) | | 3.0 | | | | | | 3.0 | | | | |
| Lane Grp Cap (vph) | | 2508 | | | | | | 2169 | | | | |
| v/s Ratio Prot | | c0.36 | | | | | | c0.28 | | | | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | | 0.72 | | | | | | 0.66 | | | | |
| Uniform Delay, d1 | | 29.9 | | | | | | 34.4 | | | | |
| Progression Factor | | 0.60 | | | | | | 0.63 | | | | |
| Incremental Delay, d2 | | 0.2 | | | | | | 1.3 | | | | |
| Delay (s) | | 18.2 | | | | | | 22.9 | | | | |
| Level of Service | | B | | | | | | C | | | | |
| Approach Delay (s) | | 18.2 | | | 0.0 | | | 22.9 | | | 0.0 | |
| Approach LOS | | B | | | A | | | C | | | A | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 20.3 | | | | | HCM 2000 Level of Service | | | C | |
| HCM 2000 Volume to Capacity ratio | | | 0.69 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 150.0 | | | | | Sum of lost time (s) | | 12.0 | | |
| Intersection Capacity Utilization | | | 70.1% | | | | | ICU Level of Service | | C | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 303: I-95 NB Ramps Terminal

2045 AM Build Alt 2 - DDI_HCM

01/04/2021

























| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|------|------|-------|------|---------------------------|------|------|------|------|------|-------|------|
| Lane Configurations | | | | | ↑↑↑ | | | | | | ↑↑↑ | |
| Traffic Volume (vph) | 0 | 0 | 0 | 0 | 1413 | 0 | 0 | 0 | 0 | 0 | 1809 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 0 | 1413 | 0 | 0 | 0 | 0 | 0 | 1809 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | | | 6.0 | | | | | | 6.0 | |
| Lane Util. Factor | | | | | 0.91 | | | | | | 0.91 | |
| Frt | | | | | 1.00 | | | | | | 1.00 | |
| Flt Protected | | | | | 1.00 | | | | | | 1.00 | |
| Satd. Flow (prot) | | | | | 5036 | | | | | | 5085 | |
| Flt Permitted | | | | | 1.00 | | | | | | 1.00 | |
| Satd. Flow (perm) | | | | | 5036 | | | | | | 5085 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 0 | 0 | 0 | 0 | 1487 | 0 | 0 | 0 | 0 | 0 | 1904 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 1487 | 0 | 0 | 0 | 0 | 0 | 1904 | 0 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 3% | 3% | 3% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | | | | | NA | | | | | | NA | |
| Protected Phases | | | | | 1 | | | | | | 2 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | | | | | 64.0 | | | | | | 74.0 | |
| Effective Green, g (s) | | | | | 64.0 | | | | | | 74.0 | |
| Actuated g/C Ratio | | | | | 0.43 | | | | | | 0.49 | |
| Clearance Time (s) | | | | | 6.0 | | | | | | 6.0 | |
| Vehicle Extension (s) | | | | | 3.0 | | | | | | 3.0 | |
| Lane Grp Cap (vph) | | | | | 2148 | | | | | | 2508 | |
| v/s Ratio Prot | | | | | c0.30 | | | | | | c0.37 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | | | | | 0.69 | | | | | | 0.76 | |
| Uniform Delay, d1 | | | | | 35.0 | | | | | | 30.8 | |
| Progression Factor | | | | | 0.73 | | | | | | 1.06 | |
| Incremental Delay, d2 | | | | | 0.2 | | | | | | 1.5 | |
| Delay (s) | | | | | 25.7 | | | | | | 34.0 | |
| Level of Service | | | | | C | | | | | | C | |
| Approach Delay (s) | | 0.0 | | | 25.7 | | | 0.0 | | | 34.0 | |
| Approach LOS | | A | | | C | | | A | | | C | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 30.4 | | HCM 2000 Level of Service | | | | | C | | |
| HCM 2000 Volume to Capacity ratio | | | 0.73 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 150.0 | | Sum of lost time (s) | | | | 12.0 | | | |
| Intersection Capacity Utilization | | | 72.3% | | ICU Level of Service | | | | | C | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |

HCM Signalized Intersection Capacity Analysis
304: Woolbright Rd & Seacrest Blvd

2045 AM Build Alt 2 - DDI_HCM

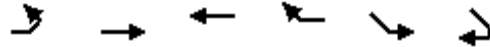
01/04/2021

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  | |  |  | |  |  |  |
| Traffic Volume (vph) | 136 | 1272 | 698 | 261 | 1579 | 92 | 601 | 265 | 143 | 127 | 406 | 194 |
| Future Volume (vph) | 136 | 1272 | 698 | 261 | 1579 | 92 | 601 | 265 | 143 | 127 | 406 | 194 |
| Ideal Flow (vphp) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | | 6.0 | 6.0 | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | | 0.97 | 0.95 | | 1.00 | 0.95 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.99 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1752 | 3505 | 1568 | 1752 | 3476 | | 3433 | 3353 | | 1770 | 3368 | |
| Flt Permitted | 0.07 | 1.00 | 1.00 | 0.06 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 123 | 3505 | 1568 | 112 | 3476 | | 3433 | 3353 | | 1770 | 3368 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 143 | 1339 | 735 | 275 | 1662 | 97 | 633 | 279 | 151 | 134 | 427 | 204 |
| RTOR Reduction (vph) | 0 | 0 | 259 | 0 | 3 | 0 | 0 | 45 | 0 | 0 | 38 | 0 |
| Lane Group Flow (vph) | 143 | 1339 | 476 | 275 | 1756 | 0 | 633 | 385 | 0 | 134 | 593 | 0 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | Prot | NA | | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 6 | | 6 | 2 | | | | | | | | |
| Actuated Green, G (s) | 65.0 | 60.0 | 60.0 | 79.0 | 68.0 | | 20.0 | 36.4 | | 16.6 | 33.0 | |
| Effective Green, g (s) | 65.0 | 60.0 | 60.0 | 79.0 | 68.0 | | 20.0 | 36.4 | | 16.6 | 33.0 | |
| Actuated g/C Ratio | 0.43 | 0.40 | 0.40 | 0.53 | 0.45 | | 0.13 | 0.24 | | 0.11 | 0.22 | |
| Clearance Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | | 6.0 | 6.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 107 | 1402 | 627 | 201 | 1575 | | 457 | 813 | | 195 | 740 | |
| v/s Ratio Prot | 0.04 | 0.38 | | c0.12 | 0.51 | | c0.18 | c0.11 | | 0.08 | c0.18 | |
| v/s Ratio Perm | 0.53 | | 0.30 | c0.60 | | | | | | | | |
| v/c Ratio | 1.34 | 0.96 | 0.76 | 1.37 | 1.12 | | 1.39 | 0.47 | | 0.69 | 0.80 | |
| Uniform Delay, d1 | 69.4 | 43.7 | 38.8 | 60.5 | 41.0 | | 65.0 | 48.6 | | 64.2 | 55.4 | |
| Progression Factor | 0.56 | 0.76 | 0.77 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 199.1 | 14.8 | 7.9 | 194.1 | 61.2 | | 186.5 | 2.0 | | 9.6 | 6.2 | |
| Delay (s) | 238.2 | 48.2 | 38.0 | 254.6 | 102.2 | | 251.5 | 50.6 | | 73.8 | 61.6 | |
| Level of Service | F | D | D | F | F | | F | D | | E | E | |
| Approach Delay (s) | | 57.1 | | | 122.8 | | | 170.2 | | | 63.8 | |
| Approach LOS | | E | | | F | | | F | | | E | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 99.7 | | | HCM 2000 Level of Service | | | | F | | |
| HCM 2000 Volume to Capacity ratio | | | 1.26 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 150.0 | | | Sum of lost time (s) | | | 24.0 | | | |
| Intersection Capacity Utilization | | | 108.7% | | | ICU Level of Service | | | | G | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |

HCM Signalized Intersection Capacity Analysis
 3021: Woolbright Rd & I-95 SB Off Ramp to SBL

2045 AM Build Alt 2 - DDI_HCM

01/04/2021

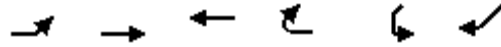


| Movement | EBL | EBT | WBT | WBR | SEL | SER |
|-----------------------------------|------|-------|-------|------|---------------------------|------|
| Lane Configurations | | ↑↑↑ | | | ↑↑ | |
| Traffic Volume (vph) | 0 | 1716 | 0 | 0 | 1049 | 0 |
| Future Volume (vph) | 0 | 1716 | 0 | 0 | 1049 | 0 |
| Ideal Flow (vphp) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | | | 6.0 | |
| Lane Util. Factor | | 0.91 | | | 0.97 | |
| Frt | | 1.00 | | | 1.00 | |
| Flt Protected | | 1.00 | | | 0.95 | |
| Satd. Flow (prot) | | 5085 | | | 3433 | |
| Flt Permitted | | 1.00 | | | 0.95 | |
| Satd. Flow (perm) | | 5085 | | | 3433 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 0 | 1806 | 0 | 0 | 1104 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 1806 | 0 | 0 | 1104 | 0 |
| Turn Type | | NA | | | Prot | |
| Protected Phases | | 2 | | | 1 | |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | | 74.0 | | | 64.0 | |
| Effective Green, g (s) | | 74.0 | | | 64.0 | |
| Actuated g/C Ratio | | 0.49 | | | 0.43 | |
| Clearance Time (s) | | 6.0 | | | 6.0 | |
| Vehicle Extension (s) | | 3.0 | | | 3.0 | |
| Lane Grp Cap (vph) | | 2508 | | | 1464 | |
| v/s Ratio Prot | | c0.36 | | | c0.32 | |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | | 0.72 | | | 0.75 | |
| Uniform Delay, d1 | | 29.9 | | | 36.3 | |
| Progression Factor | | 0.00 | | | 1.00 | |
| Incremental Delay, d2 | | 1.2 | | | 3.7 | |
| Delay (s) | | 1.3 | | | 40.0 | |
| Level of Service | | A | | | D | |
| Approach Delay (s) | | 1.3 | 0.0 | | 40.0 | |
| Approach LOS | | A | A | | D | |
| Intersection Summary | | | | | | |
| HCM 2000 Control Delay | | | 16.0 | | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | | | 0.74 | | | |
| Actuated Cycle Length (s) | | | 150.0 | | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | | | 76.8% | | ICU Level of Service | D |
| Analysis Period (min) | | | 15 | | | |

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 3022: Woolbright Rd & I-95 SB Off Ramp to SBR

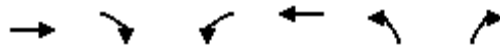
2045 AM Build Alt 2 - DDI_HCM
 01/04/2021



| Movement | EBL | EBT | WBT | WBR | SWL | SWR |
|---------------------------------------|------|------|-------|------|---------------------------|-------|
| Lane Configurations | | | ↑↑↑ | | | ↑↑ |
| Traffic Volume (vph) | 0 | 0 | 1370 | 0 | 0 | 1009 |
| Future Volume (vph) | 0 | 0 | 1370 | 0 | 0 | 1009 |
| Ideal Flow (vphp) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | 4.0 | | | 6.0 |
| Lane Util. Factor | | | 0.91 | | | 0.88 |
| Frt | | | 1.00 | | | 0.85 |
| Flt Protected | | | 1.00 | | | 1.00 |
| Satd. Flow (prot) | | | 5085 | | | 2787 |
| Flt Permitted | | | 1.00 | | | 1.00 |
| Satd. Flow (perm) | | | 5085 | | | 2787 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 0 | 0 | 1442 | 0 | 0 | 1062 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 1442 | 0 | 0 | 1062 |
| Turn Type | | | NA | | | Prot |
| Protected Phases | | | Free! | | | 2! |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | | | 150.0 | | | 74.0 |
| Effective Green, g (s) | | | 150.0 | | | 74.0 |
| Actuated g/C Ratio | | | 1.00 | | | 0.49 |
| Clearance Time (s) | | | | | | 6.0 |
| Vehicle Extension (s) | | | | | | 3.0 |
| Lane Grp Cap (vph) | | | 5085 | | | 1374 |
| v/s Ratio Prot | | | 0.28 | | | c0.38 |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | | | 0.28 | | | 0.77 |
| Uniform Delay, d1 | | | 0.0 | | | 31.1 |
| Progression Factor | | | 1.00 | | | 1.00 |
| Incremental Delay, d2 | | | 0.1 | | | 4.3 |
| Delay (s) | | | 0.1 | | | 35.4 |
| Level of Service | | | A | | | D |
| Approach Delay (s) | | 0.0 | 0.1 | | 35.4 | |
| Approach LOS | | A | A | | D | |
| Intersection Summary | | | | | | |
| HCM 2000 Control Delay | | | 15.1 | | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | | | 0.56 | | | |
| Actuated Cycle Length (s) | | | 150.0 | | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | | | 70.1% | | ICU Level of Service | C |
| Analysis Period (min) | | | 15 | | | |
| ! Phase conflict between lane groups. | | | | | | |
| c Critical Lane Group | | | | | | |

HCM Signalized Intersection Capacity Analysis
3031: I-95 NB Off & Woolbright Rd

2045 AM Build Alt 2 - DDI_HCM
01/04/2021



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|------------------------|------|------|------|-------|-------|------|
| Lane Configurations | | | | ↑↑↑ | ↑↑ | |
| Traffic Volume (vph) | 0 | 0 | 0 | 1413 | 419 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 1413 | 419 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | | 6.0 | 6.0 | |
| Lane Util. Factor | | | | 0.91 | 0.97 | |
| Frt | | | | 1.00 | 1.00 | |
| Flt Protected | | | | 1.00 | 0.95 | |
| Satd. Flow (prot) | | | | 5085 | 3433 | |
| Flt Permitted | | | | 1.00 | 0.95 | |
| Satd. Flow (perm) | | | | 5085 | 3433 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 0 | 0 | 0 | 1487 | 441 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 1487 | 441 | 0 |
| Turn Type | | | | NA | Prot | |
| Protected Phases | | | | 1 | 2 | |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | | | | 64.0 | 74.0 | |
| Effective Green, g (s) | | | | 64.0 | 74.0 | |
| Actuated g/C Ratio | | | | 0.43 | 0.49 | |
| Clearance Time (s) | | | | 6.0 | 6.0 | |
| Vehicle Extension (s) | | | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | | | | 2169 | 1693 | |
| v/s Ratio Prot | | | | c0.29 | c0.13 | |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | | | | 0.69 | 0.26 | |
| Uniform Delay, d1 | | | | 34.8 | 22.1 | |
| Progression Factor | | | | 0.11 | 1.00 | |
| Incremental Delay, d2 | | | | 1.3 | 0.4 | |
| Delay (s) | | | | 4.9 | 22.5 | |
| Level of Service | | | | A | C | |
| Approach Delay (s) | 0.0 | | | 4.9 | 22.5 | |
| Approach LOS | A | | | A | C | |

Intersection Summary

| | | | |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay | 9.0 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.46 | | |
| Actuated Cycle Length (s) | 150.0 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 49.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 3032: I-95 NB Off to NBR & Woolbright Rd

2045 AM Build Alt 2 - DDI_HCM
 01/04/2021



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|------------------------|-------|------|------|------|------|-------|
| Lane Configurations | ↑↑↑ | | | | | ↑↑ |
| Traffic Volume (vph) | 1809 | 0 | 0 | 0 | 0 | 485 |
| Future Volume (vph) | 1809 | 0 | 0 | 0 | 0 | 485 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | | | | | 6.0 |
| Lane Util. Factor | 0.91 | | | | | 0.88 |
| Frt | 1.00 | | | | | 0.85 |
| Flt Protected | 1.00 | | | | | 1.00 |
| Satd. Flow (prot) | 5085 | | | | | 2787 |
| Flt Permitted | 1.00 | | | | | 1.00 |
| Satd. Flow (perm) | 5085 | | | | | 2787 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 1904 | 0 | 0 | 0 | 0 | 511 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 1904 | 0 | 0 | 0 | 0 | 511 |
| Turn Type | NA | | | | | Prot |
| Protected Phases | Free! | | | | | ! |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | 150.0 | | | | | 64.0 |
| Effective Green, g (s) | 150.0 | | | | | 64.0 |
| Actuated g/C Ratio | 1.00 | | | | | 0.43 |
| Clearance Time (s) | | | | | | 6.0 |
| Vehicle Extension (s) | | | | | | 3.0 |
| Lane Grp Cap (vph) | 5085 | | | | | 1189 |
| v/s Ratio Prot | 0.37 | | | | | c0.18 |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | 0.37 | | | | | 0.43 |
| Uniform Delay, d1 | 0.0 | | | | | 30.2 |
| Progression Factor | 1.00 | | | | | 1.00 |
| Incremental Delay, d2 | 0.1 | | | | | 1.1 |
| Delay (s) | 0.1 | | | | | 31.3 |
| Level of Service | A | | | | | C |
| Approach Delay (s) | 0.1 | | | 0.0 | 31.3 | |
| Approach LOS | A | | | A | C | |
































| Intersection Summary | | | |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay | 6.7 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.42 | | |
| Actuated Cycle Length (s) | 150.0 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 72.3% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

! Phase conflict between lane groups.

c Critical Lane Group

Synchro Methodology

Lanes, Volumes, Timings
301: Woolbright Rd & SW 8th St

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |   |    |  |   |    |  |  |  |  |   |  |  |
| Traffic Volume (vph) | 282 | 1818 | 139 | 312 | 1612 | 455 | 94 | 58 | 178 | 640 | 115 | 268 |
| Future Volume (vph) | 282 | 1818 | 139 | 312 | 1612 | 455 | 94 | 58 | 178 | 640 | 115 | 268 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 250 | | 225 | 300 | | 375 | 0 | | 0 | 250 | | 0 |
| Storage Lanes | 2 | | 1 | 2 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 50 | | | 50 | | | 50 | | | 50 | | |
| Lane Util. Factor | 0.97 | 0.91 | 1.00 | 0.97 | 0.86 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Frt | | | 0.850 | | | 0.850 | | 0.887 | | | | 0.895 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 3433 | 5085 | 1583 | 3433 | 6408 | 1583 | 1770 | 1652 | 0 | 3433 | 1667 | 0 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.258 | | | 0.950 | | |
| Satd. Flow (perm) | 3433 | 5085 | 1583 | 3433 | 6408 | 1583 | 481 | 1652 | 0 | 3433 | 1667 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 182 | | | 479 | | 102 | | | | 86 |
| Link Speed (mph) | | 45 | | | 45 | | | 45 | | | | 45 |
| Link Distance (ft) | | 1182 | | | 877 | | | 918 | | | | 751 |
| Travel Time (s) | | 17.9 | | | 13.3 | | | 13.9 | | | | 11.4 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | | 0% |
| Adj. Flow (vph) | 297 | 1914 | 146 | 328 | 1697 | 479 | 99 | 61 | 187 | 674 | 121 | 282 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 297 | 1914 | 146 | 328 | 1697 | 479 | 99 | 248 | 0 | 674 | 403 | 0 |
| Turn Type | Prot | NA | Perm | Prot | NA | pm+ov | pm+pt | NA | | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | 3 | 7 | 4 | | 3 | 8 | |
| Permitted Phases | | | 6 | | | 2 | 4 | | | | | |
| Detector Phase | 1 | 6 | 6 | 5 | 2 | 3 | 7 | 4 | | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 20.0 | 20.0 | 4.0 | 20.0 | 4.0 | 4.0 | 6.0 | | 4.0 | 6.0 | |
| Minimum Split (s) | 10.5 | 36.5 | 36.5 | 10.5 | 40.5 | 11.0 | 11.0 | 48.5 | | 11.0 | 43.5 | |
| Total Split (s) | 27.0 | 46.0 | 46.0 | 25.0 | 44.0 | 30.0 | 19.0 | 49.0 | | 30.0 | 60.0 | |
| Total Split (%) | 18.0% | 30.7% | 30.7% | 16.7% | 29.3% | 20.0% | 12.7% | 32.7% | | 20.0% | 40.0% | |
| Maximum Green (s) | 20.5 | 39.5 | 39.5 | 18.5 | 37.5 | 23.0 | 12.0 | 41.5 | | 23.0 | 52.5 | |
| Yellow Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 3.0 | 3.0 | 3.5 | | 3.0 | 3.5 | |
| 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) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | 7.0 | 7.0 | 7.5 | | 7.0 | 7.5 | |
| Lead/Lag | Lag | Lead | Lead | Lag | Lead | Lead | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |

Lanes, Volumes, Timings
 301: Woolbright Rd & SW 8th St



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|-------|-------|-------|-------|------|------|------|-----|-------|-------|-----|
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | None | C-Max | C-Max | None | C-Max | None | None | None | | None | None | |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 23.0 | 23.0 | | 27.0 | | | 34.0 | | | 29.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 19.6 | 57.6 | 57.6 | 17.6 | 55.6 | 79.0 | 34.5 | 23.4 | | 23.9 | 36.7 | |
| Actuated g/C Ratio | 0.13 | 0.38 | 0.38 | 0.12 | 0.37 | 0.53 | 0.23 | 0.16 | | 0.16 | 0.24 | |
| v/c Ratio | 0.66 | 0.98 | 0.20 | 0.82 | 0.72 | 0.45 | 0.49 | 0.72 | | 1.23 | 0.85 | |
| Control Delay | 69.6 | 61.4 | 2.7 | 77.0 | 41.4 | 6.4 | 40.0 | 45.4 | | 170.4 | 58.9 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 69.6 | 61.4 | 2.7 | 77.0 | 41.4 | 6.4 | 40.0 | 45.4 | | 170.4 | 58.9 | |
| LOS | E | E | A | E | D | A | D | D | | F | E | |
| Approach Delay | | 58.8 | | | 39.4 | | | 43.9 | | | 128.7 | |
| Approach LOS | | E | | | D | | | D | | | F | |
| Queue Length 50th (ft) | 143 | 682 | 0 | 162 | 431 | 86 | 65 | 138 | | -429 | 309 | |
| Queue Length 95th (ft) | 195 | #955 | 26 | m#221 | #530 | 184 | 95 | 216 | | #556 | 403 | |
| Internal Link Dist (ft) | | 1102 | | | 797 | | | 838 | | | 671 | |
| Turn Bay Length (ft) | 250 | | 225 | 300 | | 375 | | | | 250 | | |
| Base Capacity (vph) | 469 | 1951 | 719 | 423 | 2373 | 1060 | 218 | 530 | | 547 | 639 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.63 | 0.98 | 0.20 | 0.78 | 0.72 | 0.45 | 0.45 | 0.47 | | 1.23 | 0.63 | |

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 90 (60%), Referenced to phase 2:WBT and 6:EBT, Start of Green

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.23

Intersection Signal Delay: 62.2

Intersection LOS: E

Intersection Capacity Utilization 99.2%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

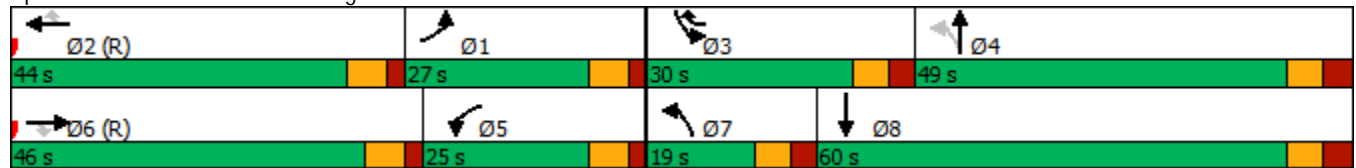
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.













Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 301: Woolbright Rd & SW 8th St



Lanes, Volumes, Timings
302: I-95 SB Ramps Terminal

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↑↑↑ | | | | | | ↑↑↑ | | | | |
| Traffic Volume (vph) | 0 | 1716 | 0 | 0 | 0 | 0 | 0 | 1370 | 0 | 0 | 0 | 0 |
| Future Volume (vph) | 0 | 1716 | 0 | 0 | 0 | 0 | 0 | 1370 | 0 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 400 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 50 | | | 50 | | | 50 | | | 50 | | |
| Lane Util. Factor | 1.00 | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Flt | | | | | | | | | | | | |
| Flt Protected | | | | | | | | | | | | |
| Satd. Flow (prot) | 0 | 5085 | 0 | 0 | 0 | 0 | 0 | 5085 | 0 | 0 | 0 | 0 |
| Flt Permitted | | | | | | | | | | | | |
| Satd. Flow (perm) | 0 | 5085 | 0 | 0 | 0 | 0 | 0 | 5085 | 0 | 0 | 0 | 0 |
| Right Turn on Red | Yes | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | | | | | | | | | | |
| Link Speed (mph) | | 45 | | | 45 | | | 45 | | | 45 | |
| Link Distance (ft) | | 152 | | | 231 | | | 237 | | | 102 | |
| Travel Time (s) | | 2.3 | | | 3.5 | | | 3.6 | | | 1.5 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 0 | 1806 | 0 | 0 | 0 | 0 | 0 | 1442 | 0 | 0 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 1806 | 0 | 0 | 0 | 0 | 0 | 1442 | 0 | 0 | 0 | 0 |
| Turn Type | | NA | | | | | | NA | | | | |
| Protected Phases | | 2 | | | | | | 1 | | | | |
| Permitted Phases | | | | | | | | | | | | |
| Detector Phase | | 2 | | | | | | 1 | | | | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | 12.0 | | | | | | 12.0 | | | | |
| Minimum Split (s) | | 42.0 | | | | | | 42.0 | | | | |
| Total Split (s) | | 80.0 | | | | | | 70.0 | | | | |
| Total Split (%) | | 53.3% | | | | | | 46.7% | | | | |
| Maximum Green (s) | | 74.0 | | | | | | 64.0 | | | | |
| Yellow Time (s) | | 4.0 | | | | | | 4.0 | | | | |
| All-Red Time (s) | | 2.0 | | | | | | 2.0 | | | | |
| Lost Time Adjust (s) | | 0.0 | | | | | | 0.0 | | | | |
| Total Lost Time (s) | | 6.0 | | | | | | 6.0 | | | | |
| Lead/Lag | | Lag | | | | | | Lead | | | | |
| Lead-Lag Optimize? | | Yes | | | | | | Yes | | | | |
| Vehicle Extension (s) | | 3.0 | | | | | | 3.0 | | | | |

Lanes, Volumes, Timings
302: I-95 SB Ramps Terminal

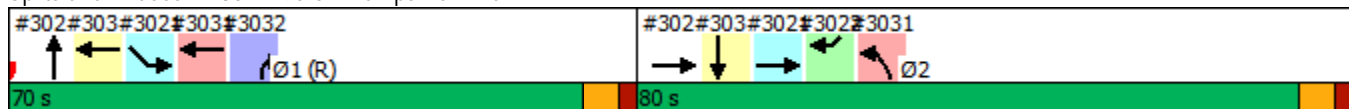


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|------|-----|-----|-----|-----|-----|-------|-----|-----|-----|-----|
| Minimum Gap (s) | | 3.0 | | | | | | 3.0 | | | | |
| Time Before Reduce (s) | | 0.0 | | | | | | 0.0 | | | | |
| Time To Reduce (s) | | 0.0 | | | | | | 0.0 | | | | |
| Recall Mode | | Max | | | | | | C-Max | | | | |
| Walk Time (s) | | 7.0 | | | | | | 7.0 | | | | |
| Flash Dont Walk (s) | | 29.0 | | | | | | 29.0 | | | | |
| Pedestrian Calls (#/hr) | | 0 | | | | | | 0 | | | | |
| Act Effct Green (s) | | 74.0 | | | | | | 64.0 | | | | |
| Actuated g/C Ratio | | 0.49 | | | | | | 0.43 | | | | |
| v/c Ratio | | 0.72 | | | | | | 0.66 | | | | |
| Control Delay | | 18.3 | | | | | | 23.1 | | | | |
| Queue Delay | | 0.0 | | | | | | 0.1 | | | | |
| Total Delay | | 18.3 | | | | | | 23.2 | | | | |
| LOS | | B | | | | | | C | | | | |
| Approach Delay | | 18.3 | | | | | | 23.2 | | | | |
| Approach LOS | | B | | | | | | C | | | | |
| Queue Length 50th (ft) | | 323 | | | | | | 179 | | | | |
| Queue Length 95th (ft) | | m202 | | | | | | 195 | | | | |
| Internal Link Dist (ft) | | 72 | | | 151 | | | 157 | | | 22 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | 2508 | | | | | | 2169 | | | | |
| Starvation Cap Reductn | | 0 | | | | | | 129 | | | | |
| Spillback Cap Reductn | | 0 | | | | | | 0 | | | | |
| Storage Cap Reductn | | 0 | | | | | | 0 | | | | |
| Reduced v/c Ratio | | 0.72 | | | | | | 0.71 | | | | |

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 18 (12%), Referenced to phase 1:NBT, Start of Green
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 20.5 Intersection LOS: C
 Intersection Capacity Utilization 70.1% ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 302: I-95 SB Ramps Terminal



Lanes, Volumes, Timings
303: I-95 NB Ramps Terminal



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|-------|------|------|------|------|------|-------|------|
| Lane Configurations | | | | | ↑↑↑ | | | | | | ↑↑↑ | |
| Traffic Volume (vph) | 0 | 0 | 0 | 0 | 1413 | 0 | 0 | 0 | 0 | 0 | 1809 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 0 | 1413 | 0 | 0 | 0 | 0 | 0 | 1809 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 50 | | | 50 | | | 50 | | | 50 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.91 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Flt Protected | | | | | | | | | | | | |
| Satd. Flow (prot) | 0 | 0 | 0 | 0 | 5036 | 0 | 0 | 0 | 0 | 0 | 5085 | 0 |
| Flt Permitted | | | | | | | | | | | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 0 | 5036 | 0 | 0 | 0 | 0 | 0 | 5085 | 0 |
| Right Turn on Red | | | Yes | Yes | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | | | | | | | | | | |
| Link Speed (mph) | | 45 | | | 45 | | | 45 | | | 45 | |
| Link Distance (ft) | | 226 | | | 265 | | | 146 | | | 224 | |
| Travel Time (s) | | 3.4 | | | 4.0 | | | 2.2 | | | 3.4 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 3% | 3% | 3% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 0 | 0 | 0 | 0 | 1487 | 0 | 0 | 0 | 0 | 0 | 1904 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 1487 | 0 | 0 | 0 | 0 | 0 | 1904 | 0 |
| Turn Type | | | | | NA | | | | | | NA | |
| Protected Phases | | | | | 1 | | | | | | 2 | |
| Permitted Phases | | | | | | | | | | | | |
| Detector Phase | | | | | 1 | | | | | | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | | 12.0 | | | | | | 12.0 | |
| Minimum Split (s) | | | | | 42.0 | | | | | | 42.0 | |
| Total Split (s) | | | | | 70.0 | | | | | | 80.0 | |
| Total Split (%) | | | | | 46.7% | | | | | | 53.3% | |
| Maximum Green (s) | | | | | 64.0 | | | | | | 74.0 | |
| Yellow Time (s) | | | | | 4.0 | | | | | | 4.0 | |
| All-Red Time (s) | | | | | 2.0 | | | | | | 2.0 | |
| Lost Time Adjust (s) | | | | | 0.0 | | | | | | 0.0 | |
| Total Lost Time (s) | | | | | 6.0 | | | | | | 6.0 | |
| Lead/Lag | | | | | Lead | | | | | | Lag | |
| Lead-Lag Optimize? | | | | | Yes | | | | | | Yes | |
| Vehicle Extension (s) | | | | | 3.0 | | | | | | 3.0 | |

Lanes, Volumes, Timings
303: I-95 NB Ramps Terminal

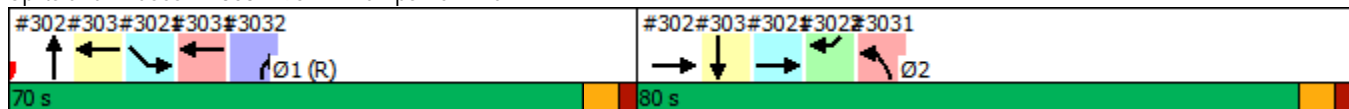


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|-----|-----|-----|-------|-----|-----|-----|-----|-----|-----|------|
| Minimum Gap (s) | | | | | 3.0 | | | | | | | 3.0 |
| Time Before Reduce (s) | | | | | 0.0 | | | | | | | 0.0 |
| Time To Reduce (s) | | | | | 0.0 | | | | | | | 0.0 |
| Recall Mode | | | | | C-Max | | | | | | | Max |
| Walk Time (s) | | | | | 7.0 | | | | | | | 7.0 |
| Flash Dont Walk (s) | | | | | 29.0 | | | | | | | 29.0 |
| Pedestrian Calls (#/hr) | | | | | 0 | | | | | | | 0 |
| Act Effct Green (s) | | | | | 64.0 | | | | | | | 74.0 |
| Actuated g/C Ratio | | | | | 0.43 | | | | | | | 0.49 |
| v/c Ratio | | | | | 0.69 | | | | | | | 0.76 |
| Control Delay | | | | | 25.8 | | | | | | | 34.3 |
| Queue Delay | | | | | 0.0 | | | | | | | 2.8 |
| Total Delay | | | | | 25.8 | | | | | | | 37.1 |
| LOS | | | | | C | | | | | | | D |
| Approach Delay | | | | | 25.8 | | | | | | | 37.1 |
| Approach LOS | | | | | C | | | | | | | D |
| Queue Length 50th (ft) | | | | | 434 | | | | | | | 565 |
| Queue Length 95th (ft) | | | | | m343 | | | | | | | 600 |
| Internal Link Dist (ft) | | 146 | | | 185 | | | 66 | | | | 144 |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | | | | 2148 | | | | | | | 2508 |
| Starvation Cap Reductn | | | | | 0 | | | | | | | 475 |
| Spillback Cap Reductn | | | | | 0 | | | | | | | 0 |
| Storage Cap Reductn | | | | | 0 | | | | | | | 0 |
| Reduced v/c Ratio | | | | | 0.69 | | | | | | | 0.94 |

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 18 (12%), Referenced to phase 1:NBT, Start of Green
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 32.2 Intersection LOS: C
 Intersection Capacity Utilization 72.3% ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 303: I-95 NB Ramps Terminal



Lanes, Volumes, Timings
304: Woolbright Rd & Seacrest Blvd

2045 AM Build Alt 2 - DDI_Synchro
01/04/2021



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|------|-------|-------|------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 136 | 1272 | 698 | 261 | 1579 | 92 | 601 | 265 | 143 | 127 | 406 | 194 |
| Future Volume (vph) | 136 | 1272 | 698 | 261 | 1579 | 92 | 601 | 265 | 143 | 127 | 406 | 194 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 300 | | 600 | 300 | | 0 | 475 | | 0 | 180 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 2 | | 0 | 1 | | 0 |
| Taper Length (ft) | 50 | | | 50 | | | 50 | | | 50 | | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 0.97 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Ped Bike Factor | | | | | | | | | | | | |
| Frt | | | 0.850 | | 0.992 | | | 0.947 | | | | 0.952 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 3505 | 1568 | 1752 | 3477 | 0 | 3433 | 3352 | 0 | 1770 | 3369 | 0 |
| Flt Permitted | 0.067 | | | 0.061 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 124 | 3505 | 1568 | 113 | 3477 | 0 | 3433 | 3352 | 0 | 1770 | 3369 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 432 | | 5 | | | 60 | | | | 49 |
| Link Speed (mph) | | 45 | | | 45 | | | 45 | | | | 45 |
| Link Distance (ft) | | 1533 | | | 1295 | | | 835 | | | | 637 |
| Travel Time (s) | | 23.2 | | | 19.6 | | | 12.7 | | | | 9.7 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | | 0% |
| Adj. Flow (vph) | 143 | 1339 | 735 | 275 | 1662 | 97 | 633 | 279 | 151 | 134 | 427 | 204 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 143 | 1339 | 735 | 275 | 1759 | 0 | 633 | 430 | 0 | 134 | 631 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | Prot | NA | | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 6 | | 6 | 2 | | | | | | | | |
| Detector Phase | 1 | 6 | 6 | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 20.0 | 20.0 | 4.0 | 20.0 | | 4.0 | 6.0 | | 4.0 | 6.0 | |
| Minimum Split (s) | 10.0 | 39.0 | 39.0 | 10.0 | 37.0 | | 10.0 | 34.0 | | 10.0 | 37.0 | |
| Total Split (s) | 11.0 | 66.0 | 66.0 | 19.0 | 74.0 | | 26.0 | 36.0 | | 29.0 | 39.0 | |
| Total Split (%) | 7.3% | 44.0% | 44.0% | 12.7% | 49.3% | | 17.3% | 24.0% | | 19.3% | 26.0% | |
| Maximum Green (s) | 5.0 | 60.0 | 60.0 | 13.0 | 68.0 | | 20.0 | 30.0 | | 23.0 | 33.0 | |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| 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) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | | 6.0 | 6.0 | |
| Lead/Lag | Lag | Lead | Lead | Lag | Lead | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |

Lanes, Volumes, Timings
304: Woolbright Rd & Seacrest Blvd

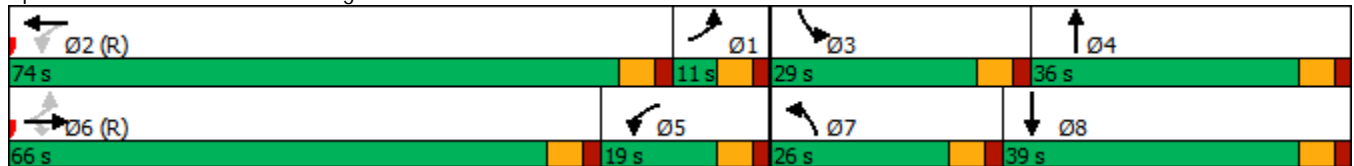


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|-----|-------|-------|-----|------|------|-----|
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | None | C-Max | C-Max | None | C-Max | | None | Max | | None | None | |
| Walk Time (s) | | 7.0 | 7.0 | | 10.0 | | | 7.0 | | | 10.0 | |
| Flash Dont Walk (s) | | 26.0 | 26.0 | | 21.0 | | | 21.0 | | | 21.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | | | 0 | |
| Act Effect Green (s) | 65.0 | 60.0 | 60.0 | 79.0 | 68.0 | | 20.0 | 36.4 | | 16.6 | 33.0 | |
| Actuated g/C Ratio | 0.43 | 0.40 | 0.40 | 0.53 | 0.45 | | 0.13 | 0.24 | | 0.11 | 0.22 | |
| v/c Ratio | 1.32 | 0.96 | 0.83 | 1.37 | 1.11 | | 1.39 | 0.50 | | 0.69 | 0.81 | |
| Control Delay | 222.2 | 48.6 | 21.0 | 237.0 | 99.3 | | 232.4 | 45.0 | | 81.3 | 60.3 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 222.2 | 48.6 | 21.0 | 237.0 | 99.3 | | 232.4 | 45.0 | | 81.3 | 60.3 | |
| LOS | F | D | C | F | F | | F | D | | F | E | |
| Approach Delay | | 50.7 | | | 117.9 | | | 156.6 | | | 64.0 | |
| Approach LOS | | D | | | F | | | F | | | E | |
| Queue Length 50th (ft) | ~132 | 335 | 133 | ~304 | ~1036 | | ~422 | 165 | | 128 | 288 | |
| Queue Length 95th (ft) | #273 | #806 | 249 | #495 | #1174 | | #546 | 234 | | 194 | 364 | |
| Internal Link Dist (ft) | | 1453 | | | 1215 | | | 755 | | | 557 | |
| Turn Bay Length (ft) | 300 | | 600 | 300 | | | 475 | | | 180 | | |
| Base Capacity (vph) | 108 | 1402 | 886 | 201 | 1578 | | 457 | 858 | | 271 | 779 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 1.32 | 0.96 | 0.83 | 1.37 | 1.11 | | 1.39 | 0.50 | | 0.49 | 0.81 | |

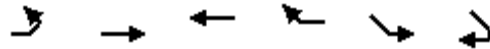
Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 99 (66%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.39
 Intersection Signal Delay: 93.4
 Intersection LOS: F
 Intersection Capacity Utilization 108.7%
 ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

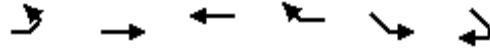
Splits and Phases: 304: Woolbright Rd & Seacrest Blvd



Lanes, Volumes, Timings
 3021: Woolbright Rd & I-95 SB Off Ramp to SBL



| Lane Group | EBL | EBT | WBT | WBR | SEL | SER |
|-------------------------|------|-------|------|------|-------|------|
| Lane Configurations | | ↑↑↑ | | | ↑↑ | |
| Traffic Volume (vph) | 0 | 1716 | 0 | 0 | 1049 | 0 |
| Future Volume (vph) | 0 | 1716 | 0 | 0 | 1049 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | 0% | | 0% | |
| Storage Length (ft) | 0 | | | 0 | 0 | 0 |
| Storage Lanes | 0 | | | 0 | 2 | 0 |
| Taper Length (ft) | 50 | | | | 50 | |
| Lane Util. Factor | 1.00 | 0.91 | 1.00 | 1.00 | 0.97 | 1.00 |
| Ped Bike Factor | | | | | | |
| Flt Protected | | | | | 0.950 | |
| Satd. Flow (prot) | 0 | 5085 | 0 | 0 | 3433 | 0 |
| Flt Permitted | | | | | 0.950 | |
| Satd. Flow (perm) | 0 | 5085 | 0 | 0 | 3433 | 0 |
| Right Turn on Red | | | | Yes | No | No |
| Satd. Flow (RTOR) | | | | | | |
| Link Speed (mph) | | 45 | 45 | | 45 | |
| Link Distance (ft) | | 231 | 433 | | 169 | |
| Travel Time (s) | | 3.5 | 6.6 | | 2.6 | |
| Confl. Peds. (#/hr) | | | | | | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | | 0% | 0% | | 0% | |
| Adj. Flow (vph) | 0 | 1806 | 0 | 0 | 1104 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 1806 | 0 | 0 | 1104 | 0 |
| Turn Type | | NA | | | Prot | |
| Protected Phases | | 2 | | | 1 | |
| Permitted Phases | | | | | | |
| Detector Phase | | 2 | | | 1 | |
| Switch Phase | | | | | | |
| Minimum Initial (s) | | 12.0 | | | 12.0 | |
| Minimum Split (s) | | 42.0 | | | 42.0 | |
| Total Split (s) | | 80.0 | | | 70.0 | |
| Total Split (%) | | 53.3% | | | 46.7% | |
| Maximum Green (s) | | 74.0 | | | 64.0 | |
| Yellow Time (s) | | 4.0 | | | 4.0 | |
| All-Red Time (s) | | 2.0 | | | 2.0 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | | 6.0 | | | 6.0 | |
| Lead/Lag | | Lag | | | Lead | |
| Lead-Lag Optimize? | | Yes | | | Yes | |
| Vehicle Extension (s) | | 3.0 | | | 3.0 | |

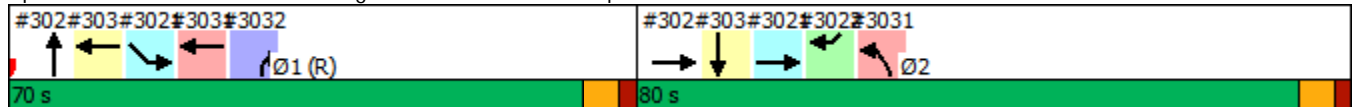


| Lane Group | EBL | EBT | WBT | WBR | SEL | SER |
|-------------------------|-----|------|-----|-----|-------|-----|
| Minimum Gap (s) | | 3.0 | | | 3.0 | |
| Time Before Reduce (s) | | 0.0 | | | 0.0 | |
| Time To Reduce (s) | | 0.0 | | | 0.0 | |
| Recall Mode | | Max | | | C-Max | |
| Walk Time (s) | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 29.0 | | | 29.0 | |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | |
| Act Effct Green (s) | | 74.0 | | | 64.0 | |
| Actuated g/C Ratio | | 0.49 | | | 0.43 | |
| v/c Ratio | | 0.72 | | | 0.75 | |
| Control Delay | | 1.3 | | | 40.4 | |
| Queue Delay | | 0.1 | | | 0.0 | |
| Total Delay | | 1.4 | | | 40.4 | |
| LOS | | A | | | D | |
| Approach Delay | | 1.4 | | | 40.4 | |
| Approach LOS | | A | | | D | |
| Queue Length 50th (ft) | | 0 | | | 465 | |
| Queue Length 95th (ft) | | 0 | | | 552 | |
| Internal Link Dist (ft) | | 151 | 353 | | 89 | |
| Turn Bay Length (ft) | | | | | | |
| Base Capacity (vph) | | 2508 | | | 1464 | |
| Starvation Cap Reductn | | 0 | | | 0 | |
| Spillback Cap Reductn | | 117 | | | 0 | |
| Storage Cap Reductn | | 0 | | | 0 | |
| Reduced v/c Ratio | | 0.76 | | | 0.75 | |

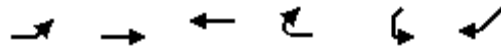
Intersection Summary

| | |
|-----------------------------------|-----------------------------------------------------|
| Area Type: | Other |
| Cycle Length: | 150 |
| Actuated Cycle Length: | 150 |
| Offset: | 18 (12%), Referenced to phase 1:NBT, Start of Green |
| Natural Cycle: | 85 |
| Control Type: | Actuated-Coordinated |
| Maximum v/c Ratio: | 0.77 |
| Intersection Signal Delay: | 16.2 |
| Intersection LOS: | B |
| Intersection Capacity Utilization | 76.8% |
| ICU Level of Service | D |
| Analysis Period (min) | 15 |

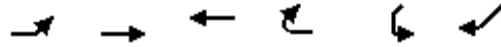
Splits and Phases: 3021: Woolbright Rd & I-95 SB Off Ramp to SBL



Lanes, Volumes, Timings
 3022: Woolbright Rd & I-95 SB Off Ramp to SBR



| Lane Group | EBL | EBT | WBT | WBR | SWL | SWR | Ø1 |
|-------------------------|------|------|-------|------|------|-------|-------|
| Lane Configurations | | | ↑↑↑ | | | ↑↑ | |
| Traffic Volume (vph) | 0 | 0 | 1370 | 0 | 0 | 1009 | |
| Future Volume (vph) | 0 | 0 | 1370 | 0 | 0 | 1009 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | |
| Grade (%) | | 0% | 0% | | 0% | | |
| Storage Length (ft) | 0 | | | 0 | 0 | 0 | |
| Storage Lanes | 0 | | | 0 | 0 | 2 | |
| Taper Length (ft) | 50 | | | | 50 | | |
| Lane Util. Factor | 1.00 | 1.00 | 0.91 | 1.00 | 1.00 | 0.88 | |
| Ped Bike Factor | | | | | | | |
| Frt | | | | | | | 0.850 |
| Flt Protected | | | | | | | |
| Satd. Flow (prot) | 0 | 0 | 5085 | 0 | 0 | 2787 | |
| Flt Permitted | | | | | | | |
| Satd. Flow (perm) | 0 | 0 | 5085 | 0 | 0 | 2787 | |
| Right Turn on Red | | | | Yes | | No | |
| Satd. Flow (RTOR) | | | | | | | |
| Link Speed (mph) | | 45 | 45 | | 45 | | |
| Link Distance (ft) | | 365 | 102 | | 276 | | |
| Travel Time (s) | | 5.5 | 1.5 | | 4.2 | | |
| Confl. Peds. (#/hr) | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | |
| Parking (#/hr) | | | | | | | |
| Mid-Block Traffic (%) | | 0% | 0% | | 0% | | |
| Adj. Flow (vph) | 0 | 0 | 1442 | 0 | 0 | 1062 | |
| Shared Lane Traffic (%) | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 1442 | 0 | 0 | 1062 | |
| Turn Type | | | NA | | | Prot | |
| Protected Phases | | | Free! | | | 2! | 1 |
| Permitted Phases | | | | | | | |
| Detector Phase | | | | | | | 2 |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | | | | | | 12.0 | 12.0 |
| Minimum Split (s) | | | | | | 42.0 | 42.0 |
| Total Split (s) | | | | | | 80.0 | 70.0 |
| Total Split (%) | | | | | | 53.3% | 47% |
| Maximum Green (s) | | | | | | 74.0 | 64.0 |
| Yellow Time (s) | | | | | | 4.0 | 4.0 |
| All-Red Time (s) | | | | | | 2.0 | 2.0 |
| Lost Time Adjust (s) | | | | | | 0.0 | |
| Total Lost Time (s) | | | | | | 6.0 | |
| Lead/Lag | | | | | | Lag | Lead |
| Lead-Lag Optimize? | | | | | | Yes | Yes |
| Vehicle Extension (s) | | | | | | 3.0 | 3.0 |

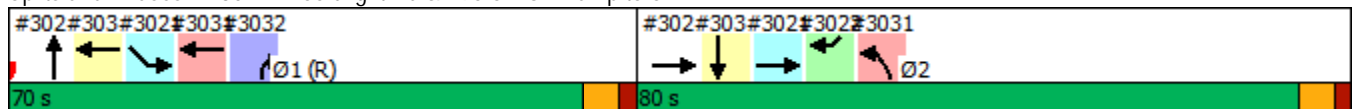


| Lane Group | EBL | EBT | WBT | WBR | SWL | SWR | Ø1 |
|-------------------------|-----|-----|-------|-----|------|------|-------|
| Minimum Gap (s) | | | | | | 3.0 | 3.0 |
| Time Before Reduce (s) | | | | | | 0.0 | 0.0 |
| Time To Reduce (s) | | | | | | 0.0 | 0.0 |
| Recall Mode | | | | | | Max | C-Max |
| Walk Time (s) | | | | | | 7.0 | 7.0 |
| Flash Dont Walk (s) | | | | | | 29.0 | 29.0 |
| Pedestrian Calls (#/hr) | | | | | | 0 | 0 |
| Act Effct Green (s) | | | 150.0 | | | 74.0 | |
| Actuated g/C Ratio | | | 1.00 | | | 0.49 | |
| v/c Ratio | | | 0.28 | | | 0.77 | |
| Control Delay | | | 0.1 | | | 35.9 | |
| Queue Delay | | | 0.0 | | | 0.0 | |
| Total Delay | | | 0.1 | | | 35.9 | |
| LOS | | | A | | | D | |
| Approach Delay | | | 0.1 | | 35.9 | | |
| Approach LOS | | | A | | D | | |
| Queue Length 50th (ft) | | | 0 | | | 473 | |
| Queue Length 95th (ft) | | | 0 | | | 576 | |
| Internal Link Dist (ft) | | 285 | 22 | | 196 | | |
| Turn Bay Length (ft) | | | | | | | |
| Base Capacity (vph) | | | 5085 | | | 1374 | |
| Starvation Cap Reductn | | | 0 | | | 0 | |
| Spillback Cap Reductn | | | 0 | | | 0 | |
| Storage Cap Reductn | | | 0 | | | 0 | |
| Reduced v/c Ratio | | | 0.28 | | | 0.77 | |

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 18 (12%), Referenced to phase 1:NBT, Start of Green
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 15.3
 Intersection LOS: B
 Intersection Capacity Utilization 70.1%
 ICU Level of Service C
 Analysis Period (min) 15
 ! Phase conflict between lane groups.

