



March 2015

SR 518 (Eau Gallie Boulevard) Corridor Planning Study Corridor Existing Conditions Summary

For SR 518 (Eau Gallie Boulevard)
From Indian River Bridge to SR A1A
Brevard County, FL

Financial Project ID: 435632-1
Roadway ID: 7012.000.0

Prepared for:
Florida Department of Transportation
District 5 - DeLand

Prepared by:
Kimley-Horn and Associates, Inc.
CA# 696
Orlando, FL

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**Michael R. Woodward
P.E. #70009**

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1.0 Introduction & Purpose

SR 518 is an important community resource both in terms of the roadway's mobility and its function as the main east/west corridor traveling between the Indian River Lagoon and the Atlantic Ocean. The limits for this project are from the Indian River Bridge to SR A1A, as shown in **Exhibit 1**. The Roadway ID is 70120000. The study area includes three municipalities: Brevard County, the City of Melbourne, and the City of Indian Harbour Beach. The corridor is a hurricane evacuation route, as the road becomes a bridge to the mainland just west of the study area. Once on the mainland, SR 518 continues to an interchange with I-95. South and north of the corridor, the nearest adjacent bridges are approximately 3.7 and 5.1 miles away, respectively. As such, SR 518 serves as the critical connection point for area businesses and residents.

Land use fronting the corridor is primarily commercial, with single family and multi-family residential representing the majority of the land uses in the overall area.

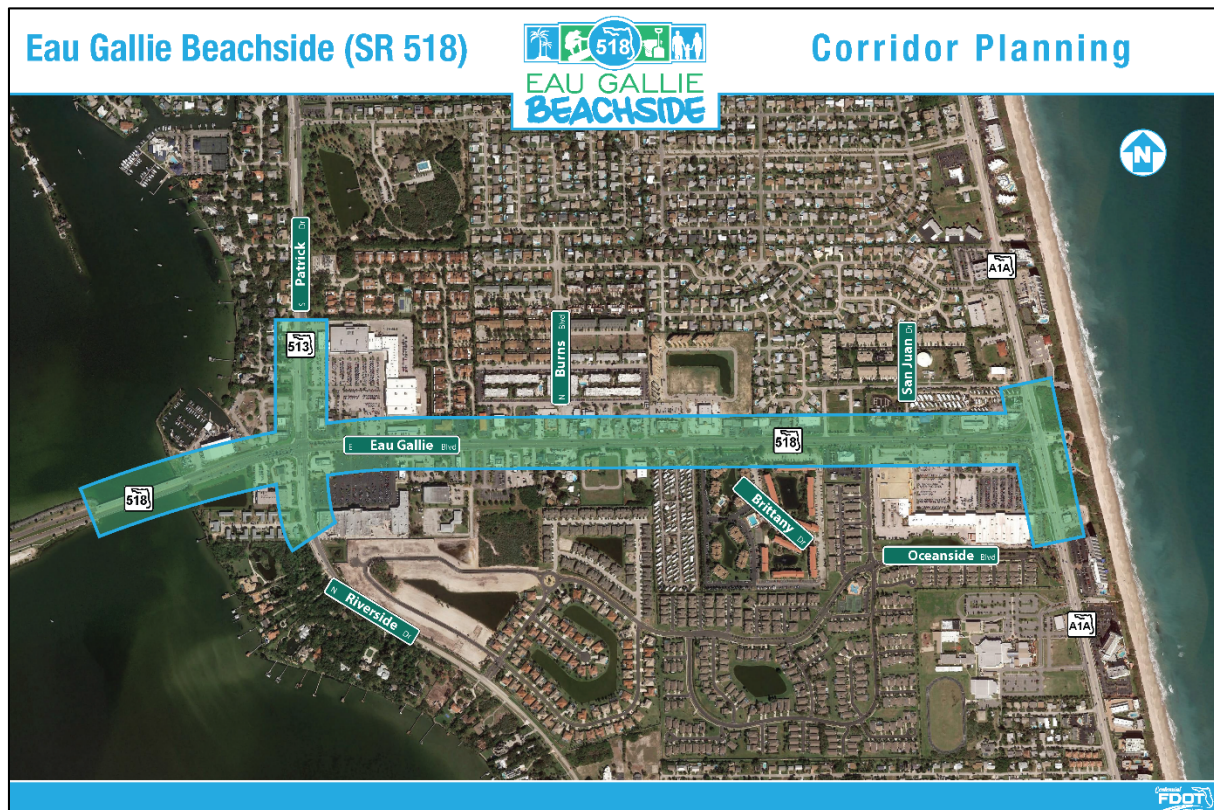


Exhibit 1 – Study Area

The SR 518 Corridor Planning Study began as an effort to develop and evaluate potential solutions that provide safe and efficient operations for all modes of transportation, while promoting a more walkable urban environment utilizing a context-sensitive approach. This study will involve a community-based evaluation to determine how best to meet the needs of current and future users, and to establish a long-term plan to guide the evolution of the corridor that appropriately correlates the balance between land use and transportation planning. The results are anticipated to include

a consensus on potential improvement strategies that can be implemented by a variety of groups and agencies.

The purpose of this Corridor Existing Conditions Report is to document the existing conditions evaluation for the SR 518 corridor.

2.0 Straight Line Diagrams and Right-of-Way Maps

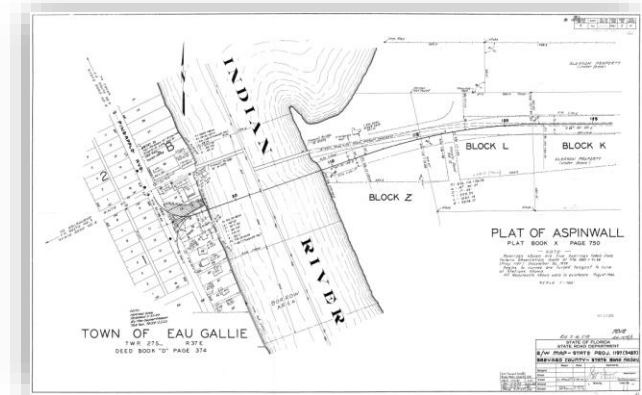
2.1 Straight Line Diagrams

Straight line diagrams were obtained for this analysis. They are provided in Appendix A. The study area begins at the Indian River bridge and continues east to SR A1A. The study area also includes adjacent segments of SR 513 and SR A1A.

2.2 Right-of-Way Summary

Right-of-way maps were obtained and verified in person at the district Surveying and Mapping office. In general, the maps were developed and modified between 1940 and the mid 1980s. The following information was obtained from the Survey Maps:

- 1940 – The entire SR 518 corridor is shown with 100' ROW (50' from centerline).
 - County Road 12 is shown south of SR 518 – Likely to become Riverside Drive
 - San Juan Drive is shown with 50' ROW, north of SR 518
 - SR A1A is shown with 100' ROW (50' from centerline)
- 1982 – Similar to the 1940's map, SR 518 has 100' ROW (50' from centerline)
 - SR 513 Shown with 100' ROW (50' from centerline), north and south of SR 518



Based on the apparent location of the roadway right-of-way, it appears that some of the sidewalks were constructed outside of the right-of-way, within private property. In other cases, it appears that there are right-of-way encroachments where the properties are using the State Road right-of-way as part of their parking lot.

3.0 Previous Projects and Studies

A resurfacing project was completed along this corridor in 2009 (Project FM No. 411997-1). Previous analyses for intersections or segments within the study area were requested from various FDOT Departments. Several previous analyses were obtained and reviewed, as summarized below.

3.1 Intersection Analysis for SR 518 @ SR 513, January 11, 2006

(Prepared for: FDOT District 5)

The FDOT requested an analysis of the need for an additional southbound right turn lane and/or other improvements. The study intersection was analyzed in 2006 to determine if an additional southbound right turn lane was warranted. Turning movements counts were collected during the AM, mid-day, and PM peak hours (7:30-8:30, 12:00-1:00, 5:00-6:00). The southbound right turn movement experienced 65.9% of the total southbound approach volume in the AM peak hour, 45.7% in the MID peak hour, and 51.7% in the PM peak hour. Crash data revealed that 63% of the rear-end collisions occurred on the southbound SR 513 approach, though the specific lane these occurred in are unknown. Recommendations, based on the intersection study analysis, field operations, and engineering judgment, were made to:

- Add a “NO RIGHT TURN ON RED” sign if right turn crashes continue to occur.
- Modify the southbound approach to add an additional exclusive right turn lane (one left turn, one through, dual rights).
- Modify the westbound approach to have one left turn lane, two through lanes, and one right turn lane.
- Apply the appropriate pavement markings resulting from these changes.
- Repair the SR 513 route sign on the eastbound approach to SR 518 due to its current placement at an improper angle.
- Add a “NORTH” cardinal direction auxiliary sign above the SR 513 sign.

After conclusion of the 2006 report, the lane configuration at the southbound approach was modified as recommended and pavement markings and signage were updated. The westbound approach remains untouched. The repair to the SR 513 sign was completed with the addition of the “NORTH” auxiliary sign attached above it.

3.2 Qualitative Assessment for SR 518 @ Burns Boulevard, April 11, 2008

(Prepared for: FDOT District 5)

The study intersection was analyzed in 2008 to obtain an understanding of existing intersection operations, traffic flow patterns, and to identify improvements that would be beneficial to pedestrian safety and intersection operating efficiency. Turning movement counts were collected and the peak hours were determined to be 7:00 to 8:00 AM and 4:30 to 5:30 PM. Moderate pedestrian traffic and minimal queues were observed on all approaches during the peak hours. The southbound direction, along Burns Boulevard, had low traffic volumes in comparison to SR 518. The southbound right turn movement experienced 82.5% of the total southbound approach volume in the AM peak hour and 69.3% in the PM peak hour.

Crash data was collected and a collision analysis conducted. It was documented that two collisions, out of seven, may have been correctable with a traffic signal.

A qualitative assessment concluded the following:

- Storage lengths on Burns Boulevard are adequate for the documented queue lengths,
- Intersection geometry has proper sight distance,
- No conflicts were observed with vehicles turning onto the mainline.

The addition of a traffic signal would require construction of a raised median along SR 518 due to the existing roadway alignment. Based on the low number of crashes, minimal observed delays, and low minor street volumes, a traffic signal at this intersection was not recommended at this time.

Recommendations were limited to restriping of pavement markings.

3.3 Composite Study for SR 518 @ Burns Boulevard/Unity Drive, February 22, 2010

(Prepared for: FDOT District 5)

The FDOT requested an analysis of the intersection due to public concern over the high frequency of crashes and public requests to reduce the speed limit. The study intersection was analyzed in 2010 to obtain an understanding of existing intersection operations, and whether enhancements could be made to improve the safety and efficiency.

The intersection was observed during the mid-day (12:00 to 1:00 PM) and the afternoon (4:00 to 5:00 PM) peak periods. The southbound right turn movement experienced 75.3% of the total approach volume in the mid-day peak hour and 74.4% in the PM peak hour. The maximum queue was three southbound right turns, the delay was less than 45 seconds for southbound vehicles, and no conflicts were observed during the peak period.

Crash data was collected and no significant crash trend was found. A collision analysis was conducted which documented that one collision, out of seven, that may have been correctable with a traffic signal, therefore safety countermeasures were not identified.

A Spot Speed Study was conducted from 1:00 to 2:15 PM along SR 518 near the study intersection. This study resulted in an 85th percentile speed, in miles per hour, of 44 in the eastbound direction and 47 in the westbound direction. The posted speed limit on this road is 45 MPH. These findings are 1 mph lower and 2 mph higher than the posted speed, therefore, no speed limit adjustments were recommended.

3.4 Qualitative Assessment (SR 513 @ SR 518), August 8, 2011

(Prepared for: FDOT District 5)

The study intersection was analyzed in 2011 to obtain an understanding of existing intersection operations. The analysis included collection of turning movement counts, intersection geometry and photos, and crash data reports from one year.

Turning movements counts were collected from 7:00 to 9:00 AM and 4:00 to 6:00 PM. In the PM peak hour, the eastbound dual lefts had the highest volume compared to all other movements at the intersection. Overall, the eastbound and westbound approaches experienced much higher volumes of traffic than the northbound and southbound approaches, during both peak hours. Minimal queuing occurred through the intersection and all queues were able to clear the intersection within one cycle length. Very few pedestrians, with a total of 16, were observed crossing the intersection during the four hours volumes were collected.

Recommendations were made to further enhance awareness of potential pedestrians in the crosswalk and remove existing signs that were no longer relevant, as follows:

- Add a R10-15 (Turning Vehicle Yield to Pedestrians) sign at the intersection along the southbound approach on SR 513.
- Remove the CR 3 Brevard County sign.
- Replacing the existing "Right Turn Yield To Pedestrians In Sidewalk" and "Vehicles Must yield To Pedestrians" signs with R10-15 sign for consistency.

These recommendations have been implemented.

3.5 Intelligent Transportation Systems Master Plan, October 6, 2014

(Prepared for: Space Coast Transportation Planning Organization)

The existing conditions of Brevard County's Intelligent Transportation Systems (ITS) infrastructure was documented in 2014. As noted in the ITS Master Plan, SR 518 is a hurricane evacuation route. It therefore particularly important for the corridor to function safely and efficiently during an emergency. This designation should be considered when prioritizing corridors for ITS improvements. Strategies that should be considered include active signal timings and Dynamic Message Signs to communicate information to drivers. Reversible lanes were considered briefly in the master plan, and it was stated that they do not seem feasible for the County.

SR 518 does not currently have any CCTV cameras on it once you cross over the intercoastal to the barrier island. There were no recommendations or plans to add ITS infrastructure to the SR 518 corridor within the study corridor, though it was stated that camera along evacuation routes could help track congestion.

4.0 GIS Resources

Several GIS databases were collected to better understand socioeconomic indicators, environmental concerns, and land use data. The Efficient Transportation Decision Making (ETDM) process was used to collect various data near the corridor, including demographics, basin areas, and environmentally sensitive areas.

The following maps are provided in **Appendix B**:

- Community Characteristics – such as Jurisdictional Boundaries, Civic Centers, Schools, and Parks
- Floodplains – 100 and 500 year
- Future Land Use
- Transportation Conditions such as the roadway speeds and bus routes
- Zoning – note that zoning data is not available for Indian Harbour Beach
- Sidewalk Gaps
- Drainage Basin Map
- Environmentally Sensitive Lands
- Age Demographics

5.0 Corridor Operations Summary

5.1 Transit Routes, Facilities, and Usage

Space Coast Area Transit (SCAT) is the transit operator for Brevard County. Two transit routes travel through the study area, Route 26 ~ South Beach, and Route 33 ~ Eau Gallie Arts District.

Route 26 travels from the Melbourne Airport to the Patrick Air Force Base and back, primarily along US 192 and SR A1A, with a jog on SR 518. The route has two hour headways (though there is a three hour headway between 9:00 AM and 12:00 PM), starting at 7:00 AM, and ending just before 8:00 PM. The average daily ridership is 150 passengers.

Route 33 travels from the intersection of Highland and Aurora in the Eau Gallie Arts District on the mainland, then over the intercostal to the barrier island along SR 518 to SR A1A then back. This circulator route only runs in the middle of the day, with four separate pick up times between 10:30 AM and 2:20 PM. Ridership for this route is very low, with an average daily ridership of 1 passenger. Most passengers with SCAT are traveling to or from work, and this route does not travel during typical working hours. It is not known how the ridership would be affected if it ran during typical work commute times. While the ridership is low, it might prove beneficial to SCAT since the busses along this route would otherwise run deadhead (note that deadhead is a transit term referring to a bus that is running empty on the way to the beginning of another route).

The route information from SCAT is provided in **Appendix C**.

The existing bus stops do not have amenities. There are no shelters, benches, trash cans, lighting, or passenger information at the stops, just a sign designating the route number. In some locations, the bus stops are not accessible and are located in the grass adjacent to a steep ditch. Exhibit 2 illustrates this condition.

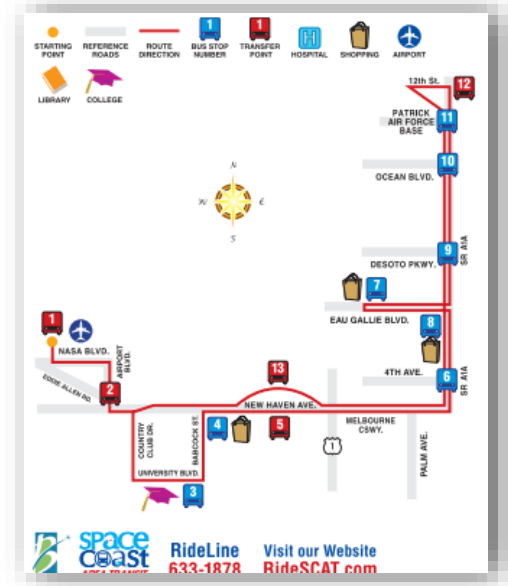


Exhibit 2 – Bus Stop with No Amenities

5.2 Pedestrian Accommodations

Sidewalks are present through most of the corridor. However, several sections do not have sidewalks and are unsafe to pedestrians. There is often a minimal amount of space to walk since the roadway border is relatively narrow and there are open drainage ditches adjacent to the road. As previously mentioned, a map of sidewalk gaps is provided within **Appendix B**.

5.3 Bicycle Accommodations

There are no marked bicycle lanes or other bicycle facilities within the corridor. Immediately west of SR 513, there is a wide bike lane going over the bridge. In some portions of the study area, there are paved shoulders that can be used by bicycles. However, the areas are not marked and more importantly, they are not continuous. Due to a lack of space for large trucks to park within parking lots, the trucks sometimes park adjacent to the road, protruding into the paved shoulder. This forces any bicyclist riding in the shoulder to either ride through the grass, typically adjacent to a steep ditch, or into the adjacent lane of traffic, where the posted speed is 45 mph. Photographs are provided in **Exhibit 3** and **Exhibit 4** to illustrate this condition in separate areas along westbound SR 518.



Exhibit 3 – Unsafe Bicycle Conditions, Westbound on SR 518



Exhibit 4 – A Separate Example of Unsafe Bicycle Conditions, Westbound on SR 518

Where right turn lanes begin, the shoulder typically disappears, with no obvious transition for bicyclists, and no signage or markings to indicate where the bicyclist should be. The picture in **Exhibit 5** is located along SR 518 in the westbound direction, approaching a turn lane for retail development.



Exhibit 5 – Paved Shoulders Adjacent to Turn Lanes are Too Narrow To Ride

5.4 Crash History

Crash data was obtained for the past 5 years, from January 1, 2009 to December 31, 2013. Consistent with expectations, crashes are most heavily concentrated near the major intersections. Since SR 518 is a corridor with an abundance of driveways and a center two-way left turn lane, there are also several crashes in areas that are not major road intersections. Conflicts can occur throughout the corridor, leading to several types of crashes in all locations. Crashes are shown by their location in an exhibit in **Appendix D**. A separate exhibit is included that specifically shows bicycle and pedestrian crashes. As expected for an area like this, with producers and generators on both sides of the road without high concentrations of either, the crashes are located throughout the corridor. This is also an indicator that mid-block crossings likely occur all along the corridor rather than in specific areas. It is noted, however, that there is a concentration of pedestrian crashes along SR A1A between the Wal*Mart and a bar across the street.

5.5 Vehicle Operations – Roadways

Roadway traffic counts are available from FDOT for year 2013 and prior years. The available FDOT counts were supplemented with counts taken in December of 2014. Traffic counts were conducted along study area roadways and at several intersections. The counts used for this report are shown below with their sources:

- SR 518 west of SR 513 – FDOT counts from 2013
- SR 518 east of SR 513 – Counted for this project in December 2014
- SR 518 west of SR A1A – FDOT counts from 2013
- SR 513 north of SR 518 – FDOT counts from 2013
- SR 513 south of SR 518 – Counted for this project in December 2014
- SR A1A north of SR 518 – FDOT counts from 2013
- SR A1A south of SR 518 – Counted for this project in December 2014
- Burns Boulevard north of SR 518 – Counted for this project in December 2014

For roads with a source year of 2013, a historic trend analysis was conducted to apply growth rates so the counts represent current conditions.

Operating conditions along roadways are typically measured according to a scale known as Level of Service (LOS). This indicator uses an A-E grading system similar to grades in school. The grade is based on the driver's experience and need to adjust their speed and behavior based on the presence of other vehicles. Unlike grades in school, agencies do not set goals to achieve A's, as that would indicate that there are more lanes than needed. As such, agencies typically set standards at LOS C, D, or E, depending on their goals. LOS D generally represents a point where the road is well used, but not overly congested, and free from full gridlock.

The roadway segment operating characteristics are shown in **Table 1**. As shown in the table, all roadway segments currently operate adequately, with an acceptable LOS. Considerable growth in traffic volumes could occur and still likely result in acceptable operating conditions.

Table 1 – Roadway Segment Operating Characteristics

Roadway	From	To	Number of Lanes	FDOT LOS STD	Daily Service Volume	2013 AADT	2015 - Historic Trend AADT	2015 LOS
SR 518	US 1	SR 513	3	D	41,790	37,500	36,200	C
	SR 513	SR A1A	4	D	41,790	20,200	19,700	C
SR 513	SR 518	Banana River Drive	4	D	41,790	22,000	20,100	C
SR A1A	SR 518	Pinetree Drive	4	D	41,790	26,500	25,500	C

5.6 Vehicle Operations – Intersections

Intersection operating conditions typically provide an accurate assessment of the performance of the overall corridor. Congestion on major roads typically is worst at signalized intersections, with much less congestion between the intersections. Some unsignalized locations also experience side street delay on the minor road approaches. As a result, the intersections considered in this analysis include unsignalized locations.

Turning movement counts were conducted during the 7:00-9:00 AM and 4:00-6:00 PM peak periods at the following study area intersections:

- SR 518 at SR 513
- SR 518 at Burns Boulevard
- SR 518 at Brittany Drive
- SR 518 at Wal-Mart / Winn Dixie Entrance
- SR 518 at SR A1A
- SR A1A at Wal-Mart Entrance
- SR A1A at Oceanside Boulevard
- SR 513 at Pedestrian Signal
- SR 513 at the Shopping Center, north of Azalea Terrace

The counts—along with signal timing data obtained by the intersection maintaining agencies—were used to model existing conditions using Synchro traffic analysis software. Performance measures such as average vehicle delay, volume-to-capacity (V/C) ratios, and the LOS were calculated for each movement as well as for the overall intersection. The results of the AM and PM peak hour analyses are summarized in **Table 2**, with more details provided in **Appendix E**.

Table 2 – Existing Intersection Operating Conditions

INTERSECTION	Intersection Control	AM Peak Hour			PM Peak Hour		
		Overall	Max	V/C	Overall	Max	V/C
		Delay	LOS		Delay	LOS	
SR 518 & SR 513	Signalized	49.4	D	0.91	63.0	E	0.99
SR 518 & Burns Blvd	Unsignalized	1.3	A	0.18	3.1	A	0.37
SR 518 & Brittany Dr	Unsignalized	0.8	A	0.09	0.8	A	0.08
SR 518 & WalMart / Winn Dixie Entrance	Signalized	2.3	A	0.26	12.2	B	0.68
SR 518 & SR A1A	Signalized	26.4	C	0.84	35.9	D	0.89
SR A1A & WalMart / Winn Dixie Entrance	Unsignalized	1.1	A	0.43	6.7	A	0.98
SR A1A & Oceanside Blvd	Unsignalized	1.1	A	0.10	6.8	A	1.33*
SR 513 & Garden Apartments	Unsignalized, Near Ped. Signal	0.3	A	0.02	0.5	A	0.07
SR 513 & Shopping Center	Unsignalized	1	A	0.10	5.1	A	0.69

*Note that the HCM calculations for the SR A1A at Oceanside Boulevard intersection indicate an adverse volume to capacity ratio. This appears to be an error, either with the HCM equations or with the Synchro software. The movement has a volume of 4 vehicles in the PM peak hour, which does not result in an actual capacity constraint.

Traffic signals within the study corridor are maintained by either Brevard County or by the City of Melbourne. As such, the intersections are in separate networks and do not communicate with one another. The maintaining agency by signalized intersection are as follows:

- SR 518 at SR 513 – Brevard County
- SR 518 at Wall-Mart / Winn Dixie Entrance – City of Melbourne
- SR 518 at SR A1A – City of Melbourne
- SR 513 at Pedestrian Signal – Brevard County

As shown in the tables, all of the intersections in the study area operate with an acceptable LOS during the AM peak hour, with no excessive delays or volume to capacity issues. During the PM peak hour, however, the intersection of SR 518 & SR 513 experiences a maximum volume to capacity ratio of 0.99 for the westbound through movement, which is nearly over capacity. This intersection likely experiences intermittent cycle failures where vehicles traveling westbound need to stop more than one time at the signal. It appears that updated signal timings for this intersection would likely alleviate the westbound congestion. Signal re-timing will also likely reduce congestion at the intersection of SR 518 & SR A1A.

