Florida Drive Wawa
Palm Coast, Florida

Traffic Impact Analysis

Prepared for: RMC Property Group
By: LTG, Inc.

August 2022

LTG Engineering & Planning

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, EB 0009227, 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: Florida Drive Wawa – Traffic Impact Analysis
LOCATION: Palm Coast, Florida
CLIENT: RMC Property Group
JOB #: 5687.02

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.

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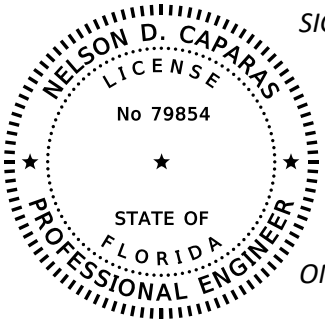

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Nelson Caparas

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INTRODUCTION

LTG, Inc. (LTG) was retained by RMC Property Group to prepare a Traffic Impact Analysis (TIA) for the proposed Florida Drive Wawa. The proposed development will be located on the southeast quadrant of Florida Park Drive and Palm Coast Parkway (westbound) in the City of Palm Coast, Florida. Figure 1 shows the location of the project relative to the surrounding road network.

Build-out of the proposed development is anticipated by 2024. Access to the proposed development will be provided via one right-in/right-out driveway along Florida Park Drive, one left-in/left-out driveway along Palm Coast Parkway (westbound), and one left-in/left-out driveway along Palm Coast Parkway (eastbound). A preliminary site plan is attached as Appendix A.

Study Area

The following roadway segments and intersections are included in the analysis as determined during the transportation methodology. A copy of the approved methodology letter is attached as Appendix B.

Roadway Segments:

- Palm Coast Parkway from Belle Terre Parkway to Palm Harbor Parkway
- Florida Park Drive from Palm Harbor Parkway to Palm Coast Parkway (EB)
- Belle Terre Parkway from Pine Lakes Parkway to Parkview Drive
- Old Kings Road from Farmsworth Drive to Oak Trails Boulevard
- Club House Drive from Palm Harbor Parkway to Palm Coast Parkway (EB)

Intersections:

- Palm Coast Parkway at Old Kings Road
- Palm Coast Parkway (WB) at Harbor Center Way
- Palm Coast Parkway (WB) at Florida Park Drive
- Palm Coast Parkway (EB) at Florida Park Drive
- Palm Coast Parkway (WB) at Club House Drive
- Florida Park Drive at Project Driveway 1 (right-in/right-out)
- Palm Coast Parkway (WB) at Project Driveway 2 (left-in/left-out)
- Palm Coast Parkway (EB) at Project Driveway 3 (left-in/left-out)

Study Procedures

Standard engineering and planning procedures were used to determine the impacts of this project. Reference data was obtained from the Florida Department of Transportation (FDOT), Flagler County Planning and Zoning Department, the Institute of Transportation Engineers (ITE), the River to Sea Transportation Planning Organization (R2CTPO) and the City of Palm Coast.

Planned Roadway Improvements

Information on programmed or planned roadway improvements in the area of interest was obtained from Flagler County, the City of Palm Coast, and previously approved projects. At this time, there are no capacity increasing improvements planned within the study area.

Florida Drive Wawa

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Project Location Map

Project Number: 5687.02

Figure 1

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EXISTING ROADWAY ANALYSIS

Turning movement counts (TMCs) were conducted during the AM and PM peak hours on June 21, 2022 at the study area intersections (see Appendix C). FDOT's Seasonal Factors (SF) for the corresponding date was applied to the existing counts. Please note, if the FDOT SF was less than 1.0, a minimum SF of 1.00 was applied to the counts. Figure 2 graphically depicts the existing AM and PM peak hour traffic volumes.

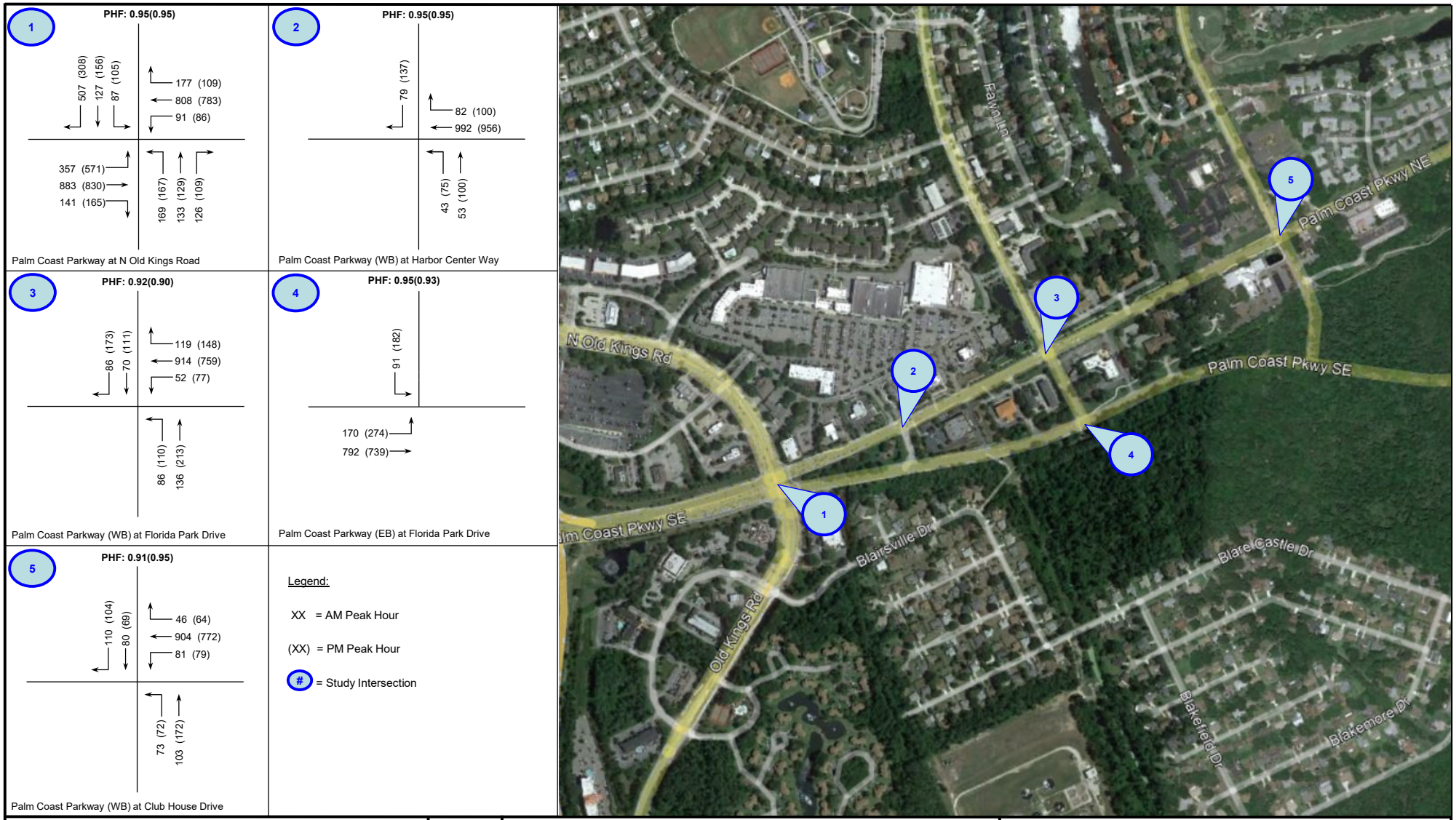
Signalized Intersection Analysis

The level of service (LOS) at a signalized intersection is based on the average stop delay per vehicle for the various movements within the intersection. The operating conditions at the signalized study area intersections were analyzed using *Highway Capacity Software* (HCS), Version 2022, which utilizes the procedures outlined in Chapter 19 of the *Highway Capacity Manual*, 6th Edition, titled "Signalized Intersections". Table 1 shows the existing LOS at the signalized study area intersections. The signal timings are attached as Appendix D and the HCS summary sheets are attached as Appendix E.

Table 1
Existing AM and PM Peak Hour LOS – Signalized Intersections
Florida Drive Wawa

Intersection	Adopted LOS	AM Peak Hour			PM Peak Hour		
		Delay (sec.)	LOS	V/C greater than 1.00?	Delay (sec.)	LOS	V/C greater than 1.00?
Palm Coast Parkway at Old Kings Road	D	34.5	C	No	42.0	D	No
Palm Coast Parkway (WB) at Harbor Center Way	D	6.5	A	No	16.8	B	No
Palm Coast Parkway (WB) at Florida Park Drive	D	8.7	A	No	25.7	C	No
Palm Coast Parkway (EB) at Florida Park Drive	D	9.8	A	No	18.5	B	No
Palm Coast Parkway (WB) at Club House Drive	D	10.1	B	No	10.2	B	No

As indicated in the table, the signalized study area intersections are currently operating within the adopted LOS and with v/c ratios less than or equal to 1.00.



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2022 Existing AM & PM Turning Movement Counts

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Figure 2

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Roadway Segment Analysis

Roadway level of service describes the operating condition determined from the number of vehicles passing over a given section of roadway during a specified time period. It is a qualitative measurement of several factors, which include speed, travel time, traffic interruptions, freedom to maneuver, driver comfort, convenience, safety and vehicle operating costs. Six service levels have been established as standards by which to gauge roadway performance, designated by the letters A through F. The LOS categories are defined as follows:

Level of Service A:	*Free flow, individual users virtually unaffected by the presence of others*
Level of Service B:	*Stable flow with a high degree of freedom to select operating conditions*
Level of Service C:	*Flow remains stable, but with significant interactions with others*
Level of Service D:	*High-density stable flow in which the freedom to maneuver is severely restricted*
Level of Service E:	*This condition represents the capacity level of the road*
Level of Service F:	*Forced flow in which the traffic exceeds the amount that can be served*

The 2019 Average Annual Daily Traffic (AADT) for the study roadway segments was obtained from the City of Palm Coast Historical Counts. The 2020 AADT was not used due to the COVID-19 shutdown and the 2021 AADT was not used due to irregularities in traffic demands due to COVID-19 re-openings. The existing levels of service for the study area roadway segments are shown in Table 2. As indicated, all study area roadway segments currently operate within the adopted level of service during the PM peak hour with the exception of Belle Terre Parkway from Cypress Point Parkway to Pine Lakes Parkway.

Table 2
Existing PM Peak Hour LOS – Roadway Segments
Florida Drive Wawa

Roadway	Segment		No. of Lanes	Adopted LOS	Peak Hour Two-Way Capacity at Adopted LOS[1]	2019 AADT	K-Factor	Existing PM Peak Hour Two-Way Volume	V/C Ratio	Existing PM Volume Exceed Adopted LOS?
Palm Coast Parkway (EB)	Belle Terre Parkway	Cypress Point Parkway	3	D	2,911	18,300	0.090	1,647	0.57	No
Palm Coast Parkway (WB)	Belle Terre Parkway	Cypress Point Parkway	3	D	2,911	17,300	0.090	1,557	0.53	No
Palm Coast Parkway	Cypress Point Parkway	I-95 SB Ramps	6	D	5,121	50,600	0.090	4,554	0.89	No
	I-95 SB Ramps	I-95 NB Ramps	6	D	5,121	50,700	0.090	4,563	0.89	No
	I-95 NB Ramps	Old Kings Road	6	D	5,121	53,300	0.090	4,797	0.94	No
Palm Coast Parkway (EB)	Old Kings Road	Florida Park Drive	2	D	2,041	13,600	0.090	1,224	0.60	No
	Florida Park Drive	Club House Drive	2	D	2,041	12,600	0.090	1,134	0.56	No
	Club House Drive	Colbert Lane	2	D	2,041	10,600	0.090	954	0.47	No
	Colbert Lane	Palm Harbor Parkway	2	D	2,041	7,400	0.090	666	0.33	No
Palm Coast Parkway (WB)	Old Kings Road	Florida Park Drive	2	D	1,933	15,600	0.090	1,404	0.73	No
	Florida Park Drive	Club House Drive	2	D	1,933	12,700	0.090	1,143	0.59	No
	Club House Drive	Colbert Lane	2	D	1,933	10,200	0.090	918	0.47	No
	Colbert Lane	Palm Harbor Parkway	2	D	1,933	8,000	0.090	720	0.37	No
Florida Park Drive	Palm Harbor Parkway	Forest Hill Drive	2	D	1,197	5,800	0.090	522	0.44	No
	Forest Hill Drive	Fleetwood Drive	2	D	1,197	6,700	0.090	603	0.50	No
	Fleetwood Drive	Farragut Drive	2	D	1,197	8,600	0.090	774	0.65	No
	Farragut Drive	Palm Coast Parkway (WB)	2	D	1,197	11,000	0.090	990	0.83	No
	Palm Coast Parkway (WB)	Palm Coast Parkway (EB)	2	D	1,197	6,100	0.090	549	0.46	No
Belle Terre Parkway	Pine Lakes Parkway	Bellaire Drive	4	D	3,401	15,800	0.090	1,422	0.42	No
	Bellaire Drive	Palm Coast Parkway (WB)	4	D	3,401	18,600	0.090	1,674	0.49	No
	Palm Coast Parkway (WB)	Palm Coast Parkway (EB)	4	D	3,401	23,000	0.090	2,070	0.61	No
	Palm Coast Parkway (EB)	Cypress Point Parkway	4	D	3,401	25,300	0.090	2,277	0.67	No
	Cypress Point Parkway	Pine Lakes Parkway	4	D	3,401	38,300	0.090	3,447	1.01	Yes
	Pine Lakes Parkway	Parkview Drive (S)	4	D	3,401	24,600	0.090	2,214	0.65	No
Old Kings Road	Farmsworth Drive	Frontier Drive	2	D	2,180	8,500	0.090	765	0.35	No
	Frontier Drive	Fleetwood Drive	2	D	2,180	11,400	0.090	1,026	0.47	No
	Fleetwood Drive	Farragut Drive	2	D	2,180	13,200	0.090	1,188	0.54	No
	Farragut Drive	Palm Coast Parkway	4	D	2,774	16,000	0.090	1,440	0.52	No
	Palm Coast Parkway	Utility Drive	2	D	2,180	11,100	0.090	999	0.46	No
	Utility Drive	Oak Trails Boulevard	2	D	2,180	9,500	0.090	855	0.39	No
Club House Drive	Palm Harbor Parkway	Palm Coast Parkway (WB)	2	D	1,197	4,200	0.090	378	0.32	No
	Palm Coast Parkway (WB)	Palm Coast Parkway (EB)	2	D	1,197	3,500	0.090	315	0.26	No

[1]Capacities obtained from 2020 FDOT Quality/Level of Service Handbook Table 4: Generalized Peak Hour Two-Way Volumes for Florida's Urbanized Areas.

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2024 FUTURE TRAFFIC CONDITIONS

Traffic in the area is expected to grow due to local development approvals and population growth. The following section documents the methods used to project 2024 background traffic.

Background Traffic

Traffic growth rates from historic City of Palm Coast Average Annual Daily Traffic (AADT) counts from the past five years were determined for each study area roadway segment using FDOT's *Traffic Trends* software. Table 3 shows the average annual growth rates and the applied growth rates used to project 2024 background traffic volumes. As agreed upon in the methodology phase, the minimum growth rate to be used is two percent (2%). The FDOT *Traffic Trends* worksheets are attached as Appendix F.

Table 3
Growth Rates
Florida Drive Wawa Study Area

Roadway	Segment		Average Annual Growth Rate	Applied Growth Rate
Palm Coast Parkway (EB)	Belle Terre Parkway	Cypress Point Parkway	1.01%	2.00%
Palm Coast Parkway (WB)	Belle Terre Parkway	Cypress Point Parkway	-2.17%	2.00%
Palm Coast Parkway	Cypress Point Parkway	I-95 SB Ramps	2.65%	2.65%
	I-95 SB Ramps	I-95 NB Ramps	2.91%	2.91%
	I-95 NB Ramps	Old Kings Road	3.05%	3.05%
Palm Coast Parkway (EB)	Old Kings Road	Florida Park Drive	-2.15%	2.00%
	Florida Park Drive	Club House Drive	0.00%	2.00%
	Club House Drive	Colbert Lane	0.77%	2.00%
	Colbert Lane	Palm Harbor Parkway	3.68%	3.68%
Palm Coast Parkway (WB)	Old Kings Road	Florida Park Drive	0.00%	2.00%
	Florida Park Drive	Club House Drive	2.38%	2.38%
	Club House Drive	Colbert Lane	1.19%	2.00%
	Colbert Lane	Palm Harbor Parkway	3.00%	3.00%
Florida Park Drive	Palm Harbor Parkway	Forest Hill Drive	1.38%	2.00%
	Forest Hill Drive	Fleetwood Drive	1.19%	2.00%
	Fleetwood Drive	Farragut Drive	1.88%	2.00%
	Farragut Drive	Palm Coast Parkway (WB)	5.05%	5.05%
	Palm Coast Parkway (WB)	Palm Coast Parkway (EB)	-1.02%	2.00%
Belle Terre Parkway	Pine Lakes Parkway	Bellaire Drive	0.26%	2.00%
	Bellaire Drive	Palm Coast Parkway (WB)	0.88%	2.00%
	Palm Coast Parkway (WB)	Palm Coast Parkway (EB)	0.00%	2.00%
	Palm Coast Parkway (EB)	Cypress Point Parkway	4.73%	4.73%
	Cypress Point Parkway	Pine Lakes Parkway	2.41%	2.41%
	Pine Lakes Parkway	Parkview Drive (S)	-0.40%	2.00%
Old Kings Road	Farmsworth Drive	Frontier Drive	-1.18%	2.00%
	Frontier Drive	Fleetwood Drive	-1.95%	2.00%
	Fleetwood Drive	Farragut Drive	-3.51%	2.00%
	Farragut Drive	Palm Coast Parkway	0.58%	2.00%
	Palm Coast Parkway	Utility Drive	3.39%	3.39%
	Utility Drive	Oak Trails Boulevard	4.33%	4.33%
Club House Drive	Palm Harbor Parkway	Palm Coast Parkway (WB)	4.00%	4.00%
	Palm Coast Parkway (WB)	Palm Coast Parkway (EB)	2.78%	2.78%

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2024 BUILD YEAR BACKGROUND ROADWAY ANALYSIS

The study area intersections and roadway segments were analyzed based on the future roadway conditions to determine potential impacts and to investigate mitigation requirements. The results of the analysis are presented below. Figures 3a and 3b graphically depict the 2024 background AM and PM peak hour traffic volumes.

Signalized Intersections Analysis

The signalized study area intersections were analyzed to determine the operating conditions under 2024 background conditions. The results are shown in Table 4. The HCS summary sheets are attached as Appendix G.

Table 4
2024 Build Year Background AM and PM Peak Hour LOS – Signalized Intersections
Florida Drive Wawa

Intersection	Adopted LOS	AM Peak Hour			PM Peak Hour		
		Delay (sec.)	LOS	V/C greater than 1.00?	Delay (sec.)	LOS	V/C greater than 1.00?
Palm Coast Parkway at Old Kings Road	D	35.0	D	No	66.7	E	Yes
Palm Coast Parkway (WB) at Harbor Center Way	D	6.6	A	No	16.8	B	No
Palm Coast Parkway (WB) at Florida Park Drive	D	8.9	A	No	25.7	C	No
Palm Coast Parkway (EB) at Florida Park Drive	D	9.9	A	No	18.1	B	No
Palm Coast Parkway (WB) at Club House Drive	D	10.5	B	No	11.9	B	No

As indicated in the table, the signalized study area intersections are anticipated to operate within the adopted LOS under 2024 background conditions with the exception of Palm Coast Parkway at Old Kings Road during the PM peak hour. The following improvements are recommended to allow the deficient intersection to operate within the adopted LOS and with v/c ratios less than or equal to 1.00:

- Palm Coast Parkway at Old Kings Road
  - Optimize signal timing splits and phasing sequence (PM peak hour only)

Table 5 shows the results of the intersection with the recommended improvement. The HCS summary sheet is attached as Appendix H.

Table 5
2024 Build Year Background PM Peak Hour LOS – Signalized Intersection Improved
Florida Drive Wawa

Intersection	Adopted LOS	PM Peak Hour		
		Delay (sec.)	LOS	V/C greater than 1.00?
Palm Coast Parkway at Old Kings Road	D	41.8	D	No

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2024 Background AM Peak Hour Volumes

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Figure 3a

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Florida Drive Wawa

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2024 Background PM Peak Hour Volumes

Project Number: 5687.02

Figure 3b

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Roadway Segment Analysis

The study area roadway segments were analyzed under 2024 build year background conditions without the planned development trips to determine the anticipated two-way peak hour LOS. The results are shown in Table 6. As indicated, all study area roadway segments are anticipated to operate within the adopted level of service during the PM peak hour with the exception of seven segments. The following improvements are recommended to allow the deficient segments to operate within the adopted LOS:

- Palm Coast Parkway from Cypress Point Parkway to I-95 Southbound Ramps:
  - Widen from 6 to 8 lanes
- Palm Coast Parkway from I-95 Southbound Ramps to I-95 Northbound Ramps:
  - Widen from 6 to 8 lanes
- Palm Coast Parkway from I-95 Northbound Ramps to Old Kings Road:
  - Widen from 6 to 8 lanes
- Palm Coast Parkway (WB) from Old Kings Road to Florida Park Drive
  - Widen from 2 to 3 lanes
- Florida Park Drive from Farragut Drive to Palm Coast Parkway (WB)
  - Widen from 2 to 4 lanes
- Belle Terre Parkway from Palm Coast Parkway (EB) to Cypress Point Parkway
  - Widen from 4 to 6 lanes
- Belle Terre Parkway from Cypress Point Parkway to Pine Lakes Parkway
  - Widen from 4 to 6 lanes

Table 7 shows the results of the segments with the recommended improvements. As indicated, with the recommended improvements, the deficient segments are anticipated to operate within the adopted LOS.

Table 6
2024 Build Year Background PM Peak Hour LOS – Roadway Segments
Florida Drive Wawa Study Area

Roadway	Segment		No. of Lanes	Adopted LOS	Peak Hour Two-Way Capacity at Adopted LOS	Existing PM Peak Hour Two-Way Volume	2024 Growth Factor	Vested Trips	2024 Background Traffic	Background PM Volume Exceed Adopted LOS?
Palm Coast Parkway (EB)	Belle Terre Parkway	Cypress Point Parkway	3	D	2,911	1,647	1.10	953	2,765	No
Palm Coast Parkway (WB)	Belle Terre Parkway	Cypress Point Parkway	3	D	2,911	1,557	1.10	1055	2,768	No
Palm Coast Parkway	Cypress Point Parkway	I-95 SB Ramps	6	D	5,121	4,554	1.13	1288	6,445	Yes
	I-95 SB Ramps	I-95 NB Ramps	6	D	5,121	4,563	1.15	746	5,973	Yes
	I-95 NB Ramps	Old Kings Road	6	D	5,121	4,797	1.15	722	6,251	Yes
Palm Coast Parkway (EB)	Old Kings Road	Florida Park Drive	2	D	2,041	1,224	1.10	445	1,791	No
	Florida Park Drive	Club House Drive	2	D	2,041	1,134	1.10	463	1,710	No
	Club House Drive	Colbert Lane	2	D	2,041	954	1.10	276	1,325	No
	Colbert Lane	Palm Harbor Parkway	2	D	2,041	666	1.18	265	1,054	No
Palm Coast Parkway (WB)	Old Kings Road	Florida Park Drive	2	D	1,933	1,404	1.10	420	1,964	Yes
	Florida Park Drive	Club House Drive	2	D	1,933	1,143	1.12	409	1,688	No
	Club House Drive	Colbert Lane	2	D	1,933	918	1.10	262	1,272	No
	Colbert Lane	Palm Harbor Parkway	2	D	1,933	720	1.15	271	1,099	No
Florida Park Drive	Palm Harbor Parkway	Forest Hill Drive	2	D	1,197	522	1.10	32	606	No
	Forest Hill Drive	Fleetwood Drive	2	D	1,197	603	1.10	29	692	No
	Fleetwood Drive	Farragut Drive	2	D	1,197	774	1.10	55	906	No
	Farragut Drive	Palm Coast Parkway (WB)	2	D	1,197	990	1.25	29	1,269	Yes
	Palm Coast Parkway (WB)	Palm Coast Parkway (EB)	2	D	1,197	549	1.10	71	675	No
Belle Terre Parkway	Pine Lakes Parkway	Bellaire Drive	4	D	3,401	1,422	1.10	345	1,909	No
	Bellaire Drive	Palm Coast Parkway (WB)	4	D	3,401	1,674	1.10	503	2,344	No
	Palm Coast Parkway (WB)	Palm Coast Parkway (EB)	4	D	3,401	2,070	1.10	436	2,713	No
	Palm Coast Parkway (EB)	Cypress Point Parkway	4	D	3,401	2,277	1.24	736	3,552	Yes
	Cypress Point Parkway	Pine Lakes Parkway	4	D	3,401	3,447	1.12	706	4,568	Yes
	Pine Lakes Parkway	Parkview Drive (S)	4	D	3,401	2,214	1.10	564	2,999	No
Old Kings Road	Farmsworth Drive	Frontier Drive	2	D	2,180	765	1.10	438	1,280	No
	Frontier Drive	Fleetwood Drive	2	D	2,180	1,026	1.10	431	1,560	No
	Fleetwood Drive	Farragut Drive	2	D	2,180	1,188	1.10	445	1,752	No
	Farragut Drive	Palm Coast Parkway	4	D	2,774	1,440	1.10	420	2,004	No
	Palm Coast Parkway	Utility Drive	2	D	2,180	999	1.17	271	1,439	No
	Utility Drive	Oak Trails Boulevard	2	D	2,180	855	1.22	241	1,281	No
Club House Drive	Palm Harbor Parkway	Palm Coast Parkway (WB)	2	D	1,197	378	1.20	217	671	No
	Palm Coast Parkway (WB)	Palm Coast Parkway (EB)	2	D	1,197	315	1.14	145	504	No

Table 7
2024 Build Year Background PM Peak Hour LOS – Roadway Segments Improved
Florida Drive Wawa Study Area

Roadway	Segment		No. of Lanes	Adopted LOS	Peak Hour Two-Way Capacity at Adopted LOS	Existing PM Peak Hour Two-Way Volume	2024 Growth Factor	Vested Trips	2024 Background Traffic	Background PM Volume Exceed Adopted LOS?
Palm Coast Parkway	Cypress Point Parkway	I-95 SB Ramps	8	D	6,850	4,554	1.13	1,288	6,445	No
	I-95 SB Ramps	I-95 NB Ramps	8	D	6,850	4,563	1.15	746	5,973	No
	I-95 NB Ramps	Old Kings Road	8	D	6,850	4,797	1.15	722	6,251	No
Palm Coast Parkway (WB)	Old Kings Road	Florida Park Drive	3	D	2,911	1,404	1.10	420	1,964	No
Florida Park Drive	Farragut Drive	Palm Coast Parkway (WB)	4	D	2,628	990	1.25	29	1,269	No
Belle Terre Parkway	Palm Coast Parkway (EB)	Cypress Point Parkway	6	D	5,121	2,277	1.24	736	3,552	No
	Cypress Point Parkway	Pine Lakes Parkway	6	D	5,121	3,447	1.12	706	4,568	No

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2024 BUILD-OUT ROADWAY ANALYSIS

The study area intersections and roadway segments were analyzed based on the roadway conditions at the time of project build-out to determine potential impacts of project-generated trips and to investigate mitigation requirements.

Project Trip Generation

The daily, AM peak hour, and PM peak hour trip generation for the development was determined using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition. The gross trip generation for the development is shown in Table 8.

Table 8
Gross Trip Generation
Florida Drive Wawa

Time Period	Land Use	Land Use Code	Trip Rate Equation	Size	Units	Percent Entering	Percent Exiting	Trips Entering	Trips Exiting	Total Trips
Daily	Convenience Store/Gas Station	945	T = 265.12(X)	16	FP	50%	50%	2,121	2,121	4,242
AM Peak Hour			T = 16.06(X)			50%	50%	128	129	257
PM Peak Hour			T = 18.42(X)			50%	50%	147	148	295

The development will generate a certain portion of AM peak hour and PM peak hour trips known as pass-by trips. These trips will be attracted to the development from the existing traffic on the adjacent roadways and were calculated using the procedures outlined in the *ITE Trip Generation Handbook, 3rd Edition*. The AM peak hour and PM peak hour pass-by rates for Convenience Store/Gas Station are 62% and 56%, respectively. The pass-by trips were deducted from the gross AM peak hour and PM peak hour trip generation shown in Table 8. The net trip generation for the development is shown in Table 9. There is currently a 35,864 square foot commercial office building and a 3,131 square foot residential office building on the property for a total of 38,995 square feet of office space. The trip generation for the existing land use is provided in Table 10.

Table 9
Net Trip Generation
Florida Drive Wawa

Time Period	Land Use	Total Trips			Pass-by Trips			New External Trips		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
AM Peak Hour	Convenience Store/Gas Station	128	129	257	79	80	159	49	49	98
PM Peak Hour		147	148	295	82	83	165	65	65	130

Table 10
Existing Land Use Trip Generation
Florida Drive Wawa

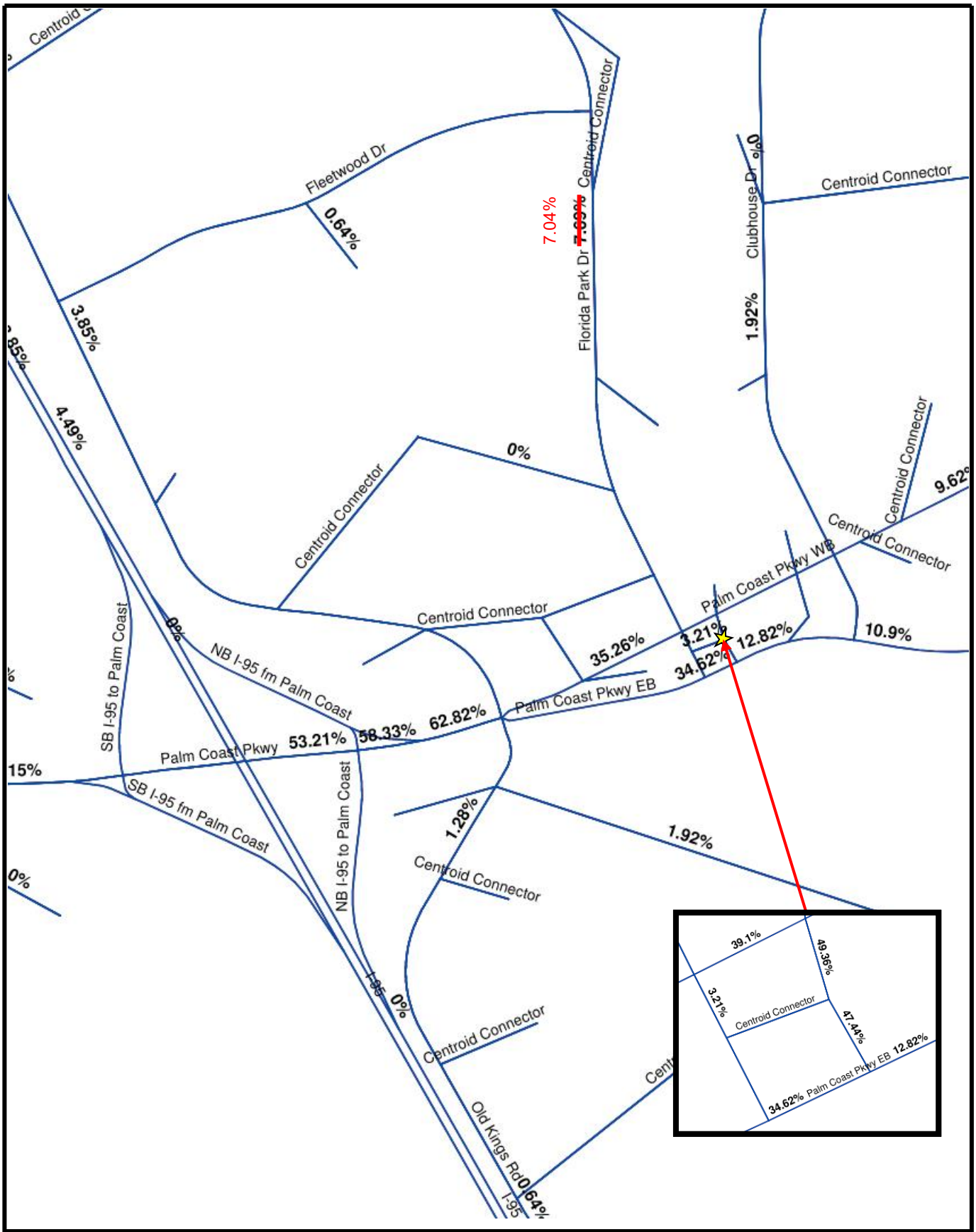
Time Period	Land Use	Land Use Code	Trip Rate Equation	Size	Units	Percent Entering	Percent Exiting	Trips Entering	Trips Exiting	Total Trips
AM Peak Hour	General Office Building	710	Ln(T) = 0.86 Ln(X) + 1.16	38.995	KSF	88%	12%	65	9	74
PM Peak Hour			Ln(T) = 0.83 Ln(X) + 1.29			17%	83%	13	63	76

During the AM peak hour, there are an estimated 74 trips on the existing land uses at the site. If applied to the calculated net trip generation listed in Table 9, the anticipated new trips generated by the Convenience Store/Gas Station in the study area roadway would be 24 vehicles. During the PM peak hour, there are an estimated 76 trips on the existing land uses at the site. If applied to the calculated net trip generation listed in Table 9, the anticipated new trips generated by the Convenience Store/Gas Station in the study area roadway would be 54 vehicles.

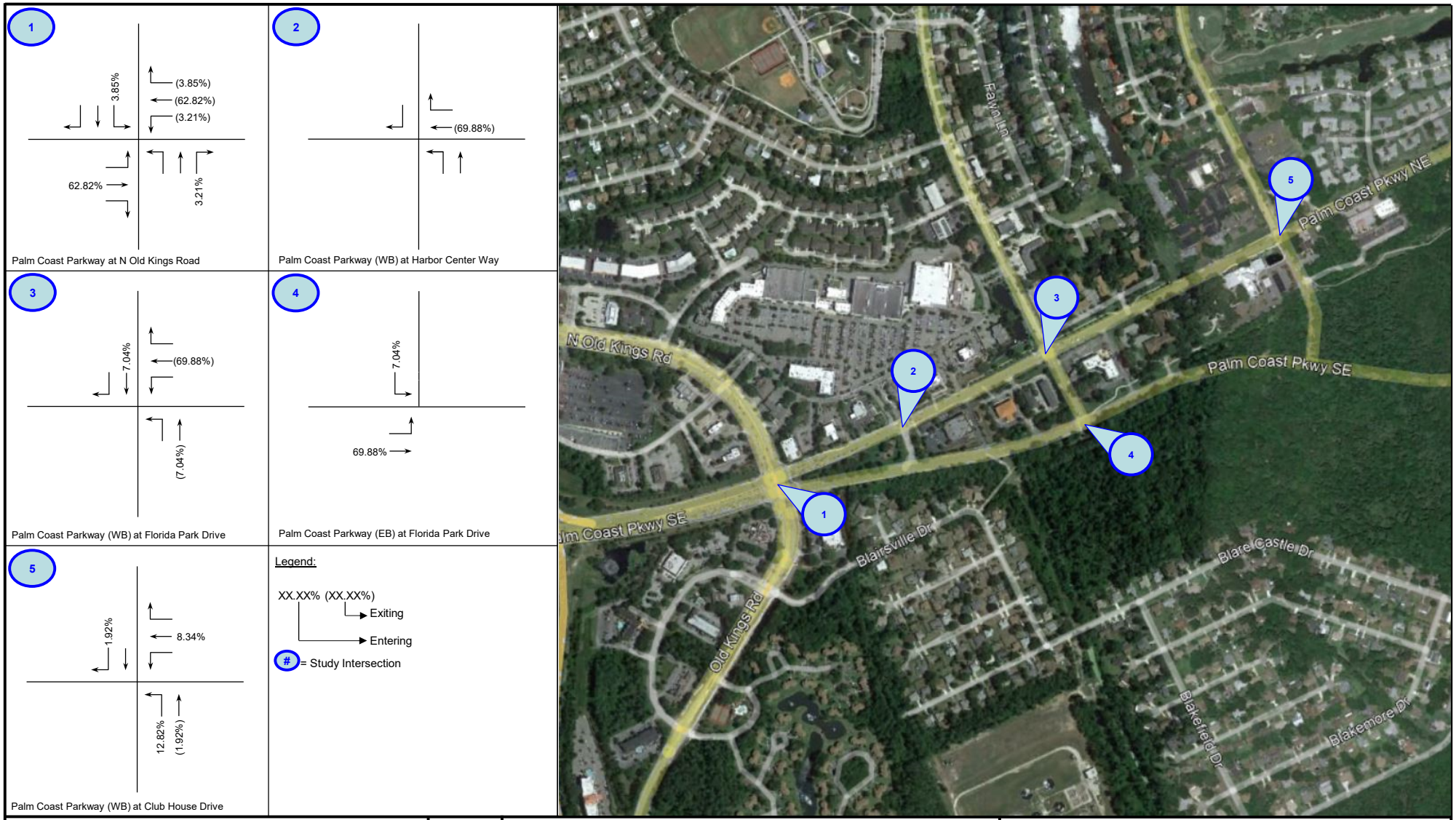
The trip generation of the existing land uses at the site was not credited since there were no traffic impacts identified to the study area roadways. The three access points to the planned Convenience Store/Gas Station were evaluated with 100 percent of the projected overall trip generation.

Project Trip Distribution & Assignment

The process of determining the directional flow of traffic associated with a new development is called trip distribution. The Central Florida Regional Planning Model (CFRPM), Version 7, was used to obtain project trip distribution and is illustrated in Figures 4a-4c. Please note that in order to account for the one-way nature of Palm Coast Parkway east of Old Kings Road and to ensure that project trip distribution equaled 100%, the project trip distribution was manually adjusted along Florida Park Drive north of Palm Coast Parkway (WB) from 7.69% to 7.04%. The final step in the analysis was to assign the project trips to the roadway network. Figures 5a-5d graphically depict the 2024 build-out AM and PM peak hour traffic volumes.



Florida Drive Wawa	N NTS	**Project Distribution**		LTG Engineering & Planning
		Project No.: 5687.02	Figure: 4a	1049 Eber Boulevard, Suite 104, Melbourne, Florida 32904 Telephone: 321.499.4679 Fax: 321.499.4680



Florida Drive Wawa

N

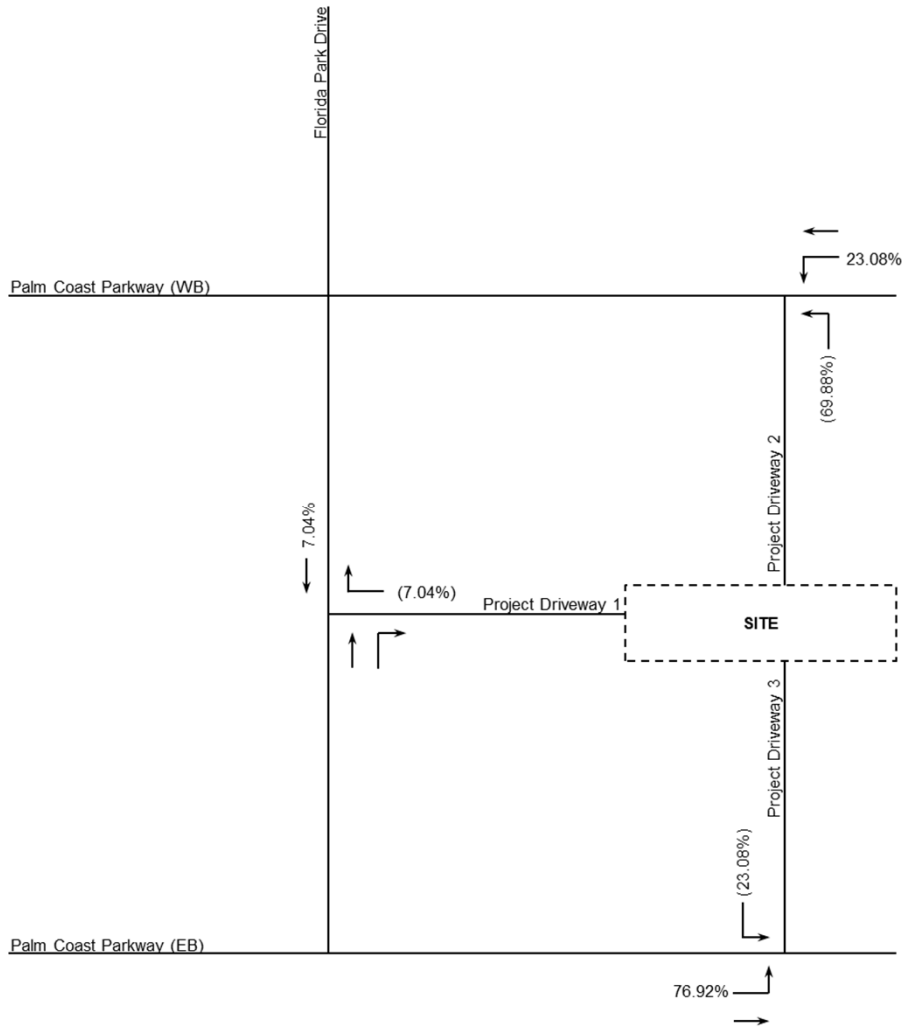
NTS

Project Distribution – Intersections

Project Number: 5687.02

Figure 4b

LTG Engineering & Planning
1049 Eber Boulevard, Suite 104, Melbourne, Florida 32904
Telephone: 321.499.4679 Fax: 321.499.4680



Legend:

XX.XX% (XX.XX%)

Exiting

Entering

Florida Drive Wawa

N

NTS

Project Distribution – Site Access

Project Number: 5687.02

Figure 4c

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1049 Eber Boulevard, Suite 104, Melbourne, Florida 32904
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Florida Drive Wawa

N

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2024 Build-Out
AM Peak Hour Volumes

Project Number: 5687.02

Figure 5a

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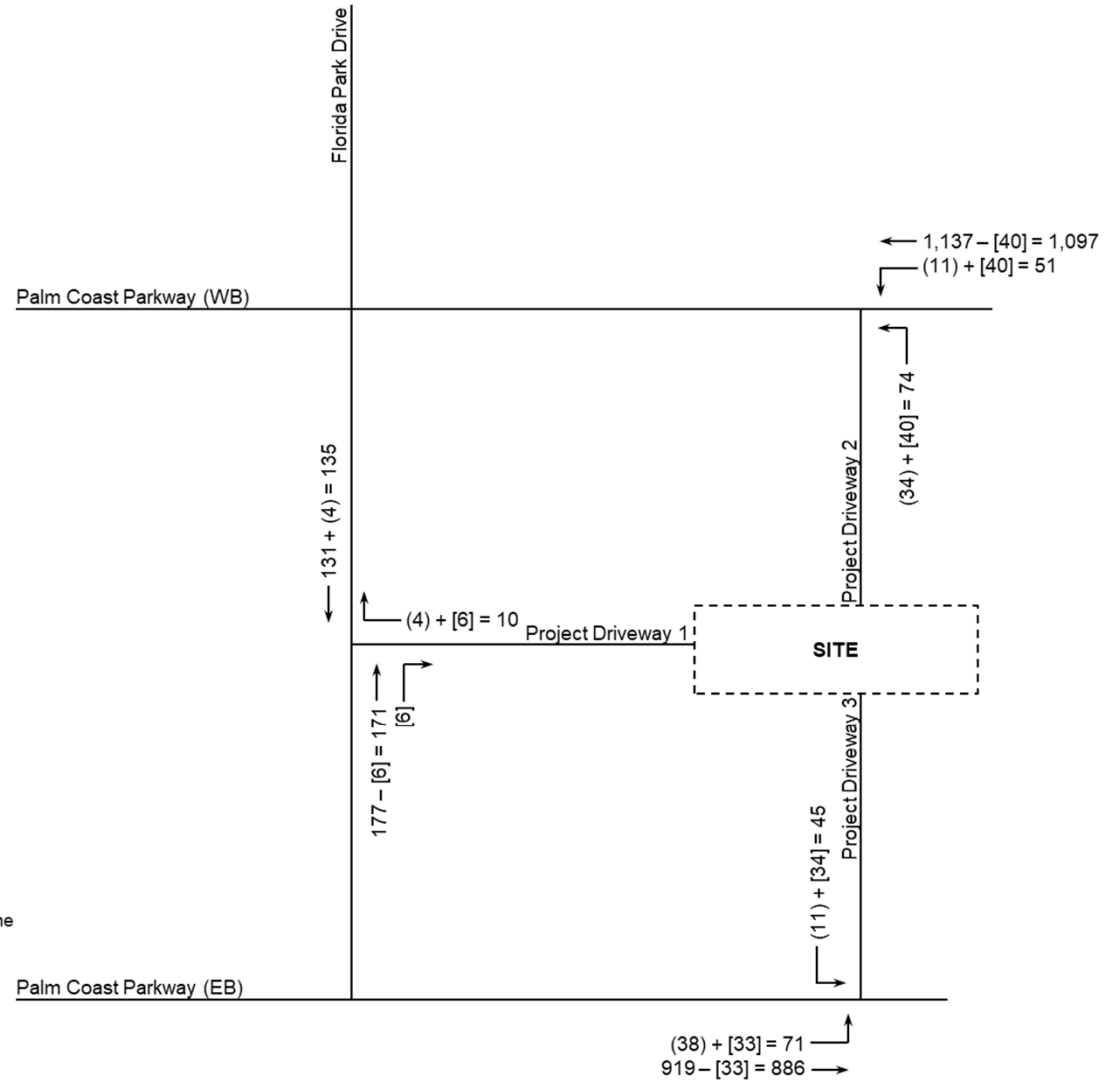

Legend:

XX + (XX) + [XX] = XX

- 2024 Total Build-Out Volume
- Pass-by Trips
- Project Trips
- 2024 Total Background Volume

AM Peak Hour Project Trips		
ENTER	EXIT	TOTAL
49	49	98

AM Peak Hour Pass-by Trips		
ENTER	EXIT	TOTAL
79	80	159

Florida Drive Wawa

N

NTS

2024 Build-Out AM Peak Hour Volumes – Site Access

Project Number: 5687.02

Figure 5b

LTG Engineering & Planning
1049 Eber Boulevard, Suite 104, Melbourne, Florida 32904
Telephone: 321.499.4679 Fax: 321.499.4680

Florida Drive Wawa

N

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2024 Build-Out
PM Peak Hour Volumes

Project Number: 5687.02

Figure 5c

LTG Engineering & Planning
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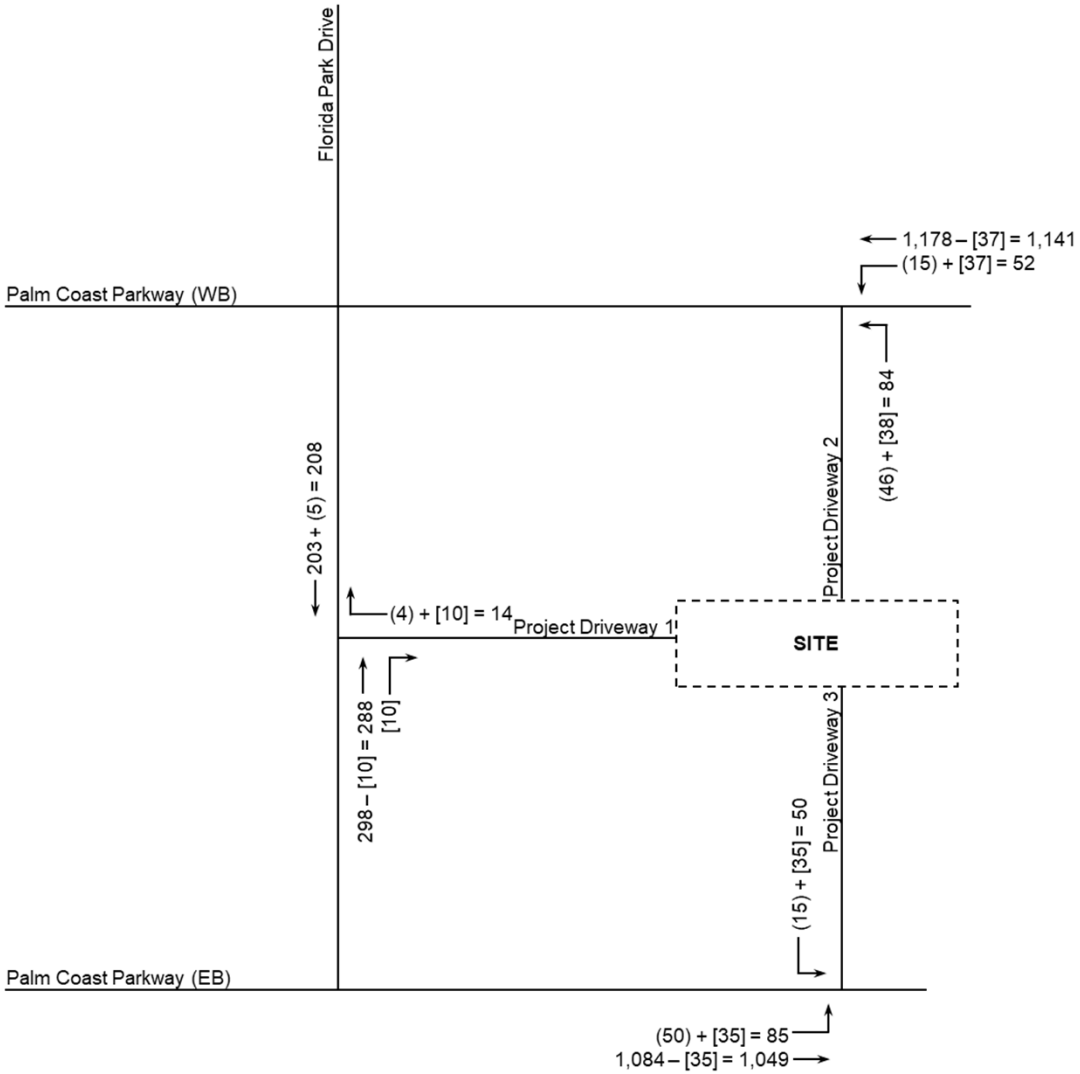
Telephone: 321.499.4679 Fax: 321.499.4680



Legend:

XX + (XX) + [XX] = XX
- 2024 Total Build-Out Volume
- Pass-by Trips
- Project Trips
- 2024 Total Background Volume

PM Peak Hour Project Trips		
ENTER	EXIT	TOTAL
65	65	130

PM Peak Hour Pass-by Trips		
ENTER	EXIT	TOTAL
82	83	165

Florida Drive Wawa

N

NTS

2024 Build-Out PM Peak Hour Volumes – Site Access

Project Number: 5687.02

Figure 5d

LTG Engineering & Planning
1049 Eber Boulevard, Suite 104, Melbourne, Florida 32904
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Signalized Intersections Analysis

The signalized intersections were analyzed under 2024 build-out conditions during the AM and PM peak hours to determine the operational LOS upon completion of the proposed project and to investigate potential mitigation requirements to be fulfilled by the applicant. The results of the analysis are shown in Table 11. The HCS summary sheets are attached as Appendix I.