Splits and Phases: 3022: Woolbright Rd & I-95 SB Off Ramp to SBR



Lanes, Volumes, Timings
3031: I-95 NB Off & Woolbright Rd



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|-------------------------|------|------|------|-------|-------|------|
| Lane Configurations | | | | ↑↑↑ | ↑↑ | |
| Traffic Volume (vph) | 0 | 0 | 0 | 1413 | 419 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 1413 | 419 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | 0% | | | 0% | 0% | |
| Storage Length (ft) | | 0 | 0 | | 0 | 0 |
| Storage Lanes | | 0 | 0 | | 2 | 0 |
| Taper Length (ft) | | | 50 | | 50 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.91 | 0.97 | 1.00 |
| Ped Bike Factor | | | | | | |
| Flt | | | | | | |
| Flt Protected | | | | | 0.950 | |
| Satd. Flow (prot) | 0 | 0 | 0 | 5085 | 3433 | 0 |
| Flt Permitted | | | | | 0.950 | |
| Satd. Flow (perm) | 0 | 0 | 0 | 5085 | 3433 | 0 |
| Right Turn on Red | | Yes | | | No | No |
| Satd. Flow (RTOR) | | | | | | |
| Link Speed (mph) | 45 | | | 45 | 45 | |
| Link Distance (ft) | 419 | | | 226 | 157 | |
| Travel Time (s) | 6.3 | | | 3.4 | 2.4 | |
| Confl. Peds. (#/hr) | | | | | | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | |
| Adj. Flow (vph) | 0 | 0 | 0 | 1487 | 441 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 1487 | 441 | 0 |
| Turn Type | | | | NA | Prot | |
| Protected Phases | | | | 1 | 2 | |
| Permitted Phases | | | | | | |
| Detector Phase | | | | 1 | 2 | |
| Switch Phase | | | | | | |
| Minimum Initial (s) | | | | 12.0 | 12.0 | |
| Minimum Split (s) | | | | 42.0 | 42.0 | |
| Total Split (s) | | | | 70.0 | 80.0 | |
| Total Split (%) | | | | 46.7% | 53.3% | |
| Maximum Green (s) | | | | 64.0 | 74.0 | |
| Yellow Time (s) | | | | 4.0 | 4.0 | |
| All-Red Time (s) | | | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | | | | 0.0 | 0.0 | |
| Total Lost Time (s) | | | | 6.0 | 6.0 | |
| Lead/Lag | | | | Lead | Lag | |
| Lead-Lag Optimize? | | | | Yes | Yes | |
| Vehicle Extension (s) | | | | 3.0 | 3.0 | |

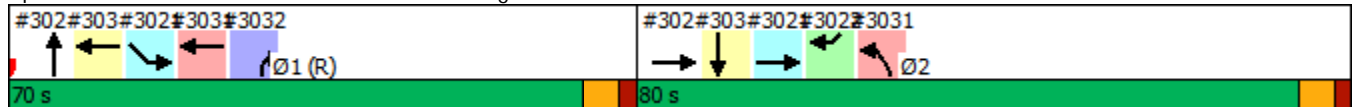


| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|-------------------------|-----|-----|-----|-------|------|-----|
| Minimum Gap (s) | | | | 3.0 | 3.0 | |
| Time Before Reduce (s) | | | | 0.0 | 0.0 | |
| Time To Reduce (s) | | | | 0.0 | 0.0 | |
| Recall Mode | | | | C-Max | Max | |
| Walk Time (s) | | | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | | | | 29.0 | 29.0 | |
| Pedestrian Calls (#/hr) | | | | 0 | 0 | |
| Act Effct Green (s) | | | | 64.0 | 74.0 | |
| Actuated g/C Ratio | | | | 0.43 | 0.49 | |
| v/c Ratio | | | | 0.69 | 0.26 | |
| Control Delay | | | | 5.0 | 22.6 | |
| Queue Delay | | | | 0.0 | 0.0 | |
| Total Delay | | | | 5.0 | 22.6 | |
| LOS | | | | A | C | |
| Approach Delay | | | | 5.0 | 22.6 | |
| Approach LOS | | | | A | C | |
| Queue Length 50th (ft) | | | | 24 | 126 | |
| Queue Length 95th (ft) | | | | 26 | 163 | |
| Internal Link Dist (ft) | 339 | | | 146 | 77 | |
| Turn Bay Length (ft) | | | | | | |
| Base Capacity (vph) | | | | 2169 | 1693 | |
| Starvation Cap Reductn | | | | 18 | 0 | |
| Spillback Cap Reductn | | | | 0 | 0 | |
| Storage Cap Reductn | | | | 0 | 0 | |
| Reduced v/c Ratio | | | | 0.69 | 0.26 | |

Intersection Summary

| | |
|------------------------------------|-----------------------------------------------------|
| Area Type: | Other |
| Cycle Length: | 150 |
| Actuated Cycle Length: | 150 |
| Offset: | 18 (12%), Referenced to phase 1:NBT, Start of Green |
| Natural Cycle: | 85 |
| Control Type: | Actuated-Coordinated |
| Maximum v/c Ratio: | 0.77 |
| Intersection Signal Delay: | 9.0 |
| Intersection LOS: | A |
| Intersection Capacity Utilization: | 49.3% |
| ICU Level of Service: | A |
| Analysis Period (min): | 15 |

Splits and Phases: 3031: I-95 NB Off & Woolbright Rd

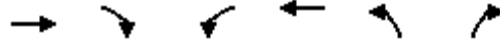


Lanes, Volumes, Timings
3032: I-95 NB Off to NBR & Woolbright Rd

2045 AM Build Alt 2 - DDI_Synchro
01/04/2021



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR | Ø2 |
|-------------------------|-------|------|------|------|------|-------|------|
| Lane Configurations | ↑↑↑ | | | | | ↑↑ | |
| Traffic Volume (vph) | 1809 | 0 | 0 | 0 | 0 | 485 | |
| Future Volume (vph) | 1809 | 0 | 0 | 0 | 0 | 485 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | |
| Grade (%) | 0% | | | 0% | 0% | | |
| Storage Length (ft) | | 0 | 0 | | 0 | 0 | |
| Storage Lanes | | 0 | 0 | | 0 | 2 | |
| Taper Length (ft) | | | 50 | | 50 | | |
| Lane Util. Factor | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 | 0.88 | |
| Ped Bike Factor | | | | | | | |
| Flt | | | | | | 0.850 | |
| Flt Protected | | | | | | | |
| Satd. Flow (prot) | 5085 | 0 | 0 | 0 | 0 | 2787 | |
| Flt Permitted | | | | | | | |
| Satd. Flow (perm) | 5085 | 0 | 0 | 0 | 0 | 2787 | |
| Right Turn on Red | | Yes | | | | No | |
| Satd. Flow (RTOR) | | | | | | | |
| Link Speed (mph) | 45 | | | 45 | 45 | | |
| Link Distance (ft) | 146 | | | 448 | 373 | | |
| Travel Time (s) | 2.2 | | | 6.8 | 5.7 | | |
| Confl. Peds. (#/hr) | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | |
| Parking (#/hr) | | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | | |
| Adj. Flow (vph) | 1904 | 0 | 0 | 0 | 0 | 511 | |
| Shared Lane Traffic (%) | | | | | | | |
| Lane Group Flow (vph) | 1904 | 0 | 0 | 0 | 0 | 511 | |
| Turn Type | NA | | | | | Prot | |
| Protected Phases | Free! | | | | | 1! | 2 |
| Permitted Phases | | | | | | | |
| Detector Phase | | | | | | 1 | |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | | | | | | 12.0 | 12.0 |
| Minimum Split (s) | | | | | | 42.0 | 42.0 |
| Total Split (s) | | | | | | 70.0 | 80.0 |
| Total Split (%) | | | | | | 46.7% | 53% |
| Maximum Green (s) | | | | | | 64.0 | 74.0 |
| Yellow Time (s) | | | | | | 4.0 | 4.0 |
| All-Red Time (s) | | | | | | 2.0 | 2.0 |
| Lost Time Adjust (s) | | | | | | 0.0 | |
| Total Lost Time (s) | | | | | | 6.0 | |
| Lead/Lag | | | | | | Lead | Lag |
| Lead-Lag Optimize? | | | | | | Yes | Yes |
| Vehicle Extension (s) | | | | | | 3.0 | 3.0 |

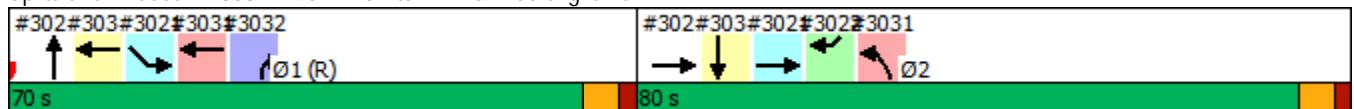


| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR | Ø2 |
|-------------------------|-------|-----|-----|-----|------|-------|------|
| Minimum Gap (s) | | | | | | 3.0 | 3.0 |
| Time Before Reduce (s) | | | | | | 0.0 | 0.0 |
| Time To Reduce (s) | | | | | | 0.0 | 0.0 |
| Recall Mode | | | | | | C-Max | Max |
| Walk Time (s) | | | | | | 7.0 | 7.0 |
| Flash Dont Walk (s) | | | | | | 29.0 | 29.0 |
| Pedestrian Calls (#/hr) | | | | | | 0 | 0 |
| Act Effct Green (s) | 150.0 | | | | | 64.0 | |
| Actuated g/C Ratio | 1.00 | | | | | 0.43 | |
| v/c Ratio | 0.37 | | | | | 0.43 | |
| Control Delay | 0.1 | | | | | 31.6 | |
| Queue Delay | 0.0 | | | | | 0.0 | |
| Total Delay | 0.1 | | | | | 31.6 | |
| LOS | A | | | | | C | |
| Approach Delay | 0.1 | | | | 31.6 | | |
| Approach LOS | A | | | | C | | |
| Queue Length 50th (ft) | 0 | | | | | 197 | |
| Queue Length 95th (ft) | 0 | | | | | 253 | |
| Internal Link Dist (ft) | 66 | | | 368 | 293 | | |
| Turn Bay Length (ft) | | | | | | | |
| Base Capacity (vph) | 5085 | | | | | 1189 | |
| Starvation Cap Reductn | 0 | | | | | 0 | |
| Spillback Cap Reductn | 0 | | | | | 0 | |
| Storage Cap Reductn | 0 | | | | | 0 | |
| Reduced v/c Ratio | 0.37 | | | | | 0.43 | |

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 18 (12%), Referenced to phase 1:NBT, Start of Green
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 6.8
 Intersection LOS: A
 Intersection Capacity Utilization 72.3%
 ICU Level of Service C
 Analysis Period (min) 15
 ! Phase conflict between lane groups.

Splits and Phases: 3032: I-95 NB Off to NBR & Woolbright Rd

































Design Year 2045 PM Analysis

HCM 6th Edition Methodology

HCM Signalized Intersection Capacity Analysis
 301: Woolbright Rd & SW 8th St













2045 PM Build Alt 2 - DDI_HCM
 01/01/2021

| |  |  |  |  |  |  |  |  |  |  |  |  | |
|-----------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|--|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | |
| Lane Configurations |   |    |  |   |    |  |  |   | |   |  | | |
| Traffic Volume (vph) | 277 | 1437 | 112 | 168 | 1935 | 720 | 205 | 68 | 346 | 468 | 68 | 222 | |
| Future Volume (vph) | 277 | 1437 | 112 | 168 | 1935 | 720 | 205 | 68 | 346 | 468 | 68 | 222 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Total Lost time (s) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | 7.0 | 7.0 | 7.5 | | 7.0 | 7.5 | | |
| Lane Util. Factor | 0.97 | 0.91 | 1.00 | 0.97 | 0.86 | 1.00 | 1.00 | 1.00 | | 0.97 | 1.00 | | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.87 | | 1.00 | 0.89 | | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | |
| Satd. Flow (prot) | 3433 | 5085 | 1583 | 3433 | 6408 | 1583 | 1770 | 1629 | | 3433 | 1649 | | |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.35 | 1.00 | | 0.95 | 1.00 | | |
| Satd. Flow (perm) | 3433 | 5085 | 1583 | 3433 | 6408 | 1583 | 643 | 1629 | | 3433 | 1649 | | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | |
| Adj. Flow (vph) | 292 | 1513 | 118 | 177 | 2037 | 758 | 216 | 72 | 364 | 493 | 72 | 234 | |
| RTOR Reduction (vph) | 0 | 0 | 74 | 0 | 0 | 294 | 0 | 132 | 0 | 0 | 82 | 0 | |
| Lane Group Flow (vph) | 292 | 1513 | 44 | 177 | 2037 | 464 | 216 | 304 | 0 | 493 | 224 | 0 | |
| Turn Type | Prot | NA | Perm | Prot | NA | pm+ov | pm+pt | NA | | Prot | NA | | |
| Protected Phases | 1 | 6 | | 5 | 2 | 3 | 7 | 4 | | 3 | 8 | | |
| Permitted Phases | | | 6 | | | 2 | 4 | | | | | | |
| Actuated Green, G (s) | 16.9 | 56.1 | 56.1 | 13.9 | 53.1 | 73.7 | 49.2 | 31.9 | | 20.6 | 35.2 | | |
| Effective Green, g (s) | 16.9 | 56.1 | 56.1 | 13.9 | 53.1 | 73.7 | 49.2 | 31.9 | | 20.6 | 35.2 | | |
| Actuated g/C Ratio | 0.11 | 0.37 | 0.37 | 0.09 | 0.35 | 0.49 | 0.33 | 0.21 | | 0.14 | 0.23 | | |
| Clearance Time (s) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | 7.0 | 7.0 | 7.5 | | 7.0 | 7.5 | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | |
| Lane Grp Cap (vph) | 386 | 1901 | 592 | 318 | 2268 | 777 | 340 | 346 | | 471 | 386 | | |
| v/s Ratio Prot | c0.09 | 0.30 | | 0.05 | c0.32 | 0.08 | 0.07 | c0.19 | | c0.14 | c0.14 | | |
| v/s Ratio Perm | | | 0.03 | | | 0.21 | 0.13 | | | | | | |
| v/c Ratio | 0.76 | 0.80 | 0.07 | 0.56 | 0.90 | 0.60 | 0.64 | 0.88 | | 1.05 | 0.58 | | |
| Uniform Delay, d1 | 64.6 | 41.8 | 30.2 | 65.1 | 45.9 | 27.5 | 39.3 | 57.2 | | 64.7 | 50.9 | | |
| Progression Factor | 1.00 | 1.00 | 1.00 | 0.84 | 0.73 | 0.45 | 1.00 | 1.00 | | 1.00 | 1.00 | | |
| Incremental Delay, d2 | 8.2 | 3.6 | 0.2 | 1.9 | 5.5 | 1.1 | 3.9 | 21.3 | | 54.2 | 2.2 | | |
| Delay (s) | 72.8 | 45.4 | 30.5 | 56.8 | 39.2 | 13.4 | 43.1 | 78.5 | | 118.9 | 53.1 | | |
| Level of Service | E | D | C | E | D | B | D | E | | F | D | | |
| Approach Delay (s) | | 48.6 | | | 33.6 | | | 66.8 | | | 93.7 | | |
| Approach LOS | | D | | | C | | | E | | | F | | |
| Intersection Summary | | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 49.1 | HCM 2000 Level of Service | | | | | | D | | | |
| HCM 2000 Volume to Capacity ratio | | | 0.90 | | | | | | | | | | |
| Actuated Cycle Length (s) | | | 150.0 | Sum of lost time (s) | | | | | | 27.5 | | | |
| Intersection Capacity Utilization | | | 97.1% | ICU Level of Service | | | | | | F | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | | |

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
302: I-95 SB Ramps Terminal













2045 PM Build Alt 2 - DDI_HCM
01/01/2021

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↑↑↑ | | | | | | ↑↑↑ | | | | |
| Traffic Volume (vph) | 0 | 1801 | 0 | 0 | 0 | 0 | 0 | 1840 | 0 | 0 | 0 | 0 |
| Future Volume (vph) | 0 | 1801 | 0 | 0 | 0 | 0 | 0 | 1840 | 0 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | | | | | | 6.0 | | | | |
| Lane Util. Factor | | 0.91 | | | | | | 0.91 | | | | |
| Fr _t | | 1.00 | | | | | | 1.00 | | | | |
| Fl _t Protected | | 1.00 | | | | | | 1.00 | | | | |
| Satd. Flow (prot) | | 5085 | | | | | | 5085 | | | | |
| Fl _t Permitted | | 1.00 | | | | | | 1.00 | | | | |
| Satd. Flow (perm) | | 5085 | | | | | | 5085 | | | | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 0 | 1896 | 0 | 0 | 0 | 0 | 0 | 1937 | 0 | 0 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 1896 | 0 | 0 | 0 | 0 | 0 | 1937 | 0 | 0 | 0 | 0 |
| Turn Type | | NA | | | | | | NA | | | | |
| Protected Phases | | 2 | | | | | | 1 | | | | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | | 79.0 | | | | | | 59.0 | | | | |
| Effective Green, g (s) | | 79.0 | | | | | | 59.0 | | | | |
| Actuated g/C Ratio | | 0.53 | | | | | | 0.39 | | | | |
| Clearance Time (s) | | 6.0 | | | | | | 6.0 | | | | |
| Vehicle Extension (s) | | 3.0 | | | | | | 3.0 | | | | |
| Lane Grp Cap (vph) | | 2678 | | | | | | 2000 | | | | |
| v/s Ratio Prot | | c0.37 | | | | | | c0.38 | | | | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | | 0.71 | | | | | | 0.97 | | | | |
| Uniform Delay, d ₁ | | 26.8 | | | | | | 44.6 | | | | |
| Progression Factor | | 0.84 | | | | | | 0.70 | | | | |
| Incremental Delay, d ₂ | | 0.8 | | | | | | 11.4 | | | | |
| Delay (s) | | 23.4 | | | | | | 42.7 | | | | |
| Level of Service | | C | | | | | | D | | | | |
| Approach Delay (s) | | 23.4 | | | 0.0 | | | 42.7 | | | 0.0 | |
| Approach LOS | | C | | | A | | | D | | | A | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 33.2 | | | | | HCM 2000 Level of Service | | C | | |
| HCM 2000 Volume to Capacity ratio | | | 0.82 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 150.0 | | | | | Sum of lost time (s) | | 12.0 | | |
| Intersection Capacity Utilization | | | 80.3% | | | | | ICU Level of Service | | D | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

c Critical Lane Group



























HCM Signalized Intersection Capacity Analysis
303: I-95 NB Ramps Terminal

2045 PM Build Alt 2 - DDI_HCM
01/01/2021

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | | ↑↑↑ | | | | | | ↑↑↑ | |
| Traffic Volume (vph) | 0 | 0 | 0 | 0 | 1468 | 0 | 0 | 0 | 0 | 0 | 1560 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 0 | 1468 | 0 | 0 | 0 | 0 | 0 | 1560 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | | | 6.0 | | | | | | 6.0 | |
| Lane Util. Factor | | | | | 0.91 | | | | | | 0.91 | |
| Fr _t | | | | | 1.00 | | | | | | 1.00 | |
| Fl _t Protected | | | | | 1.00 | | | | | | 1.00 | |
| Satd. Flow (prot) | | | | | 5036 | | | | | | 5085 | |
| Fl _t Permitted | | | | | 1.00 | | | | | | 1.00 | |
| Satd. Flow (perm) | | | | | 5036 | | | | | | 5085 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 0 | 0 | 0 | 0 | 1545 | 0 | 0 | 0 | 0 | 0 | 1642 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 1545 | 0 | 0 | 0 | 0 | 0 | 1642 | 0 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 3% | 3% | 3% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | | | | | NA | | | | | | NA | |
| Protected Phases | | | | | 1 | | | | | | 2 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | | | | | 59.0 | | | | | | 79.0 | |
| Effective Green, g (s) | | | | | 59.0 | | | | | | 79.0 | |
| Actuated g/C Ratio | | | | | 0.39 | | | | | | 0.53 | |
| Clearance Time (s) | | | | | 6.0 | | | | | | 6.0 | |
| Vehicle Extension (s) | | | | | 3.0 | | | | | | 3.0 | |
| Lane Grp Cap (vph) | | | | | 1980 | | | | | | 2678 | |
| v/s Ratio Prot | | | | | c0.31 | | | | | | c0.32 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | | | | | 0.78 | | | | | | 0.61 | |
| Uniform Delay, d ₁ | | | | | 39.8 | | | | | | 24.8 | |
| Progression Factor | | | | | 0.62 | | | | | | 1.06 | |
| Incremental Delay, d ₂ | | | | | 0.9 | | | | | | 0.8 | |
| Delay (s) | | | | | 25.7 | | | | | | 27.1 | |
| Level of Service | | | | | C | | | | | | C | |
| Approach Delay (s) | | 0.0 | | | 25.7 | | | 0.0 | | | 27.1 | |
| Approach LOS | | A | | | C | | | A | | | C | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 26.4 | | | | | | | | | HCM 2000 Level of Service |
| | | | | | | | | | | | | C |
| HCM 2000 Volume to Capacity ratio | | | 0.68 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 150.0 | | | | | | | | 12.0 | Sum of lost time (s) |
| Intersection Capacity Utilization | | | 68.5% | | | | | | | | | ICU Level of Service |
| | | | | | | | | | | | | C |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |

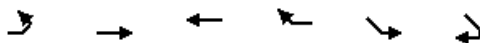
HCM Signalized Intersection Capacity Analysis
304: Woolbright Rd & Seacrest Blvd

2045 PM Build Alt 2 - DDI_HCM
01/01/2021

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |   |  |  |   | |  |   | |  |   |  |
| Traffic Volume (vph) | 211 | 1487 | 595 | 112 | 1514 | 90 | 665 | 410 | 279 | 111 | 262 | 150 |
| Future Volume (vph) | 211 | 1487 | 595 | 112 | 1514 | 90 | 665 | 410 | 279 | 111 | 262 | 150 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | | 6.0 | 6.0 | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | | 0.97 | 0.95 | | 1.00 | 0.95 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.99 | | 1.00 | 0.94 | | 1.00 | 0.95 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1752 | 3505 | 1568 | 1752 | 3475 | | 3433 | 3324 | | 1770 | 3346 | |
| Flt Permitted | 0.07 | 1.00 | 1.00 | 0.06 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 129 | 3505 | 1568 | 117 | 3475 | | 3433 | 3324 | | 1770 | 3346 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 222 | 1565 | 626 | 118 | 1594 | 95 | 700 | 432 | 294 | 117 | 276 | 158 |
| RTOR Reduction (vph) | 0 | 0 | 309 | 0 | 3 | 0 | 0 | 80 | 0 | 0 | 58 | 0 |
| Lane Group Flow (vph) | 222 | 1565 | 317 | 118 | 1686 | 0 | 700 | 646 | 0 | 117 | 376 | 0 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | Prot | NA | | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 6 | | 6 | 2 | | | | | | | | |
| Actuated Green, G (s) | 64.0 | 57.0 | 57.0 | 83.0 | 70.0 | | 26.8 | 31.0 | | 18.0 | 22.2 | |
| Effective Green, g (s) | 64.0 | 57.0 | 57.0 | 83.0 | 70.0 | | 26.8 | 31.0 | | 18.0 | 22.2 | |
| Actuated g/C Ratio | 0.43 | 0.38 | 0.38 | 0.55 | 0.47 | | 0.18 | 0.21 | | 0.12 | 0.15 | |
| Clearance Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | | 6.0 | 6.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 130 | 1331 | 595 | 282 | 1621 | | 613 | 686 | | 212 | 495 | |
| v/s Ratio Prot | c0.08 | 0.45 | | 0.06 | c0.49 | | c0.20 | c0.19 | | 0.07 | 0.11 | |
| v/s Ratio Perm | c0.64 | | 0.20 | 0.18 | | | | | | | | |
| v/c Ratio | 1.71 | 1.18 | 0.53 | 0.42 | 1.04 | | 1.14 | 0.94 | | 0.55 | 0.76 | |
| Uniform Delay, d1 | 68.3 | 46.5 | 36.1 | 54.8 | 40.0 | | 61.6 | 58.6 | | 62.2 | 61.3 | |
| Progression Factor | 0.91 | 0.87 | 0.85 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 347.8 | 87.0 | 3.2 | 1.0 | 33.6 | | 82.2 | 22.7 | | 3.1 | 6.6 | |
| Delay (s) | 409.7 | 127.3 | 34.0 | 55.9 | 73.6 | | 143.8 | 81.3 | | 65.3 | 67.9 | |
| Level of Service | F | F | C | E | E | | F | F | | E | E | |
| Approach Delay (s) | | 129.1 | | | 72.4 | | | 112.0 | | | 67.4 | |
| Approach LOS | | F | | | E | | | F | | | E | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 103.2 | | | | HCM 2000 Level of Service | | | | F | |
| HCM 2000 Volume to Capacity ratio | | | 1.38 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 150.0 | | | | Sum of lost time (s) | | | 24.0 | | |
| Intersection Capacity Utilization | | | 107.4% | | | | ICU Level of Service | | | G | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |

HCM Signalized Intersection Capacity Analysis
3021: Woolbright Rd & I-95 SB Off Ramp to SBL

2045 PM Build Alt 2 - DDI_HCM
01/01/2021



| Movement | EBL | EBT | WBT | WBR | SEL | SER |
|-----------------------------------|------|-------|-------|------|---------------------------|------|
| Lane Configurations | | ↑↑↑ | | | ↑↑ | |
| Traffic Volume (vph) | 0 | 1801 | 0 | 0 | 655 | 0 |
| Future Volume (vph) | 0 | 1801 | 0 | 0 | 655 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | | | 6.0 | |
| Lane Util. Factor | | 0.91 | | | 0.97 | |
| Fr _t | | 1.00 | | | 1.00 | |
| Fl _t Protected | | 1.00 | | | 0.95 | |
| Satd. Flow (prot) | | 5085 | | | 3433 | |
| Fl _t Permitted | | 1.00 | | | 0.95 | |
| Satd. Flow (perm) | | 5085 | | | 3433 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 0 | 1896 | 0 | 0 | 689 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 1896 | 0 | 0 | 689 | 0 |
| Turn Type | | NA | | | Prot | |
| Protected Phases | | 2 | | | 1 | |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | | 79.0 | | | 59.0 | |
| Effective Green, g (s) | | 79.0 | | | 59.0 | |
| Actuated g/C Ratio | | 0.53 | | | 0.39 | |
| Clearance Time (s) | | 6.0 | | | 6.0 | |
| Vehicle Extension (s) | | 3.0 | | | 3.0 | |
| Lane Grp Cap (vph) | | 2678 | | | 1350 | |
| v/s Ratio Prot | | c0.37 | | | c0.20 | |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | | 0.71 | | | 0.51 | |
| Uniform Delay, d ₁ | | 26.8 | | | 34.5 | |
| Progression Factor | | 0.08 | | | 1.00 | |
| Incremental Delay, d ₂ | | 1.1 | | | 1.4 | |
| Delay (s) | | 3.2 | | | 35.9 | |
| Level of Service | | A | | | D | |
| Approach Delay (s) | | 3.2 | 0.0 | | 35.9 | |
| Approach LOS | | A | A | | D | |
| Intersection Summary | | | | | | |
| HCM 2000 Control Delay | | | 11.9 | | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | | | 0.62 | | | |
| Actuated Cycle Length (s) | | | 150.0 | | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | | | 77.5% | | ICU Level of Service | D |
| Analysis Period (min) | | | 15 | | | |

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 3022: Woolbright Rd & I-95 SB Off Ramp to SBR

2045 PM Build Alt 2 - DDI_HCM
 01/01/2021



| Movement | EBL | EBT | WBT | WBR | SWL | SWR |
|---------------------------------------|------|------|-------|------|---------------------------|-------|
| Lane Configurations | | | ↑↑↑ | | | ↑↑ |
| Traffic Volume (vph) | 0 | 0 | 1840 | 0 | 0 | 983 |
| Future Volume (vph) | 0 | 0 | 1840 | 0 | 0 | 983 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | 4.0 | | | 6.0 |
| Lane Util. Factor | | | 0.91 | | | 0.88 |
| Frt | | | 1.00 | | | 0.85 |
| Flt Protected | | | 1.00 | | | 1.00 |
| Satd. Flow (prot) | | | 5085 | | | 2787 |
| Flt Permitted | | | 1.00 | | | 1.00 |
| Satd. Flow (perm) | | | 5085 | | | 2787 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 0 | 0 | 1937 | 0 | 0 | 1035 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 1937 | 0 | 0 | 1035 |
| Turn Type | | | NA | | | Prot |
| Protected Phases | | | Free! | | | 2! |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | | | 150.0 | | | 79.0 |
| Effective Green, g (s) | | | 150.0 | | | 79.0 |
| Actuated g/C Ratio | | | 1.00 | | | 0.53 |
| Clearance Time (s) | | | | | | 6.0 |
| Vehicle Extension (s) | | | | | | 3.0 |
| Lane Grp Cap (vph) | | | 5085 | | | 1467 |
| v/s Ratio Prot | | | 0.38 | | | c0.37 |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | | | 0.38 | | | 0.71 |
| Uniform Delay, d1 | | | 0.0 | | | 26.7 |
| Progression Factor | | | 1.00 | | | 1.00 |
| Incremental Delay, d2 | | | 0.1 | | | 2.9 |
| Delay (s) | | | 0.1 | | | 29.6 |
| Level of Service | | | A | | | C |
| Approach Delay (s) | | 0.0 | 0.1 | | 29.6 | |
| Approach LOS | | A | A | | C | |
| Intersection Summary | | | | | | |
| HCM 2000 Control Delay | | | 10.4 | | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | | | 0.58 | | | |
| Actuated Cycle Length (s) | | | 150.0 | | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | | | 80.3% | | ICU Level of Service | D |
| Analysis Period (min) | | | 15 | | | |
| ! Phase conflict between lane groups. | | | | | | |
| c Critical Lane Group | | | | | | |

HCM Signalized Intersection Capacity Analysis
3031: I-95 NB Off & Woolbright Rd

2045 PM Build Alt 2 - DDI_HCM
01/01/2021



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|------------------------|------|------|------|-------|-------|------|
| Lane Configurations | | | | ↑↑↑ | ↑↑ | |
| Traffic Volume (vph) | 0 | 0 | 0 | 1468 | 786 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 1468 | 786 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | | 6.0 | 6.0 | |
| Lane Util. Factor | | | | 0.91 | 0.97 | |
| Flt | | | | 1.00 | 1.00 | |
| Flt Protected | | | | 1.00 | 0.95 | |
| Satd. Flow (prot) | | | | 5085 | 3433 | |
| Flt Permitted | | | | 1.00 | 0.95 | |
| Satd. Flow (perm) | | | | 5085 | 3433 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 0 | 0 | 0 | 1545 | 827 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 1545 | 827 | 0 |
| Turn Type | | | | NA | Prot | |
| Protected Phases | | | | 1 | 2 | |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | | | | 59.0 | 79.0 | |
| Effective Green, g (s) | | | | 59.0 | 79.0 | |
| Actuated g/C Ratio | | | | 0.39 | 0.53 | |
| Clearance Time (s) | | | | 6.0 | 6.0 | |
| Vehicle Extension (s) | | | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | | | | 2000 | 1808 | |
| v/s Ratio Prot | | | | c0.30 | c0.24 | |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | | | | 0.77 | 0.46 | |
| Uniform Delay, d1 | | | | 39.7 | 22.1 | |
| Progression Factor | | | | 0.06 | 1.00 | |
| Incremental Delay, d2 | | | | 1.8 | 0.8 | |
| Delay (s) | | | | 4.4 | 23.0 | |
| Level of Service | | | | A | C | |
| Approach Delay (s) | 0.0 | | | 4.4 | 23.0 | |
| Approach LOS | A | | | A | C | |

Intersection Summary

| | | | |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay | 10.9 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.59 | | |
| Actuated Cycle Length (s) | 150.0 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 60.8% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 3032: I-95 NB Off to NBR & Woolbright Rd

2045 PM Build Alt 2 - DDI_HCM
 01/01/2021



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---------------------------|-------|------|------|------|------|-------|
| Lane Configurations | ↑↑↑ | | | | | ↑↑ |
| Traffic Volume (vph) | 1560 | 0 | 0 | 0 | 0 | 523 |
| Future Volume (vph) | 1560 | 0 | 0 | 0 | 0 | 523 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | | | | | 6.0 |
| Lane Util. Factor | 0.91 | | | | | 0.88 |
| Fr _t | 1.00 | | | | | 0.85 |
| Fl _t Protected | 1.00 | | | | | 1.00 |
| Satd. Flow (prot) | 5085 | | | | | 2787 |
| Fl _t Permitted | 1.00 | | | | | 1.00 |
| Satd. Flow (perm) | 5085 | | | | | 2787 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 1642 | 0 | 0 | 0 | 0 | 551 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 1642 | 0 | 0 | 0 | 0 | 551 |
| Turn Type | NA | | | | | Prot |
| Protected Phases | Free! | | | | | 1! |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | 150.0 | | | | | 59.0 |
| Effective Green, g (s) | 150.0 | | | | | 59.0 |
| Actuated g/C Ratio | 1.00 | | | | | 0.39 |
| Clearance Time (s) | | | | | | 6.0 |
| Vehicle Extension (s) | | | | | | 3.0 |
| Lane Grp Cap (vph) | 5085 | | | | | 1096 |
| v/s Ratio Prot | 0.32 | | | | | c0.20 |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | 0.32 | | | | | 0.50 |
| Uniform Delay, d1 | 0.0 | | | | | 34.4 |
| Progression Factor | 1.00 | | | | | 1.00 |
| Incremental Delay, d2 | 0.1 | | | | | 1.6 |
| Delay (s) | 0.1 | | | | | 36.1 |
| Level of Service | A | | | | | D |
| Approach Delay (s) | 0.1 | | | 0.0 | 36.1 | |
| Approach LOS | A | | | A | D | |

Intersection Summary

| | | | |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay | 9.2 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.41 | | |
| Actuated Cycle Length (s) | 150.0 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 68.5% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |
























! Phase conflict between lane groups.

c Critical Lane Group

Synchro Methodology

Lanes, Volumes, Timings
301: Woolbright Rd & SW 8th St

2045 PM Build Alt 2 - DDI_Synchro
01/01/2021

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  |  |  | |  |  |  |
| Traffic Volume (vph) | 277 | 1437 | 112 | 168 | 1935 | 720 | 205 | 68 | 346 | 468 | 68 | 222 |
| Future Volume (vph) | 277 | 1437 | 112 | 168 | 1935 | 720 | 205 | 68 | 346 | 468 | 68 | 222 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 250 | | 225 | 300 | | 375 | 0 | | 0 | 250 | | 0 |
| Storage Lanes | 2 | | 1 | 2 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 50 | | | 50 | | | 50 | | | 50 | | |
| Lane Util. Factor | 0.97 | 0.91 | 1.00 | 0.97 | 0.86 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Fr t | | | 0.850 | | | 0.850 | | 0.875 | | | | 0.885 |
| Fl t Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 3433 | 5085 | 1583 | 3433 | 6408 | 1583 | 1770 | 1630 | 0 | 3433 | 1649 | 0 |
| Fl t Permitted | 0.950 | | | 0.950 | | | 0.345 | | | 0.950 | | |
| Satd. Flow (perm) | 3433 | 5085 | 1583 | 3433 | 6408 | 1583 | 643 | 1630 | 0 | 3433 | 1649 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 131 | | | 578 | | | 168 | | | 107 |
| Link Speed (mph) | | 45 | | | 45 | | | 45 | | | | 45 |
| Link Distance (ft) | | 1182 | | | 568 | | | 918 | | | | 751 |
| Travel Time (s) | | 17.9 | | | 8.6 | | | 13.9 | | | | 11.4 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | | 0% |
| Adj. Flow (vph) | 292 | 1513 | 118 | 177 | 2037 | 758 | 216 | 72 | 364 | 493 | 72 | 234 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 292 | 1513 | 118 | 177 | 2037 | 758 | 216 | 436 | 0 | 493 | 306 | 0 |
| Turn Type | Prot | NA | Perm | Prot | NA | pm+ov | pm+pt | NA | | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | 3 | 7 | 4 | | 3 | 8 | |
| Permitted Phases | | | 6 | | | 2 | 4 | | | | | |
| Detector Phase | 1 | 6 | 6 | 5 | 2 | 3 | 7 | 4 | | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 20.0 | 20.0 | 4.0 | 20.0 | 4.0 | 4.0 | 6.0 | | 4.0 | 6.0 | |
| Minimum Split (s) | 10.5 | 36.5 | 36.5 | 10.5 | 40.5 | 11.0 | 11.0 | 43.5 | | 11.0 | 43.5 | |
| Total Split (s) | 25.0 | 53.0 | 53.0 | 22.0 | 50.0 | 26.0 | 27.0 | 49.0 | | 26.0 | 48.0 | |
| Total Split (%) | 16.7% | 35.3% | 35.3% | 14.7% | 33.3% | 17.3% | 18.0% | 32.7% | | 17.3% | 32.0% | |
| Maximum Green (s) | 18.5 | 46.5 | 46.5 | 15.5 | 43.5 | 19.0 | 20.0 | 41.5 | | 19.0 | 40.5 | |
| Yellow Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 3.0 | 3.0 | 3.5 | | 3.0 | 3.5 | |
| 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) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | 7.0 | 7.0 | 7.5 | | 7.0 | 7.5 | |
| Lead/Lag | Lag | Lead | Lead | Lag | Lead | Lead | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|-------|-------|------|-------|------|------|------|-----|-------|------|-----|
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | None | C-Max | C-Max | None | C-Max | None | None | None | | None | None | |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 23.0 | 23.0 | | 27.0 | | | 29.0 | | | 29.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 16.9 | 56.1 | 56.1 | 13.9 | 53.1 | 73.2 | 49.7 | 31.9 | | 20.6 | 35.2 | |
| Actuated g/C Ratio | 0.11 | 0.37 | 0.37 | 0.09 | 0.35 | 0.49 | 0.33 | 0.21 | | 0.14 | 0.23 | |
| v/c Ratio | 0.76 | 0.80 | 0.18 | 0.56 | 0.90 | 0.71 | 0.63 | 0.91 | | 1.05 | 0.65 | |
| Control Delay | 77.4 | 46.6 | 4.9 | 60.9 | 40.3 | 5.3 | 38.9 | 58.5 | | 114.8 | 39.7 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 77.4 | 46.6 | 4.9 | 60.9 | 40.3 | 5.3 | 38.9 | 58.5 | | 114.8 | 39.7 | |
| LOS | E | D | A | E | D | A | D | E | | F | D | |
| Approach Delay | | 48.7 | | | 32.6 | | | 52.0 | | | 86.0 | |
| Approach LOS | | D | | | C | | | D | | | F | |
| Queue Length 50th (ft) | 143 | 487 | 0 | 86 | 456 | 15 | 144 | 273 | | ~281 | 181 | |
| Queue Length 95th (ft) | 195 | #635 | 38 | m128 | #720 | 106 | 192 | 391 | | #405 | 275 | |
| Internal Link Dist (ft) | | 1102 | | | 488 | | | 838 | | | 671 | |
| Turn Bay Length (ft) | 250 | | 225 | 300 | | 375 | | | | 250 | | |
| Base Capacity (vph) | 423 | 1902 | 674 | 354 | 2269 | 1068 | 374 | 572 | | 471 | 523 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.69 | 0.80 | 0.18 | 0.50 | 0.90 | 0.71 | 0.58 | 0.76 | | 1.05 | 0.59 | |

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 30 (20%), Referenced to phase 2:WBT and 6:EBT, Start of Green

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.05

Intersection Signal Delay: 46.2

Intersection LOS: D

Intersection Capacity Utilization 97.1%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

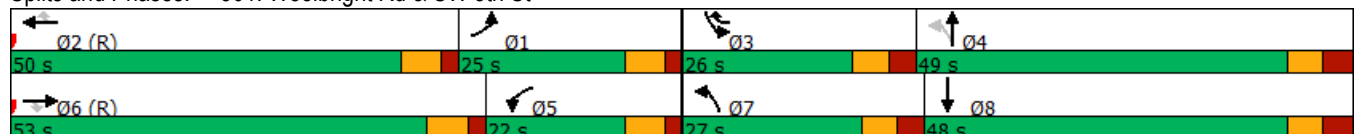
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 301: Woolbright Rd & SW 8th St



Lanes, Volumes, Timings
302: I-95 SB Ramps Terminal

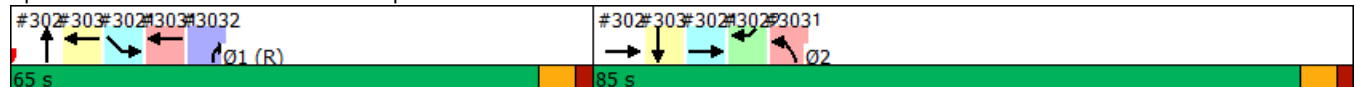
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|-------|------|------|------|------|------|-------|------|------|------|------|
| Lane Configurations | | ↑↑↑ | | | | | | ↑↑↑ | | | | |
| Traffic Volume (vph) | 0 | 1801 | 0 | 0 | 0 | 0 | 0 | 1840 | 0 | 0 | 0 | 0 |
| Future Volume (vph) | 0 | 1801 | 0 | 0 | 0 | 0 | 0 | 1840 | 0 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 400 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 50 | | | 50 | | | 50 | | | 50 | | |
| Lane Util. Factor | 1.00 | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Flt Protected | | | | | | | | | | | | |
| Satd. Flow (prot) | 0 | 5085 | 0 | 0 | 0 | 0 | 0 | 5085 | 0 | 0 | 0 | 0 |
| Flt Permitted | | | | | | | | | | | | |
| Satd. Flow (perm) | 0 | 5085 | 0 | 0 | 0 | 0 | 0 | 5085 | 0 | 0 | 0 | 0 |
| Right Turn on Red | Yes | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | | | | | | | | | | |
| Link Speed (mph) | | 45 | | | 45 | | | 45 | | | 45 | |
| Link Distance (ft) | | 152 | | | 231 | | | 237 | | | 102 | |
| Travel Time (s) | | 2.3 | | | 3.5 | | | 3.6 | | | 1.5 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 0 | 1896 | 0 | 0 | 0 | 0 | 0 | 1937 | 0 | 0 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 1896 | 0 | 0 | 0 | 0 | 0 | 1937 | 0 | 0 | 0 | 0 |
| Turn Type | | NA | | | | | | NA | | | | |
| Protected Phases | | 2 | | | | | | 1 | | | | |
| Permitted Phases | | | | | | | | | | | | |
| Detector Phase | | 2 | | | | | | 1 | | | | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | 12.0 | | | | | | 12.0 | | | | |
| Minimum Split (s) | | 42.0 | | | | | | 42.0 | | | | |
| Total Split (s) | | 85.0 | | | | | | 65.0 | | | | |
| Total Split (%) | | 56.7% | | | | | | 43.3% | | | | |
| Maximum Green (s) | | 79.0 | | | | | | 59.0 | | | | |
| Yellow Time (s) | | 4.0 | | | | | | 4.0 | | | | |
| All-Red Time (s) | | 2.0 | | | | | | 2.0 | | | | |
| Lost Time Adjust (s) | | 0.0 | | | | | | 0.0 | | | | |
| Total Lost Time (s) | | 6.0 | | | | | | 6.0 | | | | |
| Lead/Lag | | Lag | | | | | | Lead | | | | |
| Lead-Lag Optimize? | | Yes | | | | | | Yes | | | | |
| Vehicle Extension (s) | | 3.0 | | | | | | 3.0 | | | | |

| | ↖ | → | ↘ | ↙ | ← | ↖ | ↘ | ↑ | ↖ | ↘ | ↓ | ↙ |
|-------------------------|-----|------|-----|-----|-----|-----|-----|-------|-----|-----|-----|-----|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Minimum Gap (s) | | 3.0 | | | | | | 3.0 | | | | |
| Time Before Reduce (s) | | 0.0 | | | | | | 0.0 | | | | |
| Time To Reduce (s) | | 0.0 | | | | | | 0.0 | | | | |
| Recall Mode | | Max | | | | | | C-Max | | | | |
| Walk Time (s) | | 7.0 | | | | | | 7.0 | | | | |
| Flash Dont Walk (s) | | 29.0 | | | | | | 29.0 | | | | |
| Pedestrian Calls (#/hr) | | 0 | | | | | | 0 | | | | |
| Act Effct Green (s) | | 79.0 | | | | | | 59.0 | | | | |
| Actuated g/C Ratio | | 0.53 | | | | | | 0.39 | | | | |
| v/c Ratio | | 0.71 | | | | | | 0.97 | | | | |
| Control Delay | | 23.6 | | | | | | 43.1 | | | | |
| Queue Delay | | 0.0 | | | | | | 5.5 | | | | |
| Total Delay | | 23.6 | | | | | | 48.5 | | | | |
| LOS | | C | | | | | | D | | | | |
| Approach Delay | | 23.6 | | | | | | 48.5 | | | | |
| Approach LOS | | C | | | | | | D | | | | |
| Queue Length 50th (ft) | | 563 | | | | | | 598 | | | | |
| Queue Length 95th (ft) | | m591 | | | | | | #772 | | | | |
| Internal Link Dist (ft) | | 72 | | | | 151 | | 157 | | | 22 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | 2678 | | | | | | 2000 | | | | |
| Starvation Cap Reductn | | 0 | | | | | | 64 | | | | |
| Spillback Cap Reductn | | 0 | | | | | | 0 | | | | |
| Storage Cap Reductn | | 0 | | | | | | 0 | | | | |
| Reduced v/c Ratio | | 0.71 | | | | | | 1.00 | | | | |













Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 1:NBT, Start of Green
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 36.2 Intersection LOS: D
 Intersection Capacity Utilization 80.3% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 302: I-95 SB Ramps Terminal



Lanes, Volumes, Timings
303: I-95 NB Ramps Terminal

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | | ↑↑↑ | | | | | | ↑↑↑ | |
| Traffic Volume (vph) | 0 | 0 | 0 | 0 | 1468 | 0 | 0 | 0 | 0 | 0 | 1560 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 0 | 1468 | 0 | 0 | 0 | 0 | 0 | 1560 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 50 | | | 50 | | | 50 | | | 50 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.91 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Flt Protected | | | | | | | | | | | | |
| Satd. Flow (prot) | 0 | 0 | 0 | 0 | 5036 | 0 | 0 | 0 | 0 | 0 | 5085 | 0 |
| Flt Permitted | | | | | | | | | | | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 0 | 5036 | 0 | 0 | 0 | 0 | 0 | 5085 | 0 |
| Right Turn on Red | | | Yes | Yes | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | | | | | | | | | | |
| Link Speed (mph) | | 45 | | | 45 | | | 45 | | | 45 | |
| Link Distance (ft) | | 226 | | | 265 | | | 146 | | | 224 | |
| Travel Time (s) | | 3.4 | | | 4.0 | | | 2.2 | | | 3.4 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 3% | 3% | 3% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 0 | 0 | 0 | 0 | 1545 | 0 | 0 | 0 | 0 | 0 | 1642 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 1545 | 0 | 0 | 0 | 0 | 0 | 1642 | 0 |
| Turn Type | | | | | NA | | | | | | NA | |
| Protected Phases | | | | | 1 | | | | | | 2 | |
| Permitted Phases | | | | | | | | | | | | |
| Detector Phase | | | | | 1 | | | | | | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | | 12.0 | | | | | | 12.0 | |
| Minimum Split (s) | | | | | 42.0 | | | | | | 42.0 | |
| Total Split (s) | | | | | 65.0 | | | | | | 85.0 | |
| Total Split (%) | | | | | 43.3% | | | | | | 56.7% | |
| Maximum Green (s) | | | | | 59.0 | | | | | | 79.0 | |
| Yellow Time (s) | | | | | 4.0 | | | | | | 4.0 | |
| All-Red Time (s) | | | | | 2.0 | | | | | | 2.0 | |
| Lost Time Adjust (s) | | | | | 0.0 | | | | | | 0.0 | |
| Total Lost Time (s) | | | | | 6.0 | | | | | | 6.0 | |
| Lead/Lag | | | | | Lead | | | | | | Lag | |
| Lead-Lag Optimize? | | | | | Yes | | | | | | Yes | |
| Vehicle Extension (s) | | | | | 3.0 | | | | | | 3.0 | |

Lanes, Volumes, Timings
303: I-95 NB Ramps Terminal

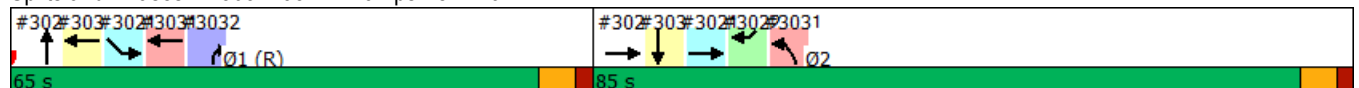
2045 PM Build Alt 2 - DDI_Synchro
01/01/2021