Several area stakeholders have mentioned Burns Boulevard as a location that should be signalized to improve safety and reduce delay for outbound left turns. Note that the unsignalized control results in overall LOS A conditions, and the southbound left turn has a v/c ratio of 0.37 with 54.7

seconds of delay. It is anticipated that converting to signalized control would actually increase the delay for this movement due to long cycle lengths. When conducting a Signal Warrant Analysis, the primary warrant that is typically considered is the 8-hour warrant, where a minimum volume must be sustained for 8 hours of a typical day. On a major road like SR 518 with a speed of greater than 40 mph, the minimum criteria is 42 vehicles. Based on peak hour counts (21 vehicles in the AM peak hour and 30 vehicles in the PM peak hour), it is not anticipated that this warrant will be met.

Generally, most of the intersections operate acceptably in both the AM and PM peak hours without significant congestion. As such, it can be concluded that there is sufficient vehicular capacity within the corridor.

6.0 Conclusions and Next Steps

The SR 518 corridor is generally characterized with low to medium density retail that fronts SR 518 with low to medium density residential behind the retail. There is a lack of sidewalk, in much of the northern portion of the road, and minimal facilities that can be used by bicycles.

The road lacks medians and instead has a center two-way left turn lane throughout the study area. Driveways are located with close spacing and minimal cross access connections. Many of the businesses fronting SR 518 have multiple driveways to SR 518 and/or side streets. There is open drainage with relatively steep ditches in a narrow border, narrow lanes, and a posted speed of 45 mph. These elements combine to create an environment that is difficult to ride (on a bicycle) and/or walk. Since all transit trips begin and end with pedestrian trips, the environment thereby is also difficult for transit users.

The SR 518 Corridor Planning Study will continue into the next phase to define the purpose and need of future corridor improvements. This includes stakeholder interviews, public workshops, an assessment of future conditions, and identification of evaluation criteria.

This documentation of existing conditions will serve as a reference when considering the needs and vision for the corridor.

Appendices

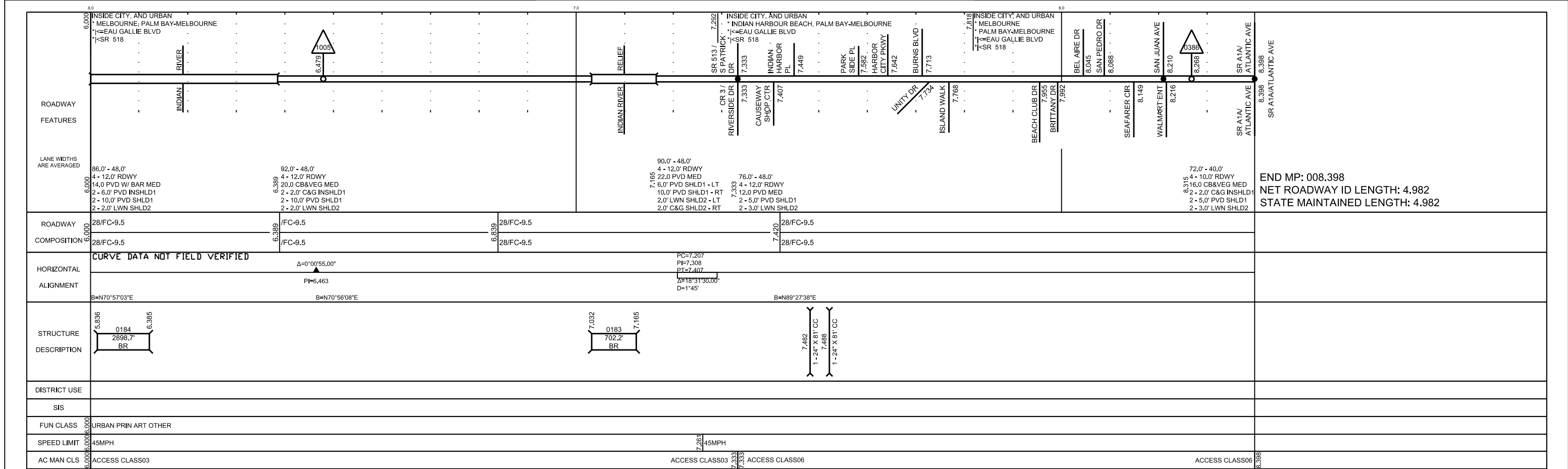
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APPENDIX A

Straight Line Diagrams

ROADWAY FEATURES	<p>DIAMOND 70220056 SB OFF FROM RAMP 0.082 TO RAMP 0.083 FROM 1.95 SB / SR 9</p> <p>INSIDE CITY, AND URBAN MELBOURNE, PALM BAY-MELBOURNE</p> <p>EAU GALLIE BLVD SR 518</p> <p>FROM EAU GALLIE BLVD</p> <p>TURTLEMOUND POINTE</p> <p>INSIDE CITY, AND URBAN MELBOURNE, PALM BAY-MELBOURNE</p> <p>SARNO RD SR 5054</p> <p>PEPSI COLA DR 1.074</p> <p>NORTH DR 1.217</p> <p>ENGELGAU LN 1.264</p> <p>WASHBURN RD 1.344</p> <p>PORCELLA AVE 2.005</p> <p>WICKHAM RD 2.258</p> <p>DELETED (MP 0.506 TO MP 0.923)</p> <p>ACTIVE OFF THE SHS (MP 2.258 TO MP 4.740)</p>														
LANE WIDTHS ARE AVERAGED	<p>100.0' - 44.0'</p> <p>4 - 11.0' RDWY</p> <p>36.0 VEG MED</p> <p>2 - 10.0' LWN SHLD1</p> <p>73.0' - 11.0'L+22.0'R</p> <p>1 - 11.0'L + 2 - 11.0'R RDWY</p> <p>20.0 TFSP MED</p> <p>2 - 10.0' LWN SHLD1</p> <p>76.0' - 11.0'L+22.0'R</p> <p>1 - 11.0'L + 2 - 11.0'R RDWY</p> <p>36.0 VEG MED</p> <p>2 - 10.0' LWN SHLD1</p> <p>84.0' - 44.0'</p> <p>4 - 11.0' RDWY</p> <p>36.0 VEG MED</p> <p>2 - 2.0' C&G SHLD1</p> <p>56.0' - 24.0'</p> <p>2 - 12.0' RDWY</p> <p>12.0 PVD MED</p> <p>2 - 4.0' PVD SHLD1</p> <p>2 - 6.0' LWN SHLD2</p> <p>68.0' - 12.0'L+24.0'R</p> <p>1 - 12.0'L + 2 - 12.0'R RDWY</p> <p>12.0 PVD MED</p> <p>2 - 4.0' PVD SHLD1</p> <p>2 - 6.0' LWN SHLD2</p> <p>72.0' - 48.0'</p> <p>4 - 12.0' RDWY</p> <p>2.0' C&G SHLD1 - LT</p> <p>6.0' LWN SHLD2 - RT</p> <p>64.0' - 48.0'</p> <p>4 - 12.0' RDWY</p> <p>12.0 PVD MED</p> <p>2 - 2.0' C&G SHLD1</p>														
ROADWAY COMPOSITION	<p>28/FC-0</p> <p>28/FC-12.5</p> <p>28/FC-6</p> <p>28/FC-6</p> <p>28/FC-6</p> <p>28/FC-6</p> <p>28/FC-6</p> <p>28/FC-4</p> <p>28/FC-4</p> <p>28/FC-2</p> <p>28/FC-2</p>														
HORIZONTAL ALIGNMENT	<p>CURVE DATA NOT FIELD VERIFIED</p> <p>$\Delta=5^{\circ}00'00.00''$</p> <p>PI=1,264</p> <p>B=N88°30'30"E</p> <p>B=N83°30'30"E</p>														
STRUCTURE DESCRIPTION	<p>0.151</p> <p>0.157</p> <p>0.170</p> <p>0.176</p> <p>0941</p> <p>31.7 UP</p> <p>0122</p> <p>31.7 UP</p> <p>0.039</p> <p>1 - 24" X 66" CC</p>														
DISTRICT USE															
SIS	<p>SIS CONNECTOR</p> <p>SIS CONNECTOR</p> <p>SIS CONNECTOR</p> <p>SIS CONNECTOR</p>														
FUN CLASS	<p>URBAN PRIN ART OTHER</p> <p>URBAN MINOR ART</p>														
SPEED LIMIT	<p>45MPH</p> <p>45MPH</p>														
AC MAN CLS	<p>ACCESS CLASS03</p> <p>ACCESS CLASS03</p> <p>ACCESS CLASS04</p> <p>ACCESS CLASS04</p>														

ROADWAY FEATURES	<p>INSIDE CITY, AND URBAN MELBOURNE, PALM BAY-MELBOURNE</p> <p>MONTREAL AVE SR 518</p> <p>AVACADO AVE 5.315</p> <p>GUAVA AVE 5.366</p> <p>DESOTO ST 5.391</p> <p>WATER ST 5.449</p> <p>HIGHLAND AVE 5.498</p> <p>PINEAPPLE AVE 5.573</p> <p>FROM EAU GALLIE 5.626</p> <p>EAU GALLIE BLVD SR 518</p> <p>INDIAN RIVER</p> <p>ACTIVE OFF THE SHS (MP 2.258 TO MP 4.740)</p> <p>(MP 4.740 TO MP 5.257) STATIONING EXCEPTION SEE ROADWAY ID: 70020000 MP 3.551 TO MP 4.068</p>														
LANE WIDTHS ARE AVERAGED	<p>38.0' - 28.0'</p> <p>2 - 14.0' RDWY</p> <p>6.0' PVD SHLD1 - RT</p> <p>2 - 2.0' C&G SHLD1</p> <p>34.0' - 24.0'</p> <p>2 - 12.0' RDWY</p> <p>6.0' PVD SHLD1 - LT</p> <p>2.0' C&G SHLD2 - RT</p> <p>42.0' - 24.0'</p> <p>2 - 12.0' RDWY</p> <p>4.0' PVD SHLD1 - LT</p> <p>10.0' PVD SHLD1 - RT</p> <p>2 - 2.0' C&G SHLD2</p> <p>86.0' - 48.0'</p> <p>4 - 12.0' RDWY</p> <p>14.0 PVD W/ BAR MED</p> <p>2 - 6.0' PVD INSHLD1</p> <p>2 - 10.0' PVD SHLD1</p> <p>2 - 2.0' LWN SHLD2</p>														
ROADWAY COMPOSITION	<p>28/FC-0</p> <p>28/FC-9.5</p> <p>28/FC-9.5</p> <p>28/FC-9.5</p> <p>28/FC-9.5</p>														
HORIZONTAL ALIGNMENT	<p>CURVE DATA NOT FIELD VERIFIED</p> <p>PC=5,619</p> <p>PI=5,665</p> <p>PT=5,711</p> <p>$\Delta=24^{\circ}17'09.00''$</p> <p>D=5'00"</p> <p>$\Delta=12^{\circ}00'00.00''$</p> <p>D=5'15"</p> <p>PC=5,740</p> <p>PI=5,762</p> <p>PT=5,783</p> <p>B=N70°57'03"E</p>														
STRUCTURE DESCRIPTION	<p>5.836</p> <p>0184</p> <p>2898.7' BR</p> <p>6.385</p>														
DISTRICT USE															
SIS															
FUN CLASS	<p>URBAN PRIN ART OTHER</p>														
SPEED LIMIT	<p>30MPH</p> <p>45MPH</p>														
AC MAN CLS	<p>ACCESS CLASS06</p> <p>ACCESS CLASS06</p> <p>ACCESS CLASS03</p>														



END MP: 008.398
NET ROADWAY ID LENGTH: 4.982
STATE MAINTAINED LENGTH: 4.982

ROADWAY	FEATURES	LANE WIDTHS ARE AVERAGED	ROADWAY COMPOSITION	HORIZONTAL ALIGNMENT	STRUCTURE DESCRIPTION	SIS	FUN CLASS	SPEED LIMIT	AC MAN CLS																			
28/FC-4	SR 518/EAU GALIE BL SR 518/EAU GALIE BL	69.0' - 52.0' 4 - 13.0' RDWY 13.0 PVD MED 2 - 2.0' C&G SHLD1	28/FC-4	CURVE DATA NOT FIELD VERIFIED $\Delta=12^{\circ}16'30.00''$ $D=2'46''$ $PC=0.374$ $PI=0.515$ $PT=0.555$ $B=N01^{\circ}56'00''W$	2-5' X 6' X 44' CBC		URBAN MINOR ART	40MPH	ACCESS CLASS05	INSIDE CITY AND URBAN INDIAN HARBOUR BEACH PALM BAY-MELBOURNE SR 513/S PATRICK DR SR 513	INDIAN HARBOUR BEACH AZALEA TER BOUGAINVILLEA TER CAMELLIA TER DATURA DR YACHT CLUB BLVD PINETREE DR BAHAMA DR BANANA RIVER DR ETRUSCAN WAY INDRIO BLVD WAKEFIELD DR RIVERSIDE PK DR ANCHOR DR TOMAHAWK DR MCGUIRE BLVD DESOTD PKWY LANING ISLAND DR	0.000 0.096 0.236 0.283 0.347 0.411 0.467 0.572 0.698 0.886 1.010 1.098 1.182 1.163 1.238 1.356 1.579 1.768 1.908	28/FC-4	$\Delta=30^{\circ}25'38.38''$ $D=2'52''$ $PC=1.023$ $PI=1.126$ $PT=1.224$ $B=N32^{\circ}23'05''W$	3-5' X 6' X 89' CBC													
		77.0' - 52.0' 4 - 13.0' RDWY 21.0 PVD MED 2 - 2.0' C&G SHLD1	28/FC-3	$\Delta=12^{\circ}15'15.00''$ $D=3'00''$ $PC=0.776$ $PI=0.817$ $PT=0.857$ $B=N01^{\circ}57'26''W$	2-5' X 6' X 44' CBC					INSIDE CITY AND URBAN SATELLITE BEACH, PALM BAY-MELBOURNE SR 513/S PATRICK DR SR 513	BOUGAINVILLEA TER CAMELLIA TER DATURA DR YACHT CLUB BLVD PINETREE DR BAHAMA DR BANANA RIVER DR ETRUSCAN WAY INDRIO BLVD WAKEFIELD DR RIVERSIDE PK DR ANCHOR DR TOMAHAWK DR MCGUIRE BLVD DESOTD PKWY LANING ISLAND DR	0.890 0.886 0.890 0.886	28/FC-3	$\Delta=30^{\circ}25'38.38''$ $D=2'52''$ $PC=1.023$ $PI=1.126$ $PT=1.224$ $B=N32^{\circ}23'05''W$	3-5' X 6' X 89' CBC													
		55.0' - 12.0'L+26.0'R 1 - 12.0'L + 2 - 13.0'R RDWY 13.0 PVD MED 2 - 2.0' C&G SHLD1	28/FC-12.5	$\Delta=12^{\circ}16'30.00''$ $D=2'46''$ $PC=0.374$ $PI=0.515$ $PT=0.555$ $B=N01^{\circ}56'00''W$	2-7' X 7' X 80' CBC					INSIDE CITY AND URBAN SATELLITE BEACH, PALM BAY-MELBOURNE SR 513/S PATRICK DR SR 513	BOUGAINVILLEA TER CAMELLIA TER DATURA DR YACHT CLUB BLVD PINETREE DR BAHAMA DR BANANA RIVER DR ETRUSCAN WAY INDRIO BLVD WAKEFIELD DR RIVERSIDE PK DR ANCHOR DR TOMAHAWK DR MCGUIRE BLVD DESOTD PKWY LANING ISLAND DR	1.908 1.908 1.908 1.908	28/FC-12.5	$\Delta=30^{\circ}25'38.38''$ $D=2'52''$ $PC=1.023$ $PI=1.126$ $PT=1.224$ $B=N32^{\circ}23'05''W$	2-7' X 7' X 80' CBC													
		50.0' - 24.0' 2 - 12.0' RDWY 14.0 PVD MED 2 - 4.0' PVD SHLD1 2 - 2.0' C&G SHLD2	28/FC-12.5	$\Delta=12^{\circ}15'15.00''$ $D=3'00''$ $PC=0.776$ $PI=0.817$ $PT=0.857$ $B=N01^{\circ}57'26''W$	1-10' X 5' X 106' CBC					INSIDE CITY AND URBAN SATELLITE BEACH, PALM BAY-MELBOURNE SR 513/S PATRICK DR SR 513	BOUGAINVILLEA TER CAMELLIA TER DATURA DR YACHT CLUB BLVD PINETREE DR BAHAMA DR BANANA RIVER DR ETRUSCAN WAY INDRIO BLVD WAKEFIELD DR RIVERSIDE PK DR ANCHOR DR TOMAHAWK DR MCGUIRE BLVD DESOTD PKWY LANING ISLAND DR	2.050 2.050 2.050 2.050	28/FC-12.5	$\Delta=30^{\circ}25'38.38''$ $D=2'52''$ $PC=1.023$ $PI=1.126$ $PT=1.224$ $B=N32^{\circ}23'05''W$	1-10' X 5' X 106' CBC													

ROADWAY	FEATURES	LANE WIDTHS ARE AVERAGED	ROADWAY COMPOSITION	HORIZONTAL ALIGNMENT	STRUCTURE DESCRIPTION	SIS	FUN CLASS	SPEED LIMIT	AC MAN CLS																			
28/FC-12.5	GRANT CT LEE AVE JACKSON AVE CT SIENA CT TITAN DR SHRIKE DR SHEARWATER PKWY TORTOISE DR ARUBA CT BERKLEY ST SEA PARK BLVD MELODY LN OCEAN BLVD SABAL PALM LN IBIS LN 70004024 EB OFF 5.176 5.176	52.0' - 24.0' 2 - 12.0' RDWY 12.0 PVD MED 2 - 5.0' PVD SHLD1 2 - 3.0' LWN SHLD2	28/FC-12.5	CURVE DATA NOT FIELD VERIFIED $\Delta=0^{\circ}34'45.00''$ $PI=3.895$ $B=N01^{\circ}30'53''W$	1-3' X 4' X 80' CBC 2-30' X 66' CC		URBAN MINOR ART	40MPH	ACCESS CLASS06	INSIDE CITY AND URBAN SATELLITE BEACH, PALM BAY-MELBOURNE SR 513/S PATRICK DR SR 513	GRANT CT LEE AVE JACKSON AVE CT SIENA CT TITAN DR SHRIKE DR SHEARWATER PKWY TORTOISE DR ARUBA CT BERKLEY ST SEA PARK BLVD MELODY LN OCEAN BLVD SABAL PALM LN IBIS LN 70004024 EB OFF 5.176 5.176	3.050 3.085 3.137 3.177 3.345 3.383 3.680 4.009 4.109 4.220 4.371 4.445 4.575 4.634 4.921 5.060 5.060 5.176 5.176	28/FC-12.5	$\Delta=0^{\circ}29'30.00''$ $PI=4.005$ $B=N01^{\circ}23'41''W$	1-9' X 9' X 74' CBC													
		64.0' - 26.0'L+12.0'R 2 - 13.0'L + 1 - 12.0'R RDWY 22.0 CB&VEG MED 2 - 2.0' C&G INSHLD1 2 - 2.0' C&G SHLD1	28/FC-12.5	$\Delta=0^{\circ}34'45.00''$ $PI=3.895$ $B=N01^{\circ}30'53''W$	1-3' X 4' X 80' CBC					INSIDE URBAN, OUTSIDE CITY PALM BAY-MELBOURNE SR 513/S PATRICK DR SR 513	GRANT CT LEE AVE JACKSON AVE CT SIENA CT TITAN DR SHRIKE DR SHEARWATER PKWY TORTOISE DR ARUBA CT BERKLEY ST SEA PARK BLVD MELODY LN OCEAN BLVD SABAL PALM LN IBIS LN 70004024 EB OFF 5.176 5.176	3.702 3.930 4.102 4.120 4.238 4.480 4.830 5.076	28/FC-12.5	$\Delta=0^{\circ}29'30.00''$ $PI=4.005$ $B=N01^{\circ}23'41''W$	1-9' X 9' X 74' CBC													
		76.0' - 48.0' 4 - 12.0' RDWY 12.0 PVD MED 2 - 5.0' PVD SHLD1 2 - 3.0' LWN SHLD2	28/FC-12.5	$\Delta=0^{\circ}34'45.00''$ $PI=3.895$ $B=N01^{\circ}30'53''W$	1-3' X 4' X 80' CBC					INSIDE URBAN, OUTSIDE CITY PALM BAY-MELBOURNE SR 513/S PATRICK DR SR 513	GRANT CT LEE AVE JACKSON AVE CT SIENA CT TITAN DR SHRIKE DR SHEARWATER PKWY TORTOISE DR ARUBA CT BERKLEY ST SEA PARK BLVD MELODY LN OCEAN BLVD SABAL PALM LN IBIS LN 70004024 EB OFF 5.176 5.176	5.026 5.026 5.026 5.026 5.026	28/FC-12.5	$\Delta=0^{\circ}29'30.00''$ $PI=4.005$ $B=N01^{\circ}23'41''W$	1-3' X 4' X 80' CBC													
		86.0' - 48.0' 4 - 12.0' RDWY 20.0 TFSP MED 5.3.0' PVD SHLD1 - LT 5.0' PVD SHLD1 - RT	28/FC-6	$\Delta=0^{\circ}34'45.00''$ $PI=3.895$ $B=N01^{\circ}30'53''W$	2-30' X 66' CC					INSIDE URBAN, OUTSIDE CITY PALM BAY-MELBOURNE SR 513/S PATRICK DR SR 513	GRANT CT LEE AVE JACKSON AVE CT SIENA CT TITAN DR SHRIKE DR SHEARWATER PKWY TORTOISE DR ARUBA CT BERKLEY ST SEA PARK BLVD MELODY LN OCEAN BLVD SABAL PALM LN IBIS LN 70004024 EB OFF 5.176 5.176	5.196 5.203 5.206 5.214	28/FC-6	$\Delta=0^{\circ}29'30.00''$ $PI=4.005$ $B=N01^{\circ}23'41''W$	2-30' X 66' CC													