Table 11
2024 Build-Out AM and PM Peak Hour LOS – Signalized Intersections
Florida Drive Wawa

Intersection	Adopted LOS	AM Peak Hour			PM Peak Hour		
		Delay (sec.)	LOS	V/C greater than 1.00?	Delay (sec.)	LOS	V/C greater than 1.00?
Palm Coast Parkway at Old Kings Road	D	35.0	D	No	42.1	D	No
Palm Coast Parkway (WB) at Harbor Center Way	D	6.6	A	No	16.4	B	No
Palm Coast Parkway (WB) at Florida Park Drive	D	9.0	A	No	25.5	C	No
Palm Coast Parkway (EB) at Florida Park Drive	D	9.8	A	No	17.8	B	No
Palm Coast Parkway (WB) at Club House Drive	D	10.6	B	No	12.1	B	No

As indicated in the table, the signalized study area intersections are anticipated to operate within the adopted LOS under 2024 build-out conditions.

Unsignalized Intersection Analysis

The LOS at an unsignalized intersection is based on the average stop delay per vehicle for the various movements within the intersection. The operating conditions at the unsignalized intersections were evaluated using *Highway Capacity Software* (HCS), Version 2022, which utilizes the procedures outlined in Chapter 20 of the *Highway Capacity Manual*, 6th Edition, titled "Two-Way Stop Controlled Intersections". Table 12 shows the projected LOS for the unsignalized study area intersections under build-out conditions. The HCS summary sheets are attached as Appendix J.

Table 12
2024 Build-Out AM and PM Peak Hour LOS – Unsignalized Intersections
Florida Drive Wawa

Intersection	Adopted LOS	AM Peak Hour			PM Peak Hour		
		Critical Approach	Delay	LOS	Critical Approach	Delay	LOS
Florida Park Drive at Project Driveway 1 (right-in/right-out)	D	WB	9.3	A	WB	10.1	B
Palm Coast Parkway (WB) at Project Driveway 2 (left-in/left-out)	D	NB	14.2	B	NB	14.7	B
Palm Coast Parkway (EB) at Project Driveway 3 (left-in/left-out)	D	SB	15.8	C	SB	18.7	C

As indicated in the table, the unsignalized study area intersections are anticipated to operate within the adopted LOS under 2024 build-out conditions.

Roadway Segment Analysis

The study area roadway segments were analyzed under 2024 build-out conditions to determine the anticipated two-way peak hour LOS. The results are shown in Table 13. As indicated, all study area roadway segments are anticipated to operate within the adopted level of service during the PM peak hour.

Table 13
2024 Build-Out PM Peak Hour LOS – Roadway Segments
Florida Drive Wawa

Roadway	Segment		No. of Lanes	Adopted LOS	Peak Hour Two-Way Capacity at Adopted LOS	Existing PM Peak Hour Two-Way Volume	2024 Background Traffic	Project Distribution	Project Trips	2024 Build-Out Traffic	2024 Build-Out Traffic Exceed Adopted LOS?
Palm Coast Parkway (EB)	Belle Terre Parkway	Cypress Point Parkway	3	D	2,911	1,647	2,765	46.15%	60	2,825	No
Palm Coast Parkway (WB)	Belle Terre Parkway	Cypress Point Parkway	3	D	2,911	1,557	2,768	46.15%	60	2,828	No
Palm Coast Parkway	Cypress Point Parkway	I-95 SB Ramps	8	D	6,850	4,554	6,445	46.15%	60	6,505	No
	I-95 SB Ramps	I-95 NB Ramps	8	D	6,850	4,563	5,973	58.33%	76	6,049	No
	I-95 NB Ramps	Old Kings Road	8	D	6,850	4,797	6,251	62.82%	82	6,333	No
Palm Coast Parkway (EB)	Old Kings Road	Florida Park Drive	2	D	2,041	1,224	1,791	69.88%	91	1,882	No
	Florida Park Drive	Club House Drive	2	D	2,041	1,134	1,710	76.92%	100	1,810	No
	Club House Drive	Colbert Lane	2	D	2,041	954	1,325	8.34%	11	1,336	No
	Colbert Lane	Palm Harbor Parkway	2	D	2,041	666	1,054	8.34%	11	1,065	No
Palm Coast Parkway (WB)	Old Kings Road	Florida Park Drive	3	D	2,911	1,404	1,964	69.88%	91	2,055	No
	Florida Park Drive	Club House Drive	2	D	1,933	1,143	1,688	69.88%	91	1,779	No
	Club House Drive	Colbert Lane	2	D	1,933	918	1,272	8.34%	11	1,283	No
	Colbert Lane	Palm Harbor Parkway	2	D	1,933	720	1,099	8.34%	11	1,110	No
Florida Park Drive	Palm Harbor Parkway	Forest Hill Drive	2	D	1,197	522	606	2.56%	3	609	No
	Forest Hill Drive	Fleetwood Drive	2	D	1,197	603	692	5.13%	7	699	No
	Fleetwood Drive	Farragut Drive	2	D	1,197	774	906	7.04%	9	915	No
	Farragut Drive	Palm Coast Parkway (WB)	4	D	2,628	990	1,269	7.04%	9	1,278	No
	Palm Coast Parkway (WB)	Palm Coast Parkway (EB)	2	D	1,197	549	675	7.04%	9	684	No
Belle Terre Parkway	Pine Lakes Parkway	Bellaire Drive	4	D	3,401	1,422	1,909	7.69%	10	1,919	No
	Bellaire Drive	Palm Coast Parkway (WB)	4	D	3,401	1,674	2,344	10.26%	13	2,357	No
	Palm Coast Parkway (WB)	Palm Coast Parkway (EB)	4	D	3,401	2,070	2,713	18.59%	24	2,737	No
	Palm Coast Parkway (EB)	Cypress Point Parkway	6	D	5,121	2,277	3,552	24.36%	32	3,584	No
	Cypress Point Parkway	Pine Lakes Parkway	6	D	5,121	3,447	4,568	24.36%	32	4,600	No
	Pine Lakes Parkway	Parkview Drive (S)	4	D	3,401	2,214	2,999	14.74%	19	3,018	No
Old Kings Road	Farmsworth Drive	Frontier Drive	2	D	2,180	765	1,280	3.85%	5	1,285	No
	Frontier Drive	Fleetwood Drive	2	D	2,180	1,026	1,560	3.85%	5	1,565	No
	Fleetwood Drive	Farragut Drive	2	D	2,180	1,188	1,752	3.85%	5	1,757	No
	Farragut Drive	Palm Coast Parkway	4	D	2,774	1,440	2,004	3.85%	5	2,009	No
	Palm Coast Parkway	Utility Drive	2	D	2,180	999	1,439	3.21%	4	1,443	No
	Utility Drive	Oak Trails Boulevard	2	D	2,180	855	1,281	0.64%	1	1,282	No
Club House Drive	Palm Harbor Parkway	Palm Coast Parkway (WB)	2	D	1,197	378	671	1.92%	2	673	No
	Palm Coast Parkway (WB)	Palm Coast Parkway (EB)	2	D	1,197	315	504	14.74%	19	523	No

**Includes improvements recommended under background conditions which are not currently funded for construction*

Site Access Analysis

Access to the proposed development will be provided via one right-in/right-out driveway along Florida Park Drive, one left-in/left-out driveway along Palm Coast Parkway (westbound), and one left-in/left-out driveway along Palm Coast Parkway (eastbound). The turn lane requirements were determined using the Palm Coast Draft Turn Lane Technical Guidelines dated November 10, 2020. The right turn lane requirement was applied, following city staff discussion, in evaluating the need for a left turn lane at the westbound Palm Coast Parkway approach to the site driveway and the eastbound Palm Coast Parkway approach to the site driveway. The following site driveways were evaluated to determine the need for turn lanes:

- Florida Park Drive at Project Driveway 1 (right-in/right-out):
  - A northbound right turn lane is not required.

- Palm Coast Parkway (WB) at Project Driveway 2 (left-in/left-out):
  - An exclusive westbound left turn lane is not required.

- Palm Coast Parkway (EB) at Project Driveway 3 (left-in/left-out):
  - 240-foot eastbound left turn lane (includes 100-foot taper, 75 feet of deceleration, and 63 feet of storage). The existing eastbound left turn lane is sufficient.

In order to discourage motorists from making a southbound left and/or an eastbound left at the proposed right-in/right-out project driveway along Florida Park Drive, the City of Palm Coast requires flexible delineators to be installed along the centerline of Florida Park Drive. It is recommended that the flexible delineators begin 40 feet north of the edge of the project driveway and continue to the south end of the southbound left-turn lane taper at the intersection of Palm Coast Parkway (EB) and Florida Park Drive.

Alternative Mode Analysis

Per the R2CTPO TIA guidelines, present and programmed bike, pedestrian, and transit mobility options in the immediate area have been evaluated. At this time, there is a sidewalk along the southern frontage of the proposed development. There are no bike lanes on the roadways adjacent to the site.

Flagler County offers public transportation services, Flagler County Public Transportation (FCPT), that provides specialized transportation throughout Flagler County. FCTP is a demand response, shared ride, and door-to-door service with normal operating hours from 6 a.m. to 6 p.m. Monday through Friday, 8 a.m. to 6 PM on Saturdays, and restricted services on Sundays. However, same day services are not available. FCPT operates within the border of Flagler County with a few medical exceptions. FCPT offers services to Volusia County, St. Augustine, Jacksonville and Gainesville on select days and times. Riders are required to provide advanced notice, or reservations, to use the service. Although there are no fixed routes or schedules provided, the proposed site would be eligible to utilize this public transportation system.

6

CONCLUSION & RECOMMENDATIONS

This study was conducted to evaluate the impact of the proposed Florida Drive Wawa development on the surrounding roadway network in the City of Palm Coast. The development will generate 98 AM peak hour and 130 PM peak hour trips. The results of the study are summarized in Tables 14 and 15.

Table 14
Roadway Segment Improvements
Florida Drive Wawa

Roadway	Segment		When Improvement Is Required	
	To	From	2024 Background	2024 Build-Out
Palm Coast Parkway	Cypress Point Parkway	I-95 SB Ramps	8L	-
	I-95 SB Ramps	I-95 NB Ramps	8L	-
	I-95 NB Ramps	Old Kings Road	8L	-
Palm Coast Parkway (WB)	Old Kings Road	Florida Park Drive	3L	-
Florida Park Drive	Farragut Drive	Palm Coast Parkway (WB)	4L	-
Belle Terre Parkway	Palm Coast Parkway (EB)	Cypress Point Parkway	6L	-
	Cypress Point Parkway	Pine Lakes Parkway	6L	-

Table 15
Intersection Improvements
Florida Drive Wawa

Intersection	When Improvement Is Required	
	2024 Background	2024 Build-Out
Palm Coast Parkway at Old Kings Road	Optimize signal timing splits and phasing sequence (PM peak hour only)	-

The proposed development is projected to have no impact to the study area roadways. The traffic generated from the existing land use at the site was not credited to the net trip generation of the proposed development.

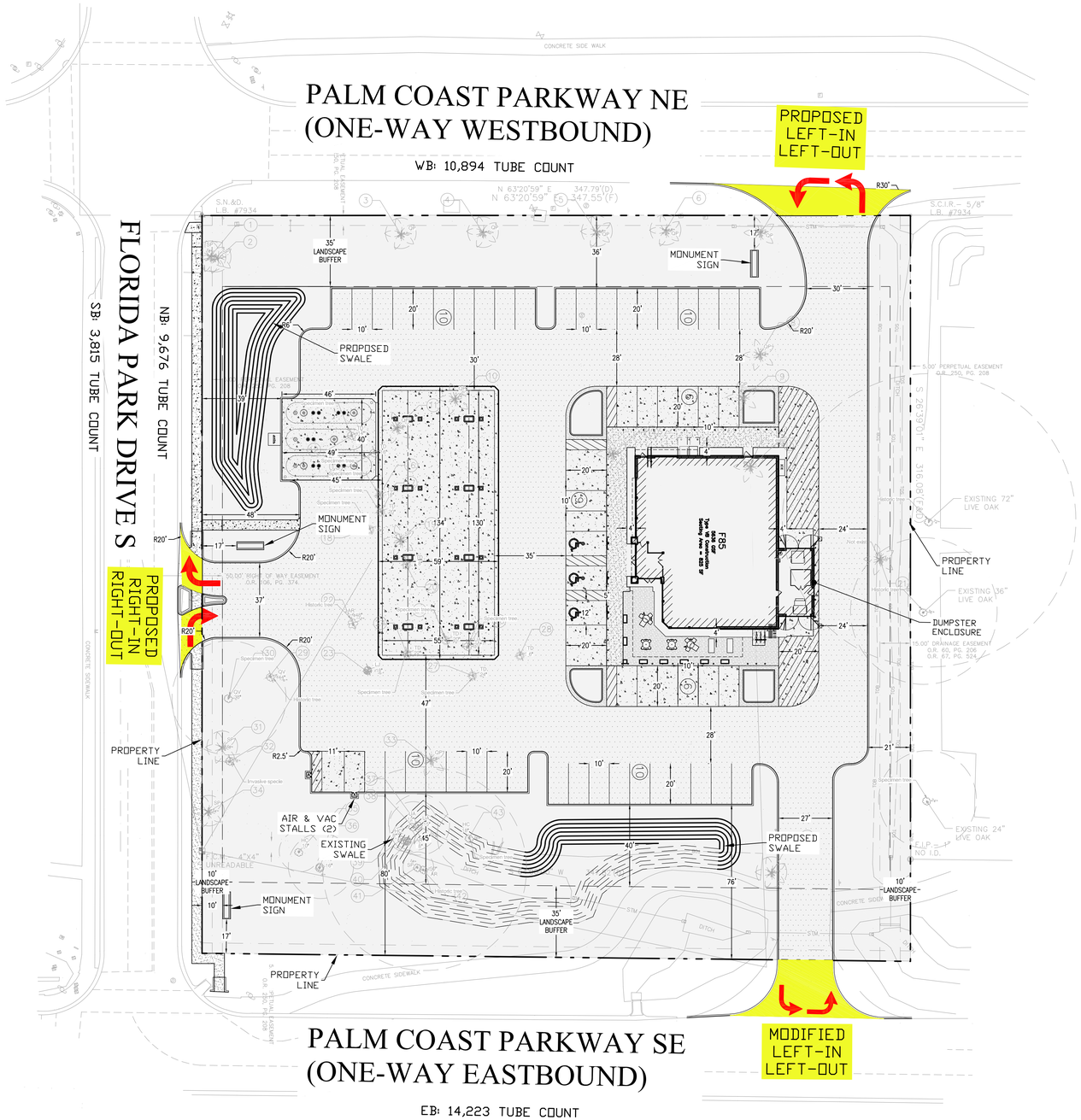
Access to the proposed development will be provided via one right-in/right-out driveway along Florida Park Drive, one left-in/left-out driveway along Palm Coast Parkway (westbound), and one left-in/left-out driveway along Palm Coast Parkway (eastbound). The westbound Palm Coast Parkway approach to the site driveway does not require an exclusive left turn lane. The eastbound Palm Coast Parkway approach to the site driveway will require a 240-foot exclusive left turn lane that already exist.

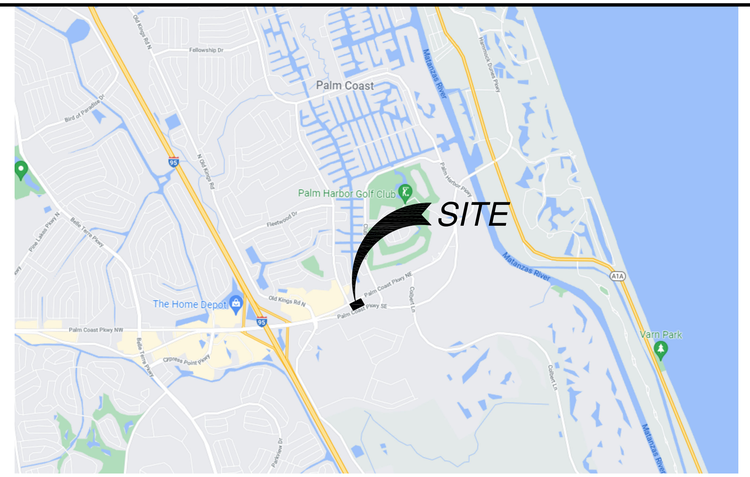
If deemed necessary, the recommended improvements eligible for proportionate share (PS), the estimated improvement cost, and PS calculations will be negotiated once the TIA results are accepted by the City of Palm Coast. Based on the results of the TIA, the proposed Florida Drive Wawa development is recommended for approval.

APPENDICES

APPENDIX A

Preliminary Site Plan





VICINITY MAP

NOT TO SCALE

SITE DATA

SITE NAME	PALM COAST C-STORE
ADDRESS	1 FLORIDA PARK DRIVE SOUTH
PARCEL ID	41-11-31-0000-01050-0000
JURISDICTION	FLAGLER COUNTY
ZONING DESIGNATION	
CURRENT	CCS-1
PARCEL SIZE	2.506 AC

SETBACKS:	BUILDING	BUFFERS
FRONT	0'	10'
SIDE	0'	35'
REAR	0'	10'

PARKING:

REQUIRED	= 41 SPACES
TOTAL PROPOSED	= 61 SPACES
ZONE A	= 21 SPACES
ZONE B	= 20 SPACES
ZONE C	= 20 SPACES

BUILDING:

BUILDING TYPE:	F85 F/B
CANOPY CONFIGURATION:	STACKED
CANOPY TYPE:	SLOPED
NUMBER OF MPDS:	8

GRAPHIC SCALE
0 15' 30' 60'
(IN FEET)
SCALE: 1" = 30'

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SITE PLAN
PALM COAST C-STORE
1 FLORIDA PARK DRIVE SOUTH
PALM COAST, FLORIDA 32137
TOWN OF PALM COAST
FLAGLER COUNTY, FL

ANDREW J. PETERSEN
LICENSE
No. 75493
STATE OF FLORIDA
PROFESSIONAL ENGINEER

ANDREW J. PETERSEN
LICENSE NO. 75493
08/17/2022

PLAN STATUS

DATE	DESCRIPTION	
VDP DESIGN	ELC DRAWN	AJP CHKD

SCALE	1" = 30'
JOB No.	011049-01-001
DATE	08/17/2022
010437-01-003-GOVERNANCE BASE-2.DWG	
SHEET	C1.0

CAD file name: V:\010437 - RMC\010437-01-003 (ENG) - Wawa & Suntrust - (1 FL Park Dr) S Palm Coast, FL\Engineering\Engineering Plans\010437-01-003-GOVERNANCE BASE-2.dwg 8/17/2022

APPENDIX B

Approved Methodology Letter

LTG Engineering & Planning

Via E-Mail: (mgrunewald@palmcoastgov.com)

Ref: 5516.01

June 10, 2022

Mr. Mike Grunewald, PE
Traffic Engineer
City of Palm Coast
160 Lake Avenue
Palm Coast, FL 32164

Re: Florida Drive Wawa – Concurrency Traffic Impact Analysis Methodology
Palm Coast, Florida

Dear Mr. Grunewald,

LTG, Inc. has been retained by RMC Property Group to prepare a Concurrency Traffic Impact Analysis (TIA) for the proposed Florida Drive Wawa located in the southeast quadrant of Florida Park Drive and Palm Coast Parkway NE in the City of Palm Coast. The development, which will consist of Convenience Store/Gas Station with sixteen (16) fueling positions and anticipated to be built out by 2024. Access to the development will be provided via a right-in/right-out driveway at Florida Park Drive, a left-in/left-out driveway at Palm Coast Parkway NE and a left-in/left-out at Palm Coast Parkway SE. **Figure 1** shows the location of the project relative to the surrounding road network. A preliminary site plan is attached as **Exhibit A**.

The procedures described in this letter outlines the proposed methodology by which the traffic analyses will be conducted. The City of Palm Coast has adopted the River to Sea Transportation Planning Organization (R2CTPO) TIA guidelines and this methodology is in following with those guidelines.

Analysis Period

The study area roadway segments will be analyzed during the pm peak hour and the intersections will be analyzed during the am and pm peak hour periods. This analysis will be conducted under the 2022 existing roadway conditions and the 2024 build-out conditions.

Trip Generation

The trip generation for the proposed development was determined using the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition*. The projected daily, A.M., and P.M. peak-hour total project trip generation is presented in **Table 1**.

Table 1
Project Trip Generation
Florida Drive Wawa

Time Period	Land Use	Land Use Code	Trip Rate Equation	Size	Units	Percent Entering	Percent Exiting	Trips Entering	Trips Exiting	Total Trips
Daily	Convenience Store/Gas Station	945	T = 265.12(X)	16	FP	50%	50%	2,121	2,121	4,242
AM Peak-Hour			T = 16.06(X)			50%	50%	128	129	257
PM Peak-Hour			T = 18.42(X)			50%	50%	147	148	295

Florida Drive Wawa

N

NTS

Project Location Map

Project Number: 5687.01

Figure 1

LTG Engineering & Planning

1049 Eber Boulevard, Suite 104, Melbourne, Florida 32904
Telephone: 321.499.4679 Fax: 321.499.4680

Due to the nature of the development, a portion of trips are known as pass-by trips which are vehicular traffic that are already on the adjacent roadways and attracted to the development. Pass-by trips were calculated using the pass-by trip rate from the ITE Trip Generation Manual. The Pass-by trips are subtracted from the gross trip generation of the planned development to determine the net new external trips. The projected new external trips, on the study area roadways, are shown in **Table 2.** The total trips will be applied to the site access points.

Table 2
Net Trip Generation
Florida Drive Wawa

Time Period	Land Use	Total Trips			Pass-by Trips			New External Trips		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Daily	Convenience Store/Gas Station (945)	2,121	2,121	4,242	0	0	0	2,121	2,121	4,242
AM Peak-Hour		128	129	257	80	80	159	48	49	98
PM Peak-Hour		147	148	295	83	83	165	64	65	130

Project Trip Distribution

The Central Florida Regional Planning Model, version 7 (CFRPM) was used to obtain the project trip distribution. The 2025 socio-economic (S/E) data sets and roadway network was used as the base network for the model. The resulting project trip distribution is shown in **Figure 2**.

Study Area

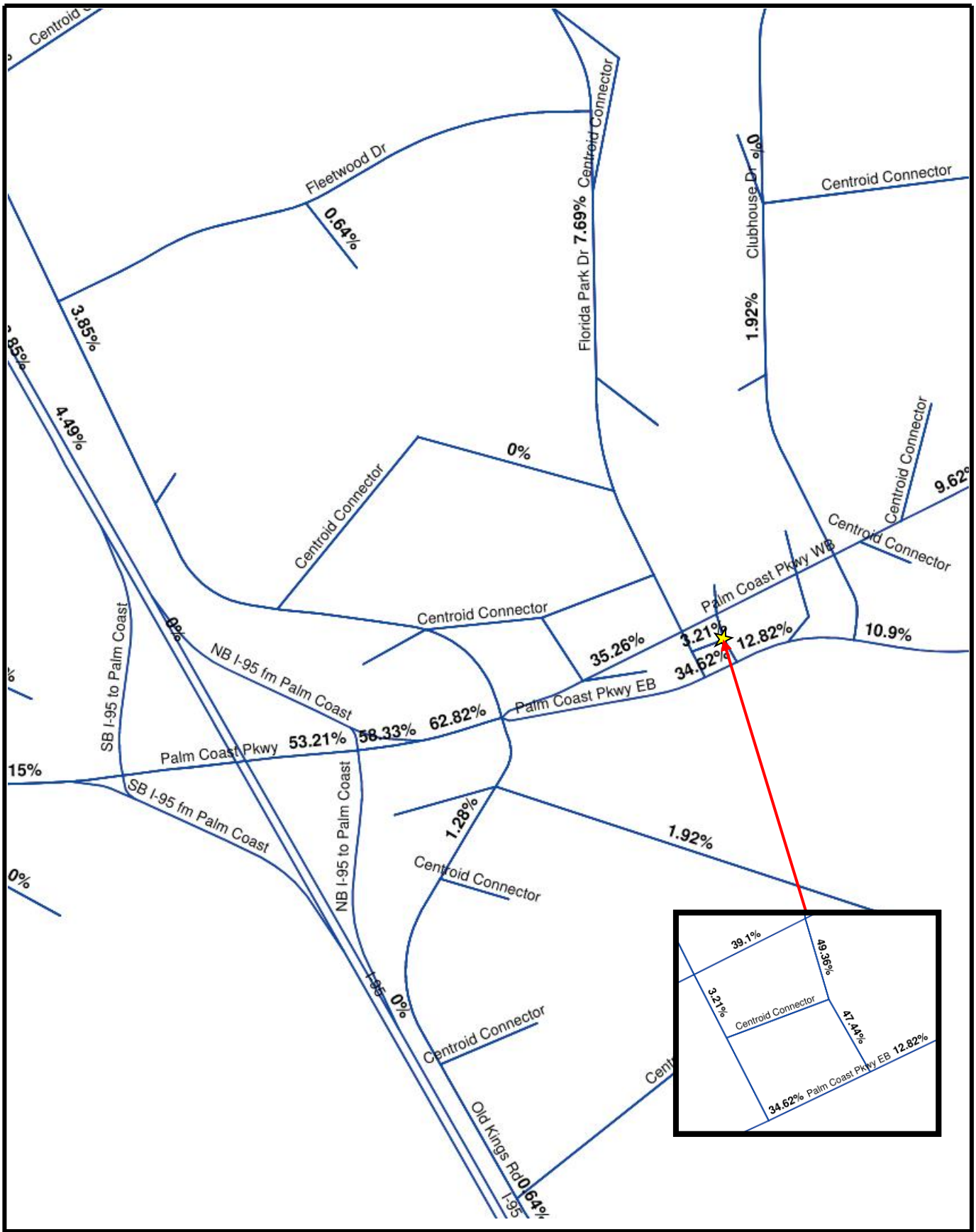
The study area selected consists of the following intersections and road segments within a 2-mile radius from the project location per City of Palm Coast TIS guidelines:

Intersections:

- Palm Coast Parkway at N Old Kings Road
- Palm Coast Parkway at Harbor Center Way
- Palm Coast Parkway NE (westbound) at Florida Park Drive
- Palm Coast Parkway SE (eastbound) at Florida Park Drive
- Palm Coast Parkway at Club House Drive
- Florida Park Drive at Project Driveway 1 (Right-in/Right-out)
- Palm Coast Parkway NE (westbound) at Project Driveway 2 (Left-in/Left-out)
- Palm Coast Parkway SE (eastbound) at Project Driveway 3 (Left-in/Left-out)

Roadway Segments:

- Palm Coast Parkway from Belle Terre Parkway to Palm Harbor Parkway
- Florida Park Drive from Palm Harbor Parkway to Palm Coast Parkway (EB)
- Belle Terre Parkway from Pine Lakes Parkway to Parkview Drive
- Old Kings Road from Farmsworth Drive to Oak Trails Boulevard
- Club Hour Drive from Palm Harbor Parkway to Palm Coast Parkway (EB)



Florida Drive Wawa	N NTS	**Project Distribution**		LTG Engineering & Planning
		Project No.: 40**	Figure: 2	1049 Eber Blvd., Suite 104, Melbourne, Florida 32904 Telephone: 321.499.4679 Fax: 321.499.4680

2024 Build-Out Traffic

The build-out traffic will be developed by the sum of the projected future background traffic (derived from growth rates and the vested trips as provided by the City of Palm Coast) plus the estimated trips generated by the proposed development. LTG will coordinate with the City of Palm Coast to obtain vested trip information for the study area roadway network. Growth rates for each study area roadway segment will be determined by historic growth trends calculated based upon five years of historic count data. A minimum annual growth rate of two percent (2%) shall be used, unless otherwise documented. In no case shall the growth be negative. All improvements funded for construction within the first three years of the five-year work program will be considered in the future analysis.

Segment Analysis – Existing and Build-Out Conditions (P.M. Peak Hour)

If the future projected volume is expected to exceed the maximum service volume of a roadway segment, a transportation analysis may be conducted to determine service volume specific to that segment. The procedures documented in the latest version of the FDOT *Quality/Level of Service Handbook* will be used to determine specific capacity, if necessary.

Intersection Analysis – A.M. and P.M. Weekday Peak Hour

The operating conditions for both the existing and future conditions at the study intersections will be analyzed using the most current version of *Highway Capacity Software (HCS).* The software utilizes the procedures outlined in Chapters 19 and 20 of *the Highway Capacity Manual, 6th Edition*, titled "Signalized Intersections" and "Two-Way Stop-Controlled Intersections". The determination of the turn lane storage, deceleration and taper lengths at the site access points will be in following with the City of Palm Coast turn lane guidelines.

Alternative Mode Analysis

A multi-modal evaluation will be included to assess the current and future programmed bicycle, pedestrian, and public transit mobility options. Due to the project location, no adverse impact to the existing transit network is anticipated. There are no bus stops in the immediate area of the planned development.

Improvements

If warranted, appropriate roadway and intersection improvements will be identified. If such improvements are needed due specifically to project impacts, a proportionate share determination will also be included and follow the procedures outlined in the R2CTPO TIA Guidelines. Site access needs in terms of traffic operations and turn lane requirements with respect to storage and deceleration shall also be identified.

Please review and advise if the City of Palm Coast is in agreement with the proposed methodology or provide comments relating to preferred revisions. If you have any questions, please contact me at 904.510.2403.

Sincerely,
LTG, Inc.

Nelson Caparas, PE
Senior Project Manager

Attachments:
Exhibit A: Conceptual Site Plan

Exhibit A
Preliminary Site Plan

SECTION 41, TOWNSHIP 11 SOUTH, RANGE 31 EAST
FLAGLER COUNTY, FLORIDA

PALM COAST PARKWAY NE
(ONE-WAY WESTBOUND)
WB: 10,894 TUBE COUNT

PROPOSED LEFT-IN LEFT-OUT

@ PALM COAST PARKWAY NORTHEAST
110' PUBLIC RIGHT OF WAY
36' ASPHALT PAVEMENT WIDTH

348'

35' LANDSCAPE BUFFER

LOT 1: 2.013 ACRES

MONUMENT SIGN
24'

LIMITED BUILD AREA

S.C.I.R.- 5/8" I.R. #1934

316'

PROPERTY LINE

10' LANDSCAPE BUFFER

EXISTING 15' DRINAGE EASEMENT

ST. MARK'S CHURCH OF THE LUTHERAN HOPE, INC.

DUMPSTER ENCLOSURE

PROPOSED OFF-SITE SIDEWLAK

FLORIDA PARK DRIVE S
WB: 9,676 TUBE COUNT
EB: 3,815 TUBE COUNT

MONUMENT SIGN

PROPOSED RIGHT-IN RIGHT-OUT

PROPERTY LINE

10' LANDSCAPE BUFFER

PROPOSED OFF-SITE SIDEWLAK

MONUMENT SIGN

PROPERTY LINE

EXISTING LEFT-IN LEFT-OUT

PALM COAST PARKWAY SE
(ONE-WAY EASTBOUND)
EB: 14,223 TUBE COUNT

@ PALM COAST PARKWAY SOUTHEAST
110' PUBLIC RIGHT OF WAY-VARIES
36' ASPHALT PAVEMENT WIDTH

VICINITY MAP
NOT TO SCALE

SITE DATA

SITE NAME	PALM COAST C-STORE	
ADDRESS	1 FLORIDA PARK DRIVE SOUTH	
PARCEL ID	41-11-31-0000-01050-0000	
JURISDICTION	FLAGLER COUNTY	
ZONING DESIGNATION CURRENT	COM-2	
OVERLAY DISTRICT	–	
PARCEL SIZE	LOT 1: (2.506 AC)	
SETBACKS:	BUILDING	BUFFERS
FRONT	0'	10'
SIDE	0'	35'
REAR	0'	10'
PARKING:		
REQUIRED:	C-STORE: MIN 1 PER 200 GSF + 1 PER 2 OUTDOOR SEATS = 41 MINIMUM	
PROPOSED:		
CONVENIENCE STORE		
STANDARD (10'X20')	= 75	
ADA SPACE (12'X20')	= 3	
TOTAL	= 78	
BUILDING:		
BUILDING TYPE:	F85	
CANOPY CONFIGURATION:	STACKED	
CANOPY TYPE:	SLOPED	
NUMBER OF MPDS:	8	

N

GRAPHIC SCALE
0 30' 60' 120'
(IN FEET)
SCALE: 1" = 60'

Bowman CONSULTING
Certificate of Authorization License No. 30462

PALM COAST C-STORE & BANK
1 FLORIDA PARK DRIVE SOUTH
PALM COAST, FL 32137
FLAGLER COUNTY

PLAN STATUS

DATE	DESCRIPTION	
VDP DESIGN	VDP DRAWN	VB CHKD

SCALE
JOB No. 010437-01-003
DATE
FILE
SHEET 9C

811 KNOW WHAT'S BELOW ALWAYS CALL 811 BEFORE YOU DIG
www.callsunshine.com

APPENDIX C

Turning Movement Count Data

DE TRAFFIC

detraffic.com
(386) 341-4186
Old Kings Rd at Palm Coast Pkwy
Flagler County, Fl

File Name : 01 old kings at palm
Site Code : 00000001
Start Date : 6/21/2022
Page No : 1

Groups Printed- Automobiles - Commercial

	Old Kings Road Southbound				Palm Coast Parkway Westbound				Old Kings Road Northbound				Palm Coast Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	9	20	97	126	11	164	34	209	28	19	12	59	62	163	34	259	653
07:15 AM	17	26	76	119	16	185	42	243	34	24	19	77	75	201	41	317	756
07:30 AM	18	34	84	136	20	178	34	232	43	34	25	102	83	229	37	349	819
07:45 AM	20	42	107	169	26	199	42	267	35	43	25	103	81	245	42	368	907
Total	64	122	364	550	73	726	152	951	140	120	81	341	301	838	154	1293	3135
08:00 AM	24	34	124	182	19	204	34	257	41	35	38	114	104	217	36	357	910
08:15 AM	19	27	142	188	25	217	57	299	51	30	36	117	95	219	29	343	947
08:30 AM	24	24	134	182	21	188	44	253	42	25	27	94	77	202	34	313	842
08:45 AM	34	20	106	160	29	156	36	221	34	26	24	84	76	169	27	272	737
Total	101	105	506	712	94	765	171	1030	168	116	125	409	352	807	126	1285	3436
04:00 PM	20	26	86	132	13	155	11	179	44	26	20	90	107	199	35	341	742
04:15 PM	26	25	99	150	20	191	21	232	39	34	36	109	118	190	52	360	851
04:30 PM	35	25	75	135	23	204	25	252	41	29	25	95	123	169	43	335	817
04:45 PM	25	36	75	136	18	228	34	280	34	24	20	78	141	202	36	379	873
Total	106	112	335	553	74	778	91	943	158	113	101	372	489	760	166	1415	3283
05:00 PM	26	42	84	152	24	188	29	241	53	35	26	114	134	205	52	391	898
05:15 PM	29	35	77	141	21	189	26	236	43	36	34	113	153	221	43	417	907
05:30 PM	25	43	72	140	23	178	20	221	37	34	29	100	143	202	34	379	840
05:45 PM	26	35	81	142	23	156	22	201	38	23	22	83	112	159	42	313	739
Total	106	155	314	575	91	711	97	899	171	128	111	410	542	787	171	1500	3384
Grand Total	377	494	1519	2390	332	2980	511	3823	637	477	418	1532	1684	3192	617	5493	13238
Apprch %	15.8	20.7	63.6		8.7	77.9	13.4		41.6	31.1	27.3		30.7	58.1	11.2		
Total %	2.8	3.7	11.5	18.1	2.5	22.5	3.9	28.9	4.8	3.6	3.2	11.6	12.7	24.1	4.7	41.5	
Automobiles	365	478	1511	2354	320	2941	499	3760	625	466	403	1494	1667	3123	605	5395	13003
% Automobiles	96.8	96.8	99.5	98.5	96.4	98.7	97.7	98.4	98.1	97.7	96.4	97.5	99	97.8	98.1	98.2	98.2
Commercial	12	16	8	36	12	39	12	63	12	11	15	38	17	69	12	98	235
% Commercial	3.2	3.2	0.5	1.5	3.6	1.3	2.3	1.6	1.9	2.3	3.6	2.5	1	2.2	1.9	1.8	1.8

DE TRAFFIC

detraffic.com
(386) 341-4186
Old Kings Rd at Palm Coast Pkwy
Flagler County, Fl

File Name : 01 old kings at palm
Site Code : 00000001
Start Date : 6/21/2022
Page No : 2

	Old Kings Road Southbound				Palm Coast Parkway Westbound				Old Kings Road Northbound				Palm Coast Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	20	42	107	169	26	199	42	267	35	43	25	103	81	245	42	368	907
08:00 AM	24	34	124	182	19	204	34	257	41	35	38	114	104	217	36	357	910
08:15 AM	19	27	142	188	25	217	57	299	51	30	36	117	95	219	29	343	947
08:30 AM	24	24	134	182	21	188	44	253	42	25	27	94	77	202	34	313	842
Total Volume	87	127	507	721	91	808	177	1076	169	133	126	428	357	883	141	1381	3606
% App. Total	12.1	17.6	70.3		8.5	75.1	16.4		39.5	31.1	29.4		25.9	63.9	10.2		
PHF	.906	.756	.893	.959	.875	.931	.776	.900	.828	.773	.829	.915	.858	.901	.839	.938	.952
Automobiles	85	124	505	714	88	801	173	1062	168	127	120	415	349	867	137	1353	3544
% Automobiles	97.7	97.6	99.6	99.0	96.7	99.1	97.7	98.7	99.4	95.5	95.2	97.0	97.8	98.2	97.2	98.0	98.3
Commercial	2	3	2	7	3	7	4	14	1	6	6	13	8	16	4	28	62
% Commercial	2.3	2.4	0.4	1.0	3.3	0.9	2.3	1.3	0.6	4.5	4.8	3.0	2.2	1.8	2.8	2.0	1.7

DE TRAFFIC

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(386) 341-4186
Old Kings Rd at Palm Coast Pkwy
Flagler County, Fl

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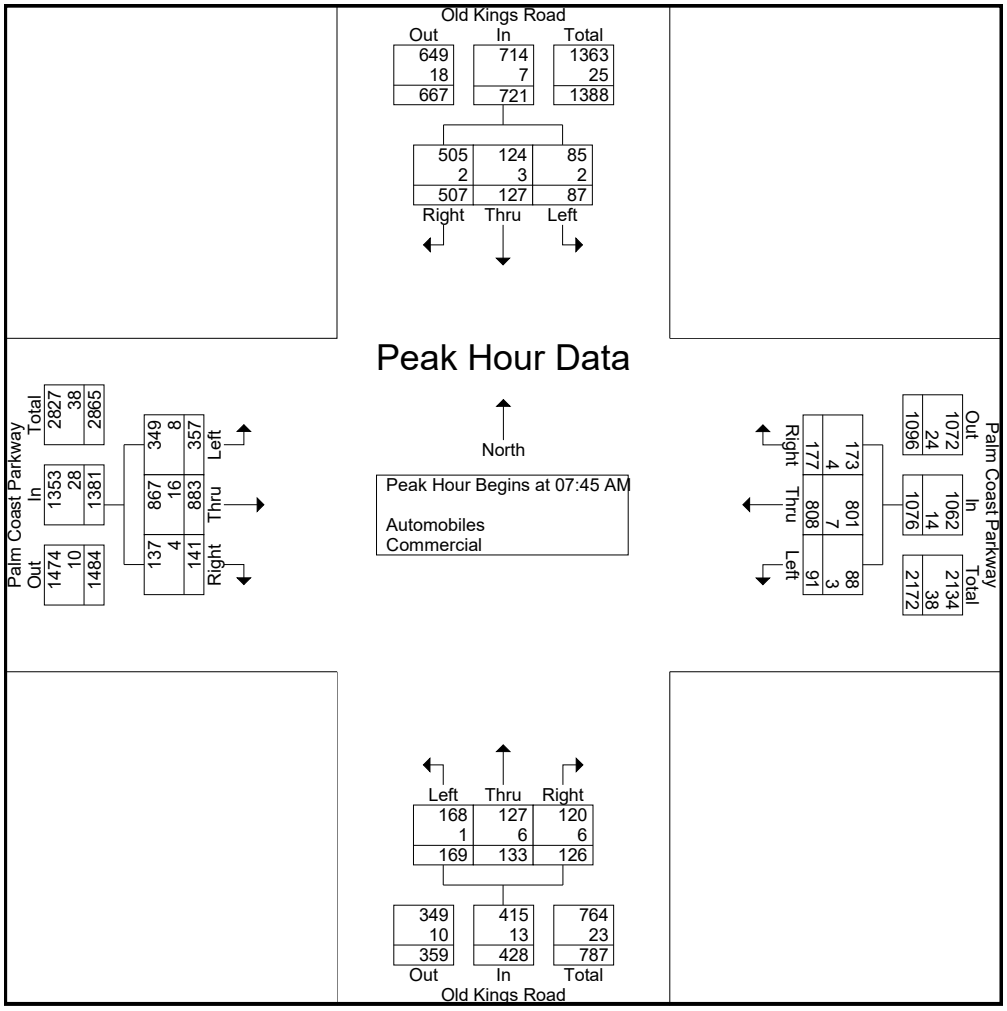
Start Date : 6/21/2022
Page No : 3



