

**Mims Mixed Used
Polk County, FL**

**Comprehensive Plan Amendment
*Traffic Analysis***

**Prepared for: T. Mims Corporation
By: LTG, Inc.
June 2026**



PROFESSIONAL ENGINEERING CERTIFICATION

I hereby certify that I am a Professional Engineer properly registered in the State of Florida practicing with LTG, Inc., a corporation authorized to operate as an engineering business, F030424608005, by the State of Florida Department of Professional Regulation, Board of Professional Engineers, and that I have prepared or approved the evaluations, findings, opinions, conclusions, or technical advice attached hereto for:

PROJECT: Mims Mixed Use – Comprehensive Plan Amendment Traffic Analysis
LOCATION: Polk County, Florida
CLIENT: T. Mims Corporation
JOB #: 6686.02

I hereby acknowledge that the procedures and references used to develop the results contained in these computations are standard to the professional practice of Transportation Engineering as applied through professional judgment and experience.

Prepared by:

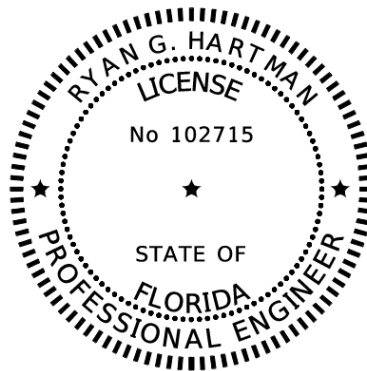
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This item has been digitally signed and sealed by Ryan G. Hartman on the date adjacent to the seal.

Ryan G Hartman Date: 2026.06.30
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Signature must be verified on any electronic copies.

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INTRODUCTION

LTG, Inc. (LTG) has been retained by T. Mims Corporation to prepare a Comprehensive Plan Amendment (CPA) traffic analysis for the proposed Mims Mixed Use development.

The proposed CPA will change the existing future land use (FLU) designations of a 2,476.5-acre property from 2,452.2 acres of Phosphate Mining (PM), 5 acres of Industrial (IND), 14.3 acres of Agriculture/Residential-Rural (A/RR), and 5 acres of Leisure/Recreation (L/R) to 1,260.8 acres of IND, 1,200.7 acres of Residential-Suburban (RS), and 15 acres of Rural Cluster Center (RCC). The property's proposed maximum development potential consists of 27,460,224 square-feet of industrial (based on 0.5 Floor Area Ratio (FAR)), 3,602 residential dwelling units (based on 3 dwelling units per acre allowed within a Suburban Planned Development (SPD)), and 196,020 square-feet of commercial (based on 0.3 FAR). Please note that the development scenario is based on maximum development potential of the proposed FLU designations and may not reflect the final development plan proposed for the site. If/when the applicant decides to file for transportation concurrency, a Traffic Impact Study (TIS) will need to be conducted and submitted.

The proposed development will be located at the northwest corner of SR 37 and CR 640 in unincorporated Polk County, Florida. **Figure 1** shows the location of the development relative to the surrounding road network. A proposed FLU exhibit is included in **Appendix A**. Build-out is anticipated by 2051.

Study Procedures

Standard engineering and planning procedures were used to determine the anticipated impacts of the property's proposed maximum development potential. Reference data was obtained from the Polk Transportation Planning Organization (TPO), the Florida Department of Transportation (FDOT), and the Institute of Transportation Engineers (ITE).

Study Area

The study area for the project includes the roadway segments that are directly connected to the project site and are impacted by the proposed project to within five percent or greater of the peak hour directional adopted level of service (LOS) capacity and major intersections along the significant segments. The CPA traffic analysis methodology letter identifying the study area is included in **Appendix B**.

The following roadway segments and intersections are included in the analysis:

Roadway Segments

- CR 640 from Hillsborough County Line to US 17/98
- SR 37 from SR 674 to Main Street
- Old Highway 37 from CR 630 to SR 37
- Old Highway 37 from Shepard Road to SR 570
- Nichols Rd from Nichols Plant to CR 676
- Anderson Rd from Nichols Road to CR 640
- SR 60 from Hillsborough County Line to SR 60/Van Fleet Drive
- CR 555 from SR 60 to CR 640
- Carter Road from SR 37 to CR 540A

- Shepard Road from Bailey Road to SR 37
- CR 540A from SR 37 to CR 37B/Lakeland Highlands Road
- County Line Road from SR 60 to I-4

Intersections

- CR 640 at SR 37
- CR 640 at Anderson Road
- SR 37 at SR 60
- Nichols Road at Anderson Road
- Old State Highway 37 at CR 640

Planned Roadway Improvements

Information on the programmed or planned roadway improvements in the area was obtained from the FDOT Five-Year Work Program and the Polk TPO Long Range Transportation Plan. At this time, there are no programmed or planned roadway improvements funded for construction in the next five years within the study area.



Mims Mixed Use	N  NTS	Location Map Project No.: 6686.02 Figure 1	
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EXISTING ROADWAY ANALYSIS

Turning movement counts were conducted during the AM and PM peak hours on Tuesday, May 19th, 2026 at the study area intersections (included in **Appendix C**). The turning movement counts were adjusted by the FDOT Seasonal Factor specified for the week the data was collected. The existing traffic volumes are presented in **Figure 2**.

Intersection Analysis

The operating conditions at the study area intersections were evaluated using *Synchro*. **Table 1** presents the existing AM and PM peak hour LOS at the study area intersections. The traffic signal timing sheets for the signalized intersections are included in **Appendix D** and the *Synchro* summary sheets are included in **Appendix E**. As indicated in the table, the intersection of SR 37 at SR 60 is currently operating outside the adopted LOS during the AM peak hour.

Table 1
Existing LOS – Intersection Analysis

Intersection	Adopted LOS	Control Type	AM Peak Hour				PM Peak Hour			
			Critical Approach	Delay (sec.)	LOS	Overall Highest V/C	Critical Approach	Delay (sec.)	LOS	Overall Highest V/C
SR 37 at CR 640	C	Traffic Signal	-	15.9	B	0.550	-	16.8	B	0.600
Anderson Rd at CR 640	C	TWSC	SB	8.8	A	0.047	SB	9.8	A	0.061
SR 37 at SR 60	D	Traffic Signal	-	74.6	E	0.950	-	44.1	D	0.890
Nichols Rd at Anderson Rd	D	TWSC	WB	9.1	A	0.047	WB	9.1	A	0.100
Old SR 37 at CR 640	D	AWSC	NB	10.1	B	0.305	EB	11.8	B	0.446

Roadway Segment Analysis

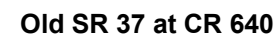
The Annual Average Daily Traffic (AADT) for the study roadway segments was obtained from the *2025 Polk County Roadway Network Database*. The existing LOS for the study area roadway segments are shown in **Table 2**. As indicated in the table, all study area roadway segments are currently operating within the directional peak hour capacities.

Table 2*
Existing LOS – Roadway Segment Analysis

Roadway	Segment		Link No.	No. of Lanes	Adopted LOS	Peak Hour Directional Capacity	Existing Peak Hour Directional Volume	V/C Ratio	Existing Volume Exceeds Capacity?
CR 640	Hillsborough County Line	SR 37	4069E	2B	C	900	313	0.35	No
CR 640	Hillsborough County Line	SR 37	4069W	2B	C	900	326	0.36	No
CR 640	SR 37	US 17/98	4070E	2B	D	1,220	198	0.16	No
CR 640	SR 37	US 17/98	4070W	2B	D	1,220	207	0.17	No
SR 37	SR 674	CR 640	5801N	2B	C	900	326	0.36	No
SR 37	SR 674	CR 640	5801S	2B	C	900	340	0.38	No
SR 37	CR 640	Alafia River	5802N	2B	D	1,220	512	0.42	No
SR 37	CR 640	Alafia River	5802S	2B	D	1,220	492	0.40	No
SR 37	Alafia River	SR 60	5803N	4D	D	2,000	611	0.31	No
SR 37	Alafia River	SR 60	5803S	4D	D	2,000	636	0.32	No
SR 37	SR 60	Shepard Rd	5804N	4D	D	2,000	901	0.45	No
SR 37	SR 60	Sherpard Rd	5804S	4D	D	2,000	938	0.47	No
SR 37	Shepard Rd	Pipkin Rd	5805N	4D	D	2,000	1,403	0.70	No
SR 37	Sherpard Rd	Pipkin Rd	5805S	4D	D	2,000	1,461	0.73	No
SR 37	Pipkin Rd	Alamo Dr	5806N	4D	D	2,000	1,232	0.62	No
SR 37	Pipkin Rd	Alamo Dr	5806S	4D	D	2,000	1,283	0.64	No
SR 37	Alamo Dr	SR 570	5809N	6D	D	3,020	1,449	0.48	No
SR 37	Alamo Dr	SR 570	5809S	6D	D	3,020	1,508	0.50	No
SR 37	SR 570	Ariana St	5807N	4D	D	1,630	1,159	0.71	No
SR 37	SR 570	Ariana St	5807S	4D	D	1,630	1,206	0.74	No
SR 37	Ariana St	Main St	5808N	4D	D	1,630	1,449	0.89	No
SR 37	Ariana St	Main St	5808S	4D	D	1,630	1,508	0.93	No
Old Highway 37	CR 630	CR 640	4128N	2U	D	730	28	0.04	No
Old Highway 37	CR 630	CR 640	4128S	2U	D	730	29	0.04	No
Old Highway 37	CR 640	SR 37	N	2U	D	730	145	0.20	No
Old Highway 37	CR 640	SR 37	S	2U	D	730	1	0.00	No
Old Highway 37	Shepard Rd	Pipkin Rd	4127N	2U	D	790	450	0.57	No
Old Highway 37	Shepard Rd	Pipkin Rd	4127S	2U	D	790	432	0.55	No
Old Highway 37	Pipkin Rd	SR 570	8034N	2U	E	790	185	0.23	No
Old Highway 37	Pipkin Rd	SR 570	8034S	2U	E	790	193	0.24	No
Nichols Rd	Nichols Plant	CR 676	4120E	2U	C	750	4	0.01	No
Nichols Rd	Nichols Plant	CR 676	4120W	2U	C	750	5	0.01	No
Anderson Rd	Nichols Rd	CR 640	N	2U	C	750	75	0.10	No
Anderson Rd	Nichols Rd	CR 640	S	2U	C	750	34	0.04	No
SR 60	Hillsborough County Line	CR 676	5900E	4D	D	2,000	1,014	0.51	No
SR 60	Hillsborough County Line	CR 676	5900W	4D	D	2,000	1,056	0.53	No
SR 60	CR 676	SR 37	5901E	4D	D	2,000	1,036	0.52	No
SR 60	CR 676	SR 37	5901W	4D	D	2,000	1,079	0.54	No
SR 60	SR 37	12th Ave	5902E	4D	D	2,000	1,102	0.55	No
SR 60	SR 37	12th Ave	5902W	4D	D	2,000	1,058	0.53	No
SR 60	12th Ave	Bonnie Mine Rd	5903E	4D	D	1,820	1,069	0.59	No
SR 60	12th Ave	Bonnie Mine Rd	5903W	4D	D	1,820	1,028	0.56	No
SR 60	Bonnie Mine Rd	SR 60/Van Fleet Dr	5904E	4D	D	2,000	992	0.50	No
SR 60	Bonnie Mine Rd	SR 60/Van Fleet Dr	5904W	4D	D	2,000	1,033	0.52	No
CR 555	SR 60	CR 640	4056N	2U	C	750	163	0.22	No
CR 555	SR 60	CR 640	4056S	2U	C	750	170	0.23	No
Carter Rd	SR 37	CR 540A	8079E	2U	D	790	542	0.69	No
Carter Rd	SR 37	CR 540A	8079W	2U	D	790	520	0.66	No
Shepard Rd	Bailey Rd	SR 37	4144E	4D	D	1,800	964	0.54	No
Shepard Rd	Bailey Rd	SR 37	4144W	4D	D	1,800	926	0.51	No
CR 540A	SR 37	CR 37B/Lakeland Highlands Rd	4041E	5U	D	1,800	1,147	0.64	No
CR 540A	SR 37	CR 37B/Lakeland Highlands Rd	4041W	5U	D	1,800	1,193	0.66	No
County Line Rd	SR 60	Pipkin Rd	4027N	4D	D	1,800	927	0.52	No
County Line Rd	SR 60	Pipkin Rd	4027S	4D	D	1,800	891	0.50	No
County Line Rd	Pipkin Rd	I-4	4028N	4D	D	1,800	1,076	0.60	No
County Line Rd	Pipkin Rd	I-4	4028S	4D	D	1,800	1,120	0.62	No

*Data Obtained from 2025 Polk County Roadway Network Database

SR 37 at CR 640



3

2051 FUTURE ROADWAY ANALYSIS

The study area intersection and roadway segments were analyzed based on the future roadway conditions to determine potential impacts.

Background Traffic

A minimum annual growth rate of 1.38% was applied to the study area intersection and roadway segment existing volumes to determine 2051 background traffic. This annual growth rate was determined using population estimates obtained from the Bureau of Economic and Business Research (BEBR) and the medium series projections for year 2050 (the latest year made available by the BEBR). The background traffic volumes are presented in **Figure 3**.

Trip Generation

The daily, AM peak hour, and PM peak hour trip generation for the property's proposed maximum development potential was determined using the ITE' 12th Edition of the *Trip Generation Manual*. The gross trip generation is presented in **Table 3**.

Table 3
Gross Trip Generation

Time Period	FLUM	Land Use	ITE LUC	Trip Rate/Equation	Quantity (X)		Percent Entering	Percent Exiting	Trips Entering	Trips Exiting	Total Trips (T)
Daily	Industrial (IND)	Industrial Park	130	$T=2.04(X)+808.48$	27460.22	KSF	50%	50%	28,414	28,413	56,827
	Residential-Suburban (RS)	Single Family Detached	210	$T=8.07(X)+265.45$	3602	DU	50%	50%	14,667	14,667	29,334
	Rural-Cluster Centers (RCC)	Shopping Center (>150K)	820	$T=36.39(X)$	196.02	DU	50%	50%	3,567	3,566	7,133
Totals:									46,648	46,646	93,294
AM Peak Hour	Industrial (IND)	Industrial Park	130	$T=0.22(X)$	27460.22	KSF	77%	23%	4,652	1,389	6,041
	Residential-Suburban (RS)	Single Family Detached	210	$T=0.67(X)+5.59$	3602	DU	27%	73%	653	1,766	2,419
	Rural-Cluster Centers (RCC)	Shopping Center (>150K)	820	$T=0.88(X)$	196.02	DU	62%	38%	107	65	172
Totals:									5,412	3,220	8,632
PM Peak Hour	Industrial (IND)	Industrial Park	130	$T=0.16(X)+114.29$	27460.22	KSF	28%	72%	1,262	3,246	4,508
	Residential-Suburban (RS)	Single Family Detached	210	$\ln(T)=0.92\ln(X)+0.33$	3602	DU	62%	38%	1,613	989	2,602
	Rural-Cluster Centers (RCC)	Shopping Center (>150K)	820	$T=3.26(X)$	196.02	DU	49%	51%	313	326	639
Totals:									3,188	4,561	7,749

Due to the mixed-use nature of the development, a portion of the trips are expected to remain internal to the site, known as internal capture. Additionally, a portion of the trips known as pass-by will be attracted to the development from the existing traffic on the adjacent roadway. The internal capture and pass-by trips were calculated using the procedures outlined in Report 684 from the National Cooperative Highway Research Program (NCHRP) and the 2025 Pass-By Tables included in the ITETripGen Web-based App Appendices. The resulting net trip generation is summarized in **Table 4**.

Table 4
Net Trip Generation

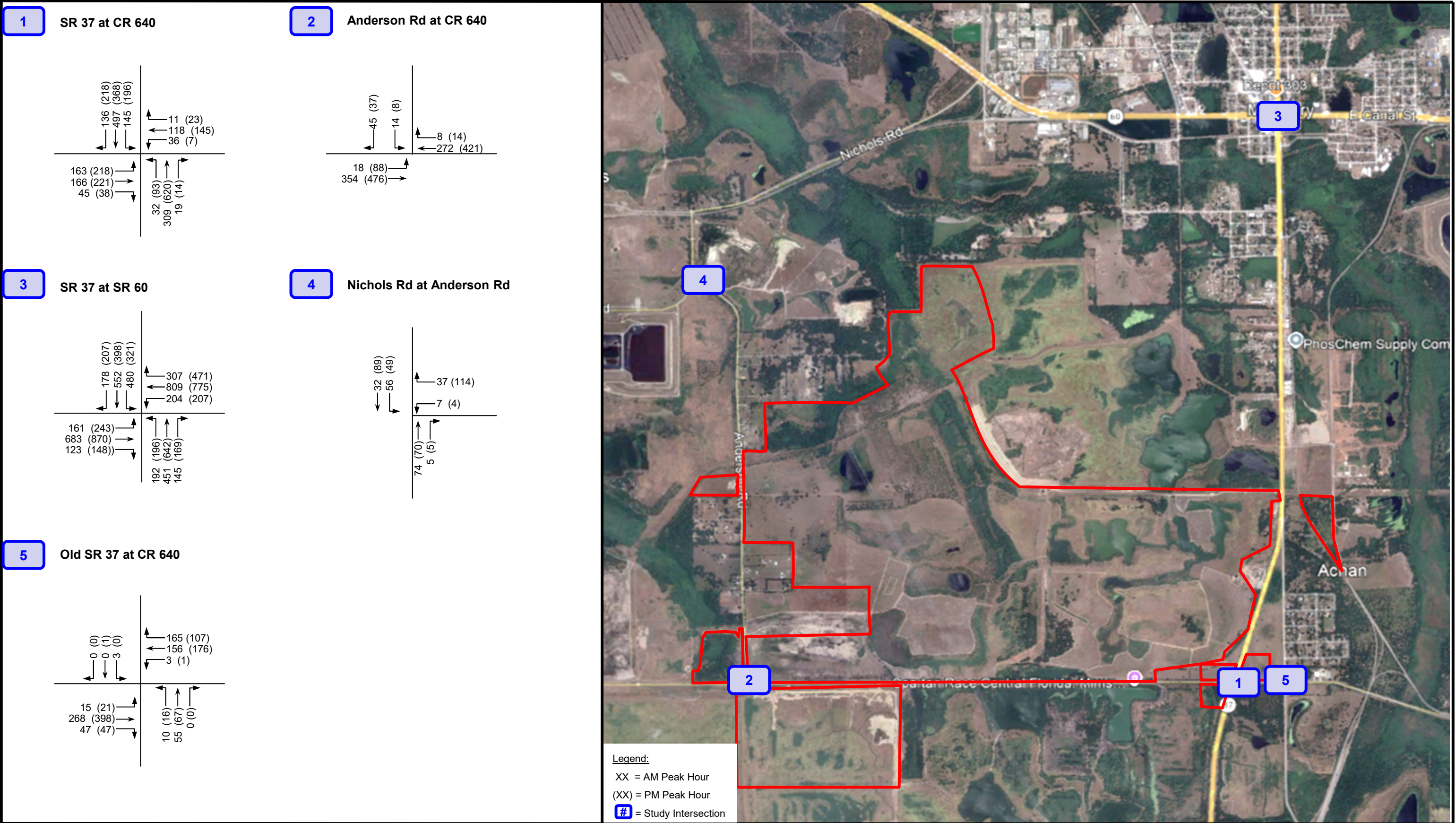
Time Period	Land Use	Total Gross Trips			Internal Trips			Pass-by Trips			New Net External Trips		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
AM Peak Hour	Industrial Park	4,652	1,389	6,041	0	0	0	0	0	0	4,652	1,389	6,041
	Single Family Detached	653	1,766	2,419	9	18	27	0	0	0	644	1,748	2,392
	Shopping Center (>150K)	107	65	172	18	9	27	0	0	0	89	56	145
Totals:		5,412	3,220	8,632	27	27	54	0	0	0	5,385	3,193	8,578
PM Peak Hour	Industrial Park	1,262	3,246	4,508	0	0	0	0	0	0	1,262	3,246	4,508
	Single Family Detached	1,613	989	2,602	85	31	116	0	0	0	1,528	958	2,486
	Shopping Center (>150K)	313	326	639	31	85	116	74	77	151	208	164	372
Totals:		3,188	4,561	7,749	116	116	232	74	77	151	2,998	4,368	7,366

Trip Distribution

The process of determining the directional flow of traffic associated with a new development is called trip distribution. The District 1 Regional Planning Model, developed for use in forecasting future travel patterns, was used to determine the project trip distribution. Please note, the model distribution was manually modified in the immediate vicinity of the project using engineering judgment to account for anticipated development mix and access. The trip distribution is presented in **Figure 4**.