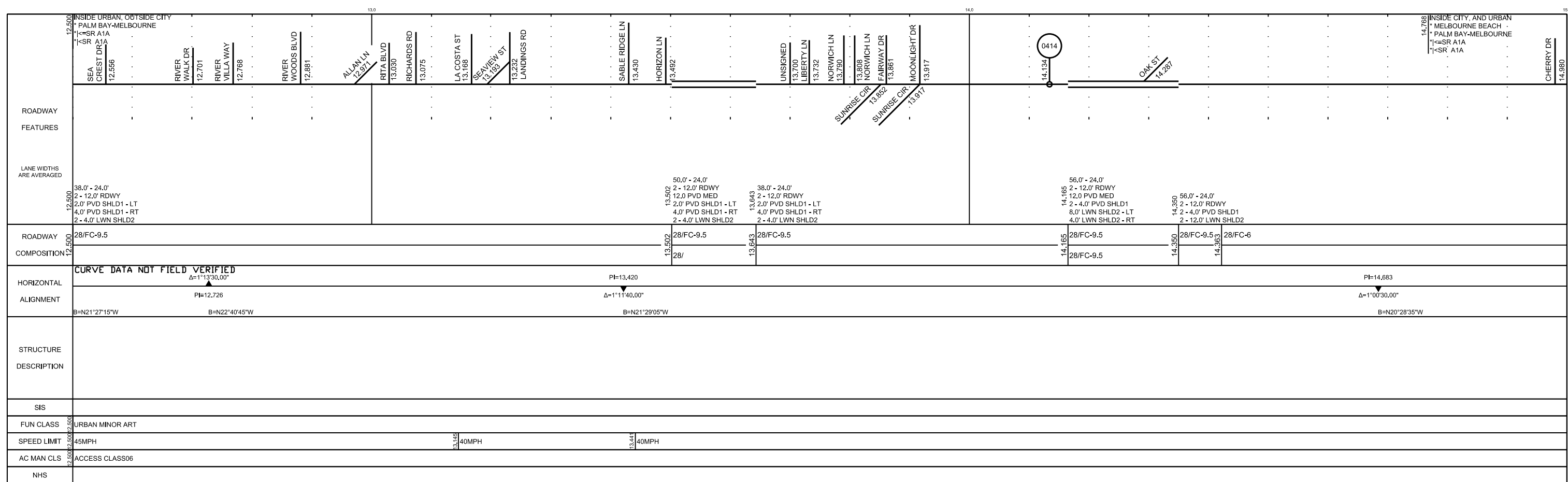
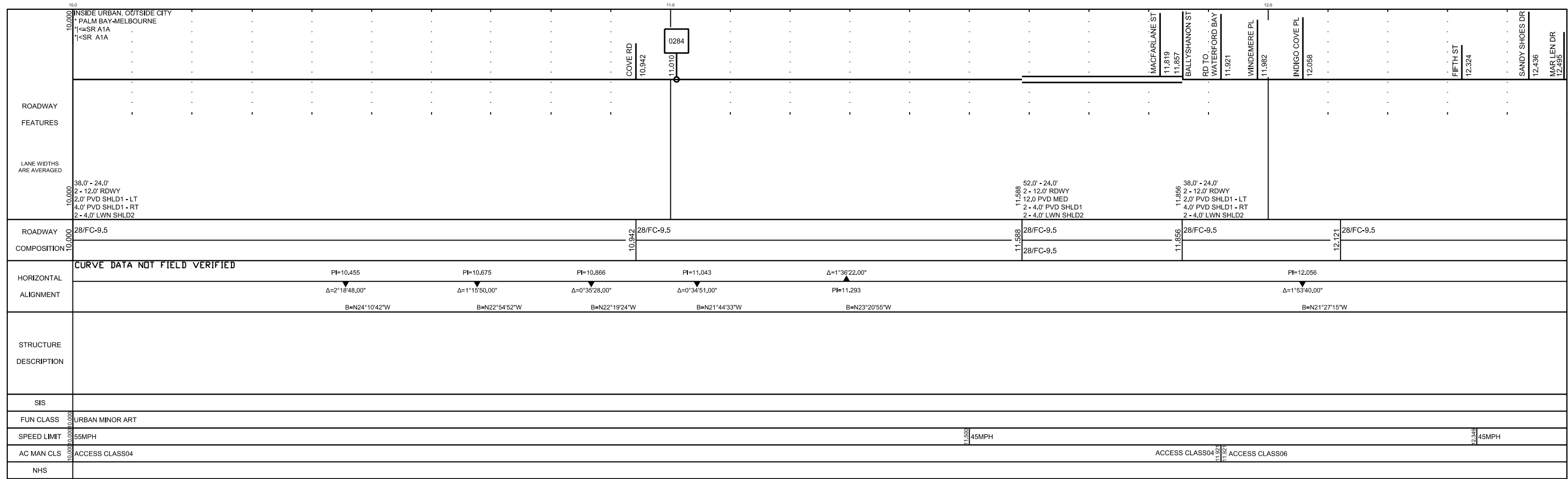
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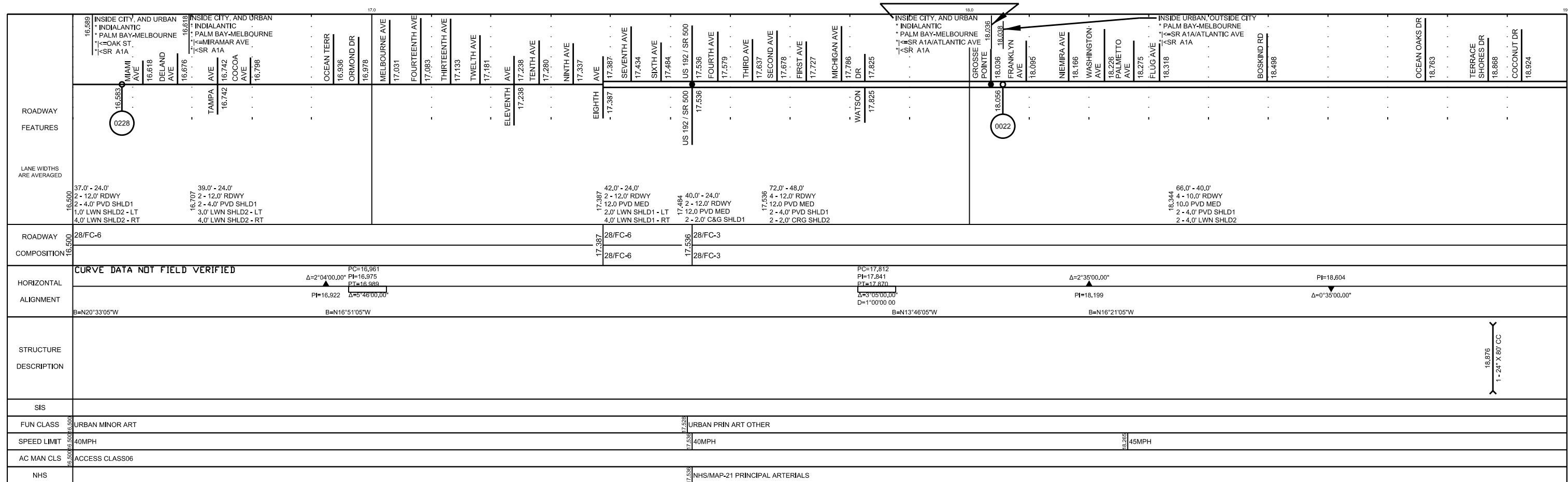
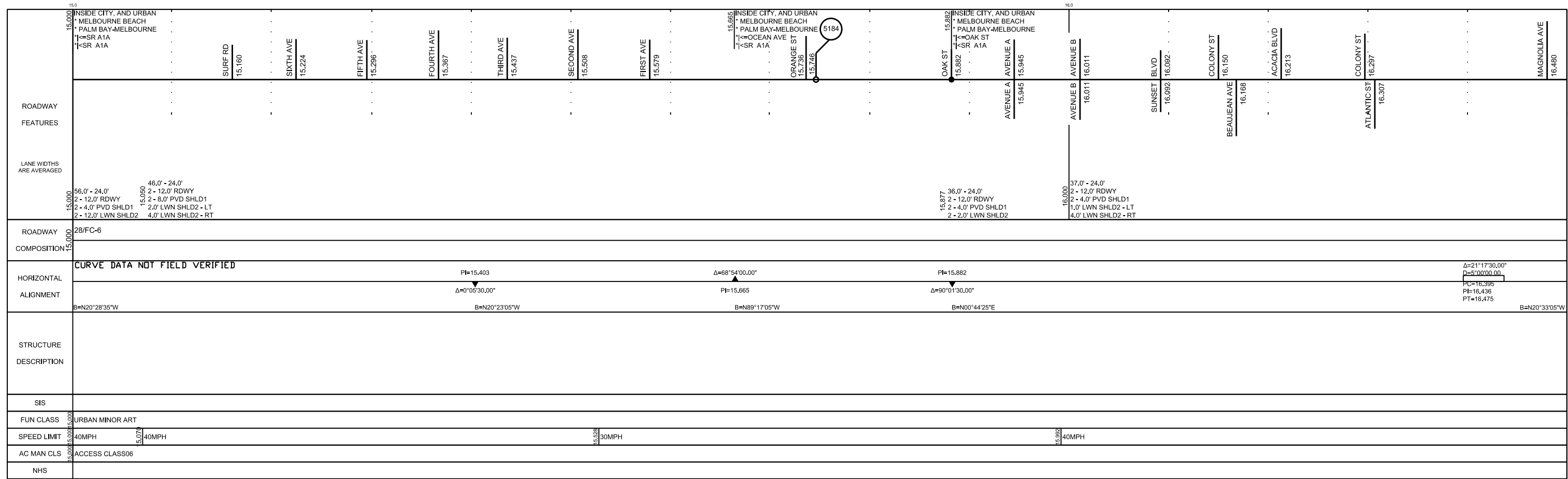
ROADWAY FEATURES	INDIAN RIVER CO LINE	SEBASTIAN INLET PARK 0.205	STATE PARK MARINA 1.046	LONG POINT RD 1.576	SEAGRAPE RD 1.741	RIVER OAKS RD 1.841	PARADISE POINT DR 1.899	RUE DE NANCY 1.942
LANE WIDTHS ARE AVERAGED	44.0' - 24.0' 2 - 12.0' RDWY 2 - 8.0' PVD SHLD1 2 - 2.0' C&G SHLD2	48.0' - 24.0' 2 - 12.0' RDWY 2 - 4.0' PVD SHLD1 2 - 8.0' LWN SHLD2	52.0' - 24.0' 2 - 12.0' RDWY 12.0 PVD MED 2 - 4.0' PVD SHLD1 2 - 4.0' LWN SHLD2	38.0' - 24.0' 2 - 12.0' RDWY 2.0' PVD SHLD1 - LT 4.0' PVD SHLD1 - RT 2 - 4.0' LWN SHLD2				
ROADWAY COMPOSITION	28/FC-9.5	28/FC-9.5	28/FC-9.5					
HORIZONTAL ALIGNMENT	CURVE DATA NOT FIELD VERIFIED							
	$\Delta=2^{\circ}55'00.00''$ PI=1.398 B=N27^{\circ}00'30"W				$\Delta=1^{\circ}24'00.00''$ PI=2.243 B=N28^{\circ}24'30"W			
STRUCTURE DESCRIPTION								
SIS								
FUN CLASS	URBAN MINOR ART							
SPEED LIMIT	45MPH							
AC MAN CLS	ACCESS CLASS04							
NHS								

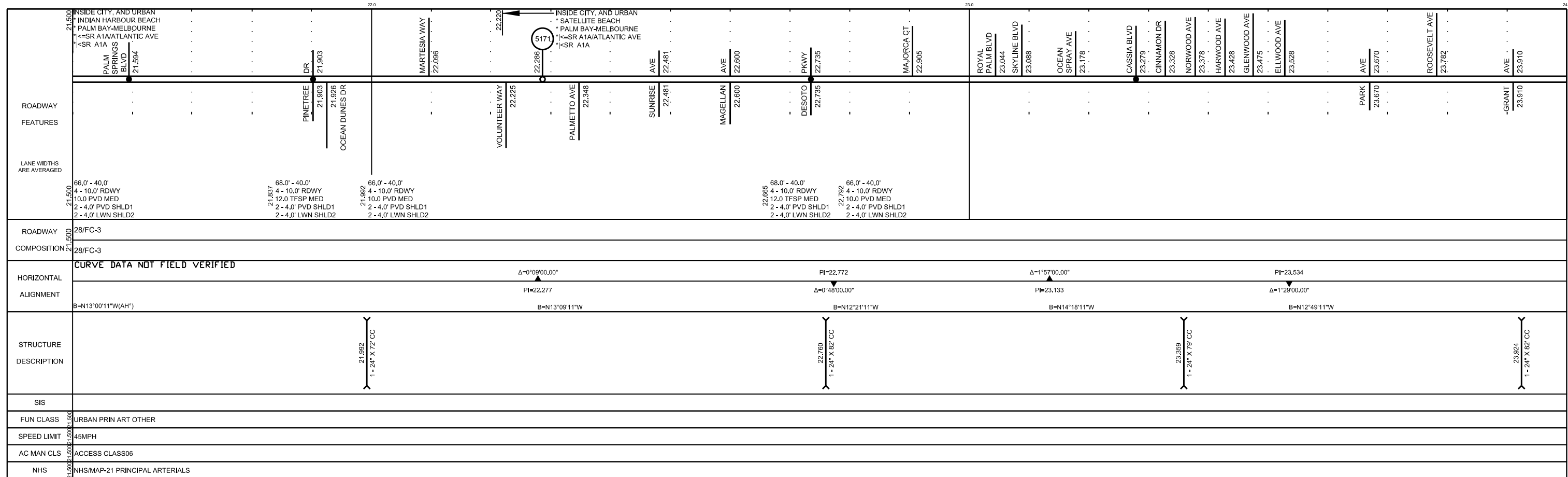
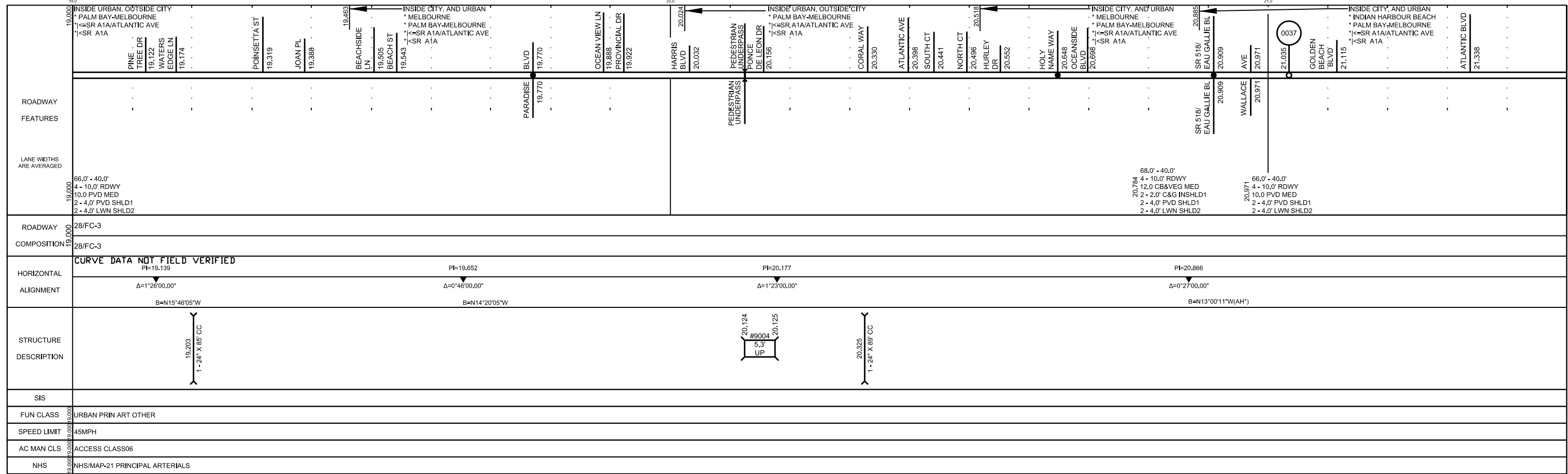
ROADWAY FEATURES	BONSTEEL PARK 3.020	BUDRIS RD 4.092	RODY RD 4.267	BAYSHORE DR 4.290	CALEDONIA DR 4.355	AQUARINA BLVD 4.647	
LANE WIDTHS ARE AVERAGED	38.0' - 24.0' 2 - 12.0' RDWY 2.0' PVD SHLD1 - LT 4.0' PVD SHLD1 - RT 2 - 4.0' LWN SHLD2					48.0' - 24.0' 2 - 12.0' RDWY 12.0 PVD MED 4.0' LWN SHLD1 - LT 4.0' PVD SHLD1 - RT 4.0' LWN SHLD2 - RT	
ROADWAY COMPOSITION	28/FC-9.5	28/FC-9.5	28/FC-9.5	28/FC-9.5	28/FC-9.5	28/FC-9.5	
HORIZONTAL ALIGNMENT	CURVE DATA NOT FIELD VERIFIED						
	$\Delta=2^{\circ}00'00.00''$ PI=2.752 B=N28^{\circ}24'30"W		$\Delta=5^{\circ}07'00.00''$ D=1^{\circ}00'00.00" PI=3.629 PI=3.676 PT=3.724 $\Delta=5^{\circ}00'30.00''$ D=1^{\circ}00'00.00" B=N21^{\circ}24'00"W		$\Delta=0^{\circ}20'00.00''$ PI=4.282 B=N26^{\circ}51'00"W		$\Delta=0^{\circ}40'00.00''$ PI=4.933
STRUCTURE DESCRIPTION							
SIS							
FUN CLASS	URBAN MINOR ART						
SPEED LIMIT	45MPH						
AC MAN CLS	ACCESS CLASS04						
NHS							

ROADWAY FEATURES	INSIDE URBAN, OUTSIDE CITY PALM BAY-MELBOURNE SR A1A SR A1A	BEVERLY CT 5,103	WOODY CIR 5,364	WOODY CIR 5,438	CAMINO PL 5,514	AMBER PL 5,629	MULLET CREEK RD 5,678	OLD FLORIDA TRL 5,878	CARMEN ST 5,948	MEDINA ST 6,306	FONTAINE ST 6,356	DELESPINE ST 6,428	DELVALLE ST 6,505	DELMAR ST 6,579	DUVAL ST 6,684	FLORES ST 6,729	CORTEZ ST 6,804	MARKS LANDING PL 7,179
LANE WIDTHS ARE AVERAGED	38.0' - 24.0' 2 - 12.0' RDWY 2.0' PVD SHLD1 - LT 4.0' PVD SHLD1 - RT 2 - 4.0' LWN SHLD2																	
ROADWAY COMPOSITION	28/FC-9.5																	
HORIZONTAL ALIGNMENT	<p style="text-align: center;">CURVE DATA NOT FIELD VERIFIED</p> <div style="display: flex; justify-content: space-between;"> <div style="text-align: center;"> $\Delta=0^{\circ}19'00.00''$ $PI=5,615$ $B=N26^{\circ}27'00''W AH=$ </div> <div style="text-align: center;"> $\Delta=0^{\circ}29'40.00''$ $PI=5,922$ $B=N26^{\circ}56'40''W$ </div> <div style="text-align: center;"> $\Delta=1^{\circ}30'00.00''$ $PI=7,202$ $B=N25^{\circ}26'40''W$ </div> <div style="text-align: center;"> $\Delta=0^{\circ}37'50.00''$ $PI=7,426$ $B=N26^{\circ}04'30''W$ </div> </div>																	
STRUCTURE DESCRIPTION																		
SIS																		
FUN CLASS	URBAN MINOR ART																	
SPEED LIMIT	45MPH																	
AC MAN CLS	ACCESS CLASS04																	
NHS																		

ROADWAY FEATURES	INSIDE URBAN, OUTSIDE CITY PALM BAY-MELBOURNE SR A1A SR A1A	7,566	7,586	7,650	7,729	7,798	7,865	8,041	8,255	8,308	8,421	8,525	8,665	8,849	8,960	9,291	9,523	9,659	9,860
LANE WIDTHS ARE AVERAGED	38.0' - 24.0' 2 - 12.0' RDWY 2.0' PVD SHLD1 - LT 4.0' PVD SHLD1 - RT 2 - 4.0' LWN SHLD2																		
ROADWAY COMPOSITION	28/FC-9.5																		
HORIZONTAL ALIGNMENT	<p style="text-align: center;">CURVE DATA NOT FIELD VERIFIED</p> <div style="display: flex; justify-content: space-between;"> <div style="text-align: center;"> $\Delta=1^{\circ}16'00.00''$ $PI=7,901$ $B=N26^{\circ}04'30''W$ </div> <div style="text-align: center;"> $\Delta=5^{\circ}12'40.00''$ $PC=8,127$ $PI=8,176$ $PT=8,226$ $D=1^{\circ}00'00.00''$ $B=N24^{\circ}43'30''W$ </div> <div style="text-align: center;"> $\Delta=4^{\circ}22'50.00''$ $D=1^{\circ}00'00.00''$ $PC=8,477$ $PI=8,518$ $PT=8,560$ $B=N19^{\circ}35'50''W$ </div> <div style="text-align: center;"> $\Delta=0^{\circ}15'20.00''$ $PI=9,027$ $B=N23^{\circ}43'20''W$ </div> <div style="text-align: center;"> $\Delta=0^{\circ}50'30.00''$ $PI=9,383$ $B=N22^{\circ}52'50''W$ </div> <div style="text-align: center;"> $\Delta=3^{\circ}36'40.00''$ $D=0^{\circ}30'00.00''$ $PC=8,779$ $PI=9,847$ $PT=9,915$ </div> </div>																		
STRUCTURE DESCRIPTION																			
SIS																			
FUN CLASS	URBAN MINOR ART																		
SPEED LIMIT	45MPH																		
AC MAN CLS	ACCESS CLASS04																		
NHS																			







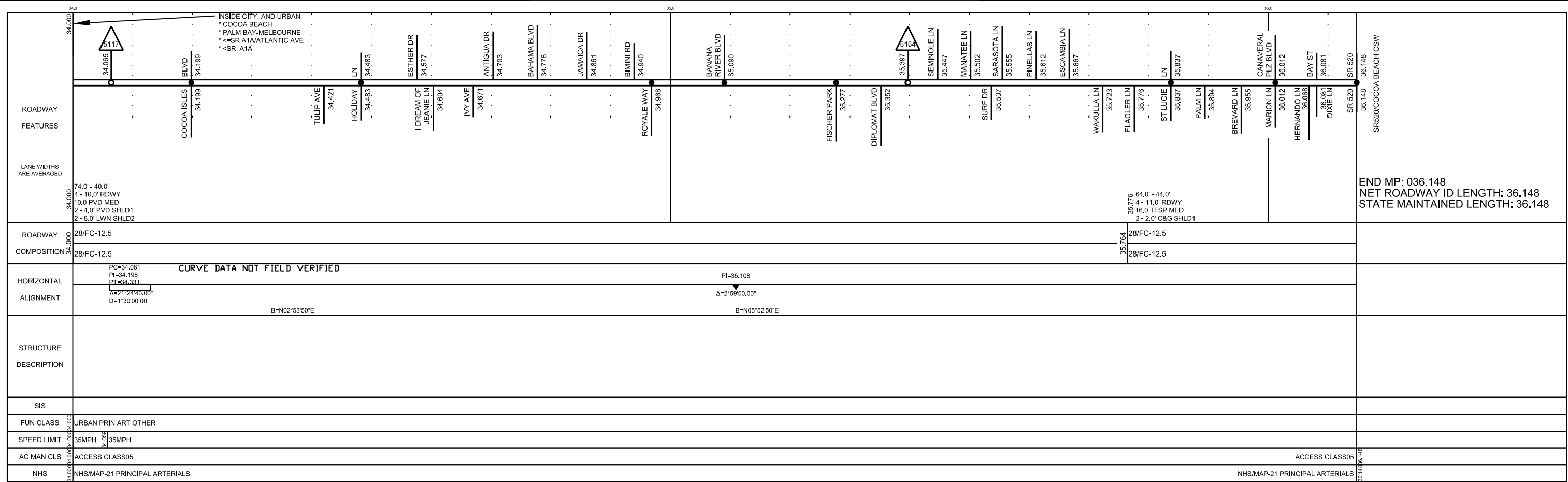
**FLORIDA DEPARTMENT OF TRANSPORTATION
STRAIGHT LINE DIAGRAM OF ROAD INVENTORY**