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(386) 341-4186
Old Kings Rd at Palm Coast Pkwy
Flagler County, Fl

File Name : 01 old kings at palm
Site Code : 00000001
Start Date : 6/21/2022
Page No : 4

	Old Kings Road Southbound				Palm Coast Parkway Westbound				Old Kings Road Northbound				Palm Coast Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	25	36	75	136	18	228	34	280	34	24	20	78	141	202	36	379	873
05:00 PM	26	42	84	152	24	188	29	241	53	35	26	114	134	205	52	391	898
05:15 PM	29	35	77	141	21	189	26	236	43	36	34	113	153	221	43	417	907
05:30 PM	25	43	72	140	23	178	20	221	37	34	29	100	143	202	34	379	840
Total Volume	105	156	308	569	86	783	109	978	167	129	109	405	571	830	165	1566	3518
% App. Total	18.5	27.4	54.1		8.8	80.1	11.1		41.2	31.9	26.9		36.5	53	10.5		
PHF	.905	.907	.917	.936	.896	.859	.801	.873	.788	.896	.801	.888	.933	.939	.793	.939	.970
Automobiles	100	150	305	555	83	773	105	961	164	126	106	396	568	812	161	1541	3453
% Automobiles	95.2	96.2	99.0	97.5	96.5	98.7	96.3	98.3	98.2	97.7	97.2	97.8	99.5	97.8	97.6	98.4	98.2
Commercial	5	6	3	14	3	10	4	17	3	3	3	9	3	18	4	25	65
% Commercial	4.8	3.8	1.0	2.5	3.5	1.3	3.7	1.7	1.8	2.3	2.8	2.2	0.5	2.2	2.4	1.6	1.8

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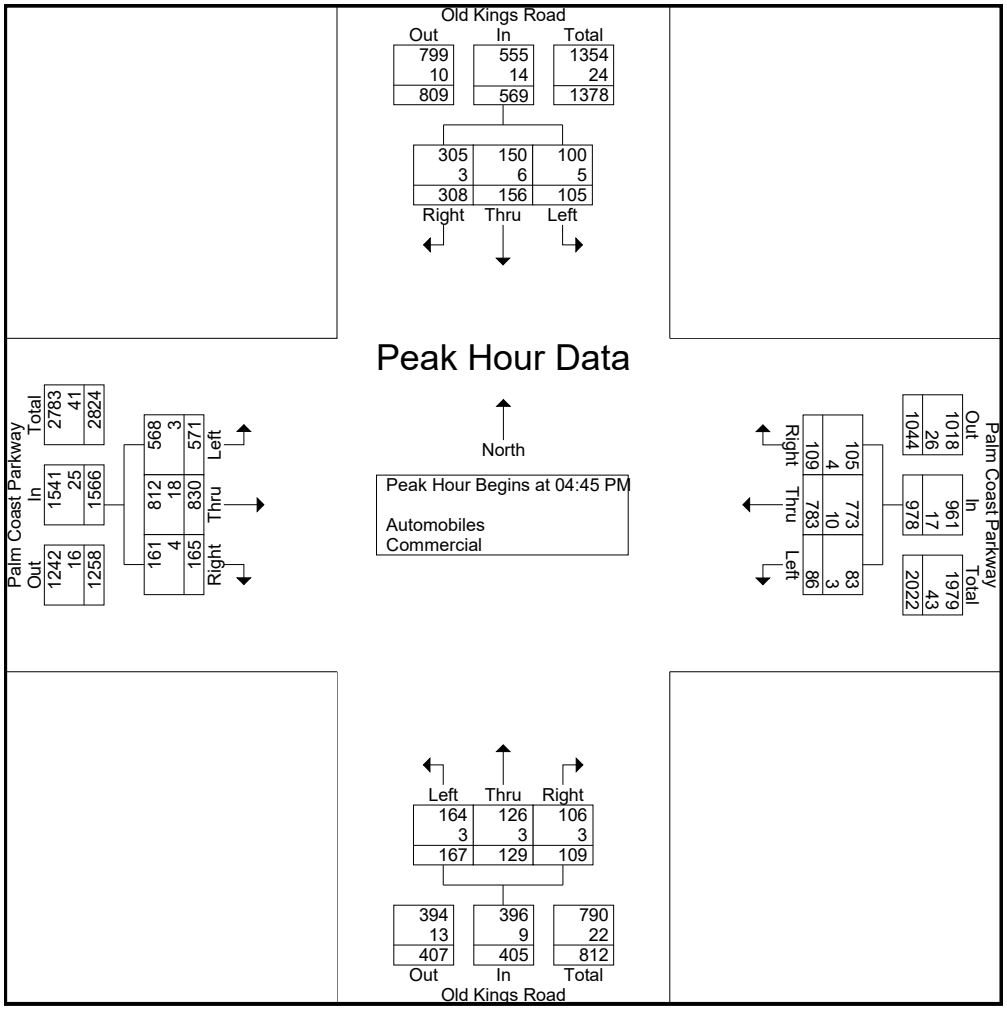
Old Kings Rd at Palm Coast Pkwy
Flagler County, Fl

File Name : 01 old kings at palm
Site Code : 00000001
Start Date : 6/21/2022
Page No : 5



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Old Kings Rd at Palm Coast Pkwy
Flagler County, Fl

File Name : 01 Old Kings at Palm
Site Code : 00000001
Start Date : 6/21/2022
Page No : 6

Groups Printed- Peds

	Old Kings Road Southbound					Palm Coast Parkway Westbound					Old Kings Road Northbound					Palm Coast Parkway Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	3	3	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	4
Apprch %	0	0	0	100		0	0	0	100		0	0	0	0		0	0	0	0		
Total %	0	0	0	75	75	0	0	0	25	25	0	0	0	0	0	0	0	0	0	0	

DE TRAFFIC

detraffic.com
(386) 341-4186
Harbor Center Way at Palm Coast Pkwy WB
Flagler County, Fl

File Name : 05 Palm at harbor
Site Code : 00000005
Start Date : 6/21/2022
Page No : 1

Groups Printed- Automobiles - Commercial

	Harbor Center Way Southbound				Palm Coast Pkwy WB Westbound				Harbor Center Way Northbound				N/A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	0	0	10	10	0	201	11	212	4	4	0	8	0	0	0	0	230
07:15 AM	0	0	15	15	0	245	19	264	6	8	0	14	0	0	0	0	293
07:30 AM	0	0	16	16	0	221	25	246	12	7	0	19	0	0	0	0	281
07:45 AM	0	0	21	21	0	247	21	268	18	13	0	31	0	0	0	0	320
Total	0	0	62	62	0	914	76	990	40	32	0	72	0	0	0	0	1124
08:00 AM	0	0	20	20	0	237	24	261	8	19	0	27	0	0	0	0	308
08:15 AM	0	0	19	19	0	274	17	291	7	10	0	17	0	0	0	0	327
08:30 AM	0	0	19	19	0	234	20	254	10	11	0	21	0	0	0	0	294
08:45 AM	0	0	22	22	0	207	21	228	9	16	0	25	0	0	0	0	275
Total	0	0	80	80	0	952	82	1034	34	56	0	90	0	0	0	0	1204
04:00 PM	0	0	19	19	0	187	22	209	6	18	0	24	0	0	0	0	252
04:15 PM	0	0	30	30	0	223	21	244	7	11	0	18	0	0	0	0	292
04:30 PM	0	0	25	25	0	239	19	258	11	19	0	30	0	0	0	0	313
04:45 PM	0	0	36	36	0	247	34	281	18	22	0	40	0	0	0	0	357
Total	0	0	110	110	0	896	96	992	42	70	0	112	0	0	0	0	1214
05:00 PM	0	0	41	41	0	228	22	250	19	28	0	47	0	0	0	0	338
05:15 PM	0	0	35	35	0	238	19	257	17	26	0	43	0	0	0	0	335
05:30 PM	0	0	25	25	0	243	25	268	21	24	0	45	0	0	0	0	338
05:45 PM	0	0	19	19	0	202	27	229	8	22	0	30	0	0	0	0	278
Total	0	0	120	120	0	911	93	1004	65	100	0	165	0	0	0	0	1289
Grand Total	0	0	372	372	0	3673	347	4020	181	258	0	439	0	0	0	0	4831
Apprch %	0	0	100		0	91.4	8.6		41.2	58.8	0		0	0	0		
Total %	0	0	7.7	7.7	0	76	7.2	83.2	3.7	5.3	0	9.1	0	0	0	0	
Automobiles	0	0	361	361	0	3613	341	3954	169	251	0	420	0	0	0	0	4735
% Automobiles	0	0	97	97	0	98.4	98.3	98.4	93.4	97.3	0	95.7	0	0	0	0	98
Commercial	0	0	11	11	0	60	6	66	12	7	0	19	0	0	0	0	96
% Commercial	0	0	3	3	0	1.6	1.7	1.6	6.6	2.7	0	4.3	0	0	0	0	2

DE TRAFFIC

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(386) 341-4186
Harbor Center Way at Palm Coast Pkwy WB
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File Name : 05 Palm at harbor
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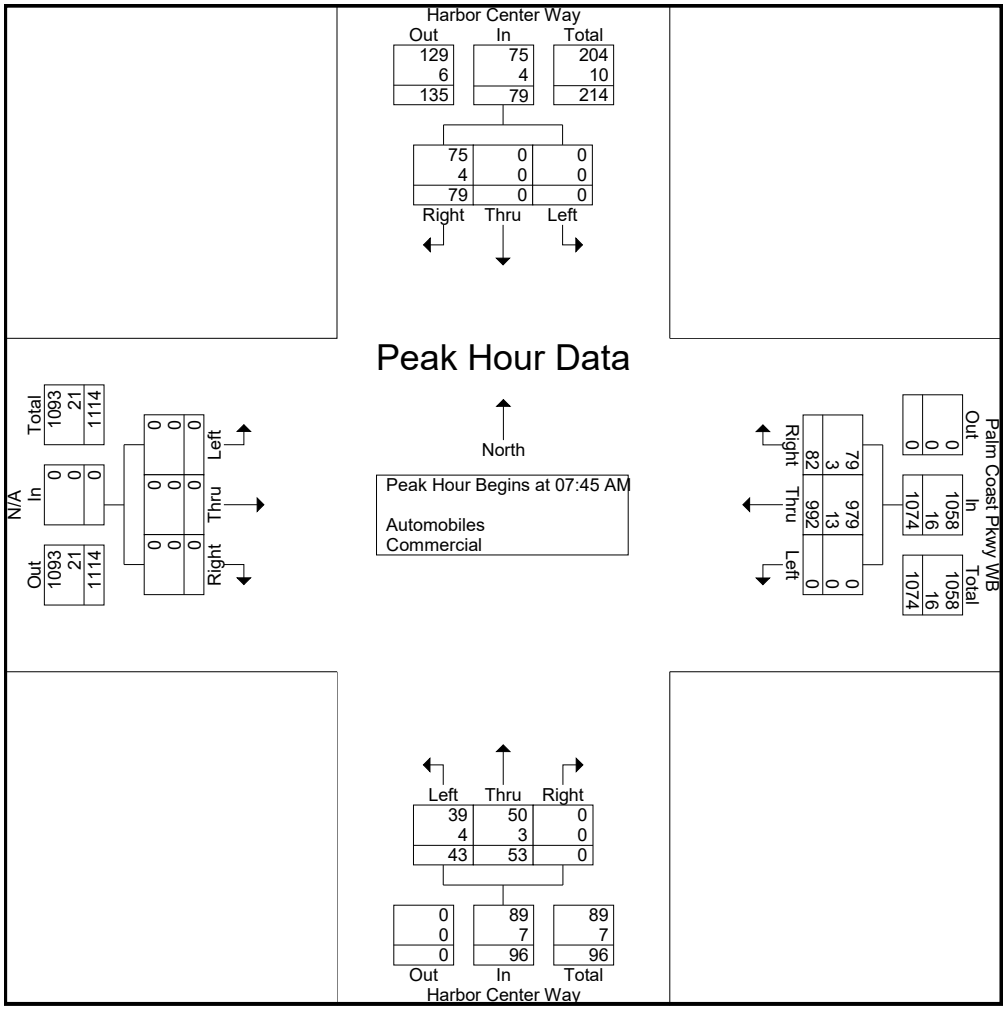
Page No : 2

	Harbor Center Way Southbound				Palm Coast Pkwy WB Westbound				Harbor Center Way Northbound				N/A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	21	21	0	247	21	268	18	13	0	31	0	0	0	0	320
08:00 AM	0	0	20	20	0	237	24	261	8	19	0	27	0	0	0	0	308
08:15 AM	0	0	19	19	0	274	17	291	7	10	0	17	0	0	0	0	327
08:30 AM	0	0	19	19	0	234	20	254	10	11	0	21	0	0	0	0	294
Total Volume	0	0	79	79	0	992	82	1074	43	53	0	96	0	0	0	0	1249
% App. Total	0	0	100		0	92.4	7.6		44.8	55.2	0		0	0	0		
PHF	.000	.000	.940	.940	.000	.905	.854	.923	.597	.697	.000	.774	.000	.000	.000	.000	.955
Automobiles	0	0	75	75	0	979	79	1058	39	50	0	89	0	0	0	0	1222
% Automobiles	0	0	94.9	94.9	0	98.7	96.3	98.5	90.7	94.3	0	92.7	0	0	0	0	97.8
Commercial	0	0	4	4	0	13	3	16	4	3	0	7	0	0	0	0	27
% Commercial	0	0	5.1	5.1	0	1.3	3.7	1.5	9.3	5.7	0	7.3	0	0	0	0	2.2

DE TRAFFIC

detraffic.com
(386) 341-4186
Harbor Center Way at Palm Coast Pkwy WB
Flagler County, Fl

File Name : 05 Palm at harbor
Site Code : 00000005
Start Date : 6/21/2022
Page No : 3



DE TRAFFIC

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(386) 341-4186
Harbor Center Way at Palm Coast Pkwy WB
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File Name : 05 Palm at harbor
Site Code : 00000005
Start Date : 6/21/2022
Page No : 4

	Harbor Center Way Southbound				Palm Coast Pkwy WB Westbound				Harbor Center Way Northbound				N/A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	36	36	0	247	34	281	18	22	0	40	0	0	0	0	357
05:00 PM	0	0	41	41	0	228	22	250	19	28	0	47	0	0	0	0	338
05:15 PM	0	0	35	35	0	238	19	257	17	26	0	43	0	0	0	0	335
05:30 PM	0	0	25	25	0	243	25	268	21	24	0	45	0	0	0	0	338
Total Volume	0	0	137	137	0	956	100	1056	75	100	0	175	0	0	0	0	1368
% App. Total	0	0	100		0	90.5	9.5		42.9	57.1	0		0	0	0		
PHF	.000	.000	.835	.835	.000	.968	.735	.940	.893	.893	.000	.931	.000	.000	.000	.000	.958
Automobiles	0	0	133	133	0	940	98	1038	70	98	0	168	0	0	0	0	1339
% Automobiles	0	0	97.1	97.1	0	98.3	98.0	98.3	93.3	98.0	0	96.0	0	0	0	0	97.9
Commercial	0	0	4	4	0	16	2	18	5	2	0	7	0	0	0	0	29
% Commercial	0	0	2.9	2.9	0	1.7	2.0	1.7	6.7	2.0	0	4.0	0	0	0	0	2.1

DE TRAFFIC

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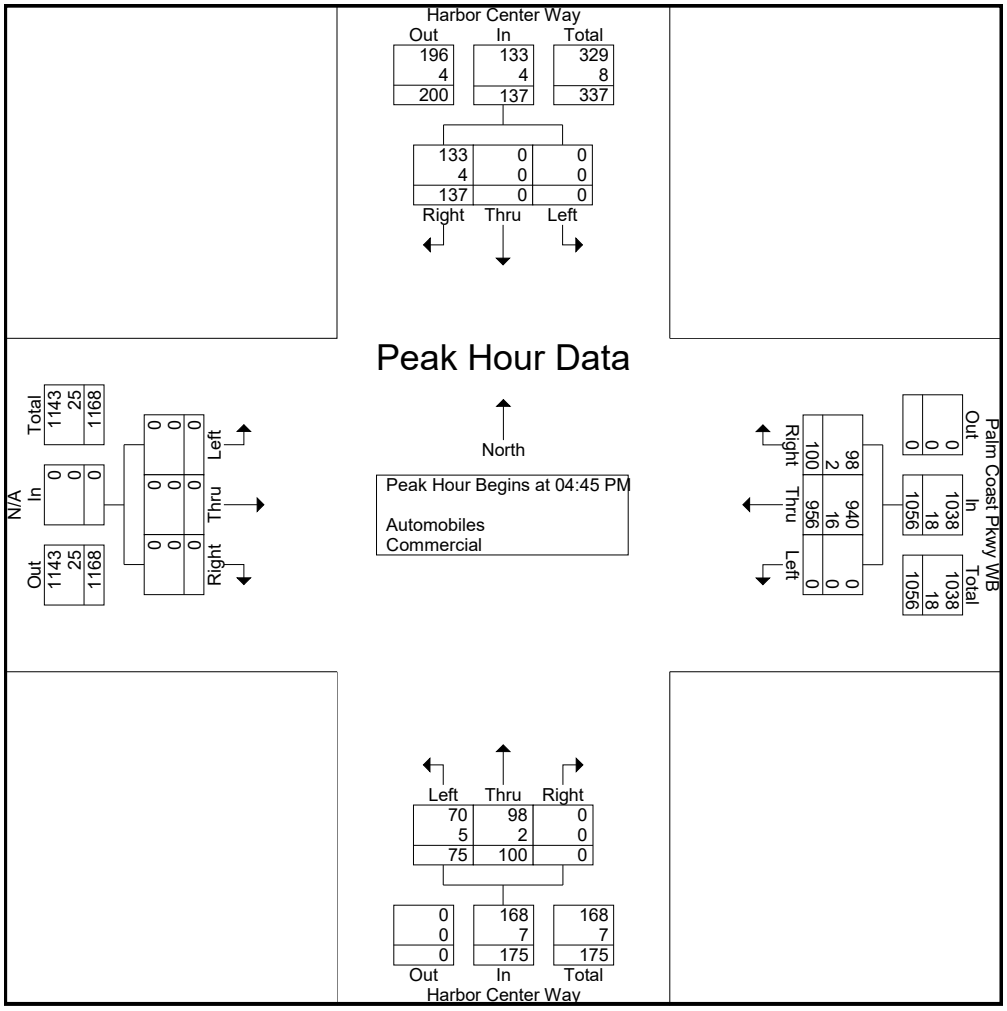
(386) 341-4186
Harbor Center Way at Palm Coast Pkwy WB
Flagler County, Fl

File Name : 05 Palm at harbor
Site Code : 00000005
Start Date : 6/21/2022
Page No : 5



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(386) 341-4186
Harbor Center Way at Palm Coast Pkwy WB
Flagler County, Fl

File Name : 05 Palm at harbor
Site Code : 00000005
Start Date : 6/21/2022
Page No : 6

Groups Printed- Peds

	Harbor Center Way Southbound					Palm Coast Pkwy WB Westbound					Harbor Center Way Northbound					N/A Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
08:00 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	3
08:30 AM	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	1	1	6
05:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	4
Grand Total	0	0	0	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	2	2	12
Apprch %	0	0	0	0		0	0	0	100		0	0	0	0		0	0	0	100		
Total %	0	0	0	0	0	0	0	0	83.3	83.3	0	0	0	0	0	0	0	0	16.7	16.7	

DE TRAFFIC

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(386) 341-4186
Florida Park Dr at Palm Coast Pkwy WB
Flagler County, Fl

File Name : 03 Florida at Palm WB
Site Code : 00000003
Start Date : 6/21/2022
Page No : 1

Groups Printed- Automobiles - Commercial

	Florida Park Drive Southbound				Palm Coast Parkway WB Westbound				Florida Park Drive Northbound				N/A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	0	11	19	30	9	181	24	214	14	11	0	25	0	0	0	0	269
07:15 AM	0	14	18	32	11	215	35	261	16	20	0	36	0	0	0	0	329
07:30 AM	0	16	27	43	11	195	42	248	19	24	0	43	0	0	0	0	334
07:45 AM	0	19	17	36	12	237	34	283	21	36	0	57	0	0	0	0	376
Total	0	60	81	141	43	828	135	1006	70	91	0	161	0	0	0	0	1308
08:00 AM	0	19	18	37	11	227	19	257	20	41	0	61	0	0	0	0	355
08:15 AM	0	16	24	40	18	255	24	297	26	35	0	61	0	0	0	0	398
08:30 AM	0	19	20	39	17	217	22	256	22	16	0	38	0	0	0	0	333
08:45 AM	0	16	24	40	11	186	24	221	19	22	0	41	0	0	0	0	302
Total	0	70	86	156	57	885	89	1031	87	114	0	201	0	0	0	0	1388
04:00 PM	0	27	38	65	11	130	37	178	11	42	0	53	0	0	0	0	296
04:15 PM	0	28	43	71	19	171	41	231	27	53	0	80	0	0	0	0	382
04:30 PM	0	24	35	59	22	195	35	252	25	52	0	77	0	0	0	0	388
04:45 PM	0	34	43	77	18	219	28	265	35	65	0	100	0	0	0	0	442
Total	0	113	159	272	70	715	141	926	98	212	0	310	0	0	0	0	1508
05:00 PM	0	25	52	77	18	174	44	236	23	43	0	66	0	0	0	0	379
05:15 PM	0	21	64	85	18	154	35	207	22	50	0	72	0	0	0	0	364
05:30 PM	0	25	43	68	18	161	28	207	28	42	0	70	0	0	0	0	345
05:45 PM	0	11	38	49	11	152	26	189	13	31	0	44	0	0	0	0	282
Total	0	82	197	279	65	641	133	839	86	166	0	252	0	0	0	0	1370
Grand Total	0	325	523	848	235	3069	498	3802	341	583	0	924	0	0	0	0	5574
Apprch %	0	38.3	61.7		6.2	80.7	13.1		36.9	63.1	0		0	0	0		
Total %	0	5.8	9.4	15.2	4.2	55.1	8.9	68.2	6.1	10.5	0	16.6	0	0	0	0	
Automobiles	0	318	506	824	230	3024	493	3747	329	570	0	899	0	0	0	0	5470
% Automobiles	0	97.8	96.7	97.2	97.9	98.5	99	98.6	96.5	97.8	0	97.3	0	0	0	0	98.1
Commercial	0	7	17	24	5	45	5	55	12	13	0	25	0	0	0	0	104
% Commercial	0	2.2	3.3	2.8	2.1	1.5	1	1.4	3.5	2.2	0	2.7	0	0	0	0	1.9

DE TRAFFIC

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(386) 341-4186
Florida Park Dr at Palm Coast Pkwy WB
Flagler County, Fl

File Name : 03 Florida at Palm WB
Site Code : 00000003
Start Date : 6/21/2022
Page No : 2

	Florida Park Drive Southbound				Palm Coast Parkway WB Westbound				Florida Park Drive Northbound				N/A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	16	27	43	11	195	42	248	19	24	0	43	0	0	0	0	334
07:45 AM	0	19	17	36	12	237	34	283	21	36	0	57	0	0	0	0	376
08:00 AM	0	19	18	37	11	227	19	257	20	41	0	61	0	0	0	0	355
08:15 AM	0	16	24	40	18	255	24	297	26	35	0	61	0	0	0	0	398
Total Volume	0	70	86	156	52	914	119	1085	86	136	0	222	0	0	0	0	1463
% App. Total	0	44.9	55.1		4.8	84.2	11		38.7	61.3	0		0	0	0		
PHF	.000	.921	.796	.907	.722	.896	.708	.913	.827	.829	.000	.910	.000	.000	.000	.000	.919
Automobiles	0	69	84	153	52	905	118	1075	81	133	0	214	0	0	0	0	1442
% Automobiles	0	98.6	97.7	98.1	100	99.0	99.2	99.1	94.2	97.8	0	96.4	0	0	0	0	98.6
Commercial	0	1	2	3	0	9	1	10	5	3	0	8	0	0	0	0	21
% Commercial	0	1.4	2.3	1.9	0	1.0	0.8	0.9	5.8	2.2	0	3.6	0	0	0	0	1.4

DE TRAFFIC

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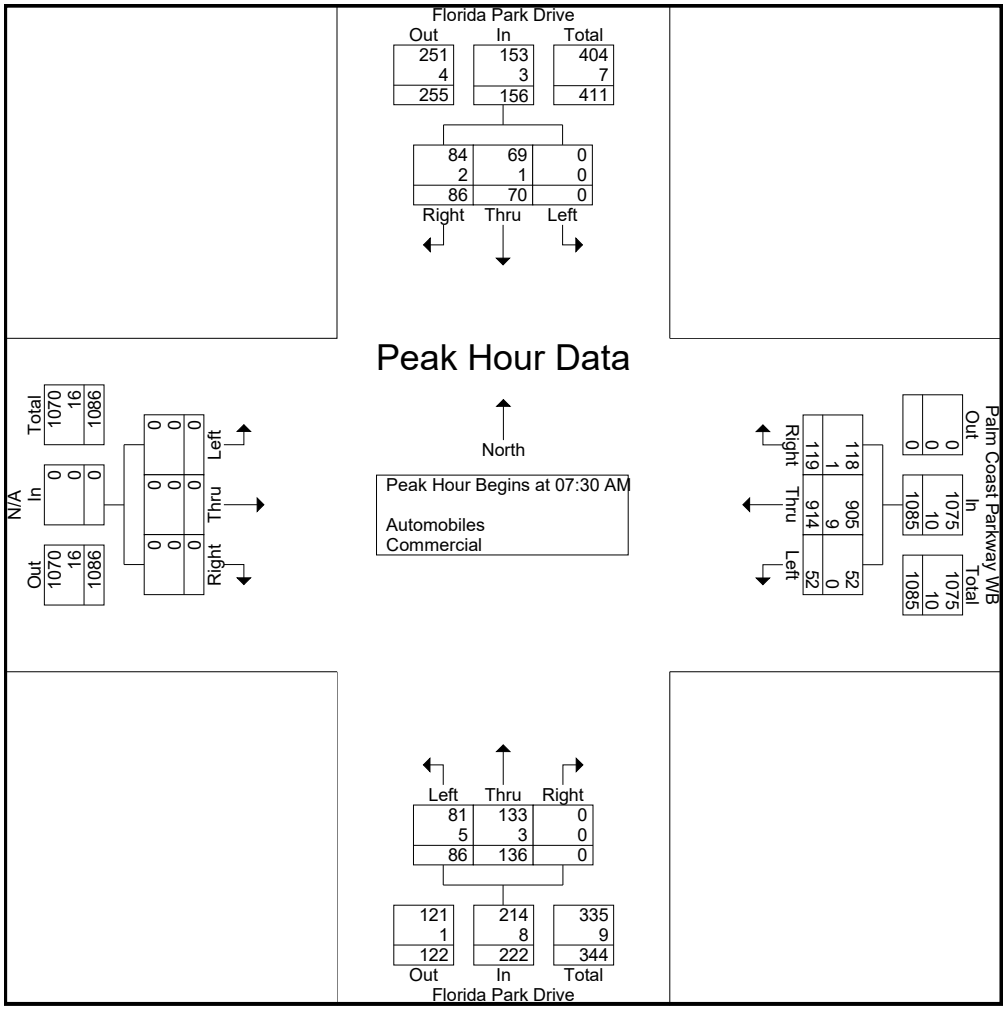
(386) 341-4186
Florida Park Dr at Palm Coast Pkwy WB
Flagler County, Fl

File Name : 03 Florida at Palm WB
Site Code : 00000003
Start Date : 6/21/2022
Page No : 3



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Florida Park Dr at Palm Coast Pkwy WB
Flagler County, Fl

File Name : 03 Florida at Palm WB
Site Code : 00000003
Start Date : 6/21/2022
Page No : 4

	Florida Park Drive Southbound				Palm Coast Parkway WB Westbound				Florida Park Drive Northbound				N/A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	28	43	71	19	171	41	231	27	53	0	80	0	0	0	0	382
04:30 PM	0	24	35	59	22	195	35	252	25	52	0	77	0	0	0	0	388
04:45 PM	0	34	43	77	18	219	28	265	35	65	0	100	0	0	0	0	442
05:00 PM	0	25	52	77	18	174	44	236	23	43	0	66	0	0	0	0	379
Total Volume	0	111	173	284	77	759	148	984	110	213	0	323	0	0	0	0	1591
% App. Total	0	39.1	60.9		7.8	77.1	15		34.1	65.9	0		0	0	0		
PHF	.000	.816	.832	.922	.875	.866	.841	.928	.786	.819	.000	.808	.000	.000	.000	.000	.900
Automobiles	0	110	167	277	75	745	146	966	106	207	0	313	0	0	0	0	1556
% Automobiles	0	99.1	96.5	97.5	97.4	98.2	98.6	98.2	96.4	97.2	0	96.9	0	0	0	0	97.8
Commercial	0	1	6	7	2	14	2	18	4	6	0	10	0	0	0	0	35
% Commercial	0	0.9	3.5	2.5	2.6	1.8	1.4	1.8	3.6	2.8	0	3.1	0	0	0	0	2.2

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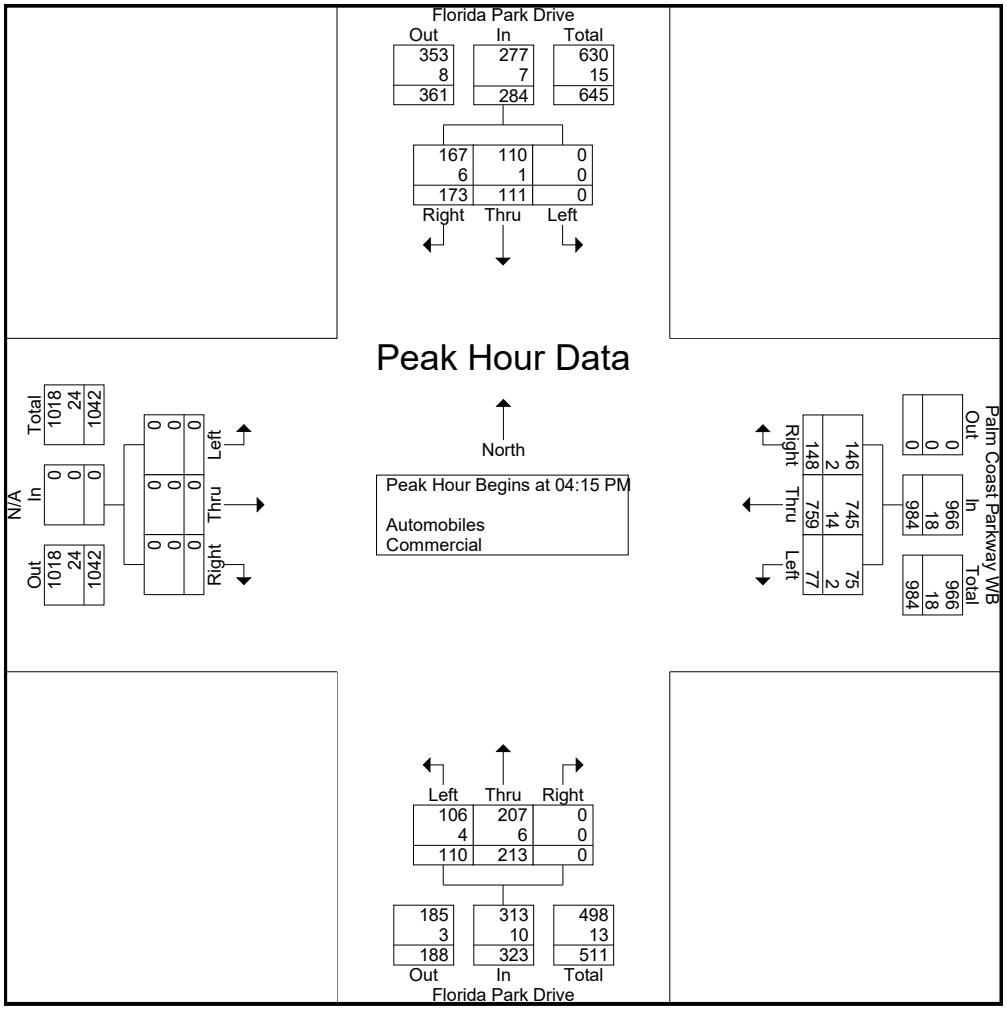
(386) 341-4186
Florida Park Dr at Palm Coast Pkwy WB
Flagler County, Fl

File Name : 03 Florida at Palm WB
Site Code : 00000003
Start Date : 6/21/2022
Page No : 5



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Florida Park Dr at Palm Coast Pkwy WB
Flagler County, Fl

File Name : 03 Florida at Palm WB
Site Code : 00000003
Start Date : 6/21/2022
Page No : 6

Groups Printed- Peds

	Florida Park Drive Southbound					Palm Coast Parkway WB Westbound					Florida Park Drive Northbound					N/A Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
Apprch %	0	0	0	0		0	0	0	100		0	0	0	0		0	0	0	0		
Total %	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0	0	0	0	0	0	

DE TRAFFIC

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(386) 341-4186
Florida Park Dr at Palm Coast Pkwy EB
Flagler County, Fl

File Name : 02 Florida at Palm EB
Site Code : 00000002
Start Date : 6/21/2022
Page No : 1

Groups Printed- Automobiles - Commercial

	Florida Park Drive Southbound				N/A Westbound				N/A Northbound				Palm Coast Parkway EB Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	14	0	0	14	0	0	0	0	0	0	0	0	19	147	0	166	180
07:15 AM	21	0	0	21	0	0	0	0	0	0	0	0	25	167	0	192	213
07:30 AM	19	0	0	19	0	0	0	0	0	0	0	0	27	201	0	228	247
07:45 AM	19	0	0	19	0	0	0	0	0	0	0	0	41	205	0	246	265
Total	73	0	0	73	0	0	0	0	0	0	0	0	112	720	0	832	905
08:00 AM	21	0	0	21	0	0	0	0	0	0	0	0	52	192	0	244	265
08:15 AM	20	0	0	20	0	0	0	0	0	0	0	0	43	210	0	253	273
08:30 AM	31	0	0	31	0	0	0	0	0	0	0	0	34	185	0	219	250
08:45 AM	24	0	0	24	0	0	0	0	0	0	0	0	42	183	0	225	249
Total	96	0	0	96	0	0	0	0	0	0	0	0	171	770	0	941	1037
04:00 PM	28	0	0	28	0	0	0	0	0	0	0	0	62	171	0	233	261
04:15 PM	35	0	0	35	0	0	0	0	0	0	0	0	72	181	0	253	288
04:30 PM	41	0	0	41	0	0	0	0	0	0	0	0	63	185	0	248	289
04:45 PM	53	0	0	53	0	0	0	0	0	0	0	0	75	181	0	256	309
Total	157	0	0	157	0	0	0	0	0	0	0	0	272	718	0	990	1147
05:00 PM	44	0	0	44	0	0	0	0	0	0	0	0	64	169	0	233	277
05:15 PM	44	0	0	44	0	0	0	0	0	0	0	0	72	204	0	276	320
05:30 PM	30	0	0	30	0	0	0	0	0	0	0	0	53	190	0	243	273
05:45 PM	31	0	0	31	0	0	0	0	0	0	0	0	44	169	0	213	244
Total	149	0	0	149	0	0	0	0	0	0	0	0	233	732	0	965	1114
Grand Total	475	0	0	475	0	0	0	0	0	0	0	0	788	2940	0	3728	4203
Apprch %	100	0	0		0	0	0		0	0	0		21.1	78.9	0		
Total %	11.3	0	0	11.3	0	0	0	0	0	0	0	0	18.7	70	0	88.7	
Automobiles	460	0	0	460	0	0	0	0	0	0	0	0	777	2880	0	3657	4117
% Automobiles	96.8	0	0	96.8	0	0	0	0	0	0	0	0	98.6	98	0	98.1	98
Commercial	15	0	0	15	0	0	0	0	0	0	0	0	11	60	0	71	86
% Commercial	3.2	0	0	3.2	0	0	0	0	0	0	0	0	1.4	2	0	1.9	2

DE TRAFFIC

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(386) 341-4186
Florida Park Dr at Palm Coast Pkwy EB
Flagler County, Fl

File Name : 02 Florida at Palm EB
Site Code : 00000002
Start Date : 6/21/2022
Page No : 2

	Florida Park Drive Southbound				N/A Westbound				N/A Northbound				Palm Coast Parkway EB Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	19	0	0	19	0	0	0	0	0	0	0	0	41	205	0	246	265
08:00 AM	21	0	0	21	0	0	0	0	0	0	0	0	52	192	0	244	265
08:15 AM	20	0	0	20	0	0	0	0	0	0	0	0	43	210	0	253	273
08:30 AM	31	0	0	31	0	0	0	0	0	0	0	0	34	185	0	219	250
Total Volume	91	0	0	91	0	0	0	0	0	0	0	0	170	792	0	962	1053
% App. Total	100	0	0		0	0	0		0	0	0		17.7	82.3	0		
PHF	.734	.000	.000	.734	.000	.000	.000	.000	.000	.000	.000	.000	.817	.943	.000	.951	.964
Automobiles	88	0	0	88	0	0	0	0	0	0	0	0	168	776	0	944	1032
% Automobiles	96.7	0	0	96.7	0	0	0	0	0	0	0	0	98.8	98.0	0	98.1	98.0
Commercial	3	0	0	3	0	0	0	0	0	0	0	0	2	16	0	18	21
% Commercial	3.3	0	0	3.3	0	0	0	0	0	0	0	0	1.2	2.0	0	1.9	2.0

DE TRAFFIC

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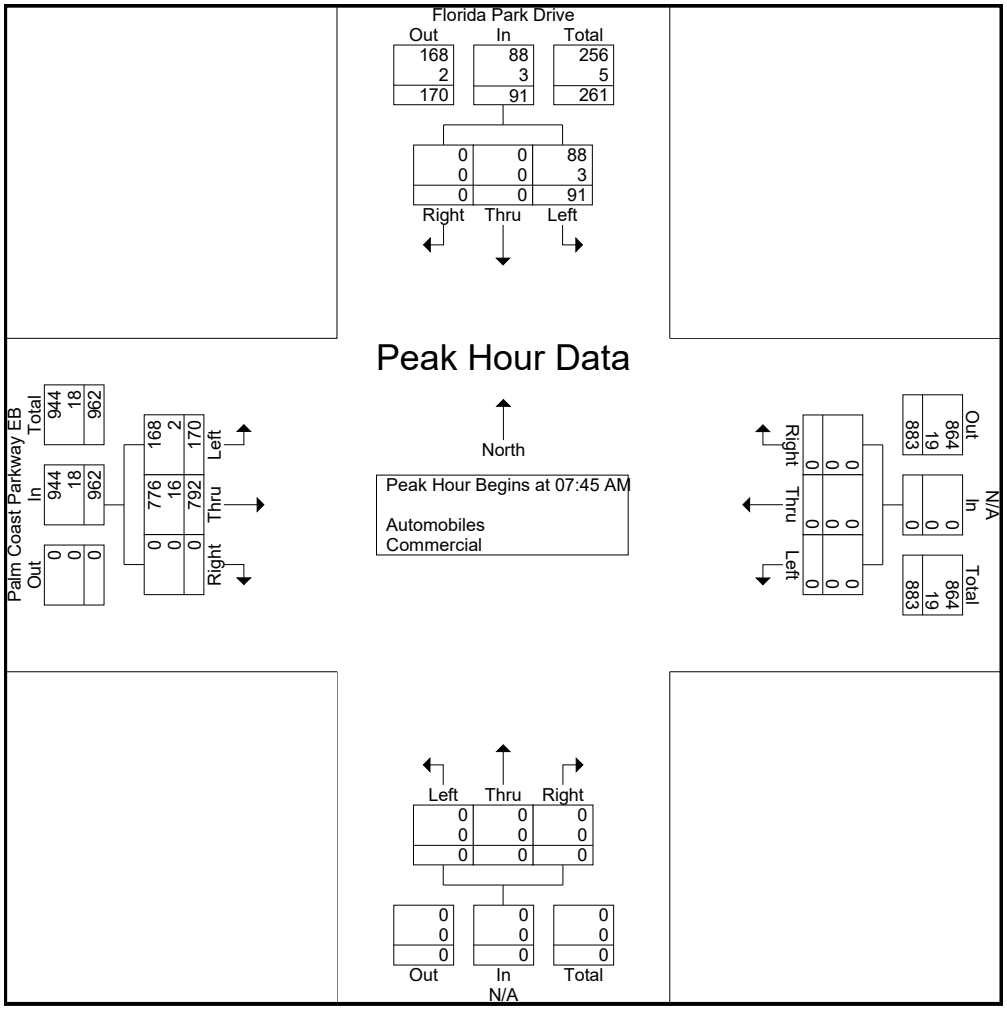
(386) 341-4186
Florida Park Dr at Palm Coast Pkwy EB
Flagler County, Fl

File Name : 02 Florida at Palm EB
Site Code : 00000002
Start Date : 6/21/2022
Page No : 3



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(386) 341-4186
Florida Park Dr at Palm Coast Pkwy EB
Flagler County, Fl

File Name : 02 Florida at Palm EB
Site Code : 00000002
Start Date : 6/21/2022
Page No : 4

	Florida Park Drive Southbound				N/A Westbound				N/A Northbound				Palm Coast Parkway EB Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	41	0	0	41	0	0	0	0	0	0	0	0	63	185	0	248	289
04:45 PM	53	0	0	53	0	0	0	0	0	0	0	0	75	181	0	256	309
05:00 PM	44	0	0	44	0	0	0	0	0	0	0	0	64	169	0	233	277
05:15 PM	44	0	0	44	0	0	0	0	0	0	0	0	72	204	0	276	320
Total Volume	182	0	0	182	0	0	0	0	0	0	0	0	274	739	0	1013	1195
% App. Total	100	0	0		0	0	0		0	0	0		27	73	0		
PHF	.858	.000	.000	.858	.000	.000	.000	.000	.000	.000	.000	.000	.913	.906	.000	.918	.934
Automobiles	177	0	0	177	0	0	0	0	0	0	0	0	270	725	0	995	1172
% Automobiles	97.3	0	0	97.3	0	0	0	0	0	0	0	0	98.5	98.1	0	98.2	98.1
Commercial	5	0	0	5	0	0	0	0	0	0	0	0	4	14	0	18	23
% Commercial	2.7	0	0	2.7	0	0	0	0	0	0	0	0	1.5	1.9	0	1.8	1.9

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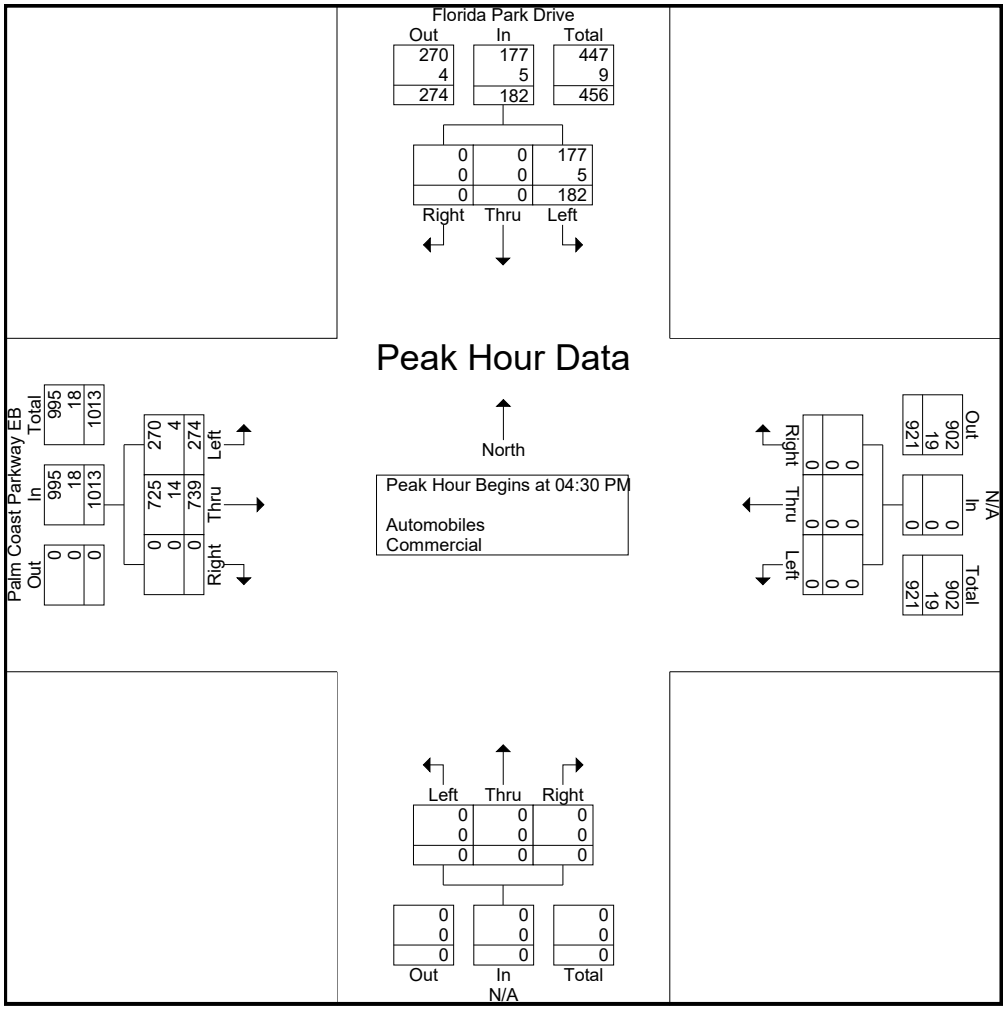
Florida Park Dr at Palm Coast Pkwy EB
Flagler County, Fl

