



**Indian River County
Typical Traffic Study Format**

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INTRODUCTION

The applicant is proposing to develop XX single family residences. The parcel proposed for development is located in the southeast quadrant of the XXth Avenue and XXth Street intersection, in Indian River County. A location map depicting the proposed project is provided as *Figure 1*. In accordance with Indian River County Land Development Regulations, a traffic impact analysis is required to document the external traffic impact associated with this project.

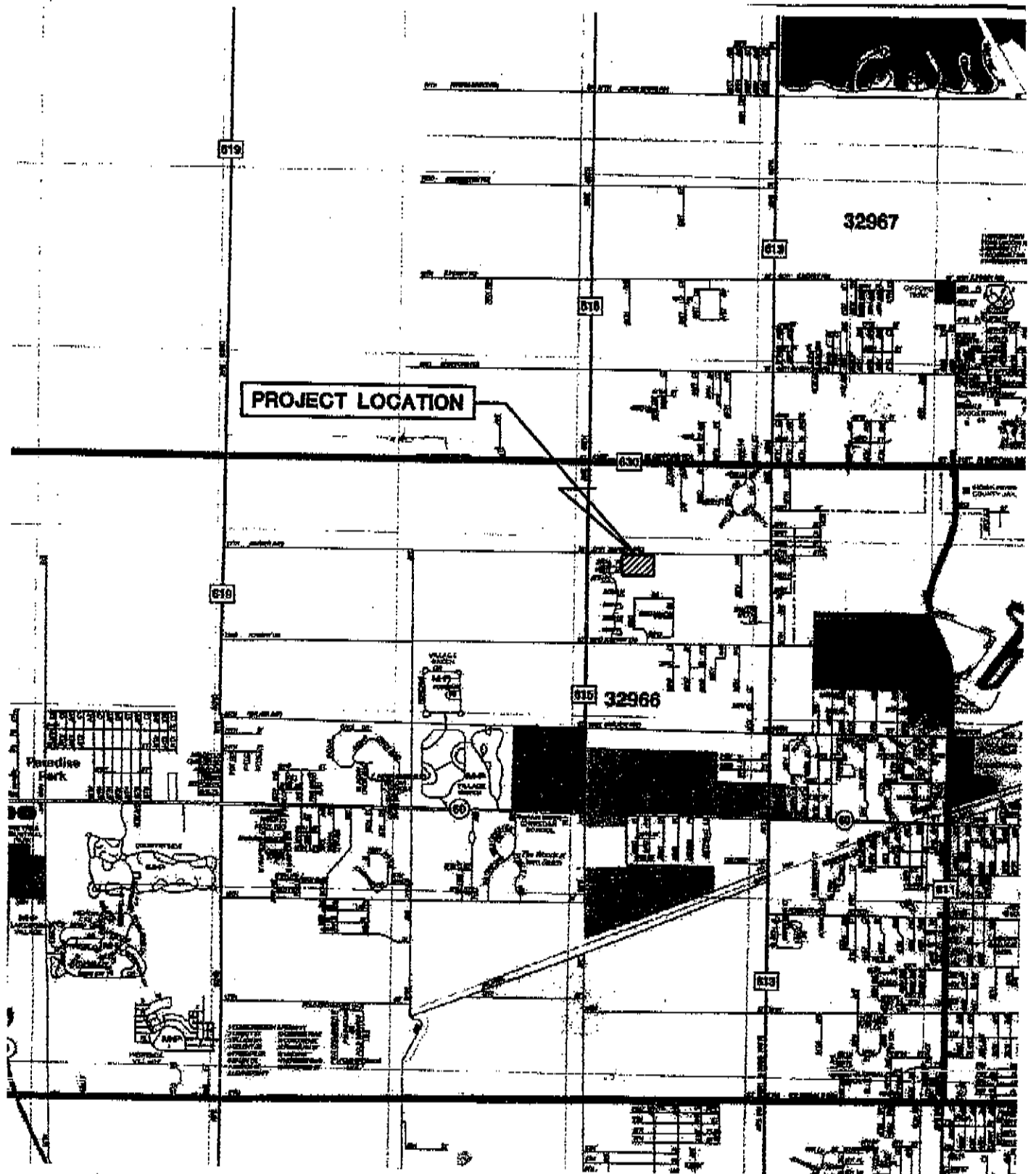


FIGURE 1
ANY PROJECT
SITE LOCATION MAP

**TABLE 1
ANY PROJECT
TRIP GENERATION**

Land Use	Intensity	Daily Trips	PM Peak Hour		
			Total	In	Out
Proposed Site Traffic					
Single family	90 d.u.	944	97	61	36
<i>Subtotal</i>		<i>944</i>	<i>97</i>	<i>61</i>	<i>36</i>
NET NEW SITE TRAFFIC VOLUMES		<i>944</i>	<i>97</i>	<i>61</i>	<i>36</i>

Notes: Trip generation was calculated using the following data from *ITE Trip Generation, Seventh Edition*:

Daily Traffic Generation

Single-Family Detached Housing [ITE 210] = $\ln(T) = 0.92\ln(X) + 2.71$

PM Peak Hour Traffic Generation

Single-Family Detached Housing [ITE 210] = $\ln(T) = 0.90 * \ln(X) + 0.53$ (63% in, 37% out)

Table 2 - Determination of Study Intersections

Intersection	Classification	LOS C Volume	2% LOS C	Approach Direction	Percent Assignment	Roadway Classification	Project Direction	Project Traffic	Project > 2% LOS C
66th Avenue / 41st Street	2 Ln Undiv	720	14	NB	8%	1	out	3	no
	2 Ln Undiv	720	14	SB	6%	1	in	4	no
	2 Ln Undiv	720	14	EB	0%	1		0	no
	2 Ln Undiv	720	14	WB	2%	1	in	1	no
66th Avenue / 37th Street	2 Ln Undiv	720	14	NB	47%	1	out	17	yes
	2 Ln Undiv	720	14	SB	8%	1	in	5	no
	2 Ln Undiv	720	14	EB	0%	1		0	no
	2 Ln Undiv	720	14	WB	55%	1	out	20	yes
66th Avenue / 26th Street	2 Ln Undiv	720	14	NB	47%	2	in	29	yes
	2 Ln Undiv	720	14	SB	47%	1	out	17	yes
	2 Ln Undiv	720	14	EB	0%	1		0	no
	2 Ln Undiv	720	14	WB	6%	1	in	4	no
66th Avenue / SR 60	2 Ln Undiv	720	14	NB	0%	1		0	no
	2 Ln Undiv	720	14	SB	40%	2	out	14	yes
	4 Ln Div	1810	36	EB	22%	1	in	13	no
	4 Ln Div	1360	27	WB	18%	2	in	11	no
58th Avenue / 41st Street	2 Ln Undiv	720	14	NB	18%	1	out	6	no
	2 Ln Undiv	720	14	SB	3%	1	in	2	no
	2 Ln Undiv	720	14	EB	2%	1	out	1	no
	2 Ln Undiv	720	14	WB	15%	1	in	9	no
58rd Avenue / 37th Street	2 Ln Undiv	720	14	NB	27%	1	in	16	yes
	2 Ln Undiv	720	14	SB	18%	1	in	11	no
	2 Ln Undiv	720	14	EB	45%	1	out	16	yes
	2 Ln Undiv	720	14	WB	0%	1		0	no
58th Avenue / 26th Street	4 Ln Div	1360	27	NB	23%	2	in	14	no
	4 Ln Div	1810	36	SB	25%	1	out	9	no
	2 Ln Undiv	720	14	EB	6%	1	out	2	no
	2 Ln Undiv	720	14	WB	8%	1	in	5	no

Traffic Count Information

Intersection	Count Date	PM Peak Hour	Peak Season Factor
66 th Avenue / 37 th Street	6/7/2005	5:00-6:00	1.06
66 th Avenue / 26 th Street	2/28/2005	3:30-4:30	0.98
66 th Avenue / SR 60	5/26/2004	3:30-4:30	1.05
58 th Avenue / 37 th Street	6/7/2005	4:45-5:45	1.06

Example Calculation 37th Street & 66th Avenue

(A) Turning Movement Volumes	(B) P.S.C.F.	(C) Existing PK. Season Volumes	(D) Growth Factor	(E) 2008 Volumes w/out Project	(F) Project Traffic	(G) 2008 Volumes with Project
4	1.06	4	5.89%	5	0	5
380	1.06	403	5.89%	478	0	478
3	1.06	3	5.89%	4	5	9
1	1.06	1	5.89%	1	3	4
2	1.06	2	5.89%	3	0	3
0	1.06	0	5.89%	0	17	17
3	1.06	3	5.89%	4	29	33
502	1.06	532	5.89%	632	0	632
11	1.06	12	5.89%	14	0	14
8	1.06	8	5.89%	10	0	10
2	1.06	2	5.89%	3	0	3
2	1.06	2	5.89%	3	0	3

- (A) - Peak Hour Volumes from Turning Movement Counts
- (B) - Peak Season Correction Factor
- (C) - Existing Peak Season Volumes (A * B = C) **Figure 2**
- (D) - Calculated Growth Factor
- (E) - Build Out Year w/out Project (C * D compounded to Build Out Year) **Figure 3**
- (F) - Total Project Traffic
- (G) - Build Out Year with Project (E + F = G) **Figure 4**

Volumes in Tables 4 are calculated as follows, using volumes from Figure 2.

Figure 2

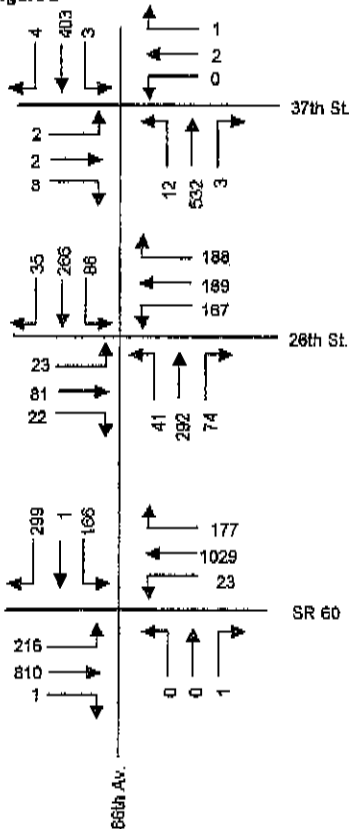


Table 4

66th Avenue

North of 37th Street: 1 + 532 + 2 = 535 Northbound
 4 + 403 + 3 = 410 Southbound

37th Street to 26th Street: [(12 + 532 + 3) + (188 + 292 + 23)] divided by 2 = 525 Northbound
 [(35 + 266 + 66) + (8 + 403 + 0)] divided by 2 = 399 Southbound

26th Street to SR 60: [(41 + 292 + 74) + (177 + 0 + 216)] divided by 2 = 400 Northbound
 [(299 + 1 + 166) + (22 + 266 + 167)] divided by 2 = 511 Southbound

South of SR 60: 0 + 0 + 1 = 1 Northbound
 1 + 1 + 23 = 25 Southbound

Volumes in Tables 6 & 8 are calculated similarly to Table 4 above, but utilizing volumes from Figures 3 & 4 respectively.