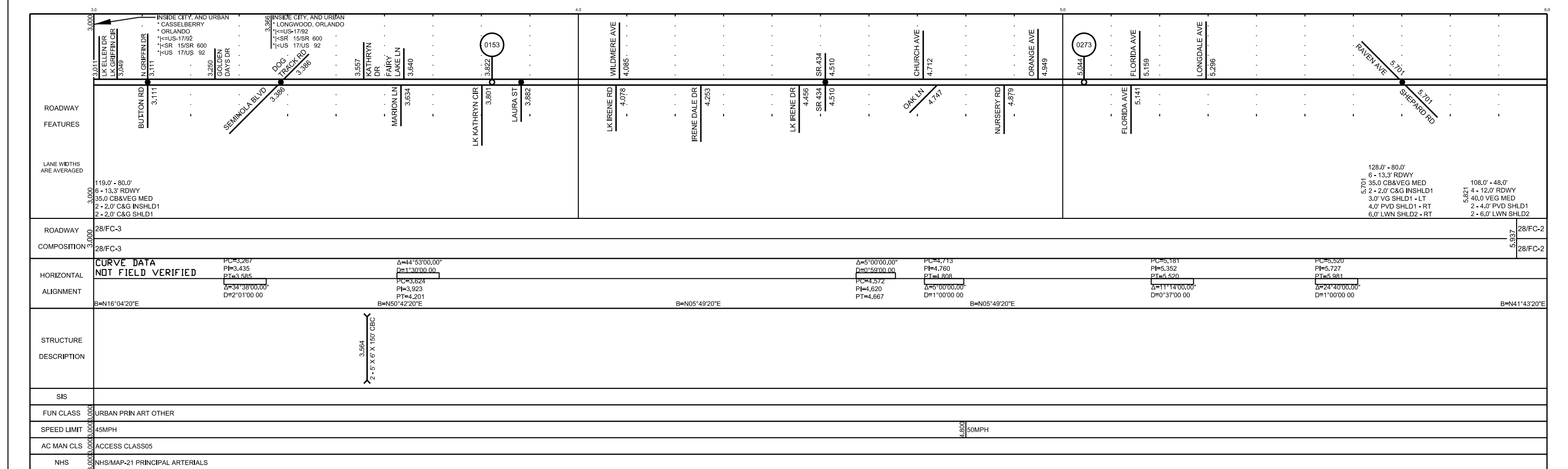
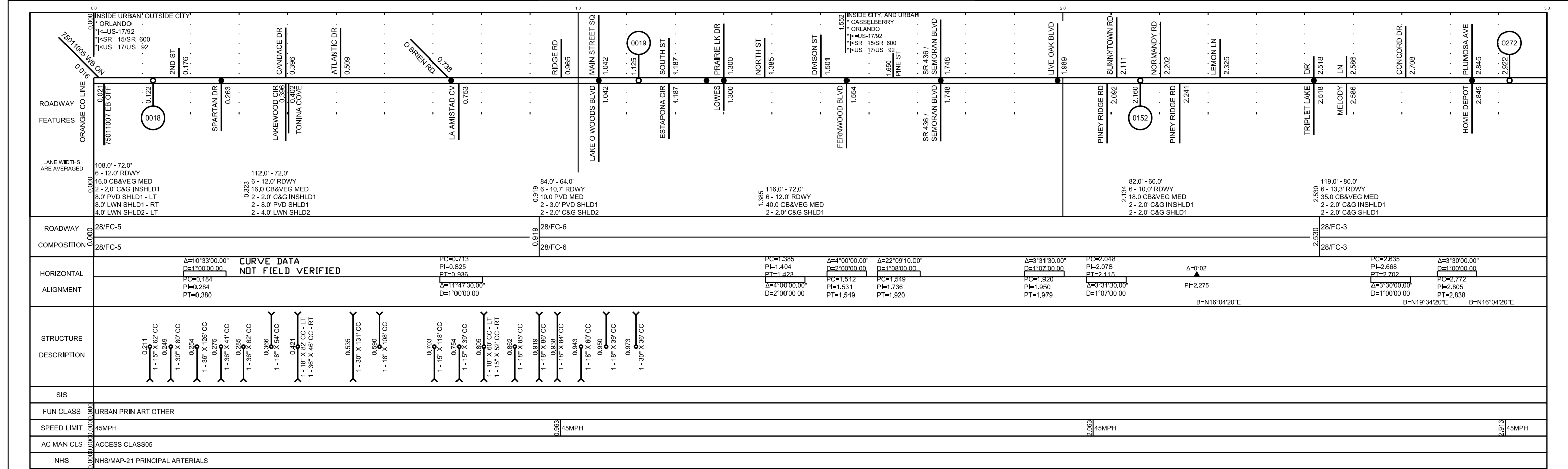
	24.0		25.0		26.0		27.0		28.0		29.0				
ROADWAY	JACKSON AVE 24.038	INSIDE CITY, AND URBAN * SATELLITE BEACH * PALM BAY-MELBOURNE * SR A1A/ATLANTIC AVE * SR A1A	SCORPION CT 24.277	0392 24.549	SHEARWATER PKWY 24.802	HIGHTOWER PARK 24.802	INSIDE URBAN, OUTSIDE CITY * PALM BAY-MELBOURNE * SR A1A/ATLANTIC AVE * SR A1A	CORAL SEA WAY 25.095	BERKELEY ST 25.249	SEA PARK BLVD 25.460	SE 1ST ST 25.612	OCEAN BLVD 25.806	0130 25.901	NE THIRD ST 26.069	SR 404 26.089
ROADWAY FEATURES															
LANE WIDTHS ARE AVERAGED	66.0' - 40.0' 4 - 10.0' RDWY 10.0 PVD MED 2 - 4.0' PVD SHLD1 2 - 4.0' LWN SHLD2	68.0' - 40.0' 4 - 10.0' RDWY 12.0 CB&VEG MED 2 - 2.0' C&G INSHLD1 2 - 4.0' PVD SHLD1 2 - 4.0' LWN SHLD2	66.0' - 40.0' 4 - 10.0' RDWY 10.0 PVD MED 2 - 4.0' PVD SHLD1 2 - 4.0' LWN SHLD2	68.0' - 40.0' 4 - 10.0' RDWY 12.0 TFSP MED 2 - 4.0' PVD SHLD1 2 - 4.0' LWN SHLD2	66.0' - 40.0' 4 - 10.0' RDWY 10.0 PVD MED 2 - 4.0' PVD SHLD1 2 - 4.0' LWN SHLD2	78.0' - 48.0' 4 - 12.0' RDWY 14.0 PVD MED 2 - 4.0' PVD SHLD1 2 - 4.0' LWN SHLD2	66.0' - 40.0' 4 - 10.0' RDWY 10.0 PVD MED 2 - 4.0' PVD SHLD1 2 - 4.0' LWN SHLD2	84.0' - 48.0' 4 - 12.0' RDWY 20.0 TFSP MED 2 - 4.0' PVD SHLD1 2 - 4.0' LWN SHLD2	66.0' - 40.0' 4 - 10.0' RDWY 10.0 PVD MED 2 - 4.0' PVD SHLD1 2 - 4.0' LWN SHLD2	84.0' - 48.0' 4 - 12.0' RDWY 20.0 TFSP MED 2 - 4.0' PVD SHLD1 2 - 4.0' LWN SHLD2	84.0' - 48.0' 4 - 12.0' RDWY 20.0 TFSP MED 2 - 4.0' PVD SHLD1 2 - 4.0' LWN SHLD2	84.0' - 48.0' 4 - 12.0' RDWY 20.0 CB&VEG MED 2 - 2.0' C&G INSHLD1 2 - 4.0' PVD SHLD1 2 - 4.0' LWN SHLD2	71.0' - 40.0' 4 - 10.0' RDWY 10.0 PVD MED 2 - 4.0' PVD SHLD1 9.0' OTHER SHLD2 - LT 4.0' OTHER SHLD2 - RT		
ROADWAY COMPOSITION	28/FC-3														
HORIZONTAL ALIGNMENT	CURVE DATA NOT FIELD VERIFIED														
STRUCTURE DESCRIPTION	<div style="display: flex; justify-content: space-between;"> <div style="width: 20%;">B=N12°49'11"W</div> <div style="width: 20%;">B=N12°27'11"W</div> <div style="width: 20%;">B=N10°21'11"W</div> <div style="width: 20%;">B=N07°56'41"W</div> <div style="width: 20%;">B=N08°00'50"W(AH*)</div> <div style="width: 20%;">B=N08°11'20"W</div> </div>														
SIS															
FUN CLASS	URBAN PRIN ART OTHER														
SPEED LIMIT	45MPH														
AC MAN CLS	ACCESS CLASS06														
NHS	NHS/MAP-21 PRINCIPAL ARTERIALS														

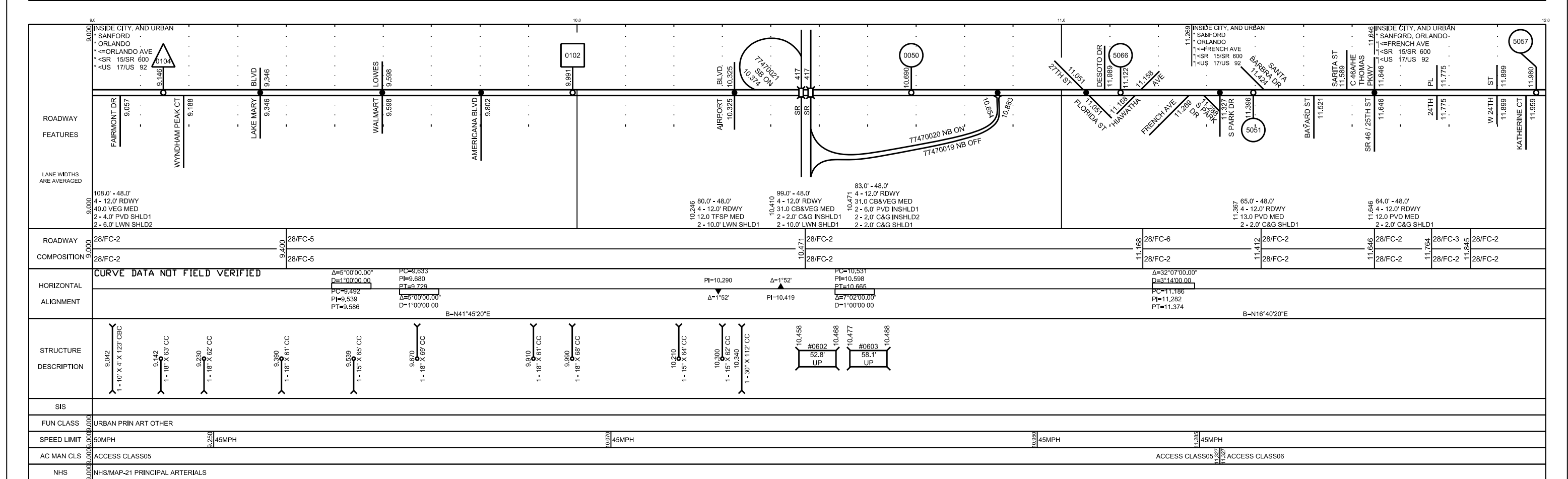
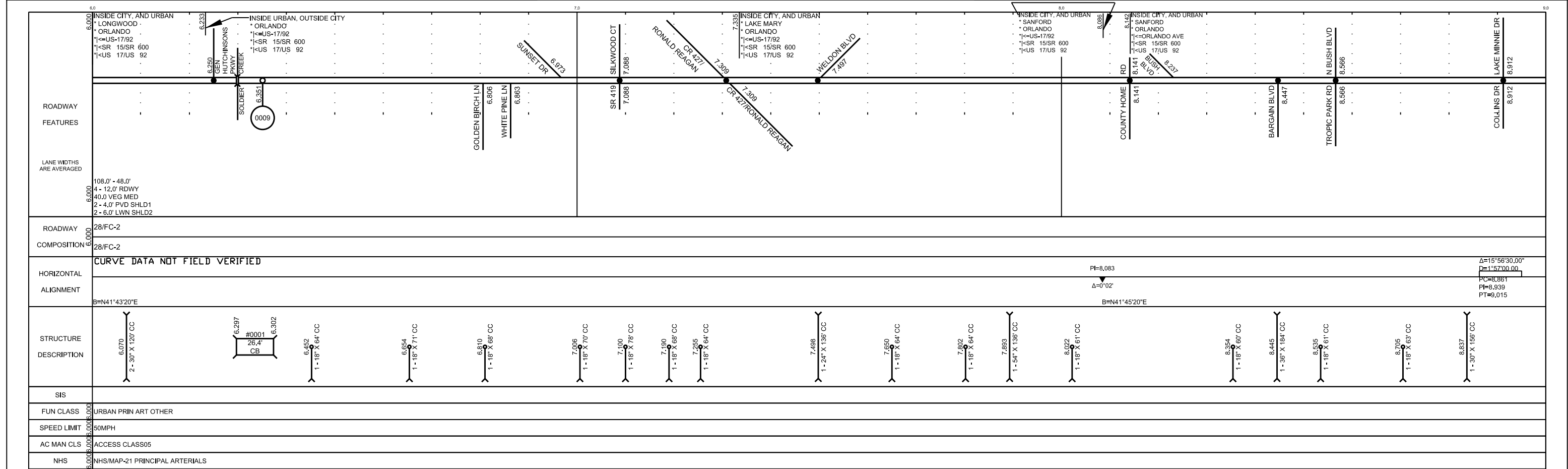
	26.0		27.0		28.0		29.0
ROADWAY	INSIDE URBAN, OUTSIDE CITY * PALM BAY-MELBOURNE * SR A1A/ATLANTIC AVE * SR A1A	PAFF TRUCK GATE 26.998	0394 27.189				JUPITER ST PAFF ENT. 28.853
ROADWAY FEATURES							
LANE WIDTHS ARE AVERAGED	71.0' - 40.0' 4 - 10.0' RDWY 10.0 PVD MED 2 - 4.0' PVD SHLD1 9.0' OTHER SHLD2 - LT 4.0' OTHER SHLD2 - RT	92.0' - 48.0' 4 - 12.0' RDWY 20.0 CB&VEG MED 2 - 2.0' C&G INSHLD1 2 - 4.0' PVD SHLD1 2 - 8.0' LWN SHLD2	92.0' - 48.0' 4 - 12.0' RDWY 20.0 VEG MED 2 - 4.0' PVD SHLD1 2 - 8.0' LWN SHLD2	92.0' - 48.0' 4 - 12.0' RDWY 20.0 VEG MED 5.0' PVD INSHLD1 - RT 2 - 4.0' PVD SHLD1 2 - 8.0' LWN SHLD2	92.0' - 48.0' 4 - 12.0' RDWY 20.0 VEG MED 15.0' PVD INSHLD1 - LT 2 - 4.0' PVD SHLD1 2 - 8.0' LWN SHLD2	92.0' - 48.0' 4 - 12.0' RDWY 20.0 VEG MED 2 - 4.0' PVD SHLD1 2 - 8.0' LWN SHLD2	
ROADWAY COMPOSITION	28/FC-3						
HORIZONTAL ALIGNMENT	CURVE DATA NOT FIELD VERIFIED						
STRUCTURE DESCRIPTION	<div style="display: flex; justify-content: space-between;"> <div style="width: 20%;">B=N08°11'20"W</div> <div style="width: 20%;">B=N07°48'50"W</div> <div style="width: 20%;">B=N07°31'50"W</div> <div style="width: 20%;">B=N00°53'50"W</div> <div style="width: 20%;">B=N08°01'50"W</div> </div>						
SIS							
FUN CLASS	URBAN PRIN ART OTHER						
SPEED LIMIT	55MPH						
AC MAN CLS	ACCESS CLASS06						
NHS	NHS/MAP-21 PRINCIPAL ARTERIALS						

ROADWAY FEATURES	29.000 INSIDE URBAN, OUTSIDE CITY * PALM BAY-MELBOURNE * SR A1A/ATLANTIC AVE * SR A1A 29.195 UNSIGNED 29.000 92.0' - 48.0' 4 - 12.0' RDWY 20.0 VEG MED 2 - 4.0' PVD SHLD1 2 - 8.0' LWN SHLD2	30.000 SHERRY LEE LN 30.243 ST 30.292 30.106 74.0' - 40.0' 4 - 10.0' RDWY 10.0 PVD MED 2 - 4.0' PVD SHLD1 2 - 8.0' LWN SHLD2	31.000 INSIDE URBAN, OUTSIDE CITY * PALM BAY-MELBOURNE * SR A1A/ATLANTIC AVE * SR A1A 31.032 ONE WAY (31.032 TO 33.999) 31.032 37.0' - 22.0' 2 - 11.0' RDWY 5.0' LWN SHLD1 - LT 5.0' PVD SHLD1 - RT 5.0' LWN SHLD2 - RT	31.000 INSIDE CITY, AND URBAN * COCOA BEACH * PALM BAY-MELBOURNE * SR A1A/ATLANTIC AVE * SR A1A 31.032 31.032 31.083 31.176 31.176 20TH ST 31.230 FRANCIS ST 31.286 OLIVE ST 31.342 MYRTLE AVE 31.394 31.394 31.426 31.437 S 16TH ST
ROADWAY COMPOSITION	28/FC-4	28/FC-0	28/FC-3	28/FC-3
HORIZONTAL ALIGNMENT	CURVE DATA NOT FIELD VERIFIED Δ=4°00'00.00" D=1°00'00.00" PC=29.275 PI=29.313 PT=29.351 Δ=5°10'00.00" PI=29.734 Δ=2°21'00.00" PI=30.184 Δ=0°28'00.00" PI=30.792 Δ=3°26'00.00" PI=31.100 Δ=4°00'00.00" D=1°00'00.00" PC=29.150 PI=29.189 PT=29.228 Δ=6°57'00.00" D=1°00'00.00" PC=29.845 PI=29.874 PT=29.903 Δ=5°14'00.00" D=1°00'00.00" PC=31.324 PI=31.374 PT=31.429 Δ=5°14'00.00" D=1°00'00.00" PC=31.324 PI=31.374 PT=31.429			
STRUCTURE DESCRIPTION	B=N08°01'50"W B=N12°01'50"W B=N08°01'50"W B=N13°01'50"W B=N17°14'50"W B=N03°51'50"W(AH*) Δ=0°28'00.00" PI=30.792 Δ=3°26'00.00" PI=31.100			
SIS				
FUN CLASS	URBAN PRIN ART OTHER			
SPEED LIMIT	55MPH		45MPH	
AC MAN CLS	ACCESS CLASS03		ACCESS CLASS03 ACCESS CLASS06	
NHS	NHS/MAP-21 PRINCIPAL ARTERIALS			

ROADWAY FEATURES	31.500 INSIDE CITY, AND URBAN * COCOA BEACH * PALM BAY-MELBOURNE * SR A1A/ATLANTIC AVE * SR A1A 31.559 ST 31.683 ST 31.805 ST 31.929 ST 32.052 ST 32.177 ST 32.297 ST 32.420 ST 32.544 ST 32.666 ST 32.791 ST 32.909 ST 33.036 ST 33.159 ST 33.283 ST 33.405 ST 33.535 ST 33.651 ST 33.767 ST 33.871 ST 33.909 ST 33.972 ST 33.999 ST	32.000 ONE WAY (31.032 TO 33.999) 32.000 37.0' - 22.0' 2 - 11.0' RDWY 5.0' LWN SHLD1 - LT 5.0' PVD SHLD1 - RT 5.0' LWN SHLD2 - RT 33.283 54.0' - 36.0' 2 - 18.0' RDWY 4.0' PVD SHLD1 2 - 2.0' C&G SHLD2 33.535 34.0' - 22.0' 2 - 11.0' RDWY 4.0' GRVL SHLD1 - LT 4.0' PVD SHLD1 - RT 4.0' LWN SHLD2 - RT 33.999 74.0' - 40.0' 4 - 10.0' RDWY 10.0 PVD MED 2 - 4.0' PVD SHLD1 2 - 8.0' LWN SHLD2	33.000 INSIDE CITY, AND URBAN * COCOA BEACH * PALM BAY-MELBOURNE * SR A1A/ATLANTIC AVE * SR A1A 33.871 ST 33.909 ST 33.972 ST 33.999 ST
ROADWAY COMPOSITION	28/FC-3	28/FC-12.5	28/FC-12.5
HORIZONTAL ALIGNMENT	CURVE DATA NOT FIELD VERIFIED Δ=1°18'00.00" PI=32.543 Δ=2°08'00.00" PI=32.844 Δ=1°58'00.00" PI=33.336 Δ=19°41'00.00" D=1°30'00.00" PC=33.728 PI=33.853 PT=33.976		
STRUCTURE DESCRIPTION	B=N01°37'50"W 32.177 1 - 18" X 52" CC 33.475 1 - 30" X 64" CC		
SIS			
FUN CLASS	URBAN PRIN ART OTHER		
SPEED LIMIT	55MPH		
AC MAN CLS	ACCESS CLASS06		
NHS	NHS/MAP-21 PRINCIPAL ARTERIALS		







**FLORIDA DEPARTMENT OF TRANSPORTATION
STRAIGHT LINE DIAGRAM OF ROAD INVENTORY**

ROADWAY	INSIDE CITY, AND URBAN SANFORD, ORLANDO K=FRENCH AVE K=SR 15/SR 600 K=US 17/US 92																								
FEATURES	COLONIAL WAY 12.024 W 20TH ST 12.151 W 19TH ST 12.221 W 18TH ST 12.276 W 17TH ST 12.286 WINN DIXIE PLZ 12.471 14TH ST 12.534 CR 415 / 13TH ST 12.603 12TH ST 12.684 11TH ST 12.746 10TH ST 12.809 9TH ST 12.873 8TH ST 12.934 7TH ST 12.988 6TH ST 13.058 5TH ST 13.121 4TH ST 13.184 3RD ST 13.248 2ND ST 13.310 1ST ST 13.370 COMMERCIAL ST 13.426 FULTON ST 13.489 SEMINOLE BLVD 13.653 MILLS CREEK MANGOSTINE AVE 14.186 OAK DR 14.932																								
LANE WIDTHS ARE AVERAGED	64.0' - 48.0' 4 - 12.0' RDWY 12.0 PVD MED 2 - 2.0' C&G SHLD1																								
ROADWAY COMPOSITION	28/FC-2																								
HORIZONTAL ALIGNMENT	CURVE DATA NOT FIELD VERIFIED																								
STRUCTURE DESCRIPTION	B=N16°40'20"E																								
SIS																									
FUN CLASS	URBAN PRIN ART OTHER																								
SPEED LIMIT	45MPH																								
AC MAN CLS	ACCESS CLASS06																								
NHS	NHS/MAP-21 PRINCIPAL ARTERIALS																								

ROADWAY	INSIDE URBAN, OUTSIDE CITY ORLANDO K=US-17/92 K=SR 15/SR 600 K=US 17/US 92																								
FEATURES	WALNUT CREST RUN 15.733 MONROE RD 16.761 SR 400 WB SR 400 EB																								
LANE WIDTHS ARE AVERAGED	34.0' - 22.0' 2 - 11.0' RDWY 2 - 4.0' PVD SHLD1 2 - 2.0' LWN SHLD2																								
ROADWAY COMPOSITION	28/FC-9.5																								
HORIZONTAL ALIGNMENT	CURVE DATA NOT FIELD VERIFIED																								
STRUCTURE DESCRIPTION	15.180 1-4' X 4' X 93' CBC 15.550 1-6' X 6' X 91' CBC 15.760 1-6' X 6' X 96' CBC 16.170 1-6' X 6' X 95' CBC 16.660 1-18' X 70' CC 16.700 1-18' X 64' CC 16.770 1-10' X 6' X 138' CBC 16.861 #0089 UP 16.866 #0197 UP 16.877 #0197 UP 16.891 #0197 UP 16.904 1-15' X 61' CC 16.917 #0196 UP 16.929 #0196 UP																								
SIS	EMERGING SIS CORRIDOR																								
FUN CLASS	URBAN PRIN ART OTHER																								
SPEED LIMIT	55MPH																								
AC MAN CLS	ACCESS CLASS03																								
NHS	NHS/MAP-21 PRINCIPAL ARTERIALS																								

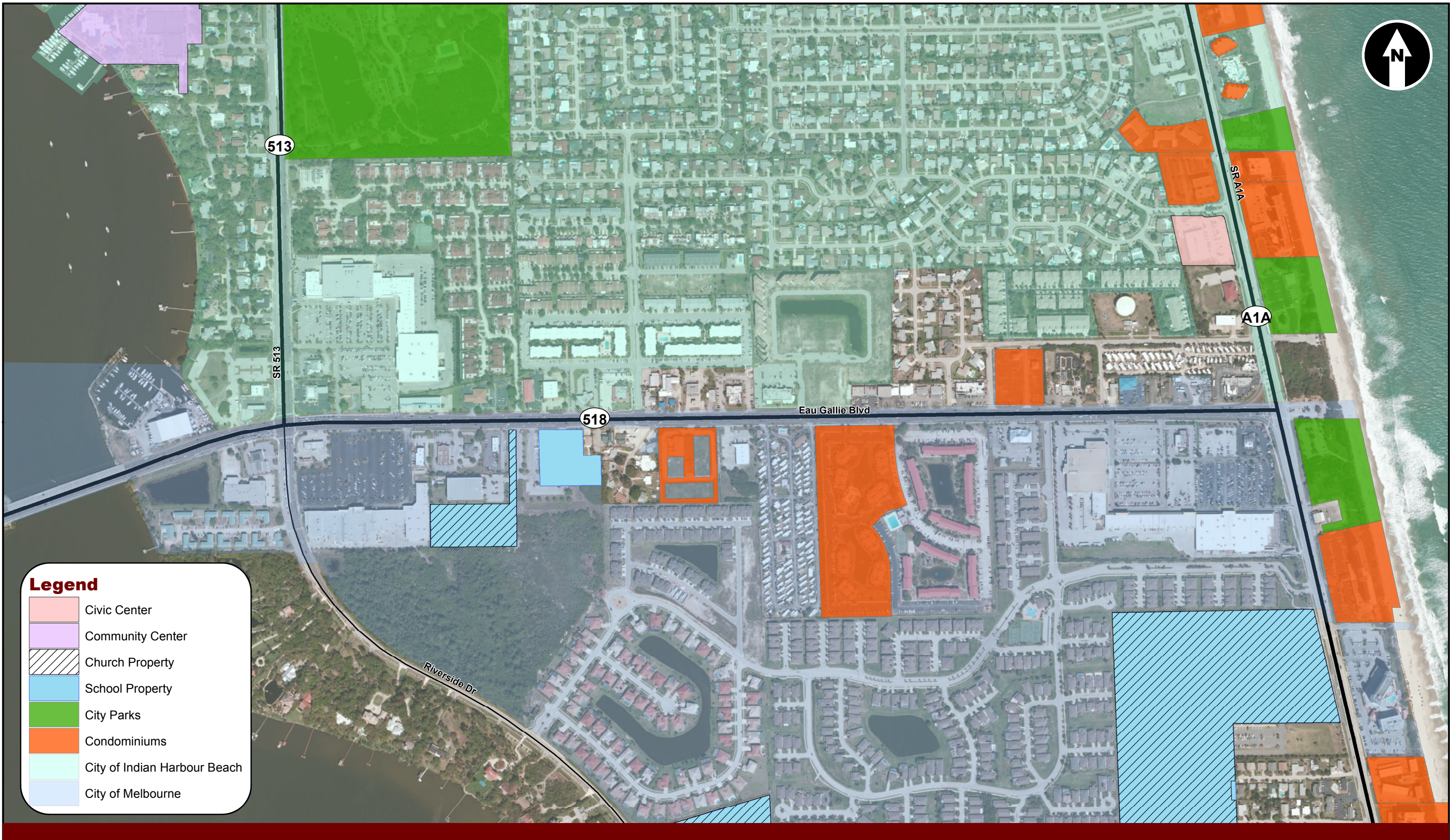
(MP 16.929 TO MP 17.340)
REALIGNMENT
SEE ROADWAY ID: 77010101
MP 0.000 TO MP 0.521