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|-----|-----|-----|-------|-----|-----|-----|-----|-----|------|-----|
| Minimum Gap (s) | | | | | 3.0 | | | | | | 3.0 | |
| Time Before Reduce (s) | | | | | 0.0 | | | | | | 0.0 | |
| Time To Reduce (s) | | | | | 0.0 | | | | | | 0.0 | |
| Recall Mode | | | | | C-Max | | | | | | Max | |
| Walk Time (s) | | | | | 7.0 | | | | | | 7.0 | |
| Flash Dont Walk (s) | | | | | 29.0 | | | | | | 29.0 | |
| Pedestrian Calls (#/hr) | | | | | 0 | | | | | | 0 | |
| Act Effct Green (s) | | | | | 59.0 | | | | | | 79.0 | |
| Actuated g/C Ratio | | | | | 0.39 | | | | | | 0.53 | |
| v/c Ratio | | | | | 0.78 | | | | | | 0.61 | |
| Control Delay | | | | | 25.9 | | | | | | 27.2 | |
| Queue Delay | | | | | 0.0 | | | | | | 0.4 | |
| Total Delay | | | | | 25.9 | | | | | | 27.7 | |
| LOS | | | | | C | | | | | | C | |
| Approach Delay | | | | | 25.9 | | | | | | 27.7 | |
| Approach LOS | | | | | C | | | | | | C | |
| Queue Length 50th (ft) | | | | | 412 | | | | | | 382 | |
| Queue Length 95th (ft) | | | | | m382 | | | | | | 425 | |
| Internal Link Dist (ft) | | 146 | | | 185 | | | 66 | | | 144 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | | | | 1980 | | | | | | 2678 | |
| Starvation Cap Reductn | | | | | 0 | | | | | | 506 | |
| Spillback Cap Reductn | | | | | 0 | | | | | | 0 | |
| Storage Cap Reductn | | | | | 0 | | | | | | 0 | |
| Reduced v/c Ratio | | | | | 0.78 | | | | | | 0.76 | |























Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 1:NBT, Start of Green
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 26.8 Intersection LOS: C
 Intersection Capacity Utilization 68.5% ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 303: I-95 NB Ramps Terminal



Lanes, Volumes, Timings
304: Woolbright Rd & Seacrest Blvd

| |  |  |  |  |  |  |  |  |  |  |  |  |
|---------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  | |  |  | |  |  |  |
| Traffic Volume (vph) | 211 | 1487 | 595 | 112 | 1514 | 90 | 665 | 410 | 279 | 111 | 262 | 150 |
| Future Volume (vph) | 211 | 1487 | 595 | 112 | 1514 | 90 | 665 | 410 | 279 | 111 | 262 | 150 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 300 | | 600 | 300 | | 0 | 475 | | 0 | 180 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 2 | | 0 | 1 | | 0 |
| Taper Length (ft) | 50 | | | 50 | | | 50 | | | 50 | | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 0.97 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Ped Bike Factor | | | | | | | | | | | | |
| Fr _t | | | 0.850 | | 0.992 | | | 0.939 | | | | 0.945 |
| Fl _t Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 3505 | 1568 | 1752 | 3477 | 0 | 3433 | 3323 | 0 | 1770 | 3345 | 0 |
| Fl _t Permitted | 0.070 | | | 0.063 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 129 | 3505 | 1568 | 116 | 3477 | 0 | 3433 | 3323 | 0 | 1770 | 3345 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 499 | | 5 | | | 101 | | | 68 | |
| Link Speed (mph) | | 45 | | | 45 | | | 45 | | | 45 | |
| Link Distance (ft) | | 1533 | | | 1295 | | | 835 | | | 637 | |
| Travel Time (s) | | 23.2 | | | 19.6 | | | 12.7 | | | 9.7 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 222 | 1565 | 626 | 118 | 1594 | 95 | 700 | 432 | 294 | 117 | 276 | 158 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 222 | 1565 | 626 | 118 | 1689 | 0 | 700 | 726 | 0 | 117 | 434 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | Prot | NA | | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 6 | | 6 | 2 | | | | | | | | |
| Detector Phase | 1 | 6 | 6 | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 20.0 | 20.0 | 4.0 | 20.0 | | 4.0 | 6.0 | | 4.0 | 6.0 | |
| Minimum Split (s) | 10.0 | 39.0 | 39.0 | 10.0 | 37.0 | | 10.0 | 34.0 | | 10.0 | 37.0 | |
| Total Split (s) | 13.0 | 63.0 | 63.0 | 26.0 | 76.0 | | 24.0 | 37.0 | | 24.0 | 37.0 | |
| Total Split (%) | 8.7% | 42.0% | 42.0% | 17.3% | 50.7% | | 16.0% | 24.7% | | 16.0% | 24.7% | |
| Maximum Green (s) | 7.0 | 57.0 | 57.0 | 20.0 | 70.0 | | 18.0 | 31.0 | | 18.0 | 31.0 | |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| 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) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | | 6.0 | 6.0 | |
| Lead/Lag | Lag | Lead | Lead | Lag | Lead | | Lag | Lead | | Lag | Lead | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|------|-------|-----|-------|-------|-----|------|------|-----|
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | None | C-Max | C-Max | None | C-Max | | None | Max | | None | None | |
| Walk Time (s) | | 7.0 | 7.0 | | 10.0 | | | 7.0 | | | 10.0 | |
| Flash Dont Walk (s) | | 26.0 | 26.0 | | 21.0 | | | 21.0 | | | 21.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 64.0 | 57.0 | 57.0 | 83.0 | 70.0 | | 26.8 | 31.0 | | 18.0 | 22.2 | |
| Actuated g/C Ratio | 0.43 | 0.38 | 0.38 | 0.55 | 0.47 | | 0.18 | 0.21 | | 0.12 | 0.15 | |
| v/c Ratio | 1.71 | 1.18 | 0.69 | 0.42 | 1.04 | | 1.14 | 0.95 | | 0.55 | 0.79 | |
| Control Delay | 378.6 | 123.8 | 10.7 | 49.7 | 72.1 | | 134.7 | 72.1 | | 72.9 | 62.1 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 378.6 | 123.8 | 10.7 | 49.7 | 72.1 | | 134.7 | 72.1 | | 72.9 | 62.1 | |
| LOS | F | F | B | D | E | | F | E | | E | E | |
| Approach Delay | | 117.9 | | | 70.7 | | | 102.8 | | | 64.4 | |
| Approach LOS | | F | | | E | | | F | | | E | |
| Queue Length 50th (ft) | ~267 | ~975 | 266 | 56 | ~935 | | ~408 | 327 | | 110 | 185 | |
| Queue Length 95th (ft) | #446 | #1118 | 357 | 121 | #1074 | | #616 | #454 | | 180 | 236 | |
| Internal Link Dist (ft) | | 1453 | | | 1215 | | | 755 | | | 557 | |
| Turn Bay Length (ft) | 300 | | 600 | 300 | | | 475 | | | 180 | | |
| Base Capacity (vph) | 130 | 1331 | 905 | 282 | 1625 | | 614 | 766 | | 212 | 745 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 1.71 | 1.18 | 0.69 | 0.42 | 1.04 | | 1.14 | 0.95 | | 0.55 | 0.58 | |

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 115 (77%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.71

Intersection Signal Delay: 95.9

Intersection LOS: F

Intersection Capacity Utilization 107.4%

ICU Level of Service G

Analysis Period (min) 15

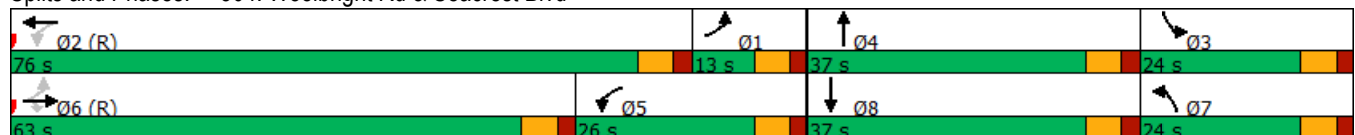
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

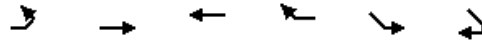
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

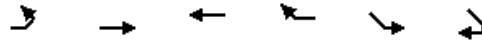
Splits and Phases: 304: Woolbright Rd & Seacrest Blvd



Lanes, Volumes, Timings
3021: Woolbright Rd & I-95 SB Off Ramp to SBL



| Lane Group | EBL | EBT | WBT | WBR | SEL | SER |
|-------------------------|------|-------|------|------|-------|------|
| Lane Configurations | | ↑↑↑ | | | ↑↑ | |
| Traffic Volume (vph) | 0 | 1801 | 0 | 0 | 655 | 0 |
| Future Volume (vph) | 0 | 1801 | 0 | 0 | 655 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | 0% | | 0% | |
| Storage Length (ft) | 0 | | | 0 | 0 | 0 |
| Storage Lanes | 0 | | | 0 | 2 | 0 |
| Taper Length (ft) | 50 | | | | 50 | |
| Lane Util. Factor | 1.00 | 0.91 | 1.00 | 1.00 | 0.97 | 1.00 |
| Ped Bike Factor | | | | | | |
| Flt Protected | | | | | 0.950 | |
| Satd. Flow (prot) | 0 | 5085 | 0 | 0 | 3433 | 0 |
| Flt Permitted | | | | | 0.950 | |
| Satd. Flow (perm) | 0 | 5085 | 0 | 0 | 3433 | 0 |
| Right Turn on Red | | | | Yes | No | No |
| Satd. Flow (RTOR) | | | | | | |
| Link Speed (mph) | | 45 | 45 | | 45 | |
| Link Distance (ft) | | 231 | 433 | | 169 | |
| Travel Time (s) | | 3.5 | 6.6 | | 2.6 | |
| Confl. Peds. (#/hr) | | | | | | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | | 0% | 0% | | 0% | |
| Adj. Flow (vph) | 0 | 1896 | 0 | 0 | 689 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 1896 | 0 | 0 | 689 | 0 |
| Turn Type | | NA | | | Prot | |
| Protected Phases | | 2 | | | 1 | |
| Permitted Phases | | | | | | |
| Detector Phase | | 2 | | | 1 | |
| Switch Phase | | | | | | |
| Minimum Initial (s) | | 12.0 | | | 12.0 | |
| Minimum Split (s) | | 42.0 | | | 42.0 | |
| Total Split (s) | | 85.0 | | | 65.0 | |
| Total Split (%) | | 56.7% | | | 43.3% | |
| Maximum Green (s) | | 79.0 | | | 59.0 | |
| Yellow Time (s) | | 4.0 | | | 4.0 | |
| All-Red Time (s) | | 2.0 | | | 2.0 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | | 6.0 | | | 6.0 | |
| Lead/Lag | | Lag | | | Lead | |
| Lead-Lag Optimize? | | Yes | | | Yes | |
| Vehicle Extension (s) | | 3.0 | | | 3.0 | |



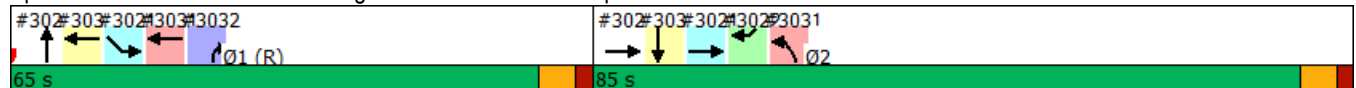
| Lane Group | EBL | EBT | WBT | WBR | SEL | SER |
|-------------------------|-----|------|-----|-----|-------|-----|
| Minimum Gap (s) | | 3.0 | | | 3.0 | |
| Time Before Reduce (s) | | 0.0 | | | 0.0 | |
| Time To Reduce (s) | | 0.0 | | | 0.0 | |
| Recall Mode | | Max | | | C-Max | |
| Walk Time (s) | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 29.0 | | | 29.0 | |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | |
| Act Effct Green (s) | | 79.0 | | | 59.0 | |
| Actuated g/C Ratio | | 0.53 | | | 0.39 | |
| v/c Ratio | | 0.71 | | | 0.51 | |
| Control Delay | | 3.2 | | | 36.2 | |
| Queue Delay | | 0.0 | | | 0.0 | |
| Total Delay | | 3.2 | | | 36.2 | |
| LOS | | A | | | D | |
| Approach Delay | | 3.2 | | | 36.2 | |
| Approach LOS | | A | | | D | |
| Queue Length 50th (ft) | | 28 | | | 262 | |
| Queue Length 95th (ft) | | 30 | | | 323 | |
| Internal Link Dist (ft) | | 151 | 353 | | 89 | |
| Turn Bay Length (ft) | | | | | | |
| Base Capacity (vph) | | 2678 | | | 1350 | |
| Starvation Cap Reductn | | 0 | | | 0 | |
| Spillback Cap Reductn | | 0 | | | 0 | |
| Storage Cap Reductn | | 0 | | | 0 | |
| Reduced v/c Ratio | | 0.71 | | | 0.51 | |

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 1:NBT, Start of Green
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 12.0
 Intersection Capacity Utilization 77.5%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service D

Splits and Phases: 3021: Woolbright Rd & I-95 SB Off Ramp to SBL





| Lane Group | EBL | EBT | WBT | WBR | SWL | SWR | Ø1 |
|-------------------------|------|------|-------|------|------|-------|------|
| Lane Configurations | | | ↑↑↑ | | | ↑↑ | |
| Traffic Volume (vph) | 0 | 0 | 1840 | 0 | 0 | 983 | |
| Future Volume (vph) | 0 | 0 | 1840 | 0 | 0 | 983 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | |
| Grade (%) | | 0% | 0% | | 0% | | |
| Storage Length (ft) | 0 | | | 0 | 0 | 0 | |
| Storage Lanes | 0 | | | 0 | 0 | 2 | |
| Taper Length (ft) | 50 | | | | 50 | | |
| Lane Util. Factor | 1.00 | 1.00 | 0.91 | 1.00 | 1.00 | 0.88 | |
| Ped Bike Factor | | | | | | | |
| Frt | | | | | | 0.850 | |
| Flt Protected | | | | | | | |
| Satd. Flow (prot) | 0 | 0 | 5085 | 0 | 0 | 2787 | |
| Flt Permitted | | | | | | | |
| Satd. Flow (perm) | 0 | 0 | 5085 | 0 | 0 | 2787 | |
| Right Turn on Red | | | | Yes | | No | |
| Satd. Flow (RTOR) | | | | | | | |
| Link Speed (mph) | | 45 | 45 | | 45 | | |
| Link Distance (ft) | | 673 | 102 | | 276 | | |
| Travel Time (s) | | 10.2 | 1.5 | | 4.2 | | |
| Confl. Peds. (#/hr) | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | |
| Parking (#/hr) | | | | | | | |
| Mid-Block Traffic (%) | | 0% | 0% | | 0% | | |
| Adj. Flow (vph) | 0 | 0 | 1937 | 0 | 0 | 1035 | |
| Shared Lane Traffic (%) | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 1937 | 0 | 0 | 1035 | |
| Turn Type | | | NA | | | Prot | |
| Protected Phases | | | Free! | | | 2! | 1 |
| Permitted Phases | | | | | | | |
| Detector Phase | | | | | | 2 | |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | | | | | | 12.0 | 12.0 |
| Minimum Split (s) | | | | | | 42.0 | 42.0 |
| Total Split (s) | | | | | | 85.0 | 65.0 |
| Total Split (%) | | | | | | 56.7% | 43% |
| Maximum Green (s) | | | | | | 79.0 | 59.0 |
| Yellow Time (s) | | | | | | 4.0 | 4.0 |
| All-Red Time (s) | | | | | | 2.0 | 2.0 |
| Lost Time Adjust (s) | | | | | | 0.0 | |
| Total Lost Time (s) | | | | | | 6.0 | |
| Lead/Lag | | | | | | Lag | Lead |
| Lead-Lag Optimize? | | | | | | Yes | Yes |
| Vehicle Extension (s) | | | | | | 3.0 | 3.0 |

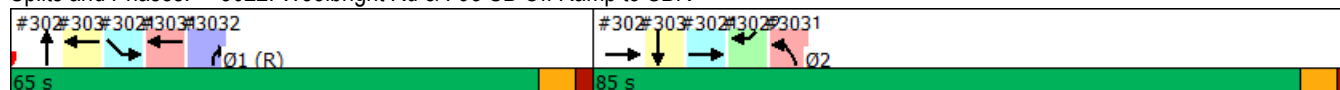


| Lane Group | EBL | EBT | WBT | WBR | SWL | SWR | Ø1 |
|-------------------------|-----|-----|-------|-----|------|------|-----------|
| Minimum Gap (s) | | | | | | | 3.0 3.0 |
| Time Before Reduce (s) | | | | | | | 0.0 0.0 |
| Time To Reduce (s) | | | | | | | 0.0 0.0 |
| Recall Mode | | | | | | | Max C-Max |
| Walk Time (s) | | | | | | | 7.0 7.0 |
| Flash Dont Walk (s) | | | | | | | 29.0 29.0 |
| Pedestrian Calls (#/hr) | | | | | | | 0 0 |
| Act Effect Green (s) | | | 150.0 | | | 79.0 | |
| Actuated g/C Ratio | | | 1.00 | | | 0.53 | |
| v/c Ratio | | | 0.38 | | | 0.71 | |
| Control Delay | | | 1.0 | | | 30.0 | |
| Queue Delay | | | 0.0 | | | 0.0 | |
| Total Delay | | | 1.0 | | | 30.0 | |
| LOS | | | A | | | C | |
| Approach Delay | | | 1.0 | | 30.0 | | |
| Approach LOS | | | A | | C | | |
| Queue Length 50th (ft) | | | 0 | | | 422 | |
| Queue Length 95th (ft) | | | m0 | | | 513 | |
| Internal Link Dist (ft) | | 593 | 22 | | 196 | | |
| Turn Bay Length (ft) | | | | | | | |
| Base Capacity (vph) | | | 5085 | | | 1467 | |
| Starvation Cap Reductn | | | 0 | | | 0 | |
| Spillback Cap Reductn | | | 0 | | | 0 | |
| Storage Cap Reductn | | | 0 | | | 0 | |
| Reduced v/c Ratio | | | 0.38 | | | 0.71 | |

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 1:NBT, Start of Green
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 11.1 Intersection LOS: B
 Intersection Capacity Utilization 80.3% ICU Level of Service D
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.
 ! Phase conflict between lane groups.

Splits and Phases: 3022: Woolbright Rd & I-95 SB Off Ramp to SBR



| | → | ↘ | ↙ | ← | ↖ | ↗ |
|-------------------------|------|------|------|-------|-------|------|
| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | ↑↑↑ | ↖↗ | |
| Traffic Volume (vph) | 0 | 0 | 0 | 1468 | 786 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 1468 | 786 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | 0% | | | 0% | 0% | |
| Storage Length (ft) | | 0 | 0 | | 0 | 0 |
| Storage Lanes | | 0 | 0 | | 2 | 0 |
| Taper Length (ft) | | | 50 | | 50 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.91 | 0.97 | 1.00 |
| Ped Bike Factor | | | | | | |
| Flt | | | | | | |
| Flt Protected | | | | | 0.950 | |
| Satd. Flow (prot) | 0 | 0 | 0 | 5085 | 3433 | 0 |
| Flt Permitted | | | | | 0.950 | |
| Satd. Flow (perm) | 0 | 0 | 0 | 5085 | 3433 | 0 |
| Right Turn on Red | | Yes | | | No | No |
| Satd. Flow (RTOR) | | | | | | |
| Link Speed (mph) | 45 | | | 45 | 45 | |
| Link Distance (ft) | 419 | | | 226 | 157 | |
| Travel Time (s) | 6.3 | | | 3.4 | 2.4 | |
| Confl. Peds. (#/hr) | | | | | | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | |
| Adj. Flow (vph) | 0 | 0 | 0 | 1545 | 827 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 1545 | 827 | 0 |
| Turn Type | | | | NA | Prot | |
| Protected Phases | | | | 1 | 2 | |
| Permitted Phases | | | | | | |
| Detector Phase | | | | 1 | 2 | |
| Switch Phase | | | | | | |
| Minimum Initial (s) | | | | 12.0 | 12.0 | |
| Minimum Split (s) | | | | 42.0 | 42.0 | |
| Total Split (s) | | | | 65.0 | 85.0 | |
| Total Split (%) | | | | 43.3% | 56.7% | |
| Maximum Green (s) | | | | 59.0 | 79.0 | |
| Yellow Time (s) | | | | 4.0 | 4.0 | |
| All-Red Time (s) | | | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | | | | 0.0 | 0.0 | |
| Total Lost Time (s) | | | | 6.0 | 6.0 | |
| Lead/Lag | | | | Lead | Lag | |
| Lead-Lag Optimize? | | | | Yes | Yes | |
| Vehicle Extension (s) | | | | 3.0 | 3.0 | |



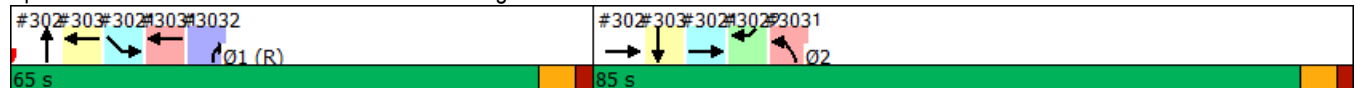
| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|-------------------------|-----|-----|-----|-------|------|-----|
| Minimum Gap (s) | | | | 3.0 | 3.0 | |
| Time Before Reduce (s) | | | | 0.0 | 0.0 | |
| Time To Reduce (s) | | | | 0.0 | 0.0 | |
| Recall Mode | | | | C-Max | Max | |
| Walk Time (s) | | | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | | | | 29.0 | 29.0 | |
| Pedestrian Calls (#/hr) | | | | 0 | 0 | |
| Act Effect Green (s) | | | | 59.0 | 79.0 | |
| Actuated g/C Ratio | | | | 0.39 | 0.53 | |
| v/c Ratio | | | | 0.77 | 0.46 | |
| Control Delay | | | | 4.4 | 23.2 | |
| Queue Delay | | | | 1.2 | 0.0 | |
| Total Delay | | | | 5.6 | 23.2 | |
| LOS | | | | A | C | |
| Approach Delay | | | | 5.6 | 23.2 | |
| Approach LOS | | | | A | C | |
| Queue Length 50th (ft) | | | | 18 | 253 | |
| Queue Length 95th (ft) | | | | 19 | 306 | |
| Internal Link Dist (ft) | 339 | | | 146 | 77 | |
| Turn Bay Length (ft) | | | | | | |
| Base Capacity (vph) | | | | 2000 | 1808 | |
| Starvation Cap Reductn | | | | 16 | 0 | |
| Spillback Cap Reductn | | | | 236 | 0 | |
| Storage Cap Reductn | | | | 0 | 0 | |
| Reduced v/c Ratio | | | | 0.88 | 0.46 | |

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 1:NBT, Start of Green
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 11.7
 Intersection Capacity Utilization 60.8%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 3031: I-95 NB Off & Woolbright Rd



| | → | ↘ | ↙ | ← | ↖ | ↗ | |
|-------------------------|-------|------|------|------|------|-------|------|
| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR | Ø2 |
| Lane Configurations | ↑↑↑ | | | | | ↗↗ | |
| Traffic Volume (vph) | 1560 | 0 | 0 | 0 | 0 | 523 | |
| Future Volume (vph) | 1560 | 0 | 0 | 0 | 0 | 523 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | |
| Grade (%) | 0% | | | 0% | 0% | | |
| Storage Length (ft) | | 0 | 0 | | 0 | 0 | |
| Storage Lanes | | 0 | 0 | | 0 | 2 | |
| Taper Length (ft) | | | 50 | | 50 | | |
| Lane Util. Factor | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 | 0.88 | |
| Ped Bike Factor | | | | | | | |
| Fr _t | | | | | | 0.850 | |
| Flt Protected | | | | | | | |
| Satd. Flow (prot) | 5085 | 0 | 0 | 0 | 0 | 2787 | |
| Flt Permitted | | | | | | | |
| Satd. Flow (perm) | 5085 | 0 | 0 | 0 | 0 | 2787 | |
| Right Turn on Red | | Yes | | | | No | |
| Satd. Flow (RTOR) | | | | | | | |
| Link Speed (mph) | 45 | | | 45 | 45 | | |
| Link Distance (ft) | 146 | | | 448 | 373 | | |
| Travel Time (s) | 2.2 | | | 6.8 | 5.7 | | |
| Confl. Peds. (#/hr) | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | |
| Parking (#/hr) | | | | | | | |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | | |
| Adj. Flow (vph) | 1642 | 0 | 0 | 0 | 0 | 551 | |
| Shared Lane Traffic (%) | | | | | | | |
| Lane Group Flow (vph) | 1642 | 0 | 0 | 0 | 0 | 551 | |
| Turn Type | NA | | | | | Prot | |
| Protected Phases | Free! | | | | | 1! | 2 |
| Permitted Phases | | | | | | | |
| Detector Phase | | | | | | 1 | |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | | | | | | 12.0 | 12.0 |
| Minimum Split (s) | | | | | | 42.0 | 42.0 |
| Total Split (s) | | | | | | 65.0 | 85.0 |
| Total Split (%) | | | | | | 43.3% | 57% |
| Maximum Green (s) | | | | | | 59.0 | 79.0 |
| Yellow Time (s) | | | | | | 4.0 | 4.0 |
| All-Red Time (s) | | | | | | 2.0 | 2.0 |
| Lost Time Adjust (s) | | | | | | 0.0 | |
| Total Lost Time (s) | | | | | | 6.0 | |
| Lead/Lag | | | | | | Lead | Lag |
| Lead-Lag Optimize? | | | | | | Yes | Yes |
| Vehicle Extension (s) | | | | | | 3.0 | 3.0 |

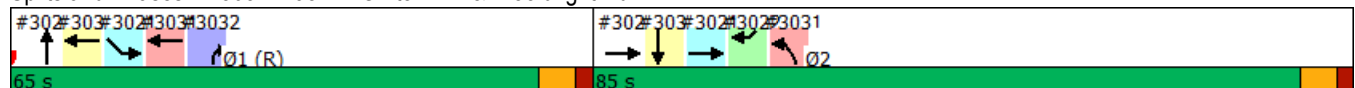


| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR | Ø2 |
|-------------------------|-------|-----|-----|-----|------|-------|------|
| Minimum Gap (s) | | | | | | 3.0 | 3.0 |
| Time Before Reduce (s) | | | | | | 0.0 | 0.0 |
| Time To Reduce (s) | | | | | | 0.0 | 0.0 |
| Recall Mode | | | | | | C-Max | Max |
| Walk Time (s) | | | | | | 7.0 | 7.0 |
| Flash Dont Walk (s) | | | | | | 29.0 | 29.0 |
| Pedestrian Calls (#/hr) | | | | | | 0 | 0 |
| Act Effct Green (s) | 150.0 | | | | | 59.0 | |
| Actuated g/C Ratio | 1.00 | | | | | 0.39 | |
| v/c Ratio | 0.32 | | | | | 0.50 | |
| Control Delay | 0.1 | | | | | 36.4 | |
| Queue Delay | 0.0 | | | | | 0.0 | |
| Total Delay | 0.1 | | | | | 36.4 | |
| LOS | A | | | | | D | |
| Approach Delay | 0.1 | | | | 36.4 | | |
| Approach LOS | A | | | | D | | |
| Queue Length 50th (ft) | 0 | | | | | 230 | |
| Queue Length 95th (ft) | 0 | | | | | 293 | |
| Internal Link Dist (ft) | 66 | | | 368 | 293 | | |
| Turn Bay Length (ft) | | | | | | | |
| Base Capacity (vph) | 5085 | | | | | 1096 | |
| Starvation Cap Reductn | 0 | | | | | 0 | |
| Spillback Cap Reductn | 0 | | | | | 0 | |
| Storage Cap Reductn | 0 | | | | | 0 | |
| Reduced v/c Ratio | 0.32 | | | | | 0.50 | |

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 1:NBT, Start of Green
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 9.2 Intersection LOS: A
 Intersection Capacity Utilization 68.5% ICU Level of Service C
 Analysis Period (min) 15
 ! Phase conflict between lane groups.

Splits and Phases: 3032: I-95 NB Off to NBR & Woolbright Rd



























**Alternative 3 - Single Point Urban
Interchange (SPUI)**

Design Year 2045 AM Analysis

HCM 6th Edition Methodology

HCM Signalized Intersection Capacity Analysis
301: SW 8th St & Woolbright Rd

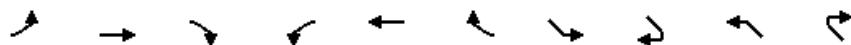
2045 AM Build Alt 3 - SPUI_HCM
01/01/2021

| |  |  |  |  |  |  |  |  |  |  |  |  | |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | |
| Lane Configurations |  |  |  |  |  |  |  |  |  |  |  |  | |
| Traffic Volume (vph) | 282 | 1818 | 139 | 312 | 1612 | 455 | 94 | 58 | 178 | 640 | 115 | 268 | |
| Future Volume (vph) | 282 | 1818 | 139 | 312 | 1612 | 455 | 94 | 58 | 178 | 640 | 115 | 268 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Total Lost time (s) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | 7.0 | 7.0 | 7.5 | | 7.0 | 7.5 | | |
| Lane Util. Factor | 0.97 | 0.91 | 1.00 | 0.97 | 0.86 | 1.00 | 1.00 | 1.00 | | 0.97 | 1.00 | | |
| Flt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.89 | | 1.00 | 0.90 | | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | |
| Satd. Flow (prot) | 3433 | 5085 | 1583 | 3433 | 6408 | 1583 | 1770 | 1652 | | 3433 | 1667 | | |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.27 | 1.00 | | 0.95 | 1.00 | | |
| Satd. Flow (perm) | 3433 | 5085 | 1583 | 3433 | 6408 | 1583 | 494 | 1652 | | 3433 | 1667 | | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | |
| Adj. Flow (vph) | 297 | 1914 | 146 | 328 | 1697 | 479 | 99 | 61 | 187 | 674 | 121 | 282 | |
| RTOR Reduction (vph) | 0 | 0 | 86 | 0 | 0 | 213 | 0 | 88 | 0 | 0 | 68 | 0 | |
| Lane Group Flow (vph) | 297 | 1914 | 60 | 328 | 1697 | 266 | 99 | 160 | 0 | 674 | 335 | 0 | |
| Turn Type | Prot | NA | Perm | Prot | NA | pm+ov | pm+pt | NA | | Prot | NA | | |
| Protected Phases | 1 | 6 | | 5 | 2 | 3 | 7 | 4 | | 3 | 8 | | |
| Permitted Phases | | | 6 | | | 2 | 4 | | | | | | |
| Actuated Green, G (s) | 18.2 | 61.9 | 61.9 | 19.6 | 63.3 | 83.3 | 26.0 | 21.0 | | 20.0 | 36.0 | | |
| Effective Green, g (s) | 18.2 | 61.9 | 61.9 | 19.6 | 63.3 | 83.3 | 26.0 | 21.0 | | 20.0 | 36.0 | | |
| Actuated g/C Ratio | 0.12 | 0.41 | 0.41 | 0.13 | 0.42 | 0.56 | 0.17 | 0.14 | | 0.13 | 0.24 | | |
| Clearance Time (s) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | 7.0 | 7.0 | 7.5 | | 7.0 | 7.5 | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | |
| Lane Grp Cap (vph) | 416 | 2098 | 653 | 448 | 2704 | 879 | 128 | 231 | | 457 | 400 | | |
| v/s Ratio Prot | 0.09 | c0.38 | | c0.10 | 0.26 | 0.04 | 0.03 | 0.10 | | c0.20 | c0.20 | | |
| v/s Ratio Perm | | | 0.04 | | | 0.13 | 0.11 | | | | | | |
| v/c Ratio | 0.71 | 0.91 | 0.09 | 0.73 | 0.63 | 0.30 | 0.77 | 0.69 | | 1.47 | 0.84 | | |
| Uniform Delay, d1 | 63.4 | 41.5 | 26.9 | 62.7 | 34.1 | 17.8 | 58.0 | 61.4 | | 65.0 | 54.2 | | |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.21 | 0.82 | 0.03 | 1.00 | 1.00 | | 1.00 | 1.00 | | |
| Incremental Delay, d2 | 5.7 | 7.5 | 0.3 | 4.2 | 0.8 | 0.1 | 24.7 | 8.7 | | 225.3 | 14.1 | | |
| Delay (s) | 69.1 | 49.0 | 27.2 | 79.8 | 28.9 | 0.6 | 82.7 | 70.1 | | 290.3 | 68.3 | | |
| Level of Service | E | D | C | E | C | A | F | E | | F | E | | |
| Approach Delay (s) | | 50.2 | | | 30.1 | | | 73.7 | | | 207.2 | | |
| Approach LOS | | D | | | C | | | E | | | F | | |
| Intersection Summary | | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 70.4 | | | | | | | | | HCM 2000 Level of Service | E |
| HCM 2000 Volume to Capacity ratio | | | 0.98 | | | | | | | | | | |
| Actuated Cycle Length (s) | | | 150.0 | | | | | | | | | Sum of lost time (s) | 27.5 |
| Intersection Capacity Utilization | | | 99.2% | | | | | | | | | ICU Level of Service | F |
| Analysis Period (min) | | | 15 | | | | | | | | | | |

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 302: I-95 NB Off-On Ramp/I-95 SB Off-On Ramp & Woolbright Rd

2045 AM Build Alt 3 - SPUI_HCM
 01/01/2021





























| Movement | EBL | EBT | EBR2 | WBL | WBT | WBR2 | SEL | SER2 | NWL | NWR2 |
|-----------------------------------|-------|------|-------|------|-------|-------|-------|-------|------|-------|
| Lane Configurations | | | | | | | | | | |
| Traffic Volume (vph) | 956 | 760 | 920 | 462 | 951 | 820 | 1049 | 1009 | 419 | 485 |
| Future Volume (vph) | 956 | 760 | 920 | 462 | 951 | 820 | 1049 | 1009 | 419 | 485 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 6.0 | 4.0 | 6.0 | 6.0 | 4.0 | 6.0 | 4.0 | 6.0 | 4.0 |
| Lane Util. Factor | 0.97 | 0.95 | 1.00 | 0.97 | 0.95 | 1.00 | 0.94 | 1.00 | 0.97 | 1.00 |
| Fr _t | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.85 | 1.00 | 0.85 |
| Fl _t Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot) | 3433 | 3539 | 1583 | 3400 | 3505 | 1568 | 4990 | 1583 | 3433 | 1583 |
| Fl _t Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (perm) | 3433 | 3539 | 1583 | 3400 | 3505 | 1568 | 4990 | 1583 | 3433 | 1583 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 1006 | 800 | 968 | 486 | 1001 | 863 | 1104 | 1062 | 441 | 511 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 1006 | 800 | 968 | 486 | 1001 | 863 | 1104 | 1062 | 441 | 511 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 3% | 3% | 3% | 2% | 2% | 2% | 2% |
| Turn Type | Prot | NA | Free | Prot | NA | Free | Prot | Free | Prot | Free |
| Protected Phases | 1 | 6 | | 5 | 2 | | 7 | | 3 | |
| Permitted Phases | | | Free | | | Free | | Free | | Free |
| Actuated Green, G (s) | 46.3 | 68.0 | 150.0 | 29.0 | 50.7 | 150.0 | 35.0 | 150.0 | 35.0 | 150.0 |
| Effective Green, g (s) | 46.3 | 68.0 | 150.0 | 29.0 | 50.7 | 150.0 | 35.0 | 150.0 | 35.0 | 150.0 |
| Actuated g/C Ratio | 0.31 | 0.45 | 1.00 | 0.19 | 0.34 | 1.00 | 0.23 | 1.00 | 0.23 | 1.00 |
| Clearance Time (s) | 6.0 | 6.0 | | 6.0 | 6.0 | | 6.0 | | 6.0 | |
| Vehicle Extension (s) | 3.0 | 2.5 | | 3.0 | 2.5 | | 3.0 | | 3.0 | |
| Lane Grp Cap (vph) | 1059 | 1604 | 1583 | 657 | 1184 | 1568 | 1164 | 1583 | 801 | 1583 |
| v/s Ratio Prot | c0.29 | 0.23 | | 0.14 | c0.29 | | c0.22 | | 0.13 | |
| v/s Ratio Perm | | | 0.61 | | | 0.55 | | 0.67 | | 0.32 |
| v/c Ratio | 0.95 | 0.50 | 0.61 | 0.74 | 0.85 | 0.55 | 0.95 | 0.67 | 0.55 | 0.32 |
| Uniform Delay, d ₁ | 50.7 | 29.0 | 0.0 | 56.9 | 46.0 | 0.0 | 56.6 | 0.0 | 50.6 | 0.0 |
| Progression Factor | 0.66 | 0.82 | 1.00 | 0.88 | 0.86 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d ₂ | 2.4 | 0.1 | 0.2 | 0.4 | 0.7 | 0.1 | 16.6 | 2.3 | 2.7 | 0.5 |
| Delay (s) | 35.9 | 23.9 | 0.2 | 50.6 | 40.1 | 0.1 | 73.2 | 2.3 | 53.3 | 0.5 |
| Level of Service | D | C | A | D | D | A | E | A | D | A |
| Approach Delay (s) | | 20.0 | | | 27.6 | | | | | |
| Approach LOS | | B | | | C | | | | | |

Intersection Summary










































| | | | |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay | 27.6 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.91 | | |
| Actuated Cycle Length (s) | 150.0 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 88.5% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

HCM Signalized Intersection Capacity Analysis
304: Seacrest Blvd & Woolbright Rd

2045 AM Build Alt 3 - SPUI_HCM
01/01/2021

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |   |  |  |   | |  |   | |  |   |  |
| Traffic Volume (vph) | 136 | 1272 | 698 | 261 | 1579 | 92 | 601 | 265 | 143 | 127 | 406 | 194 |
| Future Volume (vph) | 136 | 1272 | 698 | 261 | 1579 | 92 | 601 | 265 | 143 | 127 | 406 | 194 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | | 6.5 | 6.5 | | 6.5 | 6.5 | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | | 0.97 | 0.95 | | 1.00 | 0.95 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.99 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1752 | 3505 | 1568 | 1752 | 3476 | | 3433 | 3353 | | 1770 | 3368 | |
| Flt Permitted | 0.07 | 1.00 | 1.00 | 0.07 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 134 | 3505 | 1568 | 134 | 3476 | | 3433 | 3353 | | 1770 | 3368 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 143 | 1339 | 735 | 275 | 1662 | 97 | 633 | 279 | 151 | 134 | 427 | 204 |
| RTOR Reduction (vph) | 0 | 0 | 254 | 0 | 3 | 0 | 0 | 46 | 0 | 0 | 38 | 0 |
| Lane Group Flow (vph) | 143 | 1339 | 481 | 275 | 1756 | 0 | 633 | 384 | 0 | 134 | 593 | 0 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | Prot | NA | | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 6 | | 6 | 2 | | | | | | | | |
| Actuated Green, G (s) | 60.4 | 60.4 | 60.4 | 65.9 | 65.9 | | 22.5 | 36.0 | | 16.6 | 30.1 | |
| Effective Green, g (s) | 60.4 | 60.4 | 60.4 | 65.9 | 65.9 | | 22.5 | 36.0 | | 16.6 | 30.1 | |
| Actuated g/C Ratio | 0.40 | 0.40 | 0.40 | 0.44 | 0.44 | | 0.15 | 0.24 | | 0.11 | 0.20 | |
| Clearance Time (s) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | | 6.5 | 6.5 | | 6.5 | 6.5 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 113 | 1411 | 631 | 177 | 1527 | | 514 | 804 | | 195 | 675 | |
| v/s Ratio Prot | 0.05 | c0.38 | | c0.11 | 0.51 | | c0.18 | c0.11 | | 0.08 | c0.18 | |
| v/s Ratio Perm | 0.46 | | 0.31 | c0.57 | | | | | | | | |
| v/c Ratio | 1.27 | 0.95 | 0.76 | 1.55 | 1.15 | | 1.23 | 0.48 | | 0.69 | 0.88 | |
| Uniform Delay, d1 | 67.9 | 43.3 | 38.6 | 44.0 | 42.0 | | 63.8 | 48.9 | | 64.2 | 58.2 | |
| Progression Factor | 0.67 | 0.56 | 0.27 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 161.0 | 11.6 | 6.4 | 275.0 | 75.6 | | 120.3 | 0.4 | | 9.6 | 12.4 | |
| Delay (s) | 206.6 | 35.9 | 16.7 | 319.0 | 117.7 | | 184.1 | 49.4 | | 73.8 | 70.6 | |
| Level of Service | F | D | B | F | F | | F | D | | E | E | |
| Approach Delay (s) | | 40.6 | | | 144.9 | | | 129.6 | | | 71.1 | |
| Approach LOS | | D | | | F | | | F | | | E | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 94.9 | | | HCM 2000 Level of Service | | | F | | | |
| HCM 2000 Volume to Capacity ratio | | | 1.27 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 150.0 | | | Sum of lost time (s) | | | 26.0 | | | |
| Intersection Capacity Utilization | | | 110.4% | | | ICU Level of Service | | | H | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |

Synchro Methodology

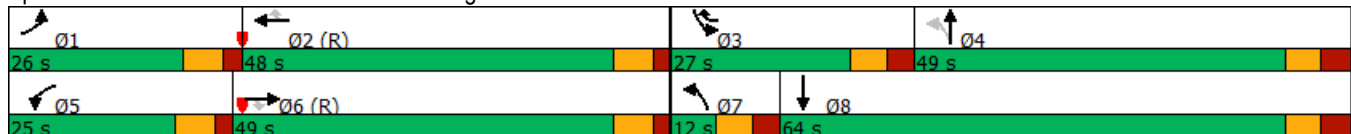
| |  |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | |
| Lane Configurations |   |    |   |    |    |   |   |   |   |   |   |   |  |
| Traffic Volume (vph) | 282 | 1818 | 139 | 312 | 1612 | 455 | 94 | 58 | 178 | 640 | 115 | 268 | |
| Future Volume (vph) | 282 | 1818 | 139 | 312 | 1612 | 455 | 94 | 58 | 178 | 640 | 115 | 268 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | |
| Grade (%) | | 0% | | | 0% | | | 0% | | | | 0% | |
| Storage Length (ft) | 250 | | 225 | 300 | | 375 | 0 | | 0 | 250 | | 0 | |
| Storage Lanes | 2 | | 1 | 2 | | 1 | 1 | | 0 | 1 | | 0 | |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | | |
| Lane Util. Factor | 0.97 | 0.91 | 1.00 | 0.97 | 0.86 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | |
| Ped Bike Factor | | | | | | | | | | | | | |
| Fr | | | 0.850 | | | 0.850 | | 0.887 | | | | 0.895 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | | |
| Satd. Flow (prot) | 3433 | 5085 | 1583 | 3433 | 6408 | 1583 | 1770 | 1652 | 0 | 3433 | 1667 | 0 | |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.265 | | | 0.950 | | | |
| Satd. Flow (perm) | 3433 | 5085 | 1583 | 3433 | 6408 | 1583 | 494 | 1652 | 0 | 3433 | 1667 | 0 | |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes | |
| Satd. Flow (RTOR) | | | 182 | | | 479 | | 102 | | | | 90 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 | |
| Link Distance (ft) | | 1124 | | | 713 | | | 734 | | | | 665 | |
| Travel Time (s) | | 25.5 | | | 16.2 | | | 16.7 | | | | 15.1 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | | |
| 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 | |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Parking (#/hr) | | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | | 0% | |
| Adj. Flow (vph) | 297 | 1914 | 146 | 328 | 1697 | 479 | 99 | 61 | 187 | 674 | 121 | 282 | |
| Shared Lane Traffic (%) | | | | | | | | | | | | | |
| Lane Group Flow (vph) | 297 | 1914 | 146 | 328 | 1697 | 479 | 99 | 248 | 0 | 674 | 403 | 0 | |
| Turn Type | Prot | NA | Perm | Prot | NA | pm+ov | pm+pt | NA | | Prot | NA | | |
| Protected Phases | 1 | 6 | | 5 | 2 | 3 | 7 | 4 | | 3 | 8 | | |
| Permitted Phases | | | 6 | | | 2 | 4 | | | | | | |
| Detector Phase | 1 | 6 | 6 | 5 | 2 | 3 | 7 | 4 | | 3 | 8 | | |
| Switch Phase | | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 20.0 | 20.0 | 4.0 | 20.0 | 4.0 | 4.0 | 6.0 | | 4.0 | 6.0 | | |
| Minimum Split (s) | 10.5 | 36.5 | 36.5 | 10.5 | 40.5 | 11.0 | 11.0 | 48.5 | | 11.0 | 43.5 | | |
| Total Split (s) | 26.0 | 49.0 | 49.0 | 25.0 | 48.0 | 27.0 | 12.0 | 49.0 | | 27.0 | 64.0 | | |
| Total Split (%) | 17.3% | 32.7% | 32.7% | 16.7% | 32.0% | 18.0% | 8.0% | 32.7% | | 18.0% | 42.7% | | |
| Maximum Green (s) | 19.5 | 42.5 | 42.5 | 18.5 | 41.5 | 20.0 | 5.0 | 41.5 | | 20.0 | 56.5 | | |
| Yellow Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 3.0 | 3.0 | 3.5 | | 3.0 | 3.5 | | |
| 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) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | 7.0 | 7.0 | 7.5 | | 7.0 | 7.5 | | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lead | Lag | | Lead | Lag | | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | |

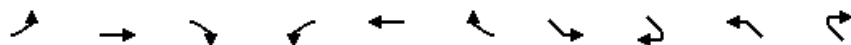
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|-------|-------|------|-------|------|------|------|-----|-------|-------|-----|
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | None | C-Max | C-Max | None | C-Max | None | None | None | | None | None | |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 23.0 | 23.0 | | 27.0 | | | 34.0 | | | 29.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 18.2 | 61.9 | 61.9 | 19.6 | 63.3 | 89.8 | 26.5 | 21.0 | | 20.0 | 36.0 | |
| Actuated g/C Ratio | 0.12 | 0.41 | 0.41 | 0.13 | 0.42 | 0.60 | 0.18 | 0.14 | | 0.13 | 0.24 | |
| v/c Ratio | 0.71 | 0.91 | 0.19 | 0.73 | 0.63 | 0.42 | 0.77 | 0.78 | | 1.47 | 0.86 | |
| Control Delay | 73.1 | 49.2 | 2.6 | 82.2 | 30.5 | 0.8 | 76.8 | 51.8 | | 268.2 | 59.6 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 73.1 | 49.2 | 2.6 | 82.2 | 30.5 | 0.8 | 76.8 | 51.8 | | 268.2 | 59.6 | |
| LOS | E | D | A | F | C | A | E | D | | F | E | |
| Approach Delay | | 49.3 | | | 31.6 | | | 58.9 | | | 190.2 | |
| Approach LOS | | D | | | C | | | E | | | F | |
| Queue Length 50th (ft) | 146 | 636 | 0 | 170 | 235 | 0 | 70 | 143 | | ~465 | 307 | |
| Queue Length 95th (ft) | 192 | #951 | 26 | m212 | 446 | m0 | 102 | 223 | | #591 | 395 | |
| Internal Link Dist (ft) | | 1044 | | | 633 | | | 654 | | | 585 | |
| Turn Bay Length (ft) | 250 | | 225 | 300 | | 375 | | | | 250 | | |
| Base Capacity (vph) | 463 | 2098 | 760 | 469 | 2705 | 1140 | 129 | 530 | | 457 | 684 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.64 | 0.91 | 0.19 | 0.70 | 0.63 | 0.42 | 0.77 | 0.47 | | 1.47 | 0.59 | |

Intersection Summary

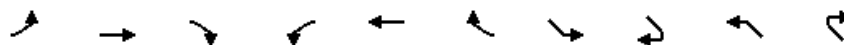
Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 54 (36%), Referenced to phase 2:WBT and 6:EBT, Start of Green
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.47
 Intersection Signal Delay: 66.9 Intersection LOS: E
 Intersection Capacity Utilization 99.2% ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 301: SW 8th St & Woolbright Rd





| Lane Group | EBL | EBT | EBR2 | WBL | WBT | WBR2 | SEL | SER2 | NWL | NWR2 |
|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | ↔↔ | ↕↕ | ↗ | ↔↔ | ↕↕ | ↗ | ↔↔↔ | ↗ | ↔↔ | ↗ |
| Traffic Volume (vph) | 956 | 760 | 920 | 462 | 951 | 820 | 1049 | 1009 | 419 | 485 |
| Future Volume (vph) | 956 | 760 | 920 | 462 | 951 | 820 | 1049 | 1009 | 419 | 485 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | | | |
| Storage Length (ft) | 600 | | | 750 | | | 0 | | 0 | |
| Storage Lanes | 1 | | | 2 | | | 3 | | 2 | |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | 25 | |
| Lane Util. Factor | 0.97 | 0.95 | 1.00 | 0.97 | 0.95 | 1.00 | 0.94 | 1.00 | 0.97 | 1.00 |
| Ped Bike Factor | | | | | | | | | | |
| Frt | | | 0.850 | | | 0.850 | | 0.850 | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | 0.950 | |
| Satd. Flow (prot) | 3433 | 3539 | 1583 | 3400 | 3505 | 1568 | 4990 | 1583 | 3433 | 1583 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.950 | | 0.950 | |
| Satd. Flow (perm) | 3433 | 3539 | 1583 | 3400 | 3505 | 1568 | 4990 | 1583 | 3433 | 1583 |
| Right Turn on Red | | | Yes | | | Yes | | Yes | | Yes |
| Satd. Flow (RTOR) | | | 848 | | | 689 | | 438 | | 303 |
| Link Speed (mph) | | 45 | | | 45 | | | | | |
| Link Distance (ft) | | 948 | | | 1056 | | | | | |
| Travel Time (s) | | 14.4 | | | 16.0 | | | | | |
| Confl. Peds. (#/hr) | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 3% | 3% | 3% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | | | |
| Adj. Flow (vph) | 1006 | 800 | 968 | 486 | 1001 | 863 | 1104 | 1062 | 441 | 511 |
| Shared Lane Traffic (%) | | | | | | | | | | |
| Lane Group Flow (vph) | 1006 | 800 | 968 | 486 | 1001 | 863 | 1104 | 1062 | 441 | 511 |
| Turn Type | Prot | NA | Free | Prot | NA | Free | Prot | Free | Prot | Free |
| Protected Phases | 1 | 6 | | 5 | 2 | | 7 | | 3 | |
| Permitted Phases | | | Free | | | Free | | Free | | Free |
| Detector Phase | 1 | 6 | | 5 | 2 | | 7 | | 3 | |
| Switch Phase | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 20.0 | | 4.0 | 20.0 | | 6.0 | | 6.0 | |
| Minimum Split (s) | 10.0 | 28.0 | | 10.0 | 28.0 | | 12.0 | | 12.0 | |
| Total Split (s) | 53.0 | 74.0 | | 35.0 | 56.0 | | 41.0 | | 41.0 | |
| Total Split (%) | 35.3% | 49.3% | | 23.3% | 37.3% | | 27.3% | | 27.3% | |
| Maximum Green (s) | 47.0 | 68.0 | | 29.0 | 50.0 | | 35.0 | | 35.0 | |
| Yellow Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | | 0.0 | |
| Total Lost Time (s) | 6.0 | 6.0 | | 6.0 | 6.0 | | 6.0 | | 6.0 | |
| Lead/Lag | Lead | Lead | | Lag | Lag | | | | | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | | | | |
| Vehicle Extension (s) | 3.0 | 2.5 | | 3.0 | 2.5 | | 3.0 | | 3.0 | |



| Lane Group | EBL | EBT | EBR2 | WBL | WBT | WBR2 | SEL | SER2 | NWL | NWR2 |
|-------------------------|------|-------|-------|------|-------|-------|------|-------|------|-------|
| Minimum Gap (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | | 0.0 | |
| Recall Mode | None | C-Max | | None | C-Max | | Max | | Max | |
| Walk Time (s) | | 7.0 | | | 7.0 | | | | | |
| Flash Dont Walk (s) | | 15.0 | | | 15.0 | | | | | |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | | | | |
| Act Effect Green (s) | 46.3 | 68.0 | 150.0 | 29.0 | 50.7 | 150.0 | 35.0 | 150.0 | 35.0 | 150.0 |
| Actuated g/C Ratio | 0.31 | 0.45 | 1.00 | 0.19 | 0.34 | 1.00 | 0.23 | 1.00 | 0.23 | 1.00 |
| v/c Ratio | 0.95 | 0.50 | 0.61 | 0.74 | 0.84 | 0.55 | 0.95 | 0.67 | 0.55 | 0.32 |
| Control Delay | 36.6 | 24.1 | 7.4 | 51.2 | 40.6 | 0.4 | 73.0 | 2.3 | 53.6 | 0.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 36.6 | 24.1 | 7.4 | 51.2 | 40.6 | 0.4 | 73.0 | 2.3 | 53.6 | 0.5 |
| LOS | D | C | A | D | D | A | E | A | D | A |
| Approach Delay | | 22.8 | | | 28.0 | | | | | |
| Approach LOS | | C | | | C | | | | | |
| Queue Length 50th (ft) | 514 | 310 | 91 | 214 | 415 | 0 | 380 | 0 | 197 | 0 |
| Queue Length 95th (ft) | m512 | m310 | m463 | m183 | m332 | m0 | #469 | 0 | 255 | 0 |
| Internal Link Dist (ft) | | 868 | | | 976 | | | | | |
| Turn Bay Length (ft) | 600 | | 700 | 750 | | 800 | | | | |
| Base Capacity (vph) | 1075 | 1604 | 1583 | 657 | 1185 | 1568 | 1164 | 1583 | 801 | 1583 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.94 | 0.50 | 0.61 | 0.74 | 0.84 | 0.55 | 0.95 | 0.67 | 0.55 | 0.32 |