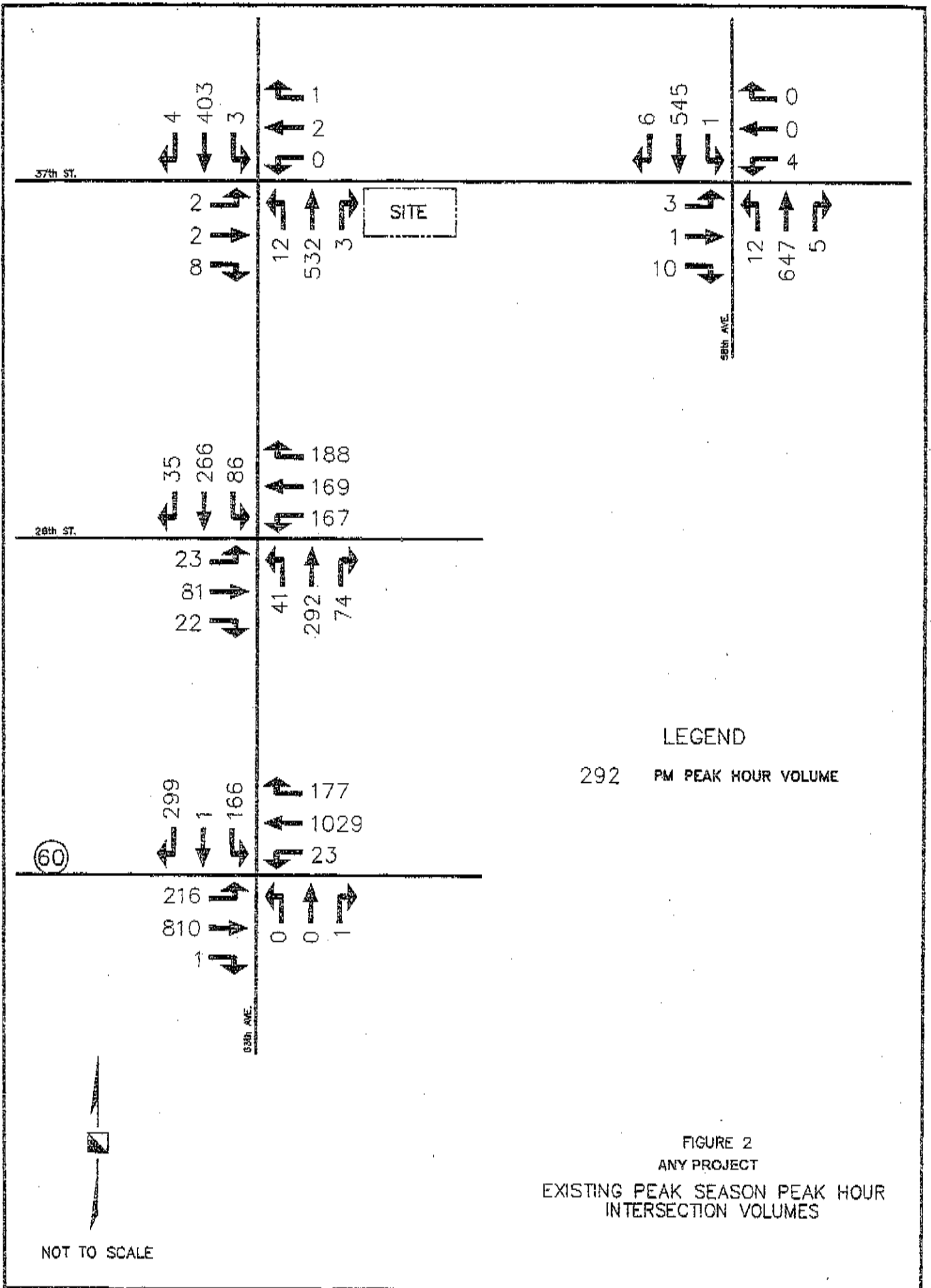


Table 4 - Existing Peak-Season Peak-Hour Roadway Conditions

Roadway	Direction	PM Peak Hour Volume	LOS
66th Avenue:			
North of 37 th Street	NB	535	C
	SB	410	C
37th Street to 26th Street			
	NB	525	C
	SB	399	C
26th Street to SR 60			
	NB	400	C
	SB	511	C
South of SR 60			
	NB	1	B
	SB	25	B
58th Avenue:			
North of 37 th Street	NB	650	C
	SB	552	C
South of 37 th Street	NB	664	C
	SB	559	C
37th Street:			
West of 66 th Avenue	EB	12	B
	WB	18	B
66 th Avenue to 58 th Avenue	EB	11	B
	WB	11	B
East of 58 th Avenue	EB	7	B
	WB	4	B
26th Street:			
West of 66 th Avenue	EB	126	B
	WB	245	C
East of 66 th Avenue	EB	241	C
	WB	524	C

**Table 4 - Existing Peak-Season Peak-Hour Roadway Conditions
(continued)**

SR 60:			
West of 66 th Avenue	EB	1027	B
	WB	1328	B
East of 66 th Avenue	EB	977	C
	WB	1229	C

GROWTH RATE CALCULATIONS

LINK	ON STREET	FROM STREET	TO STREET	2000 AADT	2003 AADT
3120	66th Avenue	SR 60	26th Street	7,000	8,905
3130	66th Avenue	26th Street	41st Street	7,900	9,184
3140	66th Avenue	41st Street	45th Street	7,100	8,410
3025	58th Avenue	16th Street	SR 60	16,280	17,506
3030	58th Avenue	SR 60	26th Avenue	13,100	17,653
3033	58th Avenue	26th Avenue	41st Street	9,700	11,807
3035	58th Avenue	41st Street	45th Street	8,200	9,373
3040	58th Avenue	45th Street	49th Street	7,500	8,973
3045	58th Avenue	49th Street	65th Street	7,500	8,058
3050	58th Avenue	65th Street	69th Street	6,000	7,103
TOTAL				99,100	106,972

X Count affected by construction

2000 TO 2003

5.89%

**Table 5 - 2008 Peak-Season Peak-Hour Intersection Conditions
Without Project**

Intersection	2008 LOS
66 th Avenue / 37 th Street ¹	C
66 th Avenue / 26 th Street	B
66 th Avenue / SR 60	D
58 th Avenue / 37 th Street ¹	E

1. Two way stop control analysis performed. Worst case side street delay reported.

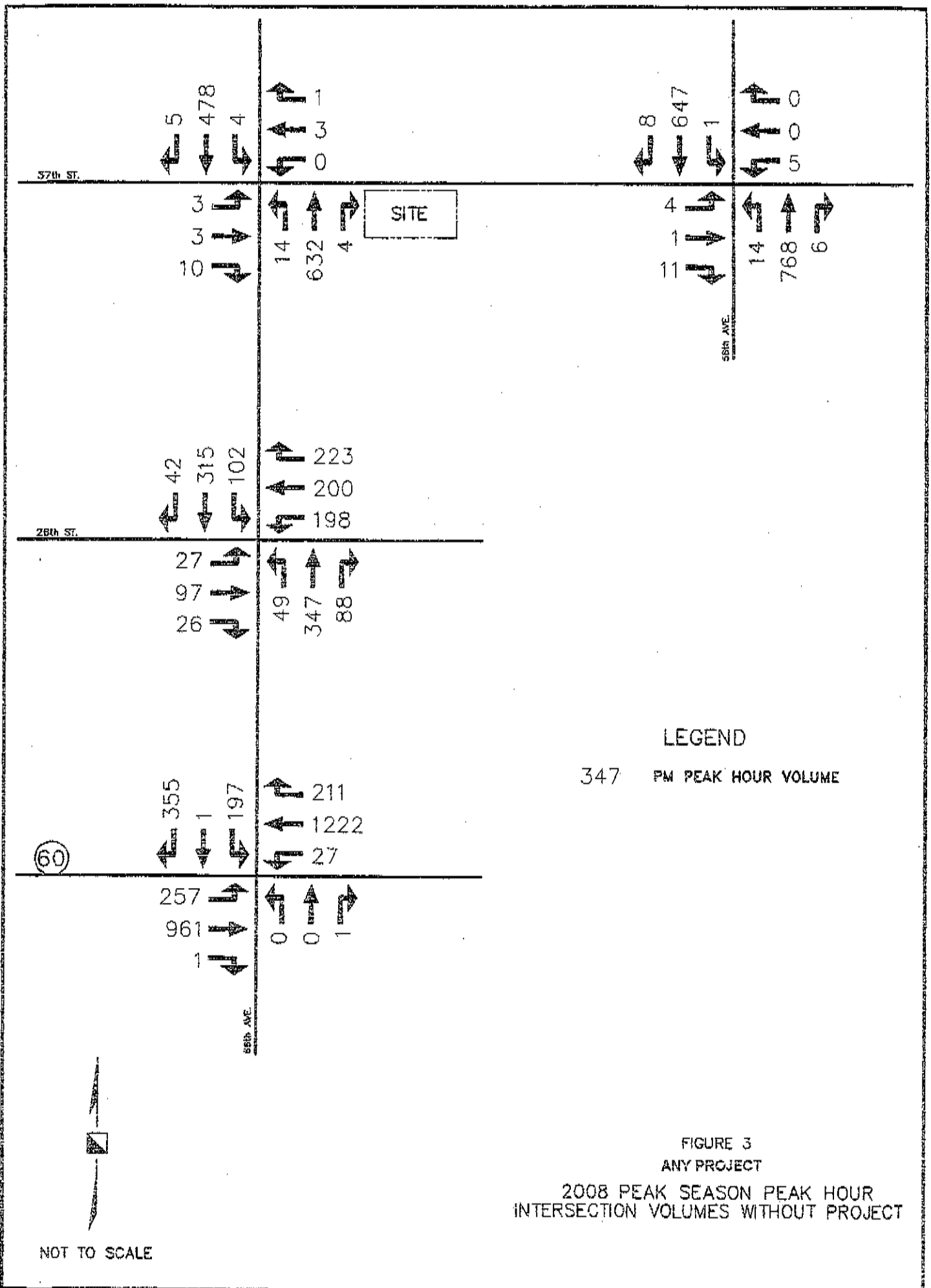


Table 6 - 2008 Peak-Season Peak-Hour Roadway Conditions Without Project

Roadway	Direction	PM Peak Hour Volume	LOS
66th Avenue:			
North of 37 th Street	NB	636	C
	SB	487	C
37th Street to 26th Street			
	NB	624	C
	SB	474	C
26th Street to SR 60			
	NB	476	C
	SB	546	C
South of SR 60			
	NB	1	B
	SB	29	B
58th Avenue:			
North of 37 th Street	NB	772	D
	SB	656	C
South of 37 th Street	NB	788	D
	SB	663	C
37th Street:			
West of 66 th Avenue	EB	16	B
	WB	22	B
66 th Avenue to 58 th Avenue	EB	14	B
	WB	13	B
East of 58 th Avenue	EB	8	B
	WB	5	B
26th Street:			
West of 66 th Avenue	EB	150	B
	WB	291	C
East of 66 th Avenue	EB	287	C
	WB	621	C

**Table 6 - 2008 Peak-Season Peak-Hour Roadway Conditions Without
Project (continued)**

SR 60:			
West of 66 th Avenue	EB	1219	B
	WB	1577	C
East of 66 th Avenue	EB	1159	C
	WB	1460	D

**Table 7 - 2008 Peak-Season Peak-Hour Intersection Conditions With
Project**

Intersection	2008 LOS
66 th Avenue / 37 th Street ¹	D
66 th Avenue / 26 th Street	B
66 th Avenue / SR 60	D
58 th Avenue / 37 th Street ¹	F ²

1. Two way stop control analysis performed. Worst case side street delay reported.

2. Signal warrant evaluation was performed.

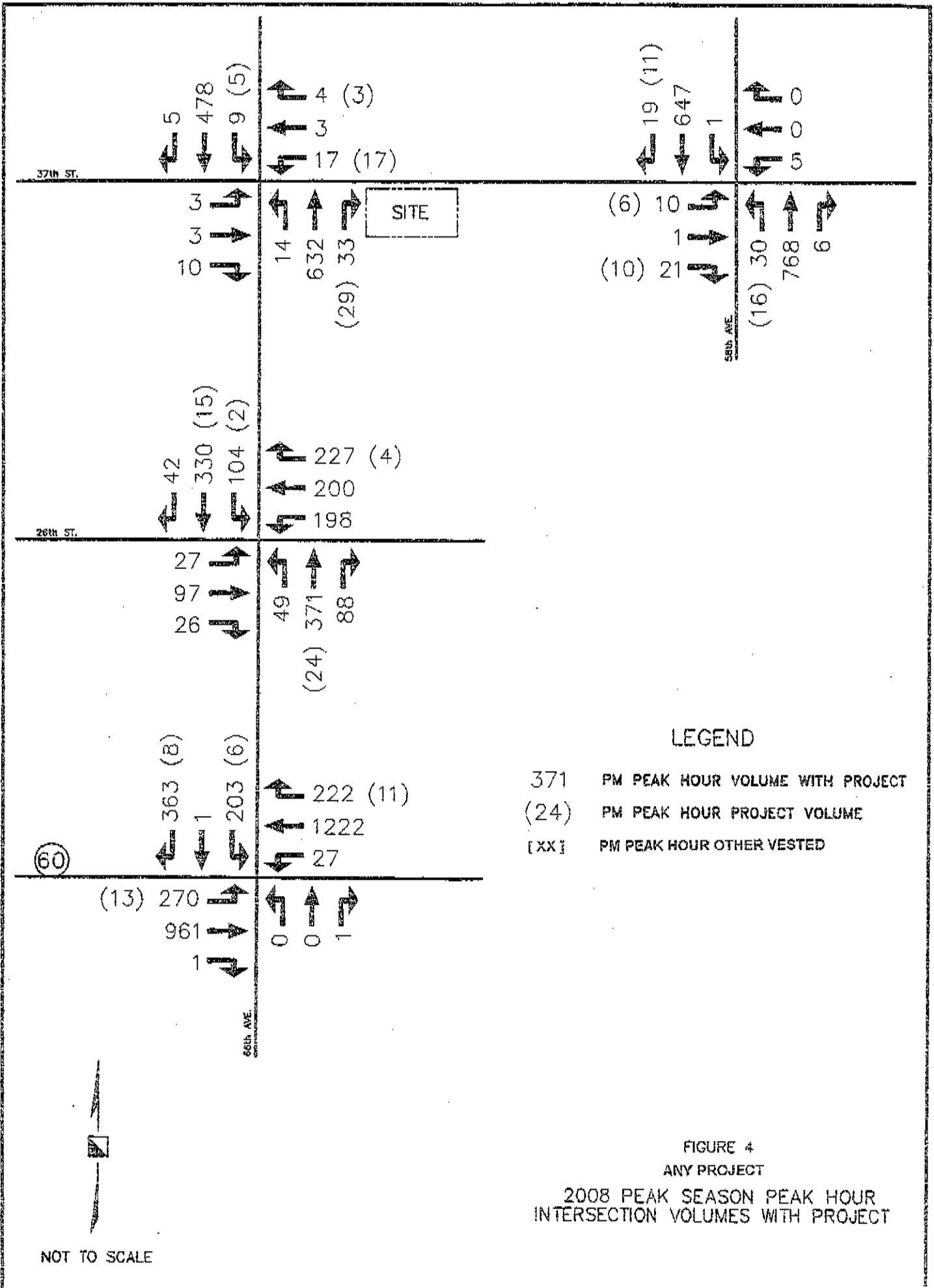


Table 8 - 2008 Peak-Season Peak-Hour Roadway Conditions With Project

Roadway	Direction	PM Peak Hour Volume	LOS
66th Avenue:			
North of 37 th Street	NB	639	C*
	SB	492	C
37th Street to 26th Street			
	NB	652	C*
	SB	491	C
26th Street to SR 60			
	NB	500	C
	SB	561	C
South of SR 60			
	NB	1	B
	SB	29	B
58th Avenue:			
North of 37 th Street	NB	778	D*
	SB	667	C*
South of 37 th Street	NB	804	D*
	SB	673	C*
37th Street:			
West of 66 th Avenue	EB	16	B
	WB	22	B
66 th Avenue to 58 th Avenue	EB	39	B
	WB	37	B
East of 58 th Avenue	EB	8	B
	WB	5	B
26th Street:			
West of 66 th Avenue	EB	150	B
	WB	291	C
East of 66 th Avenue	EB	289	C
	WB	625	C*

*Link Volume(s) Exceed 70% LOS E. Supplemental Arterial Analysis Performed on these Links (See Table 9)

Table 8 - 2008 Peak-Season Peak-Hour Roadway Conditions With Project (continued)

SR 60:			
West of 66 th Avenue	EB	1232	B
	WB	1585	C*
East of 66 th Avenue	EB	1165	C
	WB	1471	D*

*Link Volume(s) Exceed 70% LOS E. Supplemental Arterial Analysis Performed on these Links (See Table 9)

Table 9 - HCS Arterial Level of Service Evaluation - 2008 Peak Season with Project

Roadway Link	Direction	Speed (MPH)	LOS
66 th Avenue from SR 60 to 26 th Street	Northbound	25.7	C
58 th Avenue from 26 th Street to 41 st Street	Northbound	33.3	B
58 th Avenue from 26 th Street to 41 st Street	Southbound	21.9	D
26 th Street from 58 th Avenue to 66 th Avenue	Westbound	31.4	B
SR 60 from Hedden Place to 66 th Avenue	Westbound	24.9	C

37th St.