DELETED
(MP 16.929 TO MP 17.340)

END MP: 017.340
NET ROADWAY ID LENGTH: 16.929
STATE MAINTAINED LENGTH: 16.929

APPENDIX B

GIS Maps





COMMUNITY CHARACTERISTICS SR 518

Eau Gallie Beachside Corridor Study



Legend

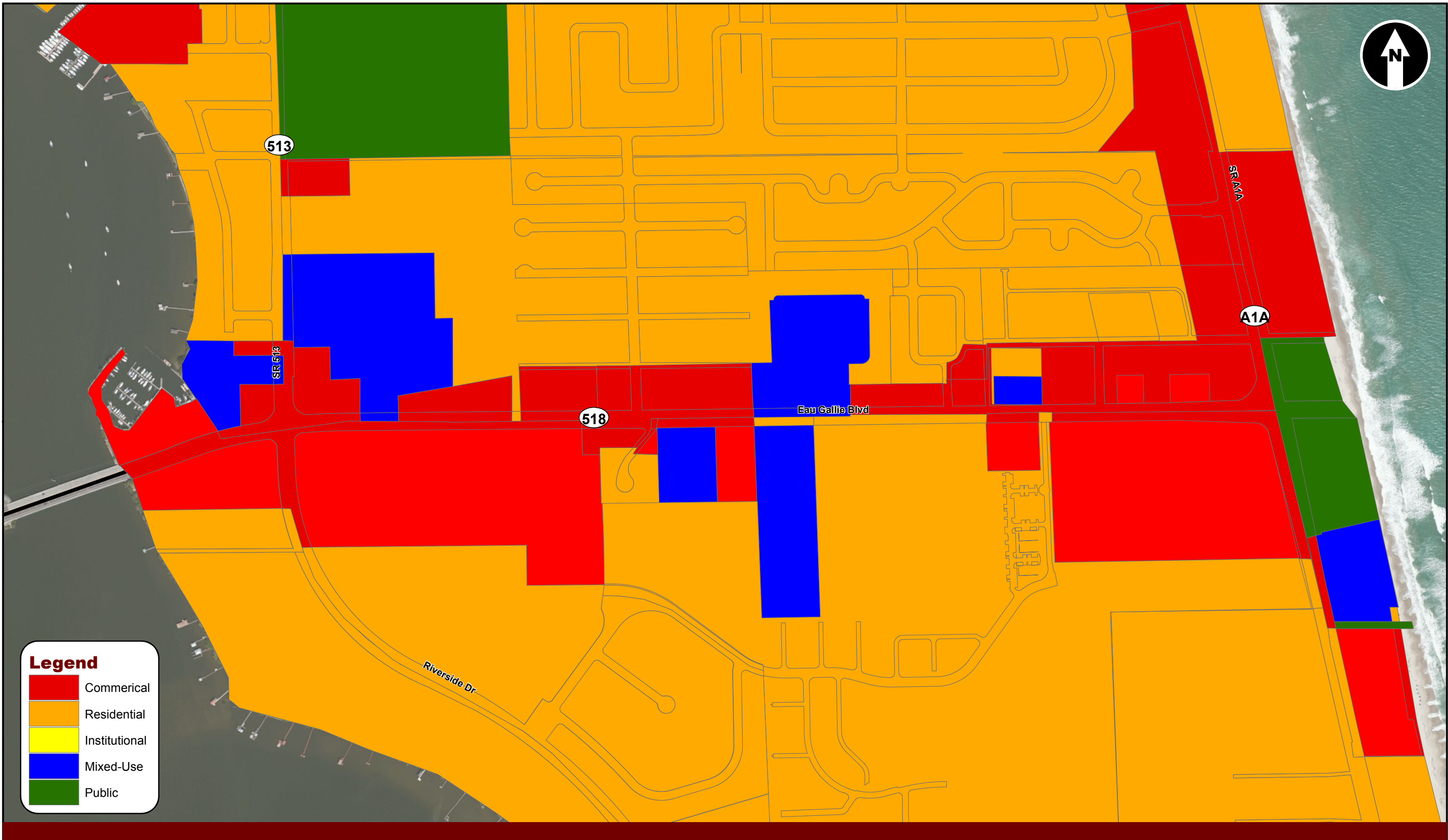
-  100-YEAR FLOODPLAIN
-  500-YEAR FLOODPLAIN



FLOODPLAIN CHARACTERISTICS SR 518

Eau Gallie Beachside Corridor Study





Legend

- Commerical
- Residential
- Institutional
- Mixed-Use
- Public



FUTURE LAND USE SR 518

Eau Gallie Beachside Corridor Study





Legend

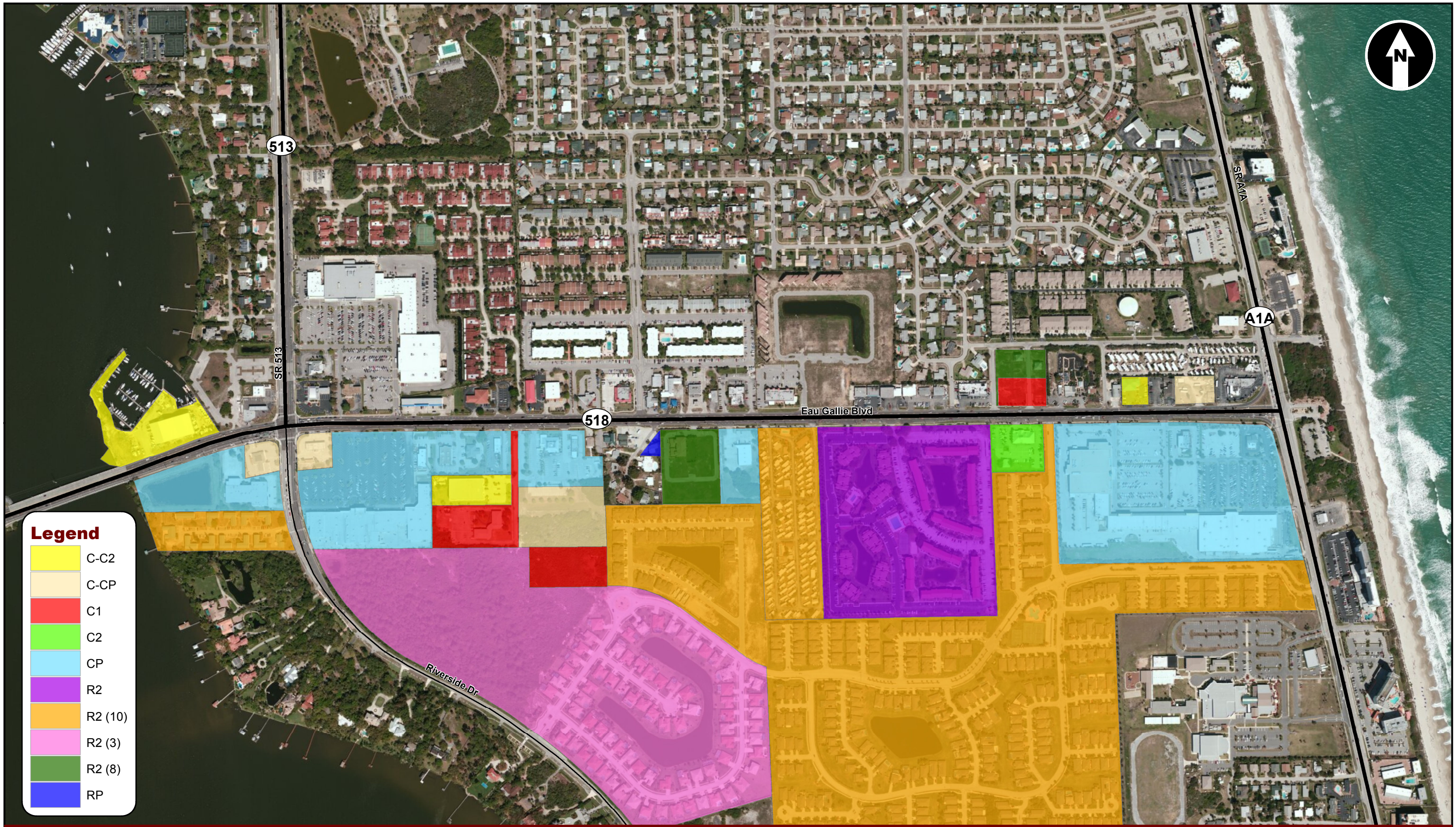
- 35 MPH
- 40 MPH
- 45 MPH
- Bus Route 26
- Bus Route 33



TRANSPORTATION INFO. SR 518

Eau Gallie Beachside Corridor Study





Legend	
Yellow	C-C2
Light Orange	C-CP
Red	C1
Green	C2
Light Blue	CP
Purple	R2
Orange	R2 (10)
Pink	R2 (3)
Green	R2 (8)
Blue	RP





ZONING SR 518

Eau Gallie Beachside Corridor Study



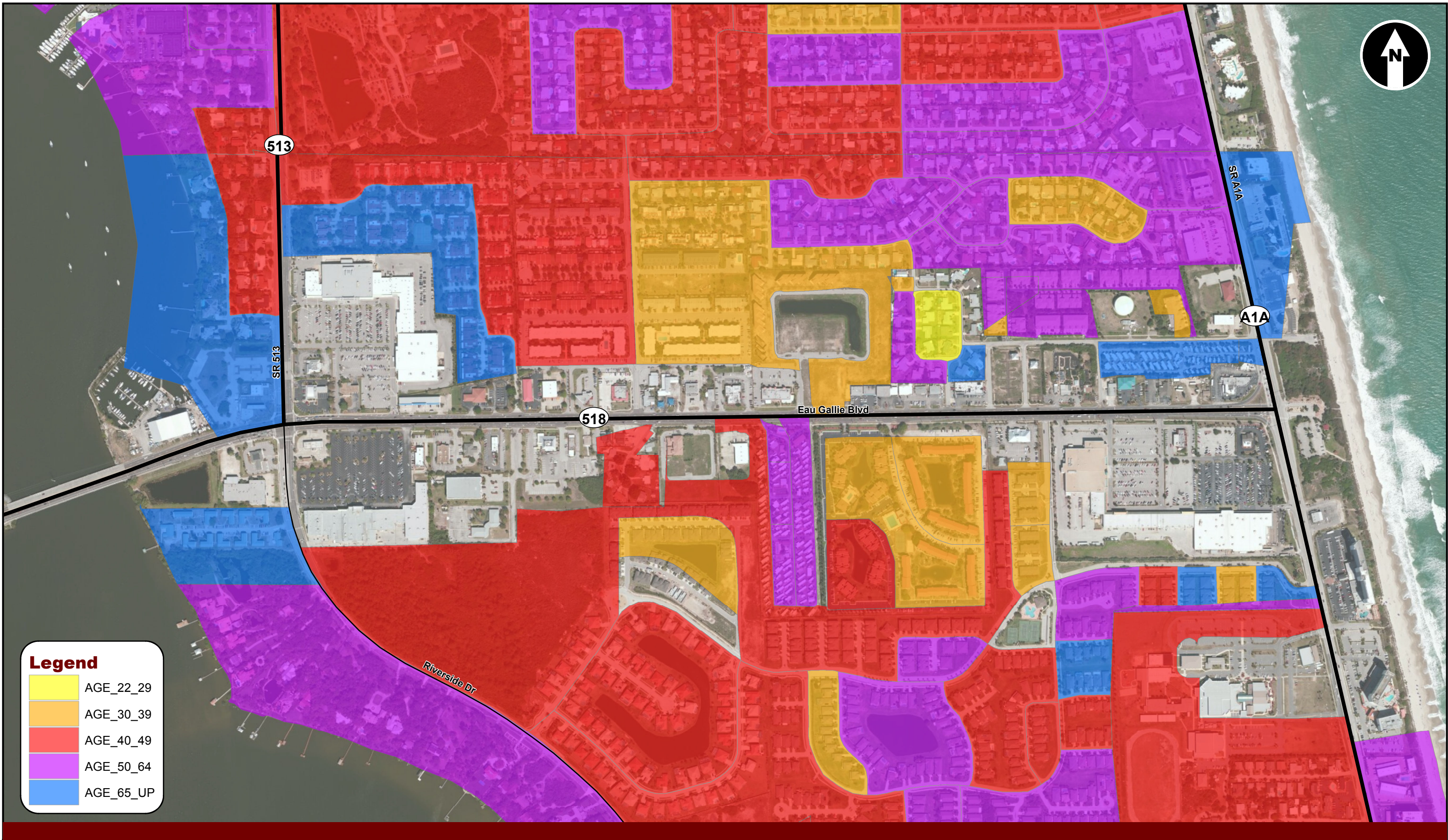


Legend

-  Existing Sidewalk Gap
-  Existing Bike Lane

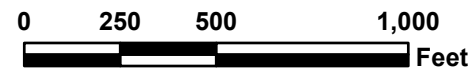
SIDEWALK GAPS SR 518

Eau Gallie Beachside Corridor Study

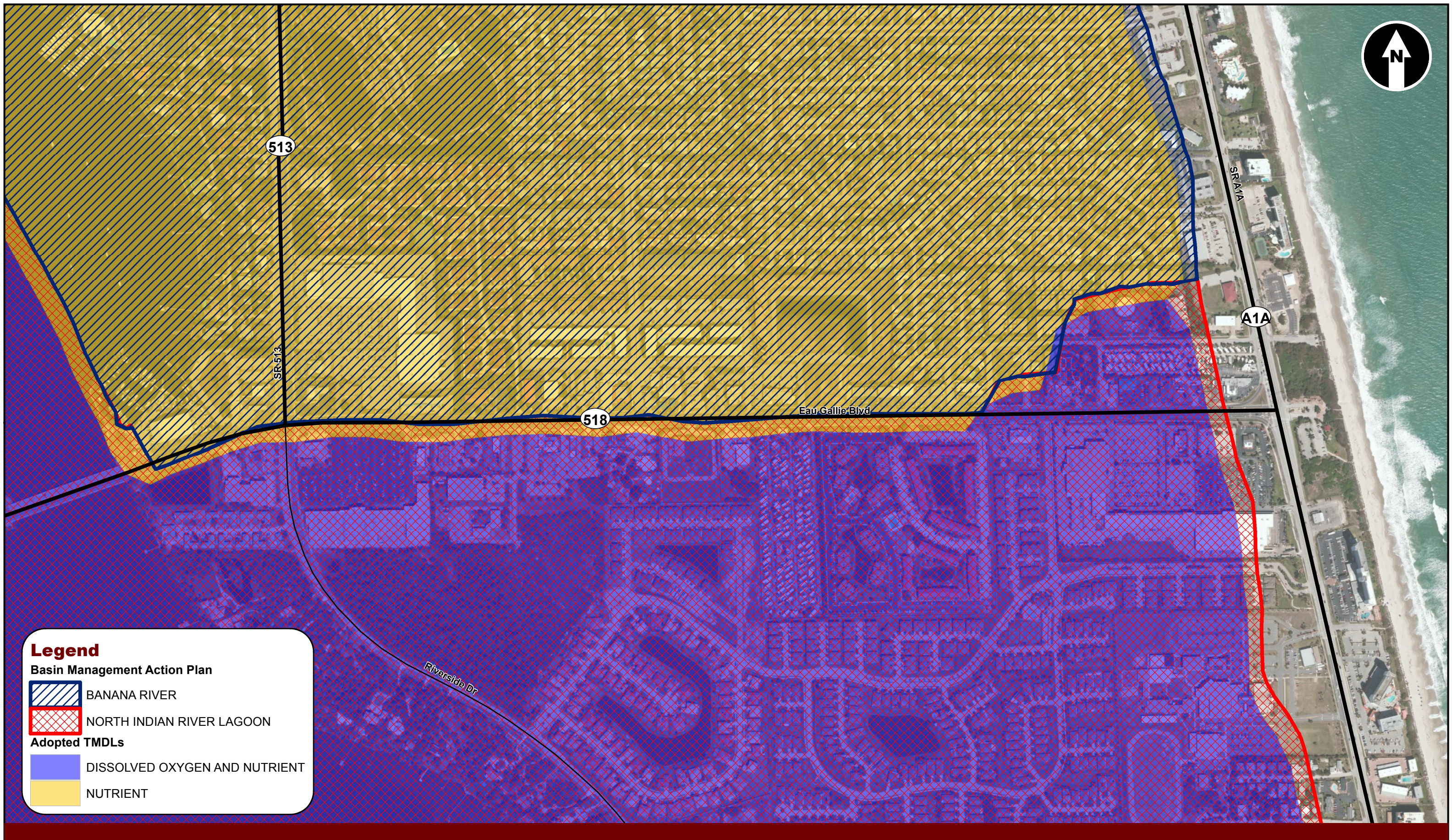


Legend

Yellow	AGE_22_29
Orange	AGE_30_39
Red	AGE_40_49
Purple	AGE_50_64
Blue	AGE_65_UP





ETDM AGE DEMOGRAPHICS SR 518
Eau Gallie Beachside Corridor Study





Legend

Basin Management Action Plan

-  BANANA RIVER
-  NORTH INDIAN RIVER LAGOON

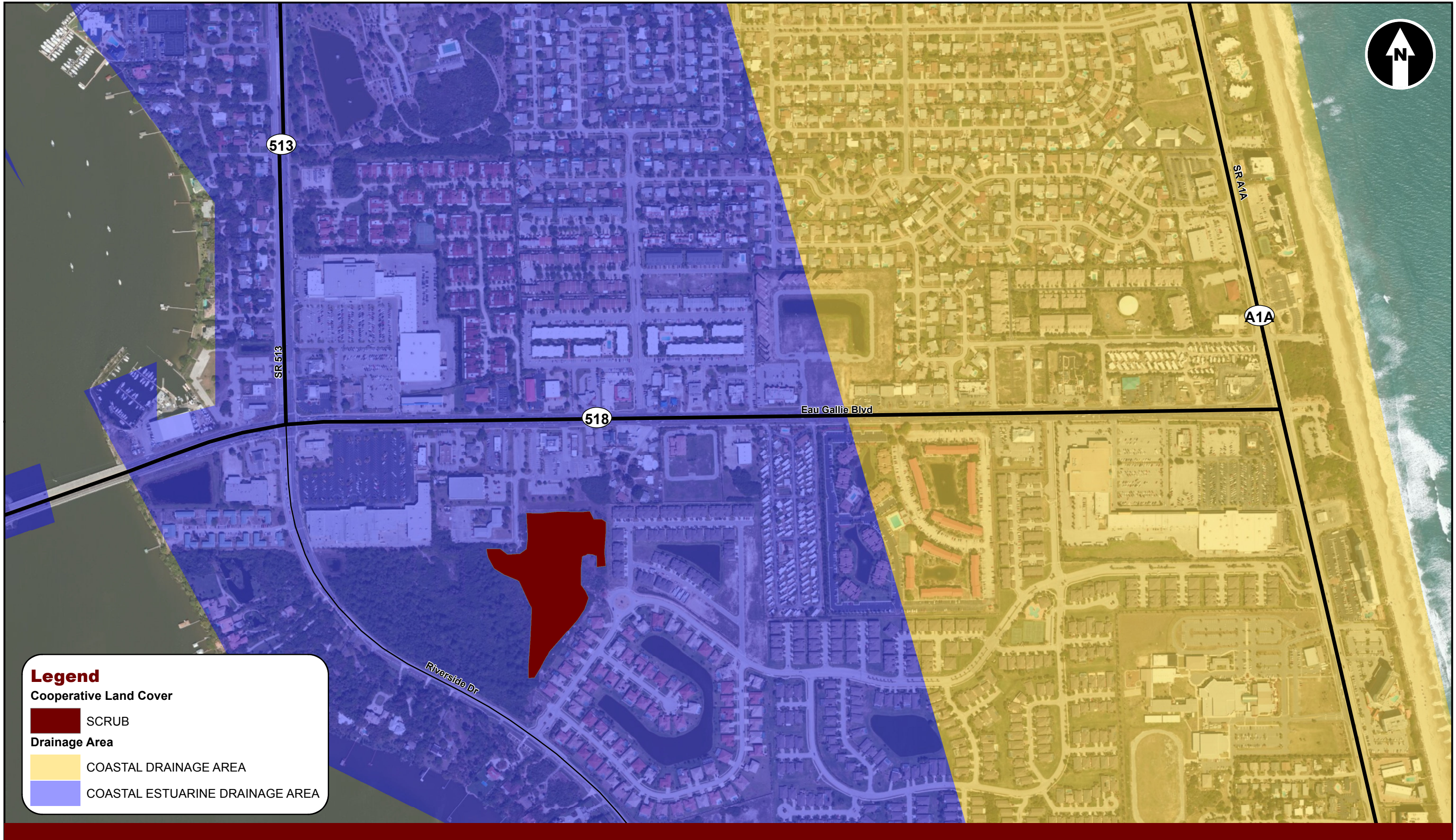
Adopted TMDLs

-  DISSOLVED OXYGEN AND NUTRIENT
-  NUTRIENT



DRAINAGE BASIN MAP SR 518
Eau Gallie Beachside Corridor Study





Legend

Cooperative Land Cover

- SCRUB

Drainage Area

- COASTAL DRAINAGE AREA
- COASTAL ESTUARINE DRAINAGE AREA



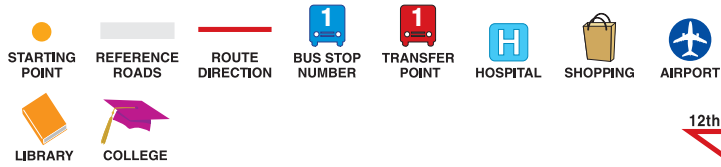
ENVIRONMENTALLY SENSITIVE LAND SR 518

Eau Gallie Beachside Corridor Study



APPENDIX C

SCAT Route Maps and Data



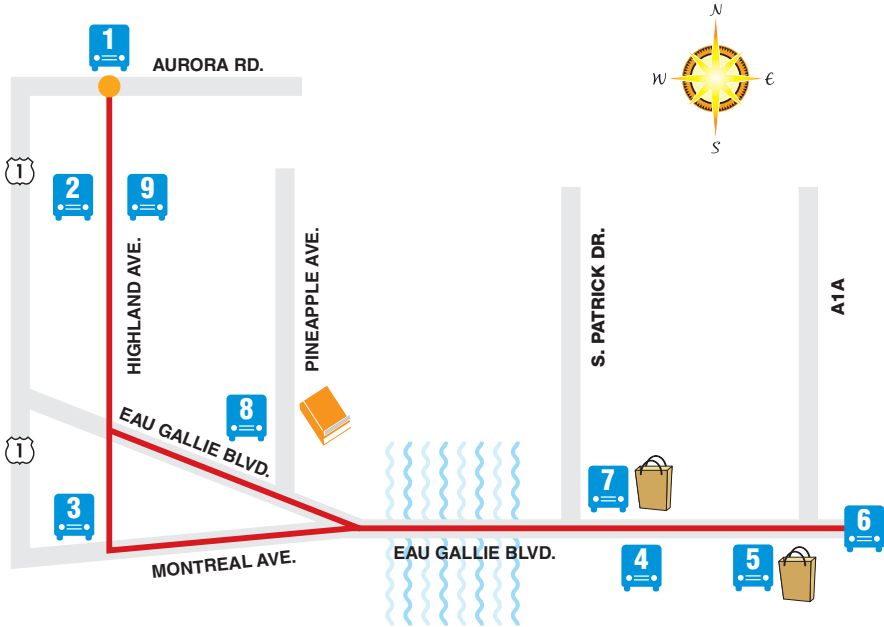
This route has DESIGNATED STOPS only. The bus will drop off and pick up ONLY at marked bus stops along the route.