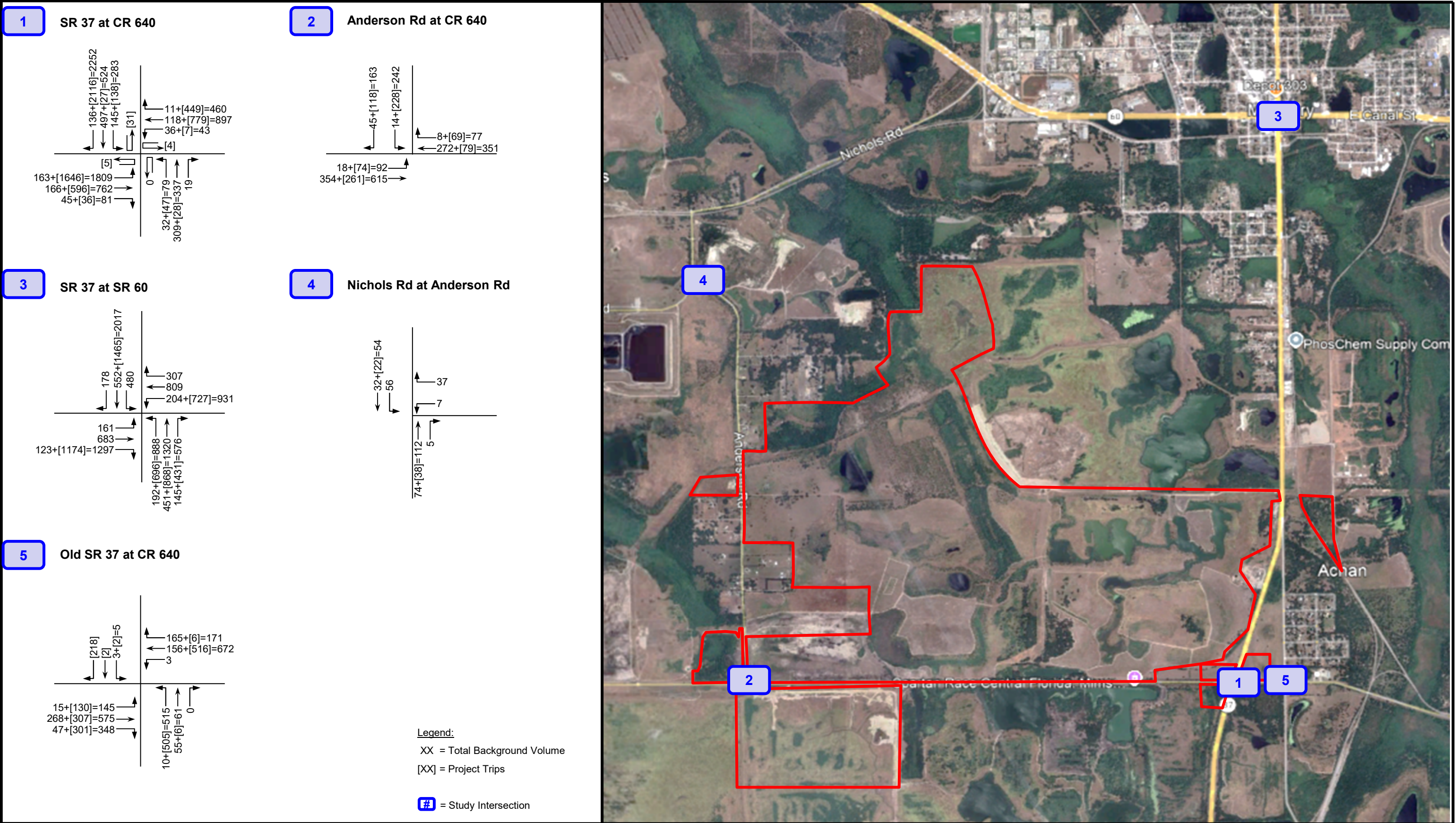
Trip Assignment

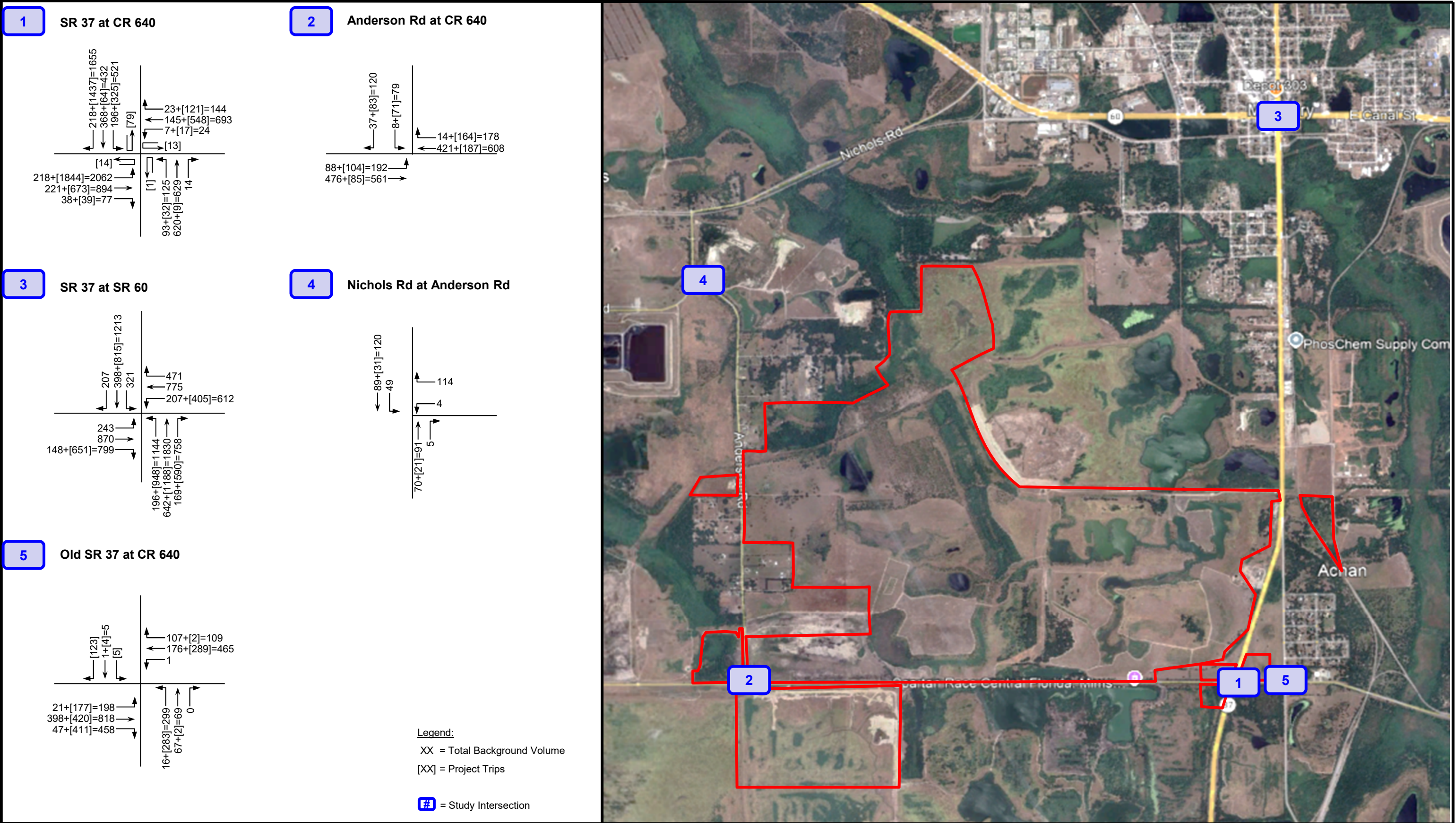
Using the trip distribution, the AM and PM peak hour project trips were assigned to the study area roadway network. **Figure 5A** and **Figure 5B** graphically depict the 2051 build-out AM and PM peak hour traffic, respectively.





**Engineering
& Planning**





5

Old SR 37 at CR 640

[123]

1+[4]=5

[6]

107+[2]=109

176+[289]=465

1

21+[177]=198

398+[420]=818

47+[411]=458

16+[283]=299

67+[2]=69

0

Legend:

XX = Total Background Volume

[XX] = Project Trips

= Study Intersection

Mims Mixed Use



2051 Build-Out PM Peak Hour
Traffic Volumes

Project Number: 6686.02

Figure: B



Intersection Analysis

The study area intersections were analyzed based on the future roadway conditions. **Table 5** presents the future AM and PM peak hour LOS at the study area intersections. The *Synchro* summary sheets are included as **Appendix F**. As indicated in the table, all study area intersections, with the exception of Nichols Road at Anderson Road, are anticipated to operate outside the adopted LOS and with v/c ratios greater than 1.000.

Table 5
Future LOS – Intersection Analysis

Intersection	Adopted LOS	Control Type	AM Peak Hour					PM Peak Hour				
			Critical Approach	Delay (sec.)	LOS	Overall Highest V/C	Movements with V/C > 1.0	Critical Approach	Delay (sec.)	LOS	Overall Highest V/C	Movements with V/C > 1.0
SR 37 at CR 640	C	Traffic Signal	-	4,186.2	F	34.760	EBL, EBT, WBL, WBT, SBR	-	4,955.3	F	37.670	EBL, EBT, WBT, SBL, SBR
Anderson Rd at CR 640	C	TWSC	SB	252.9	F	1.448	SB	SB	197.0	F	1.239	SB
SR 37 at SR 60	D	Traffic Signal	-	854.9	F	4.870	EBT, EBR, WBL, NBL, NBT, NBR, SBL, SBT, SBR	-	870.1	F	5.300	EBT, EBR, WBL, NBL, NBT, NBR, SBT, SBR
Nichols Rd at Anderson Rd	D	TWSC	WB	9.8	A	0.072	-	WB	9.6	A	0.144	-
Old SR 37 at CR 640	D	AWSC	NB	410.1	F	2.273	EBT, EBR, WBT, NB	EB	515.7	F	2.222	EBT, EBR, WBT, NB

Roadway Segment Analysis

The study area roadway segments were analyzed under future conditions and the results are presented in **Table 6**. As indicated in the table, CR 640 from Hillsborough County Line to US 17/98, SR 37 from CR 640 to Alamo Drive, SR 37 from SR 570 to Main Street, SR 60 from Hillsborough County Line to 12th Avenue, Carter Road from SR 37 to CR 540A, and County Line Road from Pipkin Road to I-4 are anticipated to operate outside the directional peak hour capacities.

Table 6
Future LOS – Roadway Segment Analysis

Roadway	Segment		Link No.	No. of Lanes	Adopted LOS	Peak Hour Directional Capacity	Existing Peak Hour Directional Volume	Existing Volumes Exceeds Capacity?	Existing V/C Ratio	2051 Background Volume	2051 Background Volume Exceeds Capacity?	Background V/C Ratio	Project Distribution	Project Trips	2051 Total Build-Out Volume	2051 Build-Out Volume Exceeds Capacity?	Build-Out V/C Ratio
CR 640	Hillsborough County Line	SR 37	4069E	2B	C	900	313	No	0.35	425	No	0.47	*	2,283	2,708	Yes	3.01
CR 640	Hillsborough County Line	SR 37	4069W	2B	C	900	326	No	0.36	443	No	0.49	*	2,947	3,390	Yes	3.77
CR 640	SR 37	US 17/98	4070E	2B	D	1,220	198	No	0.16	269	No	0.22	*	738	1,007	No	0.83
CR 640	SR 37	US 17/98	4070W	2B	D	1,220	207	No	0.17	281	No	0.23	*	1,239	1,520	Yes	1.25
SR 37	SR 674	CR 640	5801N	2B	C	900	326	No	0.36	443	No	0.49	1.4%	45	488	No	0.54
SR 37	SR 674	CR 640	5801S	2B	C	900	340	No	0.38	462	No	0.51	1.4%	75	537	No	0.60
SR 37	CR 640	Old Highway 37	5802N	2B	D	1,220	512	No	0.42	696	No	0.57	*	2,154	2,850	Yes	2.34
SR 37	CR 640	Old Highway 37	5802S	2B	D	1,220	492	No	0.40	669	No	0.55	*	2,312	2,981	Yes	2.44
SR 37	Old Highway 37	Alafia River	5802N	4D	D	2,000	611	No	0.31	830	No	0.42	*	2,154	2,984	Yes	1.49
SR 37	Old Highway 37	Alafia River	5802S	4D	D	2,000	636	No	0.32	864	No	0.43	*	2,312	3,176	Yes	1.59
SR 37	Alafia River	SR 60	5803N	4D	D	2,000	901	No	0.45	1,224	No	0.61	63.1%	2,015	3,239	Yes	1.62
SR 37	Alafia River	SR 60	5803S	4D	D	2,000	938	No	0.47	1,275	No	0.64	63.1%	3,398	4,673	Yes	2.34
SR 37	SR 60	Maverics Drive	5804N	4D	D	2,000	1,403	No	0.70	1,906	No	0.95	27.2%	868	2,774	Yes	1.39
SR 37	SR 60	Maverics Drive	5804S	4D	D	2,000	1,461	No	0.73	1,985	No	0.99	27.2%	1,465	3,450	Yes	1.73
SR 37	Maverics Drive	Carter Rd	5804N	4D	D	2,000	1,403	No	0.70	1,906	No	0.95	22.2%	709	2,615	Yes	1.31
SR 37	Maverics Drive	Carter Rd	5804S	4D	D	2,000	1,461	No	0.73	1,985	No	0.99	22.2%	1,195	3,180	Yes	1.59
SR 37	Carter Rd	Shepard Rd	5804N	4D	D	2,000	1,403	No	0.70	1,906	No	0.95	19.6%	626	2,532	Yes	1.27
SR 37	Carter Rd	Shepard Rd	5804S	4D	D	2,000	1,461	No	0.73	1,985	No	0.99	19.6%	1,055	3,040	Yes	1.52
SR 37	Shepard Rd	Ewell Road	5805N	4D	D	2,000	1,403	No	0.70	1,906	No	0.95	14.4%	460	2,366	Yes	1.18
SR 37	Shepard Rd	Ewell Road	5805S	4D	D	2,000	1,461	No	0.73	1,985	No	0.99	14.4%	775	2,760	Yes	1.38
SR 37	Ewell Road	Fitzgerald Rd	5805N	4D	D	2,000	1,403	No	0.70	1,906	No	0.95	10.7%	342	2,248	Yes	1.12
SR 37	Ewell Road	Fitzgerald Rd	5805S	4D	D	2,000	1,461	No	0.73	1,985	No	0.99	10.7%	576	2,561	Yes	1.28
SR 37	Fitzgerald Rd	Pipkin Rd	5805N	4D	D	2,000	1,403	No	0.70	1,906	No	0.95	9.4%	300	2,206	Yes	1.10
SR 37	Fitzgerald Rd	Pipkin Rd	5805S	4D	D	2,000	1,461	No	0.73	1,985	No	0.99	9.4%	506	2,491	Yes	1.25
SR 37	Pipkin Rd	Alamo Dr	5806N	4D	D	2,000	1,232	No	0.62	1,674	No	0.84	7.3%	233	1,907	No	0.95
SR 37	Pipkin Rd	Alamo Dr	5806S	4D	D	2,000	1,283	No	0.64	1,743	No	0.87	7.3%	393	2,136	Yes	1.07
SR 37	Alamo Dr	SR 570	5809N	6D	D	3,020	1,449	No	0.48	1,969	No	0.65	6.8%	217	2,186	No	0.72
SR 37	Alamo Dr	SR 570	5809S	6D	D	3,020	1,508	No	0.50	2,049	No	0.68	6.8%	366	2,415	No	0.80
SR 37	SR 570	Edgewood Dr	5807N	4D	D	1,630	1,159	No	0.71	1,575	No	0.97	5.7%	182	1,757	Yes	1.08
SR 37	SR 570	Edgewood Dr	5807S	4D	D	1,630	1,206	No	0.74	1,639	Yes	1.01	5.7%	307	1,946	Yes	1.19
SR 37	Edgewood Dr	Beacon Rd	5807N	4D	D	1,630	1,159	No	0.71	1,575	No	0.97	0.0%	0	1,575	No	0.97
SR 37	Edgewood Dr	Beacon Rd	5807S	4D	D	1,630	1,206	No	0.74	1,639	Yes	1.01	0.0%	0	1,639	Yes	1.01
SR 37	Beacon Rd	Ariana St	5807N	4D	D	1,630	1,159	No	0.71	1,575	No	0.97	0.0%	0	1,575	No	0.97
SR 37	Beacon Rd	Ariana St	5807S	4D	D	1,630	1,206	No	0.74	1,639	Yes	1.01	0.0%	0	1,639	Yes	1.01
SR 37	Ariana St	Lemon St	5809N	4D	D	1,630	1,449	No	0.89	1,969	Yes	1.21	3.7%	118	2,087	Yes	1.28
SR 37	Ariana St	Lemon St	5809S	4D	D	1,630	1,508	No	0.93	2,049	Yes	1.26	3.7%	199	2,248	Yes	1.38
SR 37	Lemon St	Main St	5808N	4D	D	1,630	1,449	No	0.89	1,969	Yes	1.21	0.0%	0	1,969	Yes	1.21
SR 37	Lemon St	Main St	5808S	4D	D	1,630	1,508	No	0.93	2,049	Yes	1.26	0.0%	0	2,049	Yes	1.26
Old Highway 37	CR 630	CR 640	4128N	2U	D	730	28	No	0.04	38	No	0.05	9.6%	517	555	No	0.76
Old Highway 37	CR 630	CR 640	4128S	2U	D	730	29	No	0.04	39	No	0.05	9.6%	307	346	No	0.47
Old Highway 37	CR 640	SR 37	N	2U	D	730	145	No	0.20	197	No	0.27	*	142	339	No	0.46
Old Highway 37	CR 640	SR 37	S	2U	D	730	1	No	0.00	1	No	0.00	*	222	223	No	0.31
Old Highway 37	Shepard Rd	Pipkin Rd	4127N	2U	D	790	450	No	0.57	611	No	0.77	2.7%	86	697	No	0.88
Old Highway 37	Shepard Rd	Pipkin Rd	4127S	2U	D	790	432	No	0.55	587	No	0.74	2.7%	145	732	No	0.93
Old Highway 37	Pipkin Rd	SR 570	8034N	2U	E	790	185	No	0.23	251	No	0.32	1.7%	54	305	No	0.39
Old Highway 37	Pipkin Rd	SR 570	8034S	2U	E	790	193	No	0.24	262	No	0.33	1.7%	92	354	No	0.45
Nichols Rd	Nichols Plant	CR 676	4120E	2U	C	750	4	No	0.01	5	No	0.01	0.7%	38	43	No	0.06
Nichols Rd	Nichols Plant	CR 676	4120W	2U	C	750	5	No	0.01	7	No	0.01	0.7%	22	29	No	0.04
Anderson Rd	Nichols Rd	CR 640	N	2U	C	750	75	No	0.10	103	No	0.14	5.4%	172	275	No	0.37
Anderson Rd	Nichols Rd	CR 640	S	2U	C	750	34	No	0.04	46	No	0.06	5.4%	291	337	No	0.45
SR 60	Hillsborough County Line	CR 676	5900E	4D	D	2,000	1,014	No	0.51	1,378	No	0.69	16.3%	878	2,256	Yes	1.13
SR 60	Hillsborough County Line	CR 676	5900W	4D	D	2,000	1,056	No	0.53	1,435	No	0.72	16.3%	520	1,955	No	0.98
SR 60	CR 676	Diesel Rd	5901E	4D	D	2,000	1,036	No	0.52	1,408	No	0.70	20.3%	1,093	2,501	Yes	1.25
SR 60	CR 676	Diesel Rd	5901W	4D	D	2,000	1,079	No	0.54	1,466	No	0.73	20.3%	648	2,114	Yes	1.06
SR 60	Diesel Rd	SR 37	5901E	4D	D	2,000	1,102	No	0.55	1,497	No	0.75	21.8%	1,174	2,671	Yes	1.34
SR 60	Diesel Rd	SR 37	5901W	4D	D	2,000	1,079	No	0.54	1,466	No	0.73	21.8%	696	2,162	Yes	1.08
SR 60	SR 37	12th Ave	5902E	4D	D	2,000	1,102	No	0.55	1,497	No	0.75	13.5%	431	1,928	No	0.96
SR 60	SR 37	12th Ave	5902W	4D	D	2,000	1,058	No	0.53	1,438	No	0.72	13.5%	727	2,165	Yes	1.08
SR 60	12th Ave	Bonnie Mine Rd	5903E	4D	D	1,820	1,069	No	0.59	1,453	No	0.80	4.0%	128	1,581	No	0.87
SR 60	12th Ave	Bonnie Mine Rd	5903W	4D	D	1,820	1,028	No	0.56	1,397	No	0.77	4.0%	215	1,612	No	0.89
SR 60	Bonnie Mine Rd	SR 60/Van Fleet Dr	5904E	4D	D	2,000	992	No	0.50	1,348	No	0.67	3.7%	118	1,466	No	0.73
SR 60	Bonnie Mine Rd	SR 60/Van Fleet Dr	5904W	4D	D	2,000	1,033	No	0.52	1,404	No	0.70	3.7%	199	1,603	No	0.80
CR 555	SR 60	CR 640	4056N	2U	C	750	163	No	0.22	221	No	0.29	4.4%	140	361	No	0.48
CR 555	SR 60	CR 640	4056S	2U	C	750	170	No	0.23	231	No	0.31	4.4%	237	468	No	0.62
Carter Rd	SR 37	CR 540A	8079E	2U	D	790	542	No	0.69	736	No	0.93	2.6%	140	876	Yes	1.11
Carter Rd	SR 37	CR 540A	8079W	2U	D	790	520	No	0.66	707	No	0.89	2.6%	83	790	No	1.00
Shepard Rd	Bailey Rd	SR 37	4144E	4D	D	1,800	964	No	0.54	1,310	No	0.73	5.2%	166	1,476	No	0.82
Shepard Rd	Bailey Rd	SR 37	4144W	4D	D	1,800	926	No	0.51	1,258	No	0.70	5.2%	280	1,538	No	0.85
CR 540A	SR 37	CR 37B/Lakeland Highlands Rd	4041E	5U	D	1,800	1,147	No	0.64	1,559	No	0.87	2.2%	118	1,677	No	0.93
CR 540A	SR 37	CR 37B/Lakeland Highlands Rd	4041W	5U	D	1,800	1,193	No	0.66	1,621	No	0.90	2.2%	70	1,691	No	0.94
County Line Rd	SR 60	Pipkin Rd	4027N	4D	D	1,800	927	No	0.52	1,260	No	0.70	8.9%	479	1,739	No	0.97
County Line Rd	SR 60	Pipkin Rd	4027S	4D	D	1,800	891	No	0.50	1,211	No	0.67	8.9%	284	1,495	No	0.83
County Line Rd	Pipkin Rd	I-4	4028N	4D	D	1,800	1,076	No	0.60	1,462	No	0.81	8.7%	278	1,740	No	0.97
County Line Rd	Pipkin Rd	I-4	4028S	4D	D	1,800	1,120	No	0.62	1,522	No	0.85	8.7%	468	1,990	Yes	1.11

*Based on a manual distribution.