27

34

20

16

SITE

LEGEND

20 PM PEAK HOUR PROJECT VOLUME



NOT TO SCALE

FIGURE 6
ANY PROJECT
TOTAL DRIVEWAY VOLUMES

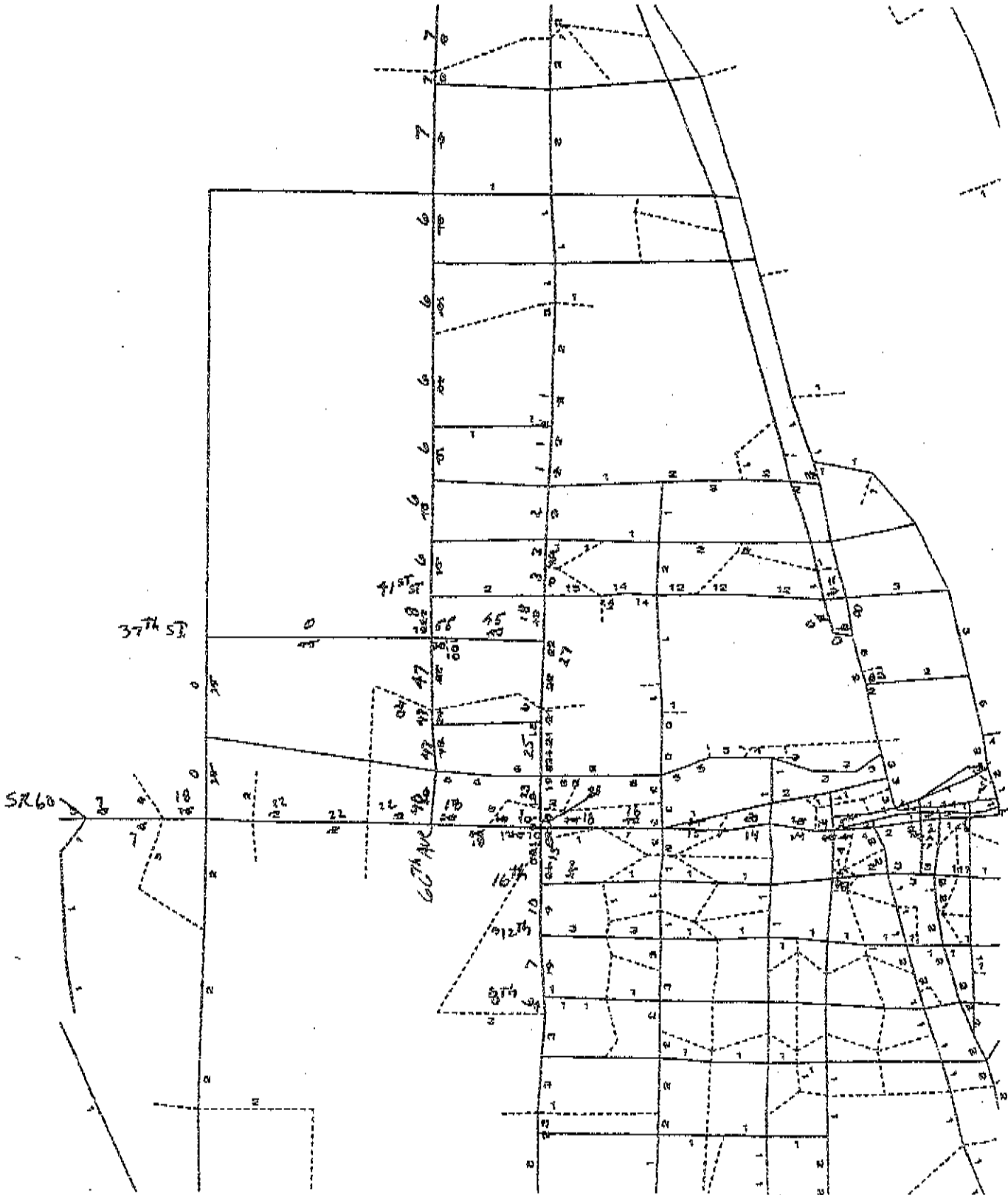
CONCLUSION

APPENDICIES

- A. Traffic Distribution and Assignment**
- B. Turning Movement Volumes and Signal Timing**
- C. Intersection Volume Development Worksheet**
- D. Intersection Analysis Worksheet – Existing conditions**
- E. Intersection analysis Worksheet – Future conditions**
- F. Growth Rate Calculations**
- G. Project Link Assignment**
- H. Arterial Analysis**
- I. Signal Warrant Analysis**

APPENDIX A

Traffic Distribution and Assignment



Plot Select Zone Load -- Percent of Project
 65th Ave and 37th St Residential
 MODIFIED IRC 20d
 31MAY03 14:09:42

APPENDIX B

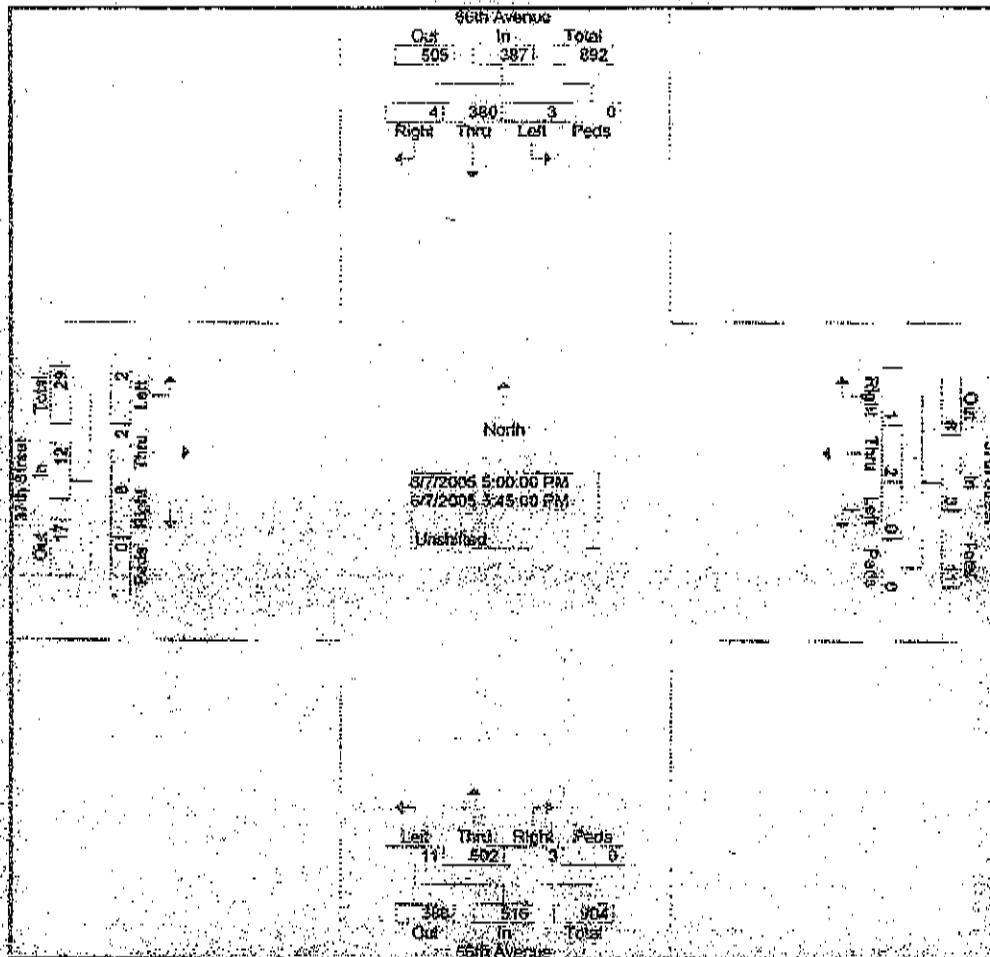
Turning Movement Volumes and Signal Timing

Counted By: NJM
 Counter No.: D1-1755
 Weather: clear
 General Comments: 66th AV / 37th ST

Vero Beach, Florida
 32960

File Name : 66th Avenue_37th Street
 Site Code : 37863766
 Start Date : 06/07/2005
 Page No : 2

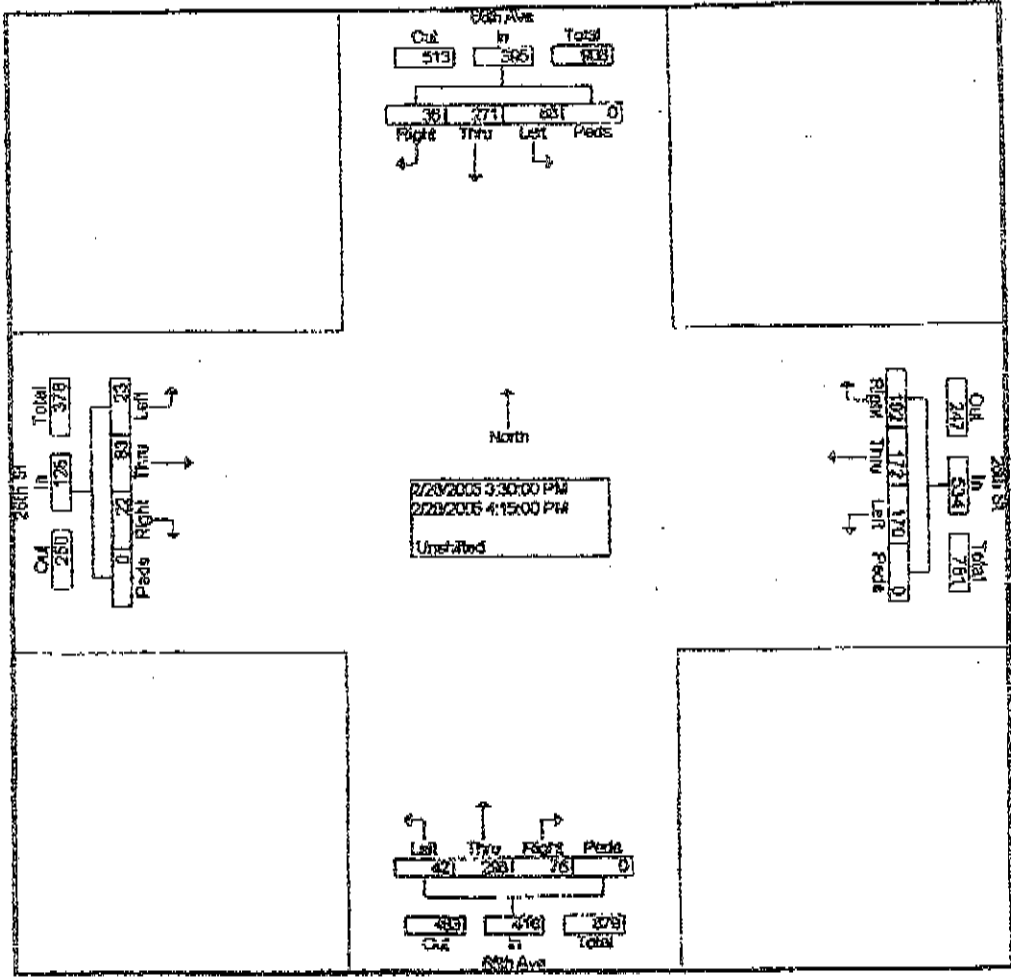
Start Time	66th Avenue From North					37th Street From East					66th Avenue From South					37th Street From West					Int. Total
	Rig ht	Thru	Left	Ped s	App. Total	Rig ht	Thru	Left	Ped s	App. Total	Rig ht	Thru	Left	Ped s	App. Total	Rig ht	Thru	Left	Ped s	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	4	380	3	0	387	1	2	0	0	3	3	502	11	0	516	8	2	2	0	12	916
Percent	1.0	98.2	0.8	0.0		33.3	66.7	0.0	0.0		0.6	97.3	2.1	0.0		66.7	16.7	16.7	0.0		
05:15 Volume	2	99	1	0	102	0	0	0	0	0	1	147	4	0	152	2	0	1	0	3	257
Peak Factor	0.893																				
High Int. Volume	05:15 PM					05:30 PM					05:15 PM					05:45 PM					
Peak Factor	0.949					0.375					0.849					0.600					



TRAFFIC ENGINEERING DIVISION
1840 25TH STREET
VERO BEACH, FLORIDA 32960

File Name : 26th St @ 66th St
Site Code : 05000041
Start Date : 2/28/2005
Page No : 3