File Name : 02 Florida at Palm EB
Site Code : 00000002
Start Date : 6/21/2022
Page No : 5



DE TRAFFIC

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(386) 341-4186
Florida Park Dr at Palm Coast Pkwy EB
Flagler County, Fl

File Name : 02 Florida at Palm EB
Site Code : 00000002
Start Date : 6/21/2022

Groups Printed- Peds

	Florida Park Drive Southbound				N/A Westbound				N/A Northbound				Palm Coast Parkway EB Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

DE TRAFFIC

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(386) 341-4186
Club House Dr at Palm Coast Pkwy WB
Flagler County, Fl

File Name : 04 Palm WB at Club
Site Code : 00000004
Start Date : 6/21/2022
Page No : 1

Groups Printed- Automobiles - Commercial

	Clubhouse Dr Southbound				Palm Coast Pkwy WB Westbound				Clubhouse Dr Northbound				N/A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	0	9	12	21	8	167	6	181	11	13	0	24	0	0	0	0	226
07:15 AM	0	11	17	28	16	215	12	243	14	21	0	35	0	0	0	0	306
07:30 AM	0	20	23	43	18	202	8	228	20	19	0	39	0	0	0	0	310
07:45 AM	0	17	41	58	18	218	17	253	17	27	0	44	0	0	0	0	355
Total	0	57	93	150	60	802	43	905	62	80	0	142	0	0	0	0	1197
08:00 AM	0	18	36	54	19	210	14	243	22	29	0	51	0	0	0	0	348
08:15 AM	0	26	12	38	25	266	8	299	18	28	0	46	0	0	0	0	383
08:30 AM	0	19	21	40	19	210	7	236	16	19	0	35	0	0	0	0	311
08:45 AM	0	23	12	35	13	210	7	230	12	23	0	35	0	0	0	0	300
Total	0	86	81	167	76	896	36	1008	68	99	0	167	0	0	0	0	1342
04:00 PM	0	11	17	28	19	154	6	179	11	34	0	45	0	0	0	0	252
04:15 PM	0	16	36	52	24	176	11	211	16	42	0	58	0	0	0	0	321
04:30 PM	0	18	25	43	17	202	17	236	18	52	0	70	0	0	0	0	349
04:45 PM	0	17	19	36	18	203	18	239	18	43	0	61	0	0	0	0	336
Total	0	62	97	159	78	735	52	865	63	171	0	234	0	0	0	0	1258
05:00 PM	0	18	24	42	20	191	18	229	20	35	0	55	0	0	0	0	326
05:15 PM	0	20	35	55	21	180	18	219	22	25	0	47	0	0	0	0	321
05:30 PM	0	21	43	64	20	154	23	197	18	43	0	61	0	0	0	0	322
05:45 PM	0	16	25	41	17	166	19	202	13	36	0	49	0	0	0	0	292
Total	0	75	127	202	78	691	78	847	73	139	0	212	0	0	0	0	1261
Grand Total	0	280	398	678	292	3124	209	3625	266	489	0	755	0	0	0	0	5058
Apprch %	0	41.3	58.7		8.1	86.2	5.8		35.2	64.8	0		0	0	0		
Total %	0	5.5	7.9	13.4	5.8	61.8	4.1	71.7	5.3	9.7	0	14.9	0	0	0	0	
Automobiles	0	275	381	656	288	3073	201	3562	257	481	0	738	0	0	0	0	4956
% Automobiles	0	98.2	95.7	96.8	98.6	98.4	96.2	98.3	96.6	98.4	0	97.7	0	0	0	0	98
Commercial	0	5	17	22	4	51	8	63	9	8	0	17	0	0	0	0	102
% Commercial	0	1.8	4.3	3.2	1.4	1.6	3.8	1.7	3.4	1.6	0	2.3	0	0	0	0	2

DE TRAFFIC

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Club House Dr at Palm Coast Pkwy WB
Flagler County, Fl

File Name : 04 Palm WB at Club
Site Code : 00000004
Start Date : 6/21/2022
Page No : 2

	Clubhouse Dr Southbound				Palm Coast Pkwy WB Westbound				Clubhouse Dr Northbound				N/A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	17	41	58	18	218	17	253	17	27	0	44	0	0	0	0	355
08:00 AM	0	18	36	54	19	210	14	243	22	29	0	51	0	0	0	0	348
08:15 AM	0	26	12	38	25	266	8	299	18	28	0	46	0	0	0	0	383
08:30 AM	0	19	21	40	19	210	7	236	16	19	0	35	0	0	0	0	311
Total Volume	0	80	110	190	81	904	46	1031	73	103	0	176	0	0	0	0	1397
% App. Total	0	42.1	57.9		7.9	87.7	4.5		41.5	58.5	0		0	0	0		
PHF	.000	.769	.671	.819	.810	.850	.676	.862	.830	.888	.000	.863	.000	.000	.000	.000	.912
Automobiles	0	78	106	184	80	892	43	1015	72	102	0	174	0	0	0	0	1373
% Automobiles	0	97.5	96.4	96.8	98.8	98.7	93.5	98.4	98.6	99.0	0	98.9	0	0	0	0	98.3
Commercial	0	2	4	6	1	12	3	16	1	1	0	2	0	0	0	0	24
% Commercial	0	2.5	3.6	3.2	1.2	1.3	6.5	1.6	1.4	1.0	0	1.1	0	0	0	0	1.7

DE TRAFFIC

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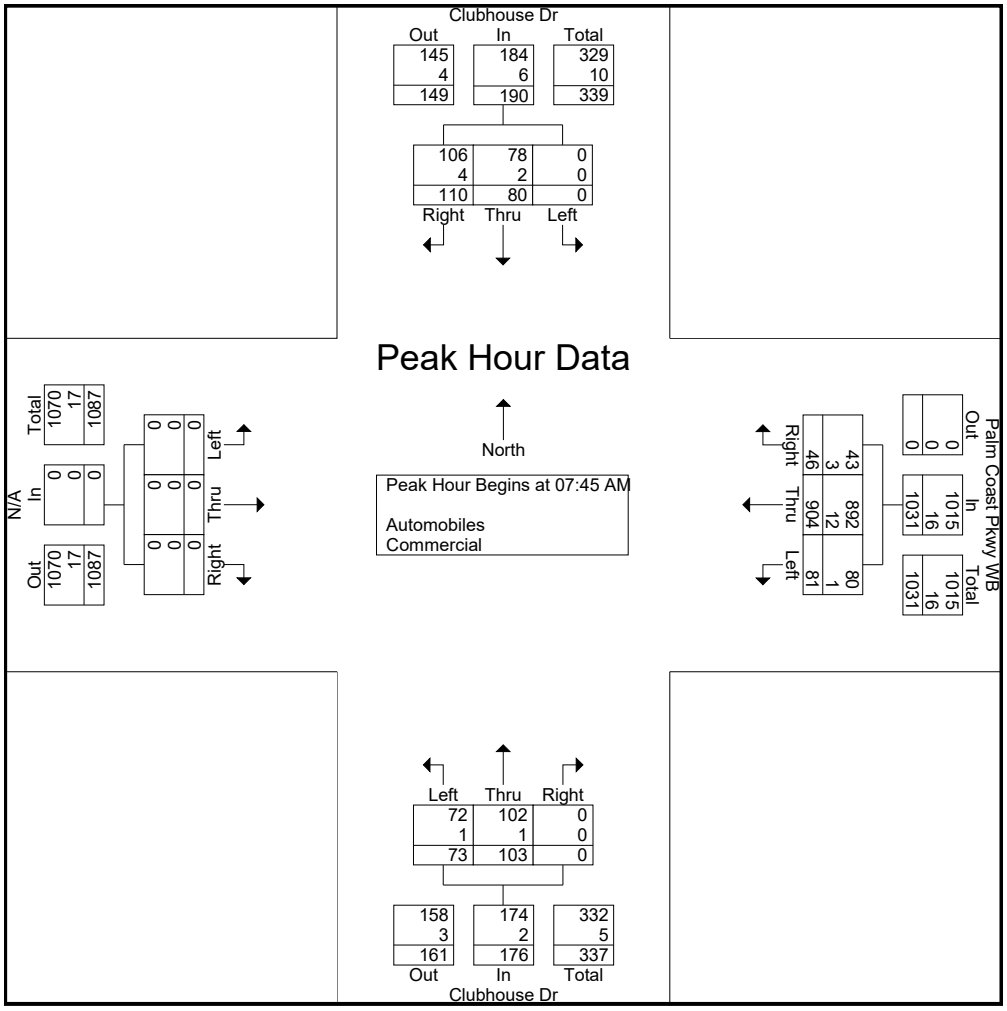
Club House Dr at Palm Coast Pkwy WB
Flagler County, Fl

File Name : 04 Palm WB at Club
Site Code : 00000004
Start Date : 6/21/2022
Page No : 3



DE TRAFFIC

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(386) 341-4186
Club House Dr at Palm Coast Pkwy WB
Flagler County, Fl

File Name : 04 Palm WB at Club
Site Code : 00000004
Start Date : 6/21/2022
Page No : 4

	Clubhouse Dr Southbound				Palm Coast Pkwy WB Westbound				Clubhouse Dr Northbound				N/A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	16	36	52	24	176	11	211	16	42	0	58	0	0	0	0	321
04:30 PM	0	18	25	43	17	202	17	236	18	52	0	70	0	0	0	0	349
04:45 PM	0	17	19	36	18	203	18	239	18	43	0	61	0	0	0	0	336
05:00 PM	0	18	24	42	20	191	18	229	20	35	0	55	0	0	0	0	326
Total Volume	0	69	104	173	79	772	64	915	72	172	0	244	0	0	0	0	1332
% App. Total	0	39.9	60.1		8.6	84.4	7		29.5	70.5	0		0	0	0		
PHF	.000	.958	.722	.832	.823	.951	.889	.957	.900	.827	.000	.871	.000	.000	.000	.000	.954
Automobiles	0	69	101	170	78	758	62	898	70	168	0	238	0	0	0	0	1306
% Automobiles	0	100	97.1	98.3	98.7	98.2	96.9	98.1	97.2	97.7	0	97.5	0	0	0	0	98.0
Commercial	0	0	3	3	1	14	2	17	2	4	0	6	0	0	0	0	26
% Commercial	0	0	2.9	1.7	1.3	1.8	3.1	1.9	2.8	2.3	0	2.5	0	0	0	0	2.0

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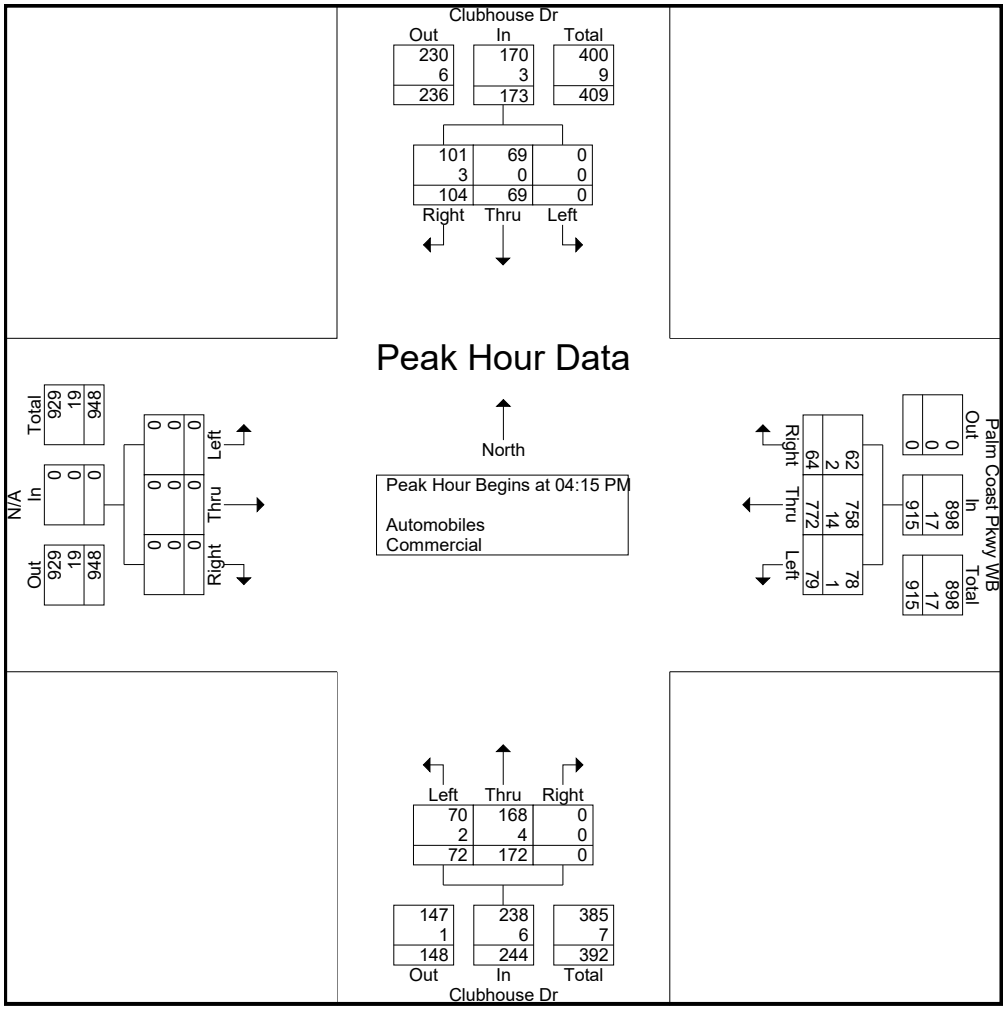

DE TRAFFIC

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Club House Dr at Palm Coast Pkwy WB
Flagler County, Fl

File Name : 04 Palm WB at Club
Site Code : 00000004
Start Date : 6/21/2022
Page No : 6

Groups Printed- Peds

	Clubhouse Dr Southbound					Palm Coast Pkwy WB Westbound					Clubhouse Dr Northbound					N/A Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
07:45 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	1	1	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
08:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
04:45 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	3
Total	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	3	3	6
05:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	3	3	4
05:15 PM	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	2	2	5
05:30 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	3	3	5
05:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
Total	0	0	0	1	1	0	0	0	6	6	0	0	0	0	0	0	0	0	9	9	16
Grand Total	0	0	0	1	1	0	0	0	13	13	0	0	0	0	0	0	0	0	15	15	29
Apprch %	0	0	0	100		0	0	0	100		0	0	0	0		0	0	0	100		
Total %	0	0	0	3.4	3.4	0	0	0	44.8	44.8	0	0	0	0	0	0	0	0	51.7	51.7	

NB Approach

SB Approach

EB Approach

WB Approach

de traffic	Old Kings Rd at Palm Coast Pkwy	Flagler County
	www.de-traffic.com	Project Number: L22-53 / Sheet Number: 1
	299 McGregor Rd. DeLand Fl. 32720	

NB Approach

SB Approach

WB Approach

de traffic	Harbor Center Way at Palm Coast Pkwy WB	Flagler County
	www.de-traffic.com	Project Number: L22-53 / Sheet Number: 5
	299 McGregor Rd. DeLand Fl. 32720	

NB Approach

SB Approach

WB Approach

de traffic	Florida Park Dr at Palm Coast Pkwy WB	Flagler County
	www.de-traffic.com	Project Number: L22-53 / Sheet Number: 3
	299 McGregor Rd. DeLand Fl. 32720	

SB Approach

EB Approach

de traffic	Florida Park Dr at Palm Coast Pkwy EB	Flagler County
	www.de-traffic.com	Project Number: L22-53 / Sheet Number: 2
	299 McGregor Rd. DeLand Fl. 32720	

NB Approach

SB Approach

WB Approach

de traffic	Club House Dr at Palm Coast Pkwy WB	Flagler County
	www.de-traffic.com	Project Number: L22-53 / Sheet Number: 4
	299 McGregor Rd. DeLand Fl. 32720	

2021 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL

CATEGORY: 7300 FLAGLER COUNTYWIDE

MOCF: 0.96

WEEK	DATES	SF	PSCF
1	01/01/2021 - 01/02/2021	1.02	1.06
2	01/03/2021 - 01/09/2021	1.05	1.09
3	01/10/2021 - 01/16/2021	1.09	1.14
4	01/17/2021 - 01/23/2021	1.07	1.11
5	01/24/2021 - 01/30/2021	1.06	1.10
6	01/31/2021 - 02/06/2021	1.04	1.08
7	02/07/2021 - 02/13/2021	1.03	1.07
8	02/14/2021 - 02/20/2021	1.01	1.05
9	02/21/2021 - 02/27/2021	0.99	1.03
*10	02/28/2021 - 03/06/2021	0.97	1.01
*11	03/07/2021 - 03/13/2021	0.95	0.99
*12	03/14/2021 - 03/20/2021	0.93	0.97
*13	03/21/2021 - 03/27/2021	0.94	0.98
*14	03/28/2021 - 04/03/2021	0.95	0.99
*15	04/04/2021 - 04/10/2021	0.96	1.00
*16	04/11/2021 - 04/17/2021	0.97	1.01
*17	04/18/2021 - 04/24/2021	0.97	1.01
*18	04/25/2021 - 05/01/2021	0.97	1.01
*19	05/02/2021 - 05/08/2021	0.97	1.01
*20	05/09/2021 - 05/15/2021	0.97	1.01
*21	05/16/2021 - 05/22/2021	0.97	1.01
*22	05/23/2021 - 05/29/2021	0.98	1.02
23	05/30/2021 - 06/05/2021	0.98	1.02
24	06/06/2021 - 06/12/2021	0.98	1.02
25	06/13/2021 - 06/19/2021	0.98	1.02
26	06/20/2021 - 06/26/2021	0.99	1.03
27	06/27/2021 - 07/03/2021	1.00	1.04
28	07/04/2021 - 07/10/2021	1.01	1.05
29	07/11/2021 - 07/17/2021	1.02	1.06
30	07/18/2021 - 07/24/2021	1.02	1.06
31	07/25/2021 - 07/31/2021	1.03	1.07
32	08/01/2021 - 08/07/2021	1.03	1.07
33	08/08/2021 - 08/14/2021	1.04	1.08
34	08/15/2021 - 08/21/2021	1.04	1.08
35	08/22/2021 - 08/28/2021	1.04	1.08
36	08/29/2021 - 09/04/2021	1.03	1.07
37	09/05/2021 - 09/11/2021	1.03	1.07
38	09/12/2021 - 09/18/2021	1.03	1.07
39	09/19/2021 - 09/25/2021	1.01	1.05
40	09/26/2021 - 10/02/2021	1.00	1.04
41	10/03/2021 - 10/09/2021	0.99	1.03
42	10/10/2021 - 10/16/2021	0.98	1.02
43	10/17/2021 - 10/23/2021	0.99	1.03
44	10/24/2021 - 10/30/2021	1.00	1.04
45	10/31/2021 - 11/06/2021	1.01	1.05
46	11/07/2021 - 11/13/2021	1.02	1.06
47	11/14/2021 - 11/20/2021	1.03	1.07
48	11/21/2021 - 11/27/2021	1.02	1.06
49	11/28/2021 - 12/04/2021	1.02	1.06
50	12/05/2021 - 12/11/2021	1.02	1.06
51	12/12/2021 - 12/18/2021	1.02	1.06
52	12/19/2021 - 12/25/2021	1.05	1.09
53	12/26/2021 - 12/31/2021	1.09	1.14

* PEAK SEASON

APPENDIX D

Signal Timing Sheets

1. Palm Coast Parkway
at
Old Kings Road

Preempt LP(3.4.X)	
	Value
GrpLock	.
FreeMod	.

Adv Schedule(4.3)

	Table-1	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Plan
1		.	.	.	.	.	.	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	1
2		.	.	.	.	.	.	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	2
3		.	.	.	.	.	.	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	3
4		.	.	.	.	.	.	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	4
5		.	.	.	.	.	.	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	5
6		.	.	.	.	.	.	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	6
7		.	.	.	.	.	.	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	7
8		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1
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21		.	X	X	X	X	X	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	21
22		.	.	.	.	.	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	22
23		X	.	.	.	.	.	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	23
24		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1
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26		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1

Day Plan(4.4)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Table - 15																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Table - 16																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Table - 17																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Table - 18																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Table - 19																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Table - 20																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Table - 21																
Hour	0	5	7	10	18	20	0	0	0	0	0	0	0	0	0	0
Minute	0	15	0	30	30	30	0	0	0	0	0	0	0	0	0	0
Action	100	100	21	31	21	11	100	0	0	0	0	0	0	0	0	0
Table - 22																
Hour	6	8	11	16	19	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	11	21	31	21	11	100	0	0	0	0	0	0	0	0	0	0
Table - 23																
Hour	6	10	14	17	22	0	0	0	0	0	0	0	0	0	0	0
Minute	30	30	30	45	0	0	0	0	0	0	0	0	0	0	0	0
Action	11	31	21	11	100	0	0	0	0	0	0	0	0	0	0	0

Day Plan(4.4)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Table - 24																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Actions(4.5)															
	Table - 1	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8	Pre1	Pre2
1		0	.	.	.	.	.	.	.	.	.	.	.	0	0
2		1	.	.	.	.	.	.	.	.	.	.	.	0	0
3		2	.	.	.	.	.	.	.	.	.	.	.	0	0
4		3	.	.	.	.	.	.	.	.	.	.	.	0	0
5		0	.	.	.	.	.	.	.	.	.	.	.	0	0
6		0	.	.	.	.	.	.	.	.	.	.	.	0	0
7		0	.	.	.	.	.	.	.	.	.	.	.	0	0
8		0	.	.	.	.	.	.	.	.	.	.	.	0	0
9		0	.	.	.	.	.	.	.	.	.	.	.	0	0
10		0	.	.	.	.	.	.	.	.	.	.	.	0	0
11		11	.	.	.	X	.	.	.	.	.	.	.	0	0
12		0	.	.	.	.	.	.	.	.	.	.	.	0	0
13		0	.	.	.	.	.	.	.	.	.	.	.	0	0
14		0	.	.	.	.	.	.	.	.	.	.	.	0	0
15		0	.	.	.	.	.	.	.	.	.	.	.	0	0
16		0	.	.	.	.	.	.	.	.	.	.	.	0	0
17		0	.	.	.	.	.	.	.	.	.	.	.	0	0
18		0	.	.	.	.	.	.	.	.	.	.	.	0	0
19		0	.	.	.	.	.	.	.	.	.	.	.	0	0
20		0	.	.	.	.	.	.	.	.	.	.	.	0	0
21		21	.	.	.	X	.	.	.	.	.	.	.	0	0
22		0	.	.	.	.	.	.	.	.	.	.	.	0	0
23		0	.	.	.	.	.	.	.	.	.	.	.	0	0
24		0	.	.	.	.	.	.	.	.	.	.	.	0	0
25		0	.	.	.	.	.	.	.	.	.	.	.	0	0
26		0	.	.	.	.	.	.	.	.	.	.	.	0	0
27		0	.	.	.	.	.	.	.	.	.	.	.	0	0
28		0	.	.	.	.	.	.	.	.	.	.	.	0	0
29		0	.	.	.	.	.	.	.	.	.	.	.	0	0

Actions(4.5)															
	Table - 1	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8	Pre1	Pre2
30		0	.	.	.	.	.	.	.	.	.	.	.	0	0
31		31	.	.	.	X	.	.	.	.	.	.	.	0	0
32		0	.	.	.	.	.	.	.	.	.	.	.	0	0
33		0	.	.	.	.	.	.	.	.	.	.	.	0	0
34		0	.	.	.	.	.	.	.	.	.	.	.	0	0
35		35	.	.	.	X	.	.	.	.	.	.	.	0	0
36		0	.	.	.	.	.	.	.	.	.	.	.	0	0
37		0	.	.	.	.	.	.	.	.	.	.	.	0	0
38		0	.	.	.	.	.	.	.	.	.	.	.	0	0
39		0	.	.	.	.	.	.	.	.	.	.	.	0	0
40		0	.	.	.	.	.	.	.	.	.	.	.	0	0
41		41	.	.	.	X	.	.	.	.	.	.	.	0	0
42		0	.	.	.	.	.	.	.	.	.	.	.	0	0
43		0	.	.	.	.	.	.	.	.	.	.	.	0	0
44		0	.	.	.	.	.	.	.	.	.	.	.	0	0
45		0	.	.	.	.	.	.	.	.	.	.	.	0	0
46		0	.	.	.	.	.	.	.	.	.	.	.	0	0
47		0	.	.	.	.	.	.	.	.	.	.	.	0	0
48		0	.	.	.	.	.	.	.	.	.	.	.	0	0
49		0	.	.	.	.	.	.	.	.	.	.	.	0	0
50		0	.	.	.	.	.	.	.	.	.	.	.	0	0
51		0	.	.	.	.	.	.	.	.	.	.	.	0	0
52		0	.	.	.	.	.	.	.	.	.	.	.	0	0
53		0	.	.	.	.	.	.	.	.	.	.	.	0	0
54		0	.	.	.	.	.	.	.	.	.	.	.	0	0
55		0	.	.	.	.	.	.	.	.	.	.	.	0	0
56		0	.	.	.	.	.	.	.	.	.	.	.	0	0
57		0	.	.	.	.	.	.	.	.	.	.	.	0	0
58		0	.	.	.	.	.	.	.	.	.	.	.	0	0
59		0	.	.	.	.	.	.	.	.	.	.	.	0	0
60		0	.	.	.	.	.	.	.	.	.	.	.	0	0
61		0	.	.	.	.	.	.	.	.	.	.	.	0	0
62		0	.	.	.	.	.	.	.	.	.	.	.	0	0
63		0	.	.	.	.	.	.	.	.	.	.	.	0	0
64		0	.	.	.	.	.	.	.	.	.	.	.	0	0

Patterns(2.4)

	Table - 1	Cycle	Offset	Split	seqnc
20		0	0	0	1
21		120	1	11	3
22		0	0	0	1
23		0	0	0	1
24		0	0	0	1
25		0	0	0	1
26		0	0	0	1
27		0	0	0	1
28		0	0	0	1
29		0	0	0	1
30		0	0	0	1
31		140	10	16	3
32		0	0	0	1
33		0	0	0	1
34		0	0	0	1
35		0	0	20	1
36		0	0	0	1
37		0	0	0	1
38		0	0	0	1
39		0	0	0	1
40		0	0	0	1
41		0	0	21	1
42		0	0	0	1
43		0	0	0	1
44		0	0	0	1
45		0	0	0	1
46		0	0	0	1
47		0	0	0	1
48		0	0	0	1

Pattern Tran,CoorPhs(2.5)

	Table - 1	Sht	Lng	Dwl	ElyYld	OffRef	RetHld	Flt	MinV	MinP	Percentage	MI	ShWay1	ShWay2	ShWay3	ShWay4	ShWay5	ShWay6	ShWay7	ShWay8	ShWay9	ShWay10	ShWay11	ShWay12	ShWay13	ShWay14	ShWay15	ShWay16	ShWay17	ShWay18	ShWay19	ShWay20	ShWay21	ShWay22	ShWay23	ShWay24	ShWay25	ShWay26	ShWay27	ShWay28	ShWay29	ShWay30	ShWay31

Splits Expanded(2.7.X.1)																															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Table - 10																																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Coord Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Table - 11																																
Time	28	42	25	25	28	42	25	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Coord Phase	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Table - 12																																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Coord Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Table - 13																																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Coord Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Table - 14																																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Coord Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Table - 15																																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Coord Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Table - 16																																
Time	36	50	28	28	42	44	28	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Coord Phase	.	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Table - 17																																

Ring Sequences - 1 (1.2.4)

	Table - 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
4		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring Sequences - 2 (1.2.4)

	Table - 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
1		1	2	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2		6	5	7	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring Sequences - 3 (1.2.4)

	Table - 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
1		2	1	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2		5	6	7	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring Sequences - 4 (1.2.4)

	Table - 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
1		2	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

2. Palm Coast Parkway
at
Harbor Center Way

Scheduler

	Table-1	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Plan
5		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	.	.	.	.	.	.	.	5
6		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	.	.	.	.	.	.	.	6
7		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	.	.	.	.	.	.	.	7
8		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1
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21		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	.	X	X	X	X	X	.	21
22		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	.	.	.	.	.	.	X	22
23		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	.	.	.	.	.	.	23
24		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1
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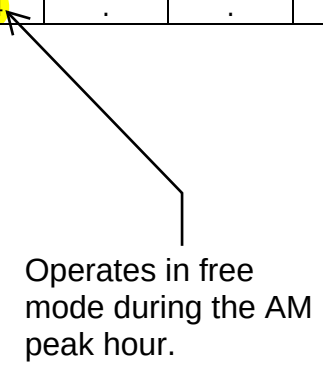
Day Plan																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Table - 14																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Table - 15																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Table - 16																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Table - 17																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Table - 18																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Table - 19																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Table - 20																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Table - 21																
Hour	10	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	31	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Table - 22																
Hour	11	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Actions													
	Table - 1	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
27		0	.	.	.	.	.	.	.	.	.	.	.
28		0	.	.	.	.	.	.	.	.	.	.	.
29		0	.	.	.	.	.	.	.	.	.	.	.
30		0	.	.	.	.	.	.	.	.	.	.	.
31		31	.	.	.	.	.	.	.	.	.	.	.
32		0	.	.	.	.	.	.	.	.	.	.	.
33		0	.	.	.	.	.	.	.	.	.	.	.
34		0	.	.	.	.	.	.	.	.	.	.	.
35		35	.	.	.	.	.	.	.	.	.	.	.
36		0	.	.	.	.	.	.	.	.	.	.	.
37		0	.	.	.	.	.	.	.	.	.	.	.
38		0	.	.	.	.	.	.	.	.	.	.	.
39		0	.	.	.	.	.	.	.	.	.	.	.
40		0	.	.	.	.	.	.	.	.	.	.	.
41		41	.	.	.	.	.	.	.	.	.	.	.
42		0	.	.	.	.	.	.	.	.	.	.	.
43		0	.	.	.	.	.	.	.	.	.	.	.
44		0	.	.	.	.	.	.	.	.	.	.	.
45		0	.	.	.	.	.	.	.	.	.	.	.
46		0	.	.	.	.	.	.	.	.	.	.	.
47		0	.	.	.	.	.	.	.	.	.	.	.
48		0	.	.	.	.	.	.	.	.	.	.	.
49		0	.	.	.	.	.	.	.	.	.	.	.
50		0	.	.	.	.	.	.	.	.	.	.	.
51		0	.	.	.	.	.	.	.	.	.	.	.
52		0	.	.	.	.	.	.	.	.	.	.	.
53		0	.	.	.	.	.	.	.	.	.	.	.
54		0	.	.	.	.	.	.	.	.	.	.	.
55		0	.	.	.	.	.	.	.	.	.	.	.
56		0	.	.	.	.	.	.	.	.	.	.	.
57		0	.	.	.	.	.	.	.	.	.	.	.
58		0	.	.	.	.	.	.	.	.	.	.	.
59		0	.	.	.	.	.	.	.	.	.	.	.
60		0	.	.	.	.	.	.	.	.	.	.	.
61		0	.	.	.	.	.	.	.	.	.	.	.
62		0	.	.	.	.	.	.	.	.	.	.	.

Actions													
	Table - 1	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
99		0	.	.	.	.	.	.	.	.	.	.	.
100		254	.	.	.	.	.	.	.	.	.	.	.



Pattern Plus

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
Ofst4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Patterns

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
Table - 1																																																		
Cycle Time	60	80	80	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Offset Time	2	36	70	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	102	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split Number	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq Number	16	16	16	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Phase Entries

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Table - 1																
Walk	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	30	0	16	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	4	20	0	6	0	0	0	6	5	5	5	5	5	5	5	5
Passage	0	3	0	3	0	0	0	3	1	1	1	1	1	1	1	1
Max1	0	70	0	30	0	0	0	30	25	25	25	25	25	25	25	25
Max2	0	0	0	0	0	0	0	0	50	50	50	50	50	50	50	50
Yellow	3	4.4	3	4	3	3	3	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	0	2	0	2	0	0	0	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	30	0	10	0	0	0	10	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	1	0	0	10	0	0	0	10	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	1.7	0	0	1.5	0	0	0	1.5	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Startup	RED	GREEN	RED	RED	RED	GREEN	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED
Enable	.	X	.	X	.	.	.	X	.	.	.	.	.	.	.	.
Auto Entry	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Splits																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord-Ph	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Table - 9																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Table - 10																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Table - 11																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Table - 12																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Table - 13																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Table - 14																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Table - 15																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Table - 16																
Time	0	84	0	56	0	84	0	56	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Table - 17																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Preempt+						
	1	2	3	4	5	6
Dwell Over 1	0	0	0	0	0	0
Dwell Over 2	0	0	0	0	0	0
Dwell Over 3	0	0	0	0	0	0
Dwell Over 4	0	0	0	0	0	0
Dwell Over 5	0	0	0	0	0	0
Dwell Over 6	0	0	0	0	0	0
Dwell Over 7	0	0	0	0	0	0
Dwell Over 8	0	0	0	0	0	0
Dwell Over 9	0	0	0	0	0	0
Dwell Over 10	0	0	0	0	0	0
Dwell Over 11	0	0	0	0	0	0
Dwell Over 12	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0
Yellow	0	0	0	0	0	0
Red	0	0	0	0	0	0
Return Min/Max	0	0	0	0	0	0
Delay Inh	0	0	0	0	0	0
Exit Time	0	0	0	0	0	0
All Red B4	.	.	.	.	.	.

Ring Input Map				
	1	2	3	4
Table - 1				
Input Map	1	2	1	2

Ring Sequences				
	1	2	3	4
Table - 1				
Ring P1	1	5	0	0
Ring P2	2	6	0	0
Ring P3	3	7	0	0
Ring P4	4	8	0	0
Ring P5	0	0	0	0
Ring P6	0	0	0	0
Ring P7	0	0	0	0
Ring P8	0	0	0	0
Table - 2				

3. Palm Coast Parkway WB
at
Florida Park Drive

Scheduler

	Table-1	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Plan
6		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	.	.	.	.	.	.	.	6
7		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	.	.	.	.	.	.	.	7
8		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1
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21		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	.	X	X	X	X	X	.	21
22		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	.	.	.	.	.	.	X	22
23		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	.	.	.	.	.	.	23
24		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1
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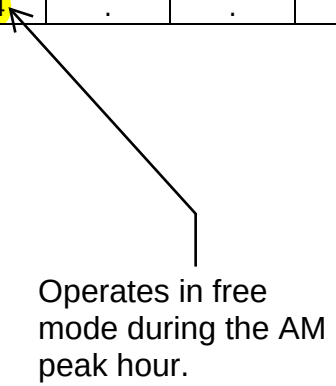
Day Plan																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Table - 14																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Table - 15																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Table - 16																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Table - 17																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Table - 18																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Table - 19																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Table - 20																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Table - 21																
Hour	10	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	31	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Table - 22																
Hour	11	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Actions													
	Table - 1	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
27		0	.	.	.	.	.	.	.	.	.	.	.
28		0	.	.	.	.	.	.	.	.	.	.	.
29		0	.	.	.	.	.	.	.	.	.	.	.
30		0	.	.	.	.	.	.	.	.	.	.	.
31		31	.	.	.	.	.	.	.	.	.	.	.
32		0	.	.	.	.	.	.	.	.	.	.	.
33		0	.	.	.	.	.	.	.	.	.	.	.
34		0	.	.	.	.	.	.	.	.	.	.	.
35		35	.	.	.	.	.	.	.	.	.	.	.
36		0	.	.	.	.	.	.	.	.	.	.	.
37		0	.	.	.	.	.	.	.	.	.	.	.
38		0	.	.	.	.	.	.	.	.	.	.	.
39		0	.	.	.	.	.	.	.	.	.	.	.
40		0	.	.	.	.	.	.	.	.	.	.	.
41		41	.	.	.	.	.	.	.	.	.	.	.
42		0	.	.	.	.	.	.	.	.	.	.	.
43		0	.	.	.	.	.	.	.	.	.	.	.
44		0	.	.	.	.	.	.	.	.	.	.	.
45		0	.	.	.	.	.	.	.	.	.	.	.
46		0	.	.	.	.	.	.	.	.	.	.	.
47		0	.	.	.	.	.	.	.	.	.	.	.
48		0	.	.	.	.	.	.	.	.	.	.	.
49		0	.	.	.	.	.	.	.	.	.	.	.
50		0	.	.	.	.	.	.	.	.	.	.	.
51		0	.	.	.	.	.	.	.	.	.	.	.
52		0	.	.	.	.	.	.	.	.	.	.	.
53		0	.	.	.	.	.	.	.	.	.	.	.
54		0	.	.	.	.	.	.	.	.	.	.	.
55		0	.	.	.	.	.	.	.	.	.	.	.
56		0	.	.	.	.	.	.	.	.	.	.	.
57		0	.	.	.	.	.	.	.	.	.	.	.
58		0	.	.	.	.	.	.	.	.	.	.	.
59		0	.	.	.	.	.	.	.	.	.	.	.
60		0	.	.	.	.	.	.	.	.	.	.	.
61		0	.	.	.	.	.	.	.	.	.	.	.
62		0	.	.	.	.	.	.	.	.	.	.	.

Actions													
	Table - 1	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
99		0	.	.	.	.	.	.	.	.	.	.	.
100		254	.	.	.	.	.	.	.	.	.	.	.



Pattern Plus

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
Ofst4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Patterns

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
Table - 1																																																		
Cycle Time	60	80	80	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Offset Time	57	53	70	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	82	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split Number	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq Number	16	16	16	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Phase Entries

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Table - 1																
Walk	0	12	0	0	0	0	0	12	0	0	0	0	0	0	0	0
Ped Clearance	0	20	0	0	0	0	0	18	0	0	0	0	0	0	0	0
Min Green	0	20	0	6	0	0	4	6	5	5	5	5	5	5	5	5
Passage	0	3	0	3	0	0	0	3	1	1	1	1	1	1	1	1
Max1	0	60	0	25	0	0	15	25	25	25	25	25	25	25	25	25
Max2	0	0	0	0	0	0	0	0	50	50	50	50	50	50	50	50
Yellow	3.5	4.4	3.5	3.7	3.5	3.5	3.7	3.7	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	20	0	10	0	0	0	10	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	1	0	10	0	0	0	10	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	1.7	0	1.5	0	0	0	1.5	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Startup	RED	GREEN	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED
Enable	.	X	.	X	.	.	.	X	.	.	.	.	.	.	.	.
Auto Entry	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auto Exit	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Splits																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord-Ph	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Table - 9																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Table - 10																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Table - 11																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Table - 12																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Table - 13																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Table - 14																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Table - 15																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Table - 16																
Time	0	84	0	56	0	84	0	56	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Table - 17																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Preempt+						
	1	2	3	4	5	6
Dwell Over 2	0	0	0	0	0	0
Dwell Over 3	0	0	0	0	0	0
Dwell Over 4	0	0	0	0	0	0
Dwell Over 5	0	0	0	0	0	0
Dwell Over 6	0	0	0	0	0	0
Dwell Over 7	0	0	0	0	0	0
Dwell Over 8	0	0	0	0	0	0
Dwell Over 9	0	0	0	0	0	0
Dwell Over 10	0	0	0	0	0	0
Dwell Over 11	0	0	0	0	0	0
Dwell Over 12	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0
Yellow	0	0	0	0	0	0
Red	0	0	0	0	0	0
Return Min/Max	0	0	0	0	0	0
Delay Inh	0	0	0	0	0	0
Exit Time	0	0	0	0	0	0
All Red B4	.	.	X	X	X	X

Ring Input Map				
	1	2	3	4
Table - 1				
Input Map	1	2	1	2

Ring Sequences				
	1	2	3	4
Table - 1				
Ring P1	1	5	0	0
Ring P2	2	6	0	0
Ring P3	3	7	0	0
Ring P4	4	8	0	0
Ring P5	0	0	0	0
Ring P6	0	0	0	0
Ring P7	0	0	0	0
Ring P8	0	0	0	0
Table - 2				
Ring P1	1	6	0	0

4. Palm Coast Parkway EB
at
Florida Park Drive

Ring Sequences				
	1	2	3	4
Ring P3	4	8	0	0
Ring P4	3	7	0	0
Ring P5	0	0	0	0
Ring P6	0	0	0	0
Ring P7	0	0	0	0
Ring P8	0	0	0	0
Table - 15				
Ring P1	2	5	0	0
Ring P2	1	6	0	0
Ring P3	4	8	0	0
Ring P4	3	7	0	0
Ring P5	0	0	0	0
Ring P6	0	0	0	0
Ring P7	0	0	0	0
Ring P8	0	0	0	0
Table - 16				
Ring P1	2	6	0	0
Ring P2	1	5	0	0
Ring P3	4	8	0	0
Ring P4	3	7	0	0
Ring P5	0	0	0	0
Ring P6	0	0	0	0
Ring P7	0	0	0	0
Ring P8	0	0	0	0

Scheduler

	Table-1	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Plan
1		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	.	.	.	.	.	.	1
2		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	.	X	.	.	.	.	.	2
3		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	.	.	X	.	.	.	.	3
4		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	.	.	.	X	.	.	.	4
5		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	.	.	.	.	X	.	.	5
6		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	.	.	.	.	.	X	.	6

COORD	
	Value
Table - 1	
Operation Mode	0
Correct Mode	SHRT/LNG
Maximum Mode	MAX 1
Force Mode	FLOAT

Coord Plus	
	Value
Table - 1	
Mode	FRC
Leave Before	TIMED
Leave After	TIMED
Recycle	NO_RECYCLE
Stop In Walk	X
External	.
Auto Reset	.
Latch Sec Foff	.
Coord Easy Float	.
Yield Value	0
Coord NTCIP Yield Sign	+
Closed Loop Active	.
Shortway+	.

Day Plan																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Table - 1																
Hour	0	11	16	20	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	1	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0
Table - 2																
Hour	0	7	10	15	21	0	0	0	0	0	0	0	0	0	0	0
Minute	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	1	2	3	4	1	0	0	0	0	0	0	0	0	0	0	0
Table - 3																
Hour	0	7	10	15	21	0	0	0	0	0	0	0	0	0	0	0
Minute	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	1	2	3	4	1	0	0	0	0	0	0	0	0	0	0	0

Day Plan																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Table - 4																
Hour	0	7	10	15	21	0	0	0	0	0	0	0	0	0	0	0
Minute	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	1	2	3	4	1	0	0	0	0	0	0	0	0	0	0	0
Table - 5																
Hour	0	7	10	15	21	0	0	0	0	0	0	0	0	0	0	0
Minute	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	1	2	3	4	1	0	0	0	0	0	0	0	0	0	0	0
Table - 6																
Hour	0	7	10	15	21	0	0	0	0	0	0	0	0	0	0	0
Minute	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	1	2	3	4	1	0	0	0	0	0	0	0	0	0	0	0
Table - 7																
Hour	0	10	16	20	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	1	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0
Table - 8																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Table - 9																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Table - 10																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Table - 11																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Table - 12																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Table - 13																

Controller Database Timing Sheet

Station: 70 - Palm Coast Pkwy. EB & Florida Park Dr. (Standard-7/19/2022 2:08:36 PM)

Type: NTCIP 61.x TS2 Ethernet **Firmware:** 61.04q

Created By: Tgibson **Modified By:** **Reviewed By:**

Actions

	Table - 1	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1		254	.	.	.	.	.	.	.	.	.	.	.
2		1	.	.	.	.	.	.	.	.	.	.	.
3		2	.	.	.	.	.	.	.	.	.	.	.
4		3	.	.	.	.	.	.	.	.	.	.	.
5		0	.	.	.	.	.	.	.	.	.	.	.
6		0	.	.	.	.	.	.	.	.	.	.	.
7		0	.	.	.	.	.	.	.	.	.	.	.
8		0	.	.	.	.	.	.	.	.	.	.	.
9		0	.	.	.	.	.	.	.	.	.	.	.
10		0	.	.	.	.	.	.	.	.	.	.	.
11		0	.	.	.	.	.	.	.	.	.	.	.
12		0	.	.	.	.	.	.	.	.	.	.	.
13		0	.	.	.	.	.	.	.	.	.	.	.
14		0	.	.	.	.	.	.	.	.	.	.	.
15		0	.	.	.	.	.	.	.	.	.	.	.
16		0	.	.	.	.	.	.	.	.	.	.	.
17		0	.	.	.	.	.	.	.	.	.	.	.
18		0	.	.	.	.	.	.	.	.	.	.	.
19		0	.	.	.	.	.	.	.	.	.	.	.
20		0	.	.	.	.	.	.	.	.	.	.	.
21		0	.	.	.	.	.	.	.	.	.	.	.
22		0	.	.	.	.	.	.	.	.	.	.	.
23		0	.	.	.	.	.	.	.	.	.	.	.
24		0	.	.	.	.	.	.	.	.	.	.	.
25		0	.	.	.	.	.	.	.	.	.	.	.
26		0	.	.	.	.	.	.	.	.	.	.	.