4

CONCLUSION

The proposed CPA will change the existing FLU designations of a 2,476.5-acre property from 2,452.2 acres of PM, 5 acres of IND, 14.3 acres of A/RR, and 5 acres of L/R to 1,260.8 acres of IND, 1,200.7 acres of RS, and 15 acres of RCC. The property's proposed maximum development potential consists of 27,460,224 square-feet of industrial, 3,602 residential dwelling units, and 196,020 square-feet of commercial. The property's proposed maximum development potential would generate 93,294 daily trips, 8,578 AM peak hour trips, and 7,366 PM peak hour trips. Please note that the development scenario is based on maximum development potential of the proposed FLU designations and may not reflect the final development plan proposed for the site. If/when the applicant decides to file for transportation concurrency, a Traffic Impact Study (TIS) will need to be conducted and submitted.

The results of the above CPA traffic analysis are presented below.

Existing Conditions

- The intersection of SR 37 at SR 60 is currently operating outside the adopted LOS during the AM peak hour.
- All study area roadway segments are currently operating within the directional peak hour capacities.

2051 Future Conditions

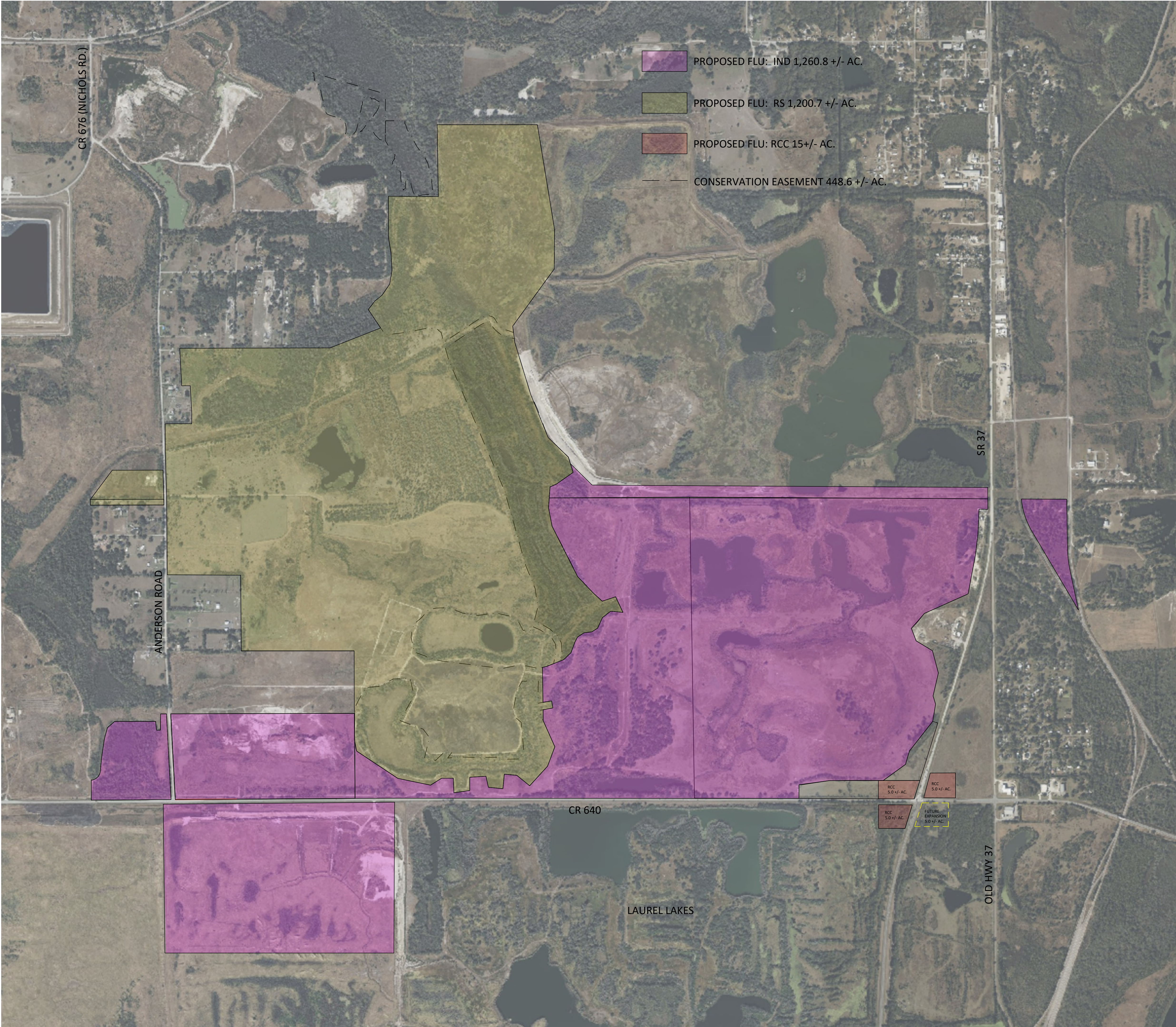
- All study area intersections, with the exception of Nichols Road at Anderson Road, are anticipated to operate outside the adopted LOS and with v/c ratios greater than 1.000.
- CR 640 from Hillsborough County Line to US 17/98, SR 37 from CR 640 to Alamo Drive, SR 37 from SR 570 to Main Street, SR 60 from Hillsborough County Line to 12th Avenue, Carter Road from SR 37 to CR 540A, and County Line Road from Pipkin Road to I-4 are anticipated to operate outside the directional peak hour capacities.

This analysis indicates there are multiple potential roadway deficiencies associated with the addition of potential trips associated with the proposed CPA. Transportation concurrency and any mitigation strategies required to offset anticipated impacts due to buildout of the project will be assessed at the time of the final site plan application.

APPENDIX A

Proposed FLU Exhibit

Dwg: C:\Clients\MIMSC - Tom Mims Corp\MIMSC26001 640 CPA\CAD\EXHIBITS\2600413 FLU Exhibit\6BPC ALO.dwg, Layout: FLU EXHIBIT, Apr 15, 2025 10:29



LEGEND

---	EXISTING PROPERTY BOUNDARY
---	EXISTING CONDITIONS TEXT
---	EXISTING SPOT ELEVATIONS
---	EXISTING CONTOURS
---	EXISTING POTABLE WATER
---	EXISTING STORM SEWER
---	EXISTING FENCE LINE
---	EXISTING SANITARY LINE
---	EXISTING OVERHEAD WIRES
---	EXISTING BURIED TELEPHONE LINE
---	EXISTING BURIED FORCE MAIN
---	PROPOSED RIGHT-OF-WAY
---	PROPOSED CONDITIONS TEXT
---	PROPOSED POTABLE WATER
---	PROPOSED FORCE MAIN
---	PROPOSED SANITARY SEWER
---	PROPOSED STORM SEWER
---	JURISDICTIONAL WETLAND LINE
---	25' WETLAND BUFFER
---	100-YR FIRM
(S)	PROPOSED PARKING SPACE COUNT
!	CAUTION!!! VERTICAL CLEARANCE IS CRITICAL. DEFLECT PIPE AS NECESSARY PER CONFLICT DETAIL

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KRissy Y. KAYE, P.E., MS ENV, CFM, EOR
FL P.E. LIC. NO. 50607
STRUCTURAL, ELECTRICAL AND GEOTECHNICAL ENGINEERING BY OTHERS

Sunshine 811

NO.	DATE	REVISIONS	BY
P-0	-	ISSUE FOR REVIEW	-
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640 CPA
T. MIMS CORP.

PROPOSED FLU EXHIBIT

PROJECT NO: MIMSC26001

DRAWN BY: KKM

APPROVED BY: ###

THESE PLANS ARE PRELIMINARY PRIOR TO PERMIT ISSUANCE

SHEET NO:
C1.0

THIS IS A CONCEPTUAL PLAN WHICH HAS BEEN PREPARED WITHOUT THE BENEFIT OF ANY ENGINEERING OR SURVEYING ANALYSIS.

APPENDIX B

CPA Traffic Analysis Methodology Letter



Via Email: RyanKordek@polk-county.net

Ref: 6686.01

June 23, 2026

Ryan Kordek, CPM, GISP
Transportation Planning
Polk County Transportation Planning Organization (TPO)
330 West Church Street
Bartow, FL 33830

**Subject: Mims Mixed Use – Comprehensive Plan Amendment Methodology
Polk County, Florida**

Dear Mr. Kordek:

LTG, Inc. (LTG) has been retained by T. Mims Corporation, to prepare a Traffic Impact Study (TIS) in support of a comprehensive plan amendment (CPA) for the proposed Mims Mixed Use development consisting of 27,573,480 square-feet of industrial land uses, 3,597 residential dwelling units, and 196,020 square-feet of commercial land uses. The proposed development will be located at the northeast corner of SR 37 and County Road 640 in unincorporated Polk County, Florida. **Figure 1** shows the location of the project relative to the surrounding road network and a conceptual site plan is attached as **Exhibit A**. Build-out is anticipated by 2051.

Appendix C of the County's Land Development Code includes methodology and procedure guidelines for conducting traffic impact studies. In accordance with these guidelines, this letter outlines the proposed methodology by which the analysis will be conducted. The analysis will be based on the latest concurrency information obtained from the Polk County Transportation Planning Organization (TPO) and the Florida Department of Transportation (FDOT).

TRIP GENERATION

The proposed Industrial (IND), Residential Suburban (RS), and Rural-Cluster Centers (RCC) designations were examined. **Table 1** summarizes the allowable development yields within the proposed future land use (FLU) designations.

**Table 1
Development Yields
Mims Mixed Use**

FLU	Quantity		Density/Intensity	Yield	
Industrial (IND)	1266.0	Acres	0.5 FAR	27,573.48	KSF
Residential-Suburban (RS)	1199.3	Acres	3 DU / AC	3,597	DU
Rural-Cluster Centers (RCC)	15.0	Acres	0.3 FAR	196.02	KSF

The trip generation was determined using the Institute of Transportation Engineers (ITE) document, Trip Generation Manual, 12th Edition. The gross total daily, AM peak hour, and PM peak hour trips for the proposed FLU designations are shown in **Table 2**.



Mims Mixed Use	 NTS	Location Map		
		Project No.: 6686.01	Figure 1	

Table 2
Total Gross Trip Generation
Mims Mixed Use

Time Period	FLUM	Land Use	Land Use Code	Trip Rate/Equation	Quantity (X)		Percent Entering	Percent Exiting	Trips Entering	Trips Exiting	Total Trips (T)
Daily	Industrial (IND)	Industrial Park	130	$T=2.04(X)+808.48$	27573.48	KSF	50%	50%	28,529	28,529	57,058
	Residential-Suburban (RS)	Single Family Detached	210	$T=8.07(X)+265.45$	3597	DU	50%	50%	14,647	14,646	29,293
	Rural-Cluster Centers (RCC)	Shopping Center (>150K)	820	$T=36.39(X)$	196.02	DU	50%	50%	3,567	3,566	7,133
Totals:									46,743	46,741	93,484
AM Peak Hour	Industrial (IND)	Industrial Park	130	$T=0.22(X)$	27573.48	KSF	77%	23%	4,671	1,395	6,066
	Residential-Suburban (RS)	Single Family Detached	210	$T=0.67(X)+5.59$	3597	DU	27%	73%	652	1,764	2,416
	Rural-Cluster Centers (RCC)	Shopping Center (>150K)	820	$T=0.88(X)$	196.02	DU	62%	38%	107	65	172
Totals:									5,430	3,224	8,654
PM Peak Hour	Industrial (IND)	Industrial Park	130	$T=0.16(X)+114.29$	27573.48	KSF	28%	72%	1,267	3,259	4,526
	Residential-Suburban (RS)	Single Family Detached	210	$\ln(T)=0.92\ln(X)+0.33$	3597	DU	62%	38%	1,611	988	2,599
	Rural-Cluster Centers (RCC)	Shopping Center (>150K)	820	$T=3.26(X)$	196.02	DU	49%	51%	313	326	639
Totals:									3,191	4,573	7,764

Due to the mixed-use nature of the development, a portion of the trips are expected to remain internal to the site, known as internal capture. Additionally, a portion of the trips known as pass-by will be attracted to the development from the existing traffic on the adjacent roadway. The internal capture and pass-by trips were calculated using the procedures outlined in Report 684 from the National Cooperative Highway Research Program (NCHRP) and the 2025 Pass-By Tables included in the *ITETripGen* Web-based App Appendices. The internal capture and pass-by calculation/information is attached as **Exhibit B**. The resulting net trip generation is summarized in **Table 3**.

Table 3
Total Net Trip Generation
Mims Mixed Use

Time Period	Land Use	Total Gross Trips			Internal Trips			Pass-by Trips			New Net External Trips		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Daily	Industrial Park	28,529	28,529	57,058	0	0	0	0	0	0	28,529	28,529	57,058
	Single Family Detached	14,647	14,646	29,293	0	0	0	0	0	0	14,647	14,646	29,293
	Shopping Center (>150K)	3,567	3,566	7,133	0	0	0	0	0	0	3,567	3,566	7,133
Totals:		46,743	46,741	93,484	0	0	0	0	0	0	46,743	46,741	93,484
AM Peak Hour	Industrial Park	4,671	1,395	6,066	0	0	0	0	0	0	4,671	1,395	6,066
	Single Family Detached	652	1,764	2,416	9	18	27	0	0	0	643	1,746	2,389
	Shopping Center (>150K)	107	65	172	18	9	27	0	0	0	89	56	145
Totals:		5,430	3,224	8,654	27	27	54	0	0	0	5,403	3,197	8,600
PM Peak Hour	Industrial Park	1,267	3,259	4,526	0	0	0	0	0	0	1,267	3,259	4,526
	Single Family Detached	1,611	988	2,599	85	31	116	0	0	0	1,526	957	2,483
	Shopping Center (>150K)	313	326	639	31	85	116	74	77	152	208	164	372
Totals:		3,191	4,573	7,764	116	116	232	74	77	152	3,001	4,380	7,381

PROJECT TRIP DISTRIBUTION

The District 1 Regional Planning Model, obtained from the Florida Standard Urban Transportation Model Structure (FSUTMS) website, was used to determine the project trip distribution. The project trip distribution is graphically depicted in **Figure 2**. Additional model printouts are included in **Exhibit C**.

PROJECT TRIP ASSIGNMENT

The project trips will be assigned to the network by multiplying the project trip distribution obtained from the District 1 Regional Planning Model by the respective peak-hour project trip generation. This method will be applied to future intersection and segment analyses.

STUDY AREA

The project study area will be determined based on significance testing. All roadway segments for which the proposed development comprises five percent or more of the adopted peak hour directional capacity will be analyzed. Using the project trip distribution, the peak-hour project trips were assigned to the roadway network to determine the roadway segments that are impacted by the proposed project. Per Polk County's Appendix C Traffic Impact Study Methodology and Procedures, if a project's impacts do not exceed the five percent significance threshold, then the impact of the project traffic on the first directly accessed roadway segments at a minimum shall be evaluated. **Table 4** presents the significance test on area roadways for the proposed development. Reference data was obtained from the Polk TPO 2026 Roadway Network Database.