ROUTE 26 ~ SOUTH BEACH

TRANSFER STOPS
IN BOLD ITALIC

MAP #	ROUTE 26 - SCHEDULED STOPS							MONDAY - FRIDAY		SATURDAY ONLY SERVICE						
	AM	AM	PM	PM	PM	PM	MAP #	TRANSFER TO ROUTE NUMBER	AM	AM	PM	PM	PM	MAP #	TRANSFER TO ROUTE NUMBER	
1	MELBOURNE INTERNATIONAL AIRPORT (DEPART)	7:00	9:00	12:00	2:00	4:00	6:00	1	#1 #21	8:00	10:00	1:00	3:00	5:00	1	#1 #21
2	AIRPORT BLVD. & EDDIE ALLEN RD.	7:03	9:03	12:03	2:03	4:03	6:03	2	#24 #25	8:03	10:03	1:03	3:03	5:03	2	#24 #25
3	UNIVERSITY BLVD. @ CLEMENTE CENTER	7:09	9:09	12:09	2:09	4:09	6:09	3		8:09	10:09	1:09	3:09	5:09	3	
4	NEW HAVEN AVE. @ CVS	7:13	9:13	12:13	2:13	4:13	6:13	4		8:13	10:13	1:13	3:13	5:13	4	
5	NEW HAVEN AVE. @ TRINITY TOWERS SOUTH	7:15	9:15	12:15	2:15	4:15	6:15	5	#21	8:15	10:15	1:15	3:15	5:15	5	#21
6	A1A @ NANCE PARK	7:22	9:22	12:22	2:22	4:22	6:22	6		8:22	10:22	1:22	3:22	5:22	6	
7	INDIAN HARBOUR PLACE @ PUBLIX	7:34	9:34	12:34	2:34	4:34	6:34	7		8:34	10:34	1:34	3:34	5:34	7	
8	EAU GALLIE @ OCEAN SPRINGS PLAZA	7:38	9:38	12:38	2:38	4:38	6:38	8		8:38	10:38	1:38	3:38	—	8	
9	A1A & DESOTO PKWY.	7:41	9:41	12:41	2:41	4:41	6:41	9		8:41	10:41	1:41	3:41	—	9	
10	A1A & OCEAN BLVD.	7:46	9:46	12:46	2:46	4:46	6:46	10		8:46	10:46	1:46	3:46	—	10	
11	PAFB MAIN GATE BEACHSIDE	7:51	9:51	12:51	2:51	4:51	6:51	11		8:51	10:51	1:51	3:51	—	11	
12	S. ATLANTIC AVE. & 12TH ST. (ARRIVE)	7:56	9:56	12:56	2:56	4:56	6:56	12	#9	8:56	10:56	1:56	3:56	—	12	#9
12	S. ATLANTIC AVE. & 12TH ST. (DEPART)	8:00	10:00	1:00	3:00	5:00	7:00	12	#9	9:00	11:00	2:00	4:00	—	12	#9
11	PAFB MAIN GATE	8:05	10:05	1:05	3:05	5:05	7:05	11		9:05	11:05	2:05	4:05	—	11	
10	A1A & OCEAN BLVD.	8:09	10:09	1:09	3:09	5:09	7:09	10		9:09	11:09	2:09	4:09	—	10	
9	A1A & DESOTO PKWY.	8:15	10:15	1:15	3:15	5:15	7:15	9		9:15	11:15	2:15	4:15	—	9	
7	INDIAN HARBOUR PLACE @ PUBLIX	8:21	10:21	1:21	3:21	5:21	7:21	7		9:21	11:21	2:21	4:21	—	7	
8	EAU GALLIE @ OCEAN SPRINGS PLAZA	8:26	10:26	1:26	3:26	5:26	7:26	8		9:26	11:26	2:26	4:26	5:39	8	
6	A1A & 4TH AVE.	8:36	10:36	1:36	3:36	5:36	7:36	6		9:36	11:36	2:36	4:36	5:49	6	
13	TRINITY TOWERS EAST	8:43	10:43	1:43	3:43	5:43	7:43	13	#21	9:43	11:43	2:43	4:43	5:57	13	#21
2	AIRPORT BLVD @ LEGACY APTS.	8:49	10:49	1:49	3:49	5:49	7:49	2	#24 #25	9:49	11:49	2:49	4:49	6:02	2	#24 #25
1	MELBOURNE INTERNATIONAL AIRPORT (ARRIVE)	8:52	10:52	1:52	3:52	5:52	7:52	1	#1 #21	9:52	11:52	2:52	4:52	6:05	1	#1 #21

NOTES:



This is a FLAG STOP route. The bus will stop at any safe location along the route between the scheduled time points.

ROUTE 33 MONDAY - FRIDAY ~ EAU GALLIE ARTS DISTRICT

**TRANSFER STOPS
IN BOLD ITALIC**

ROUTE 33 - SCHEDULED STOPS		MONDAY - FRIDAY				MAP #	TRANSFER TO ROUTE NUMBER
MAP #		AM	AM	PM	PM	MAP #	TRANSFER TO ROUTE NUMBER
1	HIGHLAND AVE. & AURORA RD.	10:30	10:50	—	2:00	1	
2	HIGHLAND AVE. @ RENEE FOOSANER EDUCATION CENTER	10:32	10:52	—	2:02	2	
3	HIGHLAND AVE. @ ART EXPRESSIONS	10:33	10:53	—	2:03	3	
4	EAU GALLIE BLVD. @ CAUSEWAY SHOPPING CENTER	10:38	10:58	—	2:08	4	
5	EAU GALLIE BLVD. @ OCEAN SPRINGS PLAZA	10:39	10:59	1:49	2:09	5	
6	EAU GALLIE BLVD. @ CANOVA BEACH PARK	10:40	11:00	1:50	2:10	6	
7	EAU GALLIE BLVD. @ INDIAN HARBOUR PLACE	10:42	11:02	1:52	2:12	7	
8	EAU GALLIE BLVD. & PINEAPPLE AVE.	10:47	11:07	1:57	2:17	8	
9	HIGHLAND AVE. @ BREVARD ART MUSEUM	10:48	11:08	1:58	2:18	9	
1	HIGHLAND AVE. & AURORA RD.	10:50	11:10	2:00	2:20	1	

NOTES:



RideLine
633-1878

Visit our Website
RideSCAT.com

APPENDIX D

Crash Maps

SR 518 Eau Gallie Beachside Corridor Study Pedestrian and Bicycle Crash Data



SR 518 Eau Gallie Beachside Corridor Study - Crash Data

NOTE: Locations of crashes shown are approximate



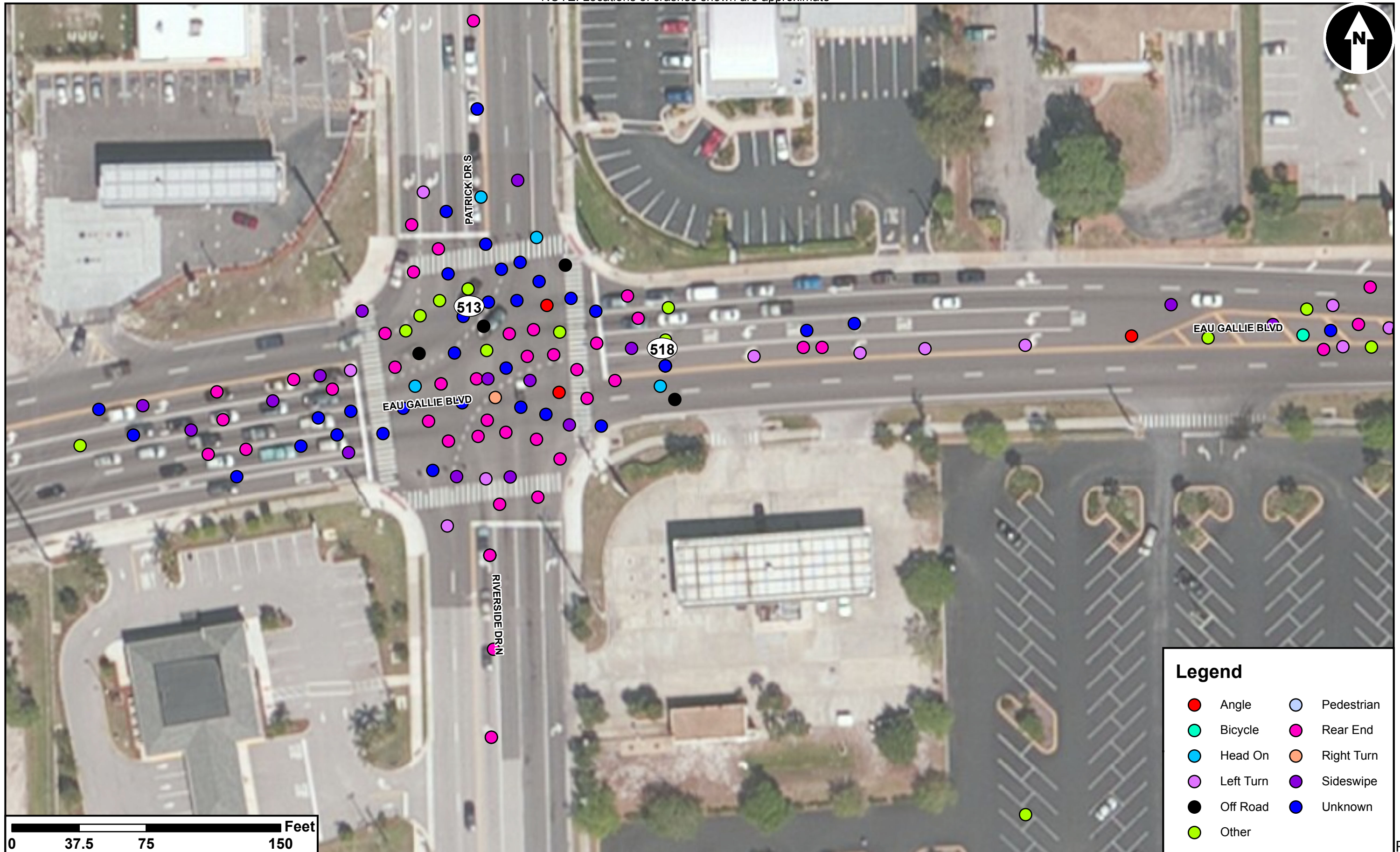
SR 518 Eau Gallie Beachside Corridor Study - Crash Data

NOTE: Locations of crashes shown are approximate



SR 518 Eau Gallie Beachside Corridor Study - Crash Data

NOTE: Locations of crashes shown are approximate



SR 518 Eau Gallie Beachside Corridor Study - Crash Data

NOTE: Locations of crashes shown are approximate



SR 518 Eau Gallie Beachside Corridor Study - Crash Data

NOTE: Locations of crashes shown are approximate



SR 518 Eau Gallie Beachside Corridor Study - Crash Data

NOTE: Locations of crashes shown are approximate



SR 518 Eau Gallie Beachside Corridor Study - Crash Data

NOTE: Locations of crashes shown are approximate



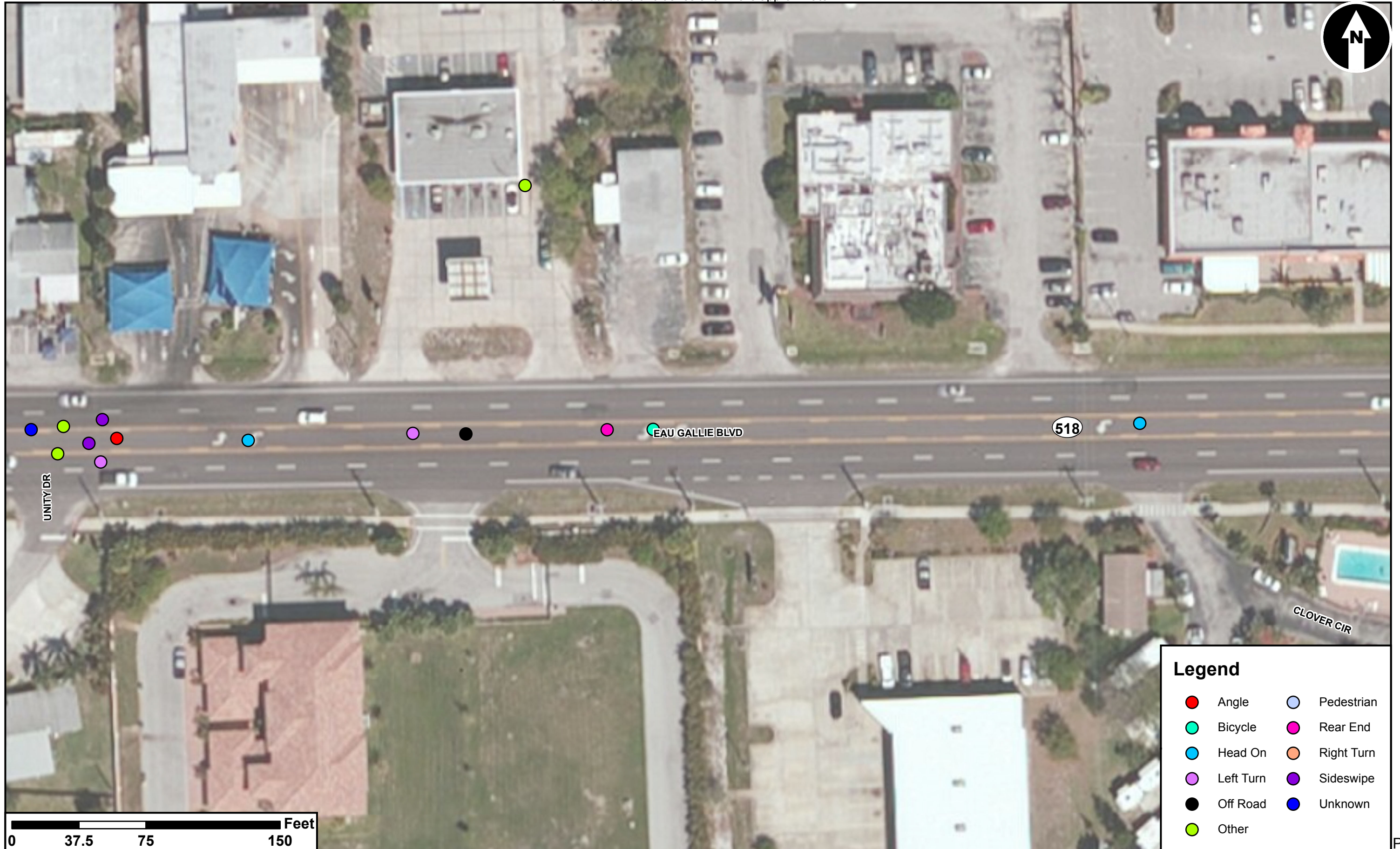
SR 518 Eau Gallie Beachside Corridor Study - Crash Data

NOTE: Locations of crashes shown are approximate



SR 518 Eau Gallie Beachside Corridor Study - Crash Data

NOTE: Locations of crashes shown are approximate



SR 518 Eau Gallie Beachside Corridor Study - Crash Data

NOTE: Locations of crashes shown are approximate



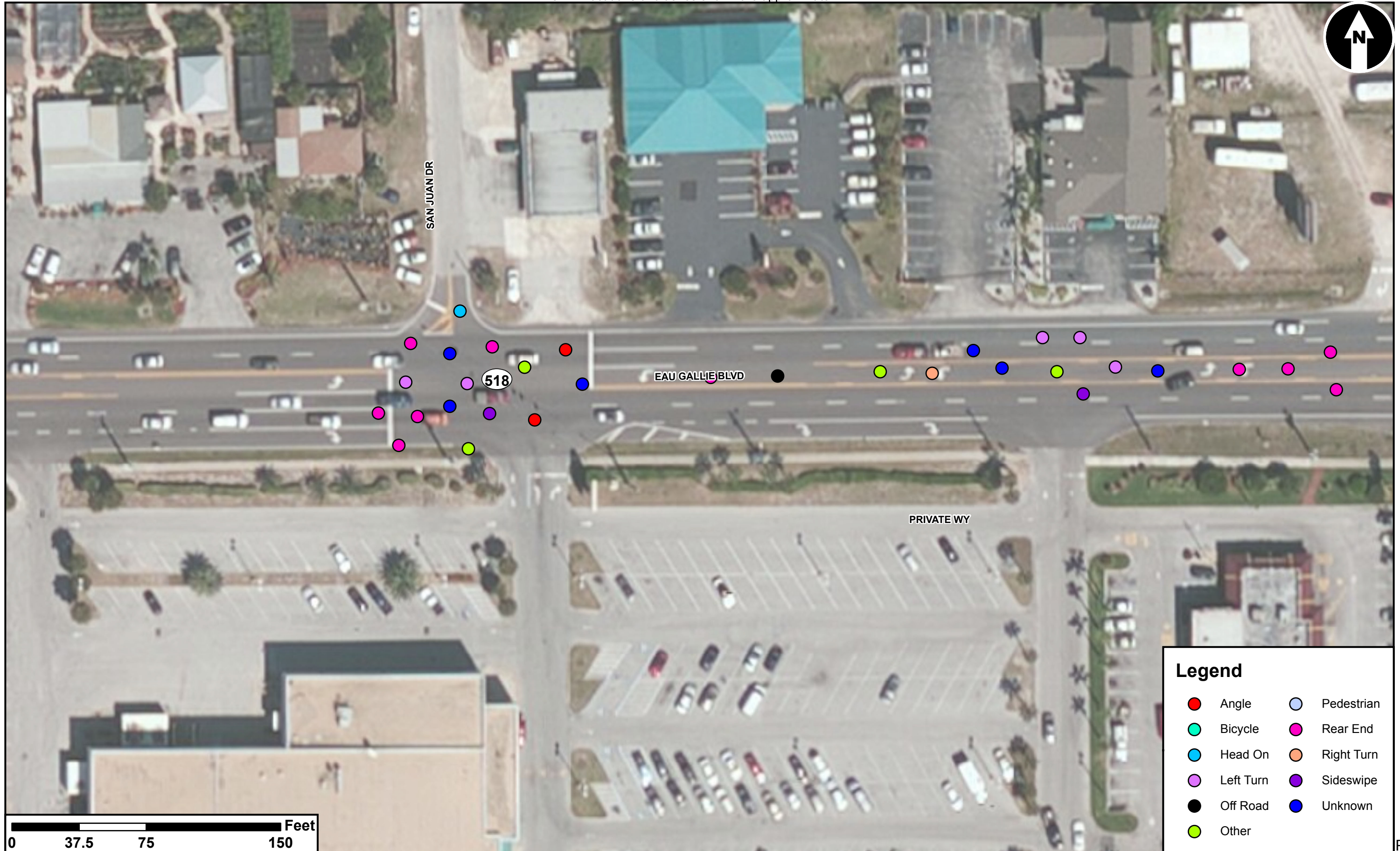
SR 518 Eau Gallie Beachside Corridor Study - Crash Data

NOTE: Locations of crashes shown are approximate



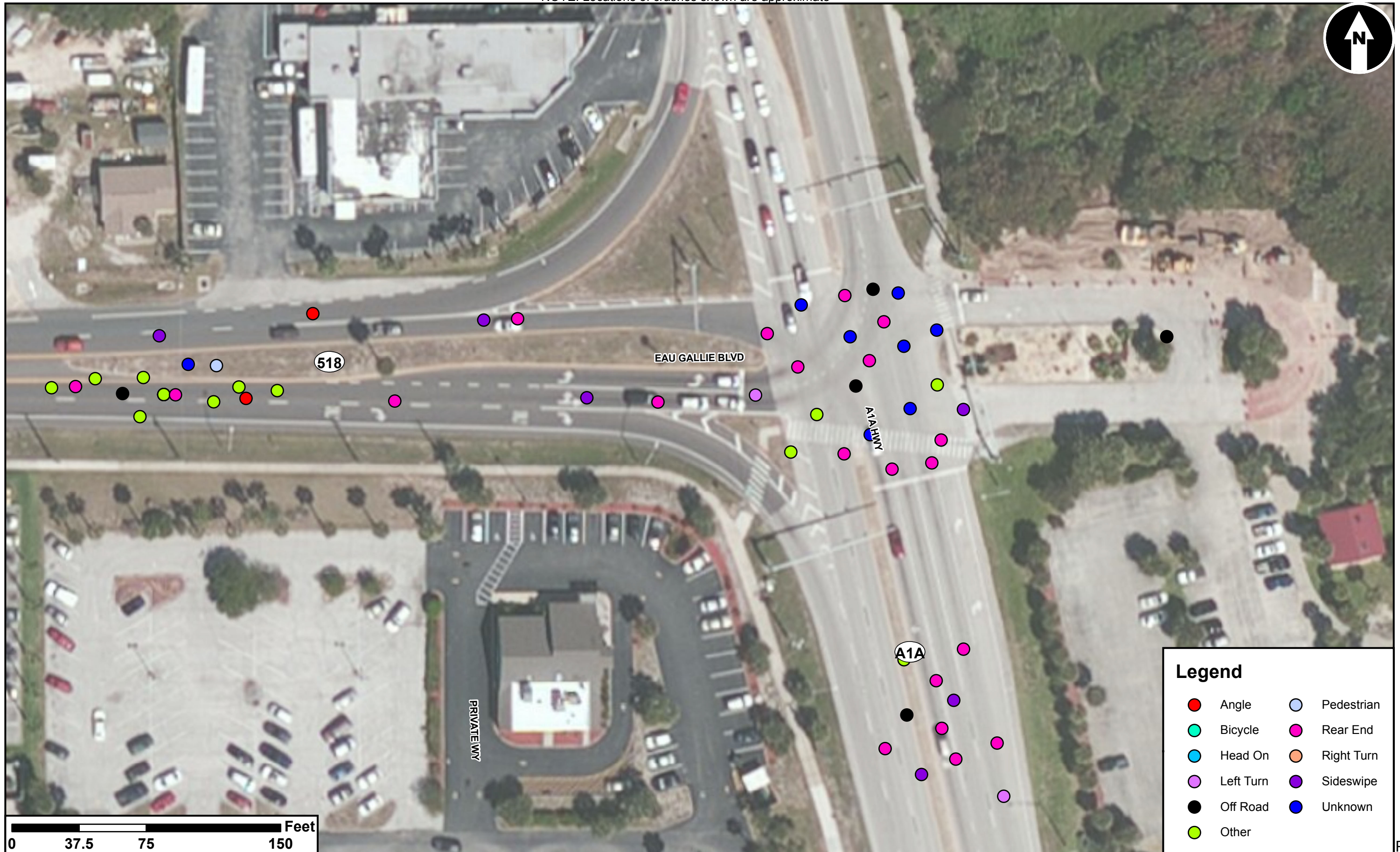
SR 518 Eau Gallie Beachside Corridor Study - Crash Data

NOTE: Locations of crashes shown are approximate



SR 518 Eau Gallie Beachside Corridor Study - Crash Data

NOTE: Locations of crashes shown are approximate



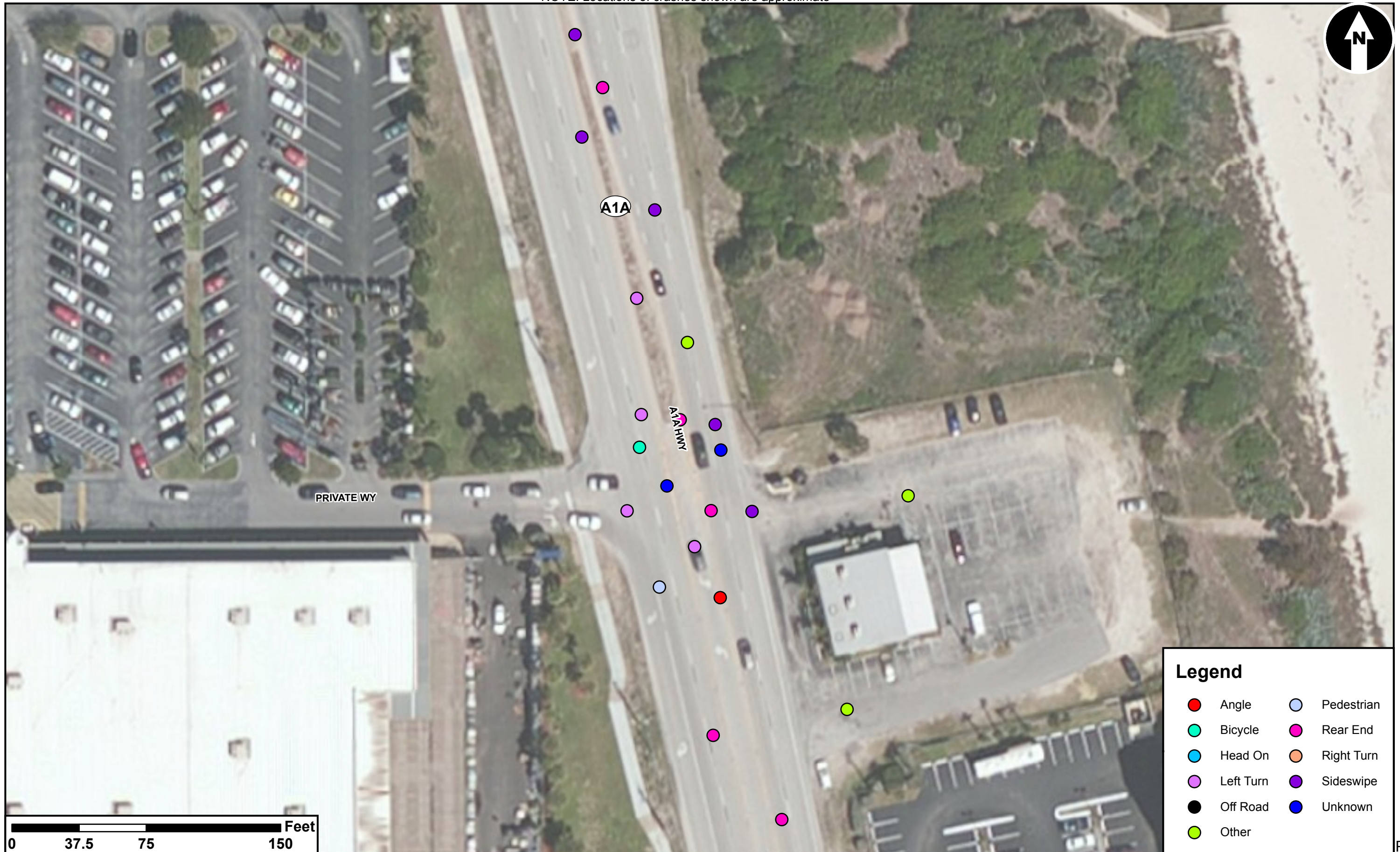
SR 518 Eau Gallie Beachside Corridor Study - Crash Data