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 16 (11%), Referenced to phase 2:WBT and 6:EBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.95

Intersection Signal Delay: 28.6

Intersection LOS: C

Intersection Capacity Utilization 88.5%

ICU Level of Service E

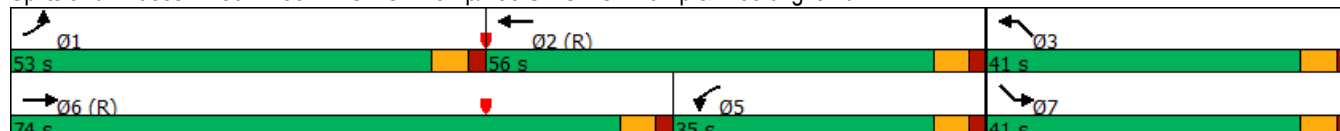
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 302: I-95 NB Off-On Ramp/I-95 SB Off-On Ramp & Woolbright Rd



Lanes, Volumes, Timings
304: Seacrest Blvd & Woolbright Rd























| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|------|-------|-------|------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 136 | 1272 | 698 | 261 | 1579 | 92 | 601 | 265 | 143 | 127 | 406 | 194 |
| Future Volume (vph) | 136 | 1272 | 698 | 261 | 1579 | 92 | 601 | 265 | 143 | 127 | 406 | 194 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 300 | | 600 | 300 | | 0 | 475 | | 0 | 180 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 2 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 0.97 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Ped Bike Factor | | | | | | | | | | | | |
| Frt | | | 0.850 | | 0.992 | | | 0.947 | | | 0.952 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 3505 | 1568 | 1752 | 3477 | 0 | 3433 | 3352 | 0 | 1770 | 3369 | 0 |
| Flt Permitted | 0.073 | | | 0.073 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 135 | 3505 | 1568 | 135 | 3477 | 0 | 3433 | 3352 | 0 | 1770 | 3369 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 425 | | 5 | | | 61 | | | 48 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1707 | | | 966 | | | 792 | | | 716 | |
| Travel Time (s) | | 38.8 | | | 22.0 | | | 18.0 | | | 16.3 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 143 | 1339 | 735 | 275 | 1662 | 97 | 633 | 279 | 151 | 134 | 427 | 204 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 143 | 1339 | 735 | 275 | 1759 | 0 | 633 | 430 | 0 | 134 | 631 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | Prot | NA | | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 6 | | 6 | 2 | | | | | | | | |
| Detector Phase | 1 | 6 | 6 | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 20.0 | 20.0 | 4.0 | 20.0 | | 4.0 | 6.0 | | 4.0 | 6.0 | |
| Minimum Split (s) | 10.5 | 39.5 | 39.5 | 10.5 | 37.5 | | 22.5 | 34.5 | | 10.5 | 37.5 | |
| Total Split (s) | 12.0 | 67.0 | 67.0 | 16.0 | 71.0 | | 29.0 | 38.0 | | 29.0 | 38.0 | |
| Total Split (%) | 8.0% | 44.7% | 44.7% | 10.7% | 47.3% | | 19.3% | 25.3% | | 19.3% | 25.3% | |
| Maximum Green (s) | 5.5 | 60.5 | 60.5 | 9.5 | 64.5 | | 22.5 | 31.5 | | 22.5 | 31.5 | |
| Yellow Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| 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) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | | 6.5 | 6.5 | | 6.5 | 6.5 | |
| Lead/Lag | Lag | Lag | Lag | Lead | Lead | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |

Design Year 2045 PM Analysis

HCM 6th Edition Methodology

HCM Signalized Intersection Capacity Analysis
301: SW 8th St & Woolbright Rd

2045 PM Build Alt 3 - SPUI_HCM
01/01/2021

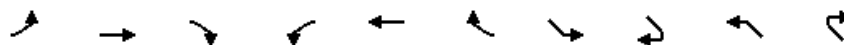
| |  |  |  |  |  |  |  |  |  |  |  |  | |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|--|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | |
| Lane Configurations |  |  |  |  |  |  |  |  | |  |  | | |
| Traffic Volume (vph) | 277 | 1437 | 112 | 168 | 1935 | 720 | 205 | 68 | 346 | 468 | 68 | 222 | |
| Future Volume (vph) | 277 | 1437 | 112 | 168 | 1935 | 720 | 205 | 68 | 346 | 468 | 68 | 222 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Total Lost time (s) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | 7.0 | 7.0 | 7.5 | | 7.0 | 7.5 | | |
| Lane Util. Factor | 0.97 | 0.91 | 1.00 | 0.97 | 0.86 | 1.00 | 1.00 | 1.00 | | 0.97 | 1.00 | | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.87 | | 1.00 | 0.89 | | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | |
| Satd. Flow (prot) | 3433 | 5085 | 1583 | 3433 | 6408 | 1583 | 1770 | 1629 | | 3433 | 1649 | | |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.52 | 1.00 | | 0.95 | 1.00 | | |
| Satd. Flow (perm) | 3433 | 5085 | 1583 | 3433 | 6408 | 1583 | 973 | 1629 | | 3433 | 1649 | | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | |
| Adj. Flow (vph) | 292 | 1513 | 118 | 177 | 2037 | 758 | 216 | 72 | 364 | 493 | 72 | 234 | |
| RTOR Reduction (vph) | 0 | 0 | 76 | 0 | 0 | 293 | 0 | 133 | 0 | 0 | 86 | 0 | |
| Lane Group Flow (vph) | 292 | 1513 | 42 | 177 | 2037 | 465 | 216 | 303 | 0 | 493 | 220 | 0 | |
| Turn Type | Prot | NA | Perm | Prot | NA | pm+ov | pm+pt | NA | | Prot | NA | | |
| Protected Phases | 1 | 6 | | 5 | 2 | 3 | 7 | 4 | | 3 | 8 | | |
| Permitted Phases | | | 6 | | | 2 | 4 | | | | | | |
| Actuated Green, G (s) | 17.6 | 52.8 | 52.8 | 15.6 | 50.8 | 72.7 | 42.7 | 32.2 | | 21.9 | 43.6 | | |
| Effective Green, g (s) | 17.6 | 52.8 | 52.8 | 15.6 | 50.8 | 72.7 | 42.7 | 32.2 | | 21.9 | 43.6 | | |
| Actuated g/C Ratio | 0.12 | 0.35 | 0.35 | 0.10 | 0.34 | 0.48 | 0.28 | 0.21 | | 0.15 | 0.29 | | |
| Clearance Time (s) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | 7.0 | 7.0 | 7.5 | | 7.0 | 7.5 | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | |
| Lane Grp Cap (vph) | 402 | 1789 | 557 | 357 | 2170 | 767 | 332 | 349 | | 501 | 479 | | |
| v/s Ratio Prot | c0.09 | 0.30 | | 0.05 | c0.32 | 0.09 | 0.05 | c0.19 | | c0.14 | 0.13 | | |
| v/s Ratio Perm | | | 0.03 | | | 0.21 | 0.14 | | | | | | |
| v/c Ratio | 0.73 | 0.85 | 0.07 | 0.50 | 0.94 | 0.61 | 0.65 | 0.87 | | 0.98 | 0.46 | | |
| Uniform Delay, d1 | 63.9 | 44.8 | 32.3 | 63.5 | 48.1 | 28.2 | 44.9 | 56.9 | | 63.9 | 43.6 | | |
| Progression Factor | 1.00 | 1.00 | 1.00 | 0.75 | 0.82 | 1.58 | 1.00 | 1.00 | | 1.00 | 1.00 | | |
| Incremental Delay, d2 | 6.4 | 5.1 | 0.3 | 0.5 | 5.2 | 0.7 | 4.5 | 19.9 | | 35.8 | 0.7 | | |
| Delay (s) | 70.3 | 50.0 | 32.6 | 48.1 | 44.4 | 45.4 | 49.4 | 76.7 | | 99.7 | 44.3 | | |
| Level of Service | E | D | C | D | D | D | D | E | | F | D | | |
| Approach Delay (s) | | 52.0 | | | 44.9 | | | 67.7 | | | 78.5 | | |
| Approach LOS | | D | | | D | | | E | | | E | | |
| Intersection Summary | | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 53.6 | HCM 2000 Level of Service | | | | | | D | | | |
| HCM 2000 Volume to Capacity ratio | | | 0.90 | | | | | | | | | | |
| Actuated Cycle Length (s) | | | 150.0 | Sum of lost time (s) | | | | | | 27.5 | | | |
| Intersection Capacity Utilization | | | 97.1% | ICU Level of Service | | | | | | F | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | | |

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 302: I-95 NB Off-On Ramp/I-95 SB Off-On Ramp & Woolbright Rd

2045 PM Build Alt 3 - SPUI_HCM

01/01/2021





























| Movement | EBL | EBT | EBR2 | WBL | WBT | WBR2 | SEL | SER2 | NWL | NWR2 |
|-----------------------------------|-------|------|-------|------|-------|-------|------|-------|-------|-------|
| Lane Configurations | ↔↔ | ↑↑ | ↗ | ↔↔ | ↑↑ | ↗ | ↔↔↔ | ↗ | ↔↔ | ↗ |
| Traffic Volume (vph) | 896 | 905 | 450 | 414 | 1054 | 1022 | 655 | 983 | 786 | 523 |
| Future Volume (vph) | 896 | 905 | 450 | 414 | 1054 | 1022 | 655 | 983 | 786 | 523 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 6.0 | 4.0 | 6.0 | 6.0 | 4.0 | 6.0 | 4.0 | 6.0 | 4.0 |
| Lane Util. Factor | 0.97 | 0.95 | 1.00 | 0.97 | 0.95 | 1.00 | 0.94 | 1.00 | 0.97 | 1.00 |
| Fr _t | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.85 | 1.00 | 0.85 |
| Fl _t Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot) | 3433 | 3539 | 1583 | 3400 | 3505 | 1568 | 4990 | 1583 | 3433 | 1583 |
| Fl _t Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (perm) | 3433 | 3539 | 1583 | 3400 | 3505 | 1568 | 4990 | 1583 | 3433 | 1583 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 943 | 953 | 474 | 436 | 1109 | 1076 | 689 | 1035 | 827 | 551 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 943 | 953 | 474 | 436 | 1109 | 1076 | 689 | 1035 | 827 | 551 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 3% | 3% | 3% | 2% | 2% | 2% | 2% |
| Turn Type | Prot | NA | Free | Prot | NA | Free | Prot | Free | Prot | Free |
| Protected Phases | 1 | 6 | | 5 | 2 | | 7 | | 3 | |
| Permitted Phases | | | Free | | | Free | | Free | | Free |
| Actuated Green, G (s) | 45.0 | 68.0 | 150.0 | 25.0 | 48.0 | 150.0 | 39.0 | 150.0 | 39.0 | 150.0 |
| Effective Green, g (s) | 45.0 | 68.0 | 150.0 | 25.0 | 48.0 | 150.0 | 39.0 | 150.0 | 39.0 | 150.0 |
| Actuated g/C Ratio | 0.30 | 0.45 | 1.00 | 0.17 | 0.32 | 1.00 | 0.26 | 1.00 | 0.26 | 1.00 |
| Clearance Time (s) | 6.0 | 6.0 | | 6.0 | 6.0 | | 6.0 | | 6.0 | |
| Vehicle Extension (s) | 3.0 | 2.5 | | 3.0 | 2.5 | | 3.0 | | 3.0 | |
| Lane Grp Cap (vph) | 1029 | 1604 | 1583 | 566 | 1121 | 1568 | 1297 | 1583 | 892 | 1583 |
| v/s Ratio Prot | c0.27 | 0.27 | | 0.13 | c0.32 | | 0.14 | | c0.24 | |
| v/s Ratio Perm | | | 0.30 | | | 0.69 | | 0.65 | | 0.35 |
| v/c Ratio | 0.92 | 0.59 | 0.30 | 0.77 | 0.99 | 0.69 | 0.53 | 0.65 | 0.93 | 0.35 |
| Uniform Delay, d ₁ | 50.7 | 30.7 | 0.0 | 59.8 | 50.7 | 0.0 | 47.7 | 0.0 | 54.1 | 0.0 |
| Progression Factor | 0.79 | 1.02 | 1.00 | 0.93 | 0.90 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d ₂ | 6.7 | 0.8 | 0.2 | 0.6 | 6.0 | 0.2 | 1.6 | 2.1 | 16.9 | 0.6 |
| Delay (s) | 46.7 | 32.0 | 0.2 | 55.9 | 51.7 | 0.2 | 49.2 | 2.1 | 71.0 | 0.6 |
| Level of Service | D | C | A | E | D | A | D | A | E | A |
| Approach Delay (s) | | 31.5 | | | 31.3 | | | | | |
| Approach LOS | | C | | | C | | | | | |

Intersection Summary































| | | | |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay | 31.1 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.95 | | |
| Actuated Cycle Length (s) | 150.0 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 92.1% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

HCM Signalized Intersection Capacity Analysis
304: Seacrest Blvd & Woolbright Rd

2045 PM Build Alt 3 - SPUI_HCM
01/01/2021

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |   |  |  |   | |   |   | |  |   | |
| Traffic Volume (vph) | 211 | 1487 | 595 | 112 | 1514 | 90 | 665 | 410 | 279 | 111 | 262 | 150 |
| Future Volume (vph) | 211 | 1487 | 595 | 112 | 1514 | 90 | 665 | 410 | 279 | 111 | 262 | 150 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | | 6.5 | 6.5 | | 6.5 | 6.5 | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | | 0.97 | 0.95 | | 1.00 | 0.95 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.99 | | 1.00 | 0.94 | | 1.00 | 0.95 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1752 | 3505 | 1568 | 1752 | 3475 | | 3433 | 3324 | | 1770 | 3346 | |
| Flt Permitted | 0.06 | 1.00 | 1.00 | 0.07 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 113 | 3505 | 1568 | 121 | 3475 | | 3433 | 3324 | | 1770 | 3346 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 222 | 1565 | 626 | 118 | 1594 | 95 | 700 | 432 | 294 | 117 | 276 | 158 |
| RTOR Reduction (vph) | 0 | 0 | 252 | 0 | 3 | 0 | 0 | 83 | 0 | 0 | 57 | 0 |
| Lane Group Flow (vph) | 222 | 1565 | 374 | 118 | 1686 | 0 | 700 | 643 | 0 | 117 | 377 | 0 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 2% | 2% | 2% | 2% | 2% | 2% |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | Prot | NA | | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 6 | | 6 | 2 | | | | | | | | |
| Actuated Green, G (s) | 79.6 | 65.1 | 65.1 | 71.6 | 61.1 | | 22.5 | 35.1 | | 13.3 | 25.9 | |
| Effective Green, g (s) | 79.6 | 65.1 | 65.1 | 71.6 | 61.1 | | 22.5 | 35.1 | | 13.3 | 25.9 | |
| Actuated g/C Ratio | 0.53 | 0.43 | 0.43 | 0.48 | 0.41 | | 0.15 | 0.23 | | 0.09 | 0.17 | |
| Clearance Time (s) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | | 6.5 | 6.5 | | 6.5 | 6.5 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 218 | 1521 | 680 | 171 | 1415 | | 514 | 777 | | 156 | 577 | |
| v/s Ratio Prot | c0.10 | 0.45 | | 0.05 | c0.49 | | c0.20 | c0.19 | | 0.07 | 0.11 | |
| v/s Ratio Perm | 0.44 | | 0.24 | 0.28 | | | | | | | | |
| v/c Ratio | 1.02 | 1.03 | 0.55 | 0.69 | 1.19 | | 1.36 | 0.83 | | 0.75 | 0.65 | |
| Uniform Delay, d1 | 64.3 | 42.5 | 31.5 | 64.4 | 44.5 | | 63.8 | 54.6 | | 66.7 | 57.9 | |
| Progression Factor | 0.73 | 0.92 | 0.96 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 62.6 | 29.6 | 2.9 | 11.4 | 93.5 | | 175.1 | 7.2 | | 18.2 | 2.7 | |
| Delay (s) | 109.4 | 68.7 | 33.1 | 75.8 | 137.9 | | 238.8 | 61.8 | | 84.9 | 60.5 | |
| Level of Service | F | E | C | E | F | | F | E | | F | E | |
| Approach Delay (s) | | 63.2 | | | 133.9 | | | 148.7 | | | 65.7 | |
| Approach LOS | | E | | | F | | | F | | | E | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 103.7 | | | HCM 2000 Level of Service | | | | F | | |
| HCM 2000 Volume to Capacity ratio | | | 1.14 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 150.0 | | | Sum of lost time (s) | | | | 26.0 | | |
| Intersection Capacity Utilization | | | 109.1% | | | ICU Level of Service | | | | H | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |

Synchro Methodology

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |   |    |  |   |    |  |  |  |  |   |  | |
| Traffic Volume (vph) | 277 | 1437 | 112 | 168 | 1935 | 720 | 205 | 68 | 346 | 468 | 68 | 222 |
| Future Volume (vph) | 277 | 1437 | 112 | 168 | 1935 | 720 | 205 | 68 | 346 | 468 | 68 | 222 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 250 | | 225 | 300 | | 375 | 0 | | 0 | 250 | | 0 |
| Storage Lanes | 2 | | 1 | 2 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 0.97 | 0.91 | 1.00 | 0.97 | 0.86 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Fr t | | | 0.850 | | | 0.850 | | 0.875 | | | 0.885 | |
| Fl t Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 3433 | 5085 | 1583 | 3433 | 6408 | 1583 | 1770 | 1630 | 0 | 3433 | 1649 | 0 |
| Fl t Permitted | 0.950 | | | 0.950 | | | 0.522 | | | 0.950 | | |
| Satd. Flow (perm) | 3433 | 5085 | 1583 | 3433 | 6408 | 1583 | 972 | 1630 | 0 | 3433 | 1649 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 182 | | | 568 | | 169 | | | 121 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1124 | | | 713 | | | 734 | | | 665 | |
| Travel Time (s) | | 25.5 | | | 16.2 | | | 16.7 | | | 15.1 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 292 | 1513 | 118 | 177 | 2037 | 758 | 216 | 72 | 364 | 493 | 72 | 234 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 292 | 1513 | 118 | 177 | 2037 | 758 | 216 | 436 | 0 | 493 | 306 | 0 |
| Turn Type | Prot | NA | Perm | Prot | NA | pm+ov | pm+pt | NA | | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | 3 | 7 | 4 | | 3 | 8 | |
| Permitted Phases | | | 6 | | | 2 | 4 | | | | | |
| Detector Phase | 1 | 6 | 6 | 5 | 2 | 3 | 7 | 4 | | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 20.0 | 20.0 | 4.0 | 20.0 | 4.0 | 4.0 | 6.0 | | 4.0 | 6.0 | |
| Minimum Split (s) | 10.5 | 36.5 | 36.5 | 10.5 | 40.5 | 11.0 | 11.0 | 48.5 | | 11.0 | 43.5 | |
| Total Split (s) | 27.0 | 49.0 | 49.0 | 25.0 | 47.0 | 26.0 | 15.0 | 50.0 | | 26.0 | 61.0 | |
| Total Split (%) | 18.0% | 32.7% | 32.7% | 16.7% | 31.3% | 17.3% | 10.0% | 33.3% | | 17.3% | 40.7% | |
| Maximum Green (s) | 20.5 | 42.5 | 42.5 | 18.5 | 40.5 | 19.0 | 8.0 | 42.5 | | 19.0 | 53.5 | |
| Yellow Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 3.0 | 3.0 | 3.5 | | 3.0 | 3.5 | |
| 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) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | 7.0 | 7.0 | 7.5 | | 7.0 | 7.5 | |
| Lead/Lag | Lag | Lead | Lead | Lag | Lead | Lead | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|-------|-------|------|-------|------|------|------|-----|------|------|-----|
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | None | C-Max | C-Max | None | C-Max | None | None | None | | None | None | |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 23.0 | 23.0 | | 27.0 | | | 34.0 | | | 29.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | | | 0 | |
| Act Effect Green (s) | 17.6 | 52.8 | 52.8 | 15.6 | 50.8 | 72.3 | 43.2 | 32.2 | | 21.9 | 43.6 | |
| Actuated g/C Ratio | 0.12 | 0.35 | 0.35 | 0.10 | 0.34 | 0.48 | 0.29 | 0.21 | | 0.15 | 0.29 | |
| v/c Ratio | 0.73 | 0.85 | 0.17 | 0.50 | 0.94 | 0.72 | 0.64 | 0.90 | | 0.98 | 0.54 | |
| Control Delay | 74.6 | 50.7 | 0.8 | 49.7 | 45.1 | 9.1 | 44.0 | 57.1 | | 98.7 | 28.7 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 74.6 | 50.7 | 0.8 | 49.7 | 45.1 | 9.1 | 44.0 | 57.1 | | 98.7 | 28.7 | |
| LOS | E | D | A | D | D | A | D | E | | F | C | |
| Approach Delay | | 51.3 | | | 36.2 | | | 52.8 | | | 71.9 | |
| Approach LOS | | D | | | D | | | D | | | E | |
| Queue Length 50th (ft) | 143 | 503 | 0 | 84 | 518 | 109 | 141 | 272 | | ~253 | 152 | |
| Queue Length 95th (ft) | 192 | #685 | 2 | m97 | m#739 | m310 | 189 | 386 | | #405 | 227 | |
| Internal Link Dist (ft) | | 1044 | | | 633 | | | 654 | | | 585 | |
| Turn Bay Length (ft) | 250 | | 225 | 300 | | 375 | | | | 250 | | |
| Base Capacity (vph) | 469 | 1790 | 675 | 423 | 2170 | 1056 | 335 | 582 | | 502 | 665 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.62 | 0.85 | 0.17 | 0.42 | 0.94 | 0.72 | 0.64 | 0.75 | | 0.98 | 0.46 | |

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 74 (49%), Referenced to phase 2:WBT and 6:EBT, Start of Green

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.98

Intersection Signal Delay: 47.0

Intersection LOS: D

Intersection Capacity Utilization 97.1%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

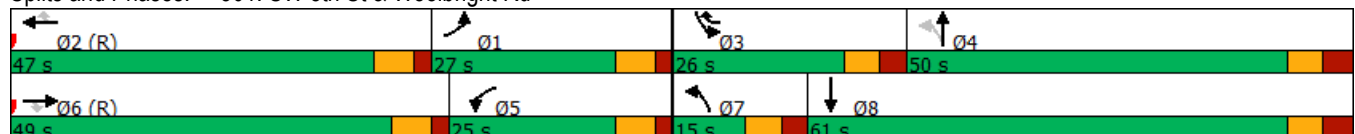
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 301: SW 8th St & Woolbright Rd





| Lane Group | EBL | EBT | EBR2 | WBL | WBT | WBR2 | SEL | SER2 | NWL | NWR2 |
|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | ↔↔ | ↕↕ | ↗ | ↔↔ | ↕↕ | ↗ | ↔↔↔ | ↗ | ↔↔ | ↗ |
| Traffic Volume (vph) | 896 | 905 | 450 | 414 | 1054 | 1022 | 655 | 983 | 786 | 523 |
| Future Volume (vph) | 896 | 905 | 450 | 414 | 1054 | 1022 | 655 | 983 | 786 | 523 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | | | |
| Storage Length (ft) | 600 | | | 750 | | | 0 | | 0 | |
| Storage Lanes | 1 | | | 2 | | | 3 | | 2 | |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | 25 | |
| Lane Util. Factor | 0.97 | 0.95 | 1.00 | 0.97 | 0.95 | 1.00 | 0.94 | 1.00 | 0.97 | 1.00 |
| Ped Bike Factor | | | | | | | | | | |
| Fr | | | 0.850 | | | 0.850 | | 0.850 | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | 0.950 | |
| Satd. Flow (prot) | 3433 | 3539 | 1583 | 3400 | 3505 | 1568 | 4990 | 1583 | 3433 | 1583 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.950 | | 0.950 | |
| Satd. Flow (perm) | 3433 | 3539 | 1583 | 3400 | 3505 | 1568 | 4990 | 1583 | 3433 | 1583 |
| Right Turn on Red | | | Yes | | | Yes | | Yes | | Yes |
| Satd. Flow (RTOR) | | | 474 | | | 691 | | 414 | | 258 |
| Link Speed (mph) | | 45 | | | 45 | | | | | |
| Link Distance (ft) | | 948 | | | 1056 | | | | | |
| Travel Time (s) | | 14.4 | | | 16.0 | | | | | |
| Confl. Peds. (#/hr) | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 3% | 3% | 3% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | | | |
| Adj. Flow (vph) | 943 | 953 | 474 | 436 | 1109 | 1076 | 689 | 1035 | 827 | 551 |
| Shared Lane Traffic (%) | | | | | | | | | | |
| Lane Group Flow (vph) | 943 | 953 | 474 | 436 | 1109 | 1076 | 689 | 1035 | 827 | 551 |
| Turn Type | Prot | NA | Free | Prot | NA | Free | Prot | Free | Prot | Free |
| Protected Phases | 1 | 6 | | 5 | 2 | | 7 | | 3 | |
| Permitted Phases | | | Free | | | Free | | Free | | Free |
| Detector Phase | 1 | 6 | | 5 | 2 | | 7 | | 3 | |
| Switch Phase | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 20.0 | | 4.0 | 20.0 | | 6.0 | | 6.0 | |
| Minimum Split (s) | 10.0 | 28.0 | | 10.0 | 28.0 | | 12.0 | | 12.0 | |
| Total Split (s) | 53.0 | 74.0 | | 31.0 | 52.0 | | 45.0 | | 45.0 | |
| Total Split (%) | 35.3% | 49.3% | | 20.7% | 34.7% | | 30.0% | | 30.0% | |
| Maximum Green (s) | 47.0 | 68.0 | | 25.0 | 46.0 | | 39.0 | | 39.0 | |
| Yellow Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | | 0.0 | |
| Total Lost Time (s) | 6.0 | 6.0 | | 6.0 | 6.0 | | 6.0 | | 6.0 | |
| Lead/Lag | Lead | Lead | | Lag | Lag | | | | | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | | | | |
| Vehicle Extension (s) | 3.0 | 2.5 | | 3.0 | 2.5 | | 3.0 | | 3.0 | |



| Lane Group | EBL | EBT | EBR2 | WBL | WBT | WBR2 | SEL | SER2 | NWL | NWR2 |
|-------------------------|------|-------|-------|------|-------|-------|------|-------|------|-------|
| Minimum Gap (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | | 0.0 | |
| Recall Mode | None | C-Max | | None | C-Max | | Max | | Max | |
| Walk Time (s) | | 7.0 | | | 7.0 | | | | | |
| Flash Dont Walk (s) | | 15.0 | | | 15.0 | | | | | |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | | | | |
| Act Effect Green (s) | 45.0 | 68.0 | 150.0 | 25.0 | 48.0 | 150.0 | 39.0 | 150.0 | 39.0 | 150.0 |
| Actuated g/C Ratio | 0.30 | 0.45 | 1.00 | 0.17 | 0.32 | 1.00 | 0.26 | 1.00 | 0.26 | 1.00 |
| v/c Ratio | 0.92 | 0.59 | 0.30 | 0.77 | 0.99 | 0.69 | 0.53 | 0.65 | 0.93 | 0.35 |
| Control Delay | 47.8 | 32.3 | 0.2 | 56.6 | 51.6 | 4.3 | 49.4 | 2.1 | 71.0 | 0.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 47.8 | 32.3 | 0.2 | 56.6 | 51.6 | 4.3 | 49.4 | 2.1 | 71.0 | 0.6 |
| LOS | D | C | A | E | D | A | D | A | E | A |
| Approach Delay | | 32.1 | | | 33.0 | | | | | |
| Approach LOS | | C | | | C | | | | | |
| Queue Length 50th (ft) | 504 | 484 | 0 | 197 | ~602 | 68 | 206 | 0 | 409 | 0 |
| Queue Length 95th (ft) | m562 | m560 | m0 | m161 | m388 | m16 | 250 | 0 | #529 | 0 |
| Internal Link Dist (ft) | | 868 | | | 976 | | | | | |
| Turn Bay Length (ft) | 600 | | 700 | 750 | | 800 | | | | |
| Base Capacity (vph) | 1075 | 1604 | 1583 | 566 | 1122 | 1568 | 1297 | 1583 | 892 | 1583 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.88 | 0.59 | 0.30 | 0.77 | 0.99 | 0.69 | 0.53 | 0.65 | 0.93 | 0.35 |

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 16 (11%), Referenced to phase 2:WBT and 6:EBT, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.99

Intersection Signal Delay: 31.8

Intersection LOS: C

Intersection Capacity Utilization 92.1%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

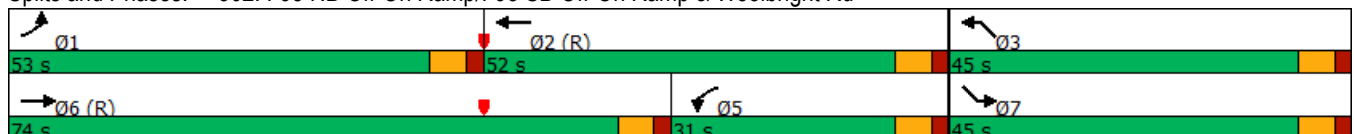
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.


m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 302: I-95 NB Off-On Ramp/I-95 SB Off-On Ramp & Woolbright Rd



Lanes, Volumes, Timings
304: Seacrest Blvd & Woolbright Rd

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|------|-------|-------|------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 211 | 1487 | 595 | 112 | 1514 | 90 | 665 | 410 | 279 | 111 | 262 | 150 |
| Future Volume (vph) | 211 | 1487 | 595 | 112 | 1514 | 90 | 665 | 410 | 279 | 111 | 262 | 150 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 300 | | 600 | 300 | | 0 | 475 | | 0 | 180 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 2 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 0.97 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Ped Bike Factor | | | | | | | | | | | | |
| Fr | | | 0.850 | | 0.992 | | | 0.939 | | | | 0.945 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 3505 | 1568 | 1752 | 3477 | 0 | 3433 | 3323 | 0 | 1770 | 3345 | 0 |
| Flt Permitted | 0.061 | | | 0.065 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 113 | 3505 | 1568 | 120 | 3477 | 0 | 3433 | 3323 | 0 | 1770 | 3345 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 446 | | 5 | | | 109 | | | 69 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1707 | | | 966 | | | 792 | | | 716 | |
| Travel Time (s) | | 38.8 | | | 22.0 | | | 18.0 | | | 16.3 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 222 | 1565 | 626 | 118 | 1594 | 95 | 700 | 432 | 294 | 117 | 276 | 158 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 222 | 1565 | 626 | 118 | 1689 | 0 | 700 | 726 | 0 | 117 | 434 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | Prot | NA | | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 6 | | 6 | 2 | | | | | | | | |
| Detector Phase | 1 | 6 | 6 | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 20.0 | 20.0 | 4.0 | 20.0 | | 4.0 | 6.0 | | 4.0 | 6.0 | |
| Minimum Split (s) | 10.5 | 39.5 | 39.5 | 10.5 | 37.5 | | 22.5 | 34.5 | | 10.5 | 37.5 | |
| Total Split (s) | 21.0 | 66.0 | 66.0 | 17.0 | 62.0 | | 29.0 | 46.0 | | 21.0 | 38.0 | |
| Total Split (%) | 14.0% | 44.0% | 44.0% | 11.3% | 41.3% | | 19.3% | 30.7% | | 14.0% | 25.3% | |
| Maximum Green (s) | 14.5 | 59.5 | 59.5 | 10.5 | 55.5 | | 22.5 | 39.5 | | 14.5 | 31.5 | |
| Yellow Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| 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) | 6.5 | 6.5 | 6.5 | 6.5 | 6.5 | | 6.5 | 6.5 | | 6.5 | 6.5 | |
| Lead/Lag | Lag | Lead | Lead | Lag | Lead | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |

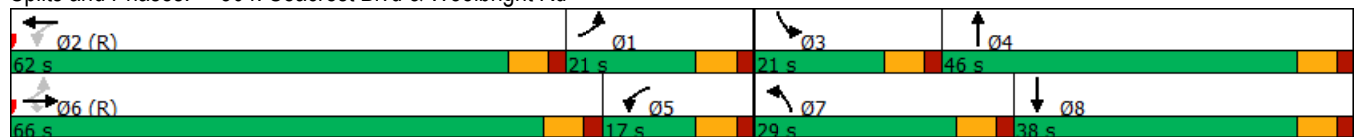


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|------|-------|-----|-------|-------|-----|------|------|-----|
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | None | C-Max | C-Max | None | C-Max | | None | None | | None | None | |
| Walk Time (s) | | 7.0 | 7.0 | | 10.0 | | | 7.0 | | | 10.0 | |
| Flash Dont Walk (s) | | 26.0 | 26.0 | | 21.0 | | | 21.0 | | | 21.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | | | 0 | |
| Act Effect Green (s) | 79.6 | 65.1 | 65.1 | 71.6 | 61.1 | | 22.5 | 35.1 | | 13.3 | 25.9 | |
| Actuated g/C Ratio | 0.53 | 0.43 | 0.43 | 0.48 | 0.41 | | 0.15 | 0.23 | | 0.09 | 0.17 | |
| v/c Ratio | 1.02 | 1.03 | 0.67 | 0.69 | 1.19 | | 1.36 | 0.84 | | 0.75 | 0.69 | |
| Control Delay | 105.5 | 68.0 | 12.7 | 70.5 | 131.6 | | 221.2 | 56.0 | | 94.0 | 53.9 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 105.5 | 68.0 | 12.7 | 70.5 | 131.6 | | 221.2 | 56.0 | | 94.0 | 53.9 | |
| LOS | F | E | B | E | F | | F | E | | F | D | |
| Approach Delay | | 57.1 | | | 127.6 | | | 137.1 | | | 62.4 | |
| Approach LOS | | E | | | F | | | F | | | E | |
| Queue Length 50th (ft) | ~169 | ~862 | 110 | 56 | ~1067 | | ~462 | 310 | | 113 | 176 | |
| Queue Length 95th (ft) | #331 | #1060 | 314 | #160 | #1258 | | #590 | 376 | | #200 | 230 | |
| Internal Link Dist (ft) | | 1627 | | | 886 | | | 712 | | | 636 | |
| Turn Bay Length (ft) | 300 | | 600 | 300 | | | 475 | | | 180 | | |
| Base Capacity (vph) | 218 | 1522 | 933 | 171 | 1420 | | 514 | 955 | | 171 | 756 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 1.02 | 1.03 | 0.67 | 0.69 | 1.19 | | 1.36 | 0.76 | | 0.68 | 0.57 | |

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 124 (83%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.36
 Intersection Signal Delay: 96.5
 Intersection Capacity Utilization 109.1%
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 304: Seacrest Blvd & Woolbright Rd



Appendix H

Predictive Safety Analysis

**Predictive Safety Analysis
Freeway and Ramp Segments**

No-Build ISATe Inputs

| Enhanced Interchange Safety Analysis Tool | | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|---------------------------------------------------------|-----------|
| General Information | | | |
| Project description: | I-95 at Woolbright Road - No-Build | | |
| Analyst: | LL | Date: | 4/27/2021 |
| Area type: | Urban | | |
| First year of analysis: | 2025 | | |
| Last year of analysis: | 2045 | | |
| Crash Data Description | | | |
| Freeway segments | No crash data | | |
| Ramp segments | No crash data | | |
| Ramp terminals | No crash data | | |
| Program Control | | | |
| 1. Enter data in the Main, Input Freeway Segments, Input Ramp Segments, Input Ramp Terminals worksheets. 2. Click Perform Calculations button to start calculation process. | | | |
| <input type="button" value="Perform Calculations"/> | | <input type="button" value="Print Results (optional)"/> | |
| <input type="button" value="Print Site Summary (optional)"/> | | | |
| 3. Review results in the Output Summary worksheet. Optionally, click the Print buttons to print the summary worksheets. 4. Optionally, detailed results can be reviewed in the Output Freeway Segments, Output Ramp Segments, Output Ramp Terminals worksheets. | | | |

| Warning Messages ↖ See note | | |
|----------------------------------------------------------------|---------------|----------------|
| Freeway Segments | Ramp Segments | Ramp Terminals |
| | | |

| Input Worksheet for Ramp Segments | | | | | | |
|---------------------------------------------------------------------|-----------------------------------------------------------------------|--------------------------------------------------------------------------|----------------------------------|----------------------------------|----------------------------------|----------------------------------|
| Clear | Echo Input Values <small>(View results in Column CJ)</small> | Check Input Values <small>(View results in Advisory Messages)</small> | Segment 1 Study Period | Segment 2 Study Period | Segment 3 Study Period | Segment 4 Study Period |
| Basic Roadway Data | | | | | | |
| Number of through lanes (n): | | | 2 | 1 | 2 | 1 |
| Ramp segment description: | | | NB Exit | NB Entrance | SB Exit | SB Entrance |
| Segment length (L), mi: | | | 0.16 | 0.21 | 0.15 | 0.2 |
| Average traffic speed on the freeway (V_{frwy}), mi/h: | | | 70 | 70 | 70 | 70 |
| Segment type (ramp or collector-distributor road): | | | Exit | Entrance | Exit | Entrance |
| Type of control at crossroad ramp terminal: | | | Signal | Signal | Signal | Signal |
| Alignment Data | | | | | | |
| Horizontal Curve Data ← See notes → | | | | | | |
| 1 | Horizontal curve?: | | No | No | No | No |
| | Curve radius (R_1), ft: | | | | | |
| | Length of curve (L_{c1}), mi: | | | | | |
| | Length of curve in segment ($L_{c1,seg}$), mi: | | | | | |
| | Ramp-mile of beginning of curve in direction of travel (X_1), mi: | | | | | |
| 2 | Horizontal curve?: | | | | | |
| | Curve radius (R_2), ft: | | | | | |
| | Length of curve (L_{c2}), mi: | | | | | |
| | Length of curve in segment ($L_{c2,seg}$), mi: | | | | | |
| | Ramp-mile of beginning of curve in direction of travel (X_2), mi: | | | | | |
| 3 | Horizontal curve?: | | | | | |
| | Curve radius (R_3), ft: | | | | | |
| | Length of curve (L_{c3}), mi: | | | | | |
| | Length of curve in segment ($L_{c3,seg}$), mi: | | | | | |
| | Ramp-mile of beginning of curve in direction of travel (X_3), mi: | | | | | |
| 4 | Horizontal curve?: | | | | | |
| | Curve radius (R_4), ft: | | | | | |
| | Length of curve (L_{c4}), mi: | | | | | |
| | Length of curve in segment ($L_{c4,seg}$), mi: | | | | | |
| | Ramp-mile of beginning of curve in direction of travel (X_4), mi: | | | | | |
| 5 | Horizontal curve?: | | | | | |
| | Curve radius (R_5), ft: | | | | | |
| | Length of curve (L_{c5}), mi: | | | | | |
| | Length of curve in segment ($L_{c5,seg}$), mi: | | | | | |
| | Ramp-mile of beginning of curve in direction of travel (X_5), mi: | | | | | |
| Cross Section Data | | | | | | |
| Lane width (W_l), ft: | | | 12 | 12 | 12 | 12 |
| Right shoulder width (W_{rs}), ft: | | | 8 | 8 | 8 | 8 |
| Left shoulder width (W_{ls}), ft: | | | 4 | 4 | 4 | 4 |
| Presence of lane add or lane drop by taper: | | | No | Lane Drop | No | Lane Drop |
| Length of taper in segment ($L_{add,seg}$ or $L_{drop,seg}$), mi: | | | | 0.1 | | 0.11 |

| Roadside Data | | | | | |
|------------------------------------------------------|---------------------------------------------------------------------------|----------|------|------|------|
| Presence of barrier on <u>right</u> side of roadway: | | No | Yes | Yes | Yes |
| 1 | Length of barrier ($L_{rb,1}$), mi: | | 0.04 | 0.04 | 0.12 |
| | Distance from edge of traveled way to barrier face ($W_{off,r,1}$), ft: | | 10 | 10 | 10 |
| 2 | Length of barrier ($L_{rb,2}$), mi: | | | | |
| | Distance from edge of traveled way to barrier face ($W_{off,r,2}$), ft: | | | | |
| 3 | Length of barrier ($L_{rb,3}$), mi: | | | | |
| | Distance from edge of traveled way to barrier face ($W_{off,r,3}$), ft: | | | | |
| 4 | Length of barrier ($L_{rb,4}$), mi: | | | | |
| | Distance from edge of traveled way to barrier face ($W_{off,r,4}$), ft: | | | | |
| 5 | Length of barrier ($L_{rb,5}$), mi: | | | | |
| | Distance from edge of traveled way to barrier face ($W_{off,r,5}$), ft: | | | | |
| Presence of barrier on <u>left</u> side of roadway: | | No | No | Yes | Yes |
| 1 | Length of barrier ($L_{lb,1}$), mi: | | | 0.12 | 0.12 |
| | Distance from edge of traveled way to barrier face ($W_{off,l,1}$), ft: | | | 5 | 10 |
| 2 | Length of barrier ($L_{lb,2}$), mi: | | | | |
| | Distance from edge of traveled way to barrier face ($W_{off,l,2}$), ft: | | | | |
| 3 | Length of barrier ($L_{lb,3}$), mi: | | | | |
| | Distance from edge of traveled way to barrier face ($W_{off,l,3}$), ft: | | | | |
| 4 | Length of barrier ($L_{lb,4}$), mi: | | | | |
| | Distance from edge of traveled way to barrier face ($W_{off,l,4}$), ft: | | | | |
| 5 | Length of barrier ($L_{lb,5}$), mi: | | | | |
| | Distance from edge of traveled way to barrier face ($W_{off,l,5}$), ft: | | | | |
| Ramp Access Data | | See note | | | |
| Ramp Entrance | Ramp entrance in segment? (If yes, indicate type.): | No | No | No | No |
| | Length of entrance s-c lane in segment ($L_{en,seg}$), mi: | | | | |
| Ramp Exit | Ramp exit in segment? (If yes, indicate type.): | No | No | No | No |
| | Length of exit s-c lane in segment ($L_{ex,seg}$), mi: | | | | |
| Weaving Section | Weave section in collector-distributor road segment?: | | | | |
| | Length of weaving section (L_{wev}), mi: | | | | |
| | Length of weaving section in segment ($L_{wev,seg}$), mi: | | | | |

| Traffic Data | | Year | | | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|-------------|-------------------------------|-------|-------|-------|
| Average daily traffic (AADT _r or AADT _c) by year, veh/d: (enter data only for those years for which it is available, leave other years blank) | | 2025 | 13000 | 17000 | 19500 | 12500 |
| | | 2026 | | | | |
| | | 2027 | | | | |
| | | 2028 | | | | |
| | | 2029 | | | | |
| | | 2030 | | | | |
| | | 2031 | | | | |
| | | 2032 | | | | |
| | | 2033 | | | | |
| | | 2034 | | | | |
| | | 2035 | | | | |
| | | 2036 | | | | |
| | | 2037 | | | | |
| | | 2038 | | | | |
| | | 2039 | | | | |
| | | 2040 | | | | |
| | | 2041 | | | | |
| | | 2042 | | | | |
| | | 2043 | | | | |
| | | 2044 | | | | |
| | | 2045 | 13500 | 22000 | 24000 | 13500 |
| | | 2046 | | | | |
| | | 2047 | | | | |
| | | 2048 | | | | |
| Crash Data | | Year | Segment Crashes --> | | | |
| Count of Fatal-and-Injury (FI) Crashes by Year | | | | | | |
| Multiple-vehicle crashes (N _{o,w,n,mv,fi}) | | 2025 | | | | |
| | | 2026 | | | | |
| | | 2027 | | | | |
| | | 2028 | | | | |
| | | 2029 | | | | |
| Single-vehicle crashes (N _{o,w,n,sv,fi}) | | 2025 | | | | |
| | | 2026 | | | | |
| | | 2027 | | | | |
| | | 2028 | | | | |
| | | 2029 | | | | |
| Count of Property-Damage-Only (PDO) Crashes by Year | | | | | | |
| Multiple-vehicle crashes (N _{o,w,n,mv,pdo}) | | 2025 | | | | |
| | | 2026 | | | | |
| | | 2027 | | | | |
| | | 2028 | | | | |
| | | 2029 | | | | |
| Single-vehicle crashes (N _{o,w,n,sv,pdo}) | | 2025 | | | | |
| | | 2026 | | | | |
| | | 2027 | | | | |
| | | 2028 | | | | |
| | | 2029 | | | | |