*Engineering
& Planning*

Table 4
Significance Test
Mims Mixed Use

Roadway	Link No.	Limits		No. of Lanes	Jurisdiction	Adopted LOS	Peak-Hour Directional Capacity ¹	Build Out Project Distribution	Peak-Hour Two-Way		
		From	To						Project Trips	Impact of LOS	5% Significant?
CR 640	4069E	Hillsborough County Line	SR 37	2B	Polk County	C	900	19.6%	627	69.62%	Yes
CR 640	4069W	Hillsborough County Line	SR 37	2B	Polk County	C	900	19.6%	1059	117.67%	Yes
CR 640	4070E	SR 37	US 17/98	2B	Polk County	D	1,220	18.2%	582	47.69%	Yes
CR 640	4070W	SR 37	US 17/98	2B	Polk County	D	1,220	18.2%	983	80.60%	Yes
CR 640	4200E	US 17/98	CR 559 (80 FOOT RD)	2B	Polk County	D	1,220	0.5%	16	1.31%	No
CR 640	4200W	US 17/98	CR 559 (80 FOOT RD)	2B	Polk County	D	1,220	0.5%	27	2.21%	No
SR 37	5800N	Manatee County Line	SR 674	2B	FDOT	C	900	0.0%	0	0.00%	No
SR 37	5800S	Manatee County Line	SR 674	2B	FDOT	C	900	0.0%	0	0.00%	No
SR 37	5801N	SR 674	CR 640	2B	FDOT	C	900	1.4%	76	8.40%	Yes
SR 37	5801S	SR 674	CR 640	2B	FDOT	C	900	1.4%	45	4.97%	No
SR 37	5802N	CR 640	Alafia River	2B	FDOT	D	1,220	63.7%	2036	166.93%	Yes
SR 37	5802S	CR 640	Alafia River	2B	FDOT	D	1,220	63.7%	3442	282.11%	Yes
SR 37	5803N	Alafia River	SR 60	4D	FDOT	D	2,000	63.1%	2017	100.87%	Yes
SR 37	5803S	Alafia River	SR 60	4D	FDOT	D	2,000	63.1%	3409	170.46%	Yes
SR 37	5804N	SR 60	Shepard Rd	4D	FDOT	D	2,000	27.2%	870	43.48%	Yes
SR 37	5804S	SR 60	Shepard Rd	4D	FDOT	D	2,000	27.2%	1470	73.48%	Yes
SR 37	5805N	Shepard Rd	Pipkin Rd	4D	FDOT	D	2,000	14.4%	460	23.02%	Yes
SR 37	5805S	Shepard Rd	Pipkin Rd	4D	FDOT	D	2,000	14.4%	778	38.90%	Yes
SR 37	5806N	Pipkin Rd	Alamo Dr	4D	FDOT	D	2,000	7.3%	233	11.67%	Yes
SR 37	5806S	Pipkin Rd	Alamo Dr	4D	FDOT	D	2,000	7.3%	394	19.72%	Yes
SR 37	5809N	Alamo Dr	SR 570	6D	FDOT	D	3,020	6.8%	217	7.20%	Yes
SR 37	5809S	Alamo Dr	SR 570	6D	FDOT	D	3,020	6.8%	367	12.17%	Yes
SR 37	5807N	SR 570	Ariana St	4D	FDOT	D	1,630	5.7%	182	11.18%	Yes
SR 37	5807S	SR 570	Ariana St	4D	FDOT	D	1,630	5.7%	308	18.89%	Yes
SR 37	5809N	Ariana St	Main St	4D	FDOT	D	1,630	3.7%	118	7.26%	Yes
SR 37	5809S	Ariana St	Main St	4D	FDOT	D	1,630	3.7%	200	12.26%	Yes
Old Highway 37	4128N	CR 630	CR 640	2U	Polk County	D	730	9.6%	519	71.05%	Yes
Old Highway 37	4128S	CR 630	CR 640	2U	Polk County	D	730	9.6%	307	42.04%	Yes
Old Highway 37	-N	CR 640	SR 37	2U	Polk County	D	730	1.1%	59	8.14%	Yes
Old Highway 37	-S	CR 640	SR 37	2U	Polk County	D	730	1.1%	35	4.82%	No
Old Highway 37	4127N	Shepard Rd	Pipkin Rd	2U	Polk County	D	790	2.7%	86	10.93%	Yes
Old Highway 37	4127S	Shepard Rd	Pipkin Rd	2U	Polk County	D	790	2.7%	146	18.47%	Yes
Old Highway 37	8034N	Pipkin Rd	SR 570	2U	Polk County	E	790	1.7%	54	6.88%	Yes
Old Highway 37	8034S	Pipkin Rd	SR 570	2U	Polk County	E	790	1.7%	92	11.63%	Yes
Nichols Rd	4120E	Nichols Plant	CR 676	2U	Polk County	C	750	0.7%	38	5.04%	Yes
Nichols Rd	4120W	Nichols Plant	CR 676	2U	Polk County	C	750	0.7%	22	2.98%	No
Anderson Rd	-N	Nichols Rd	CR 640	2U	Polk County	C	750	5.4%	173	23.02%	Yes
Anderson Rd	-S	Nichols Rd	CR 640	2U	Polk County	C	750	5.4%	292	38.90%	Yes
SR 60	5900E	Hillsborough County Line	CR 676	4D	FDOT	D	2,000	16.3%	881	44.03%	Yes
SR 60	5900W	Hillsborough County Line	CR 676	4D	FDOT	D	2,000	16.3%	521	26.06%	Yes
SR 60	5901E	CR 676	SR 37	4D	FDOT	D	2,000	21.8%	1178	58.89%	Yes
SR 60	5901W	CR 676	SR 37	4D	FDOT	D	2,000	21.8%	697	34.85%	Yes
SR 60	5902E	SR 37	12th Ave	4D	FDOT	D	2,000	13.5%	432	21.58%	Yes
SR 60	5902W	SR 37	12th Ave	4D	FDOT	D	2,000	13.5%	729	36.47%	Yes
SR 60	5903E	12th Ave	Bonnie Mine Rd	4D	FDOT	D	1,820	4.0%	128	7.03%	Yes
SR 60	5903W	12th Ave	Bonnie Mine Rd	4D	FDOT	D	1,820	4.0%	216	11.87%	Yes
SR 60	5904E	Bonnie Mine Rd	SR 60/Van Fleet Dr	4D	FDOT	D	2,000	3.7%	118	5.91%	Yes
SR 60	5904W	Bonnie Mine Rd	SR 60/Van Fleet Dr	4D	FDOT	D	2,000	3.7%	200	10.00%	Yes
SR 60	5906E	SR 60/Flamingo Dr	CR 655	4D	FDOT	D	1,820	1.3%	43	2.34%	No
SR 60	5906W	SR 60/Flamingo Dr	CR 655	4D	FDOT	D	1,820	1.3%	72	3.95%	No
CR 555	4056N	SR 60	CR 640	2U	Polk County	C	750	4.4%	141	18.76%	Yes
CR 555	4056S	SR 60	CR 640	2U	Polk County	C	750	4.4%	238	31.70%	Yes
CR 555	4056N	CR 640	CR 630	2U	Polk County	C	750	0.1%	5	0.72%	No
CR 555	4056S	CR 640	CR 630	2U	Polk County	C	750	0.1%	3	0.43%	No
Carter Rd	8079E	SR 37	CR 540A	2U	Polk County	D	790	2.6%	83	10.52%	Yes
Carter Rd	8079W	SR 37	CR 540A	2U	Polk County	D	790	2.6%	140	17.78%	Yes
Shepard Rd	4145E	County Line Rd	Bailey Rd	2U	Polk County	D	790	0.0%	0	0.00%	No
Shepard Rd	4145W	County Line Rd	Bailey Rd	2U	Polk County	D	790	0.0%	0	0.00%	No
Shepard Rd	4144E	Bailey Rd	SR 37	4D	Polk County	D	1,800	5.2%	281	15.61%	Yes
Shepard Rd	4144W	Bailey Rd	SR 37	4D	Polk County	D	1,800	5.2%	166	9.24%	Yes
CR 540A	4041E	SR 37	CR 37B/Lakeland Highlands Rd	5U	Polk County	D	1,800	2.2%	70	3.91%	No
CR 540A	4041W	SR 37	CR 37B/Lakeland Highlands Rd	5U	Polk County	D	1,800	2.2%	119	6.60%	Yes
CR 540A	4162W	CR 37B/Lakeland Highlands Rd	US 98	5U	Polk County	D	1,800	0.7%	38	2.10%	No
CR 540A	4162E	CR 37B/Lakeland Highlands Rd	US 98	5U	Polk County	D	1,800	0.7%	22	1.24%	No
County Line Rd	4027N	SR 60	Pipkin Rd	4D	Polk County	D	1,800	8.9%	285	15.81%	Yes
County Line Rd	4027S	SR 60	Pipkin Rd	4D	Polk County	D	1,800	8.9%	481	26.71%	Yes
County Line Rd	4028N	Pipkin Rd	I-4	4D	Polk County	D	1,800	8.7%	278	15.45%	Yes
County Line Rd	4028S	Pipkin Rd	I-4	4D	Polk County	D	1,800	8.7%	470	26.11%	Yes

¹Per 2026 Polk County Roadway Network Database.

Based on the significant test shown in **Table 4**, the following roadway segments and intersections will be included in the traffic impact study:

Roadway Segments:

- CR 640 from Hillsborough County Line to US 17/98
- SR 37 from SR 674 to Main Street
- Old Highway 37 from CR 630 to SR 37
- Old Highway 37 from Shepard Road to SR 570
- Nichols Rd from Nichols Plant to CR 676
- Anderson Rd from Nichols Road to CR 640
- SR 60 from Hillsborough County Line to SR 60/Van Fleet Drive
- CR 555 from SR 60 to CR 640
- Carter Road from SR 37 to CR 540A
- Shepard Road from Bailey Road to SR 37
- CR 540A from SR 37 to CR 37B/Lakeland Highlands Road
- County Line Road from SR 60 to I-4

Intersections:

- CR 640 at SR 37
- CR 640 at Anderson Road
- SR 37 at SR 60
- Nichols Road at Anderson Road
- Old State Hwy 37 at CR 640

Traffic Count Procedures

Manual turning movement counts will be conducted on a Tuesday, Wednesday, or Thursday during the AM (7:00 AM – 9:00 AM) and PM (4:00 PM – 6:00 PM) peak hours at each study area intersection. The existing traffic counts will be adjusted by the FDOT Seasonal Factor (SF) specified for the week data is collected.

Build-Out Traffic

The build-out traffic will be developed by the sum of the background traffic derived from growth rates and the estimated project traffic. Growth rates for each study area roadway segment will be determined by historical growth trends calculated based upon ten years of historic count data. A minimum annual growth rate of two percent shall be used unless otherwise documented. All improvements funded for construction within the first three years of the five-year work program will be considered in the analysis.

Analysis Period

Roadway segments will be analyzed based on PM peak hour traffic and intersections will be analyzed for the AM and PM peak hours. The analysis will be conducted under 2026 existing conditions, 2051 background conditions, and 2051 build-out conditions.

Intersection Analysis – AM and PM Peak Hour (Existing, Background, and Build-Out Conditions)

The operating conditions for both the existing and future conditions at the unsignalized and signalized intersections will be analyzed using the latest version of *Synchro 12* (Synchro). This software utilizes the methodology outlined in Chapters 19 and 20 of the Highway Capacity Manual, Version 7, titled "Signalized Intersections" and "Two-Way Stop Controlled Intersections", respectively.

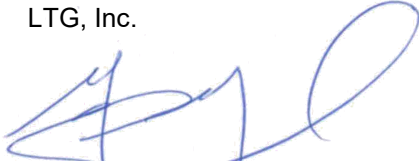
Improvements

If warranted, appropriate roadway segment and intersection improvements will be identified. Conditions for each analysis phase will be analyzed for improvements that are required for mitigation.

Please review and advise if the County agrees with the proposed methodology or provide comments relating to preferred revisions. If you have any questions, please feel free to contact me at 386.257.2571.

Sincerely,

LTG, Inc.



George A. Galan, PE
Chief Operations Officer

Attachments:

Exhibit A: Conceptual Site Plan
Exhibit B: Internal Capture Worksheets
Exhibit C: Additional D1RPM Printouts

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EXHIBIT A

Conceptual Site Plan

EXHIBIT B

Internal Capture Worksheets

NCHRP 8-51 Internal Trip Capture Estimation Tool					
Project Name:	Mims Mixed Use			Organization:	LTG, Inc.
Project Location:	Polk			Performed By:	KAF
Scenario Description:	AM BO			Date:	6/15/2026
Analysis Year:	20251			Checked By:	
Analysis Period:	AM Peak Hour			Date:	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	820	196	KSF	172	107	65
Restaurant				0		
Cinema/Entertainment				0		
Residential	210	3,597	DU	2416	652	1764
Hotel				0		
All Other Land Uses ²	130	27,573	KSF	6066	4671	1395
Total				8654	5430	3224

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	9	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	18	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	8,654	5,430	3,224
Internal Capture Percentage	1%	0%	1%
External Vehicle-Trips ³	8,600	5,403	3,197
External Transit-Trips ⁴	0	0	0
External Non-Motorized Trips ⁴	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	17%	14%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	1%	1%
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

³Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

⁴Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	Mims Mixed Use
Analysis Period:	AM Peak Hour

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	107	107	1.00	65	65
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	652	652	1.00	1764	1764
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	19		8	0	9	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	35	18	353	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		34	0	0	0	0
Retail	0		0	0	13	0
Restaurant	0	9		0	33	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	18	0	0		0
Hotel	0	4	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	18	89	107	89	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	9	643	652	643	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	4671	4671	4671	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	9	56	65	56	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	18	1746	1764	1746	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	1395	1395	1395	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

²Person-Trips

³Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 8-51 Internal Trip Capture Estimation Tool					
Project Name:				Organization:	LTG, Inc.
Project Location:				Performed By:	
Scenario Description:				Date:	
Analysis Year:				Checked By:	
Analysis Period:	PM Peak Hour			Date:	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	820	196	KSF	639	313	326
Restaurant				0		
Cinema/Entertainment				0		
Residential	210	3,597	DU	2599	1611	988
Hotel				0		
All Other Land Uses ²	130	27,573	KSF	4526	1267	3259
Total				7764	3191	4573

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	85	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	31	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	7,764	3,191	4,573
Internal Capture Percentage	3%	4%	3%
External Vehicle-Trips ³	7,532	3,075	4,457
External Transit-Trips ⁴	0	0	0
External Non-Motorized Trips ⁴	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	10%	26%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	5%	3%
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

³Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

⁴Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	0
Analysis Period:	PM Peak Hour

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	313	313	1.00	326	326
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	1611	1611	1.00	988	988
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	7		95	13	85	16
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	40	415	207	0		30
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		25	0	0	64	0
Retail	0		0	0	741	0
Restaurant	0	157		0	258	0
Cinema/Entertainment	0	13	0		64	0
Residential	0	31	0	0		0
Hotel	0	6	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	31	282	313	282	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	85	1526	1611	1526	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	1267	1267	1267	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	85	241	326	241	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	31	957	988	957	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	3259	3259	3259	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

²Person-Trips

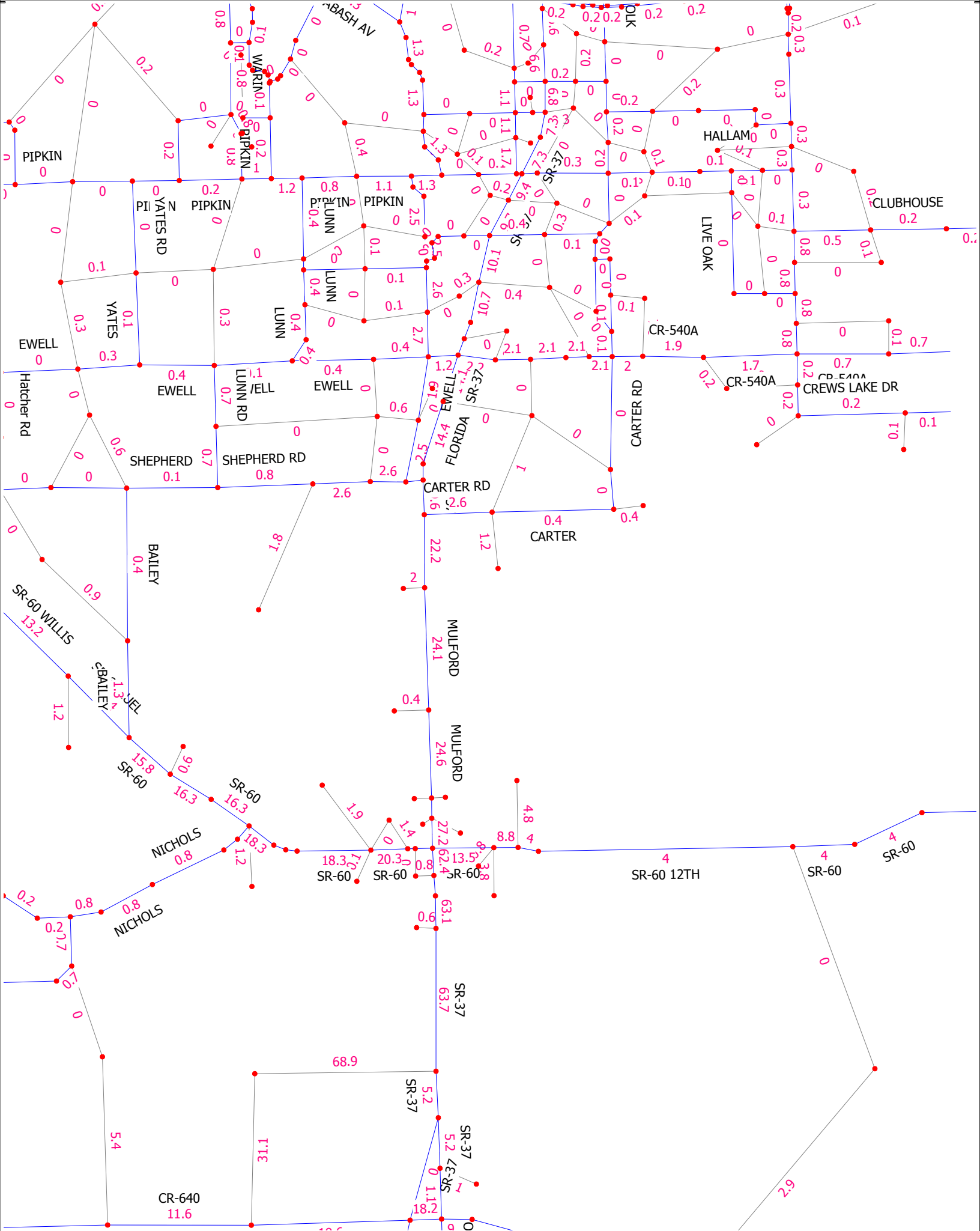
³Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

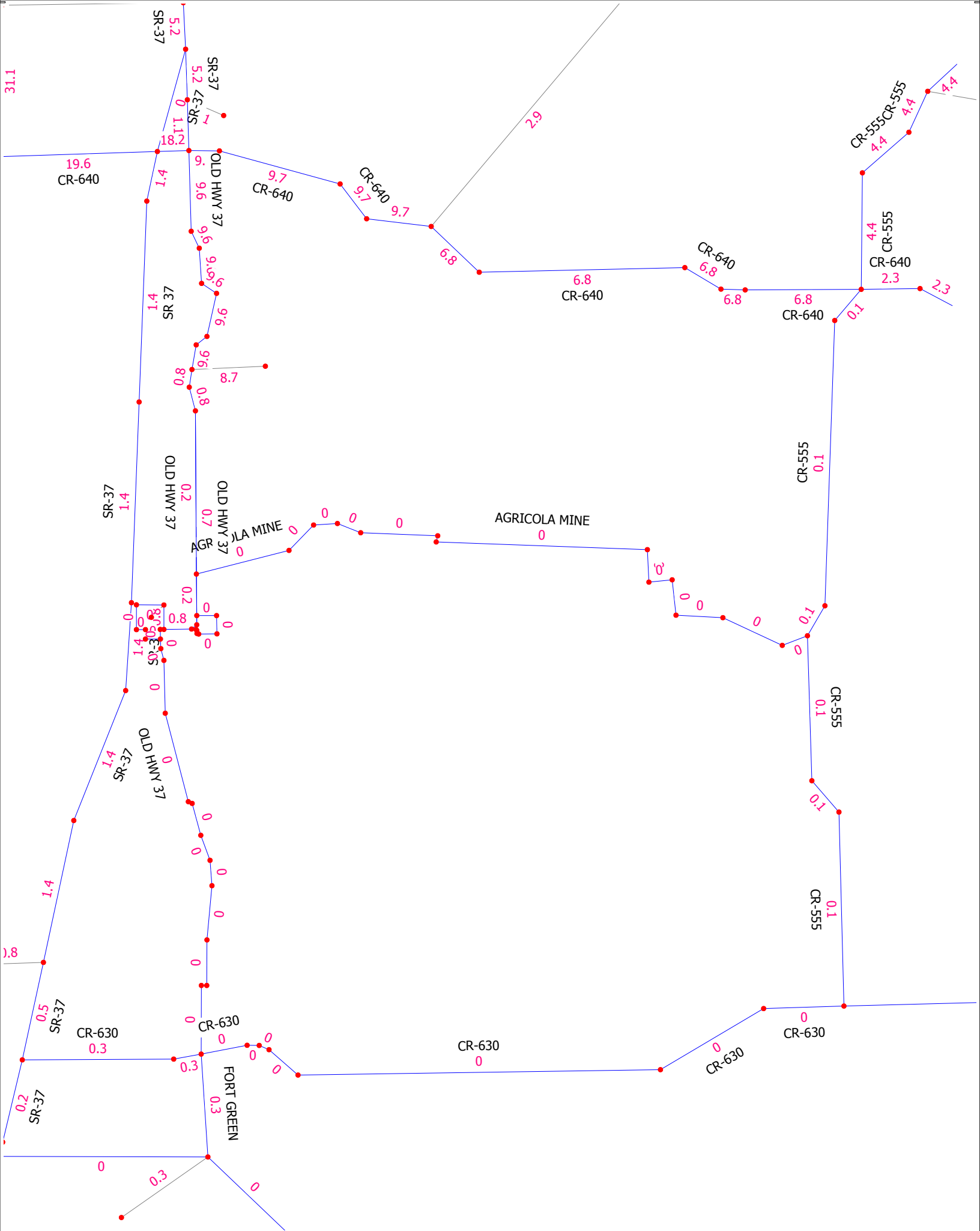
*Indicates computation that has been rounded to the nearest whole number.