Pattern Plus

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
Ofst4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Patterns

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
Table - 1																																																		
Cycle Time	60	80	80	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Offset Time	55	21	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split Number	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Phase Entries

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Table - 1																
Walk	0	12	0	0	0	12	0	12	0	0	0	0	0	0	0	0
Ped Clearance	0	19	0	0	0	19	0	12	0	0	0	0	0	0	0	0
Min Green	4	15	0	6	0	15	0	6	5	5	5	5	5	5	5	5
Passage	3	3	0	1.5	0	1.5	0	2	1	1	1	1	1	1	1	1
Max1	30	70	0	30	0	40	0	30	25	25	25	25	25	25	25	25
Max2	0	0	0	0	0	0	0	0	50	50	50	50	50	50	50	50
Yellow	4.4	4.4	3	3.7	3	4.4	3	3.7	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	2	2	0	2	0	2	0	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	10	30	0	10	0	10	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	10	1	0	10	0	15	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.2	2.5	0	0.1	0	0.1	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Startup	RED	GREEN	RED	RED	RED	GREEN	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED
Enable	.	X	.	X	.	X	.	X	.	.	.	.	.	.	.	.
Auto Entry	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.
Auto Exit	X	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Non Act1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

SDLC Devices																		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Peer to Peer	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

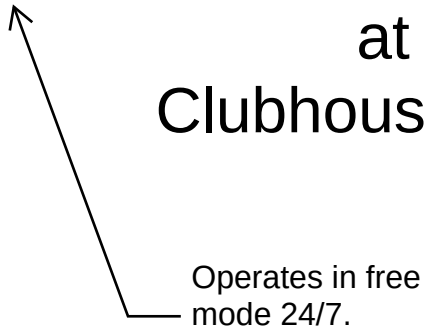
Splits																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Table - 1																
Time	15	25	0	20	0	40	0	20	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph	.	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Table - 2																
Time	15	37	0	28	0	52	0	28	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph	.	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Table - 3																
Time	15	43	0	22	0	58	0	22	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph	.	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Table - 4																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Table - 5																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Table - 6																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Table - 7																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Table - 8																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Table - 9																

Preempt+						
	1	2	3	4	5	6
Dwell Over 3	0	0	0	0	0	0
Dwell Over 4	0	0	0	0	0	0
Dwell Over 5	0	0	0	0	0	0
Dwell Over 6	0	0	0	0	0	0
Dwell Over 7	0	0	0	0	0	0
Dwell Over 8	0	0	0	0	0	0
Dwell Over 9	0	0	0	0	0	0
Dwell Over 10	0	0	0	0	0	0
Dwell Over 11	0	0	0	0	0	0
Dwell Over 12	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0
Yellow	0	0	0	0	0	0
Red	0	0	0	0	0	0
Return Min/Max	0	0	0	0	0	0
Delay Inh	0	0	0	0	0	0
Exit Time	0	0	0	0	0	0
All Red B4	.	.	.	.	.	.

Ring Input Map				
	1	2	3	4
Table - 1				
Input Map	1	2	1	2

Ring Sequences				
	1	2	3	4
Table - 1				
Ring P1	1	5	0	0
Ring P2	2	6	0	0
Ring P3	3	7	0	0
Ring P4	4	8	0	0
Ring P5	0	0	0	0
Ring P6	0	0	0	0
Ring P7	0	0	0	0
Ring P8	0	0	0	0
Table - 2				
Ring P1	1	6	0	0
Ring P2	2	5	0	0

5. Palm Coast Parkway WB at Clubhouse Drive



Pattern Plus

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
Ofst4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Patterns

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
Table - 1																																																		
Cycle Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Offset Time	0	45	50	40	40	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split Number	1	2	3	4	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Phase Entries

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Table - 1																
Walk	0	12	0	12	0	24	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	24	0	15	0	12	0	0	0	0	0	0	0	0	0	0
Min Green	0	12	0	6	0	0	0	6	5	5	5	5	5	5	5	5
Passage	0	3	0	3	0	0	0	3	1	1	1	1	1	1	1	1
Max1	0	60	0	30	0	0	0	30	25	25	25	25	25	25	25	25
Max2	0	0	0	0	0	0	0	0	50	50	50	50	50	50	50	50
Yellow	3.5	4.8	3.5	4	3.5	3.5	3.5	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	0	2	0	2	0	0	0	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	20	0	10	0	0	0	10	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	1	0	10	0	0	0	10	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	1.7	0	1.5	0	0	0	1.5	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Startup	RED	GREEN	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED
Enable	.	X	.	X	.	X	.	X	.	.	.	.	.	.	.	.
Auto Entry	.	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.
Auto Exit	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.

APPENDIX E

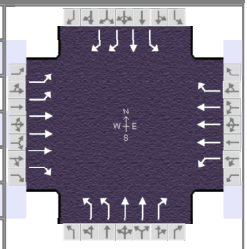
HCS Summary Sheets

Signalized Intersections

Existing Conditions

HCS Signalized Intersection Results Summary

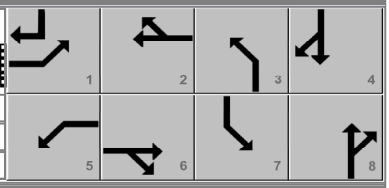
General Information				Intersection Information	
Agency	LTG			Duration, h	0.250
Analyst	RGH	Analysis Date	Aug 16, 2022	Area Type	Other
Jurisdiction	Palm Coast	Time Period	Existing AM	PHF	0.95
Urban Street	Palm Coast Parkway	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Palm Coast Parkway at…	File Name	1. Palm Coast Parkway at Old Kings Road Existin…		
Project Description	5687.02 - Florida Drive Wawa TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	357	883	141	91	808	177	169	133	126	87	127	507

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.6	26.5	17.3	8.2	5.0	9.1
Yellow	4.4	4.4	4.8	4.4	4.4	4.0
Red	3.0	3.0	3.0	3.0	3.0	3.0



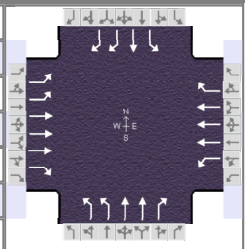
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	25.1	59.0	17.0	50.9	16.1	28.4	15.6	27.9
Change Period, ($Y+R_c$), s	7.8	7.8	7.4	7.4	7.0	7.0	7.4	7.4
Max Allow Headway (*MAH*), s	3.6	0.0	3.5	0.0	3.7	3.7	3.6	3.8
Queue Clearance Time (g_s), s	14.5		8.3		8.0	11.2	8.1	21.3
Green Extension Time (g_e), s	2.7	0.0	0.2	0.0	1.1	1.3	0.1	0.0
Phase Call Probability	1.00		0.96		1.00	1.00	1.00	1.00
Max Out Probability	0.68		0.00		0.03	0.00	0.00	1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	376	929	148	96	851	186	178	140	133	92	134	534
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1730	1698	1572	1767	1698	1585	1730	1738	1547	1781	1870	1403
Queue Service Time (g_s), s	12.5	15.4	7.2	6.3	15.3	10.2	6.0	4.1	9.2	6.1	7.7	19.3
Cycle Queue Clearance Time (g_c), s	12.5	15.4	7.2	6.3	15.3	10.2	6.0	4.1	9.2	6.1	7.7	19.3
Green Ratio (*g/C*)	0.14	0.43	0.43	0.08	0.36	0.36	0.08	0.18	0.18	0.07	0.17	0.31
Capacity (*c*), veh/h	497	2174	671	141	1848	575	261	621	276	122	320	884
Volume-to-Capacity Ratio (*X*)	0.756	0.428	0.221	0.678	0.460	0.324	0.681	0.226	0.480	0.753	0.417	0.604
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)	9.5	10.1	4.9	5.2	10.2	6.5	4.8	3.2	6.5	5.3	6.5	10.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.39	0.00	0.36	0.38	0.00	0.67	0.33	0.00	0.96	0.33	0.00	0.58
Uniform Delay (d_1), s/veh	49.3	24.1	20.7	53.7	29.2	3.0	54.1	42.2	44.3	54.9	44.4	34.8
Incremental Delay (d_2), s/veh	4.4	0.6	0.8	4.2	0.8	1.5	2.3	0.1	1.0	6.8	0.6	1.0
Initial Queue Delay (d_3), 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
Control Delay (*d*), s/veh	53.7	24.7	21.4	57.9	30.1	4.4	56.4	42.3	45.2	61.7	45.0	35.8
Level of Service (LOS)	D	C	C	E	C	A	E	D	D	E	D	D
Approach Delay, s/veh / LOS	31.9	C		28.2	C		48.7	D		40.6	D	
Intersection Delay, s/veh / LOS	34.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.57	C	2.46	B	2.73	C	2.86	C
Bicycle LOS Score / LOS	1.29	A	1.11	A	0.86	A	1.74	B

HCS Signalized Intersection Results Summary

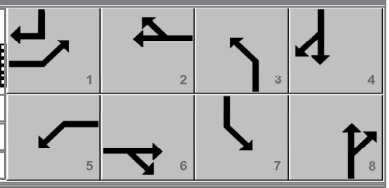
General Information				Intersection Information	
Agency	LTG			Duration, h	0.250
Analyst	RGH	Analysis Date	Aug 16, 2022	Area Type	Other
Jurisdiction	Palm Coast	Time Period	Existing PM	PHF	0.95
Urban Street	Palm Coast Parkway	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Palm Coast Parkway at…	File Name	1. Palm Coast Parkway at Old Kings Road Existin…		
Project Description	5687.02 - Florida Drive Wawa TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	571	830	165	86	783	109	167	129	109	105	156	308

Signal Information			
Cycle, s	140.0	Reference Phase	6
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.7	41.4	26.1	10.9	4.8	10.2
Yellow	4.4	4.4	4.8	4.4	0.0	4.0
Red	3.0	3.0	3.0	3.0	0.0	3.0



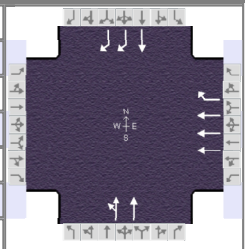
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	33.9	82.6	17.1	65.9	17.2	22.0	18.3	23.1
Change Period, ($Y+R_c$), s	7.8	7.8	7.4	7.4	7.0	7.0	7.4	7.4
Max Allow Headway (*MAH*), s	3.6	0.0	3.5	0.0	3.7	3.7	3.6	3.8
Queue Clearance Time (g_s), s	26.0		9.0		9.0	11.8	10.8	14.8
Green Extension Time (g_e), s	0.1	0.0	0.2	0.0	1.2	1.2	0.1	0.9
Phase Call Probability	1.00		0.97		1.00	1.00	1.00	1.00
Max Out Probability	1.00		0.00		0.00	0.00	0.00	0.37

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	601	874	174	91	824	115	176	136	115	111	164	324
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1730	1698	1585	1767	1698	1560	1730	1781	1572	1739	1841	1403
Queue Service Time (g_s), s	24.0	13.5	8.0	7.0	15.7	6.5	7.0	5.0	9.8	8.8	12.2	12.8
Cycle Queue Clearance Time (g_c), s	24.0	13.5	8.0	7.0	15.7	6.5	7.0	5.0	9.8	8.8	12.2	12.8
Green Ratio (*g/C*)	0.19	0.53	0.53	0.07	0.42	0.42	0.07	0.11	0.11	0.08	0.11	0.30
Capacity (*c*), veh/h	645	2723	847	123	2127	651	251	380	168	136	207	838
Volume-to-Capacity Ratio (*X*)	0.933	0.321	0.205	0.739	0.387	0.176	0.700	0.357	0.683	0.816	0.795	0.387
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)	17.8	9.0	5.9	6.0	10.5	4.2	5.7	4.1	7.3	7.5	10.4	7.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.73	0.00	0.43	0.44	0.00	0.44	0.38	0.00	1.07	0.49	0.00	0.42
Uniform Delay (d_1), s/veh	56.1	18.3	19.7	63.9	28.3	3.0	63.4	58.1	60.2	63.6	60.6	38.9
Incremental Delay (d_2), s/veh	20.4	0.3	0.5	6.3	0.5	0.6	2.6	0.4	3.6	8.5	10.3	0.2
Initial Queue Delay (d_3), 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
Control Delay (*d*), s/veh	76.5	18.6	20.2	70.2	28.9	3.6	66.1	58.5	63.8	72.1	70.9	39.2
Level of Service (LOS)	E	B	C	E	C	A	E	E	E	E	E	D
Approach Delay, s/veh / LOS	39.9	D		29.7	C		63.1	E		53.9	D	
Intersection Delay, s/veh / LOS	42.0						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.56	C	2.46	B	2.74	C	2.87	C
Bicycle LOS Score / LOS	1.39	A	1.05	A	0.84	A	1.48	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LTG			Duration, h	0.250
Analyst	RGH	Analysis Date	Aug 16, 2022	Area Type	Other
Jurisdiction	Palm Coast	Time Period	Existing AM	PHF	0.95
Urban Street	Palm Coast Parkway (WB)	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Palm Coast Parkway (W…	File Name	2. Palm Coast Parkway (WB) at Harbor Center W…		
Project Description	5687.02 - Florida Drive Wawa TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h					992	82	43	53			0	79

Signal Information			
Cycle, s	37.5	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	20.0	5.1	0.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.4	4.0	0.0	0.0	0.0	0.0				
Red	2.0	2.0	0.0	0.0	0.0	0.0				

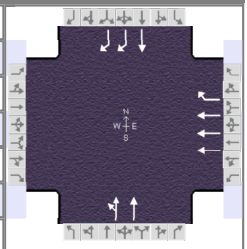
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				2		8		4
Case Number				7.0		8.0		7.0
Phase Duration, s				26.4		11.1		11.1
Change Period, ($Y+R_c$), s				6.4		6.0		6.0
Max Allow Headway (*MAH*), s				4.0		4.2		4.2
Queue Clearance Time (g_s), s				6.5		4.4		3.0
Green Extension Time (g_e), s				5.7		0.7		0.7
Phase Call Probability				1.00		0.85		0.85
Max Out Probability				0.00		0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement					2	12	3	8			4	14
Adjusted Flow Rate (*v*), veh/h					1044	86	62	39			0	83
Adjusted Saturation Flow Rate (*s*), veh/h/ln					1698	1560	1517	1648			1900	1369
Queue Service Time (g_s), s					4.5	1.0	0.5	2.4			0.0	1.0
Cycle Queue Clearance Time (g_c), s					4.5	1.0	1.3	2.4			0.0	1.0
Green Ratio (*g/C*)					0.53	0.53	0.14	0.14			0.14	0.14
Capacity (*c*), veh/h					2716	831	373	225			259	374
Volume-to-Capacity Ratio (*X*)					0.385	0.104	0.166	0.173			0.000	0.222
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)					1.2	0.3	0.7	0.5			0.0	0.5
Queue Storage Ratio (*RQ*) (95 th percentile)					0.00	0.05	0.00	0.00			0.00	0.00
Uniform Delay (d_1), s/veh					5.1	4.3	14.5	14.3			0.0	14.4
Incremental Delay (d_2), s/veh					0.1	0.1	0.2	0.4			0.0	0.3
Initial Queue Delay (d_3), s/veh					0.0	0.0	0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh					5.2	4.4	14.7	14.7			0.0	14.7
Level of Service (LOS)					A	A	B	B				B
Approach Delay, s/veh / LOS	0.0			5.2		A	14.7		B	14.7		B
Intersection Delay, s/veh / LOS	6.5						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.69	B	2.21	B	2.09	B	1.90	B
Bicycle LOS Score / LOS			1.11	A	0.57	A	0.62	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LTG			Duration, h	0.250
Analyst	RGH	Analysis Date	Aug 16, 2022	Area Type	Other
Jurisdiction	Palm Coast	Time Period	Existing PM	PHF	0.95
Urban Street	Palm Coast Parkway (WB)	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Palm Coast Parkway (W…	File Name	2. Palm Coast Parkway (WB) at Harbor Center W…		
Project Description	5687.02 - Florida Drive Wawa TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h					956	100	75	100			0	137

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	115.0	12.6	0.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.4	4.0	0.0	0.0	0.0	0.0				
Red	2.0	2.0	0.0	0.0	0.0	0.0				

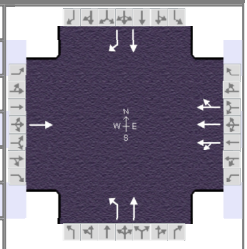
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				2		8		4
Case Number				7.0		8.0		7.0
Phase Duration, s				121.4		18.6		18.6
Change Period, (*Y+R c*), s				6.4		6.0		6.0
Max Allow Headway (*MAH*), s				0.0		4.2		4.2
Queue Clearance Time (*g s*), s						11.3		9.0
Green Extension Time (*g e*), s				0.0		1.3		1.3
Phase Call Probability						1.00		1.00
Max Out Probability						0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement					2	12	3	8			4	14
Adjusted Flow Rate (*v*), veh/h					1006	105	102	82			0	144
Adjusted Saturation Flow Rate (*s*), veh/h/ln					1698	1585	1500	1702			1900	1392
Queue Service Time (*g s*), s					6.2	1.8	9.3	4.8			0.0	7.0
Cycle Queue Clearance Time (*g c*), s					6.2	1.8	9.3	4.8			0.0	7.0
Green Ratio (*g/C*)					0.82	0.82	0.09	0.09			0.09	0.09
Capacity (*c*), veh/h					4185	1302	181	153			171	251
Volume-to-Capacity Ratio (*X*)					0.240	0.081	0.565	0.536			0.000	0.575
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)					2.8	0.8	6.6	5.2			0.0	4.5
Queue Storage Ratio (*RQ*) (95 th percentile)					0.00	0.15	0.00	0.00			0.00	0.00
Uniform Delay (*d 1*), s/veh					2.8	2.4	62.2	60.9			0.0	61.1
Incremental Delay (*d 2*), s/veh					0.1	0.1	2.8	2.9			0.0	2.1
Initial Queue Delay (*d 3*), s/veh					0.0	0.0	0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh					2.9	2.5	64.9	63.8			0.0	63.2
Level of Service (LOS)					A	A	E	E				E
Approach Delay, s/veh / LOS	0.0			2.9		A	64.4		E	63.2		E
Intersection Delay, s/veh / LOS	16.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.74	B	2.19	B	2.15	B	1.96	B
Bicycle LOS Score / LOS			1.10	A	0.64	A	0.73	A

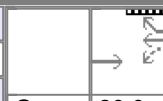
HCS Signalized Intersection Results Summary

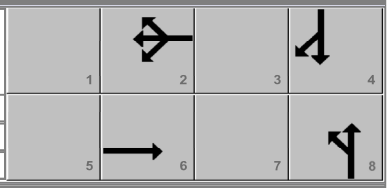
General Information				Intersection Information	
Agency	LTG			Duration, h	0.250
Analyst	RGH	Analysis Date	Aug 17, 2022	Area Type	Other
Jurisdiction	Palm Coast	Time Period	Existing AM	PHF	0.92
Urban Street	Palm Coast Parkway (WB)	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Palm Coast Parkway (W…	File Name	3. Palm Coast Parkway (WB) at Florida Park Driv…		
Project Description	5687.02 - Florida Drive Wawa				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		0		52	914	119	86	136			70	86

Signal Information			
Cycle, s	39.5	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On





Green	20.0	7.4	0.0	0.0	0.0	0.0		
Yellow	4.4	3.7	0.0	0.0	0.0	0.0		
Red	2.0	2.0	0.0	0.0	0.0	0.0		

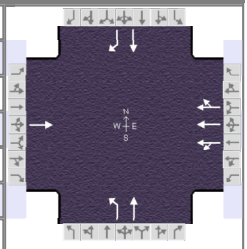
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		8.0		8.0		6.0		7.0
Phase Duration, s		26.4		26.4		13.1		13.1
Change Period, ($Y+R_c$), s		6.4		6.4		5.7		5.7
Max Allow Headway (*MAH*), s		0.0		4.0		4.2		4.2
Queue Clearance Time (g_s), s				7.8		6.0		4.0
Green Extension Time (g_e), s		0.0		4.8		1.4		1.4
Phase Call Probability				1.00		0.99		0.99
Max Out Probability				0.00		0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		6		5	2	12	3	8			4	14
Adjusted Flow Rate (*v*), veh/h		0		424	389	366	93	148			76	93
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1900		1827	1702	1600	1281	1870			1870	1585
Queue Service Time (g_s), s		0.0		0.0	5.8	5.8	2.6	2.8			1.4	2.0
Cycle Queue Clearance Time (g_c), s		0.0		5.7	5.8	5.8	4.0	2.8			1.4	2.0
Green Ratio (*g/C*)		0.51		0.51	0.51	0.51	0.19	0.19			0.19	0.19
Capacity (*c*), veh/h		962		1028	862	810	377	350			350	297
Volume-to-Capacity Ratio (*X*)		0.000		0.412	0.451	0.452	0.248	0.422			0.217	0.315
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)		0.0		2.2	2.0	1.9	1.2	1.8			0.9	1.2
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.00	0.00	0.00	0.18	0.00			0.00	0.15
Uniform Delay (d_1), s/veh		0.0		6.2	6.2	6.2	15.3	14.2			13.6	13.9
Incremental Delay (d_2), s/veh		0.0		0.3	0.4	0.4	0.3	0.8			0.3	0.6
Initial Queue Delay (d_3), s/veh		0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh		0.0		6.5	6.6	6.6	15.7	15.0			13.9	14.5
Level of Service (LOS)				A	A	A	B	B			B	B
Approach Delay, s/veh / LOS	0.0			6.6		A	15.2		B	14.2		B
Intersection Delay, s/veh / LOS	8.7						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.86	B	1.86	B	2.09	B	2.09	B
Bicycle LOS Score / LOS	0.49	A	1.14	A	0.89	A	0.77	A

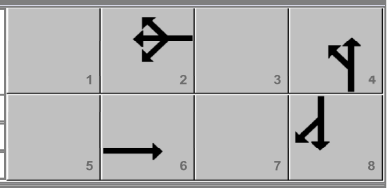
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LTG			Duration, h	0.250
Analyst	RGH	Analysis Date	Aug 17, 2022	Area Type	Other
Jurisdiction	Palm Coast	Time Period	Existing PM	PHF	0.90
Urban Street	Palm Coast Parkway (WB)	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Palm Coast Parkway (W…	File Name	3. Palm Coast Parkway (WB) at Florida Park Driv…		
Project Description	5687.02 - Florida Drive Wawa				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		0		77	759	148	110	213			111	173

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	102.0	25.9	0.0	0.0	0.0	0.0						
Yellow	4.4	3.7	0.0	0.0	0.0	0.0						
Red	2.0	2.0	0.0	0.0	0.0	0.0						

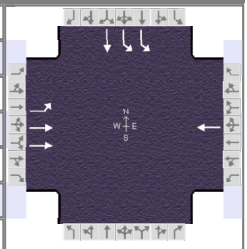
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		4		8
Case Number		8.0		8.0		6.0		7.0
Phase Duration, s		108.4		108.4		31.6		31.6
Change Period, ($Y+R_c$), s		6.4		6.4		5.7		5.7
Max Allow Headway (*MAH*), s		0.0		0.0		4.2		4.2
Queue Clearance Time (g_s), s						23.2		17.9
Green Extension Time (g_e), s		0.0		0.0		2.6		2.7
Phase Call Probability						1.00		1.00
Max Out Probability						0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		6		5	2	12	7	4			8	18
Adjusted Flow Rate (*v*), veh/h		0		384	369	341	122	237			123	192
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1900		1754	1702	1566	1248	1856			1870	1572
Queue Service Time (g_s), s		0.0		3.1	10.5	10.6	13.2	16.7			8.1	15.9
Cycle Queue Clearance Time (g_c), s		0.0		10.1	10.5	10.6	21.2	16.7			8.1	15.9
Green Ratio (*g/C*)		0.73		0.73	0.73	0.73	0.18	0.18			0.18	0.18
Capacity (*c*), veh/h		1384		1309	1239	1140	212	344			347	291
Volume-to-Capacity Ratio (*X*)		0.000		0.293	0.297	0.299	0.577	0.688			0.356	0.660
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)		0.0		6.7	6.5	6.1	7.7	12.6			7.0	10.7
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.00	0.00	0.00	1.14	0.00			0.00	1.40
Uniform Delay (d_1), s/veh		0.0		6.5	6.6	6.6	58.9	53.2			49.7	52.9
Incremental Delay (d_2), s/veh		0.0		0.6	0.6	0.7	2.5	2.5			0.6	2.5
Initial Queue Delay (d_3), s/veh		0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh		0.0		7.1	7.2	7.3	61.4	55.7			50.4	55.5
Level of Service (LOS)				A	A	A	E	E			D	E
Approach Delay, s/veh / LOS	0.0			7.2		A	57.6		E	53.5		D
Intersection Delay, s/veh / LOS	25.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.86	B	1.86	B	2.14	B	2.14	B
Bicycle LOS Score / LOS	0.49	A	1.09	A	1.08	A	1.01	A

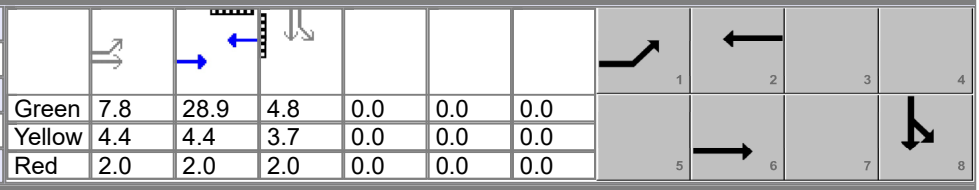
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LTG			Duration, h	0.250
Analyst	RGH	Analysis Date	Aug 17, 2022	Area Type	Other
Jurisdiction	Palm Coast	Time Period	Existing AM	PHF	0.95
Urban Street	Palm Coast Parkway (EB)	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Palm Coast Parkway (E…	File Name	4. Palm Coast Parkway (EB) at Florida Park Drive…		
Project Description	5687.02 - Florida Drive Wawa				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	170	792			0					91	0	

Signal Information			
Cycle, s	60.0	Reference Phase	6
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.8	28.9	4.8	0.0	0.0	0.0
Yellow	4.4	4.4	3.7	0.0	0.0	0.0
Red	2.0	2.0	2.0	0.0	0.0	0.0

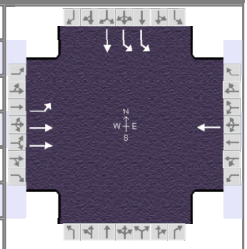
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6		2				8
Case Number	2.0	4.0		8.3				10.0
Phase Duration, s	14.2	49.5		35.3				10.5
Change Period, ($Y+R_c$), s	6.4	6.4		6.4				5.7
Max Allow Headway (*MAH*), s	4.0	0.0		0.0				3.2
Queue Clearance Time (g_s), s	7.8							3.6
Green Extension Time (g_e), s	0.4	0.0		0.0				0.1
Phase Call Probability	0.95							0.80
Max Out Probability	0.01							0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2					3	8	
Adjusted Flow Rate (*v*), veh/h	179	834			0					96	0	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1781			1900					1716	1900	
Queue Service Time (g_s), s	5.8	5.2			0.0					1.6	0.0	
Cycle Queue Clearance Time (g_c), s	5.8	5.2			0.0					1.6	0.0	
Green Ratio (*g/C*)	0.13	0.72			0.48					0.08	0.08	
Capacity (*c*), veh/h	231	2559			916					274	152	
Volume-to-Capacity Ratio (*X*)	0.774	0.326			0.000					0.350	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)	4.6	1.3			0.0					1.1	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.64	0.00			0.00					0.21	0.00	
Uniform Delay (d_1), s/veh	25.3	3.1			0.0					26.1	0.0	
Incremental Delay (d_2), s/veh	5.5	0.3			0.0					0.3	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0					0.0	0.0	
Control Delay (*d*), s/veh	30.7	3.4			0.0					26.4	0.0	
Level of Service (LOS)	C	A								C		
Approach Delay, s/veh / LOS	8.3	A		0.0			0.0			26.4	C	
Intersection Delay, s/veh / LOS	9.8						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.32	A	2.07	B	1.93	B	2.12	B
Bicycle LOS Score / LOS	1.32	A	0.49	A			0.65	A

HCS Signalized Intersection Results Summary

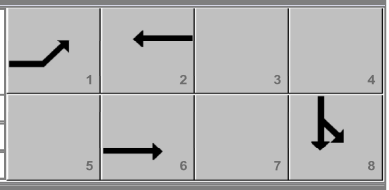
General Information				Intersection Information	
Agency	LTG			Duration, h	0.250
Analyst	RGH	Analysis Date	Aug 17, 2022	Area Type	Other
Jurisdiction	Palm Coast	Time Period	Existing PM	PHF	0.93
Urban Street	Palm Coast Parkway (EB)	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Palm Coast Parkway (E…	File Name	4. Palm Coast Parkway (EB) at Florida Park Drive…		
Project Description	5687.02 - Florida Drive Wawa				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	274	739			0					182	0	

Signal Information			
Cycle, s	80.0	Reference Phase	6
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	15.2	39.7	6.7	0.0	0.0	0.0
Yellow	4.4	4.4	3.7	0.0	0.0	0.0
Red	2.0	2.0	2.0	0.0	0.0	0.0



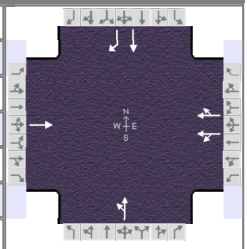
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6		2				8
Case Number	2.0	4.0		8.3				10.0
Phase Duration, s	21.6	67.6		46.1				12.4
Change Period, (*Y+R c*), s	6.4	6.4		6.4				5.7
Max Allow Headway (*MAH*), s	4.0	0.0		0.0				3.2
Queue Clearance Time (*g s*), s	14.8							6.4
Green Extension Time (*g e*), s	0.3	0.0		0.0				0.3
Phase Call Probability	1.00							0.99
Max Out Probability	1.00							0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2					3	8	
Adjusted Flow Rate (*v*), veh/h	295	795			0					196	0	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1781			1900					1716	1900	
Queue Service Time (*g s*), s	12.8	5.4			0.0					4.4	0.0	
Cycle Queue Clearance Time (*g c*), s	12.8	5.4			0.0					4.4	0.0	
Green Ratio (*g/C*)	0.61	0.77			0.50					0.08	0.08	
Capacity (*c*), veh/h	338	2726			942					286	158	
Volume-to-Capacity Ratio (*X*)	0.873	0.291			0.000					0.685	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)	10.9	1.7			0.0					3.3	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	1.53	0.00			0.00					0.61	0.00	
Uniform Delay (*d 1*), s/veh	31.5	2.8			0.0					35.7	0.0	
Incremental Delay (*d 2*), s/veh	16.2	0.3			0.0					1.1	0.0	
Initial Queue Delay (*d 3*), s/veh	0.0	0.0			0.0					0.0	0.0	
Control Delay (*d*), s/veh	47.7	3.1			0.0					36.7	0.0	
Level of Service (LOS)	D	A								D		
Approach Delay, s/veh / LOS	15.2		B	0.0			0.0			36.7		D
Intersection Delay, s/veh / LOS	18.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.31	A	2.08	B	1.95	B	2.14	B
Bicycle LOS Score / LOS	1.39	A	0.49	A			0.81	A

HCS Signalized Intersection Results Summary

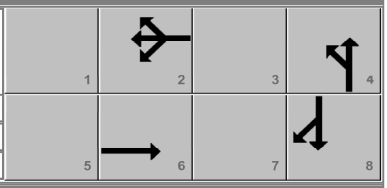
General Information				Intersection Information	
Agency	LTG			Duration, h	0.250
Analyst	RGH	Analysis Date	Aug 17, 2022	Area Type	Other
Jurisdiction	Palm Coast	Time Period	Existing AM	PHF	0.91
Urban Street	Palm Coast Parkway (WB)	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Palm Coast Parkway (W…	File Name	5. Palm Coast Parkway (WB) at Club House Driv…		
Project Description	5687.02 - Florida Drive Wawa				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		0		81	904	46	73	103			80	110

Signal Information			
Cycle, s	35.5	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	Off
Force Mode	Fixed	Simult. Gap N/S	Off

Green	16.0	6.6	0.0	0.0	0.0	0.0	
Yellow	4.8	4.0	0.0	0.0	0.0	0.0	
Red	2.0	2.0	0.0	0.0	0.0	0.0	



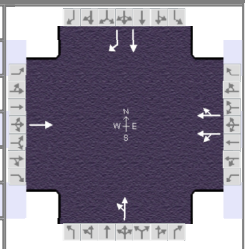
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		4		8
Case Number		8.0		8.0		8.0		7.0
Phase Duration, s		22.8		22.8		12.6		12.6
Change Period, ($Y+R_c$), s		6.8		6.8		6.0		6.0
Max Allow Headway (*MAH*), s		0.0		3.9		4.1		4.2
Queue Clearance Time (g_s), s				11.3		6.1		4.4
Green Extension Time (g_e), s		0.0		4.7		0.6		0.7
Phase Call Probability				1.00		0.98		0.98
Max Out Probability				0.00		0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		6		5	2	12	7	4			8	18
Adjusted Flow Rate (*v*), veh/h		0		595		538		193			88	121
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1900		1813		1674		1562			1856	1560
Queue Service Time (g_s), s		0.0		4.1		9.2		2.7			1.4	2.4
Cycle Queue Clearance Time (g_c), s		0.0		9.3		9.2		4.1			1.4	2.4
Green Ratio (*g/C*)		0.45		0.45		0.45		0.19			0.19	0.19
Capacity (*c*), veh/h		860		937		757		435			345	290
Volume-to-Capacity Ratio (*X*)		0.000		0.635		0.710		0.445			0.254	0.416
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)		0.0		3.2		3.1		2.1			0.9	1.3
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.00		0.00		0.00			0.00	0.21
Uniform Delay (d_1), s/veh		0.0		7.8		7.8		13.4			12.3	12.7
Incremental Delay (d_2), s/veh		0.0		0.7		1.2		0.7			0.4	1.0
Initial Queue Delay (d_3), s/veh		0.0		0.0		0.0		0.0			0.0	0.0
Control Delay (*d*), s/veh		0.0		8.5		9.1		14.1			12.7	13.7
Level of Service (LOS)				A		A		B			B	B
Approach Delay, s/veh / LOS	0.0			8.8		A	14.1		B	13.3		B
Intersection Delay, s/veh / LOS	10.1						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.62	B	1.86	B	1.90	B	1.90	B
Bicycle LOS Score / LOS	0.49	A	1.42	A	0.81	A	0.83	A

HCS Signalized Intersection Results Summary

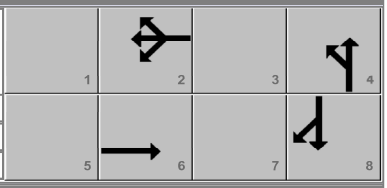
General Information				Intersection Information	
Agency	LTG			Duration, h	0.250
Analyst	RGH	Analysis Date	Aug 17, 2022	Area Type	Other
Jurisdiction	Palm Coast	Time Period	Existing PM	PHF	0.95
Urban Street	Palm Coast Parkway (WB)	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Palm Coast Parkway (W…	File Name	5. Palm Coast Parkway (WB) at Club House Driv…		
Project Description	5687.02 - Florida Drive Wawa				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		0		79	772	64	72	172			69	104

Signal Information			
Cycle, s	33.6	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	Off
Force Mode	Fixed	Simult. Gap N/S	Off

Green	13.5	7.3	0.0	0.0	0.0	0.0	
Yellow	4.8	4.0	0.0	0.0	0.0	0.0	
Red	2.0	2.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		4		8
Case Number		8.0		8.0		8.0		7.0
Phase Duration, s		20.3		20.3		13.3		13.3
Change Period, ($Y+R_c$), s		6.8		6.8		6.0		6.0
Max Allow Headway (*MAH*), s		0.0		3.9		4.1		4.2
Queue Clearance Time (g_s), s				9.7		6.6		4.0
Green Extension Time (g_e), s		0.0		3.8		0.9		0.6
Phase Call Probability				1.00		0.98		0.98
Max Out Probability				0.00		0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		6		5	2	12	7	4			8	18
Adjusted Flow Rate (*v*), veh/h		0		509		454		257			73	109
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1900		1808		1658		1715			1870	1572
Queue Service Time (g_s), s		0.0		3.3		7.6		2.9			1.1	2.0
Cycle Queue Clearance Time (g_c), s		0.0		7.7		7.6		4.6			1.1	2.0
Green Ratio (*g/C*)		0.40		0.40		0.40		0.22			0.22	0.22
Capacity (*c*), veh/h		765		852		667		511			406	342
Volume-to-Capacity Ratio (*X*)		0.000		0.597		0.680		0.503			0.179	0.320
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)		0.0		2.9		2.7		2.5			0.6	1.0
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.00		0.00		0.00			0.00	0.16
Uniform Delay (d_1), s/veh		0.0		8.3		8.3		12.0			10.7	11.1
Incremental Delay (d_2), s/veh		0.0		0.7		1.2		0.8			0.2	0.5
Initial Queue Delay (d_3), s/veh		0.0		0.0		0.0		0.0			0.0	0.0
Control Delay (*d*), s/veh		0.0		9.0		9.5		12.8			10.9	11.6
Level of Service (LOS)				A		A		B			B	B
Approach Delay, s/veh / LOS	0.0			9.2		A	12.8		B	11.4		B
Intersection Delay, s/veh / LOS	10.2						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.63	B	1.87	B	1.89	B	1.89	B
Bicycle LOS Score / LOS	0.49	A	1.28	A	0.91	A	0.79	A

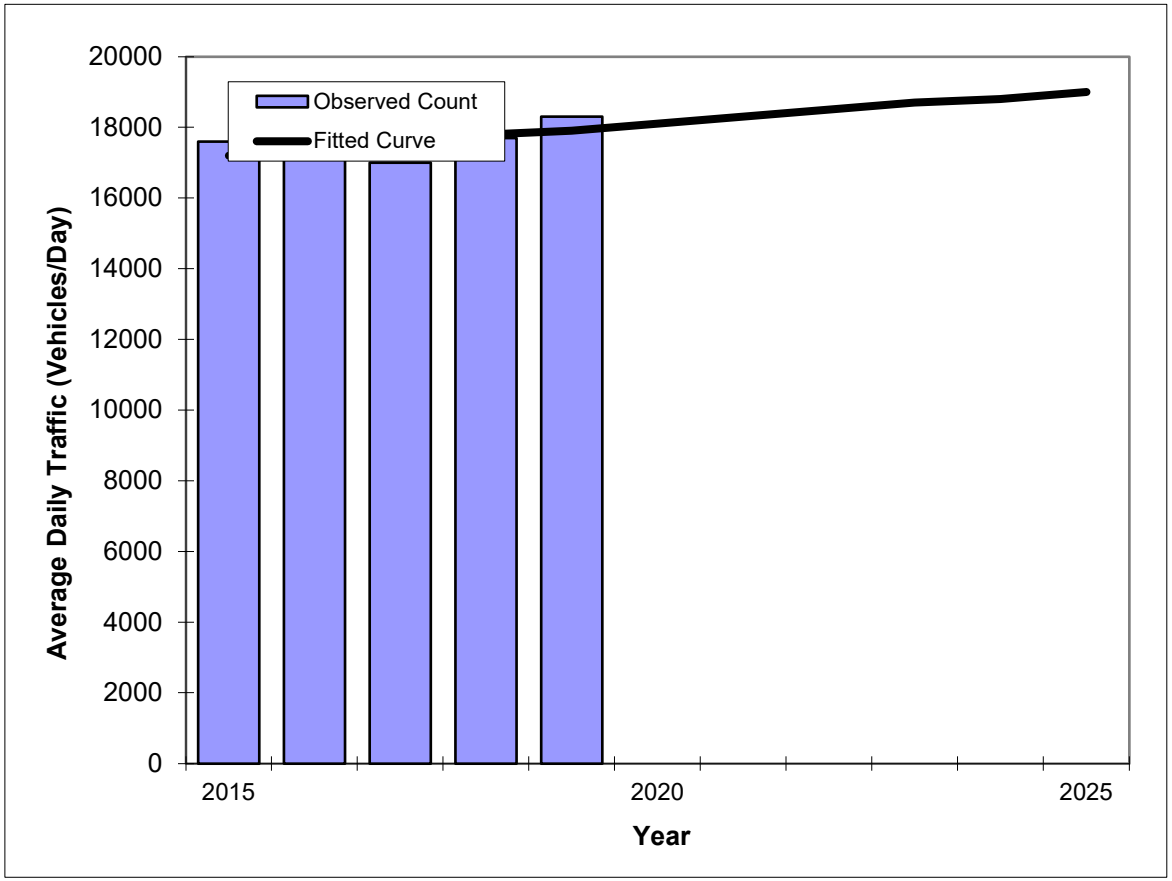
APPENDIX F

FDOT Traffic Trends

TRAFFIC TRENDS

Palm Coast Parkway (EB) -- Belle Terre Parkway to Cypress Point Parkway

County:	Flagler
Station #:	2825 EB
Highway:	Palm Coast Parkway (EB)



Year	Traffic (ADT/AADT) Count*	Trend**
2015	17600	17200
2016	17300	17400
2017	17000	17600
2018	17700	17800
2019	18300	17900
2022 Opening Year Trend		
2022	N/A	18500
2023 Mid-Year Trend		
2023	N/A	18700
2024 Design Year Trend		
2024	N/A	18800
TRANPLAN Forecasts/Trends		

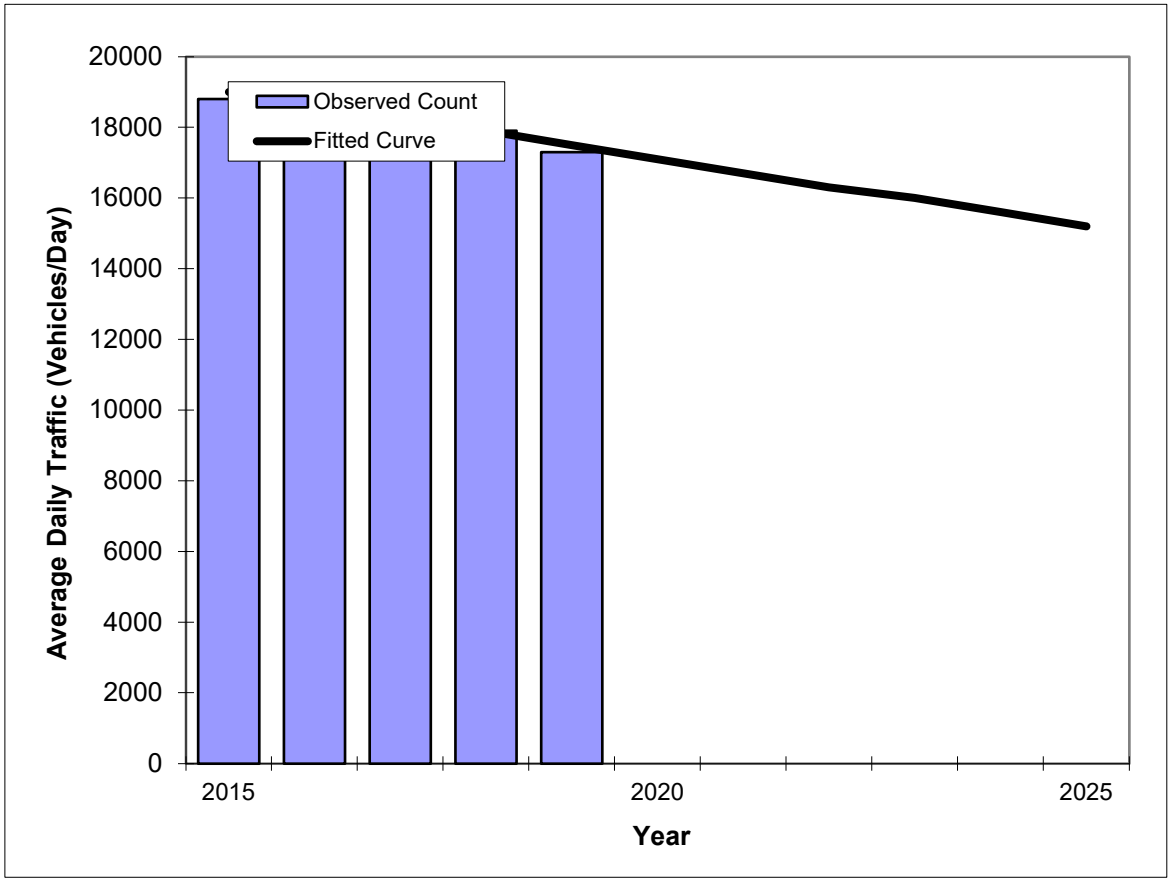
*Axle-Adjusted

**** Annual Trend Increase:**	180
Trend R-squared:	34.2%
Trend Annual Historic Growth Rate:	1.02%
Trend Growth Rate (2019 to Design Year):	1.01%
Printed:	11-Jul-22
Straight Line Growth Option	

TRAFFIC TRENDS

Palm Coast Parkway (WB) -- Belle Terre Parkway to Cypress Point Parkway

County:	Flagler
Station #:	2820 WB
Highway:	Palm Coast Parkway (WB)



Year	Traffic (ADT/AADT) Count*	Trend**
2015	18800	19000
2016	18700	18600
2017	18500	18200
2018	17900	17900
2019	17300	17500
2022 Opening Year Trend		
2022	N/A	16300
2023 Mid-Year Trend		
2023	N/A	16000
2024 Design Year Trend		
2024	N/A	15600
TRANPLAN Forecasts/Trends		

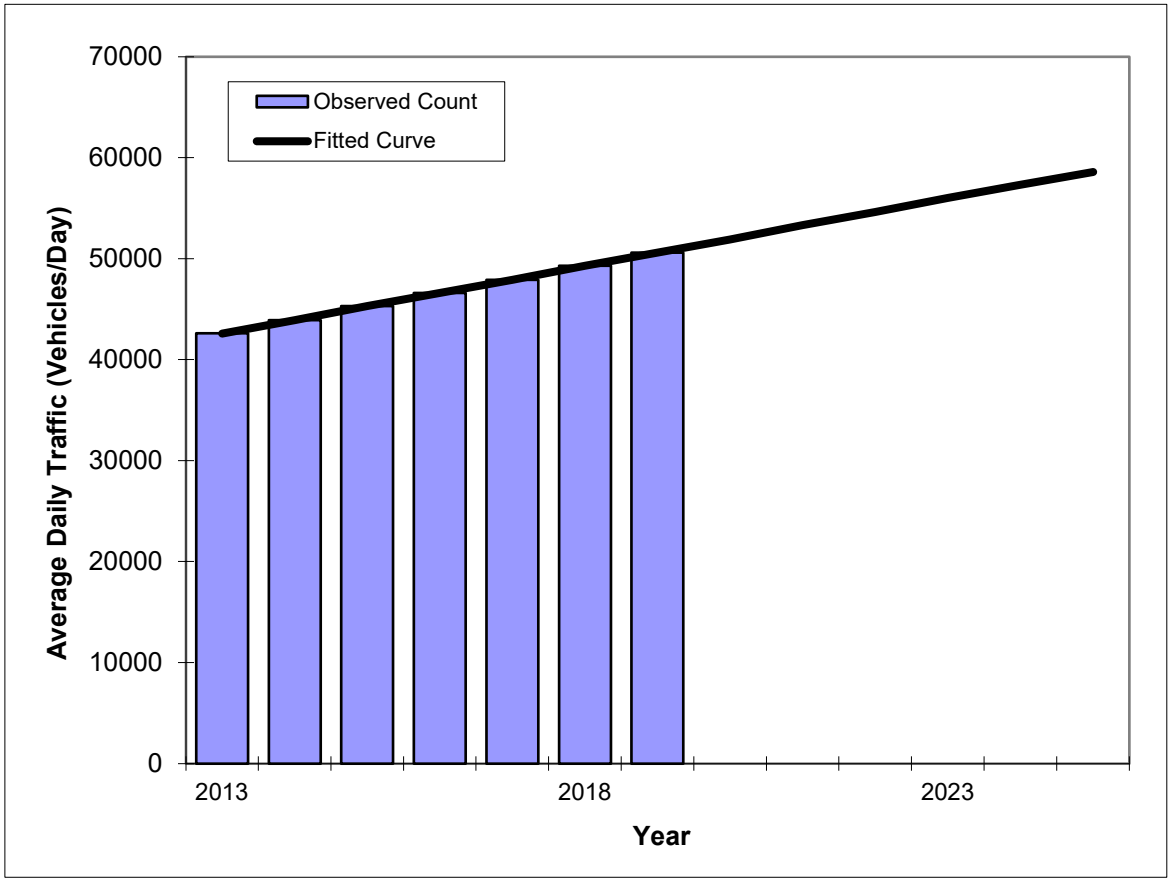
*Axle-Adjusted

**** Annual Trend Increase:**	-380
Trend R-squared:	90.7%
Trend Annual Historic Growth Rate:	-1.97%
Trend Growth Rate (2019 to Design Year):	-2.17%
Printed:	11-Jul-22
Straight Line Growth Option	