NOTE: Locations of crashes shown are approximate



SR 518 Eau Gallie Beachside Corridor Study - Crash Data

NOTE: Locations of crashes shown are approximate



SR 518 Eau Gallie Beachside Corridor Study - Crash Data

NOTE: Locations of crashes shown are approximate



APPENDIX E

Synchro Intersection Summary Reports
































SR 518 CORRIDOR STUDY
EXISTING CONDITIONS SYNCHRO ANALYSIS

INTERSECTION	Intersection Control	AM Peak Hour																											
		Eastbound						Westbound						Northbound						Southbound						Intersection			
		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		LOS	Delay	Max V/C	LOS
Delay	V/C	Delay	V/C	Delay	V/C	Delay	V/C	Delay	V/C	Delay	V/C	Delay	V/C	Delay	V/C	Delay	V/C	Delay	V/C	Delay	V/C	Delay	V/C	LOS	Delay	Max V/C	LOS		
SR 518 & SR 513	Signalized	59.6	0.76	26.5	0.33	1.4	0.10	65.7	0.23	59.4	0.91	-	-	66.6	0.80	48.3	0.23	0.3	0.07	71.3	0.69	71.1	0.62	25.3	0.38	C	49.4	0.91	D
SR 518 & Burns Blvd	Unsignalized	0.5	0.04	0.6	0.25	-	-	-	-	0	0.38	0	0.21	-	-	-	-	-	-	18.4	0.10	-	-	13.5	0.18	B	1.2	0.38	A
SR 518 & Brittany Dr	Unsignalized	-	-	0	0.16	0	0.01	0.3	0.03	0.4	0.33	-	-	14	0.07	-	-	10.2	0.03	-	-	-	-	-	-	-	0.7	0.33	A
SR 518 & WalMart / Winn Dixie Entrance	Signalized	7	0.01	5.8	0.24	1.5	0.06	3.8	0.02	3.9	0.29	-	-	-	-	2.7	0.17	-	-	-	-	-	-	-	-	-	4.5	0.29	A
SR 518 & SR A1A	Signalized	59.5	0.59	58.8	0.58	10.6	0.58	-	-	46.7	0.15	-	-	59.8	0.84	9.9	0.33	0	0.01	35	0.03	37	0.57	0.5	0.31	A	26.4	0.84	C
SR A1A & WalMart / Winn Dixie Entrance	Unsignalized	17.6	0.05	-	-	9.3	0.08	-	-	-	-	-	-	1.5	0.12	1.1	0.43	-	-	-	-	0	0.27	0	0.02	A	1.1	0.43	A
SR A1A & Oceanside Blvd	Unsignalized	15.7	0.03	-	-	9.1	0.05	17.8	0.03	-	-	11.1	0.01	0.4	0.03	0.5	0.24	-	-	0.1	0.01	0.1	0.35	0	0.01	A	0.7	0.35	A
SR 513 & Pedstrian Signal	Ped. Signal	11.4	0.02	-	-	-	-	-	-	-	-	-	-	0.1	0.01	0.2	0.08	-	-	-	-	0	0.10	0	0.06	A	0.3	0.10	A
SR 513 & Shopping Center	Unsignalized	-	-	-	-	-	-	12.6	0.08	-	-	12.6	0.08	-	-	0	0.20	0	0.02	0.6	0.05	0.6	0.38	-	-	-	0.8	0.38	A

INTERSECTION	Intersection Control	PM PEAK HOUR																											
		Eastbound						Westbound						Northbound						Southbound						Intersection			
		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		LOS	Delay	Max V/C	LOS
Delay	V/C	Delay	V/C	Delay	V/C	Delay	V/C	Delay	V/C	Delay	V/C	Delay	V/C	Delay	V/C	Delay	V/C	Delay	V/C	Delay	V/C	Delay	V/C	LOS	Delay	Max V/C	LOS		
SR 518 & SR 513	Signalized	76.3	0.93	37.6	0.63	5.6	0.15	76.9	0.48	80.4	0.99	-	-	87.8	0.85	69.1	0.61	0.9	0.15	85.8	0.88	81.1	0.79	10	0.18	B	63	0.99	E
SR 518 & Burns Blvd	Unsignalized	2.6	0.17	1.5	0.49	-	-	-	-	0	0.40	0	0.23	-	-	-	-	-	-	25.4	0.19	-	-	13.7	0.16	B	1.8	0.49	A
SR 518 & Brittany Dr	Unsignalized	-	-	0	0.29	0	0.02	0.6	0.05	0.5	0.35	-	-	18.1	0.06	-	-	12.2	0.04	-	-	-	-	-	-	-	0.6	0.35	A
SR 518 & WalMart / Winn Dixie Entrance	Signalized	12.4	0.02	14.7	0.55	2.8	0.25	6.3	0.10	7.6	0.41	-	-	-	-	27	0.68	-	-	-	-	-	-	-	-	-	12.2	0.68	B
SR 518 & SR A1A	Signalized	79.3	0.88	80.7	0.89	10.1	0.73	66.2	0.09	46.6	0.27	-	-	72.5	0.88	14.5	0.35	0.1	0.02	38	0.05	50.1	0.78	0.8	0.42	A	35.9	0.89	D
SR A1A & WalMart / Winn Dixie Entrance	Unsignalized	22.8	0.10	-	-	10.4	0.22	-	-	-	-	-	-	3.7	0.23	2.1	0.39	-	-	-	-	0	0.37	0	0.05	A	2	0.39	A
SR A1A & Oceanside Blvd	Unsignalized	36	0.12	-	-	10.4	0.04	-	-	-	-	13.6	0.06	1.8	0.09	1.3	0.35	0	0.35	1.2	0.07	0.7	0.57	0	0.02	A	1.4	0.57	A
SR 513 & Pedstrian Signal	Ped. Signal	14.5	0.07	-	-	14.5	0.07	-	-	-	-	-	-	0.1	0.01	0.2	0.11	-	-	-	-	0	0.21	0	0.12	A	0.5	0.21	A
SR 513 & Shopping Center	Unsignalized	-	-	-	-	-	-	22.8	0.45	-	-	22.8	0.45	-	-	0	0.36	0	0.04	3.2	0.20	2	0.33	-	-	-	3.2	0.45	A

110: SR 518 & S Patrick Dr
Lanes, Volumes, Timings

Existing Conditions
Timing Plan: AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 			 		 	 	 
Volume (vph)	413	479	44	27	737	73	235	112	19	120	118	343
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450		545	285		0	215		0	300		0
Storage Lanes	2		1	2		0	1		1	1		2
Taper Length (ft)	100			100			50			50		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	0.95	1.00	0.95	1.00	1.00	1.00	0.88
Frt			0.850		0.984				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3483	0	1770	3539	1583	1770	1863	2787
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3483	0	1770	3539	1583	1770	1863	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			110		7				153			89
Link Speed (mph)		45			45			35				40
Link Distance (ft)		1787			2015			558				706
Travel Time (s)		27.1			30.5			10.9				12.0
Peak Hour Factor	0.86	0.94	0.60	0.65	0.91	0.75	0.77	0.72	0.64	0.74	0.94	0.87
Adj. Flow (vph)	480	510	73	42	810	97	305	156	30	162	126	394
Shared Lane Traffic (%)												
Lane Group Flow (vph)	480	510	73	42	907	0	305	156	30	162	126	394
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane					Yes							Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	1	6		5	2		7	4		3	8	1
Permitted Phases			6						4			8
Detector Phase	1	6	6	5	2		7	4	4	3	8	1

110: SR 518 & S Patrick Dr
Lanes, Volumes, Timings

Existing Conditions
Timing Plan: AM Peak Hour

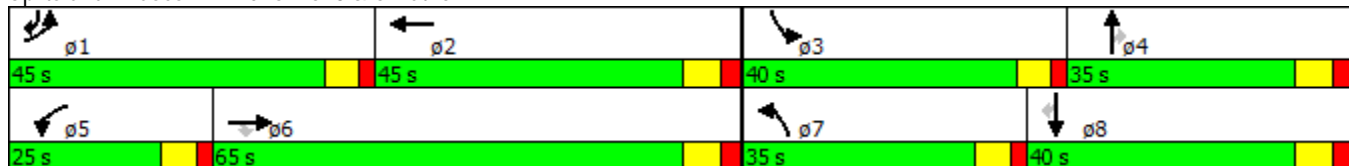


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	8.0	15.0	15.0	5.0	15.0		5.0	5.0	5.0	5.0	5.0	8.0
Minimum Split (s)	14.3	38.3	38.3	11.3	38.3		11.3	35.0	35.0	11.3	35.0	14.3
Total Split (s)	45.0	65.0	65.0	25.0	45.0		35.0	35.0	35.0	40.0	40.0	45.0
Total Split (%)	27.3%	39.4%	39.4%	15.2%	27.3%		21.2%	21.2%	21.2%	24.2%	24.2%	27.3%
Maximum Green (s)	38.7	57.7	57.7	18.7	37.7		28.7	28.0	28.0	33.7	33.0	38.7
Yellow Time (s)	4.3	4.8	4.8	4.3	4.8		4.3	4.5	4.5	4.3	4.5	4.3
All-Red Time (s)	2.0	2.5	2.5	2.0	2.5		2.0	2.5	2.5	2.0	2.5	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	7.3	7.3	6.3	7.3		6.3	7.0	7.0	6.3	7.0	6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.5	3.5	3.0	3.5		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min	Min	None	Min		None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		24.0	24.0		24.0			21.0	21.0		21.0	
Pedestrian Calls (#/hr)		0	0		0			0	0		0	
Act Effct Green (s)	24.5	57.9	57.9	7.1	37.9		28.7	25.6	25.6	17.5	14.4	45.9
Actuated g/C Ratio	0.18	0.44	0.44	0.05	0.29		0.22	0.19	0.19	0.13	0.11	0.35
v/c Ratio	0.76	0.33	0.10	0.23	0.91		0.80	0.23	0.07	0.69	0.62	0.38
Control Delay	59.6	26.5	1.4	65.7	59.4		66.6	48.3	0.3	71.3	71.1	25.3
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.6	26.5	1.4	65.7	59.4		66.6	48.3	0.3	71.3	71.1	25.3
LOS	E	C	A	E	E		E	D	A	E	E	C
Approach Delay		39.7			59.7			56.8				44.7
Approach LOS		D			E			E				D

Intersection Summary
























Area Type: Other
 Cycle Length: 165
 Actuated Cycle Length: 132.5
 Natural Cycle: 130
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 49.4
 Intersection LOS: D
 Intersection Capacity Utilization 71.3%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 110: SR 518 & S Patrick Dr



16: SR A1A & SR 518/Beach Access
Lanes, Volumes, Timings

Existing Conditions
Timing Plan: AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	259	5	261	0	5	2	347	651	2	3	686	420
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		0	300		100	100		300
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	50			25			50			50		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850		0.933				0.850			0.850
Flt Protected	0.950	0.955					0.950			0.950		
Satd. Flow (prot)	1681	1690	1583	1863	1738	0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.950	0.955					0.950			0.351		
Satd. Flow (perm)	1681	1690	1583	1863	1738	0	1770	3539	1583	654	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			284		8				127			401
Link Speed (mph)		45			25			45			45	
Link Distance (ft)		926			263			578			1909	
Travel Time (s)		14.0			7.2			8.8			28.9	
Peak Hour Factor	0.86	0.50	0.92	0.25	0.50	0.25	0.87	0.82	0.25	0.50	0.95	0.86
Adj. Flow (vph)	301	10	284	0	10	8	399	794	8	6	722	488
Shared Lane Traffic (%)	48%											
Lane Group Flow (vph)	157	154	284	0	18	0	399	794	8	6	722	488
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA	Perm	Split	NA		Prot	NA	custom	Perm	NA	Free
Protected Phases	8	8		4	4		1	6			2	
Permitted Phases			8						2	2		Free
Detector Phase	8	8	8	4	4		1	6	2	2	2	

16: SR A1A & SR 518/Beach Access
Lanes, Volumes, Timings

Existing Conditions
Timing Plan: AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		7.0	25.0	25.0	25.0	25.0	
Minimum Split (s)	45.9	45.9	45.9	13.8	13.8		13.8	42.8	31.8	31.8	31.8	
Total Split (s)	35.0	35.0	35.0	20.0	20.0		45.0	95.0	50.0	50.0	50.0	
Total Split (%)	23.3%	23.3%	23.3%	13.3%	13.3%		30.0%	63.3%	33.3%	33.3%	33.3%	
Maximum Green (s)	28.1	28.1	28.1	13.2	13.2		38.2	88.2	43.2	43.2	43.2	
Yellow Time (s)	4.8	4.8	4.8	3.4	3.4		4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	2.1	2.1	2.1	3.4	3.4		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	0.0	
Total Lost Time (s)	6.9	6.9	6.9	6.8	6.8		6.8	6.8	6.8	6.8	6.8	
Lead/Lag							Lead		Lag	Lag	Lag	
Lead-Lag Optimize?							Yes		Yes	Yes	Yes	
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0		3.0	8.0	8.0	8.0	8.0	
Recall Mode	None	None	None	None	None		None	Min	Min	Min	Min	
Walk Time (s)	7.0	7.0	7.0					7.0				
Flash Dont Walk (s)	32.0	32.0	32.0					29.0				
Pedestrian Calls (#/hr)	0	0	0					0				
Act Effct Green (s)	19.1	19.1	19.1		8.0		32.6	78.6	38.8	38.8	38.8	117.2
Actuated g/C Ratio	0.16	0.16	0.16		0.07		0.28	0.67	0.33	0.33	0.33	1.00
v/c Ratio	0.58	0.56	0.57		0.14		0.81	0.33	0.01	0.03	0.62	0.31
Control Delay	57.6	57.0	10.5		46.4		55.9	10.0	0.0	35.0	38.2	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	57.6	57.0	10.5		46.4		55.9	10.0	0.0	35.0	38.2	0.5
LOS	E	E	B		D		E	B	A	C	D	A
Approach Delay		34.9			46.4			25.2				23.0
Approach LOS		C			D			C				C

Intersection Summary

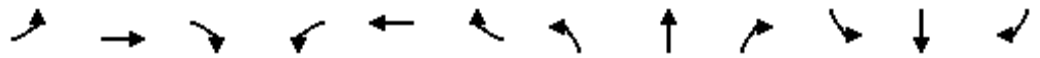
Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 117.2
 Natural Cycle: 130
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 26.4
 Intersection Capacity Utilization 72.7%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service C

Splits and Phases: 16: SR A1A & SR 518/Beach Access



66: WalMart/Winn Dixie/San Juan Dr & SR 518
 Lanes, Volumes, Timings

Existing Conditions
 Timing Plan: AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	3	563	42	6	728	2	44	0	8	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	85		250	100		0	0		0	0		0
Storage Lanes	1		1	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.998			0.980				
Flt Protected	0.950			0.950				0.959				
Satd. Flow (prot)	1770	3539	1583	1770	3532	0	0	1751	0	0	0	1863
Flt Permitted	0.356			0.346				0.959				
Satd. Flow (perm)	663	3539	1583	645	3532	0	0	1751	0	0	0	1863
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			101		2			116				
Link Speed (mph)		45			45			25				25
Link Distance (ft)		1254			926			514				305
Travel Time (s)		19.0			14.0			14.0				8.3
Peak Hour Factor	0.50	0.93	0.60	0.42	0.94	0.25	0.83	0.25	0.88	0.25	0.25	0.25
Adj. Flow (vph)	6	605	70	14	774	8	53	0	9	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	6	605	70	14	782	0	0	62	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2				1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru				Right
Leading Detector (ft)	20	100	20	20	100		20	100				20
Trailing Detector (ft)	0	0	0	0	0		0	0				0
Detector 1 Position(ft)	0	0	0	0	0		0	0				0
Detector 1 Size(ft)	20	6	20	20	6		20	6				20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0				0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0				0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0				0.0
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm	NA				custom
Protected Phases		6		5	2			4				
Permitted Phases	6		6	2			4					6
Detector Phase	6	6	6	5	2		4	4				6

66: WalMart/Winn Dixie/San Juan Dr & SR 518
 Lanes, Volumes, Timings

Existing Conditions
 Timing Plan: AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	20.0	20.0	20.0	5.0	20.0		7.0	7.0				20.0
Minimum Split (s)	26.8	26.8	26.8	11.8	26.8		22.9	22.9				26.8
Total Split (s)	50.0	50.0	50.0	20.0	70.0		30.0	30.0				50.0
Total Split (%)	50.0%	50.0%	50.0%	20.0%	70.0%		30.0%	30.0%				50.0%
Maximum Green (s)	43.2	43.2	43.2	13.2	63.2		24.5	24.5				43.2
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8		3.4	3.4				4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.1	2.1				2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0				0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8			5.5				6.8
Lead/Lag	Lag	Lag	Lag	Lead								Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								Yes
Vehicle Extension (s)	6.0	6.0	6.0	3.0	6.0		3.0	3.0				6.0
Recall Mode	Min	Min	Min	None	Min		None	None				Min
Act Effect Green (s)	33.6	33.6	33.6	32.6	35.6			7.1				
Actuated g/C Ratio	0.72	0.72	0.72	0.70	0.76			0.15				
v/c Ratio	0.01	0.24	0.06	0.02	0.29			0.17				
Control Delay	7.0	5.8	1.5	3.8	3.9			2.7				
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0				
Total Delay	7.0	5.8	1.5	3.8	3.9			2.7				
LOS	A	A	A	A	A			A				
Approach Delay		5.3			3.9			2.7				
Approach LOS		A			A			A				

Intersection Summary

Area Type:	Other
Cycle Length:	100
Actuated Cycle Length:	46.7
Natural Cycle:	65
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.29
Intersection Signal Delay:	4.5
Intersection LOS:	A
Intersection Capacity Utilization:	36.3%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 66: WalMart/Winn Dixie/San Juan Dr & SR 518



Intersection

Intersection Delay, s/veh 1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	23	590	812	18	21	74
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	None	None	None	None	None	None
Storage Length	0			0	200	0
Median Width		12	12		12	
Grade, %		0%	0%		0%	
Peak Hour Factor	0.79	0.92	0.84	0.61	0.71	0.79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	641	967	30	30	94
Number of Lanes	0	2	2	0	1	1

Major/Minor

	Major 1		Major 2			
Conflicting Flow All	996	0	-	0	1360	498
Stage 1	-	-	-	-	981	-
Stage 2	-	-	-	-	379	-
Follow-up Headway	2.22	-	-	-	3.52	3.32
Pot Capacity-1 Maneuver	690	-	-	-	140	518
Stage 1	-	-	-	-	324	-
Stage 2	-	-	-	-	662	-
Time blocked-Platoon, %	0	-	-	-	0	0
Mov Capacity-1 Maneuver	690	-	-	-	131	518
Mov Capacity-2 Maneuver	-	-	-	-	246	-
Stage 1	-	-	-	-	324	-
Stage 2	-	-	-	-	619	-

Approach

	EB	WB	SB
HCM Control Delay, s	0.7	0	15.4
HCM LOS	-	-	C

Minor Lane / Major Mvmt

	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Cap, veh/h	690	-	-	-	246	518
HCM Control Delay, s	10.447	0.3	-	-	21.6	13.5
HCM Lane V/C Ratio	0.04	-	-	-	0.12	0.18
HCM Lane LOS	B	A	-	-	C	B
HCM 95th-tile Q, veh	0.1	-	-	-	0.4	0.7

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection

Intersection Delay, s/veh 0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	4	0	2	339	231	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	None	None	None	None	None	None
Storage Length	0	0	0			0
Median Width	12			12	12	
Grade, %	0%			0%	0%	
Peak Hour Factor	0.38	0.25	0.25	0.95	0.88	0.50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	0	8	357	262	10
Number of Lanes	1	0	0	3	2	0

Major/Minor

		Major 1		Major 2	
Conflicting Flow All	427	136	273	0	0
Stage 1	268	-	-	-	-
Stage 2	159	-	-	-	-
Follow-up Headway	3.67	3.32	2.22	-	-
Pot Capacity-1 Maneuver	574	888	1287	-	-
Stage 1	726	-	-	-	-
Stage 2	814	-	-	-	-
Time blocked-Platoon, %	0	0	0	-	-
Mov Capacity-1 Maneuver	569	888	1287	-	-
Mov Capacity-2 Maneuver	569	-	-	-	-
Stage 1	726	-	-	-	-
Stage 2	807	-	-	-	-

Approach

	EB	NB	SB
HCM Control Delay, s	11.4	0.2	0
HCM LOS	B	-	-

Minor Lane / Major Mvmt

	NBL	NBT	EBLn1	SBT	SBR
Cap, veh/h	1287	-	569	-	-
HCM Control Delay, s	7.815	0	11.4	-	-
HCM Lane V/C Ratio	0.01	-	0.02	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th-tile Q, veh	0.0	-	0.1	-	-

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection

Intersection Delay, s/veh	0.8
---------------------------	-----

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	489	6	11	756	19	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	None	None	None	None	None	None
Storage Length		135	0		60	0
Median Width	12			12	12	
Grade, %	0%			0%	0%	
Peak Hour Factor	0.88	0.63	0.36	0.89	0.64	0.70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	556	10	31	849	30	21
Number of Lanes	2	1	0	2	1	1

Major/Minor	Major 1		Major 2			
Conflicting Flow All	0	0	556	0	1042	278
Stage 1	-	-	-	-	556	-
Stage 2	-	-	-	-	486	-
Follow-up Headway	-	-	2.22	-	3.52	3.32
Pot Capacity-1 Maneuver	-	-	1011	-	225	719
Stage 1	-	-	-	-	538	-
Stage 2	-	-	-	-	584	-
Time blocked-Platoon, %	-	-	0	-	0	0
Mov Capacity-1 Maneuver	-	-	1011	-	212	719
Mov Capacity-2 Maneuver	-	-	-	-	345	-
Stage 1	-	-	-	-	538	-
Stage 2	-	-	-	-	550	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	13.8
HCM LOS	-	-	B

Minor Lane / Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Cap, veh/h	345	719	-	-	1011	-
HCM Control Delay, s	16.4	10.2	-	-	8.672	0.2
HCM Lane V/C Ratio	0.09	0.03	-	-	0.03	-
HCM Lane LOS	C	B	-	-	A	A
HCM 95th-tile Q, veh	0.3	0.1	-	-	0.1	-

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection

Intersection Delay, s/veh 1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	21	30	627	13	36	898
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	None	None	None	None	None	None
Storage Length	0	140		175	0	
Median Width	12		12			12
Grade, %	0%		0%			0%
Peak Hour Factor	0.75	0.75	0.91	0.41	0.75	0.93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	40	689	32	48	966
Number of Lanes	1	1	2	1	0	2

Major/Minor

			Major 1		Major 2	
Conflicting Flow All	1268	345	0	0	689	0
Stage 1	689	-	-	-	-	-
Stage 2	579	-	-	-	-	-
Follow-up Headway	3.52	3.32	-	-	2.22	-
Pot Capacity-1 Maneuver	160	651	-	-	901	-
Stage 1	460	-	-	-	-	-
Stage 2	524	-	-	-	-	-
Time blocked-Platoon, %	0	0	-	-	0	-
Mov Capacity-1 Maneuver	142	651	-	-	901	-
Mov Capacity-2 Maneuver	276	-	-	-	-	-
Stage 1	460	-	-	-	-	-
Stage 2	464	-	-	-	-	-

Approach

	WB	NB	SB
HCM Control Delay, s	14.4	0	0.9
HCM LOS	B	-	-

Minor Lane / Major Mvmt

	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Cap, veh/h	-	-	276	651	901	-
HCM Control Delay, s	-	-	19.5	10.9	9.22	0.5
HCM Lane V/C Ratio	-	-	0.10	0.06	0.05	-
HCM Lane LOS	-	-	C	B	A	A
HCM 95th-tile Q, veh	-	-	0.3	0.2	0.2	-