EXHIBIT C

Additional D1RPM Printouts









APPENDIX C

Turning Movement Counts & FDOT Seasonal Factors



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

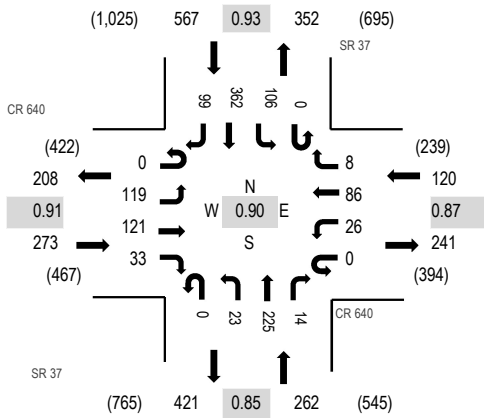
Location: 1 SR 37 & CR 640 AM

Date: Tuesday, May 19, 2026

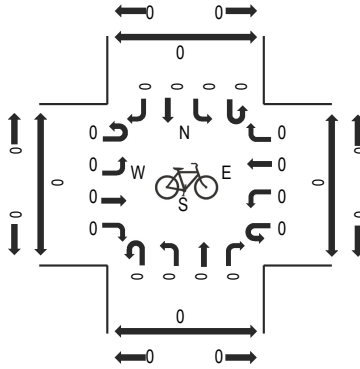
Peak Hour: 07:00 AM - 08:00 AM

Peak 15-Minutes: 07:15 AM - 07:30 AM

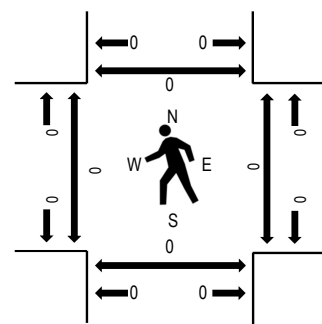
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CR 640 Eastbound				CR 640 Westbound				SR 37 Northbound				SR 37 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	33	30	12	0	6	20	5	0	4	38	4	0	36	80	21	289	1,222	0	0	0	0
7:15 AM	0	27	26	10	0	4	23	0	0	8	87	3	0	18	108	27	341	1,198	0	0	0	0
7:30 AM	0	27	33	4	0	9	22	1	0	4	42	3	0	26	89	27	287	1,139	0	0	0	0
7:45 AM	0	32	32	7	0	7	21	2	0	7	58	4	0	26	85	24	305	1,105	0	0	0	0
8:00 AM	0	21	20	5	0	2	34	0	0	7	54	5	0	17	77	23	265	1,054	0	0	0	0
8:15 AM	0	26	20	7	0	1	24	1	0	7	65	0	0	20	85	26	282		0	0	0	0
8:30 AM	0	34	13	6	0	8	19	1	0	8	52	2	0	16	72	22	253		0	0	0	0
8:45 AM	0	15	18	9	0	5	23	1	0	7	73	3	0	19	67	14	254		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	38	16	0	13	29	6	0	14	27	1	0	1	36	1	183
Lights	0	118	81	15	0	8	53	0	0	7	186	11	0	101	298	96	974
Mediums	0	0	2	2	0	5	4	2	0	2	12	2	0	4	28	2	65
Total	0	119	121	33	0	26	86	8	0	23	225	14	0	106	362	99	1,222

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		21.6%				49.2%				22.1%				12.7%			20.3%
Heavy Vehicle %	0.0%	0.8%	33.1%	54.5%	0.0%	69.2%	38.4%	100.0%	0.0%	69.6%	17.3%	21.4%	0.0%	4.7%	17.7%	3.0%	20.3%
Peak Hour Factor		0.91				0.87				0.85				0.93			0.90
Peak Hour Factor	0.00	0.90	0.92	0.69	0.00	0.72	0.74	0.40	0.00	0.91	0.84	0.75	0.00	0.74	0.84	0.94	0.90



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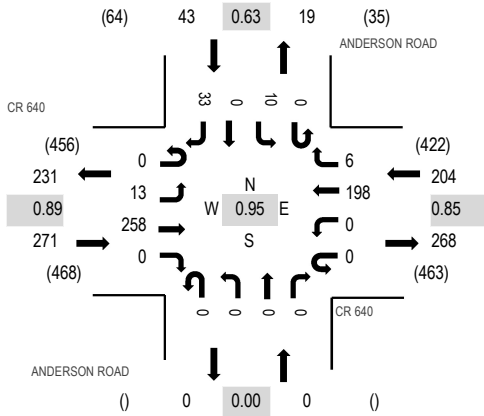
Location: 2 ANDERSON ROAD & CR 640 AM

Date: Tuesday, May 19, 2026

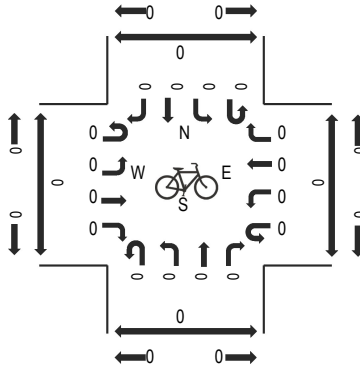
Peak Hour: 07:00 AM - 08:00 AM

Peak 15-Minutes: 07:30 AM - 07:45 AM

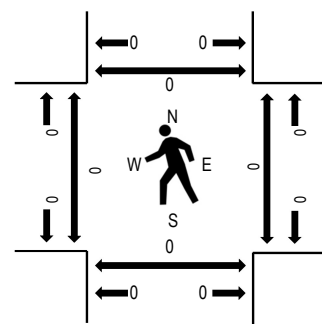
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CR 640 Eastbound				CR 640 Westbound				ANDERSON ROAD Northbound				ANDERSON ROAD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	4	72	0	0	0	34	1	0	0	0	0	0	3	0	14	128	518	0	0	0	0
7:15 AM	0	3	49	0	0	0	65	1	0	0	0	0	0	0	0	7	125	512	0	0	0	0
7:30 AM	0	3	69	0	0	0	51	2	0	0	0	0	0	3	0	8	136	497	0	0	0	0
7:45 AM	0	3	68	0	0	0	48	2	0	0	0	0	0	4	0	4	129	474	0	0	0	0
8:00 AM	0	2	46	0	0	0	67	4	0	0	0	0	0	0	0	3	122	436	0	0	0	0
8:15 AM	0	4	49	0	0	0	51	1	0	0	0	0	0	2	0	3	110		0	0	0	0
8:30 AM	0	0	49	0	0	0	56	3	0	0	0	0	0	1	0	4	113		0	0	0	0
8:45 AM	0	1	46	0	0	0	35	1	0	0	0	0	0	2	0	6	91		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	56	0	0	0	43	0	0	0	0	0	0	0	0	1	100
Lights	0	10	198	0	0	0	145	6	0	0	0	0	0	9	0	30	398
Mediums	0	3	4	0	0	0	10	0	0	0	0	0	0	1	0	2	20
Total	0	13	258	0	0	0	198	6	0	0	0	0	0	10	0	33	518

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		23.2%				26.0%				0.0%				9.3%			23.2%
Heavy Vehicle %	0.0%	23.1%	23.3%	0.0%	0.0%	0.0%	26.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	9.1%	23.2%
Peak Hour Factor		0.89				0.85				0.00				0.63			0.95
Peak Hour Factor	0.00	0.81	0.90	0.00	0.00	0.00	0.86	0.63	0.00	0.00	0.00	0.00	0.00	0.63	0.00	0.59	0.95



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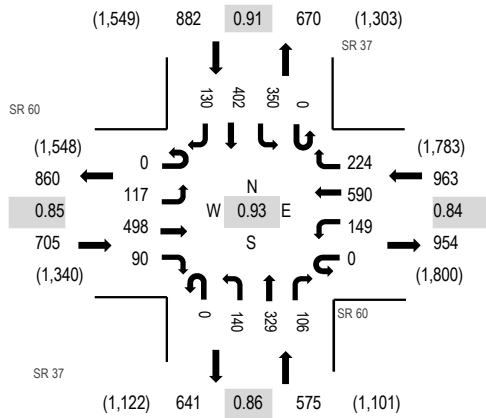
Location: 3 SR 37 & SR 60 AM

Date: Tuesday, May 19, 2026

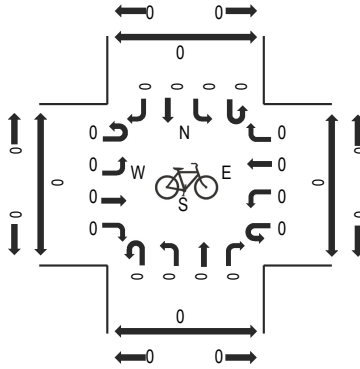
Peak Hour: 07:00 AM - 08:00 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

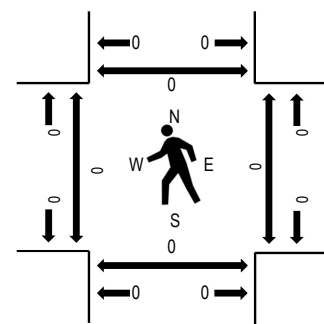
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SR 60 Eastbound				SR 60 Westbound				SR 37 Northbound				SR 37 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	29	113	26	0	40	140	38	0	47	71	37	0	61	118	27	747	3,125	0	0	0	0
7:15 AM	0	28	105	20	0	27	125	58	0	32	76	25	0	102	83	23	704	3,080	0	0	0	0
7:30 AM	0	31	125	20	0	47	147	56	0	34	108	25	0	97	102	44	836	3,060	0	0	0	0
7:45 AM	0	29	155	24	0	35	178	72	0	27	74	19	0	90	99	36	838	2,856	0	0	0	0
8:00 AM	0	25	104	21	0	33	108	69	0	49	62	21	0	85	87	38	702	2,648	0	0	0	0
8:15 AM	0	38	103	27	0	39	108	56	0	32	73	34	0	69	66	39	684		0	0	0	3
8:30 AM	0	18	101	18	0	24	97	59	0	25	85	37	0	84	65	19	632		0	0	0	0
8:45 AM	0	26	130	24	0	31	132	64	0	20	58	30	0	48	46	21	630		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	6	44	9	0	20	42	5	0	9	6	19	0	1	12	3	176
Lights	0	101	437	70	0	123	525	217	0	123	318	83	0	343	374	121	2,835
Mediums	0	10	17	11	0	6	23	2	0	8	5	4	0	6	16	6	114
Total	0	117	498	90	0	149	590	224	0	140	329	106	0	350	402	130	3,125

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		13.8%				10.2%				8.9%				5.0%			9.3%
Heavy Vehicle %	0.0%	13.7%	12.2%	22.2%	0.0%	17.4%	11.0%	3.1%	0.0%	12.1%	3.3%	21.7%	0.0%	2.0%	7.0%	6.9%	9.3%
Peak Hour Factor		0.85				0.84				0.86				0.91			0.93
Peak Hour Factor	0.00	0.81	0.80	0.85	0.00	0.82	0.83	0.89	0.00	0.72	0.76	0.82	0.00	0.92	0.85	0.89	0.93



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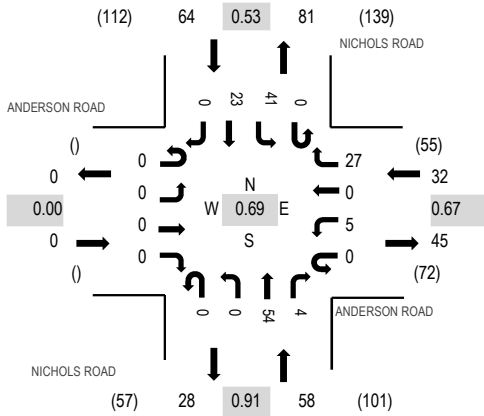
Location: 4 NICHOLS ROAD & ANDERSON ROAD AM

Date: Tuesday, May 19, 2026

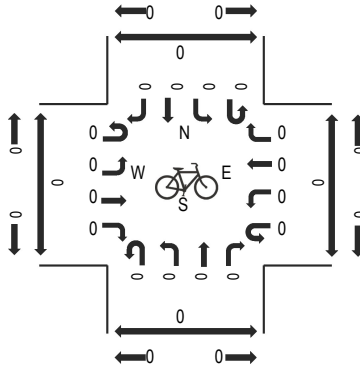
Peak Hour: 07:00 AM - 08:00 AM

Peak 15-Minutes: 07:00 AM - 07:15 AM

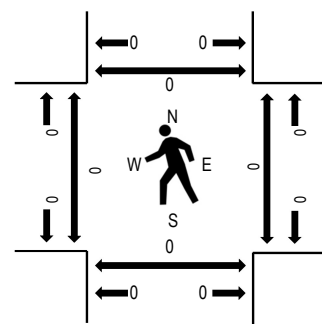
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ANDERSON ROAD Eastbound				ANDERSON ROAD Westbound				NICHOLS ROAD Northbound				NICHOLS ROAD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	0	0	2	0	10	0	0	14	0	0	20	10	0	56	154	0	0	0	0
7:15 AM	0	0	0	0	0	1	0	6	0	0	13	0	0	5	3	0	28	132	0	0	0	0
7:30 AM	0	0	0	0	0	1	0	4	0	0	13	2	0	8	7	0	35	133	0	0	0	0
7:45 AM	0	0	0	0	0	1	0	7	0	0	14	2	0	8	3	0	35	132	0	0	0	0
8:00 AM	0	0	0	0	0	3	0	6	0	0	13	0	0	6	6	0	34	114	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	4	0	0	9	1	0	9	6	0	29		0	0	0	0
8:30 AM	0	0	0	0	0	1	0	3	0	0	14	2	0	6	8	0	34		0	0	0	0
8:45 AM	0	0	0	0	0	1	0	5	0	0	4	0	0	3	4	0	17		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2
Lights	0	0	0	0	0	4	0	27	0	0	53	4	0	38	19	0	145
Mediums	0	0	0	0	0	1	0	0	0	0	1	0	0	2	3	0	7
Total	0	0	0	0	0	5	0	27	0	0	54	4	0	41	23	0	154

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	3.1%	0.0%	0.0%	0.0%	0.0%	1.7%	0.0%	0.0%	10.9%	0.0%	0.0%	5.8%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	1.9%	0.0%	0.0%	7.3%	17.4%	0.0%	5.8%
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.67	0.00	0.68	0.00	0.00	0.91	0.63	0.00	0.51	0.75	0.00	0.69
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.68	0.00	0.00	0.96	0.63	0.00	0.51	0.75	0.00	0.69



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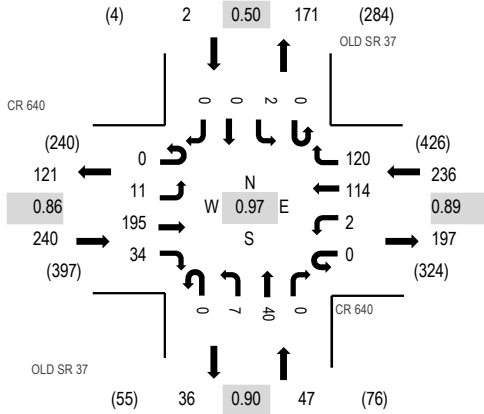
Location: 5 OLD SR 37 & CR 640 AM

Date: Tuesday, May 19, 2026

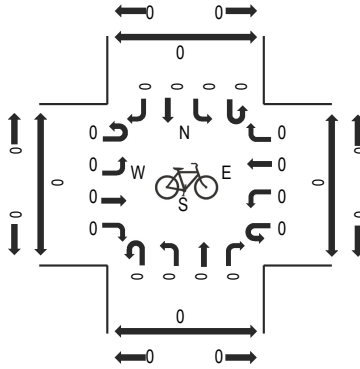
Peak Hour: 07:00 AM - 08:00 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

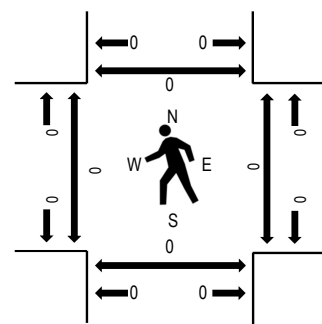
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CR 640 Eastbound				CR 640 Westbound				OLD SR 37 Northbound				OLD SR 37 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	4	55	11	0	0	26	24	0	1	10	0	0	0	0	0	131	525	0	0	0	0
7:15 AM	0	2	41	6	0	1	31	37	0	0	13	0	0	1	0	0	132	508	0	0	0	0
7:30 AM	0	2	47	8	0	0	31	26	0	2	10	0	0	1	0	0	127	476	0	0	0	0
7:45 AM	0	3	52	9	0	1	26	33	0	4	7	0	0	0	0	0	135	426	0	0	0	0
8:00 AM	0	4	37	5	0	0	36	25	0	0	5	2	0	0	0	0	114	378	0	0	0	0
8:15 AM	0	3	31	5	0	0	26	25	0	2	6	1	0	0	0	1	100		0	0	0	0
8:30 AM	0	5	22	2	0	0	23	16	0	2	6	0	0	0	1	0	77		0	0	0	0
8:45 AM	0	3	34	6	0	0	27	12	0	2	3	0	0	0	0	0	87		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	36	4	0	0	44	0	0	4	0	0	0	0	0	0	88
Lights	0	11	152	29	0	2	59	119	0	3	39	0	0	2	0	0	416
Mediums	0	0	7	1	0	0	11	1	0	0	1	0	0	0	0	0	21
Total	0	11	195	34	0	2	114	120	0	7	40	0	0	2	0	0	525

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	20.0%				23.7%				10.6%				0.0%				20.8%
Heavy Vehicle %	0.0%	0.0%	22.1%	14.7%	0.0%	0.0%	48.2%	0.8%	0.0%	57.1%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	20.8%
Peak Hour Factor	0.86				0.89				0.90				0.50				0.97
Peak Hour Factor	0.00	0.75	0.89	0.77	0.00	0.50	0.86	0.82	0.00	0.50	0.77	0.38	0.00	0.50	0.25	0.25	0.97



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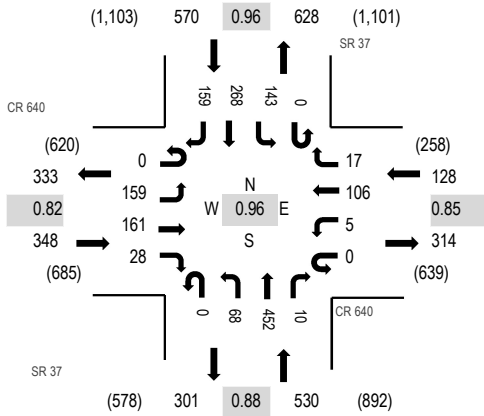
Location: 1 SR 37 & CR 640 PM

Date: Tuesday, May 19, 2026

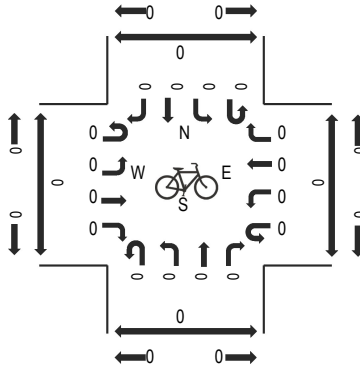
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 04:45 PM - 05:00 PM

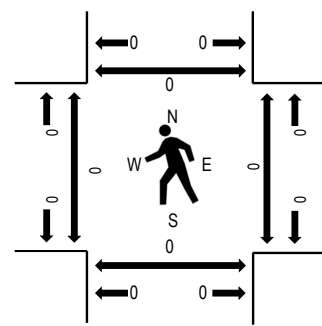
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CR 640 Eastbound				CR 640 Westbound				SR 37 Northbound				SR 37 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	20	45	1	0	2	23	5	0	17	81	7	0	34	90	43	368	1,448	0	0	0	0
4:15 PM	0	38	36	0	0	3	34	5	0	6	71	4	0	38	48	26	309	1,474	0	0	0	0
4:30 PM	0	43	51	5	0	0	32	3	0	9	80	4	0	26	71	38	362	1,554	0	0	0	0
4:45 PM	0	54	57	9	0	2	29	4	0	18	86	2	0	34	71	43	409	1,576	0	0	0	0
5:00 PM	0	44	47	8	0	1	16	3	0	13	122	2	0	33	67	38	394	1,490	0	0	0	0
5:15 PM	0	30	33	6	0	1	34	7	0	14	119	3	0	37	66	39	389		0	0	0	0
5:30 PM	0	31	24	5	0	1	27	3	0	23	125	3	0	39	64	39	384		0	0	0	0
5:45 PM	0	50	45	3	0	0	23	0	0	3	77	3	0	32	54	33	323		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	2	26	6	0	0	16	7	0	16	19	0	0	2	16	4	114
Lights	0	154	134	22	0	5	86	7	0	52	421	10	0	135	247	154	1,427
Mediums	0	3	1	0	0	0	4	3	0	0	12	0	0	6	5	1	35
Total	0	159	161	28	0	5	106	17	0	68	452	10	0	143	268	159	1,576