TRAFFIC TRENDS

Palm Coast Parkway -- Cypress Point Parkway to I-95 SB Ramps

County:	Flagler
Station #:	2826
Highway:	Palm Coast Parkway



Year	Traffic (ADT/AADT) Count*	Trend**
2013	42600	42600
2014	43900	43900
2015	45300	45300
2016	46600	46600
2017	47900	47900
2018	49300	49300
2019	50600	50600
2022 Opening Year Trend		
2022	N/A	54600
2023 Mid-Year Trend		
2023	N/A	56000
2024 Design Year Trend		
2024	N/A	57300
TRANPLAN Forecasts/Trends		

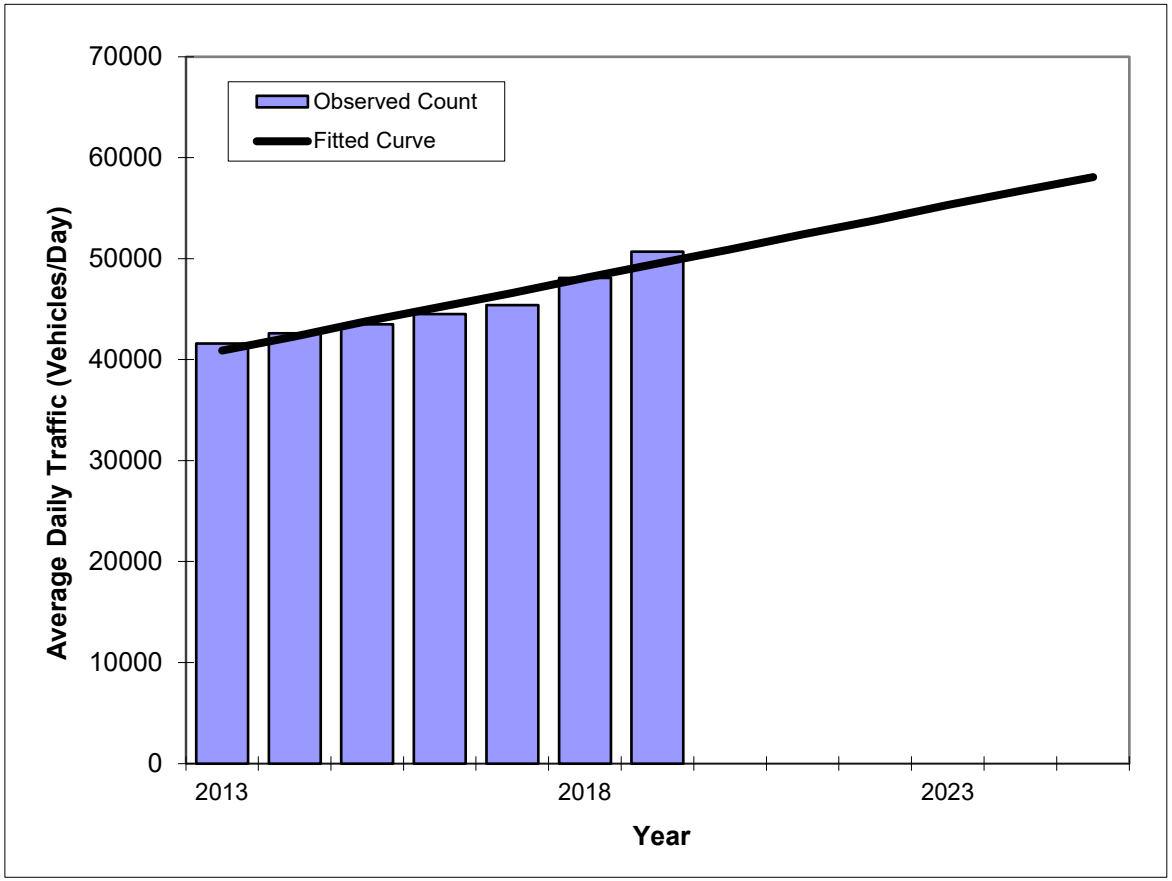
*Axle-Adjusted

** Annual Trend Increase:	1,336
Trend R-squared:	100.0%
Trend Annual Historic Growth Rate:	3.13%
Trend Growth Rate (2019 to Design Year):	2.65%
Printed:	11-Jul-22
Straight Line Growth Option	

TRAFFIC TRENDS

Palm Coast Parkway -- I-95 SB Ramps to I-95 NB Ramps

County:	Flagler
Station #:	2827
Highway:	Palm Coast Parkway



Year	Traffic (ADT/AADT) Count*	Trend**
2013	41600	40900
2014	42600	42300
2015	43500	43800
2016	44500	45200
2017	45400	46600
2018	48100	48100
2019	50700	49500
2022 Opening Year Trend		
2022	N/A	53800
2023 Mid-Year Trend		
2023	N/A	55300
2024 Design Year Trend		
2024	N/A	56700
TRANPLAN Forecasts/Trends		

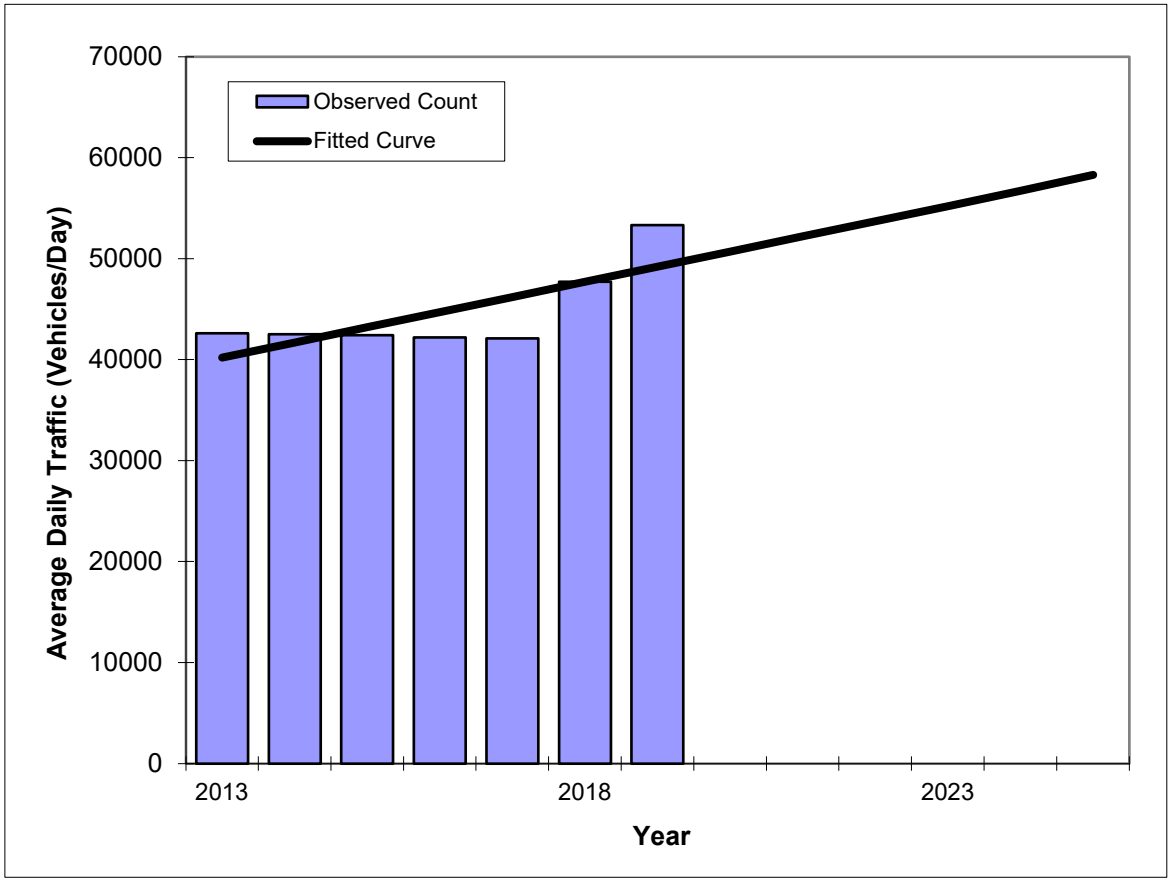
*Axle-Adjusted

** Annual Trend Increase:	1,436
Trend R-squared:	93.4%
Trend Annual Historic Growth Rate:	3.50%
Trend Growth Rate (2019 to Design Year):	2.91%
Printed:	11-Jul-22
Straight Line Growth Option	

TRAFFIC TRENDS

Palm Coast Parkway -- I-95 NB Ramps to Old Kings Road

County:	Flagler
Station #:	2830
Highway:	Palm Coast Parkway



Year	Traffic (ADT/AADT) Count*	Trend**
2013	42600	40200
2014	42500	41700
2015	42400	43200
2016	42200	44700
2017	42100	46200
2018	47700	47700
2019	53300	49200
2022 Opening Year Trend		
2022	N/A	53700
2023 Mid-Year Trend		
2023	N/A	55200
2024 Design Year Trend		
2024	N/A	56700
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

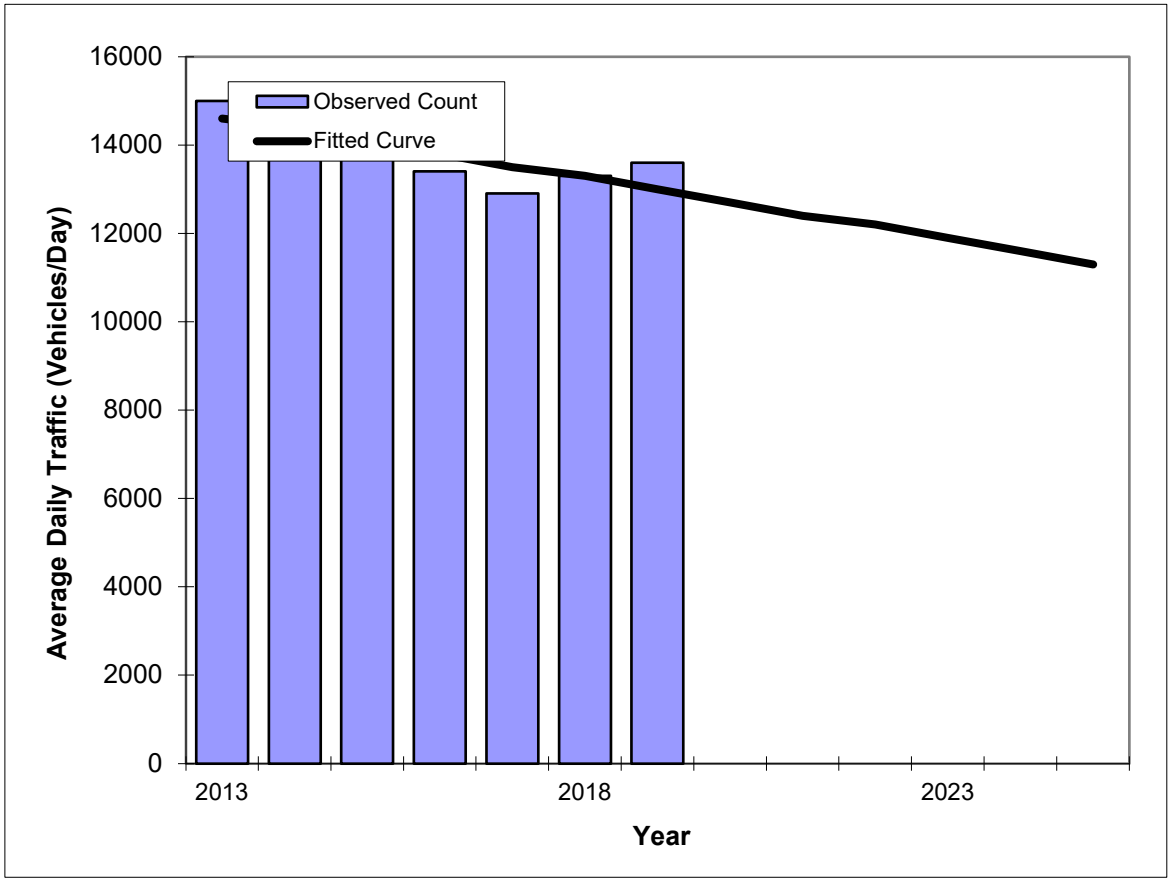
** Annual Trend Increase:	1,507
Trend R-squared:	57.6%
Trend Annual Historic Growth Rate:	3.73%
Trend Growth Rate (2019 to Design Year):	3.05%
Printed:	11-Jul-22

Straight Line Growth Option

TRAFFIC TRENDS

Palm Coast Parkway (EB) -- Old Kings Road to Florida Park Drive

County:	Flagler
Station #:	2845 EB
Highway:	Palm Coast Parkway (EB)



Year	Traffic (ADT/AADT) Count*	Trend**
2013	15000	14600
2014	14500	14400
2015	14000	14100
2016	13400	13800
2017	12900	13500
2018	13300	13300
2019	13600	13000
2022 Opening Year Trend		
2022	N/A	12200
2023 Mid-Year Trend		
2023	N/A	11900
2024 Design Year Trend		
2024	N/A	11600
TRANPLAN Forecasts/Trends		

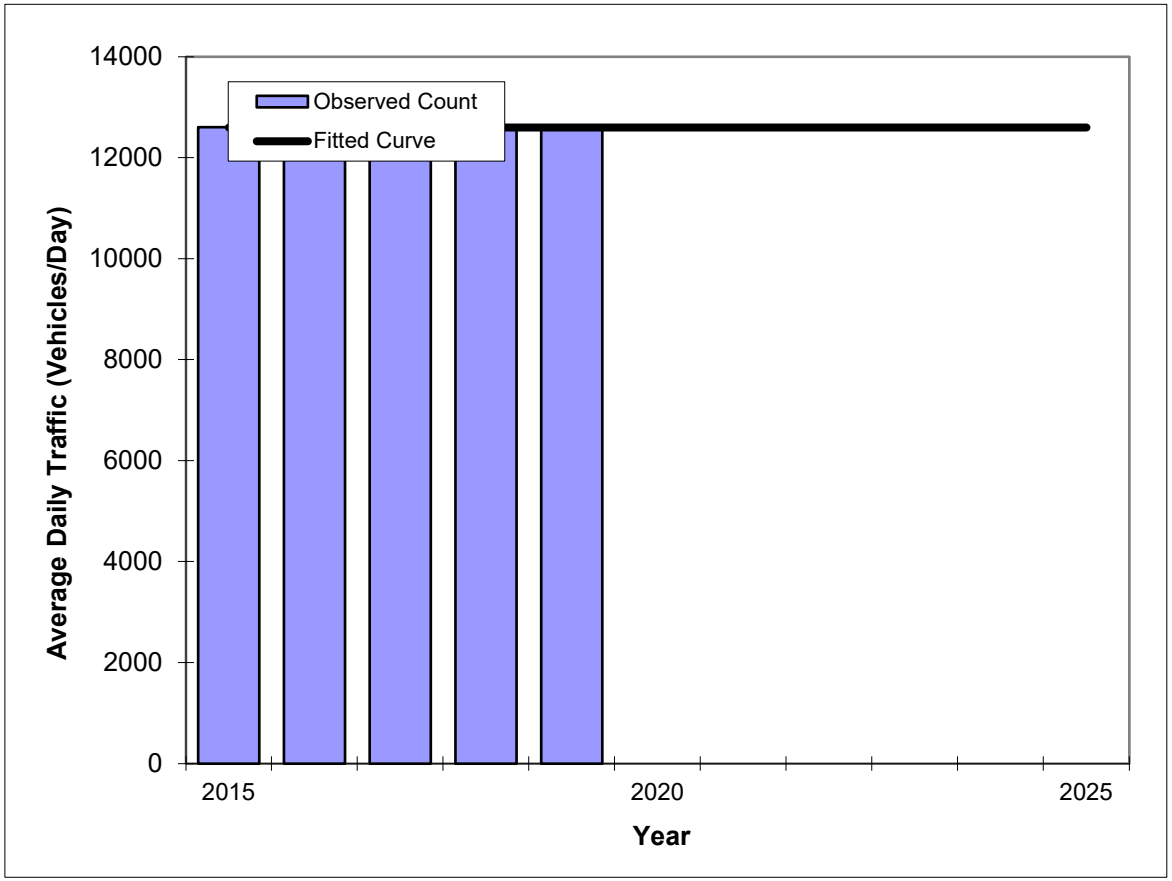
*Axle-Adjusted

** Annual Trend Increase:	-275
Trend R-squared:	65.6%
Trend Annual Historic Growth Rate:	-1.83%
Trend Growth Rate (2019 to Design Year):	-2.15%
Printed:	11-Jul-22
Straight Line Growth Option	

TRAFFIC TRENDS

Palm Coast Parkway (EB) -- Florida Park Drive to Club House Drive

County:	Flagler
Station #:	2855 EB
Highway:	Palm Coast Parkway (EB)



Year	Traffic (ADT/AADT) Count*	Trend**
2015	12600	12600
2016	12600	12600
2017	12500	12600
2018	12600	12600
2019	12600	12600
2022 Opening Year Trend		
2022	N/A	12600
2023 Mid-Year Trend		
2023	N/A	12600
2024 Design Year Trend		
2024	N/A	12600
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

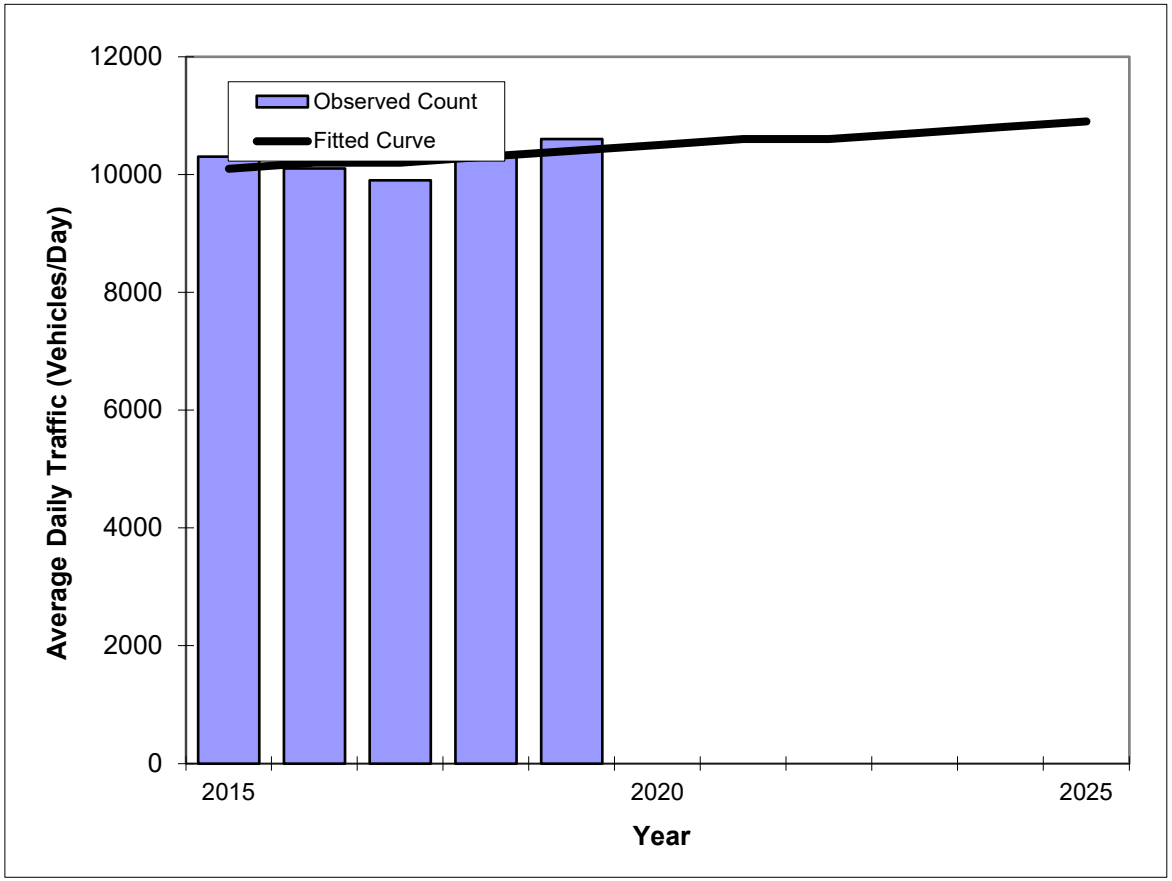
** Annual Trend Increase:	0
Trend R-squared:	0.0%
Trend Annual Historic Growth Rate:	0.00%
Trend Growth Rate (2019 to Design Year):	0.00%
Printed:	11-Jul-22

Straight Line Growth Option

TRAFFIC TRENDS

Palm Coast Parkway (EB) -- Club House Drive to Colbert Lane

County:	Flagler
Station #:	2865 EB
Highway:	Palm Coast Parkway (EB)



Year	Traffic (ADT/AADT) Count*	Trend**
2015	10300	10100
2016	10100	10200
2017	9900	10200
2018	10300	10300
2019	10600	10400
2022 Opening Year Trend		
2022	N/A	10600
2023 Mid-Year Trend		
2023	N/A	10700
2024 Design Year Trend		
2024	N/A	10800
TRANPLAN Forecasts/Trends		

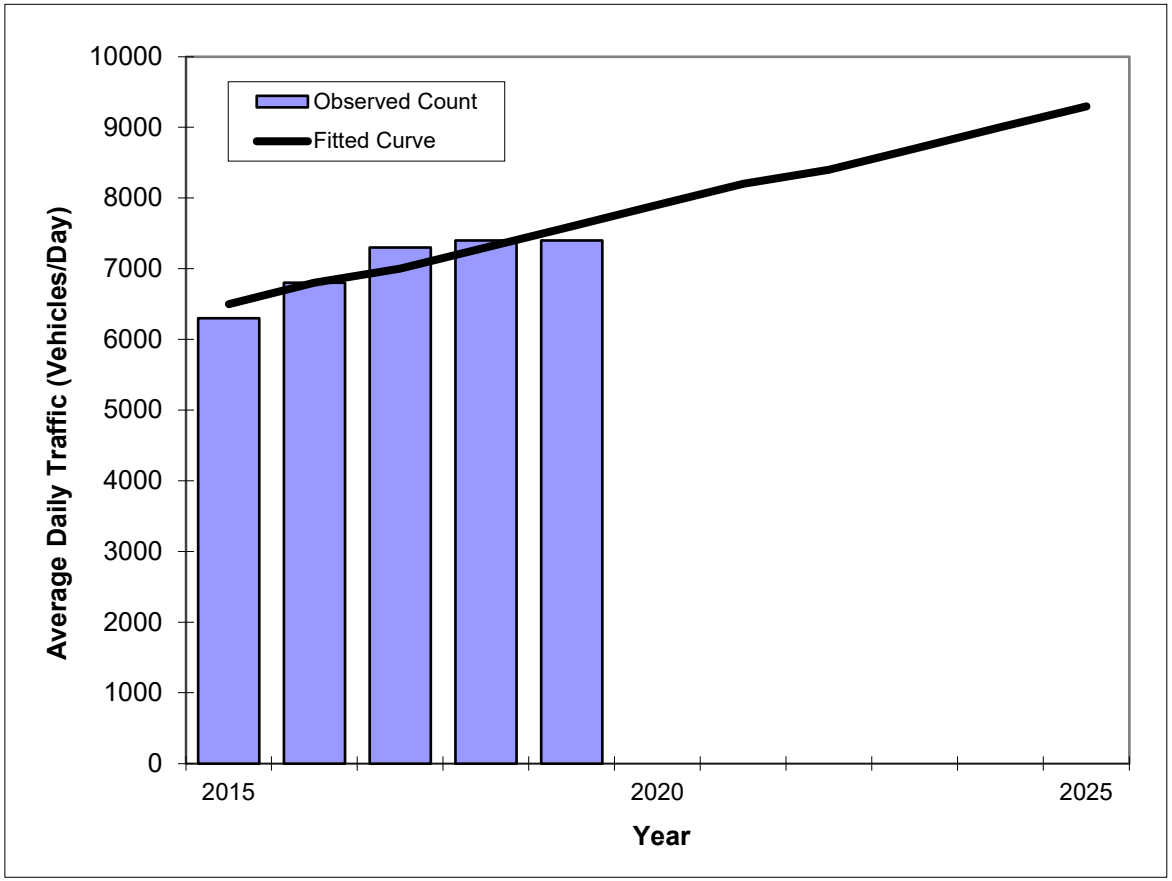
*Axle-Adjusted

**** Annual Trend Increase:**	80
Trend R-squared:	23.5%
Trend Annual Historic Growth Rate:	0.74%
Trend Growth Rate (2019 to Design Year):	0.77%
Printed:	11-Jul-22
Straight Line Growth Option	

TRAFFIC TRENDS

Palm Coast Parkway (EB) -- Colbert Lane to Palm Harbor Parkway

County:	Flagler
Station #:	2875 EB
Highway:	Palm Coast Parkway (EB)



Year	Traffic (ADT/AADT) Count*	Trend**
2015	6300	6500
2016	6800	6800
2017	7300	7000
2018	7400	7300
2019	7400	7600
2022 Opening Year Trend		
2022	N/A	8400
2023 Mid-Year Trend		
2023	N/A	8700
2024 Design Year Trend		
2024	N/A	9000
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

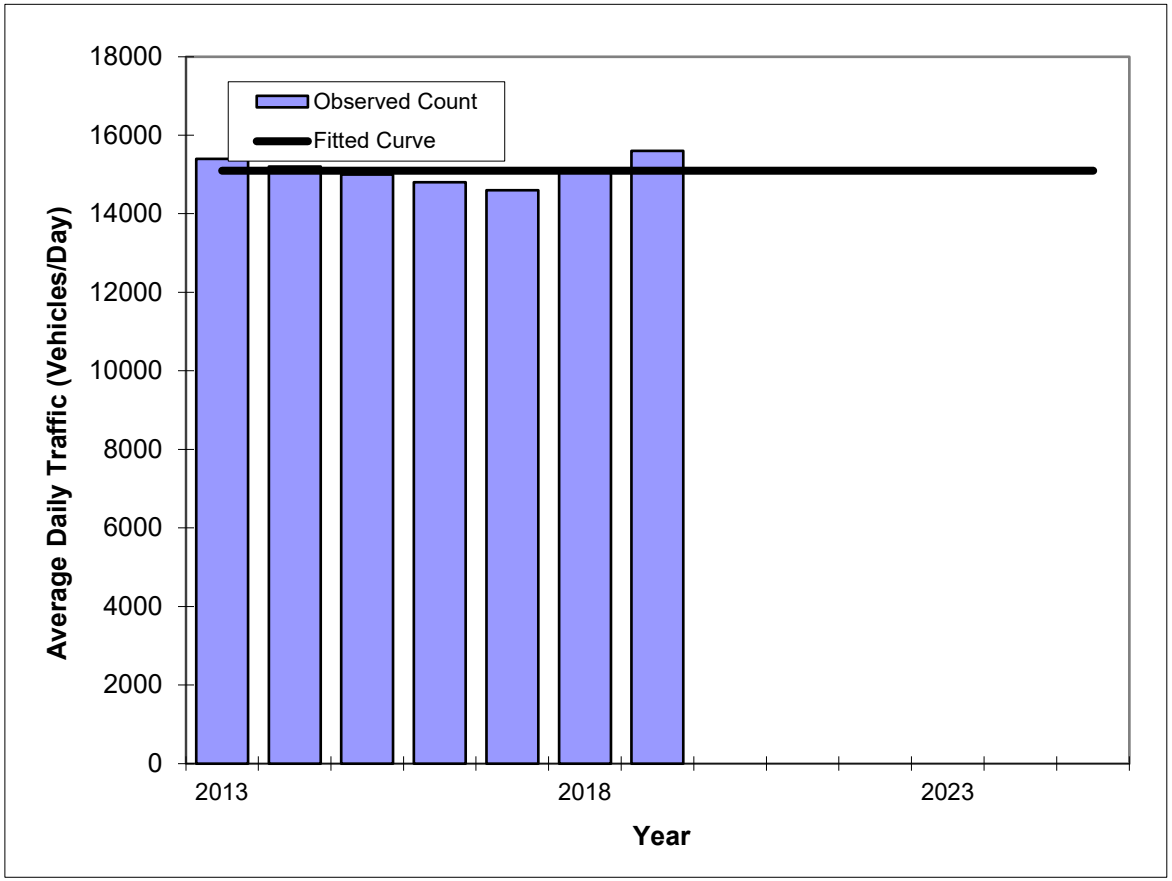
** Annual Trend Increase:	280
Trend R-squared:	84.1%
Trend Annual Historic Growth Rate:	4.23%
Trend Growth Rate (2019 to Design Year):	3.68%
Printed:	11-Jul-22

Straight Line Growth Option

TRAFFIC TRENDS

Palm Coast Parkway (WB) -- Old Kings Road to Florida Park Drive

County:	Flagler
Station #:	2840 WB
Highway:	Palm Coast Parkway (WB)



Year	Traffic (ADT/AADT) Count*	Trend**
2013	15400	15100
2014	15200	15100
2015	15000	15100
2016	14800	15100
2017	14600	15100
2018	15100	15100
2019	15600	15100
2022 Opening Year Trend		
2022	N/A	15100
2023 Mid-Year Trend		
2023	N/A	15100
2024 Design Year Trend		
2024	N/A	15100
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

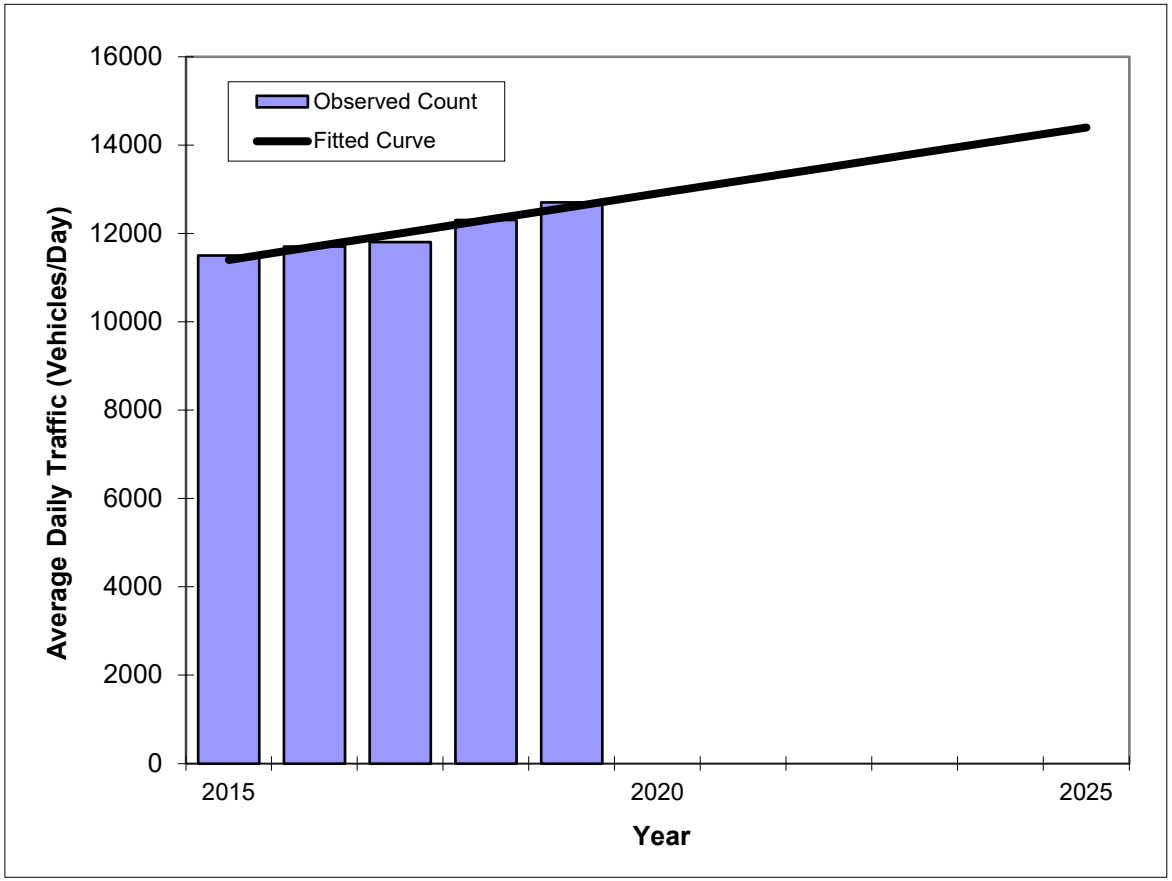
** Annual Trend Increase:	0
Trend R-squared:	0.0%
Trend Annual Historic Growth Rate:	0.00%
Trend Growth Rate (2019 to Design Year):	0.00%
Printed:	11-Jul-22

Straight Line Growth Option

TRAFFIC TRENDS

Palm Coast Parkway (WB) -- Florida Park Drive to Club House Drive

County:	Flagler
Station #:	2850 WB
Highway:	Palm Coast Parkway (WB)



Year	Traffic (ADT/AADT) Count*	Trend**
2015	11500	11400
2016	11700	11700
2017	11800	12000
2018	12300	12300
2019	12700	12600
2022 Opening Year Trend		
2022	N/A	13500
2023 Mid-Year Trend		
2023	N/A	13800
2024 Design Year Trend		
2024	N/A	14100
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

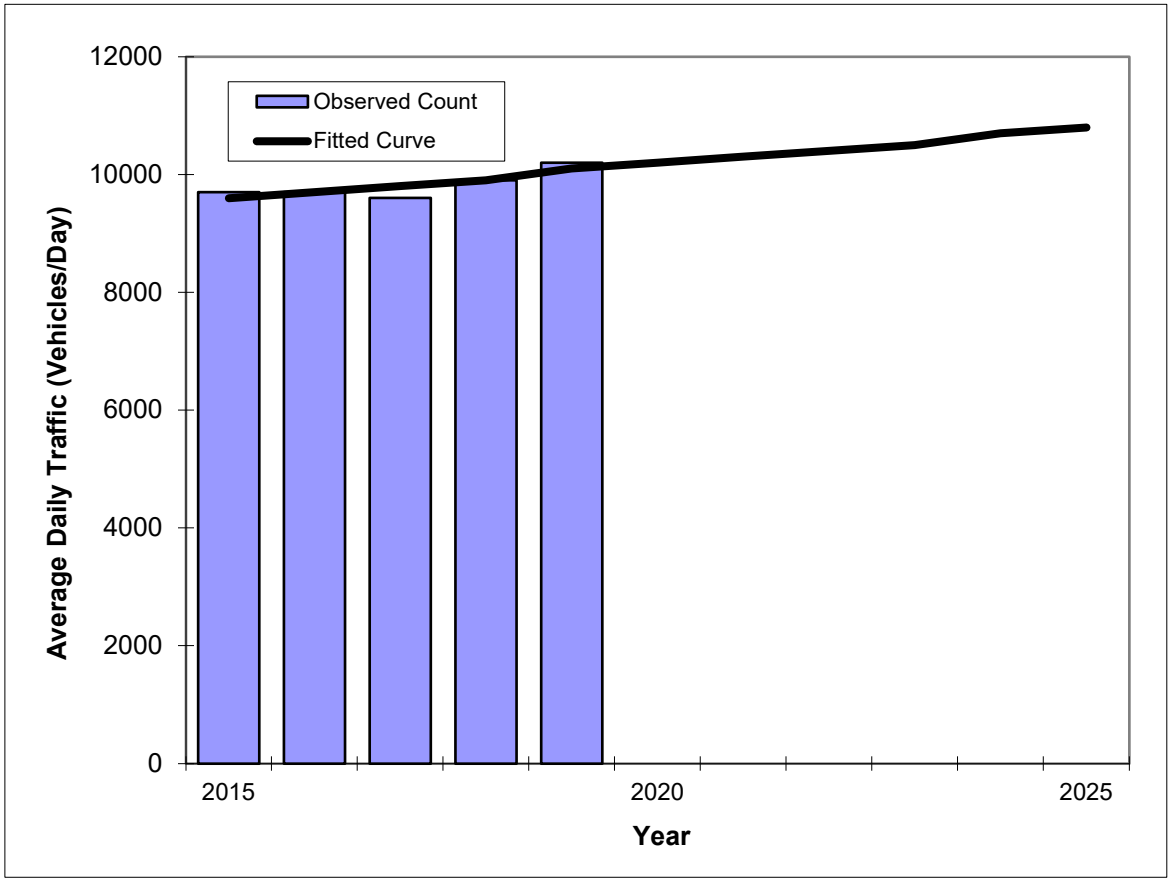
**** Annual Trend Increase:**	300
Trend R-squared:	93.8%
Trend Annual Historic Growth Rate:	2.63%
Trend Growth Rate (2019 to Design Year):	2.38%
Printed:	11-Jul-22

Straight Line Growth Option

TRAFFIC TRENDS

Palm Coast Parkway (WB) -- Club House Drive to Colbert Lane

County:	Flagler
Station #:	2860 WB
Highway:	Palm Coast Parkway (WB)



Year	Traffic (ADT/AADT) Count*	Trend**
2015	9700	9600
2016	9700	9700
2017	9600	9800
2018	9900	9900
2019	10200	10100
2022 Opening Year Trend		
2022	N/A	10400
2023 Mid-Year Trend		
2023	N/A	10500
2024 Design Year Trend		
2024	N/A	10700
TRANPLAN Forecasts/Trends		

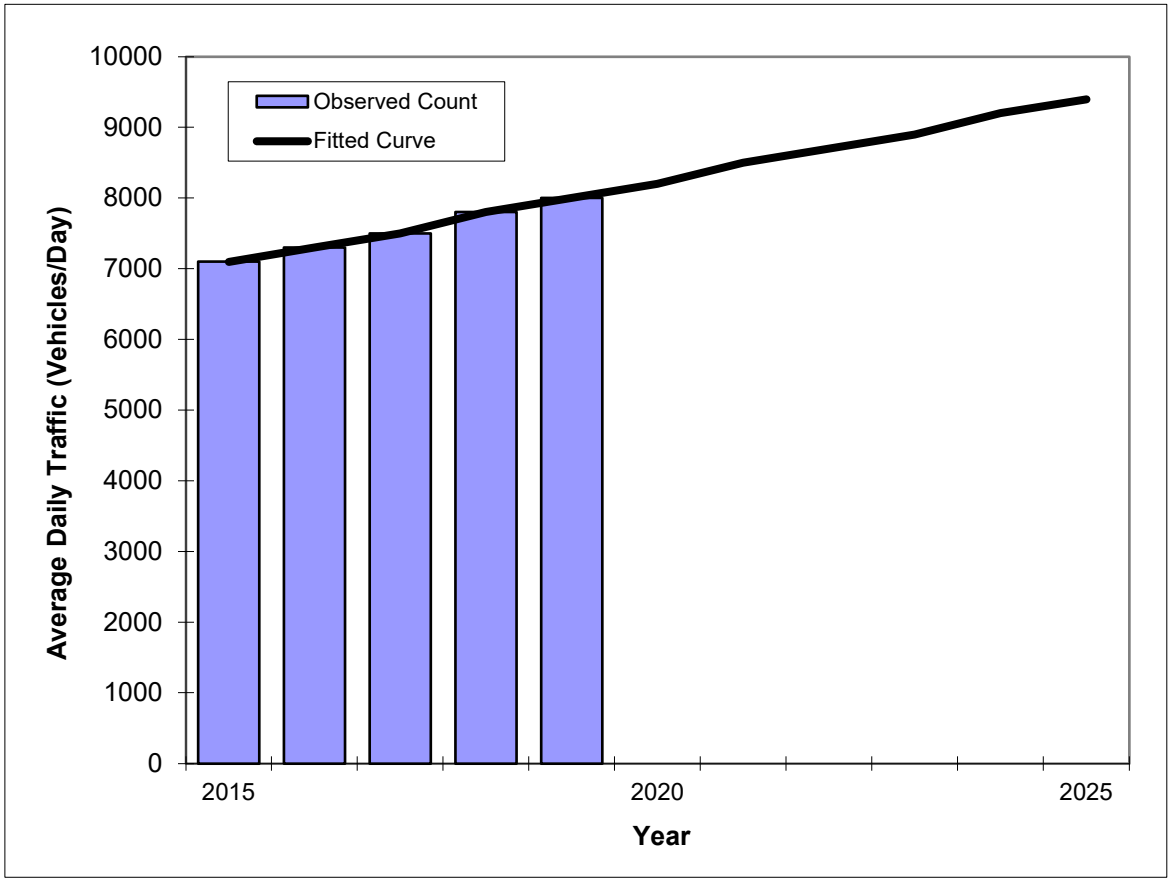
*Axle-Adjusted

** Annual Trend Increase:	120
Trend R-squared:	63.2%
Trend Annual Historic Growth Rate:	1.30%
Trend Growth Rate (2019 to Design Year):	1.19%
Printed:	11-Jul-22
Straight Line Growth Option	

TRAFFIC TRENDS

Palm Coast Parkway (WB) -- Colbert Lane to Palm Harbor Parkway

County:	Flagler
Station #:	2870 WB
Highway:	Palm Coast Parkway (WB)



Year	Traffic (ADT/AADT) Count*	Trend**
2015	7100	7100
2016	7300	7300
2017	7500	7500
2018	7800	7800
2019	8000	8000
2022 Opening Year Trend		
2022	N/A	8700
2023 Mid-Year Trend		
2023	N/A	8900
2024 Design Year Trend		
2024	N/A	9200
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

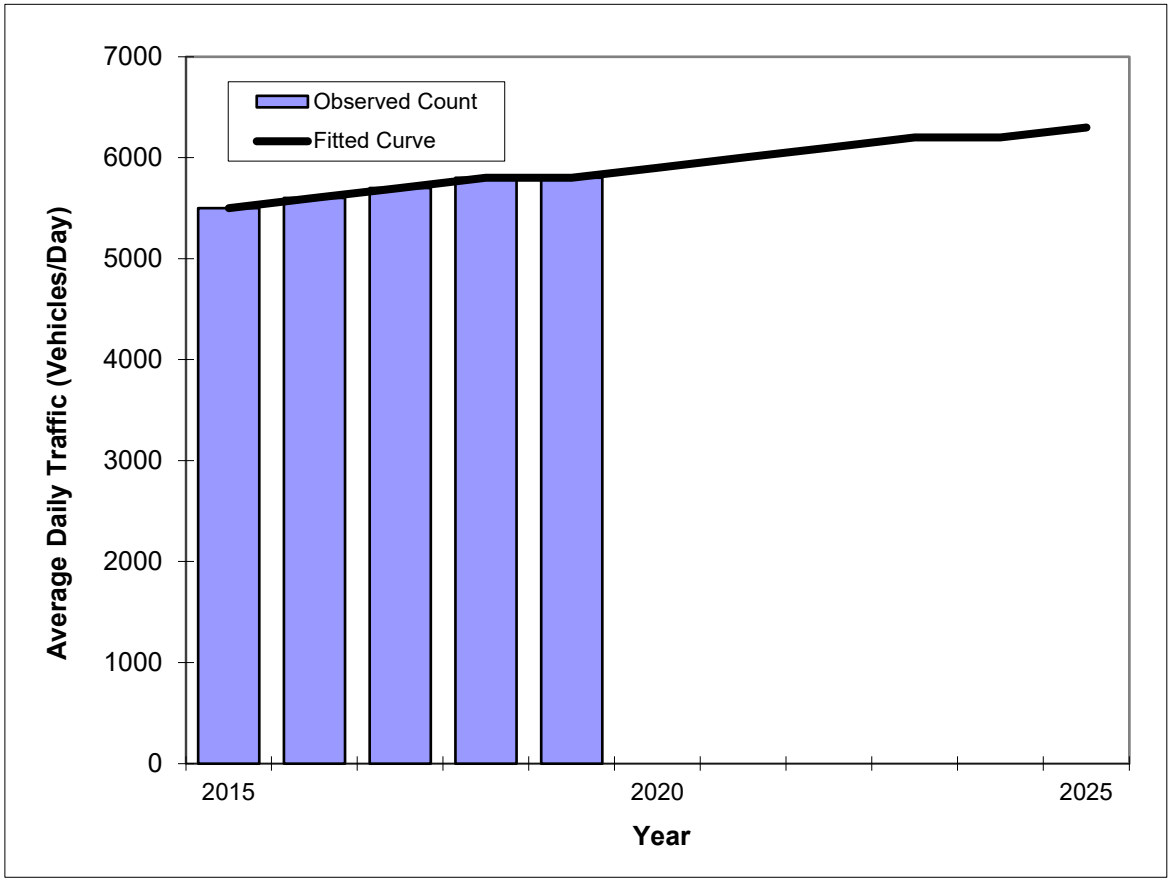
** Annual Trend Increase:	230
Trend R-squared:	99.4%
Trend Annual Historic Growth Rate:	3.17%
Trend Growth Rate (2019 to Design Year):	3.00%
Printed:	11-Jul-22