Advisory Messages**Variable Limits**

| | | | | |
|---------------------------------------------------------|------|------|------|------|
| Number of through lanes (n): | 2 | 2 | 2 | 2 |
| Length of curve in segment (Lc1,seg), mi: | 0.16 | 0.21 | 0.15 | 0.2 |
| Length of curve in segment (Lc2,seg), mi: | 0.16 | 0.21 | 0.15 | 0.2 |
| Length of curve in segment (Lc3,seg), mi: | 0.16 | 0.21 | 0.15 | 0.2 |
| Length of curve in segment (Lc4,seg), mi: | 0.16 | 0.21 | 0.15 | 0.2 |
| Length of curve in segment (Lc5,seg), mi: | 0.16 | 0.21 | 0.15 | 0.2 |
| Length of taper in segment (Ladd,seg or Ldrop,seg), mi: | 0.16 | 0.21 | 0.15 | 0.2 |
| Length of entrance s-c lane in segment (Len,seg), mi: | 0.16 | 0.19 | 0.15 | 0.19 |
| Length of exit s-c lane in segment (Lex,seg), mi: | 0.16 | 0.19 | 0.15 | 0.19 |
| Length of weaving section in segment (Lwev,seg), mi: | 0.16 | 0.21 | 0.15 | 0.2 |

| Input Worksheet for Crossroad Ramp Terminals | | | | | |
|-------------------------------------------------------------------------------------------------|--------------------|----------------------------------------------------------------|--------------|--------------------------------------------------------------------------|---|
| Clear | | Echo Input Values <small>(View results in Column T)</small> | | Check Input Values <small>(View results in Advisory Messages)</small> | |
| | | Terminal 1 | Terminal 2 | Terminal 3 | |
| | | Study Period | Study Period | Study Period | |
| Basic Intersection Data | | | | | |
| Ramp terminal configuration: | | D4 | D4 | | |
| Ramp terminal description: | | SB Ramps | NB Ramos | | |
| Ramp terminal traffic control type: | | Signal | Signal | | |
| Is a non-ramp public street leg present at the terminal (I_{ps})?: | | No | No | | |
| Alignment Data | | | | | |
| Exit ramp skew angle (I_{sk}), degrees: | | | | | |
| Distance to the next public street intersection on the outside crossroad leg (L_{str}), mi: | | 0.25 | 0.2 | | |
| Distance to the adjacent ramp terminal (L_{rmp}), mi: | | 0.12 | 0.12 | | |
| Traffic Control | | | | | |
| Left-Turn Operational Mode | | | | | |
| Crossroad | Inside approach | Protected-only mode ($I_{p,lt,in}$)?: | Yes | Yes | |
| | Outside approach | Protected-only mode ($I_{p,lt,out}$)?: | | | |
| Right-Turn Control Type | | | | | |
| Ramp | Exit ramp approach | Right-turn control type: | Free | Merge | |
| Cross Section Data | | | | | |
| Crossroad median width (W_m), ft: | | 32 | 32 | | |
| Number of Lanes | | | | | |
| Crossroad | Both approaches | Lanes serving through vehicles (n_{th}): | 6 | 6 | |
| | Inside approach | Lanes serving through vehicles ($n_{th,in}$): | 2 | 2 | |
| | Outside approach | Lanes serving through vehicles ($n_{th,out}$): | 4 | 4 | 0 |
| Ramp | Exit ramp approach | All lanes (n_{ex}): | 3 | 3 | |
| Right-Turn Channelization see note: → | | | | | |
| Crossroad | Inside approach | Channelization present ($I_{ch,in}$)?: | | | |
| | Outside approach | Channelization present ($I_{ch,out}$)?: | Yes | Yes | |
| Ramp | Exit ramp approach | Channelization present ($I_{ch,ex}$)?: | Yes | Yes | |
| Left-Turn Lane or Bay | | | | | |
| Crossroad | Inside approach | Lane or bay present ($I_{bay,lt,in}$)?: | Yes | Yes | |
| | | Width of lane or bay ($W_{b,in}$), ft: | 24 | 24 | |
| | Outside approach | Lane or bay present ($I_{bay,lt,out}$)?: | | | |
| | | Width of lane or bay ($W_{b,out}$), ft: | | | |
| Right-Turn Lane or Bay | | | | | |
| Crossroad | Inside approach | Lane or bay present ($I_{bay,rt,in}$)?: | | | |
| | Outside approach | Lane or bay present ($I_{bay,rt,out}$)?: | Yes | Yes | |
| Access Data | | | | | |
| Number of driveways on the outside crossroad leg (n_{dw}): | | 0 | 0 | | |
| Number of public street approaches on the outside crossroad leg (n_{ps}): | | | | | |

| Traffic Data | Year | | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|-------|-------|--|
| Inside Crossroad Leg Data | 2025 | 42200 | 42200 | |
| Average daily traffic (AADT _{in}) by year, veh/d: (enter data only for those years for which it is available, leave other years blank) | 2026 | | | |
| | 2027 | | | |
| | 2028 | | | |
| | 2029 | | | |
| | 2030 | | | |
| | 2031 | | | |
| | 2032 | | | |
| | 2033 | | | |
| | 2034 | | | |
| | 2035 | | | |
| | 2036 | | | |
| | 2037 | | | |
| | 2038 | | | |
| | 2039 | | | |
| | 2040 | | | |
| | 2041 | | | |
| | 2042 | | | |
| | 2043 | | | |
| | 2044 | | | |
| | 2045 | 52300 | 52300 | |
| 2046 | | | | |
| 2047 | | | | |
| 2048 | | | | |
| Outside Crossroad Leg Data | 2025 | 44500 | 42000 | |
| Average daily traffic (AADT _{out}) by year, veh/d: (enter data only for those years for which it is available, leave other years blank) | 2026 | | | |
| | 2027 | | | |
| | 2028 | | | |
| | 2029 | | | |
| | 2030 | | | |
| | 2031 | | | |
| | 2032 | | | |
| | 2033 | | | |
| | 2034 | | | |
| | 2035 | | | |
| | 2036 | | | |
| | 2037 | | | |
| | 2038 | | | |
| | 2039 | | | |
| | 2040 | | | |
| | 2041 | | | |
| | 2042 | | | |
| | 2043 | | | |
| | 2044 | | | |
| | 2045 | 52000 | 46000 | |
| 2046 | | | | |
| 2047 | | | | |
| 2048 | | | | |

| | | | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|-------|-------|--|
| Exit Ramp Data | 2025 | 19500 | 13000 | |
| Average daily traffic (AADT _{ex}) by year, veh/d: (enter data only for those years for which it is available, leave other years blank) For a B4 terminal configuration, enter the AADT for the diagonal exit ramp (not the loop exit ramp). | 2026 | | | |
| | 2027 | | | |
| | 2028 | | | |
| | 2029 | | | |
| | 2030 | | | |
| | 2031 | | | |
| | 2032 | | | |
| | 2033 | | | |
| | 2034 | | | |
| | 2035 | | | |
| | 2036 | | | |
| | 2037 | | | |
| | 2038 | | | |
| | 2039 | | | |
| | 2040 | | | |
| | 2041 | | | |
| | 2042 | | | |
| | 2043 | | | |
| | 2044 | | | |
| | 2045 | 24000 | 13500 | |
| 2046 | | | | |
| 2047 | | | | |
| 2048 | | | | |
| Entrance Ramp Data | 2025 | 12500 | 17000 | |
| Average daily traffic (AADT _{en}) by year, veh/d: (enter data only for those years for which it is available, leave other years blank) For an A4 terminal configuration, enter the AADT for the diagonal entrance ramp (not the loop entrance ramp). | 2026 | | | |
| | 2027 | | | |
| | 2028 | | | |
| | 2029 | | | |
| | 2030 | | | |
| | 2031 | | | |
| | 2032 | | | |
| | 2033 | | | |
| | 2034 | | | |
| | 2035 | | | |
| | 2036 | | | |
| | 2037 | | | |
| | 2038 | | | |
| | 2039 | | | |
| | 2040 | | | |
| | 2041 | | | |
| | 2042 | | | |
| | 2043 | | | |
| | 2044 | | | |
| | 2045 | 13500 | 22000 | |
| 2046 | | | | |
| 2047 | | | | |
| 2048 | | | | |

| Crash Data | | Year | Ramp Terminal Crashes --> | | |
|------------------------------------------------------------|------|-------------|-------------------------------------|--|--|
| Count of Fatal-and-Injury (FI) Crashes by Year | | | | | |
| (N _{o,w,ac,at,fi}) | 2025 | | | | |
| | 2026 | | | | |
| | 2027 | | | | |
| | 2028 | | | | |
| | 2029 | | | | |
| Count of Property-Damage-Only (PDO) Crashes by Year | | | | | |
| (N _{o,w,ac,at,pdo}) | 2025 | | | | |
| | 2026 | | | | |
| | 2027 | | | | |
| | 2028 | | | | |
| | 2029 | | | | |

Advisory Messages

| Variable Limits | | | | |
|------------------------|--|---|---|---|
| Number of Lanes | | | | |
| Both approaches | | 6 | 6 | 4 |
| Ramp | | 4 | 4 | 2 |

Output Tables

| Output Summary | | | | | | | | |
|----------------------------------------------------------------|-------------------------------------|-----------------------------------------------------|---------------------------|------------|-------|-------|-------|-------|
| General Information | | | | | | | | |
| Project description: | I-95 at Woolbright Road | | | | | | | |
| Analyst: | LL | Date: | 4/27/2021 | Area type: | Urban | | | |
| First year of analysis: | 2025 | | | | | | | |
| Last year of analysis: | 2045 | | | | | | | |
| Crash Data Description | | | | | | | | |
| Freeway segments | Segment crash data available? | No | First year of crash data: | | | | | |
| | Project-level crash data available? | No | Last year of crash data: | | | | | |
| Ramp segments | Segment crash data available? | No | First year of crash data: | | | | | |
| | Project-level crash data available? | No | Last year of crash data: | | | | | |
| Ramp terminals | Segment crash data available? | No | First year of crash data: | | | | | |
| | Project-level crash data available? | No | Last year of crash data: | | | | | |
| Estimated Crash Statistics | | | | | | | | |
| Crashes for Entire Facility | | Total | K | A | B | C | PDO | |
| Estimated number of crashes during Study Period, crashes: | | 1150.7 | 1.1 | 12.2 | 76.8 | 384.0 | 676.6 | |
| Estimated average crash freq. during Study Period, crashes/yr: | | 54.8 | 0.1 | 0.6 | 3.7 | 18.3 | 32.2 | |
| Crashes by Facility Component | | Nbr. Sites | Total | K | A | B | C | PDO |
| Freeway segments, crashes: | | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Ramp segments, crashes: | | 4 | 67.6 | 0.7 | 2.0 | 10.0 | 16.8 | 38.1 |
| Crossroad ramp terminals, crashes: | | 2 | 1083.1 | 0.4 | 10.2 | 66.8 | 367.2 | 638.4 |
| Crashes for Entire Facility by Year | | Year | Total | K | A | B | C | PDO |
| Estimated number of crashes during the Study Period, crashes: | | 2025 | 50.8 | 0.0 | 0.5 | 3.3 | 16.6 | 30.3 |
| | | 2026 | 51.2 | 0.0 | 0.5 | 3.4 | 16.8 | 30.4 |
| | | 2027 | 51.6 | 0.0 | 0.5 | 3.4 | 17.0 | 30.6 |
| | | 2028 | 52.0 | 0.0 | 0.5 | 3.4 | 17.1 | 30.8 |
| | | 2029 | 52.4 | 0.0 | 0.6 | 3.5 | 17.3 | 31.0 |
| | | 2030 | 52.8 | 0.0 | 0.6 | 3.5 | 17.4 | 31.2 |
| | | 2031 | 53.2 | 0.0 | 0.6 | 3.5 | 17.6 | 31.4 |
| | | 2032 | 53.6 | 0.1 | 0.6 | 3.6 | 17.8 | 31.6 |
| | | 2033 | 54.0 | 0.1 | 0.6 | 3.6 | 17.9 | 31.8 |
| | | 2034 | 54.4 | 0.1 | 0.6 | 3.6 | 18.1 | 32.0 |
| | | 2035 | 54.8 | 0.1 | 0.6 | 3.7 | 18.3 | 32.2 |
| | | 2036 | 55.2 | 0.1 | 0.6 | 3.7 | 18.4 | 32.4 |
| | | 2037 | 55.6 | 0.1 | 0.6 | 3.7 | 18.6 | 32.6 |
| | | 2038 | 56.0 | 0.1 | 0.6 | 3.8 | 18.8 | 32.8 |
| | | 2039 | 56.4 | 0.1 | 0.6 | 3.8 | 18.9 | 33.0 |
| | | 2040 | 56.8 | 0.1 | 0.6 | 3.8 | 19.1 | 33.2 |
| | | 2041 | 57.2 | 0.1 | 0.6 | 3.9 | 19.3 | 33.4 |
| | | 2042 | 57.6 | 0.1 | 0.6 | 3.9 | 19.5 | 33.6 |
| | | 2043 | 58.0 | 0.1 | 0.6 | 3.9 | 19.6 | 33.8 |
| | | 2044 | 58.4 | 0.1 | 0.6 | 4.0 | 19.8 | 34.0 |
| 2045 | 58.8 | 0.1 | 0.6 | 4.0 | 20.0 | 34.2 | | |
| 2046 | | | | | | | | |
| 2047 | | | | | | | | |
| 2048 | | | | | | | | |
| Distribution of Crashes for Entire Facility | | | | | | | | |
| Crash Type | Crash Type Category | Estimated Number of Crashes During the Study Period | | | | | | |
| | | Total | K | A | B | C | PDO | |
| Multiple vehicle | Head-on crashes: | 9.6 | 0.0 | 0.1 | 0.8 | 4.1 | 4.6 | |
| | Right-angle crashes: | 256.2 | 0.1 | 2.7 | 17.4 | 95.5 | 140.5 | |
| | Rear-end crashes: | 635.3 | 0.3 | 6.7 | 43.4 | 232.0 | 353.0 | |
| | Sideswipe crashes: | 118.4 | 0.0 | 0.5 | 3.1 | 15.9 | 99.0 | |
| | Other multiple-vehicle crashes: | 18.8 | 0.0 | 0.1 | 0.9 | 3.8 | 13.9 | |
| | Total multiple-vehicle crashes: | 1038.3 | 0.5 | 10.1 | 65.5 | 351.2 | 610.9 | |
| Single vehicle | Crashes with animal: | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | |
| | Crashes with fixed object: | 85.5 | 0.4 | 1.5 | 7.7 | 21.7 | 54.2 | |
| | Crashes with other object: | 2.7 | 0.0 | 0.0 | 0.2 | 0.6 | 1.9 | |
| | Crashes with parked vehicle: | 2.3 | 0.0 | 0.0 | 0.2 | 0.5 | 1.6 | |
| | Other single-vehicle crashes: | 21.7 | 0.1 | 0.6 | 3.1 | 10.0 | 7.8 | |
| | Total single-vehicle crashes: | 112.4 | 0.6 | 2.2 | 11.3 | 32.8 | 65.6 | |
| Total crashes: | | 1150.7 | 1.1 | 12.2 | 76.8 | 384.0 | 676.6 | |

Evaluation Site Summary

General Information

| | | | |
|-------------------------|-------------------------|---------------------------------------------------------|-----------|
| Project description: | I-95 at Woolbright Road | | |
| Analyst: | LL | Date: | 4/27/2021 |
| Area type: | Urban | | |
| First year of analysis: | 2025 | Total length of freeway segments for Study Period (mi): | 0.000 |
| Last year of analysis: | 2045 | | |

Site Description

Freeway Segments

| Number | Lanes | Study Period Length (mi) | Study Period Description |
|--------|-------|--------------------------|--------------------------|
| 1 | 0 | 0.000 | 0 |
| 2 | 0 | 0.000 | 0 |
| 3 | 0 | 0.000 | 0 |
| 4 | 0 | 0.000 | 0 |
| 5 | 0 | 0.000 | 0 |
| 6 | 0 | 0.000 | 0 |
| 7 | 0 | 0.000 | 0 |
| 8 | 0 | 0.000 | 0 |
| 9 | 0 | 0.000 | 0 |
| 10 | 0 | 0.000 | 0 |
| 11 | 0 | 0.000 | 0 |
| 12 | 0 | 0.000 | 0 |
| 13 | 0 | 0.000 | 0 |
| 14 | 0 | 0.000 | 0 |
| 15 | 0 | 0.000 | 0 |
| 16 | 0 | 0.000 | 0 |
| 17 | 0 | 0.000 | 0 |
| 18 | 0 | 0.000 | 0 |
| 19 | 0 | 0.000 | 0 |
| 20 | 0 | 0.000 | 0 |

Ramp Segments

| Number | Study Period Description | Number | Study Period Description |
|--------|--------------------------|--------|--------------------------|
| 1 | NB Exit | 21 | 0 |
| 2 | NB Entrance | 22 | 0 |
| 3 | SB Exit | 23 | 0 |
| 4 | SB Entrance | 24 | 0 |
| 5 | 0 | 25 | 0 |
| 6 | 0 | 26 | 0 |
| 7 | 0 | 27 | 0 |
| 8 | 0 | 28 | 0 |
| 9 | 0 | 29 | 0 |
| 10 | 0 | 30 | 0 |
| 11 | 0 | 31 | 0 |
| 12 | 0 | 32 | 0 |
| 13 | 0 | 33 | 0 |
| 14 | 0 | 34 | 0 |
| 15 | 0 | 35 | 0 |
| 16 | 0 | 36 | 0 |
| 17 | 0 | 37 | 0 |
| 18 | 0 | 38 | 0 |
| 19 | 0 | 39 | 0 |
| 20 | 0 | 40 | 0 |

Crossroad Ramp Terminals

| Number | Config. | Control | Study Period Description |
|--------|---------|---------|--------------------------|
| 1 | D4 | Signal | SB Ramps |
| 2 | D4 | Signal | NB Ramos |
| 3 | 0 | 0 | 0 |
| 4 | 0 | 0 | 0 |
| 5 | 0 | 0 | 0 |
| 6 | 0 | 0 | 0 |

**Build Alternative 1 -TDI
ISATe Inputs**

| Enhanced Interchange Safety Analysis Tool | | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|-------|-----------|
| General Information | | | |
| Project description: | I-95 at Woolbright - Alternative 1 (TDI) | | |
| Analyst: | LL | Date: | 4/27/2021 |
| Area type: | Urban | | |
| First year of analysis: | 2025 | | |
| Last year of analysis: | 2045 | | |
| Crash Data Description | | | |
| Freeway segments | No crash data | | |
| Ramp segments | No crash data | | |
| Ramp terminals | No crash data | | |
| Program Control | | | |
| <p>1. Enter data in the Main, Input Freeway Segments, Input Ramp Segments, Input Ramp Terminals worksheets.</p> <p>2. Click Perform Calculations button to start calculation process.</p> <p style="text-align: center;"> <input type="button" value="Perform Calculations"/> <input type="button" value="Print Results (optional)"/> <input type="button" value="Print Site Summary (optional)"/> </p> <p>3. Review results in the Output Summary worksheet. Optionally, click the Print buttons to print the summary worksheets.</p> <p>4. Optionally, detailed results can be reviewed in the Output Freeway Segments, Output Ramp Segments, Output Ramp Terminals worksheets.</p> | | | |

| Warning Messages ↖ See note | | |
|----------------------------------------------------------------|---------------|----------------|
| Freeway Segments | Ramp Segments | Ramp Terminals |
| | | |

| Input Worksheet for Ramp Segments | | | | | | | |
|---------------------------------------------------------------------|-----------------------------------------------------------------------|-------------------------------------|-----------|--------------|--------------|--------------|--------------|
| Clear | Echo Input Values | Check Input Values | Segment 1 | Segment 2 | Segment 3 | Segment 4 | Segment 5 |
| (View results in Column C:J) | | (View results in Advisory Messages) | | Study Period | Study Period | Study Period | Study Period |
| Basic Roadway Data | | | | | | | |
| Number of through lanes (n): | 2 | 2 | 2 | 1 | | | |
| Ramp segment description: | NB Exit | NB Entrance | SB Exit | SB Entrance | | | |
| Segment length (L), mi: | 0.14 | 0.21 | 0.14 | 0.21 | | | |
| Average traffic speed on the freeway (V_{frwy}), mi/h: | 70 | 70 | 70 | 70 | | | |
| Segment type (ramp or collector-distributor road): | Exit | Entrance | Exit | Entrance | | | |
| Type of control at crossroad ramp terminal: | Signal | Signal | Signal | Signal | | | |
| Alignment Data | | | | | | | |
| Horizontal Curve Data ←See notes → | | | | | | | |
| 1 | Horizontal curve?: | No | No | No | No | | |
| | Curve radius (R_1), ft: | | | | | | |
| | Length of curve (L_{c1}), mi: | | | | | | |
| | Length of curve in segment ($L_{c1,seg}$), mi: | | | | | | |
| | Ramp-mile of beginning of curve in direction of travel (X_1), mi: | | | | | | |
| 2 | Horizontal curve?: | | | | | | |
| | Curve radius (R_2), ft: | | | | | | |
| | Length of curve (L_{c2}), mi: | | | | | | |
| | Length of curve in segment ($L_{c2,seg}$), mi: | | | | | | |
| | Ramp-mile of beginning of curve in direction of travel (X_2), mi: | | | | | | |
| 3 | Horizontal curve?: | | | | | | |
| | Curve radius (R_3), ft: | | | | | | |
| | Length of curve (L_{c3}), mi: | | | | | | |
| | Length of curve in segment ($L_{c3,seg}$), mi: | | | | | | |
| | Ramp-mile of beginning of curve in direction of travel (X_3), mi: | | | | | | |
| 4 | Horizontal curve?: | | | | | | |
| | Curve radius (R_4), ft: | | | | | | |
| | Length of curve (L_{c4}), mi: | | | | | | |
| | Length of curve in segment ($L_{c4,seg}$), mi: | | | | | | |
| | Ramp-mile of beginning of curve in direction of travel (X_4), mi: | | | | | | |
| 5 | Horizontal curve?: | | | | | | |
| | Curve radius (R_5), ft: | | | | | | |
| | Length of curve (L_{c5}), mi: | | | | | | |
| | Length of curve in segment ($L_{c5,seg}$), mi: | | | | | | |
| | Ramp-mile of beginning of curve in direction of travel (X_5), mi: | | | | | | |
| Cross Section Data | | | | | | | |
| Lane width (W_l), ft: | 12 | 12 | 12 | 12 | | | |
| Right shoulder width (W_{rs}), ft: | 8 | 8 | 8 | 8 | | | |
| Left shoulder width (W_{ls}), ft: | 4 | 4 | 4 | 4 | | | |
| Presence of lane add or lane drop by taper: | Lane Add | Lane Drop | Lane Add | Lane Drop | | | |
| Length of taper in segment ($L_{add,seg}$ or $L_{drop,seg}$), mi: | 0.03 | 0.09 | 0.03 | 0.06 | | | |

| Roadside Data | | | | | | |
|-----------------------------------------------------------------------|---------------------------------------------------------------------------|----|------|------|------|--|
| Presence of barrier on <u>right</u> side of roadway: | | No | Yes | Yes | Yes | |
| 1 | Length of barrier ($L_{rb,1}$), mi: | | 0.04 | 0.04 | 0.04 | |
| | Distance from edge of traveled way to barrier face ($W_{off,r,1}$), ft: | | 10 | 10 | 10 | |
| 2 | Length of barrier ($L_{rb,2}$), mi: | | | | | |
| | Distance from edge of traveled way to barrier face ($W_{off,r,2}$), ft: | | | | | |
| 3 | Length of barrier ($L_{rb,3}$), mi: | | | | | |
| | Distance from edge of traveled way to barrier face ($W_{off,r,3}$), ft: | | | | | |
| 4 | Length of barrier ($L_{rb,4}$), mi: | | | | | |
| | Distance from edge of traveled way to barrier face ($W_{off,r,4}$), ft: | | | | | |
| 5 | Length of barrier ($L_{rb,5}$), mi: | | | | | |
| | Distance from edge of traveled way to barrier face ($W_{off,r,5}$), ft: | | | | | |
| Presence of barrier on <u>left</u> side of roadway: | | No | No | Yes | Yes | |
| 1 | Length of barrier ($L_{lb,1}$), mi: | | | 0.12 | 0.12 | |
| | Distance from edge of traveled way to barrier face ($W_{off,l,1}$), ft: | | | 5 | 10 | |
| 2 | Length of barrier ($L_{lb,2}$), mi: | | | | | |
| | Distance from edge of traveled way to barrier face ($W_{off,l,2}$), ft: | | | | | |
| 3 | Length of barrier ($L_{lb,3}$), mi: | | | | | |
| | Distance from edge of traveled way to barrier face ($W_{off,l,3}$), ft: | | | | | |
| 4 | Length of barrier ($L_{lb,4}$), mi: | | | | | |
| | Distance from edge of traveled way to barrier face ($W_{off,l,4}$), ft: | | | | | |
| 5 | Length of barrier ($L_{lb,5}$), mi: | | | | | |
| | Distance from edge of traveled way to barrier face ($W_{off,l,5}$), ft: | | | | | |
| Ramp Access Data ↙ See note | | | | | | |
| Ramp Entrance | Ramp entrance in segment? (If yes, indicate type.): | No | No | No | No | |
| | Length of entrance s-c lane in segment ($L_{en,seg}$), mi: | | | | | |
| Ramp Exit | Ramp exit in segment? (If yes, indicate type.): | No | No | No | No | |
| | Length of exit s-c lane in segment ($L_{ex,seg}$), mi: | | | | | |
| Weaving Section | Weave section in collector-distributor road segment?: | | | | | |
| | Length of weaving section (L_{wev}), mi: | | | | | |
| | Length of weaving section in segment ($L_{wev,seg}$), mi: | | | | | |

| Traffic Data | | Year | | | | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|-------------|-------------------------------|-------|-------|-------|--|
| Average daily traffic (AADT _r or AADT _c) by year, veh/d: (enter data only for those years for which it is available, leave other years blank) | | 2025 | 13000 | 17000 | 19500 | 12500 | |
| | | 2026 | | | | | |
| | | 2027 | | | | | |
| | | 2028 | | | | | |
| | | 2029 | | | | | |
| | | 2030 | | | | | |
| | | 2031 | | | | | |
| | | 2032 | | | | | |
| | | 2033 | | | | | |
| | | 2034 | | | | | |
| | | 2035 | | | | | |
| | | 2036 | | | | | |
| | | 2037 | | | | | |
| | | 2038 | | | | | |
| | | 2039 | | | | | |
| | | 2040 | | | | | |
| | | 2041 | | | | | |
| | | 2042 | | | | | |
| | | 2043 | | | | | |
| | | 2044 | | | | | |
| 2045 | | 13500 | 22000 | 24000 | 13500 | | |
| 2046 | | | | | | | |
| 2047 | | | | | | | |
| 2048 | | | | | | | |
| Crash Data | | Year | Segment Crashes --> | | | | |
| Count of Fatal-and-Injury (FI) Crashes by Year | | | | | | | |
| Multiple-vehicle crashes (N _{o,w,n,mv,fi}) | | 2025 | | | | | |
| | | 2026 | | | | | |
| | | 2027 | | | | | |
| | | 2028 | | | | | |
| | | 2029 | | | | | |
| Single-vehicle crashes (N _{o,w,n,sv,fi}) | | 2025 | | | | | |
| | | 2026 | | | | | |
| | | 2027 | | | | | |
| | | 2028 | | | | | |
| | | 2029 | | | | | |
| Count of Property-Damage-Only (PDO) Crashes by Year | | | | | | | |
| Multiple-vehicle crashes (N _{o,w,n,mv,pdo}) | | 2025 | | | | | |
| | | 2026 | | | | | |
| | | 2027 | | | | | |
| | | 2028 | | | | | |
| | | 2029 | | | | | |
| Single-vehicle crashes (N _{o,w,n,sv,pdo}) | | 2025 | | | | | |
| | | 2026 | | | | | |
| | | 2027 | | | | | |
| | | 2028 | | | | | |
| | | 2029 | | | | | |

Advisory Messages**Variable Limits**

| | | | | | |
|---------------------------------------------------------|------|------|------|------|------|
| Number of through lanes (n): | 2 | 2 | 2 | 2 | 2 |
| Length of curve in segment (Lc1,seg), mi: | 0.14 | 0.21 | 0.14 | 0.21 | 0 |
| Length of curve in segment (Lc2,seg), mi: | 0.14 | 0.21 | 0.14 | 0.21 | 0 |
| Length of curve in segment (Lc3,seg), mi: | 0.14 | 0.21 | 0.14 | 0.21 | 0 |
| Length of curve in segment (Lc4,seg), mi: | 0.14 | 0.21 | 0.14 | 0.21 | 0 |
| Length of curve in segment (Lc5,seg), mi: | 0.14 | 0.21 | 0.14 | 0.21 | 0 |
| Length of taper in segment (Ladd,seg or Ldrop,seg), mi: | 0.14 | 0.21 | 0.14 | 0.21 | 0.3 |
| Length of entrance s-c lane in segment (Len,seg), mi: | 0.14 | 0.19 | 0.14 | 0.19 | 0.19 |
| Length of exit s-c lane in segment (Lex,seg), mi: | 0.14 | 0.19 | 0.14 | 0.19 | 0.19 |
| Length of weaving section in segment (Lwev,seg), mi: | 0.14 | 0.21 | 0.14 | 0.21 | 0.3 |

| Input Worksheet for Crossroad Ramp Terminals | | | | | |
|-------------------------------------------------------------------------------------------------|--------------------|----------------------------------------------------------------|--------------|--------------------------------------------------------------------------|---|
| Clear | | Echo Input Values <small>(View results in Column T)</small> | | Check Input Values <small>(View results in Advisory Messages)</small> | |
| | | Terminal 1 | Terminal 2 | Terminal 3 | |
| | | Study Period | Study Period | Study Period | |
| Basic Intersection Data | | | | | |
| Ramp terminal configuration: | | D4 | D4 | | |
| Ramp terminal description: | | SB Ramps | NB Ramps | | |
| Ramp terminal traffic control type: | | Signal | Signal | | |
| Is a non-ramp public street leg present at the terminal (I_{ps})?: | | No | No | | |
| Alignment Data | | | | | |
| Exit ramp skew angle (I_{sk}), degrees: | | | | | |
| Distance to the next public street intersection on the outside crossroad leg (L_{str}), mi: | | 0.25 | 0.2 | | |
| Distance to the adjacent ramp terminal (L_{rmp}), mi: | | 0.12 | 0.12 | | |
| Traffic Control | | | | | |
| Left-Turn Operational Mode | | | | | |
| Crossroad | Inside approach | Protected-only mode ($I_{p,lt,in}$)?: | Yes | Yes | |
| | Outside approach | Protected-only mode ($I_{p,lt,out}$)?: | | | |
| Right-Turn Control Type | | | | | |
| Ramp | Exit ramp approach | Right-turn control type: | Free | Signal | |
| Cross Section Data | | | | | |
| Crossroad median width (W_m), ft: | | 32 | 32 | | |
| Number of Lanes | | | | | |
| Crossroad | Both approaches | Lanes serving through vehicles (n_{th}): | 6 | 6 | |
| | Inside approach | Lanes serving through vehicles ($n_{th,in}$): | 3 | 3 | |
| | Outside approach | Lanes serving through vehicles ($n_{th,out}$): | 3 | 3 | 0 |
| Ramp | Exit ramp approach | All lanes (n_{ex}): | 4 | 4 | |
| Right-Turn Channelization see note: → | | | | | |
| Crossroad | Inside approach | Channelization present ($I_{ch,in}$)?: | | | |
| | Outside approach | Channelization present ($I_{ch,out}$)?: | Yes | Yes | |
| Ramp | Exit ramp approach | Channelization present ($I_{ch,ex}$)?: | Yes | Yes | |
| Left-Turn Lane or Bay | | | | | |
| Crossroad | Inside approach | Lane or bay present ($I_{bay,lt,in}$)?: | Yes | Yes | |
| | | Width of lane or bay ($W_{b,in}$), ft: | 24 | 24 | |
| | Outside approach | Lane or bay present ($I_{bay,lt,out}$)?: | | | |
| | | Width of lane or bay ($W_{b,out}$), ft: | | | |
| Right-Turn Lane or Bay | | | | | |
| Crossroad | Inside approach | Lane or bay present ($I_{bay,rt,in}$)?: | | | |
| | Outside approach | Lane or bay present ($I_{bay,rt,out}$)?: | Yes | Yes | |
| Access Data | | | | | |
| Number of driveways on the outside crossroad leg (n_{dw}): | | 0 | 0 | | |
| Number of public street approaches on the outside crossroad leg (n_{ps}): | | | | | |

| Traffic Data | Year | | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|-------|-------|--|
| Inside Crossroad Leg Data | 2025 | 42200 | 42200 | |
| Average daily traffic (AADT _{in}) by year, veh/d: (enter data only for those years for which it is available, leave other years blank) | 2026 | | | |
| | 2027 | | | |
| | 2028 | | | |
| | 2029 | | | |
| | 2030 | | | |
| | 2031 | | | |
| | 2032 | | | |
| | 2033 | | | |
| | 2034 | | | |
| | 2035 | | | |
| | 2036 | | | |
| | 2037 | | | |
| | 2038 | | | |
| | 2039 | | | |
| | 2040 | | | |
| | 2041 | | | |
| | 2042 | | | |
| | 2043 | | | |
| | 2044 | | | |
| | 2045 | 52300 | 52300 | |
| 2046 | | | | |
| 2047 | | | | |
| 2048 | | | | |
| Outside Crossroad Leg Data | 2025 | 44500 | 42000 | |
| Average daily traffic (AADT _{out}) by year, veh/d: (enter data only for those years for which it is available, leave other years blank) | 2026 | | | |
| | 2027 | | | |
| | 2028 | | | |
| | 2029 | | | |
| | 2030 | | | |
| | 2031 | | | |
| | 2032 | | | |
| | 2033 | | | |
| | 2034 | | | |
| | 2035 | | | |
| | 2036 | | | |
| | 2037 | | | |
| | 2038 | | | |
| | 2039 | | | |
| | 2040 | | | |
| | 2041 | | | |
| | 2042 | | | |
| | 2043 | | | |
| | 2044 | | | |
| | 2045 | 52000 | 46000 | |
| 2046 | | | | |
| 2047 | | | | |
| 2048 | | | | |

| | | | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|-------|-------|--|
| Exit Ramp Data | 2025 | 19500 | 13000 | |
| Average daily traffic (AADT _{ex}) by year, veh/d: (enter data only for those years for which it is available, leave other years blank) For a B4 terminal configuration, enter the AADT for the diagonal exit ramp (not the loop exit ramp). | 2026 | | | |
| | 2027 | | | |
| | 2028 | | | |
| | 2029 | | | |
| | 2030 | | | |
| | 2031 | | | |
| | 2032 | | | |
| | 2033 | | | |
| | 2034 | | | |
| | 2035 | | | |
| | 2036 | | | |
| | 2037 | | | |
| | 2038 | | | |
| | 2039 | | | |
| | 2040 | | | |
| | 2041 | | | |
| | 2042 | | | |
| | 2043 | | | |
| | 2044 | | | |
| | 2045 | 24000 | 13500 | |
| 2046 | | | | |
| 2047 | | | | |
| 2048 | | | | |
| Entrance Ramp Data | 2025 | 12500 | 17000 | |
| Average daily traffic (AADT _{en}) by year, veh/d: (enter data only for those years for which it is available, leave other years blank) For an A4 terminal configuration, enter the AADT for the diagonal entrance ramp (not the loop entrance ramp). | 2026 | | | |
| | 2027 | | | |
| | 2028 | | | |
| | 2029 | | | |
| | 2030 | | | |
| | 2031 | | | |
| | 2032 | | | |
| | 2033 | | | |
| | 2034 | | | |
| | 2035 | | | |
| | 2036 | | | |
| | 2037 | | | |
| | 2038 | | | |
| | 2039 | | | |
| | 2040 | | | |
| | 2041 | | | |
| | 2042 | | | |
| | 2043 | | | |
| | 2044 | | | |
| | 2045 | 13500 | 22000 | |
| 2046 | | | | |
| 2047 | | | | |
| 2048 | | | | |

| Crash Data | | Year | Ramp Terminal Crashes --> | | |
|------------------------------------------------------------|------|-------------|-------------------------------------|--|--|
| Count of Fatal-and-Injury (FI) Crashes by Year | | | | | |
| (N _{o,w,ac,at,fi}) | 2025 | | | | |
| | 2026 | | | | |
| | 2027 | | | | |
| | 2028 | | | | |
| | 2029 | | | | |
| Count of Property-Damage-Only (PDO) Crashes by Year | | | | | |
| (N _{o,w,ac,at,pdo}) | 2025 | | | | |
| | 2026 | | | | |
| | 2027 | | | | |
| | 2028 | | | | |
| | 2029 | | | | |

Advisory Messages

| Variable Limits | | | | |
|------------------------|--|---|---|---|
| Number of Lanes | | | | |
| Both approaches | | 6 | 6 | 4 |
| Ramp | | 4 | 4 | 2 |

Output Tables

| Output Summary | | | | | | | | |
|----------------------------------------------------------------|-------------------------------------|-----------------------------------------------------|---------------------------|------------|----------|----------|------------|------------|
| General Information | | | | | | | | |
| Project description: | Sample Data | | | | | | | |
| Analyst: | LL | Date: | 4/27/2021 | Area type: | Urban | | | |
| First year of analysis: | 2025 | | | | | | | |
| Last year of analysis: | 2045 | | | | | | | |
| Crash Data Description | | | | | | | | |
| Freeway segments | Segment crash data available? | No | First year of crash data: | | | | | |
| | Project-level crash data available? | No | Last year of crash data: | | | | | |
| Ramp segments | Segment crash data available? | No | First year of crash data: | | | | | |
| | Project-level crash data available? | No | Last year of crash data: | | | | | |
| Ramp terminals | Segment crash data available? | No | First year of crash data: | | | | | |
| | Project-level crash data available? | No | Last year of crash data: | | | | | |
| Estimated Crash Statistics | | | | | | | | |
| Crashes for Entire Facility | | Total | K | A | B | C | PDO | |
| Estimated number of crashes during Study Period, crashes: | | 1146.3 | 1.0 | 11.9 | 74.4 | 376.3 | 682.7 | |
| Estimated average crash freq. during Study Period, crashes/yr: | | 54.6 | 0.0 | 0.6 | 3.5 | 17.9 | 32.5 | |
| Crashes by Facility Component | | Nbr. Sites | Total | K | A | B | C | PDO |
| Freeway segments, crashes: | | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Ramp segments, crashes: | | 4 | 73.3 | 0.6 | 2.0 | 9.1 | 17.4 | 44.2 |
| Crossroad ramp terminals, crashes: | | 2 | 1073.0 | 0.4 | 10.0 | 65.3 | 358.9 | 638.4 |
| Crashes for Entire Facility by Year | | Year | Total | K | A | B | C | PDO |
| Estimated number of crashes during the Study Period, crashes: | | 2025 | 50.6 | 0.0 | 0.5 | 3.2 | 16.4 | 30.5 |
| | | 2026 | 51.0 | 0.0 | 0.5 | 3.3 | 16.5 | 30.7 |
| | | 2027 | 51.4 | 0.0 | 0.5 | 3.3 | 16.7 | 30.9 |
| | | 2028 | 51.8 | 0.0 | 0.5 | 3.3 | 16.8 | 31.1 |
| | | 2029 | 52.2 | 0.0 | 0.5 | 3.4 | 17.0 | 31.3 |
| | | 2030 | 52.6 | 0.0 | 0.5 | 3.4 | 17.1 | 31.5 |
| | | 2031 | 53.0 | 0.0 | 0.5 | 3.4 | 17.3 | 31.7 |
| | | 2032 | 53.4 | 0.0 | 0.6 | 3.4 | 17.4 | 31.9 |
| | | 2033 | 53.8 | 0.0 | 0.6 | 3.5 | 17.6 | 32.1 |
| | | 2034 | 54.2 | 0.0 | 0.6 | 3.5 | 17.8 | 32.3 |
| | | 2035 | 54.6 | 0.0 | 0.6 | 3.5 | 17.9 | 32.5 |
| | | 2036 | 55.0 | 0.1 | 0.6 | 3.6 | 18.1 | 32.7 |
| | | 2037 | 55.4 | 0.1 | 0.6 | 3.6 | 18.2 | 32.9 |
| | | 2038 | 55.8 | 0.1 | 0.6 | 3.6 | 18.4 | 33.1 |
| | | 2039 | 56.2 | 0.1 | 0.6 | 3.7 | 18.5 | 33.3 |
| | | 2040 | 56.6 | 0.1 | 0.6 | 3.7 | 18.7 | 33.5 |
| | | 2041 | 57.0 | 0.1 | 0.6 | 3.7 | 18.9 | 33.7 |
| | | 2042 | 57.4 | 0.1 | 0.6 | 3.8 | 19.0 | 33.9 |
| | | 2043 | 57.8 | 0.1 | 0.6 | 3.8 | 19.2 | 34.1 |
| | | 2044 | 58.1 | 0.1 | 0.6 | 3.8 | 19.3 | 34.3 |
| 2045 | 58.5 | 0.1 | 0.6 | 3.9 | 19.5 | 34.5 | | |
| 2046 | | | | | | | | |
| 2047 | | | | | | | | |
| 2048 | | | | | | | | |
| Distribution of Crashes for Entire Facility | | | | | | | | |
| Crash Type | Crash Type Category | Estimated Number of Crashes During the Study Period | | | | | | |
| | | Total | K | A | B | C | PDO | |
| Multiple vehicle | Head-on crashes: | 9.5 | 0.0 | 0.1 | 0.8 | 4.0 | 4.6 | |
| | Right-angle crashes: | 253.6 | 0.1 | 2.6 | 17.0 | 93.4 | 140.5 | |
| | Rear-end crashes: | 632.9 | 0.4 | 6.6 | 42.6 | 227.7 | 355.7 | |
| | Sideswipe crashes: | 119.9 | 0.0 | 0.5 | 3.1 | 15.7 | 100.6 | |
| | Other multiple-vehicle crashes: | 19.4 | 0.0 | 0.2 | 0.9 | 3.9 | 14.4 | |
| | Total multiple-vehicle crashes: | 1035.4 | 0.5 | 9.9 | 64.3 | 344.6 | 616.0 | |
| Single vehicle | Crashes with animal: | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | |
| | Crashes with fixed object: | 84.6 | 0.4 | 1.4 | 6.9 | 20.9 | 55.1 | |
| | Crashes with other object: | 2.7 | 0.0 | 0.0 | 0.2 | 0.5 | 1.9 | |
| | Crashes with parked vehicle: | 2.3 | 0.0 | 0.0 | 0.1 | 0.5 | 1.6 | |
| | Other single-vehicle crashes: | 21.1 | 0.1 | 0.6 | 2.8 | 9.7 | 8.0 | |
| | Total single-vehicle crashes: | 110.9 | 0.5 | 2.0 | 10.0 | 31.7 | 66.7 | |
| Total crashes: | | 1146.3 | 1.0 | 11.9 | 74.4 | 376.3 | 682.7 | |

Evaluation Site Summary

General Information

| | | | | | |
|-------------------------|-------------|---------------------------------------------------------|-----------|------------|-------|
| Project description: | Sample Data | | | | |
| Analyst: | LL | Date: | 4/27/2021 | Area type: | Urban |
| First year of analysis: | 2025 | Total length of freeway segments for Study Period (mi): | | | 0.000 |
| Last year of analysis: | 2045 | | | | |

Site Description

Freeway Segments

| Number | Lanes | Study Period Length (mi) | Study Period Description |
|--------|-------|--------------------------|--------------------------|
| 1 | 0 | 0.000 | 0 |
| 2 | 0 | 0.000 | 0 |
| 3 | 0 | 0.000 | 0 |
| 4 | 0 | 0.000 | 0 |
| 5 | 0 | 0.000 | 0 |
| 6 | 0 | 0.000 | 0 |
| 7 | 0 | 0.000 | 0 |
| 8 | 0 | 0.000 | 0 |
| 9 | 0 | 0.000 | 0 |
| 10 | 0 | 0.000 | 0 |
| 11 | 0 | 0.000 | 0 |
| 12 | 0 | 0.000 | 0 |
| 13 | 0 | 0.000 | 0 |
| 14 | 0 | 0.000 | 0 |
| 15 | 0 | 0.000 | 0 |
| 16 | 0 | 0.000 | 0 |
| 17 | 0 | 0.000 | 0 |
| 18 | 0 | 0.000 | 0 |
| 19 | 0 | 0.000 | 0 |
| 20 | 0 | 0.000 | 0 |

Ramp Segments

| Number | Study Period Description | Number | Study Period Description |
|--------|--------------------------|--------|--------------------------|
| 1 | NB Exit | 21 | 0 |
| 2 | NB Entrance | 22 | 0 |
| 3 | SB Exit | 23 | 0 |
| 4 | SB Entrance | 24 | 0 |
| 5 | 0 | 25 | 0 |
| 6 | 0 | 26 | 0 |
| 7 | 0 | 27 | 0 |
| 8 | 0 | 28 | 0 |
| 9 | 0 | 29 | 0 |
| 10 | 0 | 30 | 0 |
| 11 | 0 | 31 | 0 |
| 12 | 0 | 32 | 0 |
| 13 | 0 | 33 | 0 |
| 14 | 0 | 34 | 0 |
| 15 | 0 | 35 | 0 |
| 16 | 0 | 36 | 0 |
| 17 | 0 | 37 | 0 |
| 18 | 0 | 38 | 0 |
| 19 | 0 | 39 | 0 |
| 20 | 0 | 40 | 0 |

Crossroad Ramp Terminals

| Number | Config. | Control | Study Period Description |
|--------|---------|---------|--------------------------|
| 1 | D4 | Signal | SB Ramps |
| 2 | D4 | Signal | NB Ramps |
| 3 | 0 | 0 | 0 |
| 4 | 0 | 0 | 0 |
| 5 | 0 | 0 | 0 |
| 6 | 0 | 0 | 0 |

CMF



CMF / CRF Details

CMF ID: 9104

Convert diamond interchange to Diverging Diamond Interchange (DDI) or Double Crossover Diamond (DCD)

Description: Convert a diamond interchange to a Diverging Diamond Interchange (DDI) or a Double Crossover Diamond (DCD)

Prior Condition: Conventional diamond interchange

Category: Interchange design

Study: [Safety Evaluation of Diverging Diamond Interchanges in Missouri, Claros et al., 2015](#)

Star Quality Rating:



[\[View score details\]](#)

Crash Modification Factor (CMF)

Value: 0.592

Adjusted Standard Error:

Unadjusted Standard Error: 0.029

Crash Reduction Factor (CRF)

Value: 40.8 (This value indicates a **decrease** in crashes)

| | |
|-----------------------------------|-----|
| Adjusted Standard Error: | |
| Unadjusted Standard Error: | 2.9 |

Applicability

| | |
|----------------------------|---------------|
| Crash Type: | All |
| Crash Severity: | All |
| Roadway Types: | All |
| Number of Lanes: | multilane |
| Road Division Type: | |
| Speed Limit: | c |
| Area Type: | Urban |
| Traffic Volume: | |
| Time of Day: | Not specified |

If countermeasure is intersection-based

| | |
|-----------------------------------|-----------------------------------------------------|
| Intersection Type: | Other |
| Intersection Geometry: | Not specified |
| Traffic Control: | Not specified |
| Major Road Traffic Volume: | 33000 to 152000 Annual Average Daily Traffic (AADT) |
| Minor Road Traffic Volume: | 16000 to 29000 Annual Average Daily Traffic (AADT) |

Development Details

| | |
|---------------------------------|--|
| Date Range of Data Used: | |
| Municipality: | |

| | |
|----------------------------------|--------------------------------------------------|
| State: | MO |
| Country: | |
| Type of Methodology Used: | Before/after using empirical Bayes or full Bayes |
| Sample Size Used: | |

| Other Details | |
|-------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------|
| Included in Highway Safety Manual? | No |
| Date Added to Clearinghouse: | Jan-17-2018 |
| Comments: | This CMF applies to the entire interchange footprint (i.e., ramp terminals, ramp segments, speed-change lanes, crossroad, and freeway segment). |

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

The information contained in the Crash Modification Factors (CMF) Clearinghouse is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The U.S. Government assumes no liability for the use of the information contained in the CMF Clearinghouse. The information contained in the CMF Clearinghouse does not constitute a standard, specification, or regulation, nor is it a substitute for sound engineering judgment.