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		10.9%				23.4%				8.9%				6.0%			9.5%
Heavy Vehicle %	0.0%	3.1%	16.8%	21.4%	0.0%	0.0%	18.9%	58.8%	0.0%	23.5%	6.9%	0.0%	0.0%	5.6%	7.8%	3.1%	9.5%
Peak Hour Factor		0.82				0.85				0.88				0.96			0.96
Peak Hour Factor	0.00	0.83	0.84	0.78	0.00	0.58	0.87	0.61	0.00	0.74	0.90	0.61	0.00	0.92	0.78	0.92	0.96



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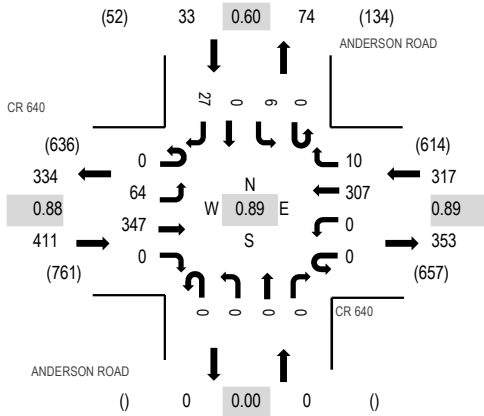
Location: 2 ANDERSON ROAD & CR 640 PM

Date: Tuesday, May 19, 2026

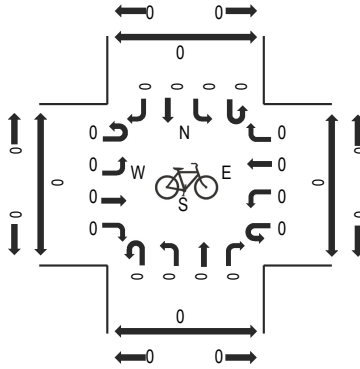
Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 04:45 PM - 05:00 PM

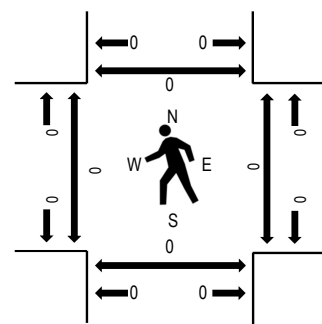
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CR 640 Eastbound				CR 640 Westbound				ANDERSON ROAD Northbound				ANDERSON ROAD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	14	81	0	0	0	71	1	0	0	0	0	0	0	0	4	171	722	0	0	0	0
4:15 PM	0	14	61	0	0	0	66	2	0	0	0	0	0	1	0	6	150	749	0	0	0	0
4:30 PM	0	32	73	0	0	0	76	2	0	0	0	0	0	0	0	5	188	761	0	0	0	0
4:45 PM	0	10	105	0	0	0	81	2	0	0	0	0	0	3	0	12	213	755	0	0	0	0
5:00 PM	0	17	100	0	0	0	68	4	0	0	0	0	0	3	0	6	198	705	0	0	0	0
5:15 PM	0	5	69	0	0	0	82	2	0	0	0	0	0	0	0	4	162		0	0	0	0
5:30 PM	0	13	71	0	0	0	88	5	0	0	0	0	0	2	0	3	182		0	0	0	0
5:45 PM	0	8	88	0	0	0	61	3	0	0	0	0	0	0	0	3	163		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	34	0	0	0	43	1	0	0	0	0	0	0	0	0	78
Lights	0	64	309	0	0	0	260	9	0	0	0	0	0	6	0	27	675
Mediums	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	8
Total	0	64	347	0	0	0	307	10	0	0	0	0	0	6	0	27	761

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		9.2%				15.1%				0.0%				0.0%			11.3%
Heavy Vehicle %	0.0%	0.0%	11.0%	0.0%	0.0%	0.0%	15.3%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	11.3%
Peak Hour Factor		0.88				0.89				0.00				0.60			0.89
Peak Hour Factor	0.00	0.57	0.83	0.00	0.00	0.00	0.91	0.70	0.00	0.00	0.00	0.00	0.00	0.67	0.00	0.60	0.89



ALL TRAFFIC DATA SERVICES

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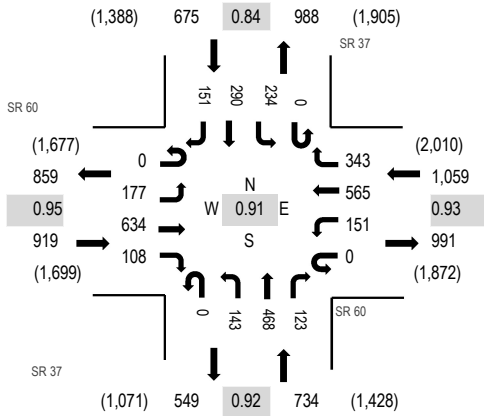
Location: 3 SR 37 & SR 60 PM

Date: Tuesday, May 19, 2026

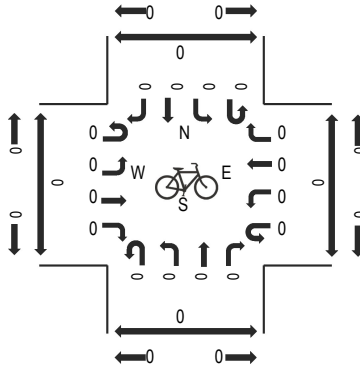
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

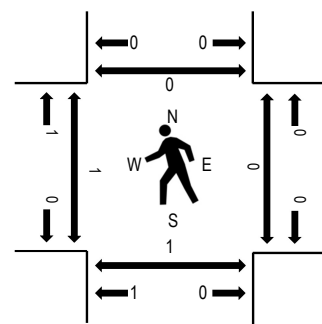
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SR 60 Eastbound				SR 60 Westbound				SR 37 Northbound				SR 37 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	43	160	27	0	30	155	97	0	48	102	15	1	60	79	38	855	3,209	0	0	0	1
4:15 PM	0	43	115	17	0	31	131	72	0	37	127	23	0	55	56	39	746	3,188	0	0	0	0
4:30 PM	0	48	124	22	0	38	137	86	0	25	111	27	0	61	96	31	806	3,371	0	0	0	0
4:45 PM	0	54	140	28	0	45	144	82	0	37	105	28	0	43	62	34	802	3,387	0	0	0	0
5:00 PM	0	43	170	30	0	36	147	80	0	40	101	24	0	58	65	40	834	3,316	0	0	1	0
5:15 PM	0	28	172	23	0	33	156	103	0	28	140	28	0	76	104	38	929		1	0	0	0
5:30 PM	0	52	152	27	0	37	118	78	0	38	122	43	0	57	59	39	822		0	0	0	0
5:45 PM	0	32	137	12	0	21	96	57	0	46	98	35	0	69	93	35	731		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	24	8	0	15	27	0	0	10	6	12	0	0	3	1	106
Lights	0	177	602	95	0	134	527	340	0	125	453	110	0	231	281	146	3,221
Mediums	0	0	8	5	0	2	11	3	0	8	9	1	0	3	6	4	60
Total	0	177	634	108	0	151	565	343	0	143	468	123	0	234	290	151	3,387

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		4.9%				5.5%				6.3%				2.5%			4.9%
Heavy Vehicle %	0.0%	0.0%	5.0%	12.0%	0.0%	11.3%	6.7%	0.9%	0.0%	12.6%	3.2%	10.6%	0.0%	1.3%	3.1%	3.3%	4.9%
Peak Hour Factor		0.95				0.93				0.92				0.84			0.91
Peak Hour Factor	0.00	0.87	0.92	0.90	0.00	0.84	0.94	0.85	0.00	0.83	0.84	0.76	0.25	0.86	0.79	0.95	0.91



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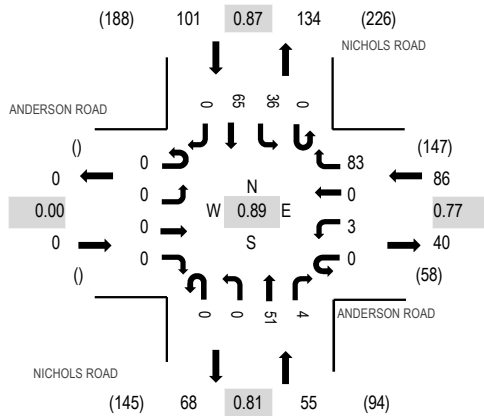
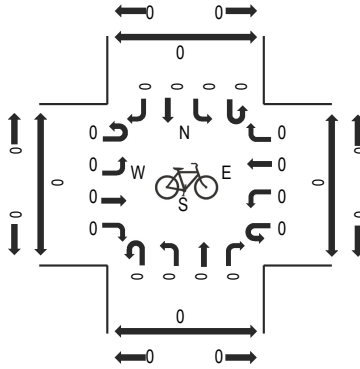
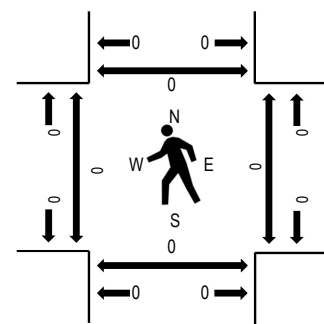
www.alltrafficdata.net

Location: 4 NICHOLS ROAD & ANDERSON ROAD PM

Date: Tuesday, May 19, 2026

Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour - Motorized Vehicles**Peak Hour - Bicycles****Peak Hour - Pedestrians**

Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ANDERSON ROAD Eastbound				ANDERSON ROAD Westbound				NICHOLS ROAD Northbound				NICHOLS ROAD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	0	0	2	0	18	0	0	9	1	0	7	14	0	51	229	0	0	0	0
4:15 PM	0	0	0	0	0	1	0	15	0	0	13	1	0	6	14	0	50	242	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	28	0	0	14	0	0	6	20	0	68	227	0	0	0	0
4:45 PM	0	0	0	0	0	1	0	20	0	0	9	1	0	13	16	0	60	203	0	0	0	0
5:00 PM	0	0	0	0	0	1	0	20	0	0	15	2	0	11	15	0	64	200	0	0	0	0
5:15 PM	0	0	0	0	0	2	0	9	0	0	7	0	0	2	15	0	35		0	0	0	0
5:30 PM	0	0	0	0	0	1	0	11	0	0	5	0	0	6	21	0	44		0	0	0	0
5:45 PM	0	0	0	0	0	1	0	17	0	0	16	1	0	1	21	0	57		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	3
Lights	0	0	0	0	0	1	0	83	0	0	51	4	0	34	62	0	235
Mediums	0	0	0	0	0	1	0	0	0	0	0	0	0	2	1	0	4
Total	0	0	0	0	0	3	0	83	0	0	51	4	0	36	65	0	242

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.0%				2.3%				0.0%				5.0%				2.9%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	66.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.6%	4.6%	0.0%	2.9%
Peak Hour Factor	0.00				0.77				0.81				0.87				0.89
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.63	0.00	0.74	0.00	0.00	0.85	0.50	0.00	0.69	0.86	0.00	0.89



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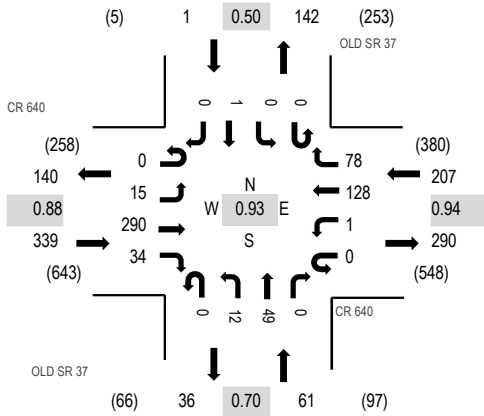
Location: 5 OLD SR 37 & CR 640 PM

Date: Tuesday, May 19, 2026

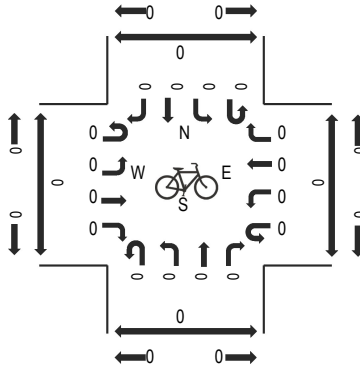
Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:45 PM - 05:00 PM

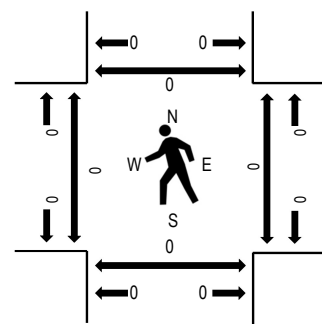
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CR 640 Eastbound				CR 640 Westbound				OLD SR 37 Northbound				OLD SR 37 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	5	75	9	0	0	30	18	0	2	10	0	0	0	1	0	150	608	0	0	0	0
4:15 PM	0	3	62	9	0	0	37	18	0	2	6	0	0	0	0	0	137	588	0	0	0	0
4:30 PM	0	1	75	4	0	1	33	21	0	5	18	0	0	0	0	0	158	594	0	0	0	0
4:45 PM	0	6	78	12	0	0	28	21	0	3	15	0	0	0	0	0	163	568	0	0	0	0
5:00 PM	0	5	66	8	0	1	22	17	0	3	7	0	0	1	0	0	130	517	0	0	0	0
5:15 PM	0	3	64	7	0	0	33	21	0	4	9	0	0	0	1	1	143		0	0	0	0
5:30 PM	0	9	57	8	0	0	34	16	0	1	7	0	0	0	0	0	132		0	0	0	0
5:45 PM	0	3	69	5	0	0	19	10	0	1	4	0	0	1	0	0	112		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	20	5	0	0	25	0	0	2	0	0	0	0	0	0	52
Lights	0	13	267	28	0	1	99	77	0	9	49	0	0	0	1	0	544
Mediums	0	2	3	1	0	0	4	1	0	1	0	0	0	0	0	0	12
Total	0	15	290	34	0	1	128	78	0	12	49	0	0	0	1	0	608

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		9.1%				14.5%				4.9%				0.0%			10.5%
Heavy Vehicle %	0.0%	13.3%	7.9%	17.6%	0.0%	0.0%	22.7%	1.3%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.5%
Peak Hour Factor		0.88				0.94				0.70				0.50			0.93
Peak Hour Factor	0.00	0.64	0.93	0.73	0.00	0.50	0.86	0.95	0.00	0.75	0.68	0.00	0.00	0.50	0.25	0.25	0.93

2025 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 1600 POLK COUNTYWIDE

WEEK	DATES	SF	MOCF: 0.95 PSCF
1	01/01/2025 - 01/04/2025	1.02	1.07
2	01/05/2025 - 01/11/2025	1.03	1.08
3	01/12/2025 - 01/18/2025	1.03	1.08
4	01/19/2025 - 01/25/2025	1.01	1.06
5	01/26/2025 - 02/01/2025	0.99	1.04
* 6	02/02/2025 - 02/08/2025	0.97	1.02
* 7	02/09/2025 - 02/15/2025	0.94	0.99
* 8	02/16/2025 - 02/22/2025	0.94	0.99
* 9	02/23/2025 - 03/01/2025	0.94	0.99
*10	03/02/2025 - 03/08/2025	0.93	0.98
*11	03/09/2025 - 03/15/2025	0.93	0.98
*12	03/16/2025 - 03/22/2025	0.93	0.98
*13	03/23/2025 - 03/29/2025	0.94	0.99
*14	03/30/2025 - 04/05/2025	0.94	0.99
*15	04/06/2025 - 04/12/2025	0.95	1.00
*16	04/13/2025 - 04/19/2025	0.95	1.00
*17	04/20/2025 - 04/26/2025	0.97	1.02
*18	04/27/2025 - 05/03/2025	0.98	1.03
19	05/04/2025 - 05/10/2025	1.00	1.05
20	05/11/2025 - 05/17/2025	1.02	1.07
21	05/18/2025 - 05/24/2025	1.02	1.07
22	05/25/2025 - 05/31/2025	1.03	1.08
23	06/01/2025 - 06/07/2025	1.03	1.08
24	06/08/2025 - 06/14/2025	1.04	1.09
25	06/15/2025 - 06/21/2025	1.04	1.09
26	06/22/2025 - 06/28/2025	1.05	1.11
27	06/29/2025 - 07/05/2025	1.06	1.12
28	07/06/2025 - 07/12/2025	1.07	1.13
29	07/13/2025 - 07/19/2025	1.08	1.14
30	07/20/2025 - 07/26/2025	1.07	1.13
31	07/27/2025 - 08/02/2025	1.06	1.12
32	08/03/2025 - 08/09/2025	1.05	1.11
33	08/10/2025 - 08/16/2025	1.04	1.09
34	08/17/2025 - 08/23/2025	1.04	1.09
35	08/24/2025 - 08/30/2025	1.04	1.09
36	08/31/2025 - 09/06/2025	1.04	1.09
37	09/07/2025 - 09/13/2025	1.04	1.09
38	09/14/2025 - 09/20/2025	1.04	1.09
39	09/21/2025 - 09/27/2025	1.03	1.08
40	09/28/2025 - 10/04/2025	1.02	1.07
41	10/05/2025 - 10/11/2025	1.01	1.06
42	10/12/2025 - 10/18/2025	1.00	1.05
43	10/19/2025 - 10/25/2025	1.00	1.05
44	10/26/2025 - 11/01/2025	1.01	1.06
45	11/02/2025 - 11/08/2025	1.01	1.06
46	11/09/2025 - 11/15/2025	1.01	1.06
47	11/16/2025 - 11/22/2025	1.02	1.07
48	11/23/2025 - 11/29/2025	1.02	1.07
49	11/30/2025 - 12/06/2025	1.02	1.07
50	12/07/2025 - 12/13/2025	1.02	1.07
51	12/14/2025 - 12/20/2025	1.02	1.07
52	12/21/2025 - 12/27/2025	1.03	1.08
53	12/28/2025 - 12/31/2025	1.03	1.08

* PEAK SEASON

09-FEB-2026 17:18:53

830UPD

1_1600_PKSEASON.TXT

APPENDIX D

Traffic Signal Timing Sheets

Station : 1413 - SR 37_CR 640 (Standard File)

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk																
Ped Clearance																
Min Green	5	27	5	10	5	27	5	10	5	5	5	5	5	5	5	5
Passage	1	2.6	1	5	1	2.6	1	5	1	1	1	1	1	1	1	1
Max1	25	60	25	50	25	60	25	50	25	25	25	25	25	25	25	25
Max2	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
Yellow	3.5	6	3.5	5	3.5	6	3.5	5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	1.5	3	1.5	3	1.5	3	1.5	3	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON		ON		ON		ON								
Auto Entry				ON				ON								
Auto Exit		ON				ON										
Non Act1																
Non Act2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																
Bike Clear																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Flash	ON	ON	ON	ON	ON	ON
Override Higher	ON	ON	ON	ON	ON	ON
Flash Dwell	ON	ON	ON	ON	ON	ON
Link						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track R1						
Track R2						
Track R3						
Track R4						
Dwell Ped1						
Exit R1						
Exit R2						
Exit R3						
Exit R4						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Type				
Platoon Rx				
Cond Lockout				
Coord in Preempt				
Platoon Tx				
Lock				
Begin Mode	SKIP	SKIP	SKIP	SKIP
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Max Lockout				
Ext Dwell				
Ant Arrival				
Max Grn 1				
Max Grn 2				
Max Grn 3				
Max Grn 4				
Max Grn 5				
Max Grn 6				
Max Grn 7				
Max Grn 8				
Max Grn 9				
Max Grn 10				
Max Grn 11				
Max Grn 12				
Max Grn 13				
Max Grn 14				
Max Grn 15				
Max Grn 16				
Headway Group				
Queue Jump				
Headway Time				
TX Time				
PP Hold Time				

PP Tx Phase 1				
PP Tx Phase 2				
PP Tx Phase 3				
PP Tx Phase 4				

Coordination

[illegible]

[illegible][illegible]

User Comments:

Station : 1401 - SR 37_ SR 60 (Standard File)