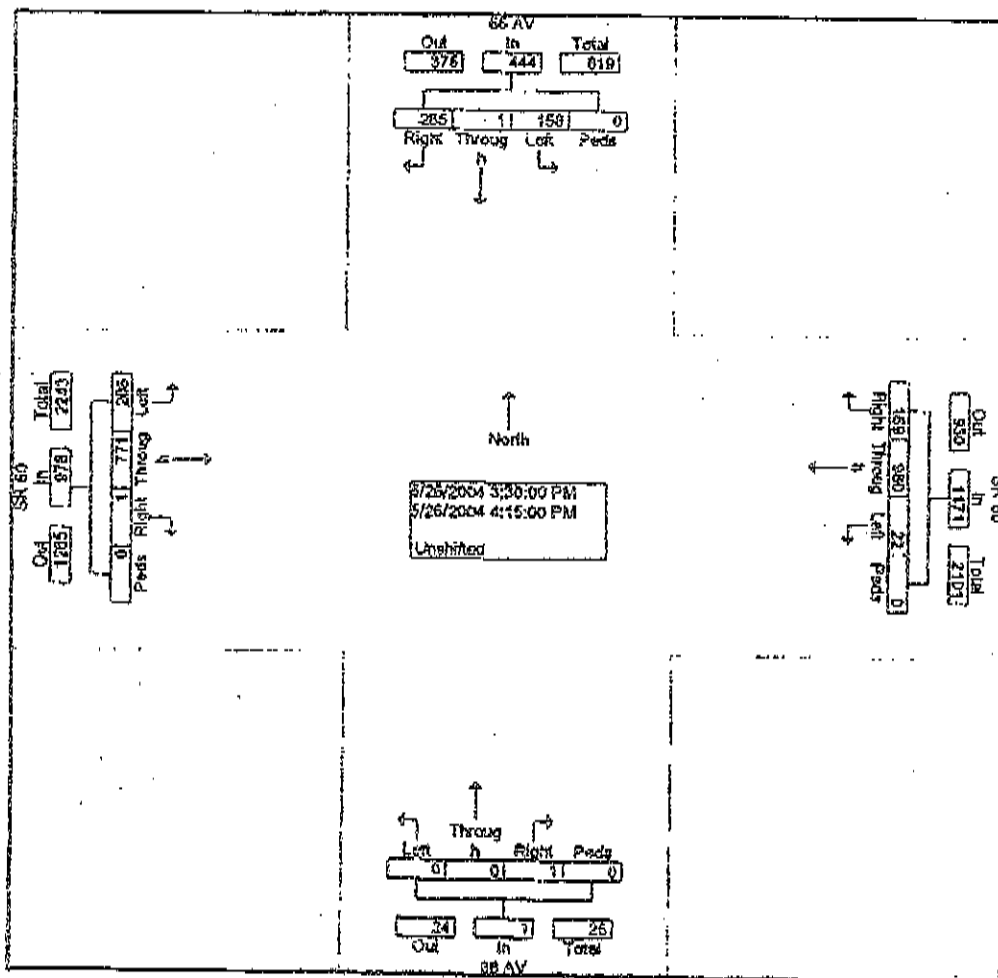
Start Time	66th Ave From North					26th St From East					66th Ave From South					26th St From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour From 03:30 PM to 04:30 PM - Peak 1 of 1																					
Intersection 03:30 PM																					
Volume	36	271	88	0	365	192	172	170	0	534	78	298	42	0	416	22	89	23	0	128	1473
Percent	9.1	68.6	22.3	0.0		36.0	32.2	31.8	0.0		18.3	71.6	10.1	0.0		17.2	64.8	18.0	0.0		
04:15																					
Volume	5	74	21	0	100	54	39	49	0	142	23	67	14	0	104	9	19	6	0	34	380
Peak Factor																					
High Int. 04:00 PM																					
Volume	10	66	25	0	101	72	37	39	0	148	24	82	8	0	114	8	26	5	0	37	0.969
Peak Factor																					
	0.978					0.802					0.912					0.865					



JAMAR Technologies, Inc.
 151 Keith Valley Road
 Horsham, PA 19044
 Change These in PREFERENCES

File Name : 66 AV @ SR 60
 Site Code : 04000086
 Start Date : 5/26/2004
 Page No : 3

Time	66 AV From North					SR 60 From East					66 AV From South					SR 60 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Hour From 03:30 PM to 04:30 PM - Peak 1 of 1																					
Section 03:30 PM																					
Volume	285	1	158	0	444	169	980	22	0	1171	1	0	0	0	1	1	771	205	0	978	2694
Percent	64.2	0.2	35.5	0.0		14.4	83.7	1.9	0.0		100.0	0.0	0.0	0.0		0.1	78.8	21.1	0.0		
04:00																					
Volume	64	1	38	0	103	51	265	6	0	322	0	0	0	0	0	0	197	61	0	258	683
Peak Factor																					
04:45 PM																					
Volume	75	0	51	0	126	51	265	6	0	322	1	0	0	0	1	0	197	61	0	258	683
Peak Factor					0.881					0.909					0.250					0.948	

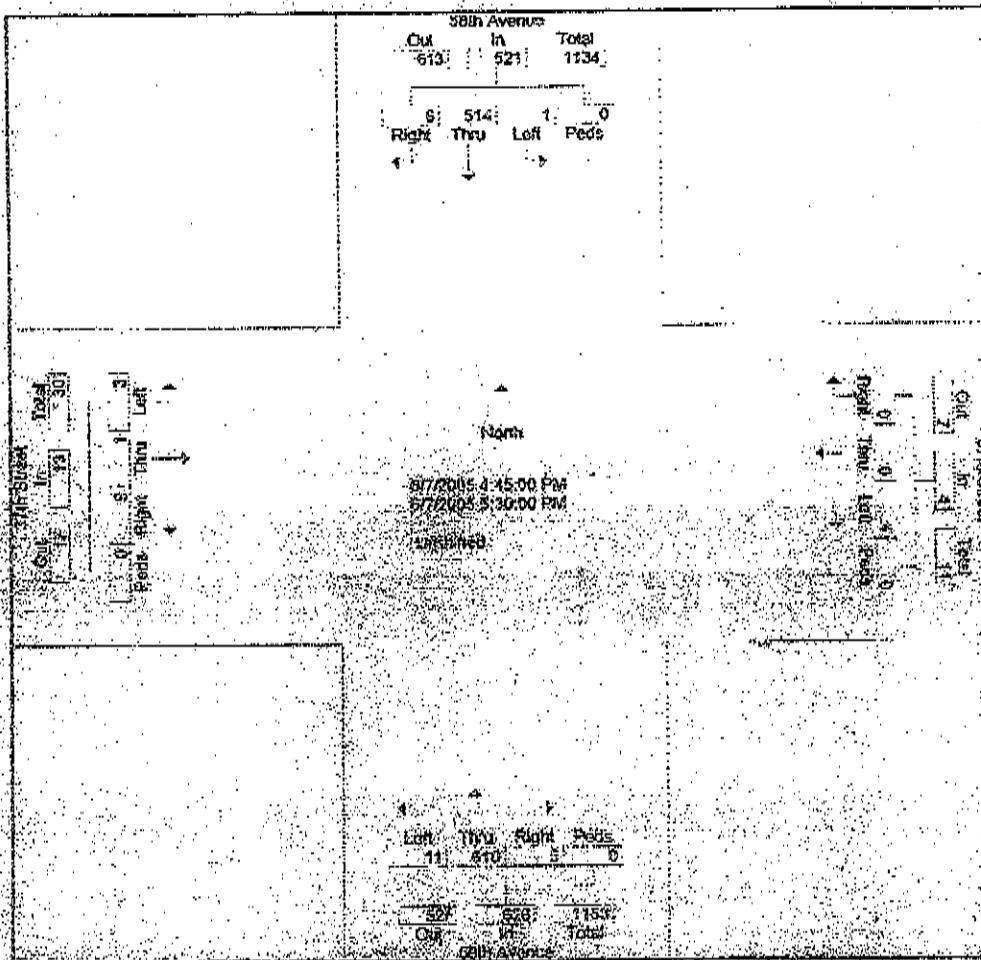


Counted By: A.W.
 Counter No.: D1-1773
 Weather: Fair
 General Comments: 58th Ave & 37th St.

Vero Beach, Florida
 32960

File Name : 58th Avenue_37th Street
 Site Code : 58583737
 Start Date : 06/07/2005
 Page No : 2

Start Time	58th Avenue From North					37th Street From East					58th Avenue From South					37th Street From West					Int. Total	
	Rig ht	Thru	Left	Ped s	App. Total	Rig ht	Thru	Left	Ped s	App. Total	Rig ht	Thru	Left	Ped s	App. Total	Rig ht	Thru	Left	Ped s	App. Total		
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																						
Intersect on 04:45 PM																						
Volume	0	514	1	0	521	0	0	4	0	4	5	610	11	0	626	9	1	3	0	13	1164	
Percent	1.2	98.7	0.2	0.0		0.0	0.0	100.0	0.0		0.8	97.4	1.8	0.0		69.2	7.7	23.1	0.0			
05:15 Volume Peak	3	151	1	0	155	0	0	1	0	1	0	185	2	0	187	3	0	2	0	5	348	
Factor																					0.836	
High Int. Volume Peak	05:15 PM	3	151	1	0	155	04:45 PM	0	0	2	0	185	05:15 PM	2	0	187	05:15 PM	3	0	2	0	5
Factor					0.84					0.50					0.83						0.65	0



APPENDIX C

APPENDIX D

Intersection Analysis Worksheet – Existing conditions

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst		Intersection	66th Avenue & 37th Street
Agency/Co.		Jurisdiction	
Date Performed	6/12/2005	Analysis Year	Existing
Analysis Time Period	Existing PM Peak Hour		
Project Description			
East/West Street: 37th Street		North/South Street: 66th Avenue	
Intersection Orientation: North-South		Study Period (hrs): 0.25	

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	12	532	3	3	403	4
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	12	560	3	3	424	4
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	
Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	2	1	2	2	8
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	0	2	1	2	2	8
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR	LTR			LTR		
v (vph)	12	3	3			12		
C (m) (vph)	1131	1008	285			389		
v/c	0.01	0.00	0.01			0.03		
95% queue length	0.03	0.01	0.03			0.10		
Control Delay	8.2	8.8	17.8			14.5		
LOS	A	A	C			B		
Approach Delay	--	--	17.8			14.5		
Approach LOS	--	--	C			B		

Rights Reserved

SHORT REPORT

General Information				Site Information			
Analyst				Intersection	66th Avenue & 26th Street		
Agency or Co.				Area Type	All other areas		
Date Performed	6/12/2005			Jurisdiction			
Time Period	Existing PM Pk Hour Pk Season			Analysis Year	Existing		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Lane group	L	TR		L	TR		L	TR		L	TR	
Volume (vph)	23	81	22	167	169	188	41	292	74	86	266	35
% Heavy veh	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Ext. eff. green	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival type	3	3		3	3		3	3		3	3	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0		0	0		0	0		0	0	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Phasing	EW Perm	02	03	04	NS Perm	06	07	08				
Timing	G = 35.0	G =	G =	G =	G = 45.0	G =	G =	G =				
	Y = 5.2	Y =	Y =	Y =	Y = 5.1	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25							Cycle Length C = 90.3					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate	24	108		176	376		43	385		91	317	
Lane group cap.	284	699		496	665		473	900		416	912	
v/c ratio	0.08	0.15		0.35	0.57		0.09	0.43		0.22	0.35	
Green ratio	0.39	0.39		0.39	0.39		0.50	0.50		0.50	0.50	
Unif. delay d1	17.5	18.0		19.6	21.7		11.9	14.4		12.8	13.7	
Delay factor k	0.11	0.11		0.11	0.16		0.11	0.11		0.11	0.11	
Increment. delay d2	0.1	0.1		0.4	1.1		0.1	0.3		0.3	0.2	
PF factor	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Control delay	17.6	18.1		20.1	22.8		12.0	14.8		13.0	14.0	
Lane group LOS	B	B		C	C		B	B		B	B	
Approch. delay	18.0			21.9			14.5			13.8		
Approach LOS	B			C			B			B		
Intersec. delay	17.3			Intersection LOS						B		

SHORT REPORT

General Information				Site Information			
Analyst				Intersection	66th Avenue & SR 60		
Agency or Co.				Area Type	All other areas		
Date Performed	06/12/2005			Jurisdiction			
Time Period	Exist PM Peak Hour PK Season			Analysis Year	Existing		

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Numer. of Lanes	1	2	1	1	2	1	0	1	0	0	1	1
Lane group	L	T	R	L	T	R		LTR			LT	R
Volume (vph)	216	810	1	23	1029	177	0	0	1	166	1	299
% Heavy veh	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0	2.0	2.0	2.0	2.0		2.0			2.0	2.0
Ext. eff. green	2.0	2.0	2.0	2.0	2.0	2.0		2.0			2.0	2.0
Arrival type	3	3	3	3	3	3		3			3	3
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0		3.0			3.0	3.0
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0		12.0			12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0	0	0	0	0		0			0	0
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0		3.0			3.0	3.0

Phasing	EB Only	EW Perm	03	04	NS Perm	06	07	08
Timing	G = 26.4	G = 91.5	G =	G =	G = 44.4	G =	G =	G =
	Y = 6	Y = 5.7	Y =	Y =	Y = 6	Y =	Y =	Y =
Duration of Analysis (hrs) = 0.25					Cycle Length C = 180.0			