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection

Intersection Delay, s/veh 2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	6	49	86	926	838	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	None	None	None	None	None	None
Storage Length	0	0	0			0
Median Width	12			12	12	
Grade, %	0%			0%	0%	
Peak Hour Factor	0.42	0.71	0.82	0.84	0.92	0.86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	69	105	1102	911	29
Number of Lanes	1	1	0	2	2	1

Major/Minor

		Major 1			Major 2	
Conflicting Flow All	1672	455	911	0	-	0
Stage 1	911	-	-	-	-	-
Stage 2	761	-	-	-	-	-
Follow-up Headway	3.52	3.32	2.22	-	-	-
Pot Capacity-1 Maneuver	87	552	743	-	-	-
Stage 1	352	-	-	-	-	-
Stage 2	422	-	-	-	-	-
Time blocked-Platoon, %	0	0	0	-	-	-
Mov Capacity-1 Maneuver	55	552	743	-	-	-
Mov Capacity-2 Maneuver	55	-	-	-	-	-
Stage 1	352	-	-	-	-	-
Stage 2	268	-	-	-	-	-

Approach

	EB	NB	SB
HCM Control Delay, s	26.1	2.4	0
HCM LOS	D	-	-

Minor Lane / Major Mvmt

	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Cap, veh/h	743	-	55	552	-	-
HCM Control Delay, s	10.64	1.6	92	12.5	-	-
HCM Lane V/C Ratio	0.14	-	0.26	0.13	-	-
HCM Lane LOS	B	A	F	B	-	-
HCM 95th-tile Q, veh	0.5	-	0.9	0.4	-	-

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection

Intersection Delay, s/veh 1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	5	0	27	2	0	3	11	673	0	4	769	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0		0	0		0	0		0	0		0
Median Width		12			12			12			12	
Grade, %		0%			0%			0%			0%	
Peak Hour Factor	0.50	0.25	0.54	0.25	0.25	0.50	0.42	0.83	0.25	0.75	0.87	0.56
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	0	50	8	0	6	26	811	0	5	884	18
Number of Lanes	1	0	1	1	0	1	0	2	0	0	2	1

Major/Minor	Minor 2			Minor 1			Major 1			Major 2		
Conflicting Flow All	1353	1758	442	1316	1758	405	884	0	0	811	0	0
Stage 1	895	895	-	863	863	-	-	-	-	-	-	-
Stage 2	458	863	-	453	895	-	-	-	-	-	-	-
Follow-up Headway	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Capacity-1 Maneuver	108	84	563	115	84	595	761	-	-	811	-	-
Stage 1	302	357	-	316	370	-	-	-	-	-	-	-
Stage 2	552	370	-	556	357	-	-	-	-	-	-	-
Time blocked-Platoon, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Capacity-1 Maneuver	101	78	563	99	78	595	761	-	-	811	-	-
Mov Capacity-2 Maneuver	101	78	-	99	78	-	-	-	-	-	-	-
Stage 1	283	353	-	296	347	-	-	-	-	-	-	-
Stage 2	513	347	-	501	353	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.4	30.2	0.6	0.1
HCM LOS	C	D	-	-
































Minor Lane / Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Cap, veh/h	761	-	-	101	563	99	595	811	-	-
HCM Control Delay, s	9.899	0.3	-	44.5	12	44.5	11.1	9.468	0	-
HCM Lane V/C Ratio	0.03	-	-	0.10	0.09	0.08	0.01	0.01	-	-
HCM Lane LOS	A	A	-	E	B	E	B	A	A	-
HCM 95th-tile Q, veh	0.1	-	-	0.3	0.3	0.3	0.0	0.0	-	-

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

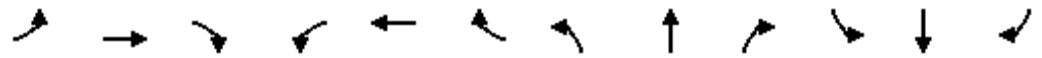
110: SR 518 & S Patrick Dr
Lanes, Volumes, Timings

Existing Conditions
Timing Plan: PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 			 		 	 	 
Volume (vph)	670	898	89	89	652	127	198	253	41	268	192	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450		545	285		0	215		0	300		0
Storage Lanes	2		1	2		0	1		1	1		2
Taper Length (ft)	100			100			50			50		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	0.95	1.00	0.95	1.00	1.00	1.00	0.88
Frt			0.850		0.973				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3444	0	1770	3539	1583	1770	1863	2787
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3444	0	1770	3539	1583	1770	1863	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			113		15				153			145
Link Speed (mph)		45			45			35				40
Link Distance (ft)		1787			2015			558				706
Travel Time (s)		27.1			30.5			10.9				12.0
Peak Hour Factor	0.89	0.93	0.79	0.79	0.86	0.78	0.82	0.91	0.83	0.91	0.83	0.91
Adj. Flow (vph)	753	966	113	113	758	163	241	278	49	295	231	231
Shared Lane Traffic (%)												
Lane Group Flow (vph)	753	966	113	113	921	0	241	278	49	295	231	231
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane					Yes							Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	1	6		5	2		7	4		3	8	1
Permitted Phases			6						4			8
Detector Phase	1	6	6	5	2		7	4	4	3	8	1

110: SR 518 & S Patrick Dr
Lanes, Volumes, Timings

Existing Conditions
Timing Plan: PM Peak Hour

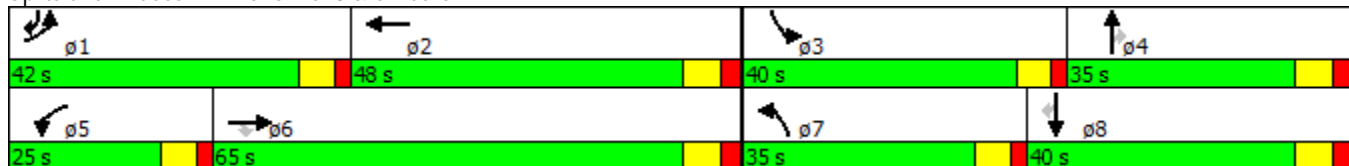


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	8.0	15.0	15.0	5.0	15.0		5.0	5.0	5.0	5.0	5.0	8.0
Minimum Split (s)	14.3	38.3	38.3	11.3	38.3		11.3	35.0	35.0	11.3	35.0	14.3
Total Split (s)	42.0	65.0	65.0	25.0	48.0		35.0	35.0	35.0	40.0	40.0	42.0
Total Split (%)	25.5%	39.4%	39.4%	15.2%	29.1%		21.2%	21.2%	21.2%	24.2%	24.2%	25.5%
Maximum Green (s)	35.7	57.7	57.7	18.7	40.7		28.7	28.0	28.0	33.7	33.0	35.7
Yellow Time (s)	4.3	4.8	4.8	4.3	4.8		4.3	4.5	4.5	4.3	4.5	4.3
All-Red Time (s)	2.0	2.5	2.5	2.0	2.5		2.0	2.5	2.5	2.0	2.5	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	7.3	7.3	6.3	7.3		6.3	7.0	7.0	6.3	7.0	6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.5	3.5	3.0	3.5		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min	Min	None	Min		None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		24.0	24.0		24.0			21.0	21.0		21.0	
Pedestrian Calls (#/hr)		0	0		0			0	0		0	
Act Effct Green (s)	35.9	66.3	66.3	10.4	40.9		24.6	19.6	19.6	29.1	24.0	66.9
Actuated g/C Ratio	0.24	0.44	0.44	0.07	0.27		0.16	0.13	0.13	0.19	0.16	0.44
v/c Ratio	0.93	0.63	0.15	0.48	0.99		0.85	0.61	0.15	0.88	0.79	0.18
Control Delay	76.3	37.6	5.6	76.9	80.4		87.8	69.1	0.9	85.8	81.1	10.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.3	37.6	5.6	76.9	80.4		87.8	69.1	0.9	85.8	81.1	10.0
LOS	E	D	A	E	F		F	E	A	F	F	B
Approach Delay		51.5			80.1			71.2			61.3	
Approach LOS		D			F			E			E	

Intersection Summary

Area Type:	Other
Cycle Length:	165
Actuated Cycle Length:	152.4
Natural Cycle:	150
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.99
Intersection Signal Delay:	63.0
Intersection LOS:	E
Intersection Capacity Utilization:	85.4%
ICU Level of Service:	E
Analysis Period (min):	15

Splits and Phases: 110: SR 518 & S Patrick Dr



66: WalMart/Winn Dixie/San Juan Dr & SR 518
Lanes, Volumes, Timings

Existing Conditions
Timing Plan: PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	970	201	30	762	0	183	0	49	0	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	85		250	100		0	0		0	0		0
Storage Lanes	1		1	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850					0.968				0.865
Flt Protected	0.950			0.950				0.963				
Satd. Flow (prot)	1770	3539	1583	1770	3539	0	0	1736	0	0	0	1611
Flt Permitted	0.314			0.186				0.963				
Satd. Flow (perm)	585	3539	1583	346	3539	0	0	1736	0	0	0	1611
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			231					116				276
Link Speed (mph)		45			45			25				25
Link Distance (ft)		1254			926			514				305
Travel Time (s)		19.0			14.0			14.0				8.3
Peak Hour Factor	1.00	0.96	0.87	0.81	0.84	0.25	0.82	0.25	0.71	0.25	0.25	0.50
Adj. Flow (vph)	5	1010	231	37	907	0	223	0	69	0	0	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	1010	231	37	907	0	0	292	0	0	0	10
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2				1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru				Right
Leading Detector (ft)	20	100	20	20	100		20	100				20
Trailing Detector (ft)	0	0	0	0	0		0	0				0
Detector 1 Position(ft)	0	0	0	0	0		0	0				0
Detector 1 Size(ft)	20	6	20	20	6		20	6				20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0				0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0				0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0				0.0
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm	NA				custom
Protected Phases		6		5	2			4				
Permitted Phases	6		6	2			4					6
Detector Phase	6	6	6	5	2		4	4				6

66: WalMart/Winn Dixie/San Juan Dr & SR 518
Lanes, Volumes, Timings

Existing Conditions
Timing Plan: PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	20.0	20.0	20.0	5.0	20.0		7.0	7.0				20.0
Minimum Split (s)	26.8	26.8	26.8	11.8	26.8		22.9	22.9				26.8
Total Split (s)	50.0	50.0	50.0	20.0	70.0		30.0	30.0				50.0
Total Split (%)	50.0%	50.0%	50.0%	20.0%	70.0%		30.0%	30.0%				50.0%
Maximum Green (s)	43.2	43.2	43.2	13.2	63.2		24.5	24.5				43.2
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8		3.4	3.4				4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.1	2.1				2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0				0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8			5.5				6.8
Lead/Lag	Lag	Lag	Lag	Lead								Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								Yes
Vehicle Extension (s)	6.0	6.0	6.0	3.0	6.0		3.0	3.0				6.0
Recall Mode	Min	Min	Min	None	Min		None	None				Min
Act Effect Green (s)	37.4	37.4	37.4	44.3	44.3			13.8				37.4
Actuated g/C Ratio	0.52	0.52	0.52	0.62	0.62			0.19				0.52
v/c Ratio	0.02	0.55	0.25	0.10	0.41			0.68				0.01
Control Delay	12.4	14.7	2.8	6.3	7.6			27.0				0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0				0.0
Total Delay	12.4	14.7	2.8	6.3	7.6			27.0				0.0
LOS	B	B	A	A	A			C				A
Approach Delay		12.4			7.5			27.0				
Approach LOS		B			A			C				

Intersection Summary
























Area Type:	Other
Cycle Length:	100
Actuated Cycle Length:	71.7
Natural Cycle:	65
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.68
Intersection Signal Delay:	12.2
Intersection LOS:	B
Intersection Capacity Utilization	66.8%
ICU Level of Service	C
Analysis Period (min)	15

Splits and Phases: 66: WalMart/Winn Dixie/San Juan Dr & SR 518



16: SR A1A & SR 518/Beach Access
Lanes, Volumes, Timings

Existing Conditions
Timing Plan: PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	574	7	507	5	12	5	308	696	7	5	769	513
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		0	300		100	100		300
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	50			25			50			50		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850		0.930				0.850			0.850
Flt Protected	0.950	0.955		0.950			0.950			0.950		
Satd. Flow (prot)	1681	1690	1583	1770	1732	0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.950	0.955		0.950			0.950			0.371		
Satd. Flow (perm)	1681	1690	1583	1770	1732	0	1770	3539	1583	691	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			570		15				127			461
Link Speed (mph)		45			25			45			45	
Link Distance (ft)		926			263			578			1909	
Travel Time (s)		14.0			7.2			8.8			28.9	
Peak Hour Factor	0.95	0.38	0.89	0.50	0.69	0.33	0.81	0.94	0.50	0.50	0.91	0.78
Adj. Flow (vph)	604	18	570	10	17	15	380	740	14	10	845	658
Shared Lane Traffic (%)	49%											
Lane Group Flow (vph)	308	314	570	10	32	0	380	740	14	10	845	658
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA	Perm	Split	NA		Prot	NA	custom	Perm	NA	Free
Protected Phases	8	8		4	4		1	6			2	
Permitted Phases			8						2	2		Free
Detector Phase	8	8	8	4	4		1	6	2	2	2	

16: SR A1A & SR 518/Beach Access
Lanes, Volumes, Timings

Existing Conditions
Timing Plan: PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		7.0	25.0	25.0	25.0	25.0	
Minimum Split (s)	45.9	45.9	45.9	24.8	24.8		13.8	42.8	42.8	42.8	42.8	
Total Split (s)	35.0	35.0	35.0	20.0	20.0		45.0	95.0	50.0	50.0	50.0	
Total Split (%)	23.3%	23.3%	23.3%	13.3%	13.3%		30.0%	63.3%	33.3%	33.3%	33.3%	
Maximum Green (s)	28.1	28.1	28.1	13.2	13.2		38.2	88.2	43.2	43.2	43.2	
Yellow Time (s)	4.8	4.8	4.8	3.4	3.4		4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	2.1	2.1	2.1	3.4	3.4		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	0.0	
Total Lost Time (s)	6.9	6.9	6.9	6.8	6.8		6.8	6.8	6.8	6.8	6.8	
Lead/Lag							Lead		Lag	Lag	Lag	
Lead-Lag Optimize?							Yes		Yes	Yes	Yes	
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0		3.0	8.0	8.0	8.0	8.0	
Recall Mode	None	None	None	None	None		None	Min	Min	Min	Min	
Walk Time (s)	7.0	7.0	7.0					7.0				
Flash Dont Walk (s)	32.0	32.0	32.0					29.0				
Pedestrian Calls (#/hr)	0	0	0					0				
Act Effct Green (s)	28.5	28.5	28.5	8.4	8.4		33.2	81.9	41.8	41.8	41.8	136.1
Actuated g/C Ratio	0.21	0.21	0.21	0.06	0.06		0.24	0.60	0.31	0.31	0.31	1.00
v/c Ratio	0.88	0.89	0.73	0.09	0.27		0.88	0.35	0.02	0.05	0.78	0.42
Control Delay	79.3	80.7	10.1	66.2	46.6		72.5	14.5	0.1	38.0	50.1	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.3	80.7	10.1	66.2	46.6		72.5	14.5	0.1	38.0	50.1	0.8
LOS	E	F	B	E	D		E	B	A	D	D	A
Approach Delay		46.6			51.3			33.8				28.6
Approach LOS		D			D			C				C

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 136.1
 Natural Cycle: 150
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 35.9
 Intersection LOS: D
 Intersection Capacity Utilization 81.5%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 16: SR A1A & SR 518/Beach Access



Intersection

Intersection Delay, s/veh 3.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	81	1206	940	41	30	61
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	None	None	None	None	None	None
Storage Length	0			0	200	0
Median Width		12	12		12	
Grade, %		0%	0%		0%	
Peak Hour Factor	0.74	0.97	0.92	0.83	0.73	0.79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	109	1243	1022	49	41	77
Number of Lanes	0	2	2	0	1	1

Major/Minor

	Major 1	Major 2				
Conflicting Flow All	1071	0	-	0	1887	536
Stage 1	-	-	-	-	1046	-
Stage 2	-	-	-	-	841	-
Follow-up Headway	2.22	-	-	-	3.52	3.32
Pot Capacity-1 Maneuver	647	-	-	-	62	489
Stage 1	-	-	-	-	299	-
Stage 2	-	-	-	-	383	-
Time blocked-Platoon, %	0	-	-	-	0	0
Mov Capacity-1 Maneuver	647	-	-	-	# 28	489
Mov Capacity-2 Maneuver	-	-	-	-	112	-
Stage 1	-	-	-	-	299	-
Stage 2	-	-	-	-	174	-

Approach

	EB	WB	SB
HCM Control Delay, s	3.4	0	27.9
HCM LOS	-	-	D

Minor Lane / Major Mvmt

	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Cap, veh/h	647	-	-	-	112	489
HCM Control Delay, s	11.694	2.7	-	-	54.7	13.7
HCM Lane V/C Ratio	0.17	-	-	-	0.37	0.16
HCM Lane LOS	B	A	-	-	F	B
HCM 95th-tile Q, veh	0.6	-	-	-	1.5	0.6

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection

Intersection Delay, s/veh 0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	13	2	3	423	487	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	None	None	None	None	None	None
Storage Length	0	0	0			0
Median Width	12			12	12	
Grade, %	0%			0%	0%	
Peak Hour Factor	0.60	0.25	0.25	0.94	0.89	0.75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	8	12	450	547	21
Number of Lanes	1	0	0	3	2	0

Major/Minor

		Major 1		Major 2	
Conflicting Flow All	762	284	569	0	0
Stage 1	558	-	-	-	-
Stage 2	204	-	-	-	-
Follow-up Headway	3.67	3.32	2.22	-	-
Pot Capacity-1 Maneuver	373	713	999	-	-
Stage 1	520	-	-	-	-
Stage 2	772	-	-	-	-
Time blocked-Platoon, %	0	0	0	-	-
Mov Capacity-1 Maneuver	367	713	999	-	-
Mov Capacity-2 Maneuver	367	-	-	-	-
Stage 1	520	-	-	-	-
Stage 2	760	-	-	-	-

Approach

	EB	NB	SB
HCM Control Delay, s	14.2	0.2	0
HCM LOS	B	-	-

Minor Lane / Major Mvmt

	NBL	NBT	EBLn1	SBT	SBR
Cap, veh/h	999	-	422	-	-
HCM Control Delay, s	8.647	0	14.2	-	-
HCM Lane V/C Ratio	0.01	-	0.07	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th-tile Q, veh	0.0	-	0.2	-	-

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection

Intersection Delay, s/veh	0.8
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Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	923	29	24	811	13	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	None	None	None	None	None	None
Storage Length		135	0		60	0
Median Width	12			12	12	
Grade, %	0%			0%	0%	
Peak Hour Factor	0.94	0.78	0.72	0.90	0.75	0.45
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	982	37	33	901	17	22
Number of Lanes	2	1	0	2	1	1

Major/Minor	Major 1		Major 2			
Conflicting Flow All	0	0	982	0	1499	491
Stage 1	-	-	-	-	982	-
Stage 2	-	-	-	-	517	-
Follow-up Headway	-	-	2.22	-	3.52	3.32
Pot Capacity-1 Maneuver	-	-	699	-	113	523
Stage 1	-	-	-	-	323	-
Stage 2	-	-	-	-	563	-
Time blocked-Platoon, %	-	-	0	-	0	0
Mov Capacity-1 Maneuver	-	-	699	-	102	523
Mov Capacity-2 Maneuver	-	-	-	-	224	-
Stage 1	-	-	-	-	323	-
Stage 2	-	-	-	-	510	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	16.7
HCM LOS	-	-	C

Minor Lane / Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Cap, veh/h	224	523	-	-	699	-
HCM Control Delay, s	22.4	12.2	-	-	10.408	0.5
HCM Lane V/C Ratio	0.08	0.04	-	-	0.05	-
HCM Lane LOS	C	B	-	-	B	A
HCM 95th-tile Q, veh	0.2	0.1	-	-	0.1	-

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection

Intersection Delay, s/veh 5.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	91	120	1104	44	93	793
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	None	None	None	None	None	None
Storage Length	0	140		175	0	
Median Width	12		12			12
Grade, %	0%		0%			0%
Peak Hour Factor	0.94	0.82	0.89	0.63	0.85	0.95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	97	146	1240	70	109	835
Number of Lanes	1	1	2	1	0	2

Major/Minor

			Major 1		Major 2	
Conflicting Flow All	1876	620	0	0	1240	0
Stage 1	1240	-	-	-	-	-
Stage 2	636	-	-	-	-	-
Follow-up Headway	3.52	3.32	-	-	2.22	-
Pot Capacity-1 Maneuver	# 63	431	-	-	557	-
Stage 1	236	-	-	-	-	-
Stage 2	489	-	-	-	-	-
Time blocked-Platoon, %	0	0	-	-	0	-
Mov Capacity-1 Maneuver	# 40	431	-	-	557	-
Mov Capacity-2 Maneuver	140	-	-	-	-	-
Stage 1	236	-	-	-	-	-
Stage 2	311	-	-	-	-	-

Approach

	WB	NB	SB
HCM Control Delay, s	40.3	0	3.2
HCM LOS	E	-	-

Minor Lane / Major Mvmt

	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Cap, veh/h	-	-	140	431	557	-
HCM Control Delay, s	-	-	74.5	17.6	13.036	1.9
HCM Lane V/C Ratio	-	-	0.69	0.34	0.20	-
HCM Lane LOS	-	-	F	C	B	A
HCM 95th-tile Q, veh	-	-	3.9	1.5	0.7	-

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection

Intersection Delay, s/veh 6.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	14	173	122	965	1189	64
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	None	None	None	None	None	None
Storage Length	0	0	0			0
Median Width	12			12	12	
Grade, %	0%			0%	0%	
Peak Hour Factor	0.65	0.91	0.88	0.97	0.95	0.75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	190	139	995	1252	85
Number of Lanes	1	1	0	2	2	1

Major/Minor

		Major 1		Major 2	
Conflicting Flow All	2027	626	1252	0	0
Stage 1	1252	-	-	-	-
Stage 2	775	-	-	-	-
Follow-up Headway	3.52	3.32	2.22	-	-
Pot Capacity-1 Maneuver	50	427	552	-	-
Stage 1	233	-	-	-	-
Stage 2	415	-	-	-	-
Time blocked-Platoon, %	0	0	0	-	-
Mov Capacity-1 Maneuver	22	427	552	-	-
Mov Capacity-2 Maneuver	22	-	-	-	-
Stage 1	233	-	-	-	-
Stage 2	181	-	-	-	-

Approach

	EB	NB	SB
HCM Control Delay, s	62	4.3	0
HCM LOS	F	-	-

Minor Lane / Major Mvmt

	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Cap, veh/h	552	-	22	427	-	-
HCM Control Delay, s	13.695	3	\$ -1	20	-	-
HCM Lane V/C Ratio	0.25	-	0.98	0.45	-	-
HCM Lane LOS	B	A	F	C	-	-
HCM 95th-tile Q, veh	1.0	-	2.8	2.2	-	-

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection

Intersection Delay, s/veh 6.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	4	0	21	0	0	16	30	1109	3	17	1345	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0		0	0		0	0		0	0		0
Median Width		12			12			12			12	
Grade, %		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.25	0.71	0.25	0.25	0.63	0.66	0.93	0.50	0.40	0.93	0.58
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	0	30	0	0	25	45	1192	6	42	1446	41
Number of Lanes	1	0	1	1	0	1	0	2	0	0	2	1

Major/Minor	Minor 2		Minor 1			Major 1			Major 2			
Conflicting Flow All	2218	2820	723	2094	2817	599	1446	0	0	1198	0	0
Stage 1	1531	1531	-	1286	1286	-	-	-	-	-	-	-
Stage 2	687	1289	-	808	1531	-	-	-	-	-	-	-
Follow-up Headway	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Capacity-1 Maneuver	24	18	369	30	18	445	465	-	-	578	-	-
Stage 1	122	177	-	174	233	-	-	-	-	-	-	-
Stage 2	403	232	-	341	177	-	-	-	-	-	-	-
Time blocked-Platoon, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Capacity-1 Maneuver	# 12	7	369	14	7	445	465	-	-	578	-	-
Mov Capacity-2 Maneuver	# 12	7	-	14	7	-	-	-	-	-	-	-
Stage 1	87	99	-	124	165	-	-	-	-	-	-	-
Stage 2	270	165	-	176	99	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	294.8	13.6	2.2	1.8
HCM LOS	F	B	-	-

Minor Lane / Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Cap, veh/h	465	-	-	12	369	0	445	578	-	-
HCM Control Delay, s	13.579	1.8	-	\$ 0	15.6	0	13.6	11.722	1.6	-
HCM Lane V/C Ratio	0.10	-	-	1.33	0.08	-	0.06	0.07	-	-
HCM Lane LOS	B	A	-	F	C	A	B	B	A	-
HCM 95th-tile Q, veh	0.3	-	-	2.7	0.3	-	0.2	0.2	-	-

Notes

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