Phase	1 (EL)	2 (WT)	3 (SL)	4 (NT)	5 (WL)	6 (ET)	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		26		31		30		28								
Min Green	5	15	5	7	5	15	5	7		5	5	5	5	5	5	5
Passage	4	2	4	3	4	2	3	3		1	1	1	1	1	1	1
Max1	20	60	45	40	35	60	25	40		25	25	25	25	25	25	25
Max2										50	50	50	50	50	50	50
Yellow	4.5	4.5	4.1	4.1	4.5	4.5	4.1	4.1	4.1	4.4	4.4	4.4	4.4	4.4	4.4	4.4
Red	2.6	2.6	3	3	2.6	2.6	3	3	2	2	2	2	2	2	2	2
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit	35	80	50	50		80	35	50								
Dynamic Max Step	5	10	5	10		10	10	10								
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Entry				ON				ON	ON							
Auto Exit		ON				ON										
Non Act1																
Non Act2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall	ON															
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON	ON							
Sim Gap Enable	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																
Bike Clear																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Flash					ON	ON
Override Higher			ON	ON	ON	ON
Flash Dwell				ON		
Link		1				
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green	8	8				
Min Dwell	10	10				
Max Presence						
Track R1	1	4				
Track R2	6	7				
Track R3						
Track R4						
Dwell Ped1						
Exit R1	1					
Exit R2	5					
Exit R3						
Exit R4						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Type				
Platoon Rx				
Cond Lockout				
Coord in Preempt				
Platoon Tx				
Lock				
Begin Mode	SKIP	SKIP	SKIP	SKIP
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Max Lockout				
Ext Dwell				
Ant Arrival				
Max Grn 1				
Max Grn 2				
Max Grn 3				
Max Grn 4				
Max Grn 5				
Max Grn 6				
Max Grn 7				
Max Grn 8				
Max Grn 9				
Max Grn 10				
Max Grn 11				
Max Grn 12				
Max Grn 13				
Max Grn 14				
Max Grn 15				
Max Grn 16				
Headway Group				
Queue Jump				
Headway Time				

TX Time				
PP Hold Time				
PP Tx Phase 1				
PP Tx Phase 2				
PP Tx Phase 3				
PP Tx Phase 4				

5/14/2025 10:39:59 AM

Coordination

[illegible]

[illegible][illegible]

User Comments:

APPENDIX E

Synchro Summary Sheets – Existing Conditions

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	121	123	34	27	88	8	23	230	14	108	369	101
Future Volume (vph)	121	123	34	27	88	8	23	230	14	108	369	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		0	365		0	415		415	455		455
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	50		25	50		25	50		50	25		25
Satd. Flow (prot)	1770	1334	0	1068	1309	0	1062	1624	1335	1719	1610	1568
Flt Permitted	0.688			0.647			0.513			0.601		
Satd. Flow (perm)	1282	1334	0	727	1309	0	573	1624	1335	1088	1610	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			4				43			112
Link Speed (mph)		45			45			60			60	
Link Distance (ft)		1975			1344			1396			2351	
Travel Time (s)		29.9			20.4			15.9			26.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	33%	55%	69%	38%	100%	70%	17%	21%	5%	18%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	134	175	0	30	107	0	26	256	16	120	410	112
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		27.0	27.0	27.0	27.0	27.0	27.0
Minimum Split (s)	18.0	18.0		18.0	18.0		36.0	36.0	36.0	36.0	36.0	36.0
Total Split (s)	58.0	58.0		58.0	58.0		69.0	69.0	69.0	69.0	69.0	69.0
Total Split (%)	45.7%	45.7%		45.7%	45.7%		54.3%	54.3%	54.3%	54.3%	54.3%	54.3%
Yellow Time (s)	5.0	5.0		5.0	5.0		6.0	6.0	6.0	6.0	6.0	6.0
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
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)	8.0	8.0		8.0	8.0		9.0	9.0	9.0	9.0	9.0	9.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min	Min	Min	Min	Min
Act Effect Green (s)	15.1	15.1		15.1	15.1		27.9	27.9	27.9	27.9	27.9	27.9
Actuated g/C Ratio	0.25	0.25		0.25	0.25		0.46	0.46	0.46	0.46	0.46	0.46
v/c Ratio	0.42	0.51		0.16	0.32		0.10	0.34	0.02	0.24	0.55	0.14
Control Delay (s/veh)	23.0	23.3		19.6	20.4		12.0	12.9	1.1	12.6	16.1	3.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.0	23.3		19.6	20.4		12.0	12.9	1.1	12.6	16.1	3.3
LOS	C	C		B	C		B	B	A	B	B	A
Approach Delay (s/veh)		23.2			20.2			12.2			13.2	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	40	62		13	39		7	61	0	25	110	0
Queue Length 95th (ft)	89	134		44	91		33	143	4	69	248	26
Internal Link Dist (ft)		1895			1264			1316			2271	
Turn Bay Length (ft)	300			365			415		415	455		455
Base Capacity (vph)	1074	1120		609	1098		553	1567	1290	1050	1553	1517

Lanes, Volumes, Timings
1: SR 37 & CR 640

Timing Plan: AM Peak Hour
06/30/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.16		0.05	0.10		0.05	0.16	0.01	0.11	0.26	0.07

Intersection Summary

Area Type: Other

Cycle Length: 127

Actuated Cycle Length: 60.2

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.55

Intersection Signal Delay (s/veh): 15.9

Intersection LOS: B

Intersection Capacity Utilization 89.1%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 1: SR 37 & CR 640

#1 	#1 
Ø2	Ø4
69 s	58 s
#1 	#1 
Ø6	Ø8
69 s	58 s

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	162	164	29	5	108	17	69	461	10	146	273	162
Future Volume (vph)	162	164	29	5	108	17	69	461	10	146	273	162
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		0	365		0	415		415	455		455
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	50		25	50		25	50		50	25		25
Satd. Flow (prot)	1752	1578	0	1770	1496	0	1456	1776	1583	1703	1759	1568
Flt Permitted	0.673			0.630			0.584			0.428		
Satd. Flow (perm)	1241	1578	0	1174	1496	0	895	1776	1583	767	1759	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			7				43			171
Link Speed (mph)		45			45			60			60	
Link Distance (ft)		1975			1344			1396			2351	
Travel Time (s)		29.9			20.4			15.9			26.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	17%	21%	2%	19%	59%	24%	7%	2%	6%	8%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	171	204	0	5	132	0	73	485	11	154	287	171
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		27.0	27.0	27.0	27.0	27.0	27.0
Minimum Split (s)	18.0	18.0		18.0	18.0		36.0	36.0	36.0	36.0	36.0	36.0
Total Split (s)	58.0	58.0		58.0	58.0		69.0	69.0	69.0	69.0	69.0	69.0
Total Split (%)	45.7%	45.7%		45.7%	45.7%		54.3%	54.3%	54.3%	54.3%	54.3%	54.3%
Yellow Time (s)	5.0	5.0		5.0	5.0		6.0	6.0	6.0	6.0	6.0	6.0
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
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)	8.0	8.0		8.0	8.0		9.0	9.0	9.0	9.0	9.0	9.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min	Min	Min	Min	Min
Act Effect Green (s)	16.8	16.8		16.8	16.8		28.8	28.8	28.8	28.8	28.8	28.8
Actuated g/C Ratio	0.27	0.27		0.27	0.27		0.46	0.46	0.46	0.46	0.46	0.46
v/c Ratio	0.52	0.48		0.02	0.33		0.18	0.60	0.01	0.44	0.36	0.21
Control Delay (s/veh)	25.6	22.5		16.8	19.7		13.1	17.6	0.0	18.1	13.7	3.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	25.6	22.5		16.8	19.7		13.1	17.6	0.0	18.1	13.7	3.1
LOS	C	C		B	B		B	B	A	B	B	A
Approach Delay (s/veh)		23.9			19.6			16.7			11.9	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)	54	67		1	42		17	130	0	37	67	0
Queue Length 95th (ft)	122	147		9	99		57	290	0	110	159	33
Internal Link Dist (ft)		1895			1264			1316			2271	
Turn Bay Length (ft)	300			365			415		415	455		455
Base Capacity (vph)	1003	1277		949	1210		840	1668	1489	720	1652	1483

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.16		0.01	0.11		0.09	0.29	0.01	0.21	0.17	0.12

Intersection Summary

Area Type: Other

Cycle Length: 127

Actuated Cycle Length: 62.9

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.60

Intersection Signal Delay (s/veh): 16.8

Intersection LOS: B

Intersection Capacity Utilization 93.8%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 1: SR 37 & CR 640

#1 	#1 
Ø2	Ø4
69 s	58 s
#1 	#1 
Ø6	Ø8
69 s	58 s

Intersection

Int Delay, s/veh 0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	263	202	6	10	34
Future Vol, veh/h	13	263	202	6	10	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Yield
Storage Length	260	-	-	195	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	23	23	27	2	10	9
Mvmt Flow	14	277	213	6	11	36

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	213	0	0 517 213
Stage 1	-	-	- 213 -
Stage 2	-	-	- 304 -
Critical Hdwy	4.33	-	- 6.5 6.29
Critical Hdwy Stg 1	-	-	- 5.5 -
Critical Hdwy Stg 2	-	-	- 5.5 -
Follow-up Hdwy	2.407	-	- 3.59 3.381
Pot Cap-1 Maneuver	1242	-	0 505 810
Stage 1	-	-	0 804 -
Stage 2	-	-	0 730 -
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	1242	-	- 499 810
Mov Cap-2 Maneuver	-	-	- 499 -
Stage 1	-	-	- 795 -
Stage 2	-	-	- 730 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.37	0	8.81
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	1242	-	-	992
HCM Lane V/C Ratio	0.011	-	-	0.047
HCM Ctrl Dly (s/v)	7.9	-	-	8.8
HCM Lane LOS	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	0.1

Intersection

Int Delay, s/veh 1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	65	354	313	10	6	28
Future Vol, veh/h	65	354	313	10	6	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Yield
Storage Length	260	-	-	195	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	11	15	10	2	2
Mvmt Flow	73	398	352	11	7	31

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	352	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1207	-	0
Stage 1	-	-	0
Stage 2	-	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1207	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.27	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	1207	-	-	788
HCM Lane V/C Ratio	0.061	-	-	0.048
HCM Ctrl Dly (s/v)	8.2	-	-	9.8
HCM Lane LOS	A	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	0.2

HCM 7th Signalized Intersection Summary
3: SR 37 & SR 60

Timing Plan: AM Peak Hour
06/30/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (veh/h)	119	508	92	152	602	228	143	336	108	357	410	133
Future Volume (veh/h)	119	508	92	152	602	228	143	336	108	357	410	133
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1693	1722	1574	1648	1737	1856	1722	1856	1574	1870	1796	1796
Adj Flow Rate, veh/h	128	546	99	163	647	245	154	361	116	384	441	143
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	14	12	22	17	11	3	12	3	22	2	7	7
Cap, veh/h	526	1168	211	327	714	340	261	405	128	403	670	215
Arrive On Green	0.30	0.42	0.42	0.09	0.22	0.22	0.09	0.15	0.15	0.20	0.26	0.26
Sat Flow, veh/h	1612	2768	500	1570	3300	1572	1640	2634	834	1781	2540	816
Grp Volume(v), veh/h	128	322	323	163	647	245	154	240	237	384	295	289
Grp Sat Flow(s),veh/h/ln	1612	1636	1632	1570	1650	1572	1640	1763	1705	1781	1706	1649
Q Serve(g_s), s	8.7	29.7	30.0	16.9	40.1	30.4	16.5	28.0	28.7	38.7	32.3	32.8
Cycle Q Clear(g_c), s	8.7	29.7	30.0	16.9	40.1	30.4	16.5	28.0	28.7	38.7	32.3	32.8
Prop In Lane	1.00		0.31	1.00		1.00	1.00		0.49	1.00		0.49
Lane Grp Cap(c), veh/h	526	690	688	327	714	340	261	271	262	403	450	435
V/C Ratio(X)	0.24	0.47	0.47	0.50	0.91	0.72	0.59	0.88	0.90	0.95	0.66	0.66
Avail Cap(c_a), veh/h	526	690	688	355	1256	598	280	318	308	439	511	494
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.1	43.7	43.8	56.2	80.2	76.4	66.8	87.0	87.3	63.0	68.8	69.0
Incr Delay (d2), s/veh	0.3	0.2	0.2	1.7	2.5	1.1	2.9	22.0	25.8	30.4	2.5	2.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.2	18.0	18.0	11.2	24.1	18.3	11.6	20.7	20.9	28.6	20.8	20.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.4	43.9	44.0	57.9	82.7	77.5	69.7	109.0	113.2	93.4	71.4	71.8
LnGrp LOS	C	D	D	E	F	E	E	F	F	F	E	E
Approach Vol, veh/h	773			1055			631			968		
Approach Delay, s/veh	41.9			77.7			101.0			80.2		
Approach LOS	D			E			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	69.3	52.5	48.7	39.4	26.2	95.7	25.7	62.5				
Change Period (Y+Rc), s	7.1	7.1	7.1	7.1	7.1	7.1	7.1	7.1				
Max Green Setting (Gmax), s	17.9	79.9	45.9	37.9	22.9	74.9	20.9	62.9				
Max Q Clear Time (g_c+l1), s	10.7	42.1	40.7	30.7	18.9	32.0	18.5	34.8				
Green Ext Time (p_c), s	0.3	3.3	0.9	1.6	0.2	2.5	0.1	3.7				
Intersection Summary												
HCM 7th Control Delay, s/veh	74.6											
HCM 7th LOS	E											

HCM 7th Signalized Intersection Summary
3: SR 37 & SR 60

Timing Plan: PM Peak Hour
06/30/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (veh/h)	181	647	110	154	576	350	146	477	125	239	296	154
Future Volume (veh/h)	181	647	110	154	576	350	146	477	125	239	296	154
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1826	1722	1737	1796	1870	1707	1856	1737	1870	1856	1856
Adj Flow Rate, veh/h	199	711	121	169	633	385	160	524	137	263	325	169
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	5	12	11	7	2	13	3	11	2	3	3
Cap, veh/h	385	988	168	283	936	435	320	618	161	327	603	307
Arrive On Green	0.15	0.33	0.33	0.09	0.27	0.27	0.09	0.22	0.22	0.14	0.27	0.27
Sat Flow, veh/h	1781	2965	504	1654	3413	1585	1626	2768	720	1781	2261	1151
Grp Volume(v), veh/h	199	416	416	169	633	385	160	333	328	263	252	242
Grp Sat Flow(s),veh/h/ln	1781	1735	1735	1654	1706	1585	1626	1763	1726	1781	1763	1648
Q Serve(g_s), s	9.3	27.7	27.7	9.5	21.8	30.7	9.8	23.8	24.0	14.5	16.1	16.6
Cycle Q Clear(g_c), s	9.3	27.7	27.7	9.5	21.8	30.7	9.8	23.8	24.0	14.5	16.1	16.6
Prop In Lane	1.00		0.29	1.00		1.00	1.00		0.42	1.00		0.70
Lane Grp Cap(c), veh/h	385	578	578	283	936	435	320	394	386	327	470	439
V/C Ratio(X)	0.52	0.72	0.72	0.60	0.68	0.89	0.50	0.85	0.85	0.80	0.54	0.55
Avail Cap(c_a), veh/h	385	790	790	569	1553	721	479	535	524	694	535	500
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.5	38.5	38.5	31.5	42.6	45.9	34.8	49.0	49.1	34.5	41.4	41.6
Incr Delay (d2), s/veh	4.9	1.0	1.0	2.9	0.3	4.2	1.2	9.0	9.7	6.4	1.0	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	11.7	11.7	4.0	9.1	12.4	4.0	11.4	11.3	6.8	7.1	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.4	39.5	39.6	34.4	43.0	50.1	36.0	58.0	58.8	40.9	42.3	42.6
LnGrp LOS	C	D	D	C	D	D	D	E	E	D	D	D
Approach Vol, veh/h	1031			1187			821			757		
Approach Delay, s/veh	38.0			44.1			54.0			41.9		
Approach LOS	D			D			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	27.1	43.2	24.9	36.5	19.3	51.0	19.2	42.2				
Change Period (Y+Rc), s	7.1	7.1	7.1	7.1	7.1	7.1	7.1	7.1				
Max Green Setting (Gmax), s	20.0	60.0	45.0	40.0	35.0	60.0	25.0	40.0				
Max Q Clear Time (g_c+I1), s	11.3	32.7	16.5	26.0	11.5	29.7	11.8	18.6				
Green Ext Time (p_c), s	0.5	3.4	1.3	3.4	0.7	3.3	0.3	2.9				
Intersection Summary												
HCM 7th Control Delay, s/veh	44.1											
HCM 7th LOS	D											

Intersection

Int Delay, s/veh 3.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	28	55	4	42	23
Future Vol, veh/h	5	28	55	4	42	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	20	2	2	2	7	17
Mvmt Flow	7	37	73	5	56	31

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	219	76	0
Stage 1	76	-	-
Stage 2	143	-	-
Critical Hdwy	6.6	6.22	-
Critical Hdwy Stg 1	5.6	-	-
Critical Hdwy Stg 2	5.6	-	-
Follow-up Hdwy	3.68	3.318	-
Pot Cap-1 Maneuver	731	985	-
Stage 1	903	-	-
Stage 2	842	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	703	985	-
Mov Cap-2 Maneuver	703	-	-
Stage 1	869	-	-
Stage 2	842	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.07	0	4.85
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	929	1163
HCM Lane V/C Ratio	-	-	0.047	0.038
HCM Ctrl Dly (s/v)	-	-	9.1	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

Intersection						
Int Delay, s/veh	4.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	85	52	4	37	66
Future Vol, veh/h	3	85	52	4	37	66
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	67	2	2	2	6	5
Mvmt Flow	3	96	58	4	42	74
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	218	61	0	0	63	0
Stage 1	61	-	-	-	-	-
Stage 2	157	-	-	-	-	-
Critical Hdwy	7.07	6.22	-	-	4.16	-
Critical Hdwy Stg 1	6.07	-	-	-	-	-
Critical Hdwy Stg 2	6.07	-	-	-	-	-
Follow-up Hdwy	4.103	3.318	-	-	2.254	-
Pot Cap-1 Maneuver	646	1005	-	-	1515	-
Stage 1	820	-	-	-	-	-
Stage 2	735	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	627	1005	-	-	1515	-
Mov Cap-2 Maneuver	627	-	-	-	-	-
Stage 1	796	-	-	-	-	-
Stage 2	735	-	-	-	-	-
Approach	WB	NB	SB			
HCM Ctrl Dly, s/v	9.06	0	2.67			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	984	647	-	
HCM Lane V/C Ratio	-	-	0.1	0.027	-	
HCM Ctrl Dly (s/v)	-	-	9.1	7.4	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-	

Intersection

Intersection Delay, s/veh	9.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	199	35	2	116	122	7	41	0	2	0	0
Future Vol, veh/h	11	199	35	2	116	122	7	41	0	2	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	22	15	2	48	2	57	3	2	2	2	2
Mvmt Flow	12	209	37	2	122	128	7	43	0	2	0	0
Number of Lanes	1	1	1	1	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay, s/veh	9.8	8.7	10.1	9
HCM LOS	A	A	B	A

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	15%	100%	0%	0%	100%	0%	0%	100%
Vol Thru, %	85%	0%	100%	0%	0%	100%	0%	0%
Vol Right, %	0%	0%	0%	100%	0%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	48	11	199	35	2	116	122	2
LT Vol	7	11	0	0	2	0	0	2
Through Vol	41	0	199	0	0	116	0	0
RT Vol	0	0	0	35	0	0	122	0
Lane Flow Rate	51	12	209	37	2	122	128	2
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.094	0.017	0.306	0.045	0.003	0.194	0.151	0.004
Departure Headway (Hd)	6.681	5.425	5.265	4.443	5.432	5.715	4.229	6.265
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	537	661	685	807	660	630	849	571
Service Time	4.415	3.147	2.986	2.165	3.152	3.435	1.948	4.005
HCM Lane V/C Ratio	0.095	0.018	0.305	0.046	0.003	0.194	0.151	0.004
HCM Control Delay, s/veh	10.1	8.2	10.3	7.4	8.2	9.8	7.7	9
HCM Lane LOS	B	A	B	A	A	A	A	A
HCM 95th-tile Q	0.3	0.1	1.3	0.1	0	0.7	0.5	0

Intersection

Intersection Delay, s/veh 10.2
Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	296	35	1	131	80	12	50	0	0	1	0
Future Vol, veh/h	15	296	35	1	131	80	12	50	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	13	8	18	2	23	2	25	2	2	2	2	2
Mvmt Flow	16	318	38	1	141	86	13	54	0	0	1	0
Number of Lanes	1	1	1	1	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay, s/veh	11.2	8.8	9.9	8.7
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	19%	100%	0%	0%	100%	0%	0%	0%
Vol Thru, %	81%	0%	100%	0%	0%	100%	0%	100%
Vol Right, %	0%	0%	0%	100%	0%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	62	15	296	35	1	131	80	1
LT Vol	12	15	0	0	1	0	0	0
Through Vol	50	0	296	0	0	131	0	1
RT Vol	0	0	0	35	0	0	80	0
Lane Flow Rate	67	16	318	38	1	141	86	1
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.117	0.025	0.446	0.047	0.002	0.212	0.104	0.002
Departure Headway (Hd)	6.339	5.636	5.049	4.517	5.566	5.423	4.361	5.974
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	565	636	713	793	643	662	822	597
Service Time	4.086	3.361	2.773	2.241	3.295	3.151	2.089	3.732
HCM Lane V/C Ratio	0.119	0.025	0.446	0.048	0.002	0.213	0.105	0.002
HCM Control Delay, s/veh	9.9	8.5	11.8	7.5	8.3	9.6	7.6	8.7
HCM Lane LOS	A	A	B	A	A	A	A	A
HCM 95th-tile Q	0.4	0.1	2.3	0.1	0	0.8	0.3	0