Appendix I
Cost Estimates & Benefit Cost Analysis
Results

LRE Cost Estimates

Date: 5/14/2020 7:10:42 PM

FDOT Long Range Estimating System - Production

R3: Project Details by Sequence Report

Project: 437279-1-52-01

Letting Date: 07/2025

Description: SR-9/I-95 FROM SOUTH OF WOOLBRIGHT ROAD TO NORTH OF WOOLBRIGHT ROAD

District: 04 County: 93 PALM BEACH

Market Area: 12 Units: English

Contract Class: 1 Lump Sum Project: N

Design/Build: N Project Length: 3.214 MI

Project Manager: ARRIETA

Version 7 Project Grand Total

\$10,956,542.03

Description: 437279-1-52-01, 2020 Update

Sequence: 1 WDU - Widen/Resurface, Divided, Urban

Net Length: 0.189 MI
1,000 LF

Description: Woolbright Road from SW 18th Ct to west of Bridge #934461 (Woolbright Road over LWDD E-4 Canal)

EARTHWORK COMPONENT

User Input Data

| Description | Value |
|--------------------------------------------|-----------------|
| Standard Clearing and Grubbing Limits L/R | 30.00 / 20.00 |
| Incidental Clearing and Grubbing Area | 0.00 |
| Alignment Number | 1 |
| Distance | 0.189 |
| Top of Structural Course For Begin Section | 103.00 |
| Top of Structural Course For End Section | 103.00 |
| Horizontal Elevation For Begin Section | 100.00 |
| Horizontal Elevation For End Section | 100.00 |
| Existing Front Slope L/R | 6 to 1 / 6 to 1 |
| Existing Median Shoulder Cross Slope L/R | 4.00 % / 4.00 % |
| Existing Outside Shoulder Cross Slope L/R | 2.00 % / 2.00 % |
| Front Slope L/R | 6 to 1 / 6 to 1 |
| Median Shoulder Cross Slope L/R | 4.00 % / 4.00 % |
| Outside Shoulder Cross Slope L/R | 2.00 % / 2.00 % |
| Roadway Cross Slope L/R | 2.00 % / 2.00 % |

Pay Items

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|----------------------------------|----------------------------------|----------|------|-------------|---------------------|
| 110-1-1 | CLEARING & GRUBBING | 1.15 | AC | \$30,000.00 | \$34,500.00 |
| 120-1 | REGULAR EXCAVATION | 273.50 | CY | \$18.75 | \$5,128.12 |
| 120-2-2 | BORROW EXCAVATION, TRUCK MEASURE | 3,222.91 | CY | \$23.00 | \$74,126.93 |
| Earthwork Component Total | | | | | \$113,755.06 |

ROADWAY COMPONENT

User Input Data

| Description | Value |
|-------------|-------|
|-------------|-------|

| | |
|-------------------------------------|---------------|
| Number of Lanes | 6 |
| Existing Roadway Pavement Width L/R | 42.00 / 38.00 |
| Structural Spread Rate | 110 |
| Friction Course Spread Rate | 165 |
| Widened Outside Pavement Width L/R | 7.00 / 1.00 |
| Widened Inside Pavement Width L/R | 1.00 / 1.00 |
| Widened Structural Spread Rate | 330 |
| Widened Friction Course Spread Rate | 165 |

Pay Items

| Pay item | Description | Quantity Unit | Unit Price | Extended Amount |
|----------|------------------------------------------|---------------|------------|-----------------|
| 160-4 | TYPE B STABILIZATION | 2,257.85 SY | \$6.50 | \$14,676.03 |
| 285-709 | OPTIONAL BASE,BASE GROUP 09 | 1,257.82 SY | \$25.00 | \$31,445.50 |
| 327-70-8 | MILLING EXIST ASPH PAVT,2 1/2" AVG DEPTH | 8,889.17 SY | \$3.50 | \$31,112.10 |
| 334-1-13 | SUPERPAVE ASPHALTIC CONC, TRAFFIC C | 488.90 TN | \$115.00 | \$56,223.50 |
| 334-1-13 | SUPERPAVE ASPHALTIC CONC, TRAFFIC C | 183.34 TN | \$115.00 | \$21,084.10 |
| 337-7-83 | ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22 | 733.36 TN | \$135.00 | \$99,003.60 |
| 337-7-83 | ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22 | 91.67 TN | \$135.00 | \$12,375.45 |

X-Items

| Pay item | Description | Quantity Unit | Unit Price | Extended Amount |
|----------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|------------|-----------------|
| 110-4-10 | REMOVAL OF EXIST CONC Comment: C&G + Median conc. Removal = 535 SY C&G RT -Removal = 176 SY C&G LT - Removal = 209 SY Sidewalk Removal = 1132 SY | 2,052.00 SY | \$21.00 | \$43,092.00 |

EX-Items

| Pay item | Description | Quantity Unit | Unit Price | Extended Amount |
|----------|----------------------------------------------------------|---------------|------------|-----------------|
| 520-1-10 | CONCRETE CURB & GUTTER, TYPE F Comment: Median | 512.00 LF | \$23.72 | \$12,144.64 |

Pavement Marking Subcomponent

| Description | Value |
|----------------------------------------|---------|
| Include Thermo/Tape/Other | Y |
| Pavement Type | Asphalt |
| Solid Stripe No. of Paint Applications | 1 |
| Solid Stripe No. of Stripes | 2 |
| Skip Stripe No. of Paint Applications | 1 |
| Skip Stripe No. of Stripes | 4 |

Pay Items

| Pay item | Description | Quantity Unit | Unit Price | Extended Amount |
|------------|------------------------------------------|---------------|------------|-----------------|
| 706-3 | RETRO-REFLECTIVE/RAISED PAVEMENT MARKERS | 128.00 EA | \$4.25 | \$544.00 |
| 710-11-101 | | 0.38 GM | \$987.97 | \$375.43 |

| | | | | |
|------------|----------------------------------------------|---------|------------|------------|
| | PAINTED PAVT MARK,STD,WHITE,SOLID,6" | | | |
| 710-11-131 | PAINTED PAVT MARK,STD,WHITE,SKIP, 6" | 0.76 GM | \$400.00 | \$304.00 |
| 711-16-101 | THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6" | 0.38 GM | \$4,271.58 | \$1,623.20 |
| 711-16-131 | THERMOPLASTIC, STD-OTH, WHITE, SKIP, 6" | 0.76 GM | \$1,264.51 | \$961.03 |
| 711-16-201 | THERMOPLASTIC, STD- OTH,YELLOW, SOLID, 6" | 0.38 GM | \$4,295.09 | \$1,632.13 |

Peripherals Subcomponent

| Description | Value |
|----------------------------------|-------------|
| Off Road Bike Path(s) | 0 |
| Off Road Bike Path Width L/R | 0.00 / 0.00 |
| Bike Path Structural Spread Rate | 0 |
| Noise Barrier Wall Length | 0.00 |
| Noise Barrier Wall Begin Height | 0.00 |
| Noise Barrier Wall End Height | 0.00 |

Roadway Component Total

\$326,596.71

SHOULDER COMPONENT**User Input Data**

| Description | Value |
|---------------------------------------------|-------------|
| Existing Total Outside Shoulder Width L/R | 0.00 / 0.00 |
| New Total Outside Shoulder Width L/R | 4.25 / 4.25 |
| Total Outside Shoulder Perf. Turf Width L/R | 2.00 / 2.00 |
| Sidewalk Width L/R | 0.00 / 0.00 |

Pay Items

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|----------|------------------|----------|------|------------|-----------------|
| 570-1-1 | PERFORMANCE TURF | 444.46 | SY | \$1.50 | \$666.69 |

X-Items

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|----------|-------------------------------------------|----------|------|------------|-----------------|
| 520-1-10 | CONCRETE CURB & GUTTER, TYPE F | 1,731.00 | LF | \$27.00 | \$46,737.00 |
| | Comment: 791' (RT) + 940' (LT) | | | | |
| 522-1 | CONCRETE SIDEWALK AND DRIVEWAYS, 4" | 928.00 | SY | \$44.00 | \$40,832.00 |
| | Comment: 300 SY (RT) + 628 SY (LT) | | | | |
| 527-2 | DETECTABLE WARNINGS | 48.00 | SF | \$28.00 | \$1,344.00 |

Erosion Control**Pay Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|----------|--------------------------------------------|----------|------|------------|-----------------|
| 104-10-3 | SEDIMENT BARRIER | 2,000.06 | LF | \$1.80 | \$3,600.11 |
| 104-11 | FLOATING TURBIDITY BARRIER | 18.94 | LF | \$10.50 | \$198.87 |
| 104-12 | STAKED TURBIDITY BARRIER- NYL REINF PVC | 18.94 | LF | \$5.00 | \$94.70 |

| | | | | |
|--------|------------------------------------|---------|------------|------------|
| 104-15 | SOIL TRACKING PREVENTION DEVICE | 1.00 EA | \$2,700.00 | \$2,700.00 |
| 104-18 | INLET PROTECTION SYSTEM | 9.00 EA | \$105.00 | \$945.00 |
| 107-1 | LITTER REMOVAL | 1.65 AC | \$45.00 | \$74.25 |
| 107-2 | MOWING | 1.65 AC | \$75.00 | \$123.75 |

Shoulder Component Total

\$97,316.37

MEDIAN COMPONENT**User Input Data**

| Description | Value |
|------------------------|-------|
| Total Median Width | 22.00 |
| Performance Turf Width | 1.30 |

Pay Items

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|----------|------------------|----------|------|------------|-----------------|
| 570-1-1 | PERFORMANCE TURF | 144.45 | SY | \$1.50 | \$216.68 |

X-Items

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|----------|--------------------------------------|----------|------|------------|-----------------|
| 520-1-10 | CONCRETE CURB & GUTTER, TYPE F | 372.00 | LF | \$27.00 | \$10,044.00 |
| | Comment: 68' (RT) + 304' (LT) | | | | |

Median Component Total

\$10,260.68

DRAINAGE COMPONENT**Pay Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|-------------|----------------------------------------|----------|------|------------|-----------------|
| 400-2-2 | CONC CLASS II, ENDWALLS | 3.41 | CY | \$1,600.00 | \$5,456.00 |
| 425-1-351 | INLETS, CURB, TYPE P-5, <10' | 7.00 | EA | \$5,200.00 | \$36,400.00 |
| 425-1-451 | INLETS, CURB, TYPE J-5, <10' | 2.00 | EA | \$7,700.00 | \$15,400.00 |
| 430-175-124 | PIPE CULV, OPT MATL, ROUND, 24"S/CD | 104.00 | LF | \$95.00 | \$9,880.00 |
| 430-175-136 | PIPE CULV, OPT MATL, ROUND, 36"S/CD | 32.00 | LF | \$125.00 | \$4,000.00 |
| 570-1-1 | PERFORMANCE TURF | 57.58 | SY | \$1.50 | \$86.37 |

Drainage Component Total

\$71,222.37

SIGNING COMPONENT**Pay Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|----------|---------------------------------------|----------|------|------------|-----------------|
| 700-1-11 | SINGLE POST SIGN, F&I GM, <12 SF | 5.00 | AS | \$340.00 | \$1,700.00 |
| 700-1-12 | SINGLE POST SIGN, F&I GM, 12-20 SF | 1.00 | AS | \$1,100.00 | \$1,100.00 |
| 700-1-50 | SINGLE POST SIGN, RELOCATE | 1.00 | AS | \$215.00 | \$215.00 |

| | | | | |
|----------|------------------------------------|---------|------------|------------|
| 700-1-60 | SINGLE POST SIGN, REMOVE | 5.00 AS | \$23.00 | \$115.00 |
| 700-2-14 | MULTI- POST SIGN, F&I GM, 31-50 SF | 1.00 AS | \$4,500.00 | \$4,500.00 |
| 700-2-60 | MULTI- POST SIGN, REMOVE | 1.00 AS | \$530.00 | \$530.00 |

X-Items

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|--------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------|----------|------|-------------|-----------------|
| 700-8-113 | FRONT ACC DYN MESS SIGN, F&I, MONO,21-31 Comment: Florida Department of Transportation Item Average Unit Cost From 2012/01/01 to 2012/12/31 | 1.00 | EA | \$40,000.00 | \$40,000.00 |
| 700-10-122 | DMS SUPPORT STRUCTURE, CANT, 21-30 FT Comment: Florida Department of Transportation Item Average Unit Cost From 2012/01/01 to 2012/12/31 | 1.00 | EA | \$58,000.00 | \$58,000.00 |
| Signing Component Total | | | | | \$106,160.00 |

LIGHTING COMPONENT**Conventional Lighting Subcomponent**

| Description | Value | | | | |
|---------------------------------|-----------------------------------------|----------|------|------------|-----------------|
| Spacing | MIN | | | | |
| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
| 630-2-11 | CONDUIT, F& I, OPEN TRENCH | 1,000.03 | LF | \$7.50 | \$7,500.22 |
| 630-2-12 | CONDUIT, F& I, DIRECTIONAL BORE | 198.49 | LF | \$20.00 | \$3,969.80 |
| 635-2-11 | PULL & SPLICE BOX, F&I, 13" x 24" | 7.00 | EA | \$650.00 | \$4,550.00 |
| 715-1-13 | LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2 | 3,652.39 | LF | \$2.25 | \$8,217.88 |
| 715-4-13 | LIGHT POLE COMPLETE, F&I-STD, 40' | 7.00 | EA | \$5,700.00 | \$39,900.00 |
| 715-500-1 | POLE CABLE DIST SYS, CONVENTIONAL | 7.00 | EA | \$580.00 | \$4,060.00 |
| Subcomponent Total | | | | | \$68,197.90 |
| Lighting Component Total | | | | | \$68,197.91 |
| Sequence 1 Total | | | | | \$793,509.10 |

Sequence: 2 MIS - Miscellaneous Construction**Net Length:** 0.019 MI
101 LF**Description:** Bridge #934461 (Woolbright Road over LWDD E-4 Canal)**ROADWAY COMPONENT****X-Items**

| Pay item | Description | Quantity Unit | Unit Price | Extended Amount |
|--------------------------------|------------------------------------------------------------------------|---------------|------------|-------------------|
| 110-4-10 | REMOVAL OF EXIST CONC Comment: Median Conc. Traff. Separator | 61.00 SY | \$21.00 | \$1,281.00 |
| 520-70 | CONCRETE TRAFFIC SEPARATOR, SP- VAR WIDT | 95.00 SY | \$88.04 | \$8,363.80 |
| Roadway Component Total | | | | \$9,644.80 |

BRIDGES COMPONENT**Bridge 934461**

| Description | Value |
|-------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------|
| Estimate Type | SF Estimate |
| Primary Estimate | YES |
| Length (LF) | 60.40 |
| Width (LF) | 39.00 |
| Type | Overpass Widening |
| Cost Factor | 3.07 |
| Structure No. | |
| Removal of Existing Structures area | 860.00 |
| Default Cost per SF | \$75.00 |
| Factored Cost per SF | \$230.25 |
| Final Cost per SF | \$252.14 |
| Basic Bridge Cost | \$542,376.90 |
| Description | WIDENING BRIDGE # 934461, WOOLBRIGHT ROAD OVER THE E-4 CANAL, TO THE NORTH TO ACCOMODATE THE ADDITION OF 2ND EB LEFT TURN LANE AT SW 8TH STREET. |

Bridge Pay Items

| Pay item | Description | Quantity Unit | Unit Price | Extended Amount |
|--------------------------------|----------------------------------------|---------------|------------|---------------------|
| 110-3 | REMOVAL OF EXISTING STRUCTURES/BRIDGES | 860.00 SF | \$50.00 | \$43,000.00 |
| 400-2-10 | CONC CLASS II, APPROACH SLABS | 86.67 CY | \$420.00 | \$36,401.40 |
| 415-1-9 | REINF STEEL- APPROACH SLABS | 15,167.25 LB | \$1.00 | \$15,167.25 |
| Bridge 934461 Total | | | | \$636,945.55 |
| Bridges Component Total | | | | \$636,945.55 |

Sequence 2 Total \$646,590.35

Sequence: 3 WDU - Widen/Resurface, Divided, Urban**Net Length:** 0.258 MI
1,360 LF**Description:** Woolbright Road east of Bridge #934461 (Woolbright Road over LWDD E-4 Canal) to west of Bridge # 930300 (Woolbright Road over CSX)**EARTHWORK COMPONENT****User Input Data**

| Description | Value |
|--------------------------------------------|-----------------|
| Standard Clearing and Grubbing Limits L/R | 30.00 / 25.00 |
| Incidental Clearing and Grubbing Area | 0.00 |
| Alignment Number | 1 |
| Distance | 0.258 |
| Top of Structural Course For Begin Section | 104.00 |
| Top of Structural Course For End Section | 104.00 |
| Horizontal Elevation For Begin Section | 100.00 |
| Horizontal Elevation For End Section | 100.00 |
| Existing Front Slope L/R | 6 to 1 / 6 to 1 |
| Existing Median Shoulder Cross Slope L/R | 4.00 % / 4.00 % |
| Existing Outside Shoulder Cross Slope L/R | 2.00 % / 2.00 % |
| Front Slope L/R | 6 to 1 / 6 to 1 |
| Median Shoulder Cross Slope L/R | 4.00 % / 4.00 % |
| Outside Shoulder Cross Slope L/R | 2.00 % / 2.00 % |
| Roadway Cross Slope L/R | 2.00 % / 2.00 % |

Pay Items

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|----------------------------------|----------------------------------|----------|------|-------------|---------------------|
| 110-1-1 | CLEARING & GRUBBING | 1.72 | AC | \$30,000.00 | \$51,600.00 |
| 120-1 | REGULAR EXCAVATION | 1,596.34 | CY | \$18.75 | \$29,931.38 |
| 120-2-2 | BORROW EXCAVATION, TRUCK MEASURE | 7,772.84 | CY | \$23.00 | \$178,775.32 |
| Earthwork Component Total | | | | | \$260,306.70 |

ROADWAY COMPONENT**User Input Data**

| Description | Value |
|-------------------------------------|---------------|
| Number of Lanes | 6 |
| Existing Roadway Pavement Width L/R | 44.00 / 40.00 |
| Structural Spread Rate | 110 |
| Friction Course Spread Rate | 165 |
| Widened Outside Pavement Width L/R | 14.00 / 2.00 |
| Widened Inside Pavement Width L/R | 0.00 / 9.00 |
| Widened Structural Spread Rate | 330 |
| Widened Friction Course Spread Rate | 165 |

Pay Items

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|----------|------------------------------------------|-----------|------|------------|-----------------|
| 160-4 | TYPE B STABILIZATION | 4,947.84 | SY | \$6.50 | \$32,160.96 |
| 285-709 | OPTIONAL BASE,BASE GROUP 09 | 3,927.75 | SY | \$25.00 | \$98,193.75 |
| 327-70-8 | MILLING EXIST ASPH PAVT,2 1/2" AVG DEPTH | 12,694.53 | SY | \$3.50 | \$44,430.86 |
| 334-1-13 | SUPERPAVE ASPHALTIC CONC, TRAFFIC C | 698.20 | TN | \$115.00 | \$80,293.00 |
| 334-1-13 | | 623.39 | TN | \$115.00 | \$71,689.85 |

| | | | | |
|----------|---------------------------------------------|-------------|----------|--------------|
| | SUPERPAVE ASPHALTIC CONC, TRAFFIC C | | | |
| 337-7-83 | ASPH CONC FC,TRAFFIC C,FC- 12.5,PG 76-22 | 1,047.30 TN | \$135.00 | \$141,385.50 |
| 337-7-83 | ASPH CONC FC,TRAFFIC C,FC- 12.5,PG 76-22 | 311.70 TN | \$135.00 | \$42,079.50 |

X-Items

| Pay item | Description | Quantity Unit | Unit Price | Extended Amount |
|----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|------------|-----------------|
| 110-4-10 | REMOVAL OF EXIST CONC Comment: Traff. separator removal = 399 SY C&G RT removal = 288 SY C&G LT removal = 318 SY Sidewalk Removal = 1550 SY | 2,555.00 SY | \$21.00 | \$53,655.00 |
| 339-1 | MISCELLANEOUS ASPHALT PAVEMENT | 37.73 TN | \$235.00 | \$8,866.55 |
| 515-3-2 | PIPE HANDRAIL- RETROFIT EXIST, ALUMINUM | 613.00 LF | \$54.00 | \$33,102.00 |
| 520-70 | CONCRETE TRAFFIC SEPARATOR, SP- VAR WIDT | 294.00 SY | \$88.04 | \$25,883.76 |
| 536-73 | GUARDRAIL REMOVAL | 984.00 LF | \$3.00 | \$2,952.00 |

EX-Items

| Pay item | Description | Quantity Unit | Unit Price | Extended Amount |
|----------|-------------------------------------------------------------|---------------|------------|-----------------|
| 520-1-10 | CONCRETE CURB & GUTTER, TYPE F Comment: median | 1,727.00 LF | \$23.72 | \$40,964.44 |

Pavement Marking Subcomponent

| Description | Value |
|----------------------------------------|---------|
| Include Thermo/Tape/Other | Y |
| Pavement Type | Asphalt |
| Solid Stripe No. of Paint Applications | 1 |
| Solid Stripe No. of Stripes | 2 |
| Skip Stripe No. of Paint Applications | 1 |
| Skip Stripe No. of Stripes | 4 |

Pay Items

| Pay item | Description | Quantity Unit | Unit Price | Extended Amount |
|------------|---------------------------------------------|---------------|------------|-----------------|
| 706-3 | RETRO-REFLECTIVE/RAISED PAVEMENT MARKERS | 174.00 EA | \$4.25 | \$739.50 |
| 710-11-101 | PAINTED PAVT MARK,STD,WHITE,SOLID,6" | 0.52 GM | \$987.97 | \$513.74 |
| 710-11-131 | PAINTED PAVT MARK,STD,WHITE,SKIP, 6" | 1.03 GM | \$400.00 | \$412.00 |
| 711-16-101 | THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6" | 0.52 GM | \$4,271.58 | \$2,221.22 |
| 711-16-131 | THERMOPLASTIC, STD-OTH, WHITE, SKIP, 6" | 1.03 GM | \$1,264.51 | \$1,302.45 |

Peripherals Subcomponent

| Description | Value |
|----------------------------------|-------------|
| Off Road Bike Path(s) | 0 |
| Off Road Bike Path Width L/R | 0.00 / 0.00 |
| Bike Path Structural Spread Rate | 0 |
| Noise Barrier Wall Length | 0.00 |

| | |
|---------------------------------|------|
| Noise Barrier Wall Begin Height | 0.00 |
| Noise Barrier Wall End Height | 0.00 |

Pay Items

| Pay item | Description | Quantity Unit | Unit Price | Extended Amount |
|--------------------------------|---------------------------------------|---------------|------------|---------------------|
| 339-1 | MISCELLANEOUS ASPHALT PAVEMENT | 44.33 TN | \$235.00 | \$10,417.55 |
| 536-6 | PIPE RAIL FOR GUARDRAIL | 1,290.00 LF | \$15.00 | \$19,350.00 |
| 536-8-11 | APPR TRANS TO RIGID BARR CONNECT, F&I | 4.00 EA | \$2,600.00 | \$10,400.00 |
| 536-85-24 | GUARDRAIL END TREATMENT-PARA APP TERM | 4.00 EA | \$2,900.00 | \$11,600.00 |
| Roadway Component Total | | | | \$732,613.63 |

SHOULDER COMPONENT**User Input Data**

| Description | Value |
|---------------------------------------------|-------------|
| Existing Total Outside Shoulder Width L/R | 0.00 / 0.00 |
| New Total Outside Shoulder Width L/R | 4.25 / 4.25 |
| Total Outside Shoulder Perf. Turf Width L/R | 2.00 / 2.00 |
| Sidewalk Width L/R | 0.00 / 0.00 |

Pay Items

| Pay item | Description | Quantity Unit | Unit Price | Extended Amount |
|----------|------------------|---------------|------------|-----------------|
| 570-1-1 | PERFORMANCE TURF | 604.50 SY | \$1.50 | \$906.75 |

X-Items

| Pay item | Description | Quantity Unit | Unit Price | Extended Amount |
|----------|-------------------------------------------------------------------------------|---------------|------------|-----------------|
| 520-1-10 | CONCRETE CURB & GUTTER, TYPE F | 2,522.00 LF | \$27.00 | \$68,094.00 |
| 522-1 | CONCRETE SIDEWALK AND DRIVEWAYS, 4" Comment: 1145' (RT) + 822' (LT) | 1,642.00 SY | \$44.00 | \$72,248.00 |
| 527-2 | DETECTABLE WARNINGS Comment: 824 SY (RT) + 818 SY (LT) | 12.00 SF | \$28.00 | \$336.00 |

Erosion Control**Pay Items**

| Pay item | Description | Quantity Unit | Unit Price | Extended Amount |
|----------|----------------------------------------|---------------|------------|-----------------|
| 104-10-3 | SEDIMENT BARRIER | 2,720.26 LF | \$1.80 | \$4,896.47 |
| 104-11 | FLOATING TURBIDITY BARRIER | 25.76 LF | \$10.50 | \$270.48 |
| 104-12 | STAKED TURBIDITY BARRIER-NYL REINF PVC | 25.76 LF | \$5.00 | \$128.80 |
| 104-15 | SOIL TRACKING PREVENTION DEVICE | 1.00 EA | \$2,700.00 | \$2,700.00 |
| 104-18 | INLET PROTECTION SYSTEM | 12.00 EA | \$105.00 | \$1,260.00 |
| 107-1 | LITTER REMOVAL | 2.25 AC | \$45.00 | \$101.25 |
| 107-2 | MOWING | 2.25 AC | \$75.00 | \$168.75 |

Shoulder Component Total **\$151,110.50**

MEDIAN COMPONENT**User Input Data**

| Description | Value |
|------------------------|-------|
| Total Median Width | 22.00 |
| Performance Turf Width | 2.00 |

Pay Items

| Pay item | Description | Quantity Unit | Unit Price | Extended Amount |
|----------|--------------------------------|---------------|------------|-----------------|
| 520-5-41 | TRAF SEP CONC-TYPE IV, 4' WIDE | 750.00 LF | \$48.00 | \$36,000.00 |
| 570-1-2 | PERFORMANCE TURF, SOD | 302.25 SY | \$3.50 | \$1,057.88 |

X-Items

| Pay item | Description | Quantity Unit | Unit Price | Extended Amount |
|----------|----------------------------------------------------------------------------|---------------|------------|-----------------|
| 520-1-10 | CONCRETE CURB & GUTTER, TYPE F Comment: 858' (RT) + 107' (LT) | 965.00 LF | \$27.00 | \$26,055.00 |

| | |
|-------------------------------|--------------------|
| Median Component Total | \$63,112.88 |
|-------------------------------|--------------------|

DRAINAGE COMPONENT**Pay Items**

| Pay item | Description | Quantity Unit | Unit Price | Extended Amount |
|-------------|----------------------------------------|---------------|------------|-----------------|
| 400-2-2 | CONC CLASS II, ENDWALLS | 4.64 CY | \$1,600.00 | \$7,424.00 |
| 425-1-351 | INLETS, CURB, TYPE P-5, <10' | 10.00 EA | \$5,200.00 | \$52,000.00 |
| 425-1-451 | INLETS, CURB, TYPE J-5, <10' | 3.00 EA | \$7,700.00 | \$23,100.00 |
| 430-175-124 | PIPE CULV, OPT MATL, ROUND, 24"S/CD | 144.00 LF | \$95.00 | \$13,680.00 |
| 430-175-136 | PIPE CULV, OPT MATL, ROUND, 36"S/CD | 48.00 LF | \$125.00 | \$6,000.00 |
| 570-1-1 | PERFORMANCE TURF | 78.31 SY | \$1.50 | \$117.46 |

| | |
|---------------------------------|---------------------|
| Drainage Component Total | \$102,321.47 |
|---------------------------------|---------------------|

SIGNING COMPONENT**Pay Items**

| Pay item | Description | Quantity Unit | Unit Price | Extended Amount |
|----------|---------------------------------------|---------------|------------|-----------------|
| 700-1-11 | SINGLE POST SIGN, F&I GM, <12 SF | 6.00 AS | \$340.00 | \$2,040.00 |
| 700-1-12 | SINGLE POST SIGN, F&I GM, 12-20 SF | 1.00 AS | \$1,100.00 | \$1,100.00 |
| 700-1-50 | SINGLE POST SIGN, RELOCATE | 1.00 AS | \$215.00 | \$215.00 |
| 700-1-60 | SINGLE POST SIGN, REMOVE | 6.00 AS | \$23.00 | \$138.00 |
| 700-2-14 | MULTI- POST SIGN, F&I GM, 31-50 SF | 1.00 AS | \$4,500.00 | \$4,500.00 |
| 700-2-60 | MULTI- POST SIGN, REMOVE | 1.00 AS | \$530.00 | \$530.00 |

| | |
|--------------------------------|-------------------|
| Signing Component Total | \$8,523.00 |
|--------------------------------|-------------------|

SIGNALIZATIONS COMPONENT**Signalization 1**

| Description | Value |
|-------------|-------|
|-------------|-------|

Type
Multiplier
Description

6 Lane Mast Arm
1

Woolbright Road at Corporate
Drive

Pay Items

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|-----------|------------------------------------------|----------|------|-------------|-----------------|
| 630-2-11 | CONDUIT, F& I, OPEN TRENCH | 700.00 | LF | \$7.50 | \$5,250.00 |
| 630-2-12 | CONDUIT, F& I, DIRECTIONAL BORE | 300.00 | LF | \$20.00 | \$6,000.00 |
| 632-7-1 | SIGNAL CABLE- NEW OR RECO, FUR & INSTALL | 1.00 | PI | \$5,300.00 | \$5,300.00 |
| 635-2-11 | PULL & SPLICE BOX, F&I, 13" x 24" | 22.00 | EA | \$650.00 | \$14,300.00 |
| 639-1-112 | ELECTRICAL POWER SRV,F&I,OH,M,PUR BY CON | 1.00 | AS | \$2,700.00 | \$2,700.00 |
| 639-2-1 | ELECTRICAL SERVICE WIRE, F&I | 60.00 | LF | \$5.00 | \$300.00 |
| 641-2-11 | PREST CNC POLE,F&I,TYP P-II,PEDESTAL | 1.00 | EA | \$1,100.00 | \$1,100.00 |
| 646-1-11 | ALUMINUM SIGNALS POLE, PEDESTAL | 1.00 | EA | \$1,165.66 | \$1,165.66 |
| 649-21-21 | STEEL MAST ARM ASSEMBLY, F&I, 78' | 4.00 | EA | \$50,000.00 | \$200,000.00 |
| 650-1-14 | VEH TRAF SIGNAL,F&I ALUMINUM, 3 S 1 W | 20.00 | AS | \$1,000.00 | \$20,000.00 |
| 653-1-11 | PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY | 8.00 | AS | \$650.00 | \$5,200.00 |
| 660-1-102 | LOOP DETECTOR INDUCTIVE, F&I, TYPE 2 | 20.00 | EA | \$200.00 | \$4,000.00 |
| 660-2-106 | LOOP ASSEMBLY, F&I, TYPE F | 20.00 | AS | \$950.00 | \$19,000.00 |
| 665-1-11 | PEDESTRIAN DETECTOR, F&I, STANDARD | 8.00 | EA | \$230.00 | \$1,840.00 |
| 670-5-111 | TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT | 1.00 | AS | \$27,000.00 | \$27,000.00 |
| 700-3-101 | SIGN PANEL, F&I GM, UP TO 12 SF | 4.00 | EA | \$230.00 | \$920.00 |

X-Items

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|----------|-----------------------------------------|----------|------|------------|-----------------|
| 660-4-11 | VEHICLE DETECTION SYSTEM-VIDEO, CABINET | 4.00 | EA | \$7,000.00 | \$28,000.00 |
| 660-4-12 | VEHICLE DETECTION SYSTEM-VIDEO, ABOVE G | 4.00 | EA | \$3,300.00 | \$13,200.00 |

Signalization 2

Description
Type
Multiplier
Description

Value
Miscellaneous
1

Signal Pedestal at SB On-Ramp

X-Items

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|----------|-----------------------------------------|----------|------|------------|-----------------|
| 641-2-11 | PREST CNC POLE,F&I,TYP P-II,PEDESTAL | 1.00 | EA | \$1,100.00 | \$1,100.00 |
| 653-1-11 | PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY | 1.00 | AS | \$650.00 | \$650.00 |

| | |
|---------------------------------------|----------------|
| Signalizations Component Total | \$357,025.66 |
| <hr/> | |
| Sequence 3 Total | \$1,675,013.84 |
| <hr/> | |

Sequence: 4 MIS - Miscellaneous Construction

Net Length: 0.027 MI
142 LF

Description: Bridge #930300 (Woolbright Road over CSX RR)

ROADWAY COMPONENT

X-Items

| Pay item | Description | Quantity Unit | Unit Price | Extended Amount |
|----------|-----------------------------------------------------|---------------|------------|-----------------|
| 110-4-10 | REMOVAL OF EXIST CONC Comment: Median C&G | 83.00 SY | \$21.00 | \$1,743.00 |

EX-Items

| Pay item | Description | Quantity Unit | Unit Price | Extended Amount |
|----------|-----------------------------------|---------------|------------|-----------------|
| 520-1-10 | CONCRETE CURB & GUTTER, TYPE F | 935.00 LF | \$23.72 | \$22,178.20 |

Roadway Component Total \$23,921.20

BRIDGES COMPONENT

Bridge 930300

| Description | Value |
|-------------------------------------|-------------------------------------------------------|
| Estimate Type | SF Estimate |
| Primary Estimate | YES |
| Length (LF) | 142.00 |
| Width (LF) | 29.00 |
| Type | Overpass Widening |
| Cost Factor | 3.07 |
| Structure No. | |
| Removal of Existing Structures area | 1,250.00 |
| Default Cost per SF | \$75.00 |
| Factored Cost per SF | \$230.25 |
| Final Cost per SF | \$239.56 |
| Basic Bridge Cost | \$948,169.50 |
| Description | WIDENING BRIDGE # 930300, WOOLBRIGHT ROAD OVER CSX RR |

Bridge Pay Items

| Pay item | Description | Quantity Unit | Unit Price | Extended Amount |
|--------------------------------|----------------------------------------|---------------|------------|-----------------|
| 110-3 | REMOVAL OF EXISTING STRUCTURES/BRIDGES | 1,250.00 SF | \$50.00 | \$62,500.00 |
| 400-2-10 | CONC CLASS II, APPROACH SLABS | 64.44 CY | \$420.00 | \$27,064.80 |
| 415-1-9 | REINF STEEL- APPROACH SLABS | 11,277.00 LB | \$1.00 | \$11,277.00 |
| Bridge 930300 Total | | | | \$1,049,011.30 |
| Bridges Component Total | | | | \$1,049,011.30 |

Sequence 4 Total \$1,072,932.50

Sequence: 5 WDU - Widen/Resurface, Divided, Urban**Net Length:** 0.306 MI
1,615 LF**Description:** Woolbright Road east of Bridge #930300 (Excluding Bridge # 930301)**EARTHWORK COMPONENT****User Input Data**

| Description | Value |
|--------------------------------------------|-----------------|
| Standard Clearing and Grubbing Limits L/R | 30.00 / 15.00 |
| Incidental Clearing and Grubbing Area | 0.00 |
| Alignment Number | 1 |
| Distance | 0.677 |
| Top of Structural Course For Begin Section | 102.00 |
| Top of Structural Course For End Section | 102.00 |
| Horizontal Elevation For Begin Section | 100.00 |
| Horizontal Elevation For End Section | 100.00 |
| Existing Front Slope L/R | 6 to 1 / 6 to 1 |
| Existing Median Shoulder Cross Slope L/R | 4.00 % / 4.00 % |
| Existing Outside Shoulder Cross Slope L/R | 2.00 % / 2.00 % |
| Front Slope L/R | 6 to 1 / 6 to 1 |
| Median Shoulder Cross Slope L/R | 4.00 % / 4.00 % |
| Outside Shoulder Cross Slope L/R | 2.00 % / 2.00 % |
| Roadway Cross Slope L/R | 2.00 % / 2.00 % |

Pay Items

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|----------------------------------|----------------------------------|-----------------|-------------|-------------------|------------------------|
| 110-1-1 | CLEARING & GRUBBING | 1.67 | AC | \$30,000.00 | \$50,100.00 |
| 120-1 | REGULAR EXCAVATION | 7,183.54 | CY | \$18.75 | \$134,691.38 |
| 120-2-2 | BORROW EXCAVATION, TRUCK MEASURE | 3,227.70 | CY | \$23.00 | \$74,237.10 |
| Earthwork Component Total | | | | | \$259,028.48 |

ROADWAY COMPONENT**User Input Data**

| Description | Value |
|-------------------------------------|---------------|
| Number of Lanes | 6 |
| Existing Roadway Pavement Width L/R | 44.00 / 44.00 |
| Structural Spread Rate | 110 |
| Friction Course Spread Rate | 165 |
| Widened Outside Pavement Width L/R | 0.00 / 1.00 |
| Widened Inside Pavement Width L/R | 0.00 / 15.00 |
| Widened Structural Spread Rate | 330 |
| Widened Friction Course Spread Rate | 165 |

Pay Items

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|-----------------|------------------------------------------|-----------------|-------------|-------------------|------------------------|
| 160-4 | TYPE B STABILIZATION | 3,797.40 | SY | \$6.50 | \$24,683.10 |
| 285-709 | OPTIONAL BASE,BASE GROUP 09 | 2,989.83 | SY | \$25.00 | \$74,745.75 |
| 327-70-8 | MILLING EXIST ASPH PAVT,2 1/2" AVG DEPTH | 15,792.60 | SY | \$3.50 | \$55,274.10 |
| 334-1-13 | SUPERPAVE ASPHALTIC CONC, TRAFFIC C | 868.59 | TN | \$115.00 | \$99,887.85 |
| 334-1-13 | SUPERPAVE ASPHALTIC CONC, TRAFFIC C | 473.78 | TN | \$115.00 | \$54,484.70 |

| | | | | |
|----------|-----------------------------------------|-------------|----------|--------------|
| 337-7-83 | ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22 | 1,302.89 TN | \$135.00 | \$175,890.15 |
| 337-7-83 | ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22 | 236.89 TN | \$135.00 | \$31,980.15 |

X-Items

| Pay item | Description | Quantity Unit | Unit Price | Extended Amount |
|----------|---------------------------------------------------------------------------------------------------------------------------|---------------|------------|-----------------|
| 110-4-10 | REMOVAL OF EXIST CONC | 1,668.00 SY | \$21.00 | \$35,028.00 |
| | Comment: Traffic sep. removal = 91 SY C&G removal (median) = 405 SY C&G removal = 202 SY Sidewalk removal = 970 SY | | | |

EX-Items

| Pay item | Description | Quantity Unit | Unit Price | Extended Amount |
|----------|--------------------------------|---------------|------------|-----------------|
| 520-1-10 | CONCRETE CURB & GUTTER, TYPE F | 1,827.00 LF | \$23.72 | \$43,336.44 |
| | Comment: Median | | | |

Pavement Marking Subcomponent

| Description | Value |
|----------------------------------------|---------|
| Include Thermo/Tape/Other | Y |
| Pavement Type | Asphalt |
| Solid Stripe No. of Paint Applications | 1 |
| Solid Stripe No. of Stripes | 2 |
| Skip Stripe No. of Paint Applications | 1 |
| Skip Stripe No. of Stripes | 4 |

Pay Items

| Pay item | Description | Quantity Unit | Unit Price | Extended Amount |
|------------|------------------------------------------|---------------|------------|-----------------|
| 706-3 | RETRO-REFLECTIVE/RAISED PAVEMENT MARKERS | 206.00 EA | \$4.25 | \$875.50 |
| 710-11-101 | PAINTED PAVT MARK,STD,WHITE,SOLID,6" | 0.61 GM | \$987.97 | \$602.66 |
| 710-11-131 | PAINTED PAVT MARK,STD,WHITE,SKIP, 6" | 1.22 GM | \$400.00 | \$488.00 |
| 711-15-201 | THERMOPLASTIC, STD-OP,YELLOW, SOLID, 6" | 0.61 GM | \$4,914.49 | \$2,997.84 |
| 711-16-101 | THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6" | 0.61 GM | \$4,271.58 | \$2,605.66 |
| 711-16-131 | THERMOPLASTIC, STD-OTH, WHITE, SKIP, 6" | 1.22 GM | \$1,264.51 | \$1,542.70 |

Roadway Component Total

\$604,422.60

SHOULDER COMPONENT**User Input Data**

| Description | Value |
|---------------------------------------------|-------------|
| Existing Total Outside Shoulder Width L/R | 0.00 / 0.00 |
| New Total Outside Shoulder Width L/R | 4.25 / 4.25 |
| Total Outside Shoulder Perf. Turf Width L/R | 2.00 / 2.00 |
| Sidewalk Width L/R | 0.00 / 0.00 |

Pay Items

| Pay item | Description | Quantity Unit | Unit Price | Extended Amount |
|----------|-------------|---------------|------------|-----------------|
|----------|-------------|---------------|------------|-----------------|

| | | | | |
|---------|------------------|-----------|--------|------------|
| 570-1-1 | PERFORMANCE TURF | 717.85 SY | \$1.50 | \$1,076.78 |
|---------|------------------|-----------|--------|------------|

X-Items

| Pay item | Description | Quantity Unit | Unit Price | Extended Amount |
|----------|-------------------------------------------------------------------------|---------------|------------|-----------------|
| 520-1-10 | CONCRETE CURB & GUTTER, TYPE F Comment: 1723' RT | 1,723.00 LF | \$27.00 | \$46,521.00 |
| 522-1 | CONCRETE SIDEWALK AND DRIVEWAYS, 4" Comment: 926 SY RT | 926.00 SY | \$44.00 | \$40,744.00 |
| 527-2 | DETECTABLE WARNINGS | 72.00 SF | \$28.00 | \$2,016.00 |

Erosion Control**Pay Items**

| Pay item | Description | Quantity Unit | Unit Price | Extended Amount |
|----------|--------------------------------------------|---------------|------------|-----------------|
| 104-10-3 | SEDIMENT BARRIER | 3,230.30 LF | \$1.80 | \$5,814.54 |
| 104-11 | FLOATING TURBIDITY BARRIER | 30.59 LF | \$10.50 | \$321.20 |
| 104-12 | STAKED TURBIDITY BARRIER- NYL REINF PVC | 30.59 LF | \$5.00 | \$152.95 |
| 104-15 | SOIL TRACKING PREVENTION DEVICE | 1.00 EA | \$2,700.00 | \$2,700.00 |
| 104-18 | INLET PROTECTION SYSTEM | 15.00 EA | \$105.00 | \$1,575.00 |
| 107-1 | LITTER REMOVAL | 2.67 AC | \$45.00 | \$120.15 |
| 107-2 | MOWING | 2.67 AC | \$75.00 | \$200.25 |

Shoulder Component Total

\$101,241.87

MEDIAN COMPONENT**User Input Data**

| Description | Value |
|------------------------|-------|
| Total Median Width | 22.00 |
| Performance Turf Width | 0.00 |

Pay Items

| Pay item | Description | Quantity Unit | Unit Price | Extended Amount |
|----------|--------------------------------|---------------|------------|-----------------|
| 520-5-41 | TRAF SEP CONC-TYPE IV, 4' WIDE | 340.00 LF | \$48.00 | \$16,320.00 |

X-Items

| Pay item | Description | Quantity Unit | Unit Price | Extended Amount |
|----------|----------------------------------------------------------------------------------|---------------|------------|-----------------|
| 520-1-10 | CONCRETE CURB & GUTTER, TYPE F Comment: 1470' (RT) + 1154' (LT) | 2,624.00 LF | \$27.00 | \$70,848.00 |

Median Component Total

\$87,168.00

DRAINAGE COMPONENT**Pay Items**

| Pay item | Description | Quantity Unit | Unit Price | Extended Amount |
|-------------|------------------------------|---------------|------------|-----------------|
| 400-2-2 | CONC CLASS II, ENDWALLS | 5.51 CY | \$1,600.00 | \$8,816.00 |
| 425-1-351 | INLETS, CURB, TYPE P-5, <10' | 12.00 EA | \$5,200.00 | \$62,400.00 |
| 425-1-451 | INLETS, CURB, TYPE J-5, <10' | 4.00 EA | \$7,700.00 | \$30,800.00 |
| 430-175-124 | | 168.00 LF | \$95.00 | \$15,960.00 |

| | | | | |
|---------------------------------|----------------------------------------|----------|----------|---------------------|
| | PIPE CULV, OPT MATL, ROUND, 24"S/CD | | | |
| 430-175-136 | PIPE CULV, OPT MATL, ROUND, 36"S/CD | 48.00 LF | \$125.00 | \$6,000.00 |
| 570-1-1 | PERFORMANCE TURF | 92.99 SY | \$1.50 | \$139.49 |
| Drainage Component Total | | | | \$124,115.49 |

SIGNING COMPONENT**Pay Items**

| Pay item | Description | Quantity Unit | Unit Price | Extended Amount |
|--------------------------------|---------------------------------------|---------------|------------|-------------------|
| 700-1-11 | SINGLE POST SIGN, F&I GM, <12 SF | 7.00 AS | \$340.00 | \$2,380.00 |
| 700-1-12 | SINGLE POST SIGN, F&I GM, 12-20 SF | 1.00 AS | \$1,100.00 | \$1,100.00 |
| 700-1-50 | SINGLE POST SIGN, RELOCATE | 1.00 AS | \$215.00 | \$215.00 |
| 700-1-60 | SINGLE POST SIGN, REMOVE | 7.00 AS | \$23.00 | \$161.00 |
| 700-2-14 | MULTI- POST SIGN, F&I GM, 31-50 SF | 1.00 AS | \$4,500.00 | \$4,500.00 |
| 700-2-60 | MULTI- POST SIGN, REMOVE | 1.00 AS | \$530.00 | \$530.00 |
| Signing Component Total | | | | \$8,886.00 |

SIGNALIZATIONS COMPONENT**Signalization 1**

| | |
|--------------------|------------------------------------------|
| Description | Value |
| Type | 4 Lane Mast Arm |
| Multiplier | 1 |
| Description | Woolbright Road at Seacrest Boulevard |

Pay Items

| Pay item | Description | Quantity Unit | Unit Price | Extended Amount |
|-----------|---------------------------------------------|---------------|-------------|-----------------|
| 630-2-11 | CONDUIT, F& I, OPEN TRENCH | 750.00 LF | \$7.50 | \$5,625.00 |
| 630-2-12 | CONDUIT, F& I, DIRECTIONAL BORE | 250.00 LF | \$20.00 | \$5,000.00 |
| 632-7-1 | SIGNAL CABLE- NEW OR RECO, FUR & INSTALL | 1.00 PI | \$5,300.00 | \$5,300.00 |
| 635-2-11 | PULL & SPLICE BOX, F&I, 13" x 24" | 16.00 EA | \$650.00 | \$10,400.00 |
| 639-1-112 | ELECTRICAL POWER SRV,F&I,OH,M,PUR BY CON | 1.00 AS | \$2,700.00 | \$2,700.00 |
| 639-2-1 | ELECTRICAL SERVICE WIRE, F&I | 60.00 LF | \$5.00 | \$300.00 |
| 649-21-10 | STEEL MAST ARM ASSEMBLY, F&I, 60' | 4.00 EA | \$40,000.00 | \$160,000.00 |
| 650-1-14 | VEH TRAF SIGNAL,F&I ALUMINUM, 3 S 1 W | 12.00 AS | \$1,000.00 | \$12,000.00 |
| 653-1-11 | PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY | 8.00 AS | \$650.00 | \$5,200.00 |
| 665-1-11 | PEDESTRIAN DETECTOR, F&I, STANDARD | 8.00 EA | \$230.00 | \$1,840.00 |
| 670-5-111 | TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT | 1.00 AS | \$27,000.00 | \$27,000.00 |
| 700-3-101 | SIGN PANEL, F&I GM, UP TO 12 SF | 4.00 EA | \$230.00 | \$920.00 |

X-Items

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---------------------------------------|-----------------------------------------|-----------------|-------------|-------------------|------------------------|
| 660-4-11 | VEHICLE DETECTION SYSTEM-VIDEO, CABINET | 4.00 | EA | \$7,000.00 | \$28,000.00 |
| 660-4-12 | VEHICLE DETECTION SYSTEM-VIDEO, ABOVE G | 4.00 | EA | \$3,300.00 | \$13,200.00 |
| Signalizations Component Total | | | | | \$277,485.00 |

LIGHTING COMPONENT**Conventional Lighting Subcomponent**

| Description | Value | | | | |
|---------------------------------|-----------------------------------------|-----------------|-------------|-------------------|------------------------|
| Spacing | MIN | | | | |
| Pay Items | | | | | |
| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
| 630-2-11 | CONDUIT, F& I, OPEN TRENCH | 1,615.15 | LF | \$7.50 | \$12,113.62 |
| 630-2-12 | CONDUIT, F& I, DIRECTIONAL BORE | 320.58 | LF | \$20.00 | \$6,411.60 |
| 635-2-11 | PULL & SPLICE BOX, F&I, 13" x 24" | 11.00 | EA | \$650.00 | \$7,150.00 |
| 715-1-13 | LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2 | 5,898.98 | LF | \$2.25 | \$13,272.70 |
| 715-4-13 | LIGHT POLE COMPLETE, F&I-STD, 40' | 11.00 | EA | \$5,700.00 | \$62,700.00 |
| 715-500-1 | POLE CABLE DIST SYS, CONVENTIONAL | 11.00 | EA | \$580.00 | \$6,380.00 |
| Subcomponent Total | | | | | \$108,027.93 |
| Lighting Component Total | | | | | \$108,027.94 |
| Sequence 5 Total | | | | | \$1,570,375.38 |

Sequence: 6 MIS - Miscellaneous Construction**Net Length:** 0.052 MI
272 LF**Description:** Bridge #930301 (Woolbright Road over SR9/ I-95)**ROADWAY COMPONENT****X-Items**

| Pay item | Description | Quantity Unit | Unit Price | Extended Amount |
|----------|------------------------------------------------------------|---------------|------------|-----------------|
| 110-4-10 | REMOVAL OF EXIST CONC Comment: Traffic separator | 143.00 SY | \$21.00 | \$3,003.00 |
| 520-5-11 | TRAF SEP CONC-TYPE I, 4' WIDE | 311.00 LF | \$37.17 | \$11,559.87 |

EX-Items

| Pay item | Description | Quantity Unit | Unit Price | Extended Amount |
|----------|-----------------------------------|---------------|------------|-----------------|
| 520-1-10 | CONCRETE CURB & GUTTER, TYPE F | 935.00 LF | \$23.72 | \$22,178.20 |

Roadway Component Total

\$36,741.07

BRIDGES COMPONENT**Bridge 930301**

| Description | Value |
|-------------------------------------|--------------------------------------------------------------|
| Estimate Type | SF Estimate |
| Primary Estimate | YES |
| Length (LF) | 272.00 |
| Width (LF) | 35.00 |
| Type | Overpass Widening |
| Cost Factor | 3.07 |
| Structure No. | |
| Removal of Existing Structures area | 2,570.00 |
| Default Cost per SF | \$75.00 |
| Factored Cost per SF | \$230.25 |
| Final Cost per SF | \$235.11 |
| Basic Bridge Cost | \$2,191,980.00 |
| Description | WIDENING BRIDGE # 930301, WOOLBRIGHT ROAD OVER SR-9/ I-95 |

Bridge Pay Items

| Pay item | Description | Quantity Unit | Unit Price | Extended Amount |
|--------------------------------|-------------------------------------------|---------------|------------|-----------------|
| 110-3 | REMOVAL OF EXISTING STRUCTURES/BRIDGES | 2,570.00 SF | \$50.00 | \$128,500.00 |
| 400-2-10 | CONC CLASS II, APPROACH SLABS | 77.78 CY | \$420.00 | \$32,667.60 |
| 415-1-9 | REINF STEEL- APPROACH SLABS | 13,611.50 LB | \$1.00 | \$13,611.50 |
| Bridge 930301 Total | | | | \$2,366,759.10 |
| Bridges Component Total | | | | \$2,366,759.10 |

Sequence 6 Total

\$2,403,500.17

Sequence: 7 WUR - Widen/Resurface, Undivided, Rural**Net Length:** 0.189 MI
1,000 LF**Description:** NB On Ramp**EARTHWORK COMPONENT****User Input Data**

| Description | Value |
|--------------------------------------------|-----------------|
| Standard Clearing and Grubbing Limits L/R | 0.00 / 30.00 |
| Incidental Clearing and Grubbing Area | 0.00 |
| Alignment Number | 1 |
| Distance | 0.170 |
| Top of Structural Course For Begin Section | 105.00 |
| Top of Structural Course For End Section | 105.00 |
| Horizontal Elevation For Begin Section | 100.00 |
| Horizontal Elevation For End Section | 100.00 |
| Existing Front Slope L/R | 6 to 1 / 6 to 1 |
| Existing Outside Shoulder Cross Slope L/R | 6.00 % / 6.00 % |
| Front Slope L/R | 6 to 1 / 6 to 1 |
| Outside Shoulder Cross Slope L/R | 6.00 % / 6.00 % |
| Roadway Cross Slope L/R | 2.00 % / 2.00 % |

Pay Items

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|----------------------------------|----------------------------------|-----------------|-------------|-------------------|------------------------|
| 110-1-1 | CLEARING & GRUBBING | 0.69 | AC | \$30,000.00 | \$20,700.00 |
| 120-2-2 | BORROW EXCAVATION, TRUCK MEASURE | 2,349.72 | CY | \$23.00 | \$54,043.56 |
| Earthwork Component Total | | | | | \$74,743.56 |

ROADWAY COMPONENT**User Input Data**

| Description | Value |
|-------------------------------------|---------------|
| Number of Lanes | 3 |
| Existing Roadway Pavement Width L/R | 12.00 / 12.00 |
| Structural Spread Rate | 165 |
| Friction Course Spread Rate | 165 |
| Widened Outside Pavement Width L/R | 0.00 / 24.00 |
| Widened Structural Spread Rate | 330 |
| Widened Friction Course Spread Rate | 165 |

Pay Items

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|-----------------|------------------------------------------|-----------------|-------------|-------------------|------------------------|
| 160-4 | TYPE B STABILIZATION | 3,777.90 | SY | \$6.50 | \$24,556.35 |
| 285-709 | OPTIONAL BASE,BASE GROUP 09 | 2,703.42 | SY | \$25.00 | \$67,585.50 |
| 327-70-8 | MILLING EXIST ASPH PAVT,2 1/2" AVG DEPTH | 2,666.75 | SY | \$3.50 | \$9,333.62 |
| 334-1-13 | SUPERPAVE ASPHALTIC CONC, TRAFFIC C | 220.01 | TN | \$115.00 | \$25,301.15 |
| 334-1-13 | SUPERPAVE ASPHALTIC CONC, TRAFFIC C | 440.01 | TN | \$115.00 | \$50,601.15 |
| 337-7-83 | ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22 | 220.01 | TN | \$135.00 | \$29,701.35 |

| | | | | |
|----------|-----------------------------------------|-----------|----------|-------------|
| 337-7-83 | ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22 | 220.01 TN | \$135.00 | \$29,701.35 |
|----------|-----------------------------------------|-----------|----------|-------------|

X-Items

| Pay item | Description | Quantity Unit | Unit Price | Extended Amount |
|----------|---------------------------|---------------|------------|-----------------|
| 520-6 | SHOULDER GUTTER- CONCRETE | 900.00 LF | \$24.00 | \$21,600.00 |

Pavement Marking Subcomponent

| Description | Value |
|----------------------------------------|---------|
| Include Thermo/Tape/Other | Y |
| Pavement Type | Asphalt |
| Solid Stripe No. of Paint Applications | 1 |
| Solid Stripe No. of Stripes | 2 |
| Skip Stripe No. of Paint Applications | 1 |
| Skip Stripe No. of Stripes | 2 |