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate	227	853	1	24	1083	186		1			176	315
Lane group cap.	415	2442	1090	315	1803	805		397			334	390
v/c ratio	0.55	0.35	0.00	0.08	0.60	0.23		0.00			0.53	0.81
Green ratio	0.69	0.69	0.69	0.51	0.51	0.51		0.25			0.25	0.25
Unif. delay d1	18.6	11.5	8.7	22.6	31.3	24.7		51.1			58.7	63.8
Delay factor k	0.15	0.11	0.11	0.11	0.19	0.11		0.11			0.13	0.35
incred. delay d2	1.5	0.1	0.0	0.1	0.8	0.1		0.0			1.6	11.9
PF factor	1.000	1.000	1.000	1.000	1.000	1.000		1.000			1.000	1.000
Control delay	20.2	11.6	8.7	22.7	31.9	24.8		51.1			60.3	75.7
Lane group LOS	C	B	A	C	C	C		D			E	E
Approch. delay	13.4			30.7				51.1			70.2	
Approach LOS	B			C				D			E	
Intersec. delay	30.9			Intersection LOS						C		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst		Intersection	58th Avenue & 37th Street
Agency/Co.		Jurisdiction	
Date Performed	6/12/2005	Analysis Year	Existing
Analysis Time Period	Existing PM Peak Hour		
Project Description			
East/West Street: 37th Street		North/South Street: 58th Avenue	
Intersection Orientation: North-South		Study Period (hrs): 0.25	

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
	1	2	3	4	5	6
Movement	L	T	R	L	T	R
Volume	12	647	5	1	545	6
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	12	681	5	1	573	6
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	
Minor Street	Westbound			Eastbound		
	7	8	9	10	11	12
Movement	L	T	R	L	T	R
Volume	4	0	0	3	1	10
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	4	0	0	3	1	10
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
	1	4	7	8	9	10	11	12
Movement	LTR	LTR	LTR	LTR	LTR	LTR	LTR	LTR
Lane Configuration	LTR	LTR	LTR	LTR	LTR	LTR	LTR	LTR
v (vph)	12	1		4			14	
C (m) (vph)	995	908		134			297	
v/c	0.01	0.00		0.03			0.05	
95% queue length	0.04	0.00		0.09			0.15	
Control Delay	8.7	9.0		32.7			17.7	
LOS	A	A		D			C	
Approach Delay	--	--		32.7			17.7	
Approach LOS	--	--		D			C	

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APPENDIX E

Intersection Analysis Worksheet – Future conditions

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst		Intersection	66th Avenue & 37th Street
Agency/Co.		Jurisdiction	
Date Performed	6/12/2005	Analysis Year	2008
Analysis Time Period	2008 PM Pk Hr without project		
Project Description			
East/West Street: 37th Street		North/South Street: 66th Avenue	
Intersection Orientation: North-South		Study Period (hrs): 0.25	

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	14	632	4	4	478	5
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	14	665	4	4	503	5
Percent Heavy Vehicles	2	-	-	2	-	-
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	
Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	3	1	3	3	10
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	0	3	1	3	3	10
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service								
Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LTR			LTR	
v (vph)	14	4		4			16	
C (m) (vph)	1057	921		209			295	
v/c	0.01	0.00		0.02			0.05	
95% queue length	0.04	0.01		0.06			0.17	
Control Delay	8.5	8.9		22.6			17.9	
LOS	A	A		C			C	
Approach Delay	-	-		22.6			17.9	
Approach LOS	-	-		C			C	

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SHORT REPORT

General Information				Site Information			
Analyst				Intersection			
Agency or Co.				66th Avenue & 26th Street			
Date Performed				Area Type			
2008 PM Pk Hr without project				All other areas			
Time Period				Jurisdiction			
				Analysis Year			
				2008			

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Lane group	L	TR		L	TR		L	TR		L	TR	
Volume (vph)	27	97	26	198	200	223	49	347	88	102	315	42
% Heavy veh	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Ext. eff. green	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival type	3	3		3	3		3	3		3	3	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0		0	0		0	0		0	0	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Phasing	EW Perm	02	03	04	NS Perm	06	07	08				
Timing	G = 35.0	G =	G =	G =	G = 45.0	G =	G =	G =				
	Y = 5.2	Y =	Y =	Y =	Y = 5.1	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 90.3						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate	28	129		208	446		52	458		107	376	
Lane group cap.	229	699		487	665		424	900		357	912	
v/c ratio	0.12	0.18		0.43	0.67		0.12	0.51		0.30	0.41	
Green ratio	0.39	0.39		0.39	0.39		0.50	0.50		0.50	0.50	
Unif. delay d1	17.8	18.2		20.3	22.9		12.1	15.2		13.4	14.3	
Delay factor k	0.11	0.11		0.11	0.24		0.11	0.12		0.11	0.11	
Increm. delay d2	0.2	0.1		0.6	2.6		0.1	0.5		0.5	0.3	
PF factor	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Control delay	18.0	18.4		20.9	25.5		12.2	15.7		13.8	14.6	
Lane group LOS	B	B		C	C		B	B		B	B	
Approch. delay	18.3			24.0			15.4			14.4		
Approach LOS	B			C			B			B		
Intersec. delay	18.5			Intersection LOS						B		

SHORT REPORT

General Information				Site Information			
Analyst				Intersection	66th Avenue & SR 60		
Agency or Co.				Area Type	All other areas		
Date Performed	06/12/2005			Jurisdiction			
Time Period	2008PM Pk Hr without project			Analysis Year	2008		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	2	1	1	2	1	0	1	0	0	1	1
Lane group	L	T	R	L	T	R	LTR			LT R		
Volume (vph)	257	961	1	27	1222	211	0	0	1	197	1	355
% Heavy veh	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0	2.0	2.0	2.0	2.0		2.0			2.0	2.0
Ext. eff. green	2.0	2.0	2.0	2.0	2.0	2.0		2.0			2.0	2.0
Arrival type	3	3	3	3	3	3		3			3	3
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0		3.0			3.0	3.0
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0		12.0			12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0	0	0	0	0		0			0	0
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0		3.0			3.0	3.0
Phasing	EB Only	EW Perm	03	04	NS Perm	06	07	08				
Timing	G = 26.4	G = 91.5	G =	G =	G = 44.4	G =	G =	G =				
	Y = 6	Y = 5.7	Y =	Y =	Y = 6	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 180.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	Adj. flow rate	271	1012	1	28	1286	222		1			208
Lane group cap.	359	2442	1090	269	1803	805		397			334	390
v/c ratio	0.75	0.41	0.00	0.10	0.71	0.28		0.00			0.62	0.96
Green ratio	0.69	0.59	0.69	0.51	0.51	0.51		0.25			0.25	0.25
Unif. delay d1	40.8	12.2	8.7	23.0	34.1	25.3		51.1			60.3	66.9
Delay factor k	0.31	0.11	0.11	0.11	0.28	0.11		0.11			0.21	0.47
Increm. delay d2	8.8	0.1	0.0	0.2	1.4	0.2		0.0			3.6	34.9
PF factor	1.000	1.000	1.000	1.000	1.000	1.000		1.000			1.000	1.000
Control delay	49.6	12.3	8.7	23.1	35.5	25.5		51.1			63.9	101.8
Lane group LOS	D	B	A	C	D	C		D			E	F
Approch. delay	20.2			33.8			51.1			98.3		
Approach LOS	C			C			D			F		
Intersec. delay	38.0			Intersection LOS						D		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst		Intersection	58th Avenue & 37th Street
Agency/Co.		Jurisdiction	
Date Performed	6/12/2005	Analysis Year	2008
Analysis Time Period	2008 PM Pk Hr without project		

Project Description	
East/West Street: 37th Street	North/South Street: 58th Avenue
Intersection Orientation: North-South	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound			
	Movement	1	2	3	4	5	6
		L	T	R	L	T	R
Volume		14	768	6	1	647	8
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR		14	808	6	1	681	8
Percent Heavy Vehicles		2	-	-	2	-	-
Median Type	Undivided						
RT Channelized				0			0
Lanes		0	1	0	0	1	0
Configuration		LTR			LTR		
Upstream Signal			0			0	
Minor Street	Westbound			Eastbound			
	Movement	7	8	9	10	11	12
		L	T	R	L	T	R
Volume		5	0	0	4	1	11
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR		5	0	0	4	1	11
Percent Heavy Vehicles		2	2	2	2	2	2
Percent Grade (%)			0			0	
Flared Approach			N			N	
Storage			0			0	
RT Channelized				0			0
Lanes		0	1	0	0	1	0
Configuration			LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
	Movement	1	4	7	8	9	10	11
Lane Configuration		LTR	LTR		LTR		LTR	
v (vph)		14	1		5		16	
C (m) (vph)		905	813		90		211	
v/c		0.02	0.00		0.06		0.08	
95% queue length		0.05	0.00		0.17		0.24	
Control Delay		9.0	9.4		47.3		23.5	
LOS		A	A		E		C	
Approach Delay		-	-		47.3		23.5	
Approach LOS		-	-		E		C	

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst		Intersection	66th Avenue & 37th Street
Agency/Co.		Jurisdiction	
Date Performed	6/12/2005	Analysis Year	2008
Analysis Time Period	2008 PM Pk Hr with project		
Project Description			
East/West Street: 37th Street		North/South Street: 66th Avenue	
Intersection Orientation: North-South		Study Period (hrs): 0.25	

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
	1	2	3	4	5	6
Movement	L	T	R	L	T	R
Volume	14	632	33	5	478	9
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	14	365	34	5	503	9
Percent Heavy Vehicles	2	-	-	2	-	-
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	
Minor Street	Westbound			Eastbound		
	7	8	9	10	11	12
Movement	L	T	R	L	T	R
Volume	17	3	4	3	3	10
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	17	3	4	3	3	10
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
	1	4	7	8	9	10	11	12
Movement	LTR	LTR	LTR			LTR		
Lane Configuration	LTR	LTR	LTR			LTR		
v (vph)	14	5	24			16		
C (m) (vph)	1053	898	167			286		
v/c	0.01	0.01	0.14			0.06		
95% queue length	0.04	0.02	0.49			0.18		
Control Delay	8.5	9.0	30.1			18.3		
LOS	A	A	D			C		
Approach Delay	-	-	30.1			18.3		
Approach LOS	-	-	D			C		

Rights Reserved

SHORT REPORT

General Information	Site Information
Analyst	Intersection 66th Avenue & 26th Street
Agency or Co.	Area Type All other areas
Date Performed 6/12/2006	Jurisdiction
Time Period 2008 PM Pk Hr with project	Analysis Year 2008

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Lane group	L	TR		L	TR		L	TR		L	TR	
Volume (vph)	27	97	26	198	200	227	49	371	88	104	330	42
% Heavy veh	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Ext. eff. green	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival type	3	3		3	3		3	3		3	3	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0		0	0		0	0		0	0	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Phasing	EW Perm	02	03	04	NS Perm	06	07	08				
Timing	G = 35.0	G =	G =	G =	G = 45.0	G =	G =	G =				
	Y = 5.2	Y =	Y =	Y =	Y = 5.1	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 90.3						

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate	28	129		208	450		52	484		109	391	
Lane group cap.	226	699		487	664		411	901		336	912	
v/c ratio	0.12	0.18		0.43	0.68		0.13	0.54		0.32	0.43	
Green ratio	0.39	0.39		0.39	0.39		0.50	0.50		0.50	0.50	
Unif. delay d1	17.8	18.2		20.3	23.0		12.1	15.5		13.6	14.4	
Delay factor k	0.11	0.11		0.11	0.25		0.11	0.14		0.11	0.11	
Increm. delay d2	0.2	0.1		0.6	2.8		0.1	0.6		0.6	0.3	
PF factor	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Control delay	18.0	18.4		20.9	25.7		12.3	16.2		14.1	14.8	
Lane group LOS	B	B		C	C		B	B		B	B	
Approch. delay	18.3			24.2			15.8			14.6		
Approach LOS	B			C			B			B		
Intersec. delay	18.7			Intersection LOS						B		

SHORT REPORT

General Information				Site Information			
Analyst				Intersection	66th Avenue & SR 60		
Agency or Co.				Area Type	All other areas		
Date Performed	06/12/2005			Jurisdiction			
Time Period	2008PM Pk Hr with project			Analysis Year	2008		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	2	1	1	2	1	0	1	0	0	1	1
Lane group	L	T	R	L	T	R		LTR			LT	R
Volume (vph)	270	961	1	27	1222	222	0	0	1	203	1	363
% Heavy veh	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0	2.0	2.0	2.0	2.0		2.0			2.0	2.0
Ext. eff. green	2.0	2.0	2.0	2.0	2.0	2.0		2.0			2.0	2.0
Arrival type	3	3	3	3	3	3		3			3	3
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0		3.0			3.0	3.0
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0		12.0			12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0	0	0	0	0		0			0	0
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0		3.0			3.0	3.0
Phasing	EB Only	EW Perm	03	04	NS Perm	06	07	08				
Timing	G = 26.4	G = 91.5	G =	G =	G = 44.4	G =	G =	G =				
	Y = 6	Y = 5.7	Y =	Y =	Y = 6	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 180.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate	284	1012	1	28	1286	234		1			215	382
Lane group cap.	359	2442	1090	269	1803	805		397			334	390
v/c ratio	0.79	0.41	0.00	0.10	0.71	0.29		0.00			0.64	0.98
Green ratio	0.69	0.69	0.69	0.51	0.51	0.51		0.25			0.25	0.25
Unif. delay d1	42.6	12.2	8.7	23.0	34.1	25.5		51.1			60.7	67.3
Delay factor k	0.34	0.11	0.11	0.11	0.28	0.11		0.11			0.22	0.48
Increm. delay d2	11.4	0.1	0.0	0.2	1.4	0.2		0.0			4.2	40.0
PF factor	1.000	1.000	1.000	1.000	1.000	1.000		1.000			1.000	1.000
Control delay	54.0	12.3	8.7	23.1	35.5	25.7		51.1			64.9	107.3
Lane group LOS	D	B	A	C	D	C		D			E	F
Approch. delay	21.5			33.6				51.1			92.1	
Approach LOS	C			C				D			F	
Intersec. delay	39.3			Intersection LOS						D		

TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information				
Analyst			Intersection	58th Avenue & 37th Street			
Agency/Co.			Jurisdiction				
Date Performed	6/12/2005		Analysis Year	2008			
Analysis Time Period	2008 PM Pk Hr with project						
Project Description							
East/West Street: 37th Street			North/South Street: 58th Avenue				
Intersection Orientation: North-South			Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume	30	768	6	1	647	19	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly Flow Rate, HFR	31	808	6	1	681	20	
Percent Heavy Vehicles	2	--	--	2	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration	LTR			LTR			
Upstream Signal		0			0		
Minor Street	Westbound			Eastbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume	5	0	0	10	1	21	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly Flow Rate, HFR	5	0	0	10	1	22	
Percent Heavy Vehicles	2	2	2	2	2	2	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration		LTR			LTR		
Delay, Queue Length, and Level of Service							
Approach	NB	SB	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	LTR	LTR	LTR			LTR	
v (vph)	31	1	5			33	
C (m) (vph)	896	813	80			187	
v/c	0.03	0.00	0.06			0.18	
95% queue length	0.11	0.00	0.20			0.62	
Control Delay	9.2	9.4	53.0			28.3	
LOS	A	A	F			D	
Approach Delay	--	--	53.0			28.3	
Approach LOS	--	--	F			D	

Rights Reserved

Growth Rate Calculations

GROWTH RATE CALCULATIONS

LINK	ON STREET	FROM STREET	TO STREET	2000 AADT	2003 AADT
3120	66th Avenue	SR 60	26th Street	7,000	8,905
3130	66th Avenue	26th Street	41st Street	7,800	9,184
3140	66th Avenue	41st Street	45th Street	7,100	8,410
3025	58th Avenue	16th Street	SR 60	16,200	17,506
3030	58th Avenue	SR 60	26th Avenue	13,100	17,653
3033	58th Avenue	26th Avenue	41st Street	9,700	11,807
3035	58th Avenue	41st Street	45th Street	8,200	9,373
3040	58th Avenue	45th Street	49th Street	7,500	8,973
3045	58th Avenue	49th Street	65th Street	7,500	8,058
3050	58th Avenue	65th Street	69th Street	6,000	7,103
TOTAL				90,100	106,972

X Count affected by construction

2000 TO 2003

5.89%

Project Link Assignment

LINK	ON STREET	FROM STREET	TO STREET	CAPACITY	2005		REMAINING WITH PROJECT
					PM. PK Hour	VESTED	
1010N	S.R. A1A	S. COUNTY LINE	S. VB CITY L.	950	329	18	603
1010S	S.R. A1A	S. COUNTY LINE	S. VB CITY L.	950	435	14	501
1020N	S.R. A1A	S. VB CITY L.	17TH STREET	860	845	18	-3
1020S	S.R. A1A	S. VB CITY L.	17TH STREET	860	876	6	-22
1030N	S.R. A1A	17TH STREET	S.R. 60	860	648	10	202
1030S	S.R. A1A	17TH STREET	S.R. 60	860	844	13	3
1040N	S.R. A1A	S.R. 60	N. VB CITY L.	860	946	6	-84
1040S	S.R. A1A	S.R. 60	N. VB CITY L.	860	953	6	-93
1050N	S.R. A1A	N. VB CITY L.	FRED TUERK RD.	860	948	3	-81
1050S	S.R. A1A	N. VB CITY L.	FRED TUERK RD.	860	953	1	-84
1060N	S.R. A1A	FRED TUERK RD.	OLD WINTER BEACH RD	860	586	5	269
1060S	S.R. A1A	FRED TUERK RD.	OLD WINTER BEACH RD	860	589	1	270
1070N	S.R. A1A	OLD WINTER BEACH RD	N. IRS L.	860	444	5	411
1070S	S.R. A1A	OLD WINTER BEACH RD	N. IRS L.	860	531	8	321
1080N	S.R. A1A	N. IRS LN.	C.R. 510	860	444	67	349
1080S	S.R. A1A	N. IRS LN.	C.R. 510	860	531	76	253
1090N	S.R. A1A	C.R. 510	N. COUNTY LINE	998	319	38	641
1090S	S.R. A1A	C.R. 510	N. COUNTY LINE	998	463	60	475
1110N	INDIAN RIVER BLVD.	4TH ST. @ US1	12TH STREET	1,860	643	12	1,205
1110S	INDIAN RIVER BLVD.	4TH ST. @ US1	12TH STREET	1,860	1,346	14	500
1120N	INDIAN RIVER BLVD.	12TH STREET	S. VB CITY L.	1,860	847	1	1,012
1120S	INDIAN RIVER BLVD.	12TH STREET	S. VB CITY L.	1,860	1,227	4	629
1130N	INDIAN RIVER BLVD.	S. VB CITY L.	17TH STREET	1,860	847	4	1,009
1130S	INDIAN RIVER BLVD.	S. VB CITY L.	17TH STREET	1,860	1,227	5	628
1140N	INDIAN RIVER BLVD.	17TH STREET	21ST STREET	1,860	872	6	982
1140S	INDIAN RIVER BLVD.	17TH STREET	21ST STREET	1,860	1,255	14	591
1150N	INDIAN RIVER BLVD.	21ST STREET	S.R. 60	1,860	1,256	9	595
1150S	INDIAN RIVER BLVD.	21ST STREET	S.R. 60	1,860	1,471	16	373
1160N	INDIAN RIVER BLVD.	S.R. 60	W. VB CITY L.	1,860	966	16	879
1160S	INDIAN RIVER BLVD.	S.R. 60	W. VB CITY L.	1,860	1,063	47	750
1170N	INDIAN RIVER BLVD.	W. VB CITY L.	US 1 @ 53RD ST.	1,860	748	115	897
1170S	INDIAN RIVER BLVD.	W. VB CITY L.	US 1 @ 53RD ST.	1,860	598	121	1,141
1210N	I-95	N. COUNTY LINE	C.R. 512	2,740	1,530	27	1,183
1210S	I-95	N. COUNTY LINE	C.R. 512	2,740	1,530	39	1,181
1220N	I-95	C.R. 512	S.R. 60	2,740	1,530	44	1,166
1220S	I-95	C.R. 512	S.R. 60	2,740	1,530	18	1,172
1230N	I-95	S.R. 60	OSLO ROAD	2,890	1,600	38	1,252
1230S	I-95	S.R. 60	OSLO ROAD	2,890	1,600	38	1,252
1240N	I-95	OSLO ROAD	S. COUNTY LINE	2,890	1,600	27	1,263
1240S	I-95	OSLO ROAD	S. COUNTY LINE	2,890	1,600	27	1,263
1305N	U.S.1	S. COUNTY LINE	OSLO ROAD	1,860	1,082	23	755
1305S	U.S.1	S. COUNTY LINE	OSLO ROAD	1,860	1,394	16	458
1310N	U.S.1	OSLO ROAD	4TH ST. @ IR BLVD.	1,860	1,259	14	567
1310S	U.S.1	OSLO ROAD	4TH ST. @ IR BLVD.	1,860	1,671	17	172
1315N	U.S.1	4TH ST. @ IR BLVD.	8TH STREET	1,860	1,101	7	752
1315S	U.S.1	4TH ST. @ IR BLVD.	8TH STREET	1,860	1,483	10	367
1320N	U.S.1	8TH STREET	12TH STREET	1,860	1,014	8	838
1320S	U.S.1	8TH STREET	12TH STREET	1,860	1,236	8	618
1325N	U.S.1	12TH STREET	S. VB CITY L.	1,710	1,417	10	283
1325S	U.S.1	12TH STREET	S. VB CITY L.	1,710	1,049	16	645

LINK	ON STREET	FROM STREET	TO STREET	CAPACITY	2005		VESTED	PROJECT	REMAINING
					Hour	PM PK			WITH PROJECT
1330N	U.S.1	S. VB CITY L.	17TH STREET	1,710	1,417		11		282
1330S	U.S.1	S. VB CITY L.	17TH STREET	1,710	1,049		17		644
1335N	U.S.1	17TH STREET	S.R. 60	1,510	1,014		24		472
1335S	U.S.1	17TH STREET	S.R. 60	1,510	1,172		47		291
1340N	U.S.1	S.R. 60	ROYAL PALM PL.	1,510	1,211		36		253
1340S	U.S.1	S.R. 60	ROYAL PALM PL.	1,510	745		73		692
1345N	U.S.1	ROYAL PALM PL.	ATLANTIC BLVD.	1,710	1,029		41		637
1345S	U.S.1	ROYAL PALM PL.	ATLANTIC BLVD.	1,710	853		82		765
1350N	U.S.1	ATLANTIC BLVD.	N. VB CITY L.	1,710	1,543		42		125
1350S	U.S.1	ATLANTIC BLVD.	N. VB CITY L.	1,710	1,532		69		109
1355N	U.S.1	N. VB CITY L.	OLD DIXIE HWY	1,860	1,478		111		271
1355S	U.S.1	N. VB CITY L.	OLD DIXIE HWY	1,860	1,161		84		615
1360N	U.S.1	OLD DIXIE HWY	41ST STREET	1,860	1,451		90		319
1360S	U.S.1	OLD DIXIE HWY	41ST STREET	1,860	1,008		48		804
1365N	U.S.1	41ST STREET	45TH STREET	1,860	1,074		85		701
1365S	U.S.1	41ST STREET	45TH STREET	1,860	1,203		46		611
1370N	U.S.1	45TH STREET	49TH STREET	1,860	911		89		660
1370S	U.S.1	45TH STREET	49TH STREET	1,860	1,465		52		353
1375N	U.S.1	49TH STREET	65TH STREET	1,860	1,286		132		442
1375S	U.S.1	49TH STREET	65TH STREET	1,860	1,670		101		89
1380N	U.S.1	65TH STREET	69TH STREET	1,860	1,602		112		146
1380S	U.S.1	65TH STREET	69TH STREET	1,860	1,034		105		721
1385N	U.S.1	69TH STREET	OLD DIXIE HWY	1,860	1,649		148		63
1385S	U.S.1	69TH STREET	OLD DIXIE HWY	1,860	1,074		137		649
1380N	U.S.1	OLD DIXIE HWY	SCHUMANN DR.	1,860	1,697		141		22
1390S	U.S.1	OLD DIXIE HWY	SCHUMANN DR.	1,860	1,061		140		668
1395N	U.S.1	SCHUMANN DR.	C.R. 512	1,860	1,398		74		388
1395S	U.S.1	SCHUMANN DR.	C.R. 512	1,860	1,065		78		710
1400N	U.S.1	C.R. 512	N. SEB. CITY L.	1,710	1,310		54		348
1400S	U.S.1	C.R. 512	N. SEB. CITY L.	1,710	1,015		53		642
1405N	U.S.1	N. SEB. CITY L.	ROSELAND RD.	1,860	1,194		37		629
1405S	U.S.1	N. SEB. CITY L.	ROSELAND RD.	1,860	1,055		42		763
1410N	U.S.1	ROSELAND RD.	N. COUNTY LINE	1,860	1,256		4		900
1410S	U.S.1	ROSELAND RD.	N. COUNTY LINE	1,860	1,022		12		826
1510N	SCHUMANN DR.	C.R. 510 @ 68TH AVE.	S. SEB. CITY L.	860	736		8		116
1510S	SCHUMANN DR.	C.R. 510 @ 68TH AVE.	S. SEB. CITY L.	860	353		11		498
1520N	SCHUMANN DR.	S. SEB. CITY L.	U.S.1	860	108		2		750
1520S	SCHUMANN DR.	S. SEB. CITY L.	U.S.1	860	174		2		684
1610E	ROSELAND RD.	S.R. 512	N. SEB. CITY L.	860	302		0		558
1610W	ROSELAND RD.	S.R. 512	N. SEB. CITY L.	860	343		1		518
1620E	ROSELAND RD.	N. SEB. CITY L.	U.S.1	860	307		13		540
1620W	ROSELAND RD.	N. SEB. CITY L.	U.S.1	860	364		2		484
1710E	C.R. 512	S.R. 60	I-95	860	359		49		457
1710W	C.R. 512	S.R. 60	I-95	860	554		2		304
1720E	C.R. 512	I-95	C.R. 510	1,860	634	146			1,080
1720W	C.R. 512	I-95	C.R. 510	1,860	723	164			973
1730E	C.R. 512	C.R. 510	W. SEB. CITY L.	1,860	702		4		1,154
1730W	C.R. 512	C.R. 510	W. SEB. CITY L.	1,860	686		14		1,160
1740E	C.R. 512	W. SEB. CITY L.	ROSELAND RD.	1,860	706		4		1,150
1740W	C.R. 512	W. SEB. CITY L.	ROSELAND RD.	1,860	652		6		1,202