Straight Line Growth Option

TRAFFIC TRENDS

Florida Park Drive -- Palm Harbor Parkway to Forest Hill Drive

County:	Flagler
Station #:	2090
Highway:	Florida Park Drive



Year	Traffic (ADT/AADT) Count*	Trend**
2015	5500	5500
2016	5600	5600
2017	5700	5700
2018	5800	5800
2019	5800	5800
2022 Opening Year Trend		
2022	N/A	6100
2023 Mid-Year Trend		
2023	N/A	6200
2024 Design Year Trend		
2024	N/A	6200
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

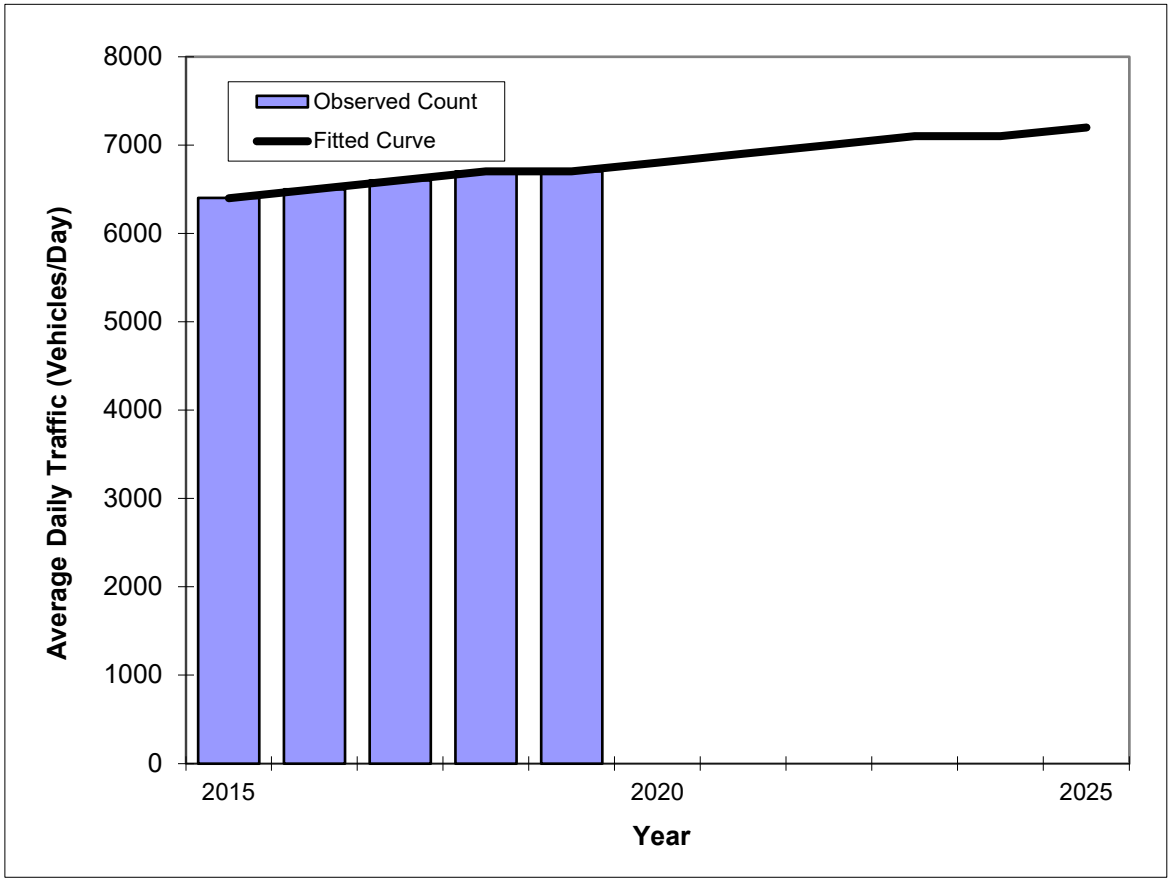
** Annual Trend Increase:	80
Trend R-squared:	94.1%
Trend Annual Historic Growth Rate:	1.36%
Trend Growth Rate (2019 to Design Year):	1.38%
Printed:	11-Jul-22

Straight Line Growth Option

TRAFFIC TRENDS

Florida Park Drive -- Forest Hill Drive to Fleetwood Drive

County:	Flagler
Station #:	2100
Highway:	Florida Park Drive



Year	Traffic (ADT/AADT) Count*	Trend**
2015	6400	6400
2016	6500	6500
2017	6600	6600
2018	6700	6700
2019	6700	6700
2022 Opening Year Trend		
2022	N/A	7000
2023 Mid-Year Trend		
2023	N/A	7100
2024 Design Year Trend		
2024	N/A	7100
TRANPLAN Forecasts/Trends		

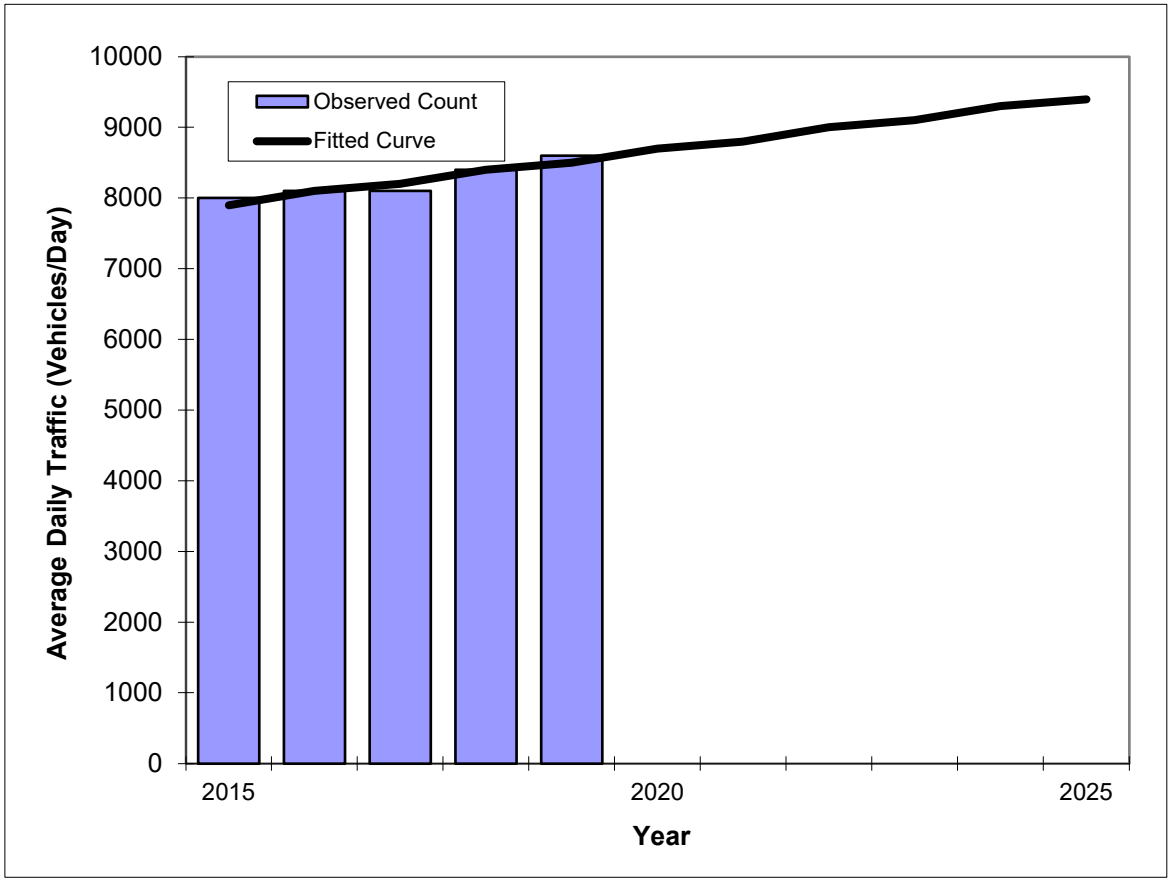
*Axle-Adjusted

** Annual Trend Increase:	80
Trend R-squared:	94.1%
Trend Annual Historic Growth Rate:	1.17%
Trend Growth Rate (2019 to Design Year):	1.19%
Printed:	11-Jul-22
Straight Line Growth Option	

TRAFFIC TRENDS

Florida Park Drive -- Fleetwood Drive to Farragut Drive

County:	Flagler
Station #:	2105
Highway:	Florida Park Drive



Year	Traffic (ADT/AADT) Count*	Trend**
2015	8000	7900
2016	8100	8100
2017	8100	8200
2018	8400	8400
2019	8600	8500
2022 Opening Year Trend		
2022	N/A	9000
2023 Mid-Year Trend		
2023	N/A	9100
2024 Design Year Trend		
2024	N/A	9300
TRANPLAN Forecasts/Trends		

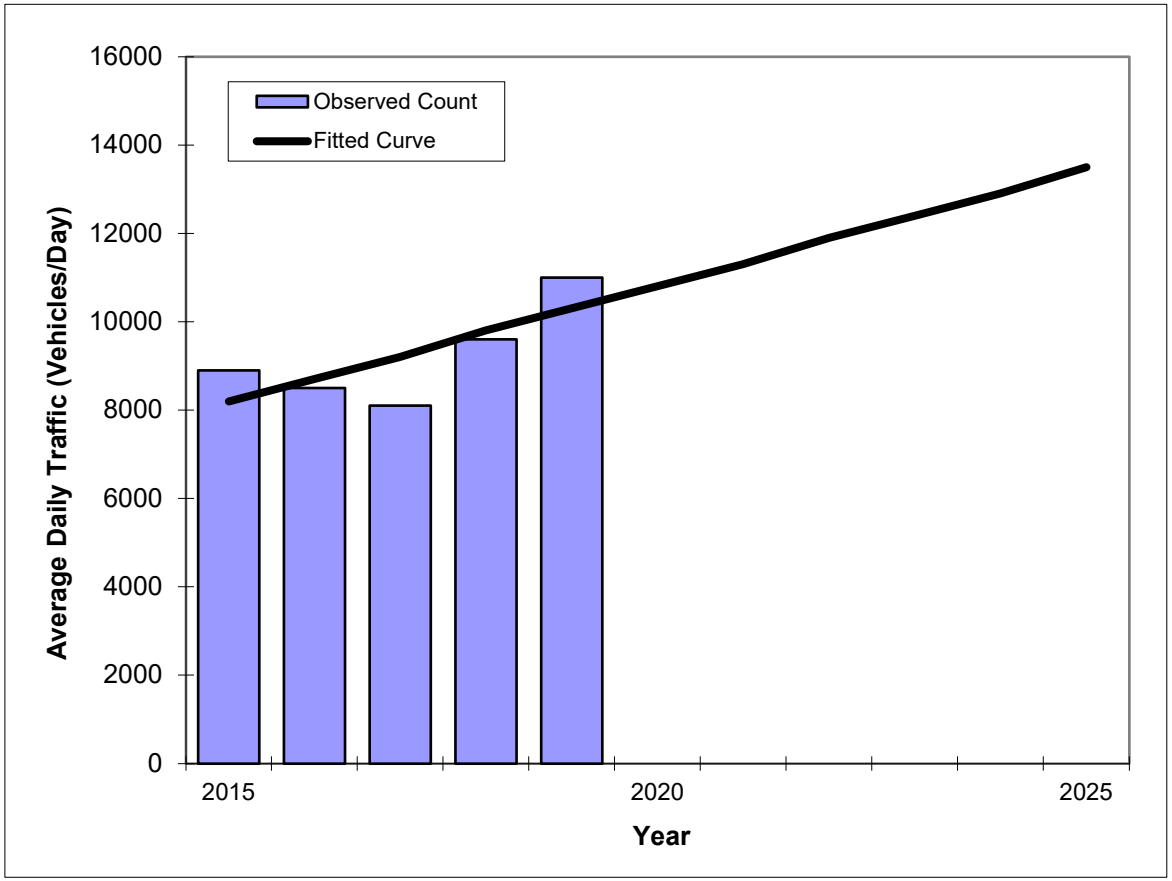
*Axle-Adjusted

**** Annual Trend Increase:**	150
Trend R-squared:	89.3%
Trend Annual Historic Growth Rate:	1.90%
Trend Growth Rate (2019 to Design Year):	1.88%
Printed:	11-Jul-22
Straight Line Growth Option	

TRAFFIC TRENDS

Florida Park Drive -- Farragut Drive to Palm Coast Parkway (WB)

County:	Flagler
Station #:	2110
Highway:	Florida Park Drive



Year	Traffic (ADT/AADT) Count*	Trend**
2015	8900	8200
2016	8500	8700
2017	8100	9200
2018	9600	9800
2019	11000	10300
2022 Opening Year Trend		
2022	N/A	11900
2023 Mid-Year Trend		
2023	N/A	12400
2024 Design Year Trend		
2024	N/A	12900
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

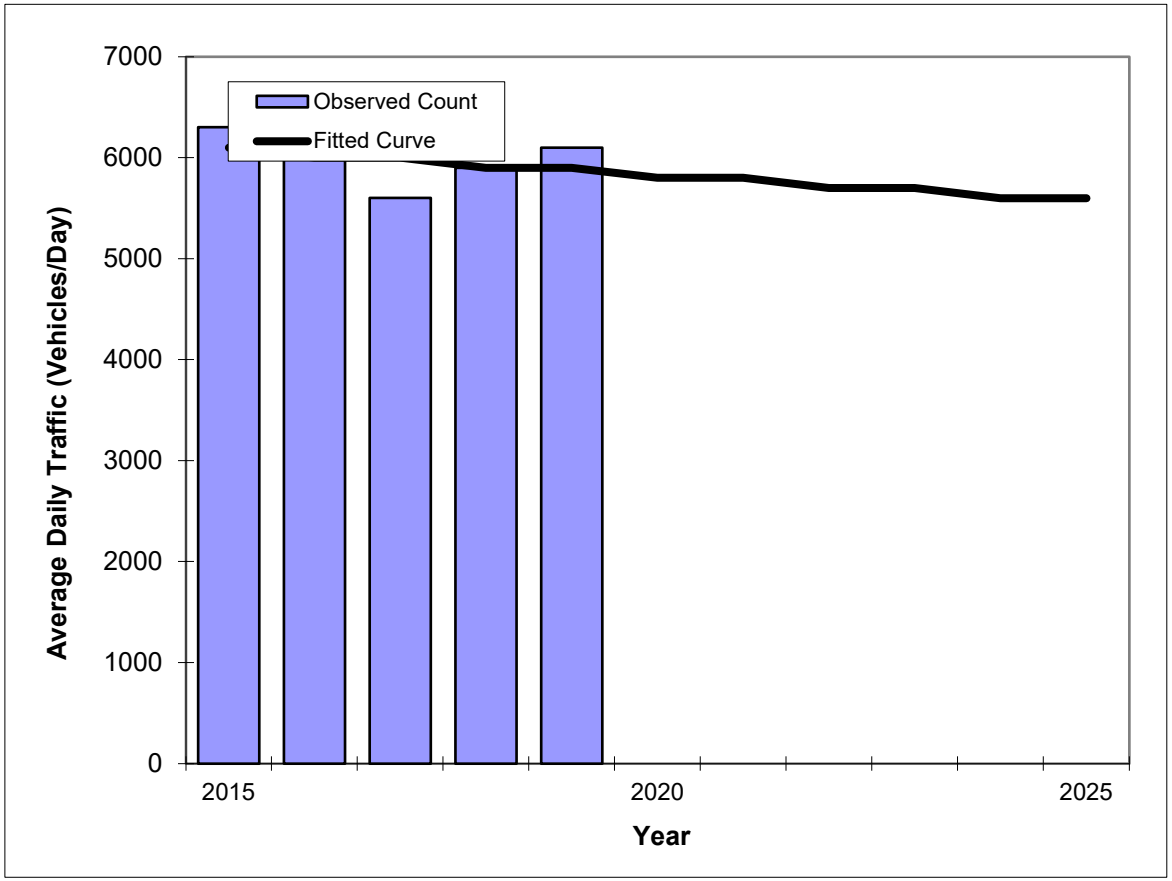
** Annual Trend Increase:	530
Trend R-squared:	54.1%
Trend Annual Historic Growth Rate:	6.40%
Trend Growth Rate (2019 to Design Year):	5.05%
Printed:	11-Jul-22

Straight Line Growth Option

TRAFFIC TRENDS

Florida Park Drive -- Palm Coast Parkway (WB) to Palm Coast Parkway (EB)

County:	Flagler
Station #:	2120
Highway:	Florida Park Drive



Year	Traffic (ADT/AADT) Count*	Trend**
2015	6300	6100
2016	6000	6000
2017	5600	6000
2018	5900	5900
2019	6100	5900
2022 Opening Year Trend		
2022	N/A	5700
2023 Mid-Year Trend		
2023	N/A	5700
2024 Design Year Trend		
2024	N/A	5600
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

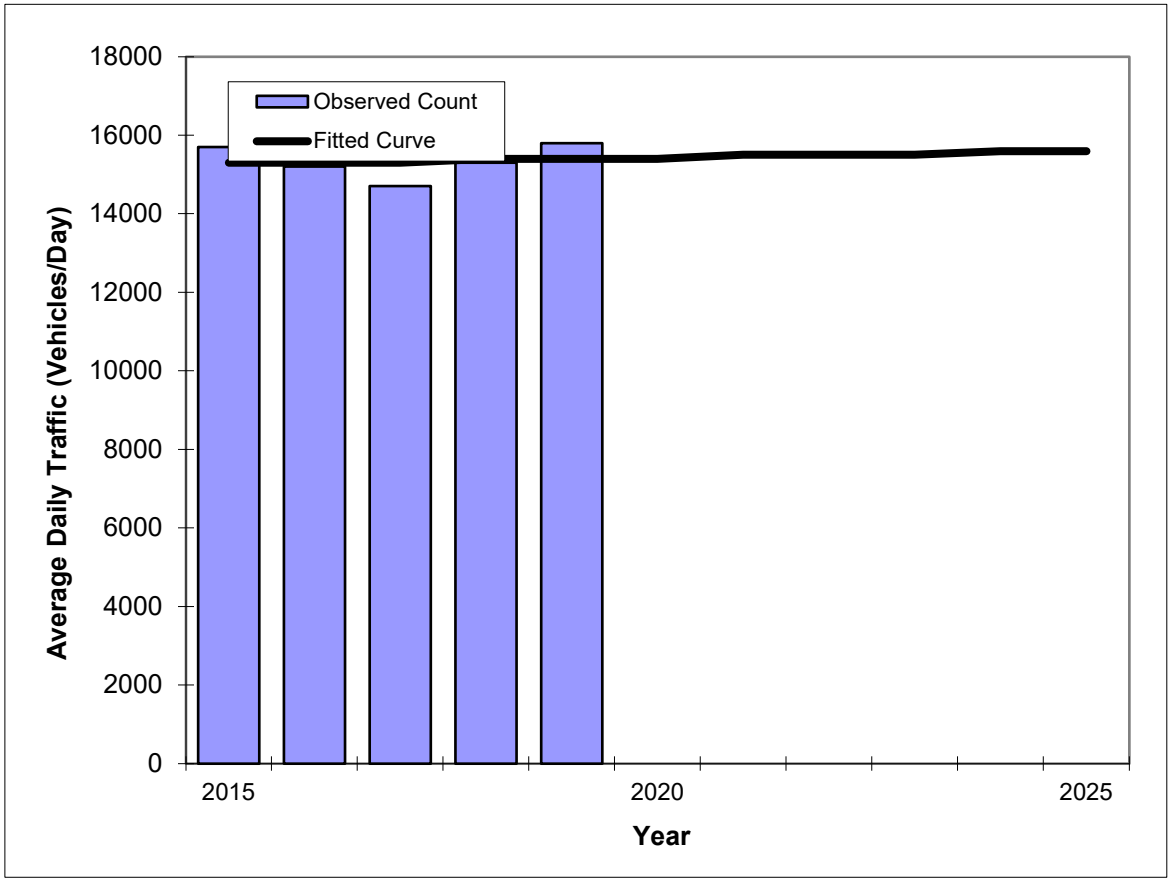
**** Annual Trend Increase:**	-50
Trend R-squared:	9.3%
Trend Annual Historic Growth Rate:	-0.82%
Trend Growth Rate (2019 to Design Year):	-1.02%
Printed:	11-Jul-22

Straight Line Growth Option

TRAFFIC TRENDS

Belle Terre Parkway -- Pine Lakes Parkway to Bellaire Drive

County:	Flagler
Station #:	1210
Highway:	Belle Terre Parkway



Year	Traffic (ADT/AADT) Count*	Trend**
2015	15700	15300
2016	15200	15300
2017	14700	15300
2018	15300	15400
2019	15800	15400
2022 Opening Year Trend		
2022	N/A	15500
2023 Mid-Year Trend		
2023	N/A	15500
2024 Design Year Trend		
2024	N/A	15600
TRANPLAN Forecasts/Trends		

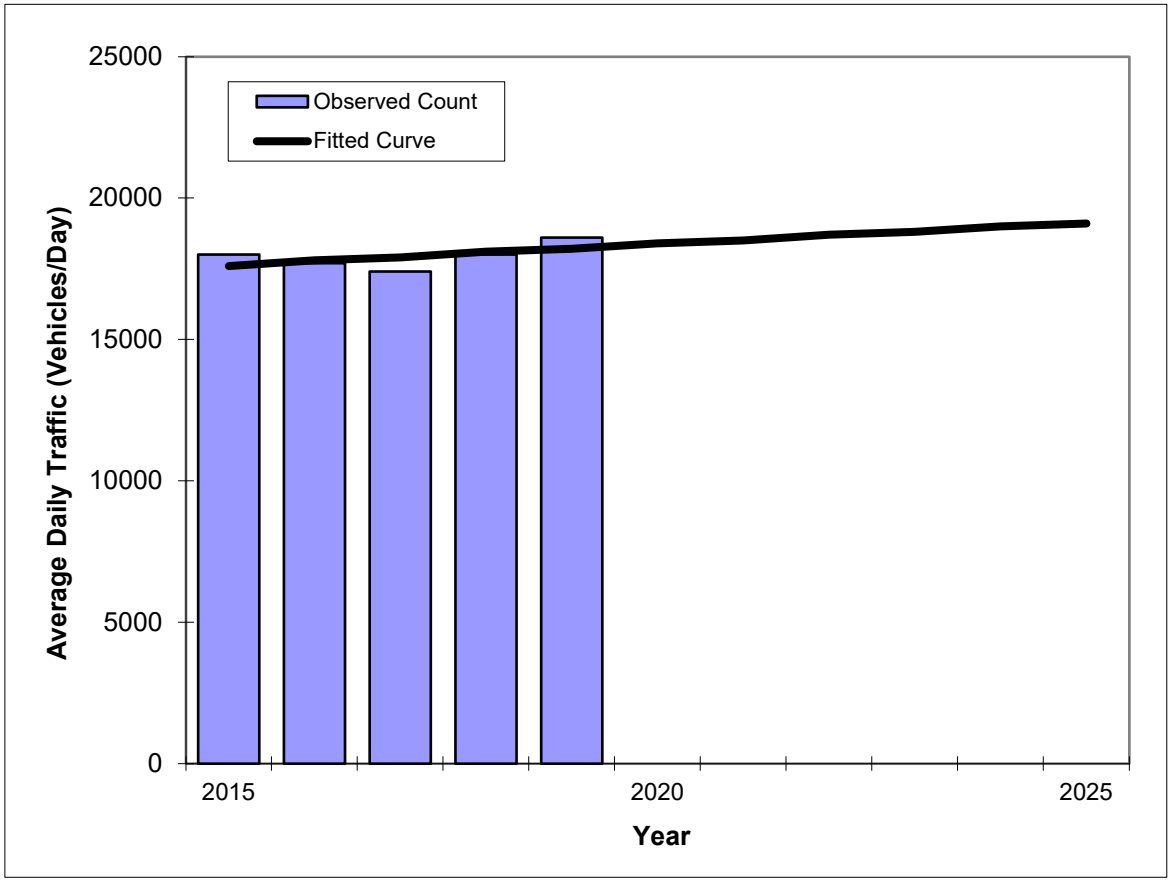
*Axle-Adjusted

** Annual Trend Increase:	30
Trend R-squared:	1.2%
Trend Annual Historic Growth Rate:	0.16%
Trend Growth Rate (2019 to Design Year):	0.26%
Printed:	11-Jul-22
Straight Line Growth Option	

TRAFFIC TRENDS

Belle Terre Parkway -- Bellaire Drive to Palm Coast Parkway (WB)

County:	Flagler
Station #:	1215
Highway:	Belle Terre Parkway



Year	Traffic (ADT/AADT) Count*	Trend**
2015	18000	17600
2016	17700	17800
2017	17400	17900
2018	18000	18100
2019	18600	18200
2022 Opening Year Trend		
2022	N/A	18700
2023 Mid-Year Trend		
2023	N/A	18800
2024 Design Year Trend		
2024	N/A	19000
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

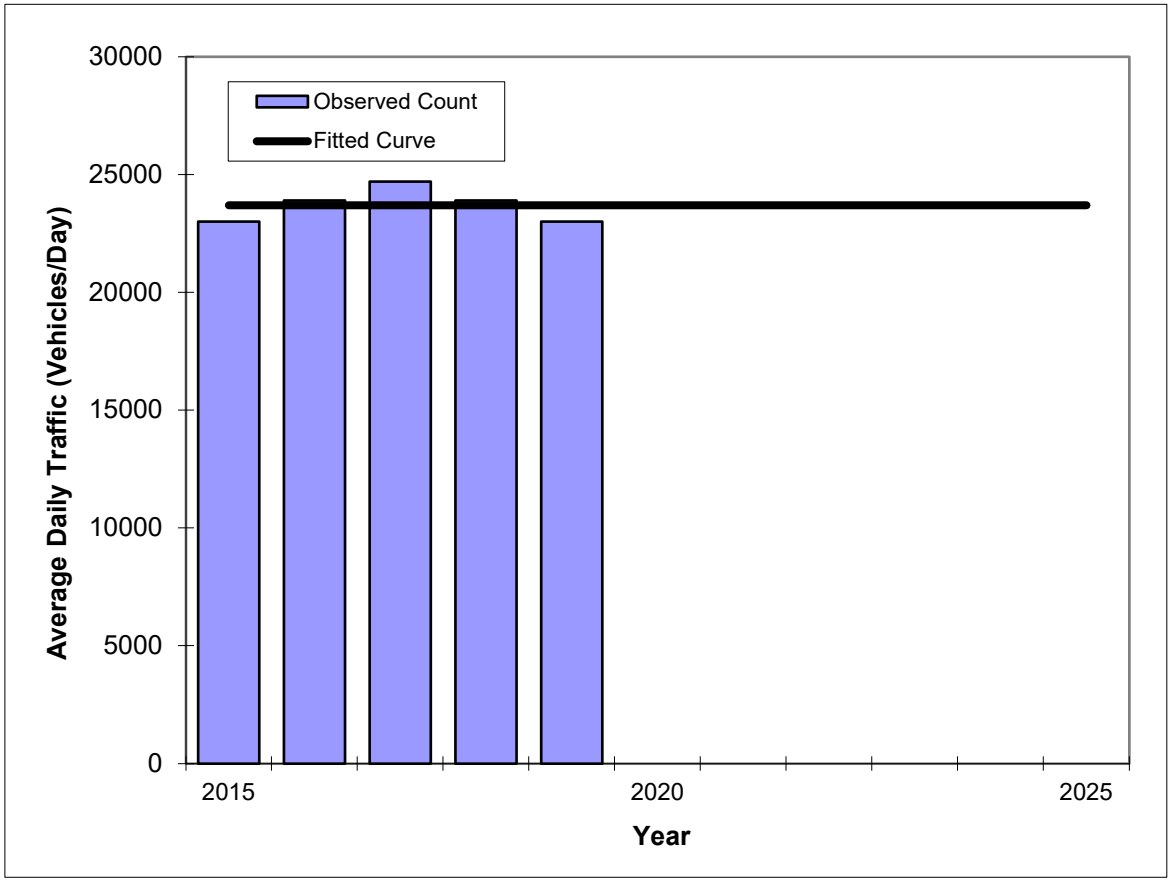
** Annual Trend Increase:	150
Trend R-squared:	28.4%
Trend Annual Historic Growth Rate:	0.85%
Trend Growth Rate (2019 to Design Year):	0.88%
Printed:	11-Jul-22

Straight Line Growth Option

TRAFFIC TRENDS

elle Terre Parkway -- Palm Coast Parkway (WB) to Palm Coast Parkway (EB

County:	Flagler
Station #:	1220
Highway:	Belle Terre Parkway



Year	Traffic (ADT/AADT) Count*	Trend**
2015	23000	23700
2016	23900	23700
2017	24700	23700
2018	23900	23700
2019	23000	23700
2022 Opening Year Trend		
2022	N/A	23700
2023 Mid-Year Trend		
2023	N/A	23700
2024 Design Year Trend		
2024	N/A	23700
TRANPLAN Forecasts/Trends		

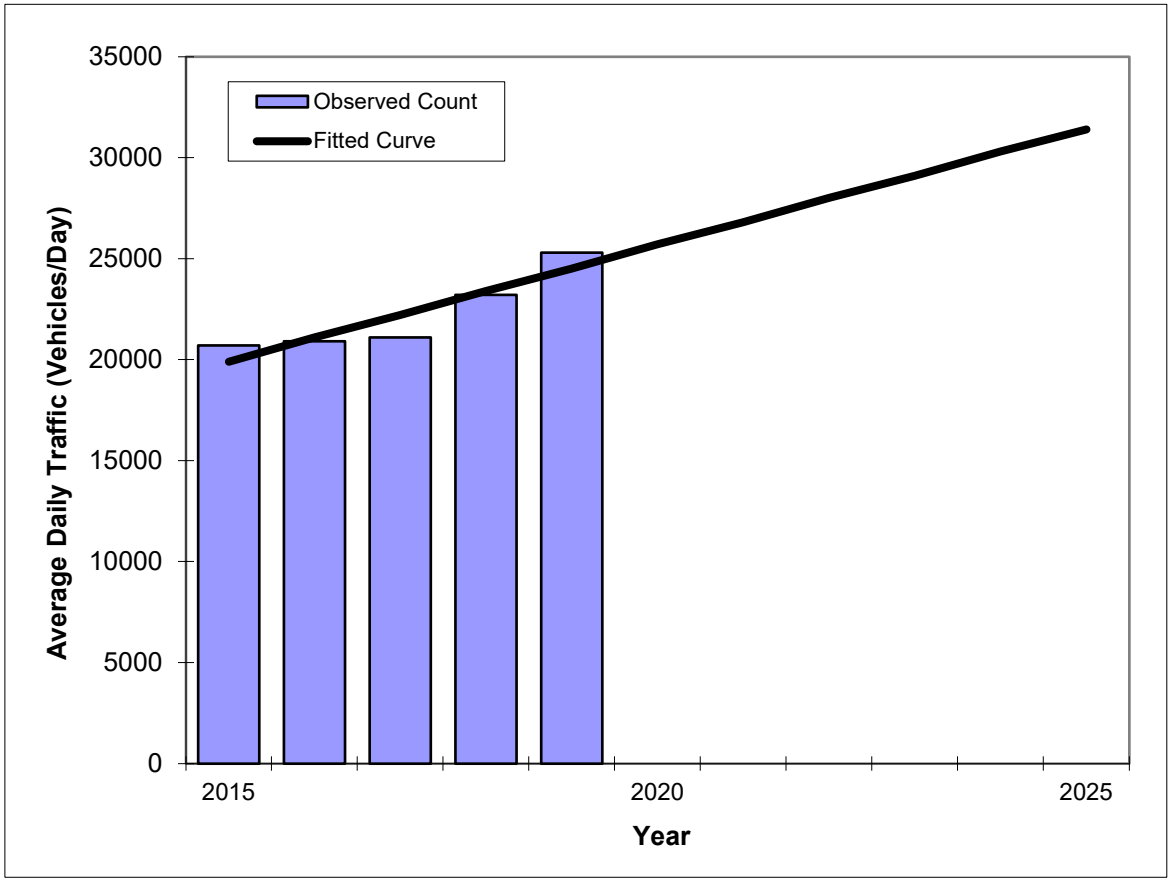
*Axle-Adjusted

** Annual Trend Increase:	0
Trend R-squared:	0.0%
Trend Annual Historic Growth Rate:	0.00%
Trend Growth Rate (2019 to Design Year):	0.00%
Printed:	11-Jul-22
Straight Line Growth Option	

TRAFFIC TRENDS

Belle Terre Parkway -- Palm Coast Parkway (EB) to Cypress Point Parkway

County:	Flagler
Station #:	1225
Highway:	Belle Terre Parkway



Year	Traffic (ADT/AADT) Count*	Trend**
2015	20700	19900
2016	20900	21100
2017	21100	22200
2018	23200	23400
2019	25300	24500
2022 Opening Year Trend		
2022	N/A	28000
2023 Mid-Year Trend		
2023	N/A	29100
2024 Design Year Trend		
2024	N/A	30300
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

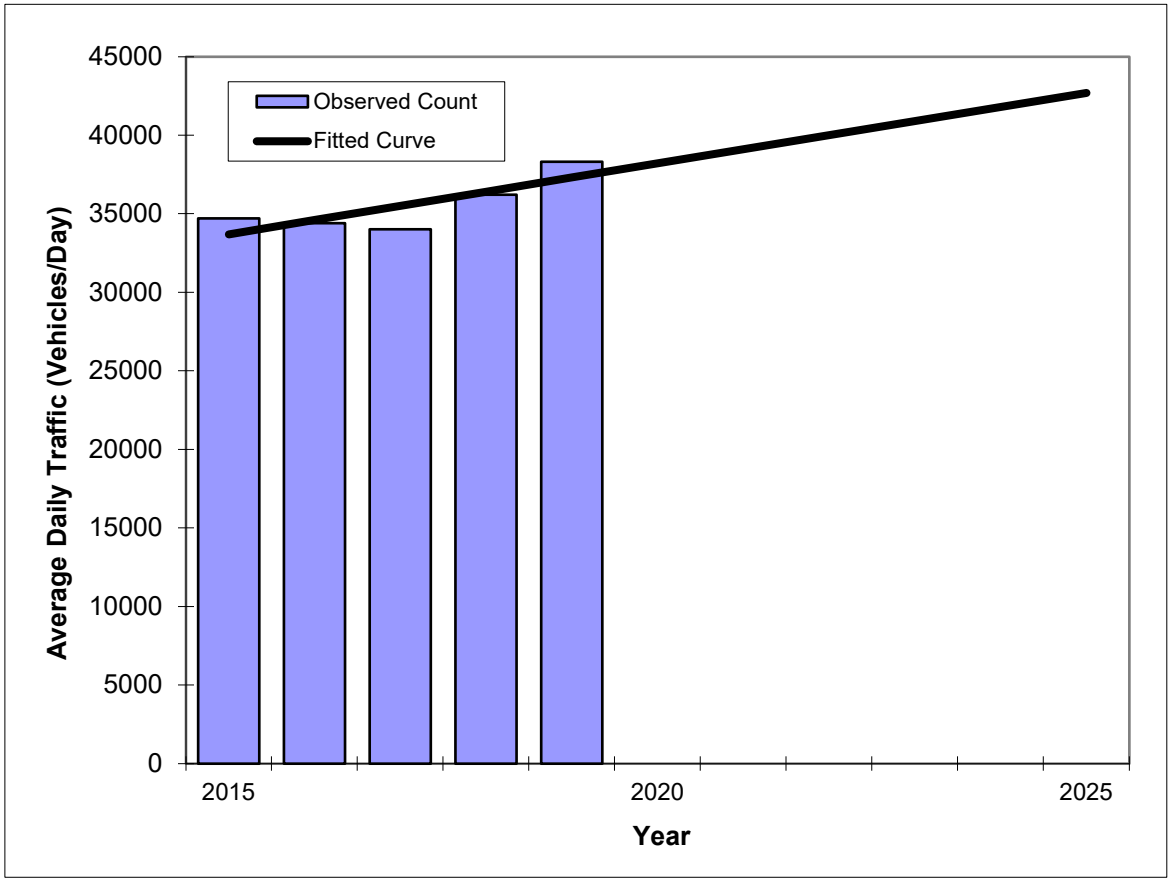
**** Annual Trend Increase:**	1,150
Trend R-squared:	84.0%
Trend Annual Historic Growth Rate:	5.78%
Trend Growth Rate (2019 to Design Year):	4.73%
Printed:	11-Jul-22

Straight Line Growth Option

TRAFFIC TRENDS

Belle Terre Parkway -- Cypress Point Parkway to Pine Lakes Parkway

County:	Flagler
Station #:	1230
Highway:	Belle Terre Parkway



Year	Traffic (ADT/AADT) Count*	Trend**
2015	34700	33700
2016	34400	34600
2017	34000	35500
2018	36200	36400
2019	38300	37300
2022 Opening Year Trend		
2022	N/A	40000
2023 Mid-Year Trend		
2023	N/A	40900
2024 Design Year Trend		
2024	N/A	41800
TRANPLAN Forecasts/Trends		

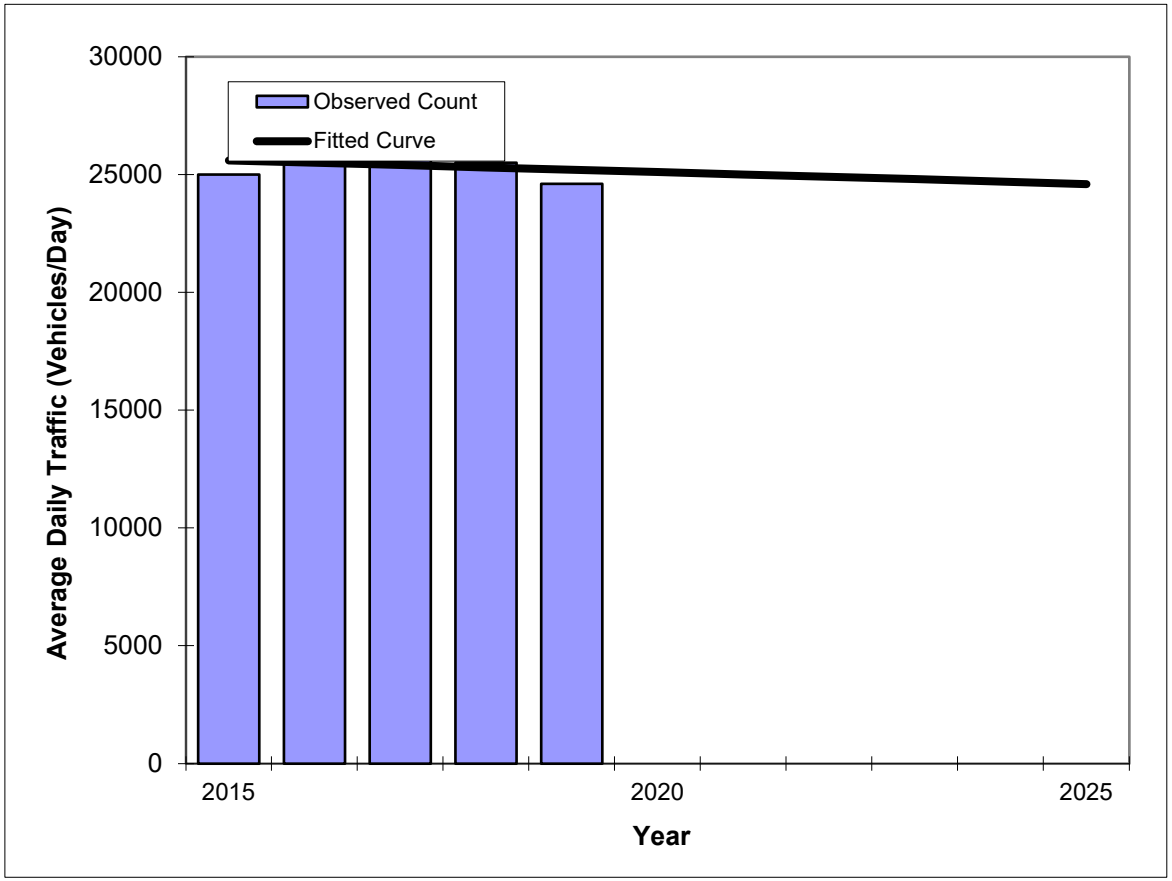
*Axle-Adjusted

**** Annual Trend Increase:**	900
Trend R-squared:	65.2%
Trend Annual Historic Growth Rate:	2.67%
Trend Growth Rate (2019 to Design Year):	2.41%
Printed:	11-Jul-22
Straight Line Growth Option	

TRAFFIC TRENDS

Belle Terre Parkway -- Pine Lakes Parkway to Parkview Drive (S)

County:	Flagler
Station #:	1240
Highway:	Belle Terre Parkway



Year	Traffic (ADT/AADT) Count*	Trend**
2015	25000	25600
2016	25700	25500
2017	26300	25400
2018	25500	25300
2019	24600	25200
2022 Opening Year Trend		
2022	N/A	24900
2023 Mid-Year Trend		
2023	N/A	24800
2024 Design Year Trend		
2024	N/A	24700
TRANPLAN Forecasts/Trends		

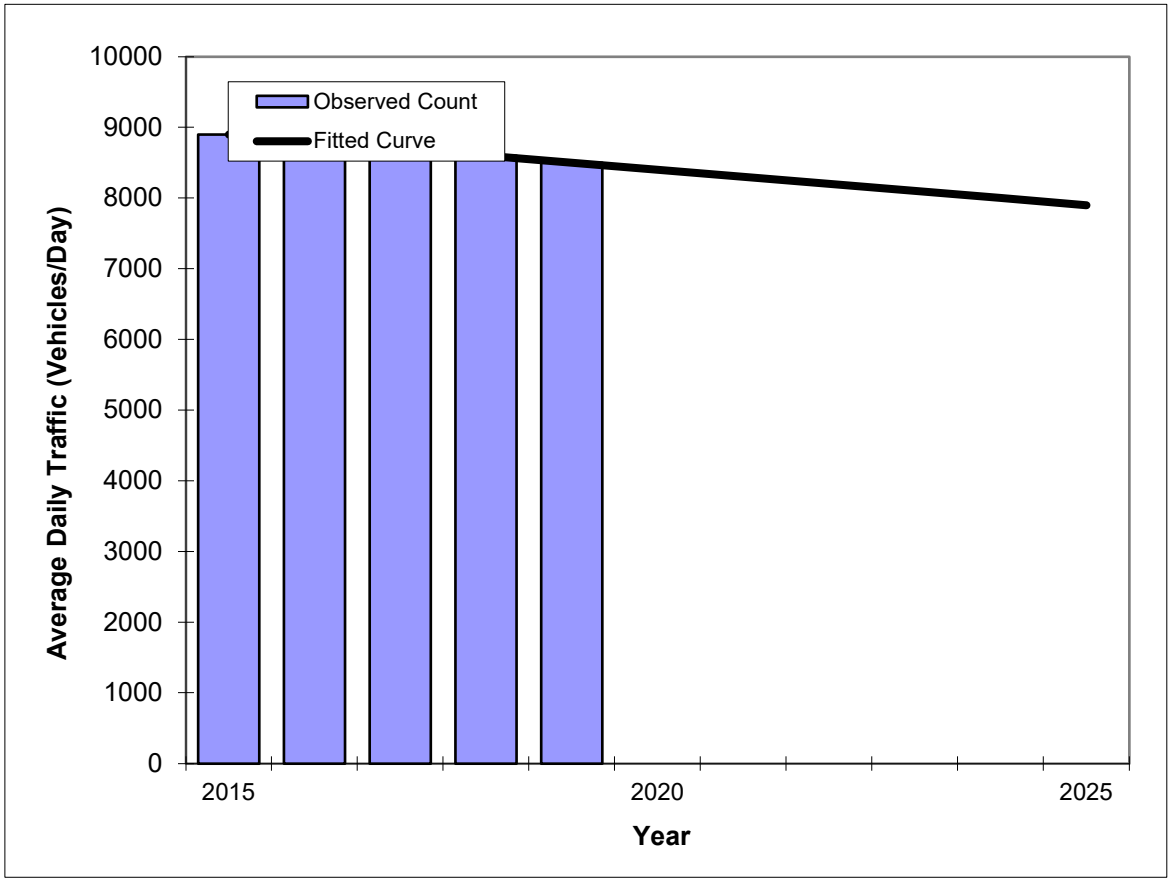
*Axle-Adjusted

**** Annual Trend Increase:**	-100
Trend R-squared:	5.9%
Trend Annual Historic Growth Rate:	-0.39%
Trend Growth Rate (2019 to Design Year):	-0.40%
Printed:	11-Jul-22
Straight Line Growth Option	

TRAFFIC TRENDS

Old Kings Road -- Farmsworth Drive to Frontier Drive

County:	Flagler
Station #:	2707
Highway:	Old Kings Road



Year	Traffic (ADT/AADT) Count*	Trend**
2015	8900	8900
2016	8800	8800
2017	8600	8700
2018	8600	8600
2019	8500	8500
2022 Opening Year Trend		
2022	N/A	8200
2023 Mid-Year Trend		
2023	N/A	8100
2024 Design Year Trend		
2024	N/A	8000
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