APPENDIX F

Synchro Summary Sheets – Future Conditions

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1814	762	81	47	897	460	79	337	19	314	524	2252
Future Volume (vph)	1814	762	81	47	897	460	79	337	19	314	524	2252
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		0	365		0	415		415	455		455
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	50		25	50		25	50		50	25		25
Satd. Flow (prot)	1770	1387	0	1068	1134	0	1062	1624	1335	1719	1610	1568
Flt Permitted	0.080			0.080			0.274			0.462		
Satd. Flow (perm)	149	1387	0	90	1134	0	306	1624	1335	836	1610	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			24				43			43
Link Speed (mph)		45			45			60			60	
Link Distance (ft)		1975			1344			1396			2351	
Travel Time (s)		29.9			20.4			15.9			26.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	33%	55%	69%	38%	100%	70%	17%	21%	5%	18%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	2016	937	0	52	1508	0	88	374	21	349	582	2502
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			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	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		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
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
Detector 1 Queue (s)	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
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	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		27.0	27.0	27.0	27.0	27.0	27.0

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	18.0	18.0		18.0	18.0		36.0	36.0	36.0	36.0	36.0	36.0
Total Split (s)	58.0	58.0		58.0	58.0		69.0	69.0	69.0	69.0	69.0	69.0
Total Split (%)	45.7%	45.7%		45.7%	45.7%		54.3%	54.3%	54.3%	54.3%	54.3%	54.3%
Yellow Time (s)	5.0	5.0		5.0	5.0		6.0	6.0	6.0	6.0	6.0	6.0
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
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)	8.0	8.0		8.0	8.0		9.0	9.0	9.0	9.0	9.0	9.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min	Min	Min	Min	Min
Act Effect Green (s)	50.0	50.0		50.0	50.0		60.0	60.0	60.0	60.0	60.0	60.0
Actuated g/C Ratio	0.39	0.39		0.39	0.39		0.47	0.47	0.47	0.47	0.47	0.47
v/c Ratio	34.76	1.71		1.49	3.27		0.61	0.49	0.03	0.89	0.77	3.28
Control Delay (s/veh)	Error	353.4		356.7	Error		46.3	25.7	1.5	56.1	35.9	Error
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	Error	353.4		356.7	Error		46.3	25.7	1.5	56.1	35.9	Error
LOS	F	F		F	F		D	C	A	E	D	F
Approach Delay (s/veh)	10506.2			1020.9			28.4			773.1		
Approach LOS	F			F			C			F		

Intersection Summary

Area Type: Other

Cycle Length: 127

Actuated Cycle Length: 127

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 34.76

Intersection Signal Delay (s/veh): 4186.2

Intersection LOS: F

Intersection Capacity Utilization 258.9%

ICU Level of Service H

Analysis Period (min) 15

Splits and Phases: 1: SR 37 & CR 640

#1 	#1 
Ø2	Ø4
69 s	58 s
#1 	#1 
Ø6	Ø8
69 s	58 s

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2076	894	77	37	693	144	126	629	14	600	432	1655
Future Volume (vph)	2076	894	77	37	693	144	126	629	14	600	432	1655
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		0	365		0	415		415	455		455
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	50		25	50		25	50		50	25		25
Satd. Flow (prot)	1752	1600	0	1770	1470	0	1456	1776	1583	1703	1759	1568
Flt Permitted	0.080			0.080			0.387			0.207		
Satd. Flow (perm)	148	1600	0	149	1470	0	593	1776	1583	371	1759	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			10				43			93
Link Speed (mph)		45			45			60			60	
Link Distance (ft)		1975			1344			1396			2351	
Travel Time (s)		29.9			20.4			15.9			26.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	17%	21%	2%	19%	59%	24%	7%	2%	6%	8%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	2185	1022	0	39	881	0	133	662	15	632	455	1742
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			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	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		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
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
Detector 1 Queue (s)	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
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	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		27.0	27.0	27.0	27.0	27.0	27.0

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	18.0	18.0		18.0	18.0		36.0	36.0	36.0	36.0	36.0	36.0
Total Split (s)	58.0	58.0		58.0	58.0		69.0	69.0	69.0	69.0	69.0	69.0
Total Split (%)	45.7%	45.7%		45.7%	45.7%		54.3%	54.3%	54.3%	54.3%	54.3%	54.3%
Yellow Time (s)	5.0	5.0		5.0	5.0		6.0	6.0	6.0	6.0	6.0	6.0
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
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)	8.0	8.0		8.0	8.0		9.0	9.0	9.0	9.0	9.0	9.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min	Min	Min	Min	Min
Act Effect Green (s)	50.0	50.0		50.0	50.0		60.0	60.0	60.0	60.0	60.0	60.0
Actuated g/C Ratio	0.39	0.39		0.39	0.39		0.47	0.47	0.47	0.47	0.47	0.47
v/c Ratio	37.67	1.62		0.67	1.51		0.48	0.79	0.02	3.61	0.55	2.21
Control Delay (s/veh)	Error	313.7		86.2	267.7		29.9	36.5	0.1	Error	27.0	568.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	Error	313.7		86.2	267.7		29.9	36.5	0.1	Error	27.0	568.6
LOS	F	F		F	F		C	D	A	F	C	F
Approach Delay (s/veh)	11366.3			260.0			34.7			623.4		
Approach LOS	F			F			C			F		

Intersection Summary

Area Type: Other

Cycle Length: 127

Actuated Cycle Length: 127

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 37.67

Intersection Signal Delay (s/veh): 4955.3

Intersection LOS: F

Intersection Capacity Utilization 254.9%

ICU Level of Service H

Analysis Period (min) 15

Splits and Phases: 1: SR 37 & CR 640

#1 	#1 
Ø2	Ø4
69 s	58 s
#1 	#1 
Ø6	Ø8
69 s	58 s

Intersection

Int Delay, s/veh 70.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	92	615	351	77	242	163
Future Vol, veh/h	92	615	351	77	242	163
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Yield
Storage Length	260	-	-	195	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	23	23	27	2	10	9
Mvmt Flow	97	647	369	81	255	172

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	369	0	0 1211 369
Stage 1	-	-	- - 369 -
Stage 2	-	-	- - 841 -
Critical Hdwy	4.33	-	- - 6.5 6.29
Critical Hdwy Stg 1	-	-	- - 5.5 -
Critical Hdwy Stg 2	-	-	- - 5.5 -
Follow-up Hdwy	2.407	-	- - 3.59 3.381
Pot Cap-1 Maneuver	1082	-	- 0 ~ 194 661
Stage 1	-	-	- 0 682 -
Stage 2	-	-	- 0 410 -
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	1082	-	- ~ 177 661
Mov Cap-2 Maneuver	-	-	- ~ 177 -
Stage 1	-	-	- 621 -
Stage 2	-	-	- 410 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.13	0	252.87
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	1082	-	-	294
HCM Lane V/C Ratio	0.089	-	-	1.448
HCM Ctrl Dly (s/v)	8.7	-	-	252.9
HCM Lane LOS	A	-	-	F
HCM 95th %tile Q(veh)	0.3	-	-	23.3

Notes

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

Intersection

Int Delay, s/veh 26.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	192	561	608	178	79	120
Future Vol, veh/h	192	561	608	178	79	120
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Yield
Storage Length	260	-	-	195	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	11	15	10	2	2
Mvmt Flow	216	630	683	200	89	135

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	683	0	0 1745 683
Stage 1	-	-	- 683 -
Stage 2	-	-	- 1062 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	910	-	0 95 449
Stage 1	-	-	0 501 -
Stage 2	-	-	0 332 -
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	910	-	- ~ 72 449
Mov Cap-2 Maneuver	-	-	- ~ 72 -
Stage 1	-	-	- 383 -
Stage 2	-	-	- 332 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	2.6	0	197.04
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	910	-	-	180
HCM Lane V/C Ratio	0.237	-	-	1.239
HCM Ctrl Dly (s/v)	10.2	-	-	197
HCM Lane LOS	B	-	-	F
HCM 95th %tile Q(veh)	0.9	-	-	12.2

Notes

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

HCM 7th Signalized Intersection Summary
3: SR 37 & SR 60

Timing Plan: AM Peak Hour
06/30/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	161	683	1297	931	809	307	888	1320	576	480	2017	178
Future Volume (veh/h)	161	683	1297	931	809	307	888	1320	576	480	2017	178
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1693	1722	1574	1648	1737	1856	1722	1856	1574	1870	1796	1796
Adj Flow Rate, veh/h	173	734	1395	1001	870	330	955	1419	619	516	2169	191
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	14	12	22	17	11	3	12	3	22	2	7	7
Cap, veh/h	231	584	521	205	1280	610	198	442	179	424	952	83
Arrive On Green	0.08	0.36	0.36	0.11	0.39	0.39	0.10	0.18	0.18	0.22	0.30	0.30
Sat Flow, veh/h	1612	1636	1459	1570	3300	1572	1640	2446	993	1781	3177	276
Grp Volume(v), veh/h	173	734	1395	1001	870	330	955	993	1045	516	1150	1210
Grp Sat Flow(s),veh/h/ln	1612	1636	1459	1570	1650	1572	1640	1763	1677	1781	1706	1747
Q Serve(g_s), s	14.3	74.9	74.9	22.9	46.0	34.2	20.9	37.9	37.9	45.9	62.9	62.9
Cycle Q Clear(g_c), s	14.3	74.9	74.9	22.9	46.0	34.2	20.9	37.9	37.9	45.9	62.9	62.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.59	1.00		0.16
Lane Grp Cap(c), veh/h	231	584	521	205	1280	610	198	318	303	424	511	523
V/C Ratio(X)	0.75	1.26	2.68	4.87	0.68	0.54	4.83	3.12	3.45	1.22	2.25	2.31
Avail Cap(c_a), veh/h	243	584	521	205	1280	610	198	318	303	424	511	523
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.9	67.6	67.6	73.2	53.5	49.8	66.5	86.1	86.1	70.1	73.6	73.6
Incr Delay (d2), s/veh	12.6	129.5	761.4	1753.5	1.2	0.5	1737.1	962.7	1112.4	117.9	568.5	597.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.7	73.9	220.9	164.7	26.5	19.8	153.6	157.8	169.1	46.2	170.4	180.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.5	197.1	829.0	1826.7	54.7	50.4	1803.6	1048.7	1198.5	188.0	642.1	670.6
LnGrp LOS	E	F	F	F	D	D	F	F	F	F	F	F
Approach Vol, veh/h	2302			2201			2993			2876		
Approach Delay, s/veh	569.4			859.9			1341.9			572.6		
Approach LOS	F			F			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.5	88.5	53.0	45.0	30.0	82.0	28.0	70.0				
Change Period (Y+Rc), s	7.1	7.1	7.1	7.1	7.1	7.1	7.1	7.1				
Max Green Setting (Gmax), s	17.9	79.9	45.9	37.9	22.9	74.9	20.9	62.9				
Max Q Clear Time (g_c+l1), s	16.3	48.0	47.9	39.9	24.9	76.9	22.9	64.9				
Green Ext Time (p_c), s	0.1	4.8	0.0	0.0	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	854.9											
HCM 7th LOS	F											

HCM 7th Signalized Intersection Summary
3: SR 37 & SR 60

Timing Plan: PM Peak Hour
06/30/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	243	870	799	612	775	471	1144	1830	758	321	1213	207
Future Volume (veh/h)	243	870	799	612	775	471	1144	1830	758	321	1213	207
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1722	1737	1796	1870	1707	1856	1737	1870	1856	1856
Adj Flow Rate, veh/h	267	956	878	673	852	518	1257	2011	833	353	1333	227
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	5	12	11	7	2	13	3	11	2	3	3
Cap, veh/h	277	539	441	323	1268	589	237	492	190	375	799	135
Arrive On Green	0.10	0.30	0.30	0.17	0.37	0.37	0.12	0.20	0.20	0.19	0.26	0.26
Sat Flow, veh/h	1781	1812	1482	1654	3413	1585	1626	2484	961	1781	3018	509
Grp Volume(v), veh/h	267	910	924	673	852	518	1257	1386	1458	353	773	787
Grp Sat Flow(s),veh/h/ln	1781	1735	1559	1654	1706	1585	1626	1763	1683	1781	1763	1764
Q Serve(g_s), s	20.0	60.0	60.0	35.0	42.2	61.6	25.0	40.0	40.0	35.3	53.4	53.4
Cycle Q Clear(g_c), s	20.0	60.0	60.0	35.0	42.2	61.6	25.0	40.0	40.0	35.3	53.4	53.4
Prop In Lane	1.00		0.95	1.00		1.00	1.00		0.57	1.00		0.29
Lane Grp Cap(c), veh/h	277	516	464	323	1268	589	237	349	334	375	466	467
V/C Ratio(X)	0.96	1.76	1.99	2.09	0.67	0.88	5.30	3.97	4.37	0.94	1.66	1.69
Avail Cap(c_a), veh/h	277	516	464	323	1268	589	237	349	334	433	466	467
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.7	70.9	70.9	69.9	53.1	59.2	65.9	80.9	80.9	66.4	74.2	74.2
Incr Delay (d2), s/veh	45.9	352.0	454.4	499.3	1.1	13.8	1944.8	1341.2	1524.8	28.1	304.9	318.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	19.0	118.5	129.3	94.3	25.3	35.5	203.7	227.0	242.1	23.2	97.1	100.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	96.5	422.9	525.3	569.1	54.2	73.0	2010.7	1422.1	1605.7	94.5	379.1	392.5
LnGrp LOS	F	F	F	F	D	E	F	F	F	F	F	F
Approach Vol, veh/h		2101			2043			4101			1913	
Approach Delay, s/veh		426.5			228.6			1667.8			332.1	
Approach LOS		F			F			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	27.1	82.1	45.5	47.1	42.1	67.1	32.1	60.5				
Change Period (Y+Rc), s	7.1	7.1	7.1	7.1	7.1	7.1	7.1	7.1				
Max Green Setting (Gmax), s	20.0	60.0	45.0	40.0	35.0	60.0	25.0	40.0				
Max Q Clear Time (g_c+l1), s	22.0	63.6	37.3	42.0	37.0	62.0	27.0	55.4				
Green Ext Time (p_c), s	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			870.1									
HCM 7th LOS			F									

Intersection						
Int Delay, s/veh	3.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	37	112	5	56	54
Future Vol, veh/h	7	37	112	5	56	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	20	2	2	2	7	17
Mvmt Flow	9	49	149	7	75	72
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	374	153	0	0	156	0
Stage 1	153	-	-	-	-	-
Stage 2	221	-	-	-	-	-
Critical Hdwy	6.6	6.22	-	-	4.17	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.68	3.318	-	-	2.263	-
Pot Cap-1 Maneuver	593	893	-	-	1394	-
Stage 1	833	-	-	-	-	-
Stage 2	775	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	560	893	-	-	1394	-
Mov Cap-2 Maneuver	560	-	-	-	-	-
Stage 1	787	-	-	-	-	-
Stage 2	775	-	-	-	-	-
Approach	WB	NB	SB			
HCM Ctrl Dly, s/v	9.75	0	3.93			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	816	916	-	
HCM Lane V/C Ratio	-	-	0.072	0.054	-	
HCM Ctrl Dly (s/v)	-	-	9.8	7.7	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.2	0.2	-	

Intersection						
Int Delay, s/veh	3.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	114	91	5	49	120
Future Vol, veh/h	4	114	91	5	49	120
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	67	2	2	2	6	5
Mvmt Flow	4	128	102	6	55	135
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	350	105	0	0	108	0
Stage 1	105	-	-	-	-	-
Stage 2	245	-	-	-	-	-
Critical Hdwy	7.07	6.22	-	-	4.16	-
Critical Hdwy Stg 1	6.07	-	-	-	-	-
Critical Hdwy Stg 2	6.07	-	-	-	-	-
Follow-up Hdwy	4.103	3.318	-	-	2.254	-
Pot Cap-1 Maneuver	535	949	-	-	1458	-
Stage 1	780	-	-	-	-	-
Stage 2	665	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	513	949	-	-	1458	-
Mov Cap-2 Maneuver	513	-	-	-	-	-
Stage 1	748	-	-	-	-	-
Stage 2	665	-	-	-	-	-
Approach	WB	NB	SB			
HCM Ctrl Dly, s/v	9.55	0	2.19			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	923	522	-	
HCM Lane V/C Ratio	-	-	0.144	0.038	-	
HCM Ctrl Dly (s/v)	-	-	9.6	7.6	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-	

Intersection

Intersection Delay, s/veh 279.2
Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	145	575	348	3	672	171	515	61	0	5	2	218
Future Vol, veh/h	145	575	348	3	672	171	515	61	0	5	2	218
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	22	15	2	48	2	57	3	2	2	2	2
Mvmt Flow	153	605	366	3	707	180	542	64	0	5	2	229
Number of Lanes	1	1	1	1	1	1	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	3			3			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			3			3		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			3			3		
HCM Control Delay, s/veh	182.9			376.8			410.1			34.4		
HCM LOS	F			F			F			D		

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	89%	100%	0%	0%	100%	0%	0%	2%
Vol Thru, %	11%	0%	100%	0%	0%	100%	0%	1%
Vol Right, %	0%	0%	0%	100%	0%	0%	100%	97%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	576	145	575	348	3	672	171	225
LT Vol	515	145	0	0	3	0	0	5
Through Vol	61	0	575	0	0	672	0	2
RT Vol	0	0	0	348	0	0	171	218
Lane Flow Rate	606	153	605	366	3	707	180	237
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	1.819	0.4	1.559	0.86	0.008	1.957	0.424	0.618
Departure Headway (Hd)	12.625	12.963	12.786	11.878	11.809	12.117	10.5	12.895
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	297	279	291	308	305	311	346	282
Service Time	10.325	10.663	10.486	9.578	9.509	9.817	8.2	10.595
HCM Lane V/C Ratio	2.04	0.548	2.079	1.188	0.01	2.273	0.52	0.84
HCM Control Delay, s/veh	410.1	24	298.7	57.8	14.6	469	20.7	34.4
HCM Lane LOS	F	C	F	F	B	F	C	D
HCM 95th-tile Q	34.8	1.8	26	7.6	0	40.9	2	3.8

Intersection

Intersection Delay, s/veh 236.4
Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	198	818	458	1	465	109	299	69	0	5	5	123
Future Vol, veh/h	198	818	458	1	465	109	299	69	0	5	5	123
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	13	8	18	2	23	2	25	2	2	2	2	2
Mvmt Flow	213	880	492	1	500	117	322	74	0	5	5	132
Number of Lanes	1	1	1	1	1	1	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	3			3			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			3			3		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			3			3		
HCM Control Delay, s/veh	320.9			150.3			111.1			19.5		
HCM LOS	F			F			F			C		

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	81%	100%	0%	0%	100%	0%	0%	4%
Vol Thru, %	19%	0%	100%	0%	0%	100%	0%	4%
Vol Right, %	0%	0%	0%	100%	0%	0%	100%	92%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	368	198	818	458	1	465	109	133
LT Vol	299	198	0	0	1	0	0	5
Through Vol	69	0	818	0	0	465	0	5
RT Vol	0	0	0	458	0	0	109	123
Lane Flow Rate	396	213	880	492	1	500	117	143
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	1.091	0.538	2.08	1.092	0.003	1.296	0.269	0.377
Departure Headway (Hd)	11.158	10.056	9.434	8.87	10.57	10.419	9.301	10.551
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	328	362	396	414	341	355	389	343
Service Time	8.858	7.756	7.134	6.57	8.27	8.119	7.001	8.251
HCM Lane V/C Ratio	1.207	0.588	2.222	1.188	0.003	1.408	0.301	0.417
HCM Control Delay, s/veh	111.1	23.9	515.7	101.5	13.3	182.2	15.4	19.5
HCM Lane LOS	F	C	F	F	B	F	C	C
HCM 95th-tile Q	13.5	3	56.8	15.4	0	20.8	1.1	1.7