LINK	ON STREET	FROM STREET	TO STREET	CAPACITY	2005		REMAINING	
					PM PK	Hour		VESTED
1750E	C.R. 512	ROSELAND RD.	U.S.1	1,860	667	13	1,240	
1750W	C.R. 512	ROSELAND RD.	U.S.1	1,060	670	7	1,183	
1810E	C.R. 512	C.R. 512	66TH AVE.	932	406	286	240	
1810W	C.R. 510	C.R. 512	66TH AVE.	932	516	380	16	
1820E	C.R. 510	66TH AVE.	58TH AVE.	860	374	128	358	
1820W	C.R. 510	66TH AVE.	58TH AVE.	860	890	85	85	
1830E	C.R. 510	58TH AVE.	U.S.1	1,340	502	149	689	
1830W	C.R. 510	58TH AVE.	U.S.1	1,340	724	158	458	
1840E	C.R. 510	U.S.1	S.R. A1A	1,900	547	152	1,201	
1840W	C.R. 510	U.S.1	S.R. A1A	1,900	795	267	838	
1905E	S.R. 60	W. COUNTY LINE	C.R. 512	1,810	202	26	1,582	
1905W	S.R. 60	W. COUNTY LINE	C.R. 512	1,810	204	21	1,585	
1907E	S.R. 60	C.R. 512	100TH AVE.	1,810	224	0	1,586	
1907W	S.R. 60	C.R. 512	100TH AVE.	1,810	215	0	1,595	
1910E	S.R. 60	100TH AVE.	I-95	1,860	268	57	1,535	
1910W	S.R. 60	100TH AVE.	I-95	1,860	239	56	1,565	
1915E	S.R. 60	I-95	82ND AVE.	1,860	918	455	11	476
1915W	S.R. 60	I-95	82ND AVE.	1,860	1,059	421	6	374
1920E	S.R. 60	82ND AVE.	66TH AVE.	2,120	1,250	374	13	283
1920W	S.R. 60	82ND AVE.	66TH AVE.	2,120	1,384	690	6	38
1925E	S.R. 60	66TH AVE.	58TH AVE.	2,790	1,298	368	11	1,113
1925W	S.R. 60	66TH AVE.	58TH AVE.	2,790	1,781	447	5	556
1930E	S.R. 60	58TH AVE.	43RD AVE.	2,790	1,524	329	6	1,031
1930W	S.R. 60	58TH AVE.	43RD AVE.	2,790	1,628	314	11	837
1935E	S.R. 60	43RD AVE.	27TH AVE.	2,790	1,405	187	6	1,193
1935W	S.R. 60	43RD AVE.	27TH AVE.	2,790	1,571	212	9	988
1940E	S.R. 60	27TH AVE.	20TH AVE.	2,790	1,267	139	5	1,379
1940W	S.R. 60	27TH AVE.	20TH AVE.	2,790	1,326	171	8	1,284
1945E	S.R. 60	20TH AVE.	OLD DIXIE HWY	3,252	969	53		2,230
1945W	S.R. 60	20TH AVE.	OLD DIXIE HWY	3,252	811	63		2,378
1950E	S.R. 60	OLD DIXIE HWY	10TH AVE.	3,252	979	20		2,253
1950W	S.R. 60	OLD DIXIE HWY	10TH AVE.	3,252	819	47		2,386
1955E	S.R. 60	10TH AVE.	U.S.1	3,252	979	10		2,263
1955W	S.R. 60	10TH AVE.	U.S.1	3,252	819	25		2,408
1960E	S.R. 60	U.S.1	INDIAN RIVER BLVD.	3,252	464	2		2,786
1960W	S.R. 60	U.S.1	INDIAN RIVER BLVD.	3,252	523	2		2,727
1985E	S.R. 60	INDIAN RIVER BLVD.	ICWW	1,860	1,310	8		543
1985W	S.R. 60	INDIAN RIVER BLVD.	ICWW	1,860	1,330	5		525
1970E	S.R. 60	ICWW	S.R. A1A	1,860	831	11		1,018
1970W	S.R. 60	ICWW	S.R. A1A	1,860	922	4		935
2020E	16TH STREET	58TH AVE.	43RD AVE.	860	169	81		610
2020W	16TH STREET	58TH AVE.	43RD AVE.	860	252	25		583
2030E	16TH STREET	43RD AVE.	27TH AVE.	860	324	9		527
2030W	16TH STREET	43RD AVE.	27TH AVE.	860	429	12		419
2040E	16TH STREET	27TH AVE.	20TH AVE.	860	348	3		509
2040W	16TH STREET	27TH AVE.	20TH AVE.	860	479	6		375
2050E	16TH STREET	20TH AVE.	OLD DIXIE HWY	810	487	13		310
2050W	16TH STREET	20TH AVE.	OLD DIXIE HWY	810	633	9		168
2060E	16TH/17TH STREET	OLD DIXIE HWY	U.S.1	810	563	17		130
2060W	16TH/17TH STREET	OLD DIXIE HWY	U.S.1	810	716	12		82
2110E	17TH STREET	U.S.1	INDIAN RIVER BLVD.	1,710	499	11		1,200
2110W	17TH STREET	U.S.1	INDIAN RIVER BLVD.	1,710	651	7		1,052
2120E	17TH STREET	INDIAN RIVER BLVD.	S.R. A1A	1,860	946	36		878
2120W	17TH STREET	INDIAN RIVER BLVD.	S.R. A1A	1,860	1,139	13		708
2210E	12TH STREET	82ND AVE.	58TH AVE.	870	144	23		703
2210W	12TH STREET	82ND AVE.	58TH AVE.	870	89	11		770
2220E	12TH STREET	58TH AVE.	43RD AVE.	860	141	38		681

LINK	ON STREET	FROM STREET	TO STREET	CAPACITY	2005			REMAINING WITH PROJECT
					PM PK HOUR	VESTED	PROJECT	
2220W	12TH STREET	56TH AVE.	43RD AVE.	860	207	14	639	
2230E	12TH STREET	43RD AVE.	27TH AVE.	860	229	22	609	
2230W	12TH STREET	43RD AVE.	27TH AVE.	860	362	24	474	
2240E	12TH STREET	27TH AVE.	20TH AVE.	860	326	4	530	
2240W	12TH STREET	27TH AVE.	20TH AVE.	860	412	5	443	
2260E	12TH STREET	20TH AVE.	OLD DIXIE HWY	860	427	44	389	
2250W	12TH STREET	20TH AVE.	OLD DIXIE HWY	860	548	69	143	
2280E	12TH STREET	OLD DIXIE HWY	U.S.1	1,368	344	5	819	
2280W	12TH STREET	OLD DIXIE HWY	U.S.1	1,368	715	0	653	
2305N	OLD DIXIE HWY	S. COUNTY LINE	OSLO ROAD	860	286	110	464	
2305S	OLD DIXIE HWY	S. COUNTY LINE	OSLO ROAD	860	294	115	451	
2310N	OLD DIXIE HWY	OSLO ROAD	4TH STREET	860	523	29	308	
2310S	OLD DIXIE HWY	OSLO ROAD	4TH STREET	860	632	20	208	
2315N	OLD DIXIE HWY	4TH STREET	8TH STREET	810	593	9	208	
2315S	OLD DIXIE HWY	4TH STREET	8TH STREET	810	569	4	238	
2320N	OLD DIXIE HWY	8TH STREET	12TH STREET	810	518	1	291	
2320S	OLD DIXIE HWY	8TH STREET	12TH STREET	810	651	2	157	
2325N	OLD DIXIE HWY	12TH STREET	S. VB CITY L.	810	477	0	333	
2325S	OLD DIXIE HWY	12TH STREET	S. VB CITY L.	810	611	0	189	
2330N	OLD DIXIE HWY	S. VB CITY L.	16TH STREET	810	477	3	328	
2330S	OLD DIXIE HWY	S. VB CITY L.	16TH STREET	810	611	5	194	
2335N	OLD DIXIE HWY	16TH STREET	S.R. 60	810	293	4	513	
2335S	OLD DIXIE HWY	16TH STREET	S.R. 60	810	223	6	581	
2345N	OLD DIXIE HWY	41ST STREET	46TH STREET	860	174	25	681	
2345S	OLD DIXIE HWY	41ST STREET	46TH STREET	860	164	15	681	
2350N	OLD DIXIE HWY	45TH STREET	49TH STREET	860	74	36	751	
2350S	OLD DIXIE HWY	45TH STREET	49TH STREET	860	105	21	734	
2355N	OLD DIXIE HWY	49TH STREET	66TH STREET	860	115	17	728	
2355S	OLD DIXIE HWY	49TH STREET	65TH STREET	860	117	14	729	
2380N	OLD DIXIE HWY	65TH STREET	69TH STREET	860	133	4	734	
2360S	OLD DIXIE HWY	65TH STREET	69TH STREET	860	84	4	772	
2385N	OLD DIXIE HWY	69TH STREET	C.R. 610	860	115	1	744	
2385S	OLD DIXIE HWY	69TH STREET	C.R. 510	860	58	1	801	
2410N	27TH AVENUE	S. COUNTY LINE	OSLO ROAD	860	477	92	291	
2410S	27TH AVENUE	S. COUNTY LINE	OSLO ROAD	1,060	760	142	150	
2420N	27TH AVENUE	OSLO ROAD	4TH STREET	860	492	97	311	
2420S	27TH AVENUE	OSLO ROAD	4TH STREET	1,060	589	59	312	
2430N	27TH AVENUE	4TH STREET	8TH STREET	810	408	22	380	
2430S	27TH AVENUE	4TH STREET	8TH STREET	810	739	41	30	
2440N	27TH AVENUE	8TH STREET	12TH STREET	810	447	17	346	
2440S	27TH AVENUE	8TH STREET	12TH STREET	810	719	34	57	
2460N	27TH AVENUE	12TH STREET	S. VB CITY L.	810	439	6	363	
2450S	27TH AVENUE	12TH STREET	S. VB CITY L.	810	682	14	114	
2460N	27TH AVENUE	S. VB CITY L.	16TH STREET	810	412	8	390	
2460S	27TH AVENUE	S. VB CITY L.	16TH STREET	810	632	11	187	
2470N	27TH AVENUE	16TH STREET	S.R. 60	810	412	0	390	
2470S	27TH AVENUE	16TH STREET	S.R. 60	810	632	20	158	
2480N	27TH AVENUE	S.R. 60	ATLANTIC BLVD.	810	233	6	571	
2480S	27TH AVENUE	S.R. 60	ATLANTIC BLVD.	810	379	6	429	
2510N	27TH AVENUE	ATLANTIC BLVD.	AVIATION BLVD.	810	386	5	419	

LINK	ON STREET	FROM STREET	TO STREET	CAPACITY	2005		PROJECT	REMAINING WITH PROJECT
					PM PK HOUR	VESTED		
2510S	27TH AVENUE	ATLANTIC BLVD.	AVIATION BLVD.	810	447	7		366
2530E	OSLO ROAD	82ND AVE.	58TH AVE.	870	263	16		601
2530W	OSLO ROAD	82ND AVE.	58TH AVE.	870	216	6		654
2540E	OSLO ROAD	58TH AVE.	43RD AVE.	1,953	465	134		1,354
2540W	OSLO ROAD	58TH AVE.	43RD AVE.	1,953	367	79		1,507
2680E	OSLO ROAD	43RD AVE.	27TH AVE.	1,953	654	95		1,204
2550W	OSLO ROAD	43RD AVE.	27TH AVE.	1,953	555	61		1,317
2560E	OSLO ROAD	27TH AVE.	20TH AVE.	1,953	494	68		1,391
2560W	OSLO ROAD	27TH AVE.	20TH AVE.	1,953	610	77		1,266
2570E	OSLO ROAD	20TH AVE.	OLD DIXIE HWY	1,953	579	135		1,239
2570W	OSLO ROAD	20TH AVE.	OLD DIXIE HWY	1,953	769	176		1,008
2580E	OSLO ROAD	OLD DIXIE HWY	U.S.1	1,795	524	15		1,258
2580W	OSLO ROAD	OLD DIXIE HWY	U.S.1	1,795	740	18		1,037
2810E	6TH AVENUE	17TH STREET	S. VB CITY L.	860	284	1		576
2810W	6TH AVENUE	17TH STREET	S. VB CITY L.	860	463	0		397
2820N	6TH AVENUE	S. VB CITY L.	S.R. 60	860	328	1		531
2820S	6TH AVENUE	S. VB CITY L.	S.R. 60	860	399	0		461
2710N	10TH AVENUE	S.R. 60	ROYAL PALM BLVD.	810	93	0		717
2710S	10TH AVENUE	S.R. 60	ROYAL PALM BLVD.	810	62	0		748
2720N	10TH AVENUE	ROYAL PALM BLVD.	17TH STREET	810	267	1		602
2720S	10TH AVENUE	ROYAL PALM BLVD.	17TH STREET	810	320	0		590
2810N	20TH AVENUE	OSLO ROAD	4TH STREET	860	370	55		436
2810S	20TH AVENUE	OSLO ROAD	4TH STREET	860	344	13		503
2820N	20TH AVENUE	4TH STREET	8TH STREET	810	375	4		431
2820S	20TH AVENUE	4TH STREET	8TH STREET	810	509	5		266
2830N	20TH AVENUE	8TH STREET	12TH STREET	810	380	2		428
2830S	20TH AVENUE	8TH STREET	12TH STREET	810	408	2		400
2840N	20TH AVENUE	12TH STREET	S. VB CITY L.	1,710	397	5		1,308
2840S	20TH AVENUE	12TH STREET	S. VB CITY L.	1,710	506	14		1,190
2850N	20TH AVENUE	S. VB CITY L.	16TH STREET	1,710	397	5		1,308
2850S	20TH AVENUE	S. VB CITY L.	16TH STREET	1,710	506	14		1,190
2860N	20TH AVENUE	16TH STREET	S.R. 60	1,710	363	15		1,332
2860S	20TH AVENUE	16TH STREET	S.R. 60	1,710	302	33		1,375
2870N	20TH AVENUE	S.R. 60	ATLANTIC BLVD.	810	154	14		642
2870S	20TH AVENUE	S.R. 60	ATLANTIC BLVD.	810	122	42		647
2905N	43RD AVENUE	S. COUNTY LINE	OSLO ROAD	950	286	103		559
2905S	43RD AVENUE	S. COUNTY LINE	OSLO ROAD	950	277	139		534
2910N	43RD AVENUE	OSLO ROAD	4TH STREET	860	370	238		252
2910S	43RD AVENUE	OSLO ROAD	4TH STREET	860	443	281		196
2915N	43RD AVENUE	4TH STREET	8TH STREET	810	376	84		350
2915S	43RD AVENUE	4TH STREET	8TH STREET	810	445	86		279
2920N	43RD AVENUE	8TH STREET	12TH STREET	851	470	47		334
2920S	43RD AVENUE	8TH STREET	12TH STREET	851	639	76		136
2925N	43RD AVENUE	12TH STREET	16TH STREET	851	481	66		304
2925S	43RD AVENUE	12TH STREET	16TH STREET	851	548	88		115
2930N	43RD AVENUE	16TH STREET	S.R. 60	1,796	552	41		1,204
2930S	43RD AVENUE	16TH STREET	S.R. 60	1,796	584	88		1,024
2935N	43RD AVENUE	S.R. 60	26TH STREET	1,796	499	48		1,249
2935S	43RD AVENUE	S.R. 60	26TH STREET	1,796	468	64		1,266
2940N	43RD AVENUE	26TH STREET	41ST STREET	860	444	53		363