Pay Items

| Pay item | Description | Quantity Unit | Unit Price | Extended Amount |
|------------|------------------------------------------|---------------|------------|-----------------|
| 706-3 | RETRO-REFLECTIVE/RAISED PAVEMENT MARKERS | 102.00 EA | \$4.25 | \$433.50 |
| 710-11-111 | PAINTED PAVT MARK,STD,WHITE,SOLID,6" | 0.38 NM | \$4,100.00 | \$1,558.00 |
| 710-11-131 | PAINTED PAVT MARK,STD,WHITE,SKIP, 6" | 0.38 GM | \$400.00 | \$152.00 |
| 711-15-101 | THERMOPLASTIC, STD-OP, WHITE, SOLID, 6" | 0.38 GM | \$4,500.00 | \$1,710.00 |
| 711-15-131 | THERMOPLASTIC, STD-OP, WHITE, SKIP, 6" | 0.38 GM | \$1,500.00 | \$570.00 |
| 711-16-201 | THERMOPLASTIC, STD-OTH,YELLOW, SOLID, 6" | 0.38 GM | \$4,295.09 | \$1,632.13 |

Peripherals Subcomponent

| Description | Value |
|----------------------------------|-------------|
| Off Road Bike Path(s) | 0 |
| Off Road Bike Path Width L/R | 0.00 / 0.00 |
| Bike Path Structural Spread Rate | 0 |
| Noise Barrier Wall Length | 0.00 |
| Noise Barrier Wall Begin Height | 0.00 |
| Noise Barrier Wall End Height | 0.00 |

Pay Items

| Pay item | Description | Quantity Unit | Unit Price | Extended Amount |
|-----------|---------------------------------------|---------------|------------|-----------------|
| 339-1 | MISCELLANEOUS ASPHALT PAVEMENT | 34.80 TN | \$235.00 | \$8,178.00 |
| 536-1-1 | GUARDRAIL- ROADWAY, GEN TL-3 | 1,034.00 LF | \$20.00 | \$20,680.00 |
| 536-85-24 | GUARDRAIL END TREATMENT-PARA APP TERM | 1.00 EA | \$2,900.00 | \$2,900.00 |
| 536-85-24 | GUARDRAIL END TREATMENT-PARA APP TERM | 1.00 EA | \$2,900.00 | \$2,900.00 |

Roadway Component Total

\$299,094.11

SHOULDER COMPONENT**User Input Data**

| Description | Value |
|---------------------------------------------|---------------|
| Existing Total Outside Shoulder Width L/R | 10.00 / 10.00 |
| New Total Outside Shoulder Width L/R | 0.00 / 10.00 |
| Total Outside Shoulder Perf. Turf Width L/R | 0.00 / 2.00 |
| Existing Paved Outside Shoulder Width L/R | 8.00 / 8.00 |
| New Paved Outside Shoulder Width L/R | 0.00 / 8.00 |
| Structural Spread Rate | 110 |
| Friction Course Spread Rate | 165 |
| Total Width (T) / 8" Overlap (O) | T |
| Rumble Strips $\frac{1}{2}$ No. of Sides | 1 |

Pay Items

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|-----------------|-----------------------------------------|-----------------|-------------|-------------------|------------------------|
| 285-704 | OPTIONAL BASE,BASE GROUP 04 | 925.59 | SY | \$15.00 | \$13,883.85 |
| 327-70-1 | MILLING EXIST ASPH PAVT, 1" AVG DEPTH | 1,777.83 | SY | \$3.75 | \$6,666.86 |
| 334-1-13 | SUPERPAVE ASPHALTIC CONC, TRAFFIC C | 48.89 | TN | \$115.00 | \$5,622.35 |
| 337-7-83 | ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22 | 73.34 | TN | \$135.00 | \$9,900.90 |
| 546-72-1 | GROUND-IN RUMBLE STRIPS, 16" | 0.19 | GM | \$1,945.00 | \$369.55 |
| 570-1-1 | PERFORMANCE TURF | 222.23 | SY | \$1.50 | \$333.34 |

Erosion Control**Pay Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---------------------------------|----------------------------------------|-----------------|-------------|-------------------|------------------------|
| 104-10-3 | SEDIMENT BARRIER | 2,300.07 | LF | \$1.80 | \$4,140.13 |
| 104-11 | FLOATING TURBIDITY BARRIER | 18.94 | LF | \$10.50 | \$198.87 |
| 104-12 | STAKED TURBIDITY BARRIER-NYL REINF PVC | 18.94 | LF | \$5.00 | \$94.70 |
| 104-15 | SOIL TRACKING PREVENTION DEVICE | 1.00 | EA | \$2,700.00 | \$2,700.00 |
| 104-18 | INLET PROTECTION SYSTEM | 1.00 | EA | \$105.00 | \$105.00 |
| 107-1 | LITTER REMOVAL | 0.46 | AC | \$45.00 | \$20.70 |
| 107-2 | MOWING | 0.46 | AC | \$75.00 | \$34.50 |
| Shoulder Component Total | | | | | \$44,070.76 |

DRAINAGE COMPONENT**Pay Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|-----------------|---------------------------------------|-----------------|-------------|-------------------|------------------------|
| 400-2-2 | CONC CLASS II, ENDWALLS | 3.41 | CY | \$1,600.00 | \$5,456.00 |
| 430-174-124 | PIPE CULV, OPT MATL, ROUND,24"SD | 32.00 | LF | \$463.20 | \$14,822.40 |
| 430-175-136 | PIPE CULV, OPT MATL, ROUND, 36"S/CD | 16.00 | LF | \$125.00 | \$2,000.00 |
| 430-984-129 | MITERED END SECT, OPTIONAL RD, 24" SD | 2.00 | EA | \$1,944.00 | \$3,888.00 |

| | | | | |
|---------------------------------|------------------|----------|--------|--------------------|
| 570-1-1 | PERFORMANCE TURF | 76.52 SY | \$1.50 | \$114.78 |
| Drainage Component Total | | | | \$26,281.18 |

SIGNING COMPONENT

Pay Items

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|--------------------------------|------------------------------------|-----------------|-------------|-------------------|------------------------|
| 700-1-11 | SINGLE POST SIGN, F&I GM, <12 SF | 1.00 | AS | \$340.00 | \$340.00 |
| 700-1-12 | SINGLE POST SIGN, F&I GM, 12-20 SF | 4.00 | AS | \$1,100.00 | \$4,400.00 |
| 700-1-50 | SINGLE POST SIGN, RELOCATE | 1.00 | AS | \$215.00 | \$215.00 |
| 700-1-60 | SINGLE POST SIGN, REMOVE | 4.00 | AS | \$23.00 | \$92.00 |
| 700-2-13 | MULTI- POST SIGN, F&I GM, 21-30 SF | 1.00 | AS | \$4,287.16 | \$4,287.16 |
| 700-2-60 | MULTI- POST SIGN, REMOVE | 1.00 | AS | \$530.00 | \$530.00 |
| Signing Component Total | | | | | \$9,864.16 |

| | | | | |
|-------------------------|--|--|--|---------------------|
| Sequence 7 Total | | | | \$454,053.77 |
|-------------------------|--|--|--|---------------------|

Sequence: 8 WUR - Widen/Resurface, Undivided, Rural**Net Length:** 0.091 MI
480 LF**Description:** NB OFF Ramp**EARTHWORK COMPONENT****User Input Data**

| Description | Value |
|--------------------------------------------|-----------------|
| Standard Clearing and Grubbing Limits L/R | 0.00 / 30.00 |
| Incidental Clearing and Grubbing Area | 0.00 |
| Alignment Number | 1 |
| Distance | 0.170 |
| Top of Structural Course For Begin Section | 105.00 |
| Top of Structural Course For End Section | 105.00 |
| Horizontal Elevation For Begin Section | 100.00 |
| Horizontal Elevation For End Section | 100.00 |
| Existing Front Slope L/R | 6 to 1 / 6 to 1 |
| Existing Outside Shoulder Cross Slope L/R | 6.00 % / 6.00 % |
| Front Slope L/R | 6 to 1 / 6 to 1 |
| Outside Shoulder Cross Slope L/R | 6.00 % / 6.00 % |
| Roadway Cross Slope L/R | 2.00 % / 2.00 % |

Pay Items

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|----------------------------------|----------------------------------|-----------------|-------------|-------------------|------------------------|
| 110-1-1 | CLEARING & GRUBBING | 0.33 | AC | \$30,000.00 | \$9,900.00 |
| 120-2-2 | BORROW EXCAVATION, TRUCK MEASURE | 1,347.06 | CY | \$23.00 | \$30,982.38 |
| Earthwork Component Total | | | | | \$40,882.38 |

ROADWAY COMPONENT**User Input Data**

| Description | Value |
|-------------------------------------|---------------|
| Number of Lanes | 3 |
| Existing Roadway Pavement Width L/R | 12.00 / 24.00 |
| Structural Spread Rate | 165 |
| Friction Course Spread Rate | 165 |
| Widened Outside Pavement Width L/R | 12.00 / 0.00 |
| Widened Structural Spread Rate | 330 |
| Widened Friction Course Spread Rate | 165 |

Pay Items

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|-----------------|------------------------------------------|-----------------|-------------|-------------------|------------------------|
| 160-4 | TYPE B STABILIZATION | 1,173.22 | SY | \$6.50 | \$7,625.93 |
| 285-709 | OPTIONAL BASE,BASE GROUP 09 | 657.53 | SY | \$25.00 | \$16,438.25 |
| 327-70-8 | MILLING EXIST ASPH PAVT,2 1/2" AVG DEPTH | 1,919.81 | SY | \$3.50 | \$6,719.34 |
| 334-1-13 | SUPERPAVE ASPHALTIC CONC, TRAFFIC C | 158.38 | TN | \$115.00 | \$18,213.70 |
| 334-1-13 | SUPERPAVE ASPHALTIC CONC, TRAFFIC C | 105.59 | TN | \$115.00 | \$12,142.85 |
| 337-7-83 | ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22 | 158.38 | TN | \$135.00 | \$21,381.30 |

| | | | | |
|----------|-----------------------------------------|----------|----------|------------|
| 337-7-83 | ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22 | 52.79 TN | \$135.00 | \$7,126.65 |
|----------|-----------------------------------------|----------|----------|------------|

Pavement Marking Subcomponent

| Description | Value |
|----------------------------------------|---------|
| Include Thermo/Tape/Other | Y |
| Pavement Type | Asphalt |
| Solid Stripe No. of Paint Applications | 1 |
| Solid Stripe No. of Stripes | 2 |
| Skip Stripe No. of Paint Applications | 1 |
| Skip Stripe No. of Stripes | 2 |

Pay Items

| Pay item | Description | Quantity Unit | Unit Price | Extended Amount |
|------------|------------------------------------------|---------------|------------|-----------------|
| 706-3 | RETRO-REFLECTIVE/RAISED PAVEMENT MARKERS | 49.00 EA | \$4.25 | \$208.25 |
| 710-11-111 | PAINTED PAVT MARK,STD,WHITE,SOLID,6" | 0.18 NM | \$4,100.00 | \$738.00 |
| 710-11-131 | PAINTED PAVT MARK,STD,WHITE,SKIP, 6" | 0.18 GM | \$400.00 | \$72.00 |
| 711-15-101 | THERMOPLASTIC, STD-OP, WHITE, SOLID, 6" | 0.18 GM | \$4,500.00 | \$810.00 |
| 711-15-131 | THERMOPLASTIC, STD-OP, WHITE, SKIP, 6" | 0.18 GM | \$1,500.00 | \$270.00 |
| 711-16-201 | THERMOPLASTIC, STD-OTH,YELLOW, SOLID, 6" | 0.18 GM | \$4,295.09 | \$773.12 |

Peripherals Subcomponent

| Description | Value |
|----------------------------------|-------------|
| Off Road Bike Path(s) | 0 |
| Off Road Bike Path Width L/R | 0.00 / 0.00 |
| Bike Path Structural Spread Rate | 0 |
| Noise Barrier Wall Length | 0.00 |
| Noise Barrier Wall Begin Height | 0.00 |
| Noise Barrier Wall End Height | 0.00 |

Pay Items

| Pay item | Description | Quantity Unit | Unit Price | Extended Amount |
|-----------|---------------------------------------|---------------|------------|-----------------|
| 339-1 | MISCELLANEOUS ASPHALT PAVEMENT | 0.33 TN | \$235.00 | \$77.55 |
| 536-85-24 | GUARDRAIL END TREATMENT-PARA APP TERM | 1.00 EA | \$2,900.00 | \$2,900.00 |
| 536-85-24 | GUARDRAIL END TREATMENT-PARA APP TERM | 1.00 EA | \$2,900.00 | \$2,900.00 |

Roadway Component Total

\$98,396.94

SHOULDER COMPONENT**User Input Data**

| Description | Value |
|---------------------------------------------|--------------|
| Existing Total Outside Shoulder Width L/R | 8.00 / 10.00 |
| New Total Outside Shoulder Width L/R | 10.00 / 0.00 |
| Total Outside Shoulder Perf. Turf Width L/R | 2.00 / 0.00 |

| | |
|-------------------------------------------|-------------|
| Existing Paved Outside Shoulder Width L/R | 4.00 / 8.00 |
| New Paved Outside Shoulder Width L/R | 8.00 / 0.00 |
| Structural Spread Rate | 110 |
| Friction Course Spread Rate | 165 |
| Total Width (T) / 8" Overlap (O) | T |
| Rumble Strips 1/2No. of Sides | 1 |

Pay Items

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|----------|-----------------------------------------|----------|------|------------|-----------------|
| 285-704 | OPTIONAL BASE,BASE GROUP 04 | 444.22 | SY | \$15.00 | \$6,663.30 |
| 327-70-1 | MILLING EXIST ASPH PAVT, 1" AVG DEPTH | 639.94 | SY | \$3.75 | \$2,399.78 |
| 334-1-13 | SUPERPAVE ASPHALTIC CONC, TRAFFIC C | 23.46 | TN | \$115.00 | \$2,697.90 |
| 337-7-83 | ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22 | 35.20 | TN | \$135.00 | \$4,752.00 |
| 546-72-1 | GROUND-IN RUMBLE STRIPS, 16" | 0.09 | GM | \$1,945.00 | \$175.05 |
| 570-1-1 | PERFORMANCE TURF | 106.66 | SY | \$1.50 | \$159.99 |

Erosion Control**Pay Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---------------------------------|----------------------------------------|----------|------|------------|--------------------|
| 104-10-3 | SEDIMENT BARRIER | 1,103.89 | LF | \$1.80 | \$1,987.00 |
| 104-11 | FLOATING TURBIDITY BARRIER | 9.09 | LF | \$10.50 | \$95.44 |
| 104-12 | STAKED TURBIDITY BARRIER-NYL REINF PVC | 9.09 | LF | \$5.00 | \$45.45 |
| 104-15 | SOIL TRACKING PREVENTION DEVICE | 1.00 | EA | \$2,700.00 | \$2,700.00 |
| 104-18 | INLET PROTECTION SYSTEM | 1.00 | EA | \$105.00 | \$105.00 |
| 107-1 | LITTER REMOVAL | 0.22 | AC | \$45.00 | \$9.90 |
| 107-2 | MOWING | 0.22 | AC | \$75.00 | \$16.50 |
| Shoulder Component Total | | | | | \$21,807.32 |

DRAINAGE COMPONENT**Pay Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---------------------------------|---------------------------------------|----------|------|------------|--------------------|
| 400-2-2 | CONC CLASS II, ENDWALLS | 1.64 | CY | \$1,600.00 | \$2,624.00 |
| 430-174-124 | PIPE CULV, OPT MATL, ROUND,24"SD | 16.00 | LF | \$463.20 | \$7,411.20 |
| 430-175-136 | PIPE CULV, OPT MATL, ROUND, 36"S/CD | 8.00 | LF | \$125.00 | \$1,000.00 |
| 430-984-129 | MITERED END SECT, OPTIONAL RD, 24" SD | 1.00 | EA | \$1,944.00 | \$1,944.00 |
| 570-1-1 | PERFORMANCE TURF | 36.72 | SY | \$1.50 | \$55.08 |
| Drainage Component Total | | | | | \$13,034.28 |

SIGNING COMPONENT**Pay Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|--------------------------------|------------------------------------|-----------------|-------------|-------------------|------------------------|
| 700-1-11 | SINGLE POST SIGN, F&I GM, <12 SF | 1.00 | AS | \$340.00 | \$340.00 |
| 700-1-12 | SINGLE POST SIGN, F&I GM, 12-20 SF | 2.00 | AS | \$1,100.00 | \$2,200.00 |
| 700-1-50 | SINGLE POST SIGN, RELOCATE | 1.00 | AS | \$215.00 | \$215.00 |
| 700-1-60 | SINGLE POST SIGN, REMOVE | 2.00 | AS | \$23.00 | \$46.00 |
| 700-2-13 | MULTI- POST SIGN, F&I GM, 21-30 SF | 1.00 | AS | \$4,287.16 | \$4,287.16 |
| 700-2-60 | MULTI- POST SIGN, REMOVE | 1.00 | AS | \$530.00 | \$530.00 |
| Signing Component Total | | | | | \$7,618.16 |
| <hr/> | | | | | |
| Sequence 8 Total | | | | | \$181,739.08 |
| <hr/> | | | | | |

Sequence: 9WUR - Widen/Resurface, Undivided, Rural**Net Length:** 0.085 MI
450 LF**Description:** SB OFF Ramp**EARTHWORK COMPONENT****User Input Data**

| Description | Value |
|--------------------------------------------|-----------------|
| Standard Clearing and Grubbing Limits L/R | 0.00 / 30.00 |
| Incidental Clearing and Grubbing Area | 0.00 |
| Alignment Number | 1 |
| Distance | 0.170 |
| Top of Structural Course For Begin Section | 105.00 |
| Top of Structural Course For End Section | 105.00 |
| Horizontal Elevation For Begin Section | 100.00 |
| Horizontal Elevation For End Section | 100.00 |
| Existing Front Slope L/R | 6 to 1 / 6 to 1 |
| Existing Outside Shoulder Cross Slope L/R | 6.00 % / 6.00 % |
| Front Slope L/R | 6 to 1 / 6 to 1 |
| Outside Shoulder Cross Slope L/R | 6.00 % / 6.00 % |
| Roadway Cross Slope L/R | 2.00 % / 2.00 % |

Pay Items

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|----------------------------------|----------------------------------|-----------------|-------------|-------------------|------------------------|
| 110-1-1 | CLEARING & GRUBBING | 0.31 | AC | \$30,000.00 | \$9,300.00 |
| 120-2-2 | BORROW EXCAVATION, TRUCK MEASURE | 219.08 | CY | \$23.00 | \$5,038.84 |
| Earthwork Component Total | | | | | \$14,338.84 |

ROADWAY COMPONENT**User Input Data**

| Description | Value |
|-------------------------------------|---------------|
| Number of Lanes | 3 |
| Existing Roadway Pavement Width L/R | 12.00 / 24.00 |
| Structural Spread Rate | 165 |
| Friction Course Spread Rate | 165 |
| Widened Outside Pavement Width L/R | 12.00 / 0.00 |
| Widened Structural Spread Rate | 330 |
| Widened Friction Course Spread Rate | 165 |

Pay Items

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|-----------------|------------------------------------------|-----------------|-------------|-------------------|------------------------|
| 160-4 | TYPE B STABILIZATION | 1,099.65 | SY | \$6.50 | \$7,147.72 |
| 285-709 | OPTIONAL BASE,BASE GROUP 09 | 616.30 | SY | \$25.00 | \$15,407.50 |
| 327-70-8 | MILLING EXIST ASPH PAVT,2 1/2" AVG DEPTH | 1,799.42 | SY | \$3.50 | \$6,297.97 |
| 334-1-13 | SUPERPAVE ASPHALTIC CONC, TRAFFIC C | 148.45 | TN | \$115.00 | \$17,071.75 |
| 334-1-13 | SUPERPAVE ASPHALTIC CONC, TRAFFIC C | 98.97 | TN | \$115.00 | \$11,381.55 |
| 337-7-83 | ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22 | 148.45 | TN | \$135.00 | \$20,040.75 |

| | | | | |
|----------|-----------------------------------------|----------|----------|------------|
| 337-7-83 | ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22 | 49.48 TN | \$135.00 | \$6,679.80 |
|----------|-----------------------------------------|----------|----------|------------|

Pavement Marking Subcomponent

| Description | Value |
|----------------------------------------|---------|
| Include Thermo/Tape/Other | Y |
| Pavement Type | Asphalt |
| Solid Stripe No. of Paint Applications | 1 |
| Solid Stripe No. of Stripes | 2 |
| Skip Stripe No. of Paint Applications | 1 |
| Skip Stripe No. of Stripes | 2 |

Pay Items

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|------------|------------------------------------------|----------|------|------------|-----------------|
| 706-3 | RETRO-REFLECTIVE/RAISED PAVEMENT MARKERS | 46.00 | EA | \$4.25 | \$195.50 |
| 710-11-111 | PAINTED PAVT MARK,STD,WHITE,SOLID,6" | 0.17 | NM | \$4,100.00 | \$697.00 |
| 710-11-131 | PAINTED PAVT MARK,STD,WHITE,SKIP, 6" | 0.17 | GM | \$400.00 | \$68.00 |
| 711-15-101 | THERMOPLASTIC, STD-OP, WHITE, SOLID, 6" | 0.17 | GM | \$4,500.00 | \$765.00 |
| 711-15-131 | THERMOPLASTIC, STD-OP, WHITE, SKIP, 6" | 0.17 | GM | \$1,500.00 | \$255.00 |
| 711-16-201 | THERMOPLASTIC, STD-OTH,YELLOW, SOLID, 6" | 0.17 | GM | \$4,295.09 | \$730.17 |

Peripherals Subcomponent

| Description | Value |
|----------------------------------|-------------|
| Off Road Bike Path(s) | 0 |
| Off Road Bike Path Width L/R | 0.00 / 0.00 |
| Bike Path Structural Spread Rate | 0 |
| Noise Barrier Wall Length | 0.00 |
| Noise Barrier Wall Begin Height | 0.00 |
| Noise Barrier Wall End Height | 0.00 |

Pay Items

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|-----------|---------------------------------------|----------|------|------------|-----------------|
| 339-1 | MISCELLANEOUS ASPHALT PAVEMENT | 15.33 | TN | \$235.00 | \$3,602.55 |
| 536-1-1 | GUARDRAIL- ROADWAY, GEN TL-3 | 450.00 | LF | \$20.00 | \$9,000.00 |
| 536-85-24 | GUARDRAIL END TREATMENT-PARA APP TERM | 1.00 | EA | \$2,900.00 | \$2,900.00 |
| 536-85-24 | GUARDRAIL END TREATMENT-PARA APP TERM | 1.00 | EA | \$2,900.00 | \$2,900.00 |

Roadway Component Total

\$105,140.27

SHOULDER COMPONENT**User Input Data**

| Description | Value |
|-------------------------------------------|---------------|
| Existing Total Outside Shoulder Width L/R | 12.00 / 10.00 |

| | |
|---------------------------------------------|--------------|
| New Total Outside Shoulder Width L/R | 0.00 / 10.00 |
| Total Outside Shoulder Perf. Turf Width L/R | 0.00 / 2.00 |
| Existing Paved Outside Shoulder Width L/R | 10.00 / 8.00 |
| New Paved Outside Shoulder Width L/R | 0.00 / 8.00 |
| Structural Spread Rate | 110 |
| Friction Course Spread Rate | 165 |
| Total Width (T) / 8" Overlap (O) | T |
| Rumble Strips 1/2 No. of Sides | 1 |

Pay Items

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|----------|-----------------------------------------|----------|------|------------|-----------------|
| 285-704 | OPTIONAL BASE,BASE GROUP 04 | 416.37 | SY | \$15.00 | \$6,245.55 |
| 327-70-1 | MILLING EXIST ASPH PAVT, 1" AVG DEPTH | 899.71 | SY | \$3.75 | \$3,373.91 |
| 334-1-13 | SUPERPAVE ASPHALTIC CONC, TRAFFIC C | 21.99 | TN | \$115.00 | \$2,528.85 |
| 337-7-83 | ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22 | 32.99 | TN | \$135.00 | \$4,453.65 |
| 546-72-1 | GROUND-IN RUMBLE STRIPS, 16" | 0.09 | GM | \$1,945.00 | \$175.05 |
| 570-1-1 | PERFORMANCE TURF | 99.97 | SY | \$1.50 | \$149.96 |

EX-Items

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|----------|-------------------|----------|------|------------|-----------------|
| 536-73 | GUARDRAIL REMOVAL | 450.00 | LF | \$2.25 | \$1,012.50 |

Erosion Control**Pay Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|----------|----------------------------------------|----------|------|------------|-----------------|
| 104-10-3 | SEDIMENT BARRIER | 1,034.67 | LF | \$1.80 | \$1,862.41 |
| 104-11 | FLOATING TURBIDITY BARRIER | 8.52 | LF | \$10.50 | \$89.46 |
| 104-12 | STAKED TURBIDITY BARRIER-NYL REINF PVC | 8.52 | LF | \$5.00 | \$42.60 |
| 104-15 | SOIL TRACKING PREVENTION DEVICE | 1.00 | EA | \$2,700.00 | \$2,700.00 |
| 104-18 | INLET PROTECTION SYSTEM | 1.00 | EA | \$105.00 | \$105.00 |
| 107-1 | LITTER REMOVAL | 0.21 | AC | \$45.00 | \$9.45 |
| 107-2 | MOWING | 0.21 | AC | \$75.00 | \$15.75 |

Shoulder Component Total

\$22,764.14

DRAINAGE COMPONENT**Pay Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|-------------|---------------------------------------|----------|------|------------|-----------------|
| 400-2-2 | CONC CLASS II, ENDWALLS | 1.53 | CY | \$1,600.00 | \$2,448.00 |
| 430-174-124 | PIPE CULV, OPT MATL, ROUND,24"SD | 16.00 | LF | \$463.20 | \$7,411.20 |
| 430-175-136 | PIPE CULV, OPT MATL, ROUND, 36"S/CD | 8.00 | LF | \$125.00 | \$1,000.00 |
| 430-984-129 | MITERED END SECT, OPTIONAL RD, 24" SD | 1.00 | EA | \$1,944.00 | \$1,944.00 |

| | | | | |
|---------------------------------|------------------|----------|--------|--------------------|
| 570-1-1 | PERFORMANCE TURF | 34.42 SY | \$1.50 | \$51.63 |
| Drainage Component Total | | | | \$12,854.83 |

SIGNING COMPONENT

Pay Items

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|--------------------------------|------------------------------------|-----------------|-------------|-------------------|------------------------|
| 700-1-11 | SINGLE POST SIGN, F&I GM, <12 SF | 1.00 | AS | \$340.00 | \$340.00 |
| 700-1-12 | SINGLE POST SIGN, F&I GM, 12-20 SF | 2.00 | AS | \$1,100.00 | \$2,200.00 |
| 700-1-50 | SINGLE POST SIGN, RELOCATE | 1.00 | AS | \$215.00 | \$215.00 |
| 700-1-60 | SINGLE POST SIGN, REMOVE | 2.00 | AS | \$23.00 | \$46.00 |
| 700-2-13 | MULTI- POST SIGN, F&I GM, 21-30 SF | 1.00 | AS | \$4,287.16 | \$4,287.16 |
| 700-2-60 | MULTI- POST SIGN, REMOVE | 1.00 | AS | \$530.00 | \$530.00 |
| Signing Component Total | | | | | \$7,618.16 |

Sequence 9 Total **\$162,716.24**

Sequence: 10 MIS - Miscellaneous Construction

Net Length: 1.998 MI
10,549 LF

Description: To match PSEE project length

Sequence 10 Total

\$0.00

Date: 5/14/2020 7:10:43 PM

FDOT Long Range Estimating System - Production

R3: Project Details by Sequence Report

Project: 437279-1-52-01

Letting Date: 07/2025

Description: SR-9/I-95 FROM SOUTH OF WOOLBRIGHT ROAD TO NORTH OF WOOLBRIGHT ROAD

District: 04 County: 93 PALM BEACH

Market Area: 12 Units: English

Contract Class: 1 Lump Sum Project: N

Design/Build: N Project Length: 3.214 MI

Project Manager: ARRIETA

Version 7 Project Grand Total

\$10,956,542.03

Description: 437279-1-52-01, 2020 Update

Project Sequences Subtotal **\$8,960,430.43**

| | | | |
|-------|------------------------|---------|--------------|
| 102-1 | Maintenance of Traffic | 10.00 % | \$896,043.04 |
| 101-1 | Mobilization | 10.00 % | \$985,647.35 |

Project Sequences Total **\$10,842,120.82**

| | | |
|------------------|--------|--------|
| Project Unknowns | 0.00 % | \$0.00 |
|------------------|--------|--------|

Justification for high %: For mobilization, special equipment (cranes) will be needed to construct bridge under transmission lines.

| | | |
|--------------|--------|--------|
| Design/Build | 0.00 % | \$0.00 |
|--------------|--------|--------|

Non-Bid Components:

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|----------|--------------------------------------------|----------|------|--------------|-----------------|
| 999-16 | PARTNERING (DO NOT BID) | 2.00 | LS | \$3,000.00 | \$6,000.00 |
| 999-25 | INITIAL CONTINGENCY AMOUNT (DO NOT BID) | | LS | \$108,421.21 | \$108,421.21 |

Project Non-Bid Subtotal **\$114,421.21**

Version 7 Project Grand Total

\$10,956,542.03

Engineer's Estimates for DDI and SPUI

DDI

| | | Unit cost | Cost |
|-------------------------------------|-----------------------|--------------|-----------------------|
| Paved Shape | 518,580 sft | | |
| Area of widening | 196,125 sft | | |
| Base | 21791.67 syd | \$25.00 | \$544,791.67 |
| Pavement | 4794.167 tns | \$120.00 | \$575,300.00 |
| Area of milling | 35828.33 syd | \$2.50 | \$89,570.83 |
| Resurfacing pavement | 3941.117 tns | \$120.00 | \$472,934.00 |
| Embankment | 10377.78 cyd | \$12.00 | \$124,533.33 |
| Curb and gutter Type F | 11320 lf | \$22.00 | \$249,040.00 |
| Barrier Wall | 600 lf | \$150.00 | \$90,000.00 |
| Sidewalk | 3,941 syd | \$37.00 | \$145,829.33 |
| Sod | 20,800 syd | \$2.70 | \$56,158.80 |
| Roadway Subtotal | | | \$2,348,157.97 |
| | | | |
| Signing and pavement markings | 57000 ft | \$1.50 | \$85,500.00 |
| Overhead structures | 6 ea | \$50,000.00 | \$300,000.00 |
| Signing and marking subtotal | | | \$385,500.00 |
| | | | |
| Signalization | 3 int | \$250,000.00 | \$750,000.00 |
| | | | |
| Lighting | 1.25 directional mile | \$350,000.00 | \$437,500.00 |
| | | | |
| Structures | | | \$2,268,172.00 |
| | | | |
| Drainage | | | \$250,000.00 |
| | | | |
| Clearing and Grubbing | 1 LS | \$200,000.00 | \$200,000.00 |
| | | | |
| Combined Sub-Total | | | \$6,639,329.97 |
| | | | |
| MOT | 10 % | | \$663,933.00 |
| | | | |
| Mobilization | 10 % | | \$663,933.00 |
| | | | |
| Contingencies | 20 % | | \$1,593,439.19 |
| | | | |
| Total | | | \$9,560,635.15 |

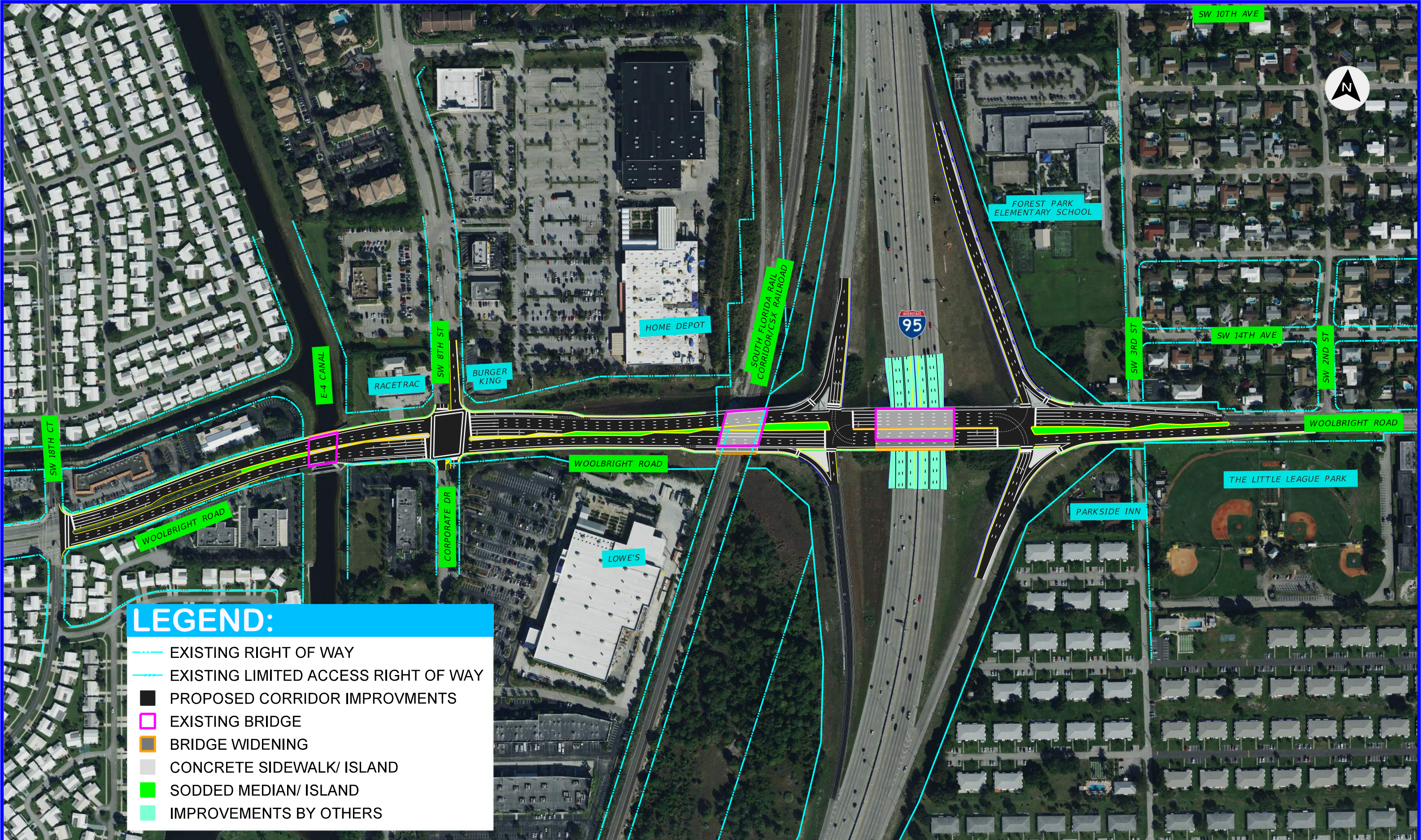
SPUI

| | | Unit cost | Cost |
|-------------------------------------|-----------------------|--------------|------------------------|
| Paved Shape | 493,163 sft | | |
| Area of widening | 210,092 sft | | |
| Base | 23343.55556 syd | \$25.00 | \$583,588.89 |
| Pavement | 5135.582222 tns | \$120.00 | \$616,269.87 |
| Area of milling | 31452.33333 syd | \$2.50 | \$78,630.83 |
| Resurfacing pavement | 3459.756667 tns | \$120.00 | \$415,170.80 |
| Embankment | 65481.48148 cyd | \$12.00 | \$785,777.78 |
| Curb and gutter Type F | 11120 lf | \$22.00 | \$244,640.00 |
| Barrier Wall | 4600 lf | \$150.00 | \$690,000.00 |
| Sidewalk | 3,941 syd | \$37.00 | \$145,829.33 |
| Sod | 72,222 syd | \$2.70 | \$195,000.00 |
| MSE wall | 8,000 sft | \$28.00 | \$224,000.00 |
| Roadway Subtotal | | | \$3,978,907.50 |
| Signing and pavement markings | 39000 ft | \$1.50 | \$58,500.00 |
| Overhead structures | 3 ea | \$50,000.00 | \$150,000.00 |
| Signing and marking subtotal | | | \$208,500.00 |
| Signalization | 3 int | \$250,000.00 | \$750,000.00 |
| Lighting | 1.25 directional mile | \$350,000.00 | \$437,500.00 |
| Structures | | | \$7,884,341.00 |
| Drainage | | | \$350,000.00 |
| Clearing and Grubbing | 1 LS | \$200,000.00 | \$200,000.00 |
| Combined Sub-Total | | | \$13,809,248.50 |
| MOT | 10 % | | \$1,380,924.85 |
| Mobilization | 10 % | | \$1,380,924.85 |
| Contingencies | 20 % | | \$3,314,219.64 |
| Total | | | \$19,885,317.84 |

Appendix J

Conceptual Signing Plan

Alternative 1 - TDI



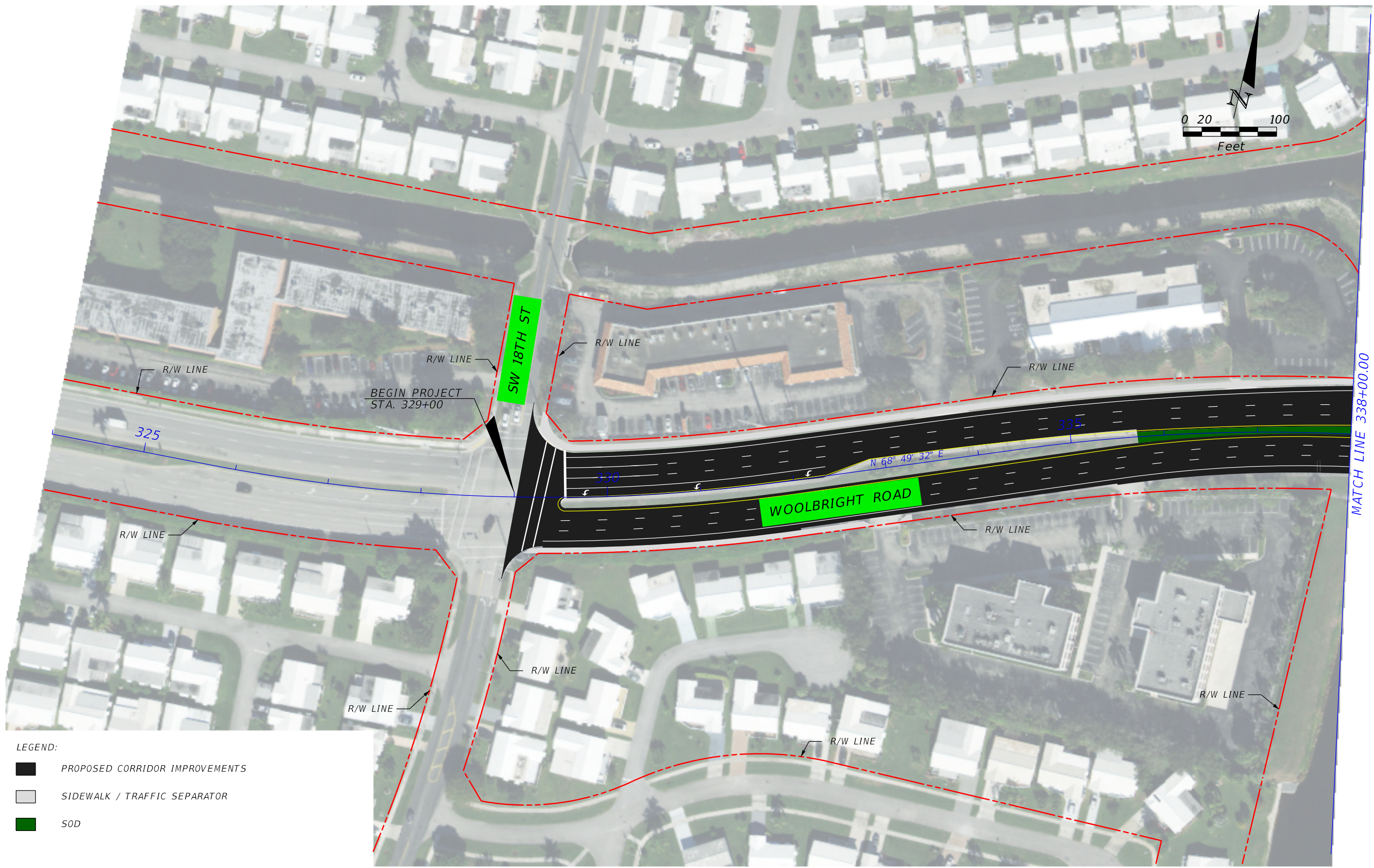
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- EXISTING LIMITED ACCESS RIGHT OF WAY
- PROPOSED CORRIDOR IMPROVEMENTS
- EXISTING BRIDGE
- BRIDGE WIDENING
- CONCRETE SIDEWALK/ ISLAND
- SODDED MEDIAN/ ISLAND
- IMPROVEMENTS BY OTHERS



SR 9/I-95 INTERCHANGE AT WOOLBRIGHT
 ROAD PD&E STUDY
 PALM BEACH COUNTY, FLORIDA
 FPID No.: 437279-1-22-02 | ETDM No.: 14341

SIGNING PLAN



- LEGEND:**
- PROPOSED CORRIDOR IMPROVEMENTS
 - SIDEWALK / TRAFFIC SEPARATOR
 - SOD

| REVISIONS | |
|-----------|-------------|
| DATE | DESCRIPTION |
| | |
| | |

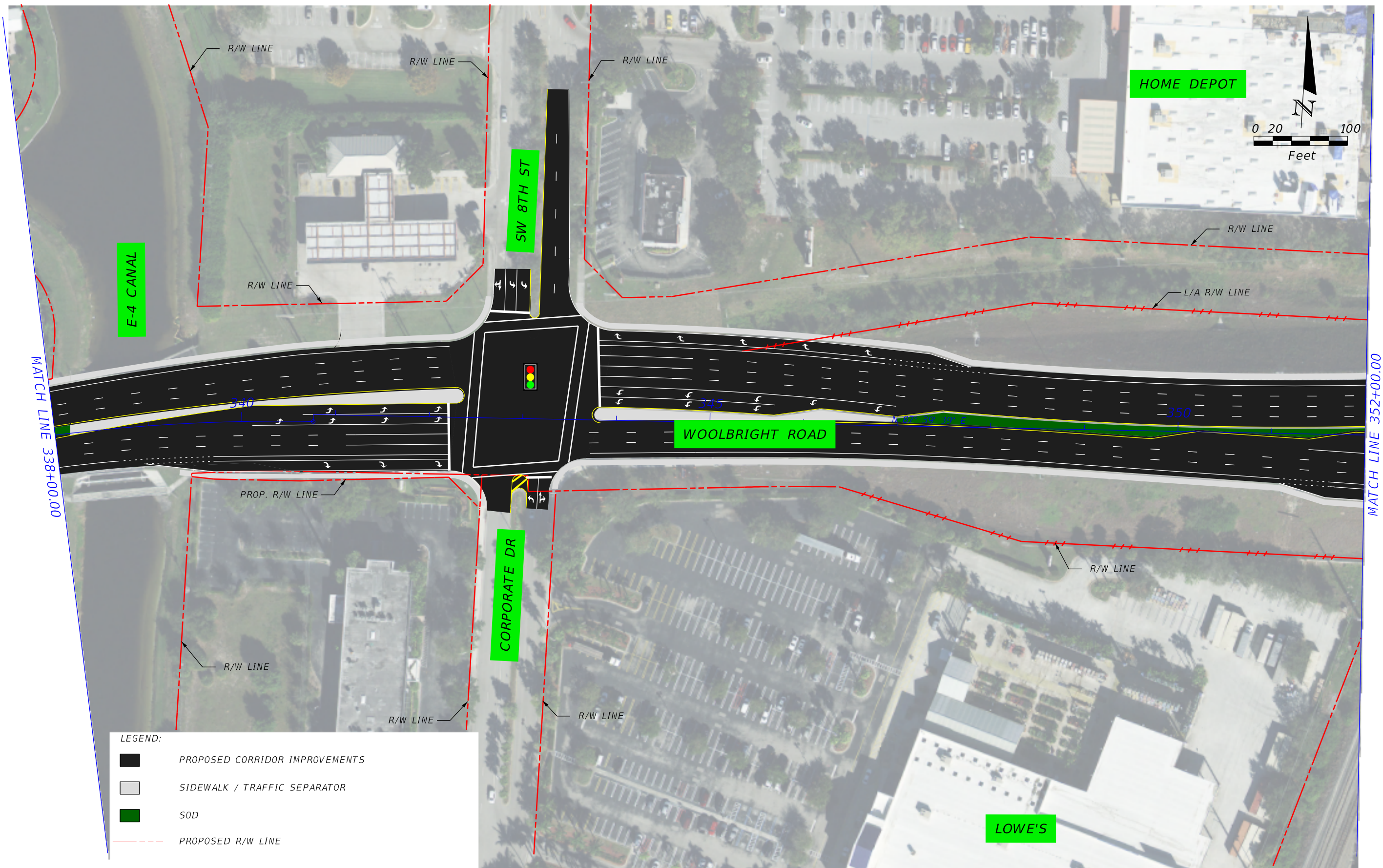
ENGINEER OF RECORD JEFF V. EASLEY, P.E.
 P.E. LICENSE NUMBER 45199
 HANSON PROFESSIONAL SERVICES INC.
 6303 BLUE LAGOON DRIVE, SUITE 280
 MIAMI, FLORIDA 33126
 CERTIFICATE OF AUTHORIZATION 7961

| | | |
|--------------------------------------------------|------------|----------------------|
| STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | |
| ROAD NO. | COUNTY | FINANCIAL PROJECT ID |
| | PALM BEACH | 437279-1-22-01 |

ROADWAY PLANS

SHEET NO.
8

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.