LINK	ON STREET	FROM STREET	TO STREET	CAPACITY	2005 PM PK Hour	VESTED	PROJECT	REMAINING WITH PROJECT
2940S	43RD AVENUE	26TH STREET	41ST STREET	860	499	45		318
2945N	43RD AVENUE	41ST STREET	48TH STREET	860	321	35		504
2945S	43RD AVENUE	41ST STREET	45TH STREET	860	330	28		502
2950N	43RD AVENUE	45TH STREET	49TH STREET	860	139	46		675
2950S	43RD AVENUE	45TH STREET	49TH STREET	860	190	27		643
3005N	58TH AVENUE	OSLO ROAD	4TH STREET	1,860	403	84		1,373
3005S	58TH AVENUE	OSLO ROAD	4TH STREET	1,860	380	48		1,432
3010N	58TH AVENUE	4TH STREET	8TH STREET	1,710	525	27		1,158
3010S	58TH AVENUE	4TH STREET	8TH STREET	1,710	484	11		1,218
3015N	58TH AVENUE	8TH STREET	12TH STREET	1,710	718	71		921
3015S	58TH AVENUE	8TH STREET	12TH STREET	1,710	569	51		890
3020N	58TH AVENUE	12TH STREET	16TH STREET	1,710	807	135	6	762
3020S	58TH AVENUE	12TH STREET	16TH STREET	1,710	846	77		787
3025N	58TH AVENUE	16TH STREET	S.R. 60	1,710	1,008	138	3	688
3026S	58TH AVENUE	16TH STREET	S.R. 60	1,710	978	117	5	613
3030N	58TH AVENUE	S.R. 60	41ST STREET	1,860	904	142	16	798
3030S	58TH AVENUE	S.R. 60	41ST STREET	1,860	823	129	10	899
3035N	58TH AVENUE	41ST STREET	45TH STREET	860	344	02		234
3035S	58TH AVENUE	41ST STREET	45TH STREET	860	544	53		283
3040N	58TH AVENUE	45TH STREET	49TH STREET	860	485	98		277
3040S	58TH AVENUE	45TH STREET	49TH STREET	860	404	88		388
3045N	58TH AVENUE	49TH STREET	55TH STREET	860	474	124		282
3045S	58TH AVENUE	49TH STREET	55TH STREET	860	407	151		302
3050N	58TH AVENUE	55TH STREET	59TH STREET	860	402	49		409
3050S	58TH AVENUE	55TH STREET	59TH STREET	860	323	00		469
3055N	58TH AVENUE	59TH STREET	C.R. 510	860	360	36		484
3055S	58TH AVENUE	59TH STREET	C.R. 510	860	303	43		514
3120N	66TH AVENUE	S.R. 60	26TH STREET	860	402	100	24	248
3120S	66TH AVENUE	S.R. 60	26TH STREET	860	416	146	14	284
3130N	66TH AVENUE	26TH STREET	41ST STREET	860	523	127	23	191
3130S	66TH AVENUE	26TH STREET	41ST STREET	860	501	179	17	163
3140N	66TH AVENUE	41ST STREET	45TH STREET	950	483	64		403
3140S	66TH AVENUE	41ST STREET	45TH STREET	950	398	57	5	490
3150N	66TH AVENUE	45TH STREET	55TH STREET	870	471	93		346
3150S	66TH AVENUE	45TH STREET	55TH STREET	870	319	47		504
3160N	66TH AVENUE	55TH STREET	59TH STREET	870	480	25		363
3160S	66TH AVENUE	55TH STREET	59TH STREET	870	309	28		533
3170N	66TH AVENUE	59TH STREET	C.R. 510	870	499	30		351
3170S	66TH AVENUE	59TH STREET	C.R. 510	870	311	19		540
3310N	82ND AVENUE	OSLO ROAD	4TH STREET	950	158	5		787
3310S	82ND AVENUE	OSLO ROAD	4TH STREET	950	136	6		808
3320N	82ND AVENUE	4TH STREET	12TH STREET	950	170	4		776
3320S	82ND AVENUE	4TH STREET	12TH STREET	950	147	4		799
3330N	82ND AVENUE	12TH STREET	S.R. 60	860	101	83		596
3330S	82ND AVENUE	12TH STREET	S.R. 60	860	179	55		626
3340N	82ND AVENUE	S.R. 60	55TH STREET	410	64	16		330
3340S	82ND AVENUE	S.R. 60	55TH STREET	410	58	17		335
3350N	82ND AVENUE	55TH STREET	59TH STREET	410	61	15		334
3350S	82ND AVENUE	55TH STREET	59TH STREET	410	36	15		359
3610E	77TH STREET	66TH AVE.	U.S.1	820	69	7		744

LINK	ON STREET	FROM STREET	TO STREET	CAPACITY	2005			REMAINING
					PM PK	VESTED	PROJECT	
					Hour			PROJECT
3610W	77TH STREET	86TH AVE.	U.S.1	820	99	6		715
3710E	69TH STREET	82ND AVE.	66TH AVE.	410	61	33		316
3710W	69TH STREET	82ND AVE.	66TH AVE.	410	36	33		341
3720E	69TH STREET	68TH AVE.	58TH AVE.	870	35	10		823
3720W	69TH STREET	68TH AVE.	58TH AVE.	870	63	20		797
3730E	69TH STREET	58TH AVE.	OLD DIXIE HWY	870	47	23		800
3730W	69TH STREET	58TH AVE.	OLD DIXIE HWY	870	56	0		806
3740E	69TH STREET	OLD DIXIE HWY	U.S.1	870	46	7		817
3740W	69TH STREET	OLD DIXIE HWY	U.S.1	870	64	4		802
3820E	65TH STREET	66TH AVE.	58TH AVE.	870	50	11		809
3820W	65TH STREET	66TH AVE.	58TH AVE.	870	54	4		812
3830E	65TH STREET	58TH AVE.	OLD DIXIE HWY	870	75	15		780
3830W	65TH STREET	68TH AVE.	OLD DIXIE HWY	870	75	8		787
3840E	65TH STREET	OLD DIXIE HWY	U.S.1	870	59	0		811
3840W	65TH STREET	OLD DIXIE HWY	U.S.1	870	75	0		795
4220E	49TH STREET	66TH AVE.	68TH AVE.	860	32	33		793
4220W	49TH STREET	68TH AVE.	58TH AVE.	860	36	20		804
4230E	49TH STREET	58TH AVE.	43RD AVE.	860	124	40		696
4230W	49TH STREET	58TH AVE.	43RD AVE.	860	146	0		706
4240E	49TH STREET	43RD AVE.	OLD DIXIE HWY	810	159	14		637
4240W	49TH STREET	43RD AVE.	OLD DIXIE HWY	810	170	17		623
4250E	49TH STREET	OLD DIXIE HWY	U.S.1	810	95	1		714
4250W	49TH STREET	OLD DIXIE HWY	U.S.1	810	110	7		693
4320E	45TH STREET	68TH AVE.	58TH AVE.	860	91	79		690
4320W	45TH STREET	68TH AVE.	58TH AVE.	860	108	18		734
4330E	45TH STREET	58TH AVE.	43RD AVE.	860	176	26	5	653
4330W	45TH STREET	58TH AVE.	43RD AVE.	860	173	19	9	688
4340E	45TH STREET	43RD AVE.	OLD DIXIE HWY	860	377	34		449
4340W	45TH STREET	43RD AVE.	OLD DIXIE HWY	860	426	40	7	387
4350E	45TH STREET	OLD DIXIE HWY	INDIAN RIVER BLVD.	850	190	24		646
4350W	45TH STREET	OLD DIXIE HWY	INDIAN RIVER BLVD.	850	236	33		592
4420E	41ST STREET	66TH AVE.	58TH AVE.	870	55	96		719
4420W	41ST STREET	66TH AVE.	58TH AVE.	870	89	10		771
4430E	41ST STREET	58TH AVE.	43RD AVE.	860	169	15		885
4430W	41ST STREET	58TH AVE.	43RD AVE.	860	217	19		624
4440E	41ST STREET	43RD AVE.	OLD DIXIE HWY	860	160	48		662
4440W	41ST STREET	43RD AVE.	OLD DIXIE HWY	860	163	17		690
4450E	41ST STREET	OLD DIXIE HWY	INDIAN RIVER BLVD.	860	95	5		760
4450W	41ST STREET	OLD DIXIE HWY	INDIAN RIVER BLVD.	860	118	34		711
4460E	37TH STREET	U.S.1	INDIAN RIVER BLVD.	860	411	5		444
4460W	37TH STREET	U.S.1	INDIAN RIVER BLVD.	860	694	24		142
4720E	26TH STREET	66TH AVE.	58TH AVE.	860	251	70		539
4720W	26TH STREET	68TH AVE.	58TH AVE.	860	401	75		384
4730E	26TH STREET	58TH AVE.	43RD AVE.	860	400	23		437
4730W	26TH STREET	58TH AVE.	43RD AVE.	860	464	37	5	354
4740E	26TH STREET	43RD AVE.	AVIATION BLVD.	860	422	24		414
4740W	26TH STREET	43RD AVE.	AVIATION BLVD.	860	647	38		175
4750E	26TH STREET	AVIATION BLVD.	27TH AVE.	860	464	21		375
4750W	26TH STREET	AVIATION BLVD.	27TH AVE.	860	530	35		287
4830E	8TH STREET	58TH AVE.	43RD AVE.	860	166	57		637

LINK	ON STREET	FROM STREET	TO STREET	CAPACITY	2005			REMAINING WITH PROJECT
					PM PK Hour	VESTED	PROJECT	
4830W	8TH STREET	58TH AVE.	43RD AVE.	860	243	7	610	
4840E	8TH STREET	43RD AVE.	27TH AVE.	860	325	13	522	
4840W	8TH STREET	43RD AVE.	27TH AVE.	860	431	9	420	
4850E	8TH STREET	27TH AVE.	20TH AVE.	860	335	7	518	
4850W	8TH STREET	27TH AVE.	20TH AVE.	860	505	3	332	
4880E	8TH STREET	20TH AVE.	OLD DIXIE HWY	810	333	1	476	
4860W	8TH STREET	20TH AVE.	OLD DIXIE HWY	810	612	1	197	
4870E	8TH STREET	OLD DIXIE HWY	U.S.1	810	384	0	426	
4870W	8TH STREET	OLD DIXIE HWY	U.S.1	810	581	1	228	
4880E	8TH STREET	U.S.1	INDIAN RIVER BLVD.	860	223	0	637	
4880W	8TH STREET	U.S.1	INDIAN RIVER BLVD.	860	506	0	355	
4910E	4TH STREET	82ND AVE.	58TH AVE.	870	80	23	787	
4910W	4TH STREET	82ND AVE.	58TH AVE.	870	115	3	732	
4930E	4TH STREET	58TH AVE.	43RD AVE.	860	219	0	641	
4930W	4TH STREET	58TH AVE.	43RD AVE.	860	247	2	611	
4940E	4TH STREET	43RD AVE.	27TH AVE.	860	279	12	578	
4940W	4TH STREET	43RD AVE.	27TH AVE.	860	346	16	498	
4950E	4TH STREET	27TH AVE.	20TH AVE.	860	332	4	524	
4950W	4TH STREET	27TH AVE.	20TH AVE.	860	403	7	450	
4960E	4TH STREET	20TH AVE.	OLD DIXIE HWY	860	329	8	523	
4960W	4TH STREET	20TH AVE.	OLD DIXIE HWY	860	472	8	380	
4970E	4TH STREET	OLD DIXIE HWY	U.S.1	810	319	2	489	
4970W	4TH STREET	OLD DIXIE HWY	U.S.1	810	532	0	278	
5010E	FRED TUERK DR.	A1A	W. OF COCONUT DR.	860	55	0	805	
5010W	FRED TUERK DR.	A1A	W. OF COCONUT DR.	860	31	0	829	
5710E	WINTER BEACH RD.	A1A	JUNGLE TRAIL	860	52	1	807	
5710W	WINTER BEACH RD.	A1A	JUNGLE TRAIL	860	41	1	818	
5810E	ATLANTIC BLVD.	27TH AVE.	20TH AVE.	860	156	2	702	
5810W	ATLANTIC BLVD.	27TH AVE.	20TH AVE.	860	220	5	635	
5820E	ATLANTIC BLVD.	20TH AVE.	U.S.1	860	181	17	652	
5820W	ATLANTIC BLVD.	20TH AVE.	U.S.1	860	146	83	631	
5910E	AVIATION BLVD.	26TH STREET	27TH AVE.	1,280	464	1	816	
5910W	AVIATION BLVD.	25TH STREET	27TH AVE.	1,280	538	3	739	
6010E	ROYAL PALM BLVD.	ROYAL PALM PL.	INDIAN RIVER BLVD.	880	270	0	610	
6010W	ROYAL PALM BLVD.	ROYAL PALM PL.	INDIAN RIVER BLVD.	880	125	0	755	
6110E	ROYAL PALM PL.	U.S.1	INDIAN RIVER BLVD.	880	147	0	733	
6110W	ROYAL PALM PL.	U.S.1	INDIAN RIVER BLVD.	880	248	0	632	