LEGEND:

- PROPOSED CORRIDOR IMPROVEMENTS
- SIDEWALK / TRAFFIC SEPARATOR
- SOD
- PROPOSED R/W LINE

| REVISIONS | | | |
|-----------|-------------|------|-------------|
| DATE | DESCRIPTION | DATE | DESCRIPTION |
| | | | |

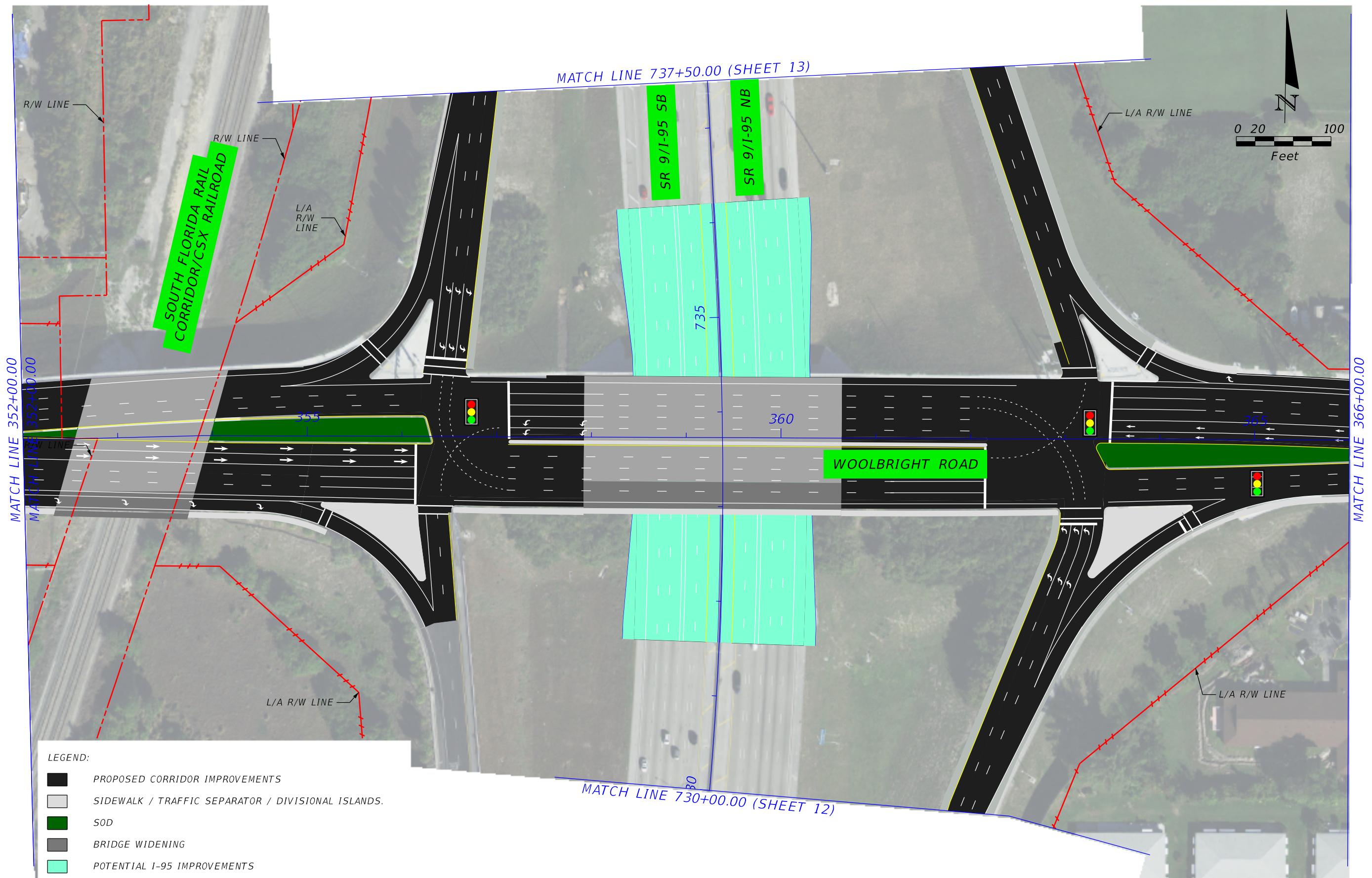
ENGINEER OF RECORD JEFF V. EASLEY, P.E.
 P.E. LICENSE NUMBER 45199
 HANSON PROFESSIONAL SERVICES INC.
 6303 BLUE LAGOON DRIVE, SUITE 280
 MIAMI, FLORIDA 33126
 CERTIFICATE OF AUTHORIZATION 7961

| | | |
|--------------------------------------------------|------------|----------------------|
| STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | |
| ROAD NO. | COUNTY | FINANCIAL PROJECT ID |
| | PALM BEACH | 437279-1-22-01 |

ROADWAY PLANS

SHEET NO.
9

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LEGEND:

- PROPOSED CORRIDOR IMPROVEMENTS
- SIDEWALK / TRAFFIC SEPARATOR / DIVISIONAL ISLANDS.
- SOD
- BRIDGE WIDENING
- POTENTIAL I-95 IMPROVEMENTS

| REVISIONS | |
|-----------|-------------|
| DATE | DESCRIPTION |
| 9 | |

ENGINEER OF RECORD JEFF V. EASLEY, P.E.
 P.E. LICENSE NUMBER 45199
 HANSON PROFESSIONAL SERVICES INC.
 6303 BLUE LAGOON DRIVE, SUITE 280
 MIAMI, FLORIDA 33126
 CERTIFICATE OF AUTHORIZATION 7961

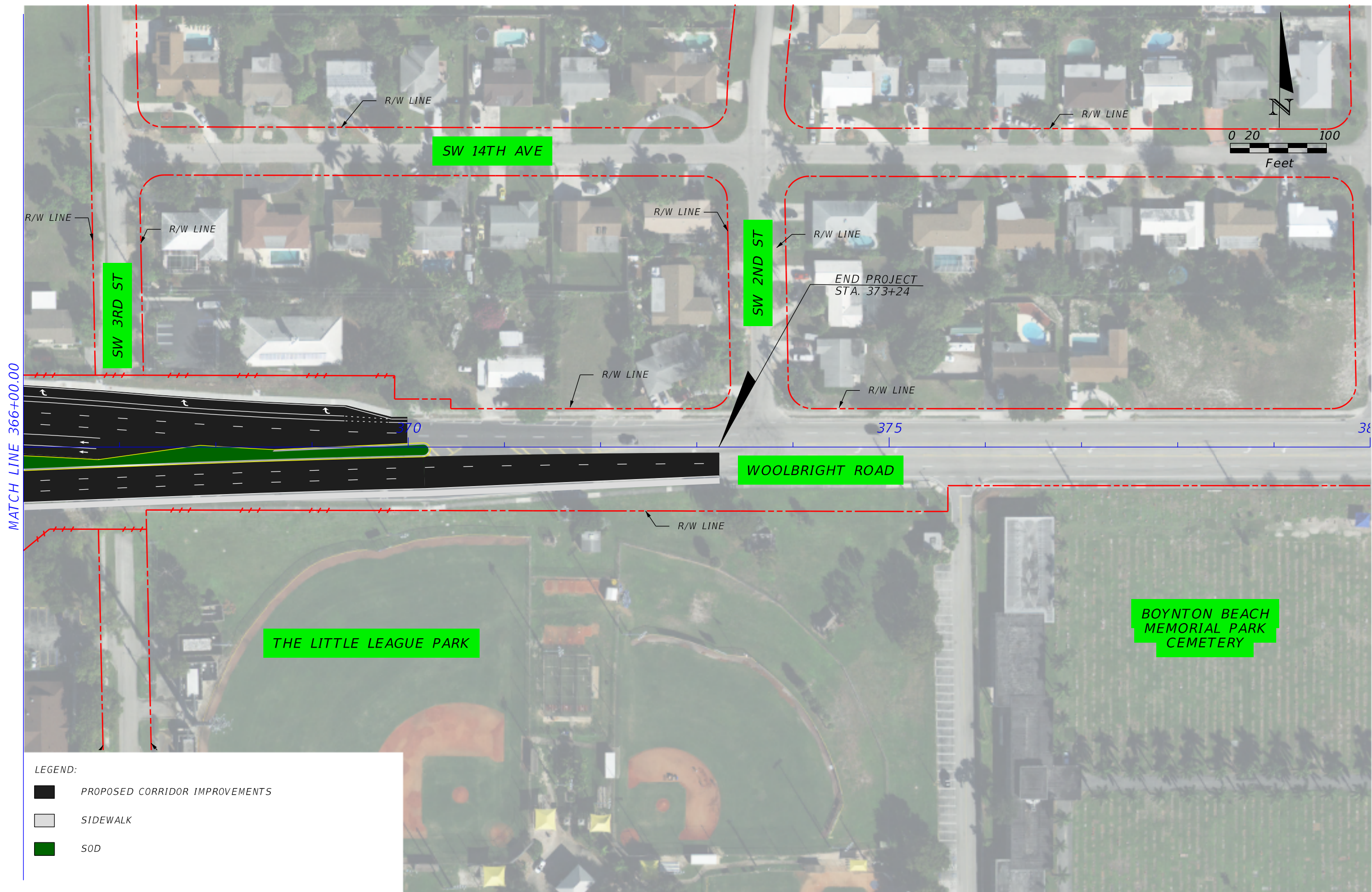
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|--------------------------------------------------|------------|----------------------|
| STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | |
| ROAD NO. | COUNTY | FINANCIAL PROJECT ID |
| | PALM BEACH | 437279-1-22-01 |

ROADWAY PLANS

SHEET NO.
10

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ANS



MATCH LINE 366+00.00

LEGEND:

| | |
|-------------------------------------------------------------------------------------------------------------------------|--------------------------------|
| | PROPOSED CORRIDOR IMPROVEMENTS |
| | SIDEWALK |
| | SOD |

| REVISIONS | |
|-----------|-------------|
| DATE | DESCRIPTION |
| | |
| | |

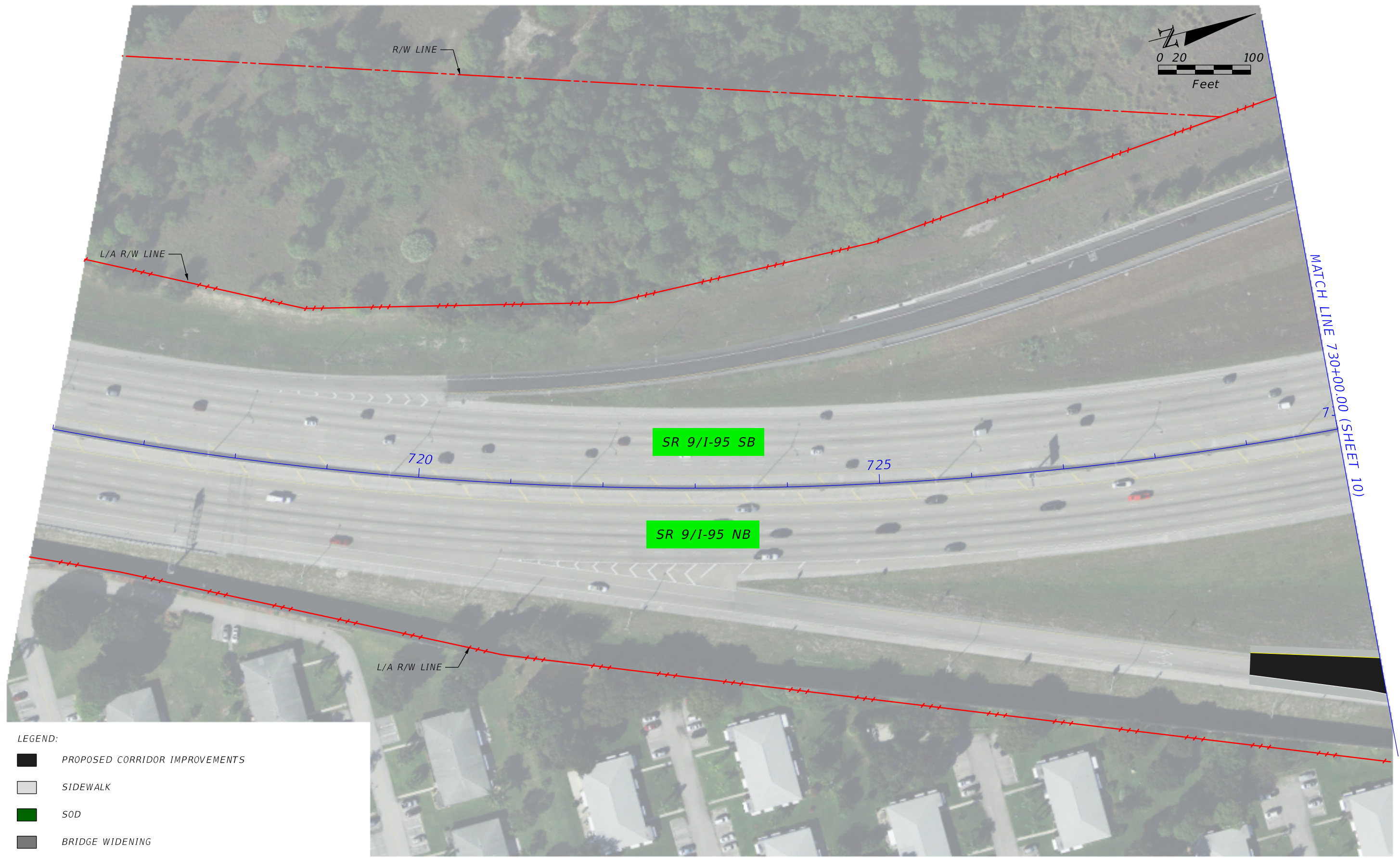
ENGINEER OF RECORD JEFF V. EASLEY, P.E.
 P.E. LICENSE NUMBER 45199
 HANSON PROFESSIONAL SERVICES INC.
 6303 BLUE LAGOON DRIVE, SUITE 280
 MIAMI, FLORIDA 33126
 CERTIFICATE OF AUTHORIZATION 7961

| | | |
|--------------------------------------------------|------------|----------------------|
| STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | |
| ROAD NO. | COUNTY | FINANCIAL PROJECT ID |
| | PALM BEACH | 437279-1-22-01 |





ROADWAY PLANS

SHEET NO.
11

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.



LEGEND:

| | |
|-------------------------------------------------------------------------------------|--------------------------------|
|  | PROPOSED CORRIDOR IMPROVEMENTS |
|  | SIDEWALK |
|  | SOD |
|  | BRIDGE WIDENING |

| REVISIONS | | | |
|-----------|-------------|------|-------------|
| DATE | DESCRIPTION | DATE | DESCRIPTION |
| | | | |

ENGINEER OF RECORD JEFF V. EASLEY, P.E.
 P.E. LICENSE NUMBER 45199
 HANSON PROFESSIONAL SERVICES INC.
 6303 BLUE LAGOON DRIVE, SUITE 280
 MIAMI, FLORIDA 33126
 CERTIFICATE OF AUTHORIZATION 7961

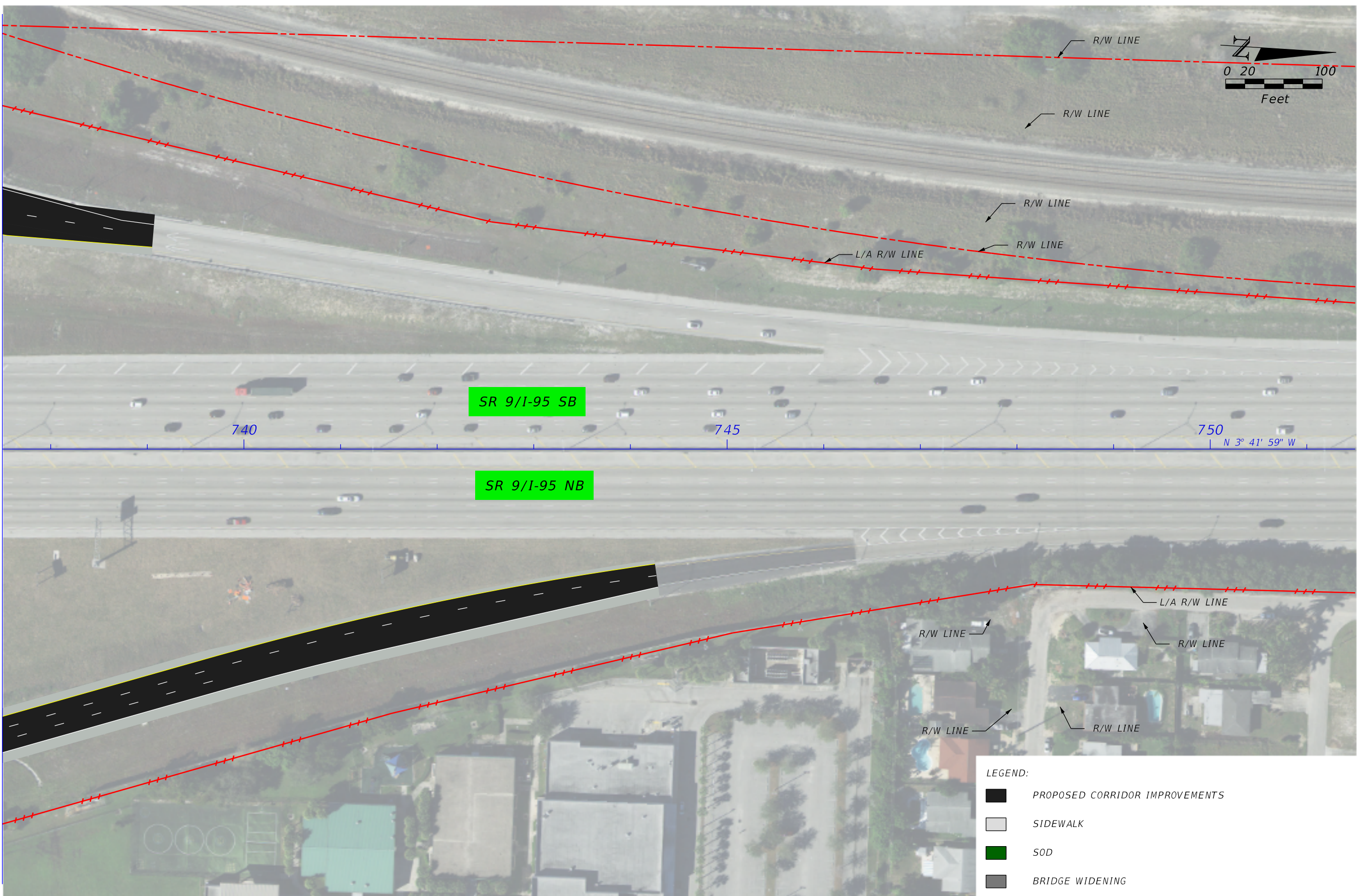
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|--------------------------------------------------|------------|----------------------|
| STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | |
| ROAD NO. | COUNTY | FINANCIAL PROJECT ID |
| | PALM BEACH | 437279-1-22-01 |

ROADWAY PLANS

SHEET NO.
12

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

MATCH LINE 737+50.00 (SHEET 10)



- LEGEND:**
- PROPOSED CORRIDOR IMPROVEMENTS
 - SIDEWALK
 - SOD
 - BRIDGE WIDENING

| REVISIONS | | | |
|-----------|-------------|------|-------------|
| DATE | DESCRIPTION | DATE | DESCRIPTION |
| | | | |

ENGINEER OF RECORD JEFF V. EASLEY, P.E.
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 MIAMI, FLORIDA 33126
 CERTIFICATE OF AUTHORIZATION 7961

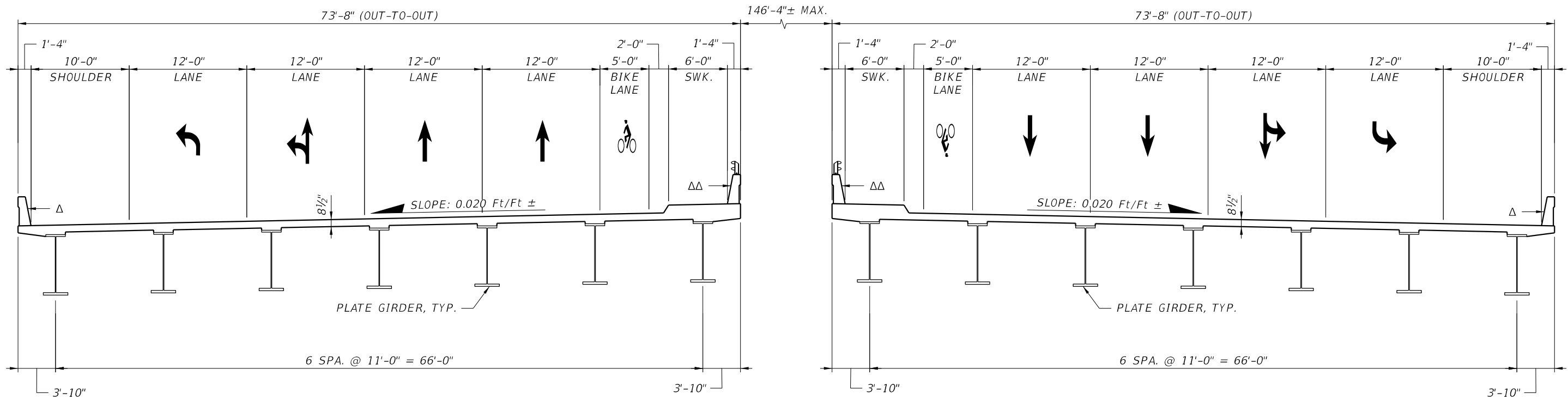
| | | |
|--------------------------------------------------|------------|----------------------|
| STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | |
| ROAD NO. | COUNTY | FINANCIAL PROJECT ID |
| | PALM BEACH | 437279-1-22-01 |

ROADWAY PLANS

SHEET NO.
13

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

Alternative 2 - DDI



TYPICAL SECTION
 ALTERNATIVE 2
 WOOLBRIGHT OVER I-95

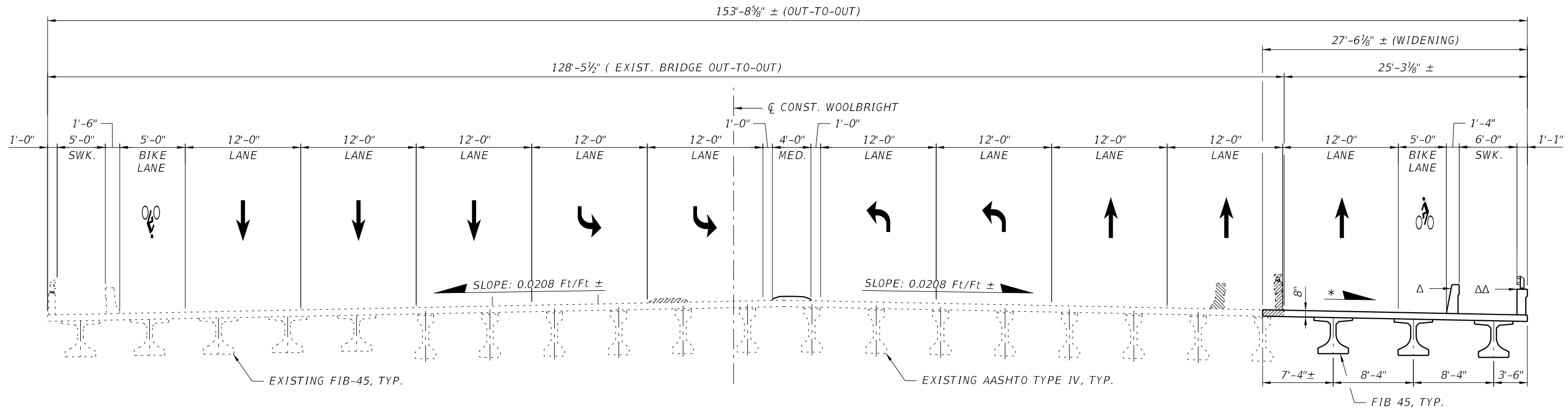
LEGEND

- △ 36" SINGLE-SLOPE TRAFFIC RAILING (INDEX 521-427)
- △△ 36" SINGLE-SLOPE TRAFFIC RAILING W/ PEDESTRIAN/BICYCLE RAILING (INDEX 521-427 & 515-022)
- NEW CONSTRUCTION

BRIDGE NOS. XXXXXX & XXXXXX

| REVISIONS | | | | | | DRAWN BY: CMR 08-18 | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | SHEET TITLE: TYPICAL SECTION ALTERNATIVE 2 | REF. DWG. NO. |
|-----------|----|-------------|------|----|-------------|---------------------------|--------------------------------------------------|------------|----------------------|--------------------------------------------------|---------------|
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION | | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | |
| | | | | | | CHECKED BY: SS 08-18 | SR 9 | PALM BEACH | XXX | WOOLBRIGHT ROAD OVER SR 9/I-95 | |
| | | | | | | DESIGNED BY: CMR 08-18 | | | | | |
| | | | | | | CHECKED BY: SS 08-18 | | | | | |

SOHEILA SADOUGH, P.E.
 P.E. LICENSE NUMBER 44130
 ASA CONSULTANTS, INC.
 510 SHOTGUN ROAD, SUITE 402
 SUNRISE, FL 33326
 CERTIFICATE OF AUTHORIZATION 30932

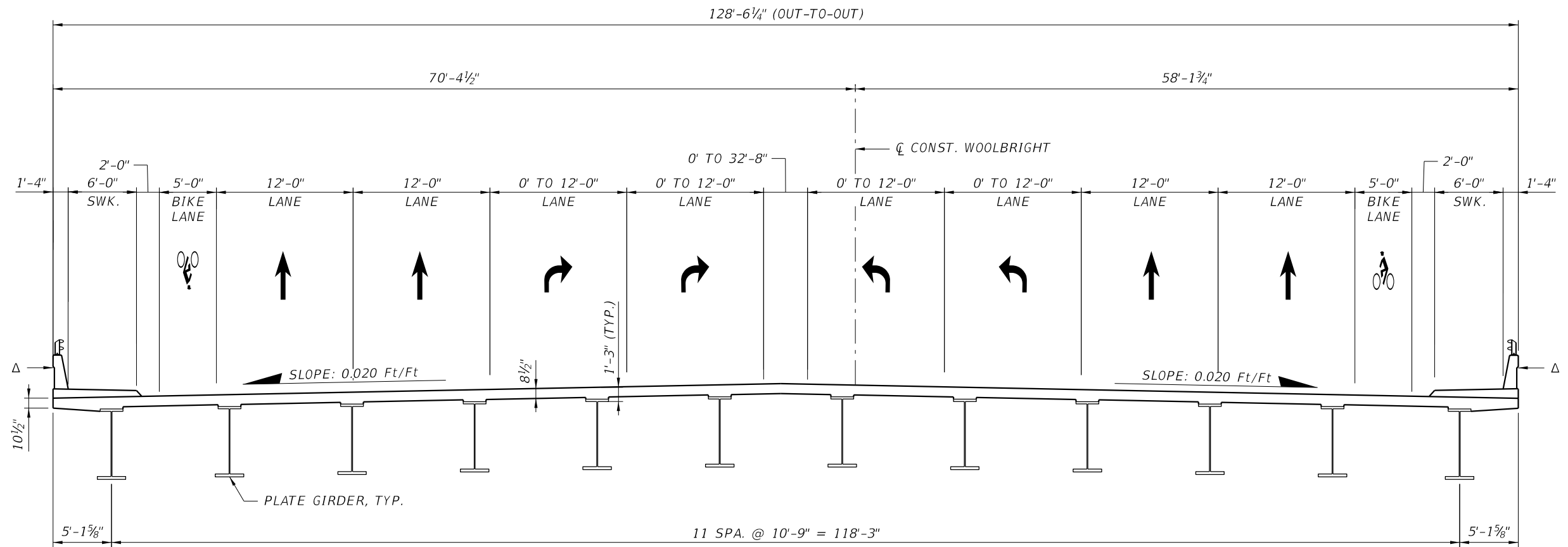


TYPICAL SECTION
 ALTERNATIVE 1
 WOOLBRIGHT OVER I-95

- LEGEND**
- △ 36" SINGLE-SLOPE TRAFFIC RAILING (INDEX 521-427)
 - △△ 32" VERTICAL SHAPE TRAFFIC RAILING W/ PEDESTRIAN/BICYCLE RAILING (INDEX 521-423 & 515-022)
 - * SLOPE = 0.02 Ft/Ft
 - EXISTING TO REMAIN
 - /// EXISTING TO BE REMOVED
 - NEW CONSTRUCTION

BRIDGE NO. 930301

| REVISIONS | | | | | | DRAWN BY: CMR 08-18 | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | SHEET TITLE: TYPICAL SECTION ALTERNATIVE 1 | REF. DWG. NO. |
|-----------|----|-------------|------|----|-------------|---------------------------|--------------------------------------------------|------------|----------------------|--------------------------------------------------|---------------|
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION | | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | |
| | | | | | | CHECKED BY: SS 08-18 | SR 9 | PALM BEACH | XXX | WOOLBRIGHT ROAD OVER SR 9/I-95 | |
| | | | | | | DESIGNED BY: CMR 08-18 | | | | | |
| | | | | | | CHECKED BY: SS 08-18 | | | | | |



TYPICAL SECTION
 ALTERNATIVE 3
 WOOLBRIGHT OVER I-95

LEGEND

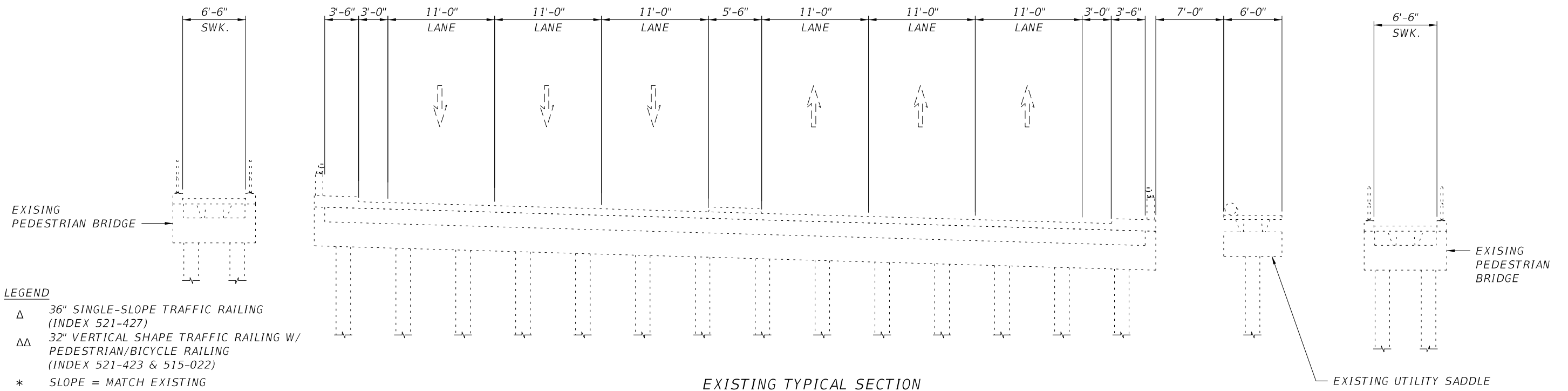
△ 36" SINGLE-SLOPE TRAFFIC RAILING
 W/ PEDESTRIAN/BICYCLE RAILING
 (INDEX 521-427 & 515-022)

□ NEW CONSTRUCTION

BRIDGE NO. XXXXXX

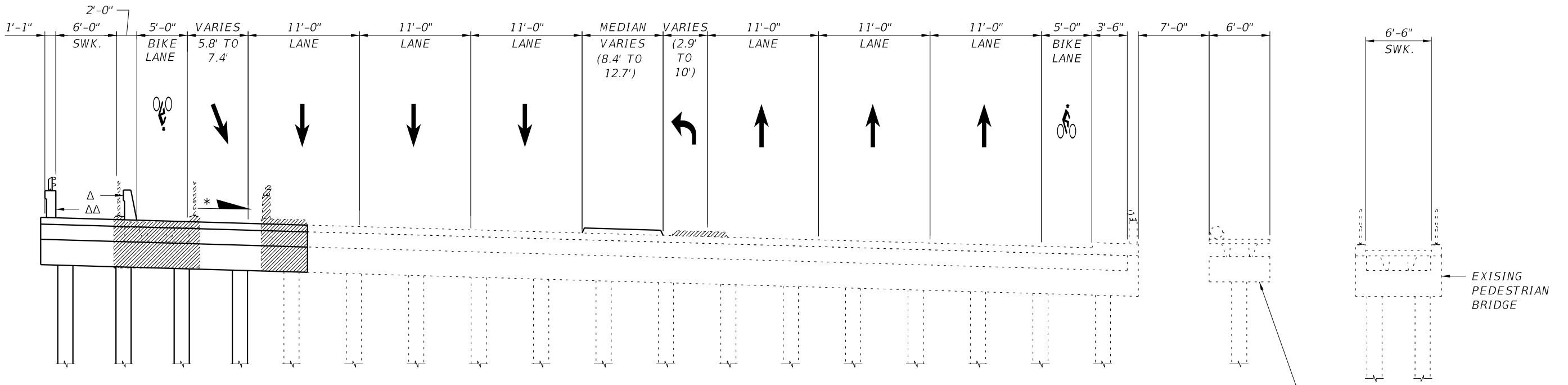
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|-----------|----|-------------|------|----|-------------|---------------------------|--------------------------------------------------|------------|----------------------|--------------------------------------------------|---------------|
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION | | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | |
| | | | | | | CHECKED BY: SS 08-18 | SR 9 | PALM BEACH | XXX | WOOLBRIGHT ROAD OVER SR 9/I-95 | |
| | | | | | | DESIGNED BY: CMR 08-18 | | | | | |
| | | | | | | CHECKED BY: SS 08-18 | | | | | |

SOHEILA SADOUGH, P.E.
 P.E. LICENSE NUMBER 44130
 ASA CONSULTANTS, INC.
 510 SHOTGUN ROAD, SUITE 402
 SUNRISE, FL 33326
 CERTIFICATE OF AUTHORIZATION 30932



EXISTING TYPICAL SECTION
WOOLBRIGHT ROAD OVER E-4 CANAL

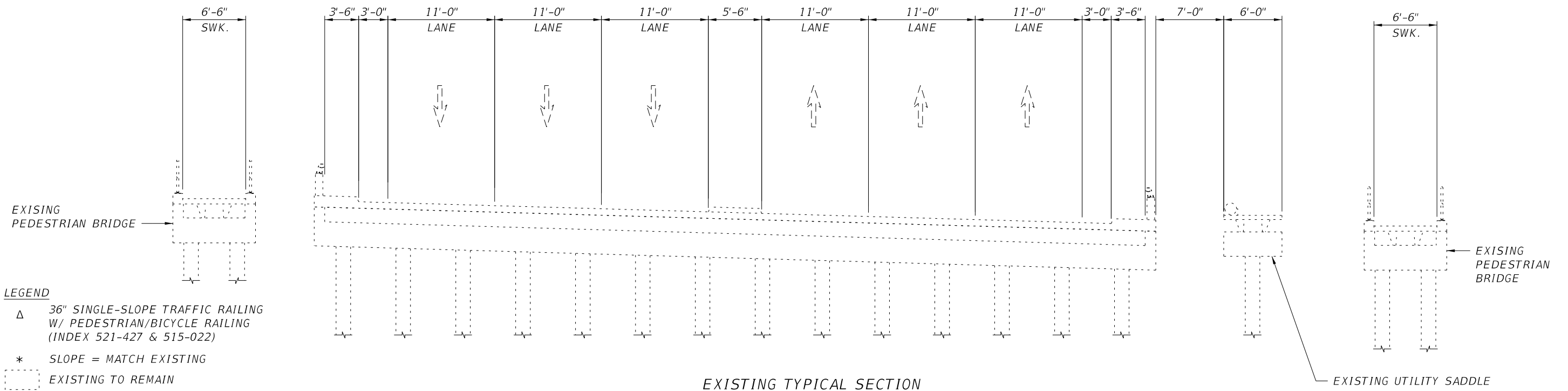
- LEGEND**
- Δ 36" SINGLE-SLOPE TRAFFIC RAILING (INDEX 521-427)
 - ΔΔ 32" VERTICAL SHAPE TRAFFIC RAILING W/ PEDESTRIAN/BICYCLE RAILING (INDEX 521-423 & 515-022)
 - * SLOPE = MATCH EXISTING
 - EXISTING TO REMAIN
 - ▨ EXISTING TO BE REMOVED
 - NEW CONSTRUCTION



PROPOSED TYPICAL SECTION
ALTERNATIVE 1
WOOLBRIGHT ROAD OVER E-4 CANAL

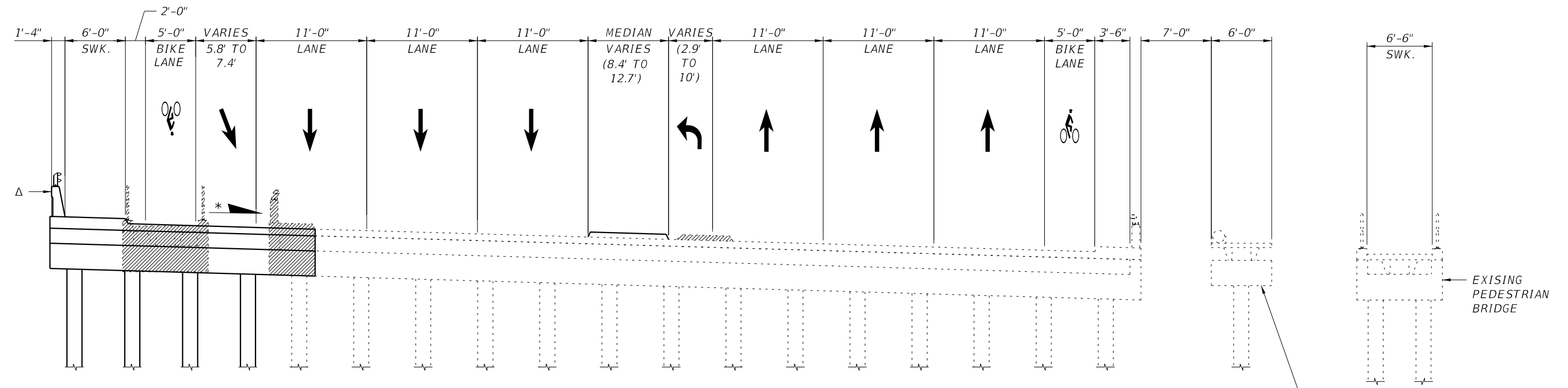
BRIDGE NO. 934461

| REVISIONS | | | | | | DRAWN BY: CMR 08-18 | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | SHEET TITLE: TYPICAL SECTION ALTERNATIVE 1 | REF. DWG. NO. | | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|-------------|------|----|-------------|---------------------------------------------------------------------------------|--------------------------------------------------|--------|----------------------|--------------------------------------------------|---------------|---------------|-----------|
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION | | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | | PROJECT NAME: | SHEET NO. |
| | | | | | | | | | | | | | |
| SOHEILA SADOUGH, P.E. P.E. LICENSE NUMBER 44130 ASA CONSULTANTS, INC. 510 SHOTGUN ROAD, SUITE 402 SUNRISE, FL 33326 CERTIFICATE OF AUTHORIZATION 30932 | | | | | | CHECKED BY: SS 08-18 DESIGNED BY: CMR 08-18 CHECKED BY: SS 08-18 | PROJECT NAME: WOOLBRIGHT ROAD OVER SR 9/I-95 | | | | | | |



EXISTING TYPICAL SECTION
WOOLBRIGHT ROAD OVER E-4 CANAL

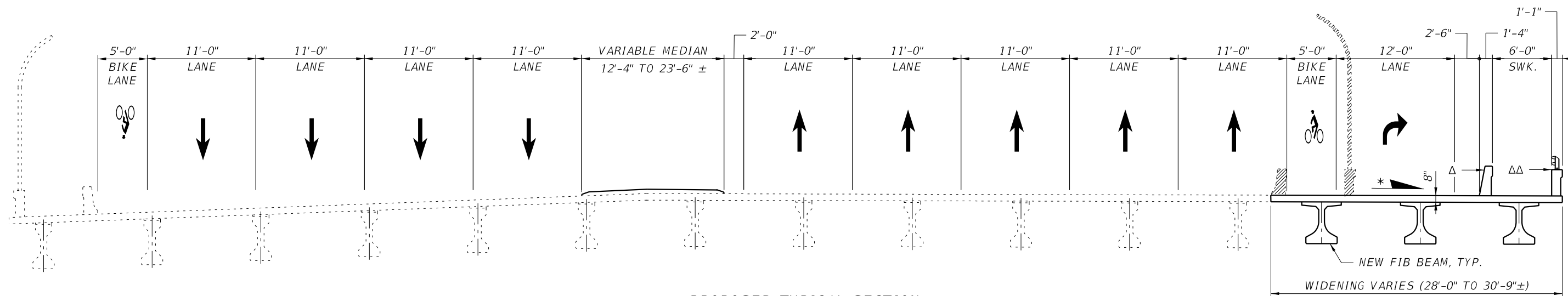
- LEGEND**
- △ 36" SINGLE-SLOPE TRAFFIC RAILING W/ PEDESTRIAN/BICYCLE RAILING (INDEX 521-427 & 515-022)
 - * SLOPE = MATCH EXISTING
 - EXISTING TO REMAIN
 - /// EXISTING TO BE REMOVED
 - NEW CONSTRUCTION



PROPOSED TYPICAL SECTION
WOOLBRIGHT ROAD OVER E-4 CANAL

BRIDGE NO. 934461

| REVISIONS | | | | | | SOHEILA SADOUGH, P.E. P.E. LICENSE NUMBER 44130 ASA CONSULTANTS, INC. 510 SHOTGUN ROAD, SUITE 402 SUNRISE, FL 33326 CERTIFICATE OF AUTHORIZATION 30932 | DRAWN BY: CMR 08-18 CHECKED BY: SS 08-18 DESIGNED BY: CMR 08-18 CHECKED BY: SS 08-18 | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | SHEET TITLE: TYPICAL SECTION ALL ALTERNATIVES | REF. DWG. NO. |
|-----------|----|-------------|------|----|-------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|--------------------------------------------------|------------|----------------------|---------------------------------------------------------|---------------|
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION | | | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | |
| | | | | | | | | SR 9 | PALM BEACH | XXX | | |



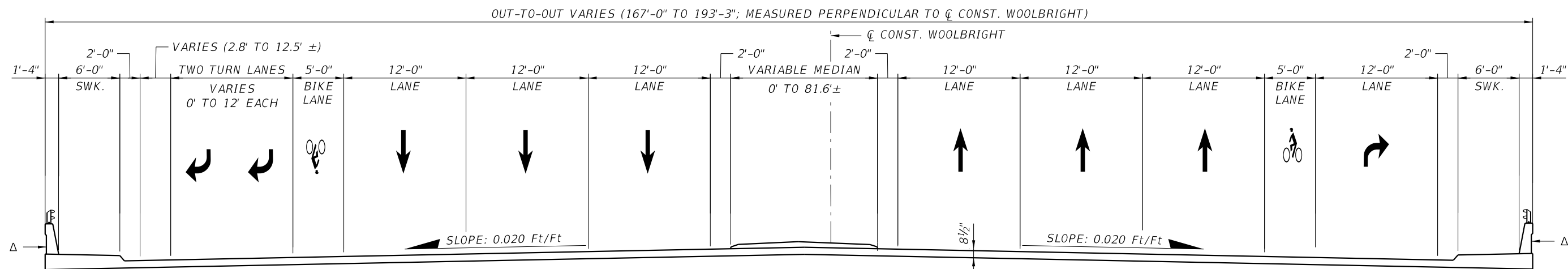
**PROPOSED TYPICAL SECTION
ALTERNATIVE 1
WOOLBRIGHT ROAD OVER SOUTH FLORIDA RAIL CORRIDOR**

LEGEND

- △ 36" SINGLE-SLOPE TRAFFIC RAILING (INDEX 521-427)
- △△ 32" VERTICAL SHAPE TRAFFIC RAILING W/ PEDESTRIAN/BICYCLE RAILING (INDEX 521-423 & 515-022)
- * SLOPE = MATCH EXISTING
- EXISTING TO REMAIN
- NEW CONSTRUCTION
- ▨ EXISTING TO BE REMOVED

BRIDGE NO. 930263

| REVISIONS | | | | | | SOHEILA SADOUGH, P.E. P.E. LICENSE NUMBER 44130 ASA CONSULTANTS, INC. 510 SHOTGUN ROAD, SUITE 402 SUNRISE, FL 33326 CERTIFICATE OF AUTHORIZATION 30932 | DRAWN BY: CMR 08-18 CHECKED BY: SS 08-18 DESIGNED BY: CMR 08-18 CHECKED BY: SS 08-18 | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | SHEET TITLE: TYPICAL SECTION ALTERNATIVE 1 | REF. DWG. NO. |
|-----------|----|-------------|------|----|-------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|--------------------------------------------------|--------------------------------|----------------------|--------------------------------------------------|---------------|
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION | | | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | |
| | | | | | | SR 9 | PALM BEACH | XXX | WOOLBRIGHT ROAD OVER SR 9/I-95 | | | |



PROPOSED TYPICAL SECTION
ALTERNATIVE 2
WOOLBRIGHT ROAD OVER SOUTH FLORIDA RAIL CORRIDOR

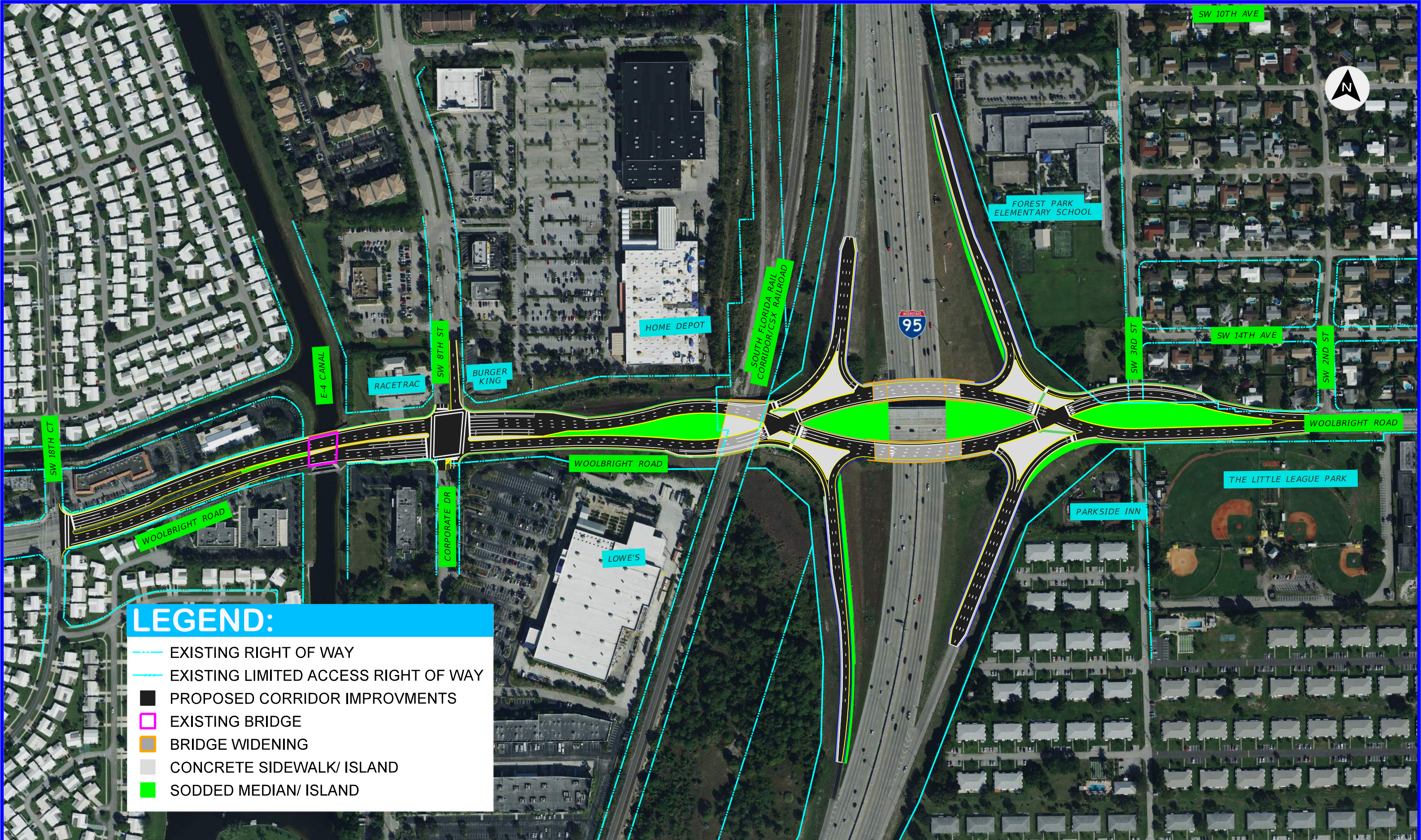
LEGEND

- △ 36" SINGLE-SLOPE TRAFFIC RAILING
W/ PEDESTRIAN/BICYCLE RAILING
(INDEX 521-427 & 515-022)
- NEW CONSTRUCTION

BRIDGE NO. XXXXXX

| REVISIONS | | | | | | DRAWN BY: CMR 08-18 | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | SHEET TITLE: TYPICAL SECTION ALTERNATIVE 2 | REF. DWG. NO. |
|-----------|----|-------------|------|----|-------------|---------------------------|--------------------------------------------------|------------|----------------------|--------------------------------------------------|---------------|
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION | | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | |
| | | | | | | CHECKED BY: SS 08-18 | SR 9 | PALM BEACH | XXX | PROJECT NAME: WOOLBRIGHT ROAD OVER SR 9/I-95 | SHEET NO. |
| | | | | | | DESIGNED BY: CMR 08-18 | | | | | |
| | | | | | | CHECKED BY: SS 08-18 | | | | | |

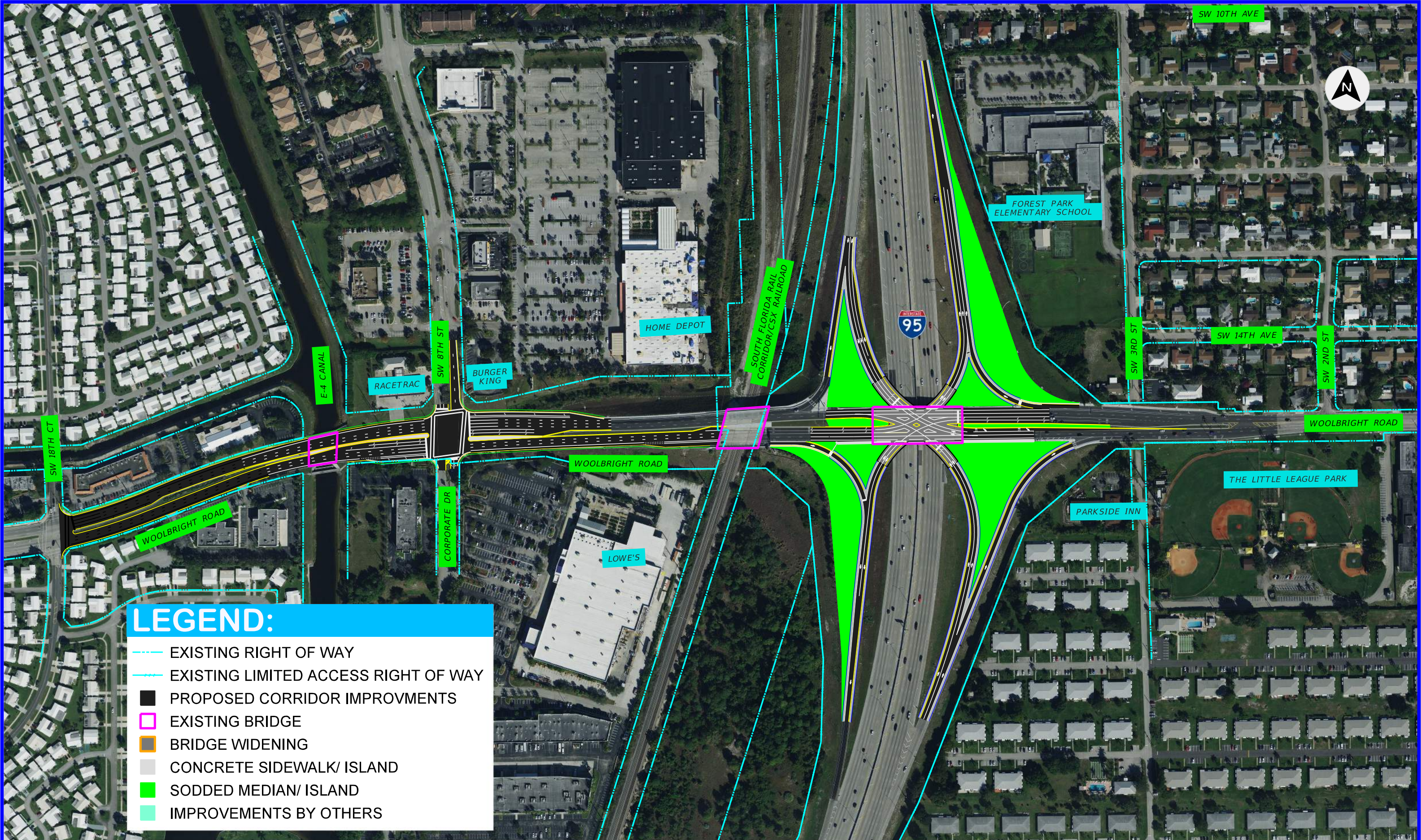
SOHEILA SADOUGH, P.E.
P.E. LICENSE NUMBER 44130
ASA CONSULTANTS, INC.
510 SHOTGUN ROAD, SUITE 402
SUNRISE, FL 33326
CERTIFICATE OF AUTHORIZATION 30932



LEGEND:

- EXISTING RIGHT OF WAY
- EXISTING LIMITED ACCESS RIGHT OF WAY
- PROPOSED CORRIDOR IMPROVMENTS
- EXISTING BRIDGE
- BRIDGE WIDENING
- CONCRETE SIDEWALK/ ISLAND
- SODDED MEDIAN/ ISLAND

Alternative 3 - SPUI



LEGEND:

- EXISTING RIGHT OF WAY
- EXISTING LIMITED ACCESS RIGHT OF WAY
- PROPOSED CORRIDOR IMPROVEMENTS
- EXISTING BRIDGE
- BRIDGE WIDENING
- CONCRETE SIDEWALK/ ISLAND
- SODDED MEDIAN/ ISLAND
- IMPROVEMENTS BY OTHERS