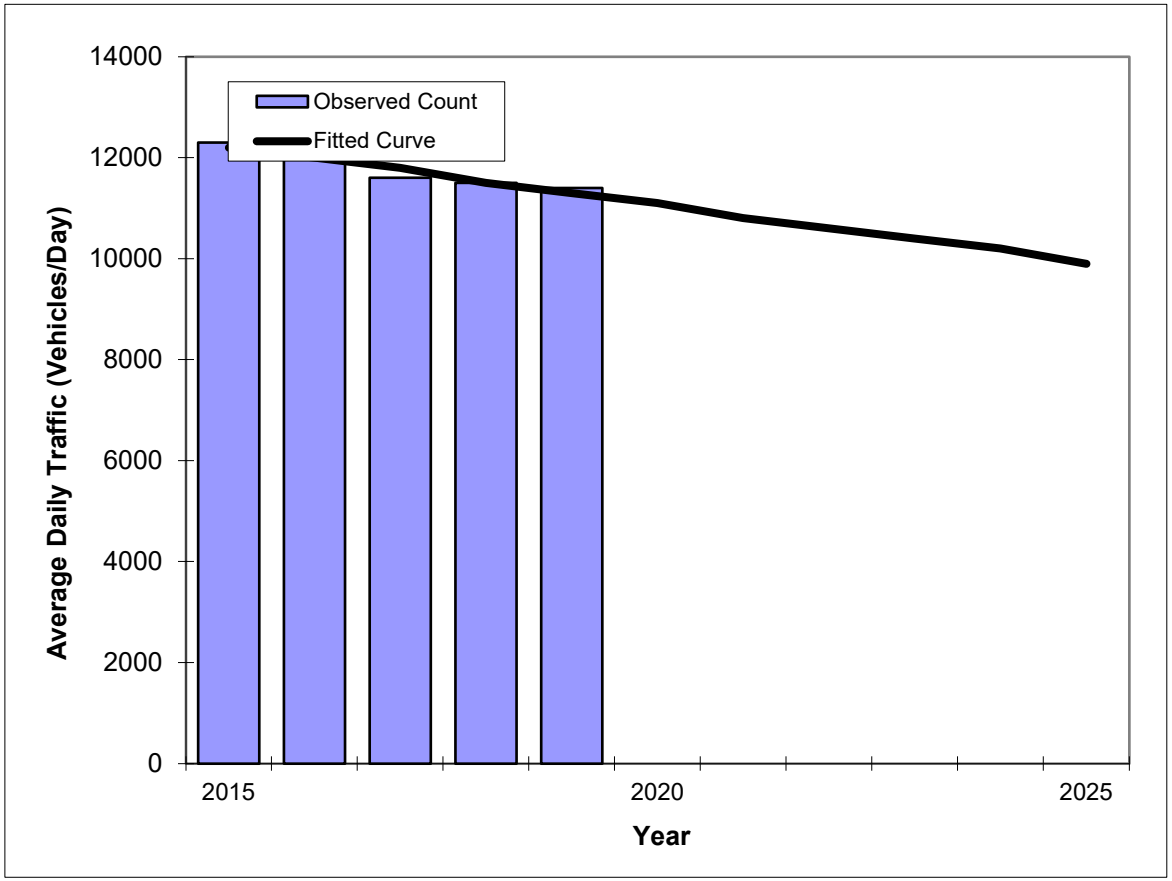
**** Annual Trend Increase:**	-100
Trend R-squared:	92.6%
Trend Annual Historic Growth Rate:	-1.12%
Trend Growth Rate (2019 to Design Year):	-1.18%
Printed:	11-Jul-22

Straight Line Growth Option

TRAFFIC TRENDS

Old Kings Road -- Frontier Drive to Fleetwood Drive

County:	Flagler
Station #:	2710
Highway:	Old Kings Road



Year	Traffic (ADT/AADT) Count*	Trend**
2015	12300	12200
2016	12000	12000
2017	11600	11800
2018	11500	11500
2019	11400	11300
2022 Opening Year Trend		
2022	N/A	10600
2023 Mid-Year Trend		
2023	N/A	10400
2024 Design Year Trend		
2024	N/A	10200
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-230
Trend R-squared:	92.5%
Trend Annual Historic Growth Rate:	-1.84%
Trend Growth Rate (2019 to Design Year):	-1.95%
Printed:	11-Jul-22

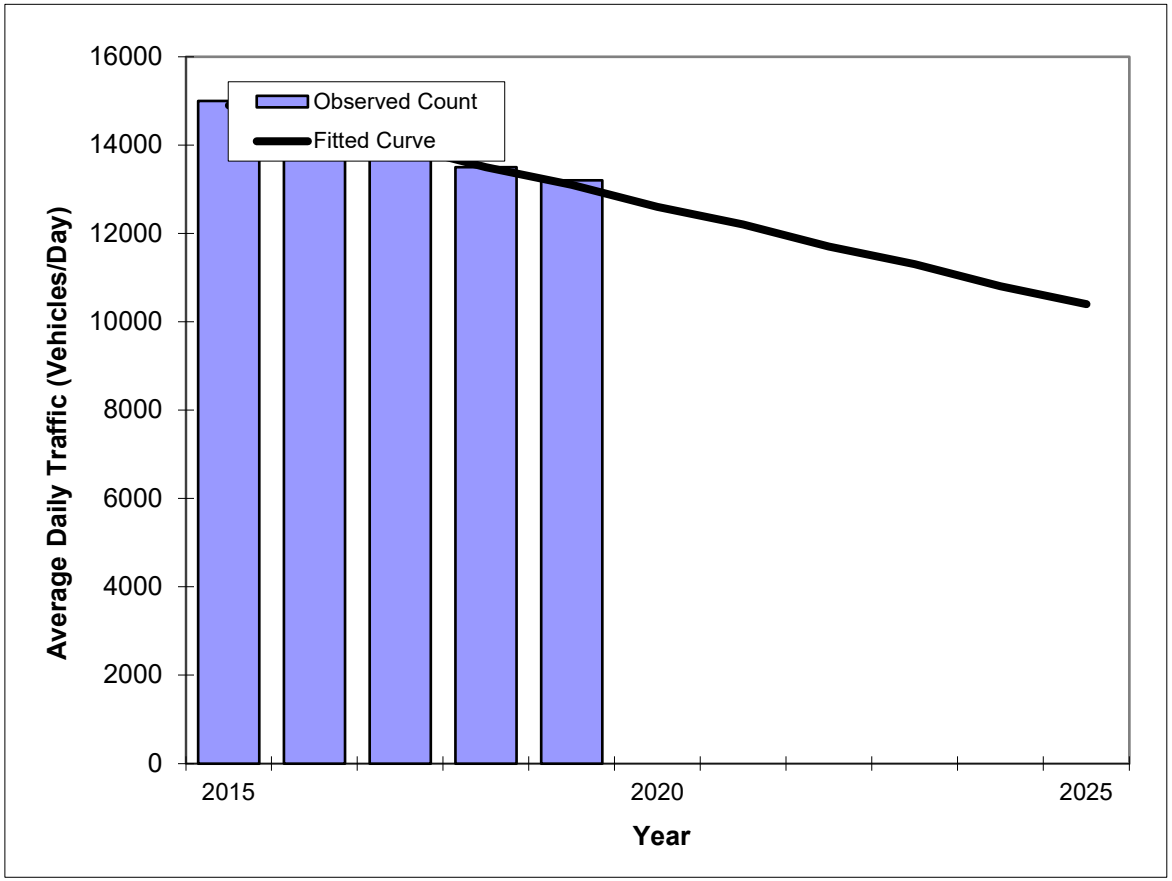
Straight Line Growth Option

***Axle-Adjusted**

TRAFFIC TRENDS

Old Kings Road -- Fleetwood Drive to Farragut Drive

County:	Flagler
Station #:	2715
Highway:	Old Kings Road



Year	Traffic (ADT/AADT) Count*	Trend**
2015	15000	14900
2016	14400	14400
2017	13700	14000
2018	13500	13500
2019	13200	13100
2022 Opening Year Trend		
2022	N/A	11700
2023 Mid-Year Trend		
2023	N/A	11300
2024 Design Year Trend		
2024	N/A	10800
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

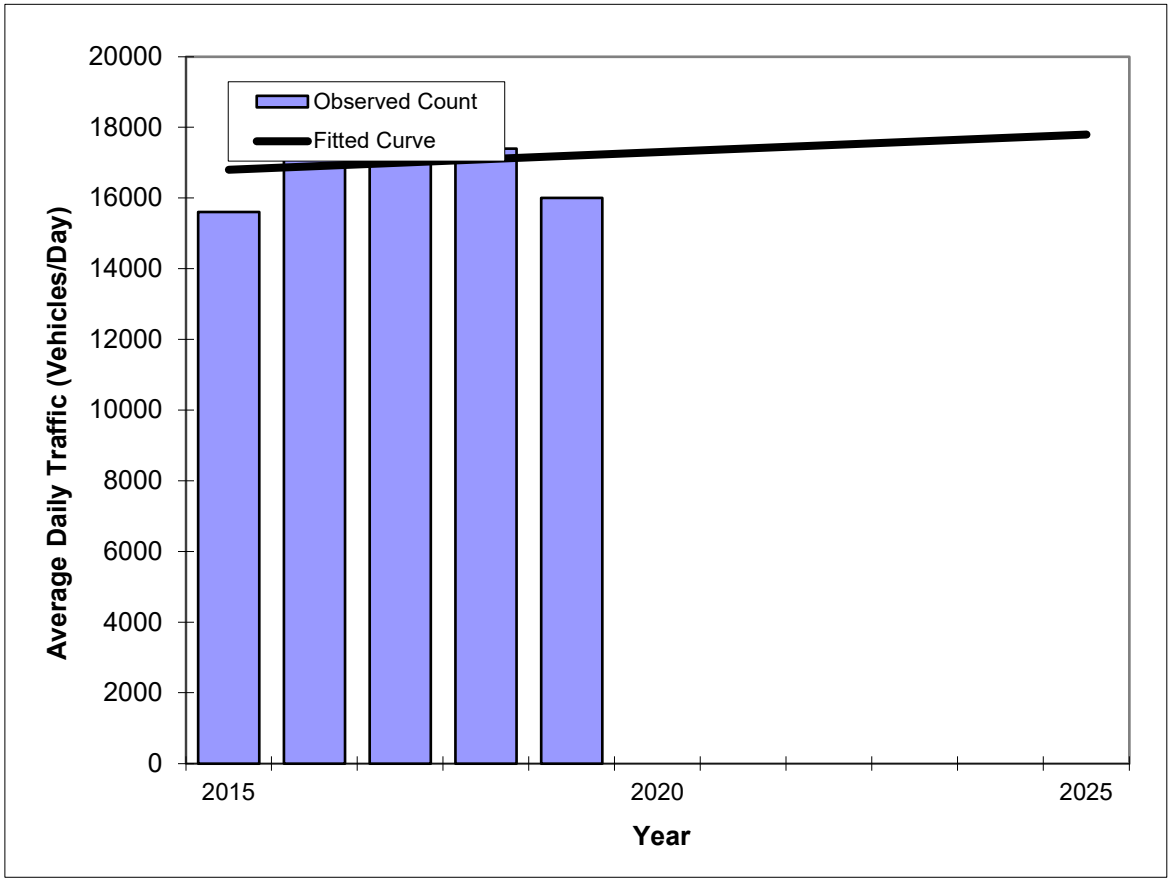
** Annual Trend Increase:	-450
Trend R-squared:	95.0%
Trend Annual Historic Growth Rate:	-3.02%
Trend Growth Rate (2019 to Design Year):	-3.51%
Printed:	11-Jul-22

Straight Line Growth Option

TRAFFIC TRENDS

Old Kings Road -- Farragut Drive to Palm Coast Parkway

County:	Flagler
Station #:	2720
Highway:	Old Kings Road



Year	Traffic (ADT/AADT) Count*	Trend**
2015	15600	16800
2016	17200	16900
2017	18700	17000
2018	17400	17100
2019	16000	17200
2022 Opening Year Trend		
2022	N/A	17500
2023 Mid-Year Trend		
2023	N/A	17600
2024 Design Year Trend		
2024	N/A	17700
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

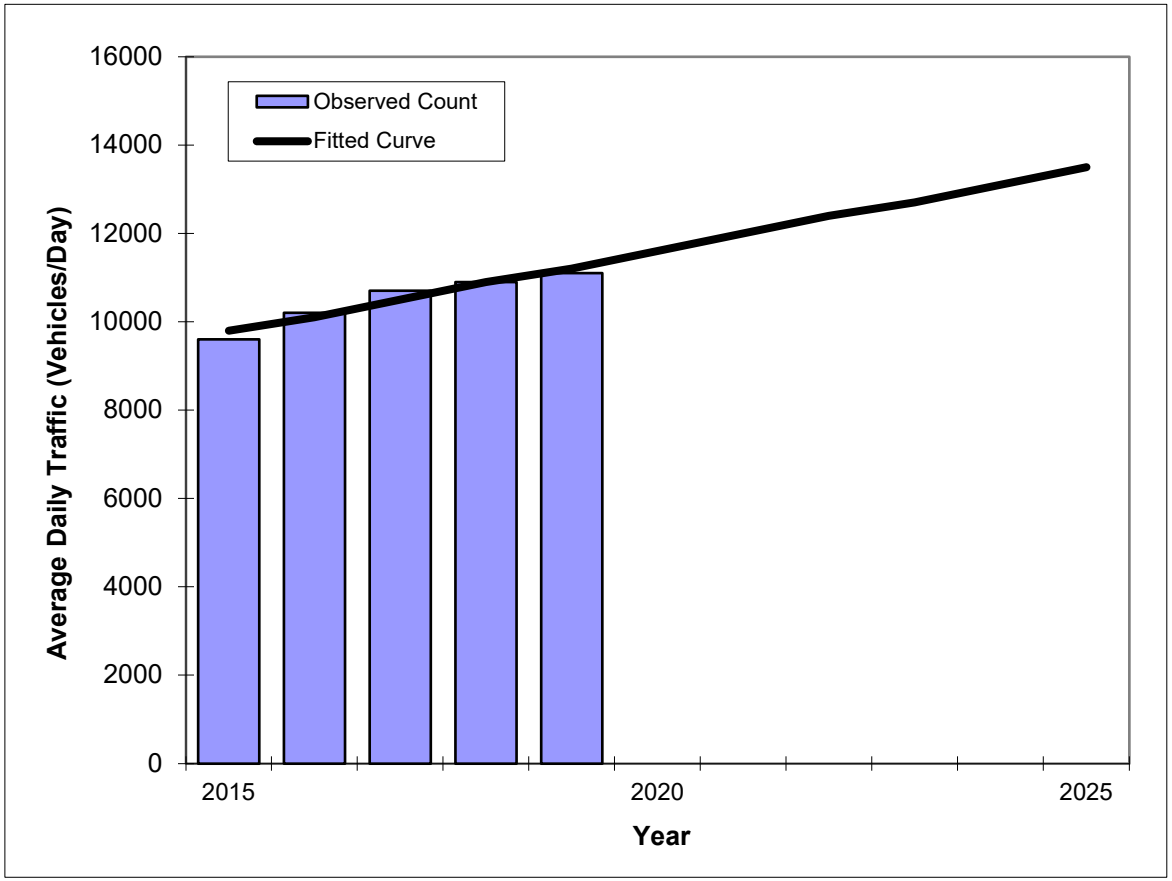
**** Annual Trend Increase:**	100
Trend R-squared:	1.7%
Trend Annual Historic Growth Rate:	0.60%
Trend Growth Rate (2019 to Design Year):	0.58%
Printed:	11-Jul-22

Straight Line Growth Option

TRAFFIC TRENDS

Old Kings Road -- Palm Coast Parkway to Utility Drive

County:	Flagler
Station #:	2730
Highway:	Old Kings Road



Year	Traffic (ADT/AADT) Count*	Trend**
2015	9600	9800
2016	10200	10100
2017	10700	10500
2018	10900	10900
2019	11100	11200
2022 Opening Year Trend		
2022	N/A	12400
2023 Mid-Year Trend		
2023	N/A	12700
2024 Design Year Trend		
2024	N/A	13100
TRANPLAN Forecasts/Trends		

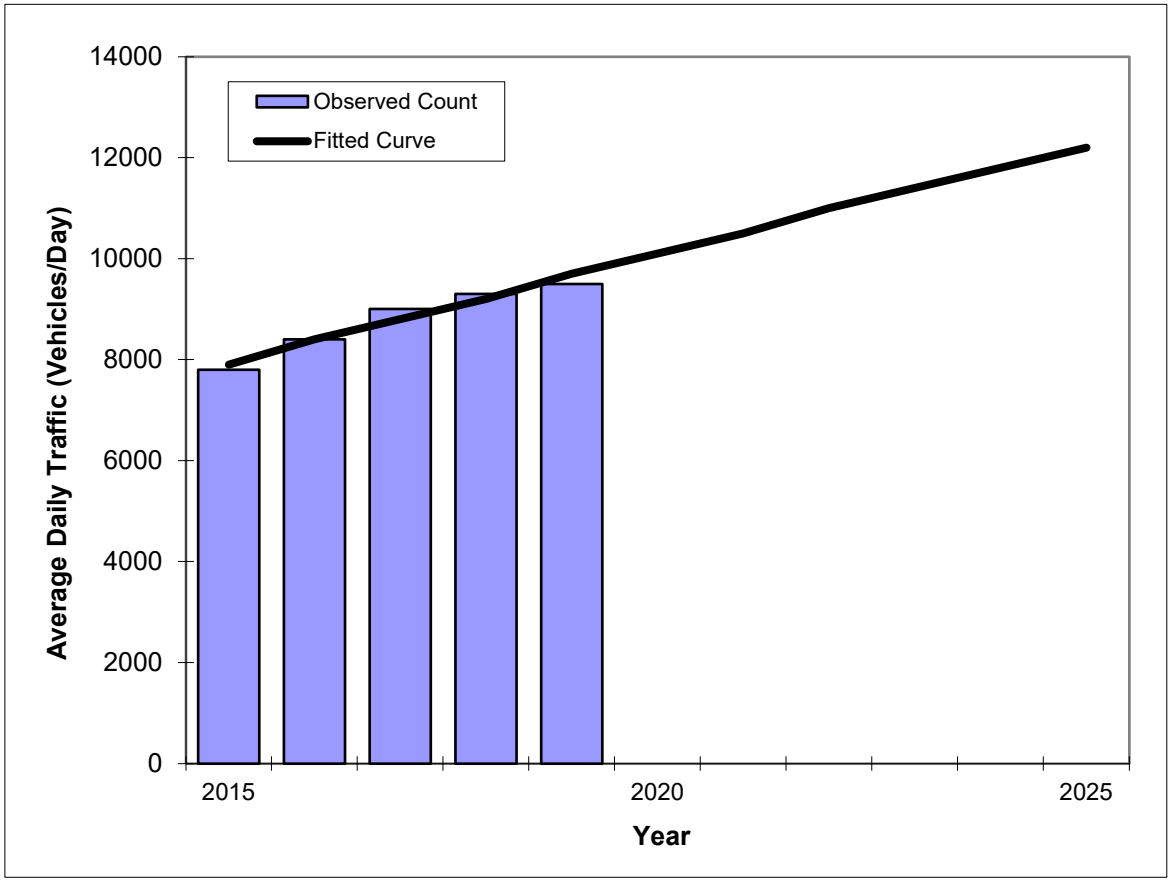
*Axle-Adjusted

**** Annual Trend Increase:**	370
Trend R-squared:	93.8%
Trend Annual Historic Growth Rate:	3.57%
Trend Growth Rate (2019 to Design Year):	3.39%
Printed:	11-Jul-22
Straight Line Growth Option	

TRAFFIC TRENDS

Old Kings Road -- Utility Drive to Oak Trails Boulevard

County:	Flagler
Station #:	2735
Highway:	Old Kings Road



Year	Traffic (ADT/AADT) Count*	Trend**
2015	7800	7900
2016	8400	8400
2017	9000	8800
2018	9300	9200
2019	9500	9700
2022 Opening Year Trend		
2022	N/A	11000
2023 Mid-Year Trend		
2023	N/A	11400
2024 Design Year Trend		
2024	N/A	11800
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

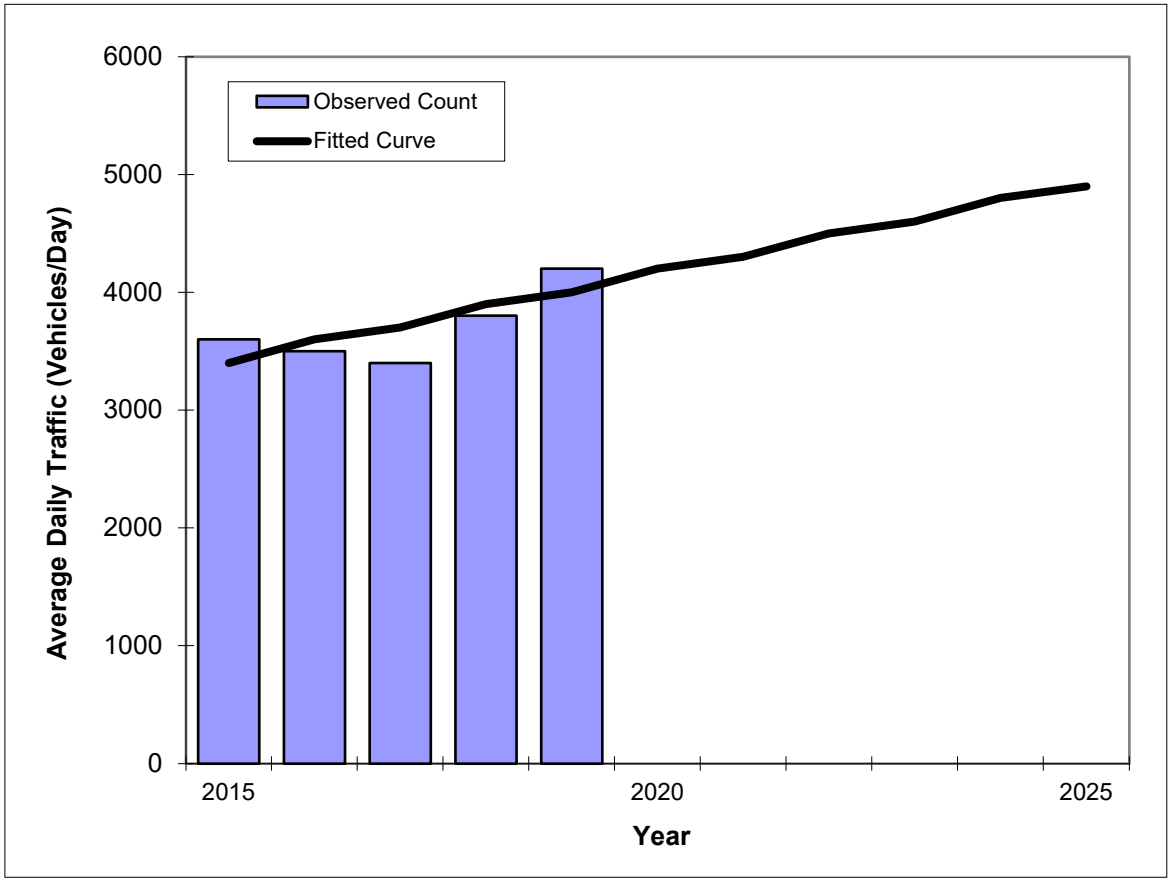
** Annual Trend Increase:	430
Trend R-squared:	95.3%
Trend Annual Historic Growth Rate:	5.70%
Trend Growth Rate (2019 to Design Year):	4.33%
Printed:	11-Jul-22

Straight Line Growth Option

TRAFFIC TRENDS

Club House Drive -- Palm Harbor Parkway to Palm Coast Parkway (WB)

County:	Flagler
Station #:	1300
Highway:	Club House Drive



Year	Traffic (ADT/AADT) Count*	Trend**
2015	3600	3400
2016	3500	3600
2017	3400	3700
2018	3800	3900
2019	4200	4000
2022 Opening Year Trend		
2022	N/A	4500
2023 Mid-Year Trend		
2023	N/A	4600
2024 Design Year Trend		
2024	N/A	4800
TRANPLAN Forecasts/Trends		

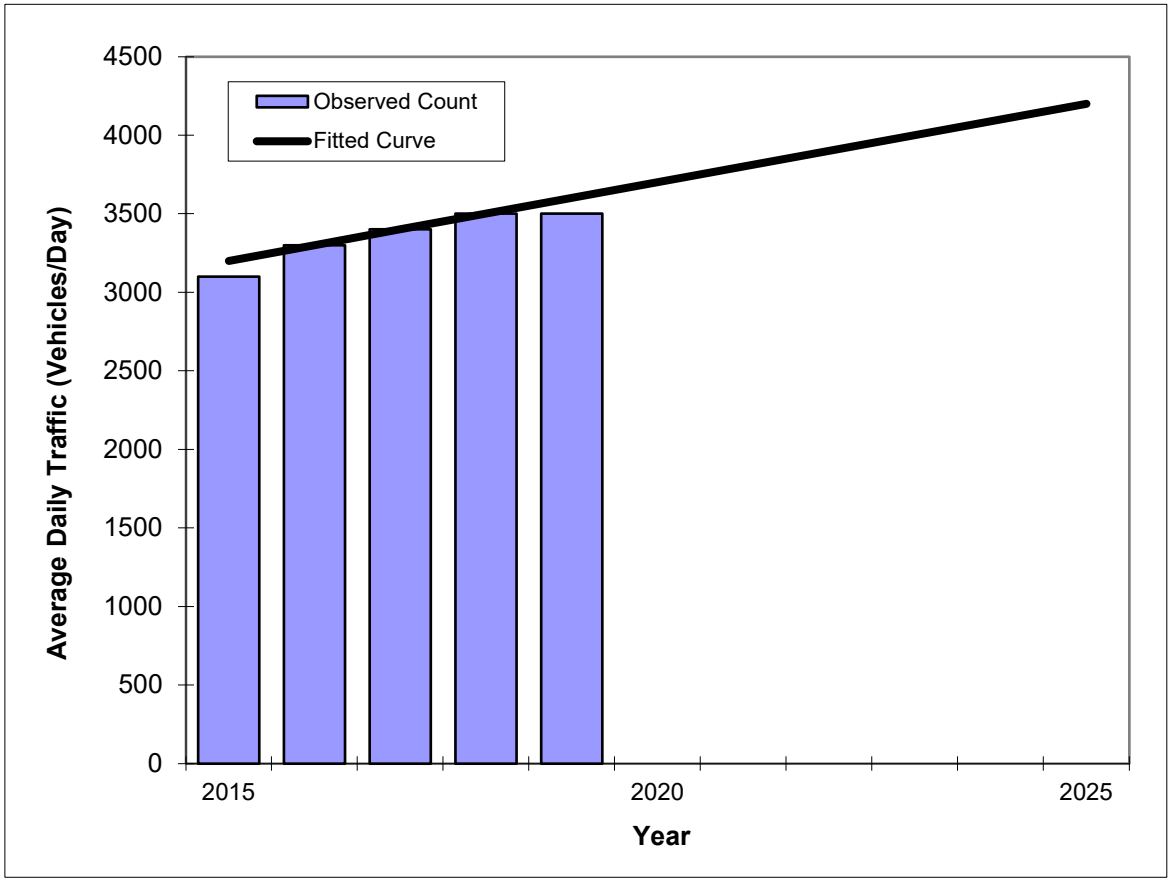
*Axle-Adjusted

**** Annual Trend Increase:**	150
Trend R-squared:	56.3%
Trend Annual Historic Growth Rate:	4.41%
Trend Growth Rate (2019 to Design Year):	4.00%
Printed:	11-Jul-22
Straight Line Growth Option	

TRAFFIC TRENDS

Club House Drive -- Palm Coast Parkway (WB) to Palm Coast Parkway (EB)

County:	Flagler
Station #:	1310
Highway:	Club House Drive



Year	Traffic (ADT/AADT) Count*	Trend**
2015	3100	3200
2016	3300	3300
2017	3400	3400
2018	3500	3500
2019	3500	3600
2022 Opening Year Trend		
2022	N/A	3900
2023 Mid-Year Trend		
2023	N/A	4000
2024 Design Year Trend		
2024	N/A	4100
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	100
Trend R-squared:	89.3%
Trend Annual Historic Growth Rate:	3.13%
Trend Growth Rate (2019 to Design Year):	2.78%
Printed:	11-Jul-22
Straight Line Growth Option	

APPENDIX G

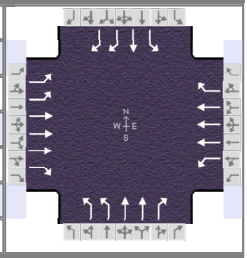
HCS Summary Sheets

Signalized Intersections

2024 Background Conditions

HCS Signalized Intersection Results Summary

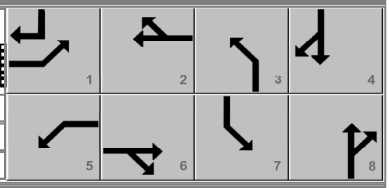
General Information				Intersection Information	
Agency	LTG			Duration, h	0.250
Analyst	RGH	Analysis Date	Aug 17, 2022	Area Type	Other
Jurisdiction	Palm Coast	Time Period	Background AM	PHF	0.95
Urban Street	Palm Coast Parkway	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Palm Coast Parkway at…	File Name	1. Palm Coast Parkway at Old Kings Road Backg…		
Project Description	5687.02 - Florida Drive Wawa TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	379	937	150	95	840	184	180	142	135	90	132	527

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.6	26.0	17.9	8.4	4.1	9.5
Yellow	4.4	4.4	4.8	4.4	4.4	4.0
Red	3.0	3.0	3.0	3.0	3.0	3.0



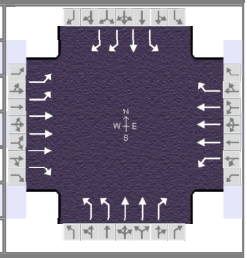
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	25.7	59.1	17.0	50.5	16.5	28.0	15.8	27.3
Change Period, ($Y+R_c$), s	7.8	7.8	7.4	7.4	7.0	7.0	7.4	7.4
Max Allow Headway (*MAH*), s	3.6	0.0	3.5	0.0	3.7	3.7	3.6	3.8
Queue Clearance Time (g_s), s	15.3		8.6		8.4	12.0	8.3	21.9
Green Extension Time (g_e), s	2.6	0.0	0.2	0.0	1.1	1.4	0.1	0.0
Phase Call Probability	1.00		0.96		1.00	1.00	1.00	1.00
Max Out Probability	0.80		0.00		0.04	0.00	0.00	1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	399	986	158	100	884	194	189	149	142	95	139	555
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1730	1698	1572	1767	1698	1585	1730	1738	1547	1781	1870	1403
Queue Service Time (g_s), s	13.3	16.5	7.7	6.6	16.2	10.7	6.4	4.4	10.0	6.3	8.0	19.9
Cycle Queue Clearance Time (g_c), s	13.3	16.5	7.7	6.6	16.2	10.7	6.4	4.4	10.0	6.3	8.0	19.9
Green Ratio (*g/C*)	0.15	0.43	0.43	0.08	0.36	0.36	0.08	0.18	0.18	0.07	0.17	0.31
Capacity (*c*), veh/h	516	2179	673	142	1829	569	274	609	271	125	310	884
Volume-to-Capacity Ratio (*X*)	0.774	0.453	0.235	0.704	0.483	0.340	0.691	0.245	0.524	0.760	0.448	0.628
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)	10.0	10.7	5.1	5.5	10.7	6.8	5.1	3.5	7.0	5.4	6.8	11.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.41	0.00	0.37	0.40	0.00	0.71	0.35	0.00	1.04	0.35	0.00	0.60
Uniform Delay (d_1), s/veh	49.1	24.4	20.8	53.8	29.8	3.0	53.8	42.7	44.9	54.8	45.1	35.1
Incremental Delay (d_2), s/veh	5.3	0.7	0.8	4.7	0.9	1.6	2.3	0.2	1.2	6.9	0.8	1.3
Initial Queue Delay (d_3), 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
Control Delay (*d*), s/veh	54.4	25.0	21.6	58.5	30.7	4.6	56.1	42.8	46.1	61.7	45.8	36.4
Level of Service (LOS)	D	C	C	E	C	A	E	D	D	E	D	D
Approach Delay, s/veh / LOS	32.3	C		28.8	C		49.0	D		41.1	D	
Intersection Delay, s/veh / LOS	35.0						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.57	C	2.46	B	2.73	C	2.86	C
Bicycle LOS Score / LOS	1.34	A	1.14	A	0.88	A	1.79	B

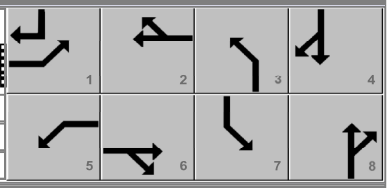
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LTG			Duration, h	0.250
Analyst	RGH	Analysis Date	Aug 17, 2022	Area Type	Other
Jurisdiction	Palm Coast	Time Period	Background PM	PHF	0.95
Urban Street	Palm Coast Parkway	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Palm Coast Parkway at…	File Name	1. Palm Coast Parkway at Old Kings Road Backg…		
Project Description	5687.02 - Florida Drive Wawa TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	844	1005	307	117	959	123	262	165	132	117	201	534

Signal Information					EB			WB			NB		
Cycle, s	140.0	Reference Phase	6										
Offset, s	0	Reference Point	End	Green	11.8	28.2	28.2	11.9	1.3	14.2			
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.4	4.4	4.8	4.4	4.4	4.0			
Force Mode	Fixed	Simult. Gap N/S	On	Red	3.0	3.0	3.0	3.0	3.0	3.0			



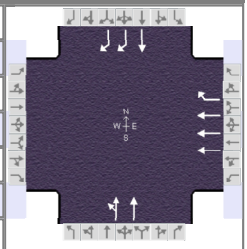
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	36.0	71.6	19.2	54.8	21.2	29.9	19.3	28.0
Change Period, ($Y+R_c$), s	7.8	7.8	7.4	7.4	7.0	7.0	7.4	7.4
Max Allow Headway (*MAH*), s	3.6	0.0	3.5	0.0	3.7	3.7	3.6	3.8
Queue Clearance Time (g_s), s	30.2		11.6		12.9	13.4	11.8	22.6
Green Extension Time (g_e), s	0.0	0.0	0.3	0.0	1.3	1.7	0.2	0.0
Phase Call Probability	1.00		0.99		1.00	1.00	1.00	1.00
Max Out Probability	1.00		0.00		0.13	0.00	0.00	1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	888	1058	323	123	1009	129	276	174	139	123	212	562
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1730	1698	1585	1767	1698	1560	1730	1781	1572	1739	1841	1403
Queue Service Time (g_s), s	28.2	20.0	19.5	9.6	22.9	8.4	10.9	6.0	11.4	9.8	15.5	20.6
Cycle Queue Clearance Time (g_c), s	28.2	20.0	19.5	9.6	22.9	8.4	10.9	6.0	11.4	9.8	15.5	20.6
Green Ratio (*g/C*)	0.20	0.46	0.46	0.08	0.34	0.34	0.10	0.16	0.16	0.09	0.15	0.35
Capacity (*c*), veh/h	697	2323	723	149	1725	528	351	582	257	148	271	978
Volume-to-Capacity Ratio (*X*)	1.275	0.455	0.447	0.828	0.585	0.245	0.786	0.299	0.541	0.832	0.781	0.575
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)	37.6	12.7	11.3	8.1	14.6	5.5	8.6	4.9	8.1	8.2	12.9	12.5
Queue Storage Ratio (*RQ*) (95 th percentile)	1.54	0.00	0.82	0.59	0.00	0.58	0.58	0.00	1.18	0.53	0.00	0.67
Uniform Delay (d_1), s/veh	55.9	26.2	22.0	63.1	38.2	3.1	61.4	51.5	53.7	63.0	57.5	37.1
Incremental Delay (d_2), s/veh	134.8	0.6	2.0	8.4	1.5	1.1	3.9	0.2	1.3	8.6	13.2	0.7
Initial Queue Delay (d_3), 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
Control Delay (*d*), s/veh	190.7	26.8	24.0	71.6	39.6	4.2	65.3	51.7	55.1	71.7	70.8	37.9
Level of Service (LOS)	F	C	C	E	D	A	E	D	E	E	E	D
Approach Delay, s/veh / LOS	90.5	F		39.1	D		58.9	E		50.3	D	
Intersection Delay, s/veh / LOS	66.7						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.57	C	2.46	B	2.74	C	2.87	C
Bicycle LOS Score / LOS	1.74	B	1.18	A	0.97	A	1.97	B

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LTG			Duration, h	0.250
Analyst	RGH	Analysis Date	Aug 17, 2022	Area Type	Other
Jurisdiction	Palm Coast	Time Period	Background AM	PHF	0.95
Urban Street	Palm Coast Parkway (WB)	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Palm Coast Parkway (W…	File Name	2. Palm Coast Parkway (WB) at Harbor Center W…		
Project Description	5687.02 - Florida Drive Wawa TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h					1032	85	45	55			0	82

Signal Information			
Cycle, s	37.6	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							
Green	20.0	5.2	0.0	0.0	0.0	0.0	
Yellow	4.4	4.0	0.0	0.0	0.0	0.0	
Red	2.0	2.0	0.0	0.0	0.0	0.0	

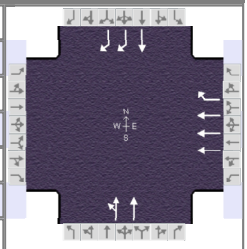
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				2		8		4
Case Number				7.0		8.0		7.0
Phase Duration, s				26.4		11.2		11.2
Change Period, ($Y+R_c$), s				6.4		6.0		6.0
Max Allow Headway (*MAH*), s				4.0		4.2		4.2
Queue Clearance Time (g_s), s				6.8		4.5		3.1
Green Extension Time (g_e), s				6.0		0.7		0.7
Phase Call Probability				1.00		0.86		0.86
Max Out Probability				0.00		0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement					2	12	3	8			4	14
Adjusted Flow Rate (*v*), veh/h					1086	89	65	41			0	86
Adjusted Saturation Flow Rate (*s*), veh/h/ln					1698	1560	1514	1648			1900	1369
Queue Service Time (g_s), s					4.8	1.1	0.6	2.5			0.0	1.1
Cycle Queue Clearance Time (g_c), s					4.8	1.1	1.3	2.5			0.0	1.1
Green Ratio (*g/C*)					0.53	0.53	0.14	0.14			0.14	0.14
Capacity (*c*), veh/h					2711	830	375	228			262	378
Volume-to-Capacity Ratio (*X*)					0.401	0.108	0.172	0.179			0.000	0.228
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)					1.3	0.3	0.8	0.5			0.0	0.5
Queue Storage Ratio (*RQ*) (95 th percentile)					0.00	0.05	0.00	0.00			0.00	0.00
Uniform Delay (d_1), s/veh					5.2	4.4	14.5	14.3			0.0	14.4
Incremental Delay (d_2), s/veh					0.1	0.1	0.2	0.4			0.0	0.3
Initial Queue Delay (d_3), s/veh					0.0	0.0	0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh					5.3	4.4	14.7	14.7			0.0	14.7
Level of Service (LOS)					A	A	B	B				B
Approach Delay, s/veh / LOS	0.0			5.3		A	14.7		B	14.7		B
Intersection Delay, s/veh / LOS	6.6						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.69	B	2.21	B	2.09	B	1.90	B
Bicycle LOS Score / LOS			1.13	A	0.57	A	0.63	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LTG			Duration, h	0.250
Analyst	RGH	Analysis Date	Aug 17, 2022	Area Type	Other
Jurisdiction	Palm Coast	Time Period	Background PM	PHF	0.95
Urban Street	Palm Coast Parkway (WB)	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Palm Coast Parkway (W…	File Name	2. Palm Coast Parkway (WB) at Harbor Center W…		
Project Description	5687.02 - Florida Drive Wawa TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h					994	104	78	104			0	142

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	114.6	13.0	0.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.4	4.0	0.0	0.0	0.0	0.0				
Red	2.0	2.0	0.0	0.0	0.0	0.0				

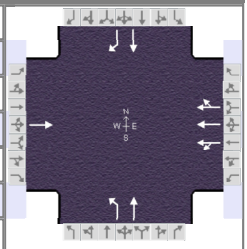
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				2		8		4
Case Number				7.0		8.0		7.0
Phase Duration, s				121.0		19.0		19.0
Change Period, ($Y+R_c$), s				6.4		6.0		6.0
Max Allow Headway (*MAH*), s				0.0		4.2		4.2
Queue Clearance Time (g_s), s						11.6		9.2
Green Extension Time (g_e), s				0.0		1.4		1.3
Phase Call Probability						1.00		1.00
Max Out Probability						0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement					2	12	3	8			4	14
Adjusted Flow Rate (*v*), veh/h					1046	109	106	86			0	149
Adjusted Saturation Flow Rate (*s*), veh/h/ln					1698	1585	1499	1702			1900	1392
Queue Service Time (g_s), s					6.6	1.9	9.6	5.0			0.0	7.2
Cycle Queue Clearance Time (g_c), s					6.6	1.9	9.6	5.0			0.0	7.2
Green Ratio (*g/C*)					0.82	0.82	0.09	0.09			0.09	0.09
Capacity (*c*), veh/h					4170	1297	185	158			177	259
Volume-to-Capacity Ratio (*X*)					0.251	0.084	0.572	0.542			0.000	0.578
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)					3.0	0.9	6.8	5.5			0.0	4.7
Queue Storage Ratio (*RQ*) (95 th percentile)					0.00	0.16	0.00	0.00			0.00	0.00
Uniform Delay (d_1), s/veh					2.9	2.5	62.0	60.7			0.0	60.9
Incremental Delay (d_2), s/veh					0.1	0.1	2.8	2.9			0.0	2.0
Initial Queue Delay (d_3), s/veh					0.0	0.0	0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh					3.0	2.6	64.7	63.5			0.0	62.9
Level of Service (LOS)					A	A	E	E				E
Approach Delay, s/veh / LOS	0.0			3.0		A	64.2		E	62.9		E
Intersection Delay, s/veh / LOS	16.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.74	B	2.19	B	2.15	B	1.96	B
Bicycle LOS Score / LOS			1.12	A	0.65	A	0.73	A

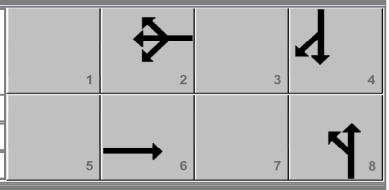
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LTG			Duration, h	0.250
Analyst	RGH	Analysis Date	Aug 17, 2022	Area Type	Other
Jurisdiction	Palm Coast	Time Period	Background AM	PHF	0.92
Urban Street	Palm Coast Parkway (WB)	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Palm Coast Parkway (W…	File Name	3. Palm Coast Parkway (WB) at Florida Park Driv…		
Project Description	5687.02 - Florida Drive Wawa				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		0		54	958	125	89	141			77	95

Signal Information			
Cycle, s	39.9	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	20.0	7.8	0.0	0.0	0.0	0.0						
Yellow	4.4	3.7	0.0	0.0	0.0	0.0						
Red	2.0	2.0	0.0	0.0	0.0	0.0						

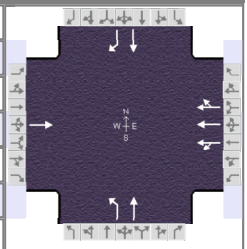
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		8.0		8.0		6.0		7.0
Phase Duration, s		26.4		26.4		13.5		13.5
Change Period, ($Y+R_c$), s		6.4		6.4		5.7		5.7
Max Allow Headway (*MAH*), s		0.0		4.0		4.2		4.2
Queue Clearance Time (g_s), s				8.3		6.3		4.2
Green Extension Time (g_e), s		0.0		5.1		1.5		1.5
Phase Call Probability				1.00		0.99		0.99
Max Out Probability				0.00		0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		6		5	2	12	3	8			4	14
Adjusted Flow Rate (*v*), veh/h		0		444	408	384	97	153			84	103
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1900		1827	1702	1600	1273	1870			1870	1585
Queue Service Time (g_s), s		0.0		0.0	6.3	6.3	2.8	2.9			1.5	2.2
Cycle Queue Clearance Time (g_c), s		0.0		6.2	6.3	6.3	4.3	2.9			1.5	2.2
Green Ratio (*g/C*)		0.50		0.50	0.50	0.50	0.19	0.19			0.19	0.19
Capacity (*c*), veh/h		952		1018	853	802	380	366			366	310
Volume-to-Capacity Ratio (*X*)		0.000		0.437	0.478	0.479	0.255	0.419			0.229	0.333
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)		0.0		2.4	2.3	2.2	1.2	1.9			1.0	1.3
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.00	0.00	0.00	0.19	0.00			0.00	0.17
Uniform Delay (d_1), s/veh		0.0		6.5	6.5	6.5	15.4	14.1			13.5	13.8
Incremental Delay (d_2), s/veh		0.0		0.3	0.4	0.4	0.3	0.8			0.3	0.6
Initial Queue Delay (d_3), s/veh		0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh		0.0		6.8	6.9	7.0	15.7	14.8			13.8	14.4
Level of Service (LOS)				A	A	A	B	B			B	B
Approach Delay, s/veh / LOS	0.0			6.9		A	15.2		B	14.2		B
Intersection Delay, s/veh / LOS	8.9						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.86	B	1.86	B	2.09	B	2.09	B
Bicycle LOS Score / LOS	0.49	A	1.17	A	0.90	A	0.80	A

HCS Signalized Intersection Results Summary

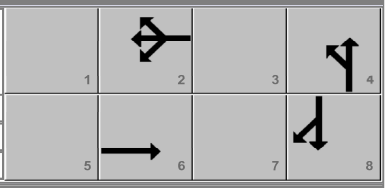
General Information				Intersection Information	
Agency	LTG			Duration, h	0.250
Analyst	RGH	Analysis Date	Aug 17, 2022	Area Type	Other
Jurisdiction	Palm Coast	Time Period	Background PM	PHF	0.90
Urban Street	Palm Coast Parkway (WB)	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Palm Coast Parkway (W…	File Name	3. Palm Coast Parkway (WB) at Florida Park Driv…		
Project Description	5687.02 - Florida Drive Wawa				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		0		81	942	155	114	235			122	214

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	100.3	27.6	0.0	0.0	0.0	0.0	
Yellow	4.4	3.7	0.0	0.0	0.0	0.0	
Red	2.0	2.0	0.0	0.0	0.0	0.0	



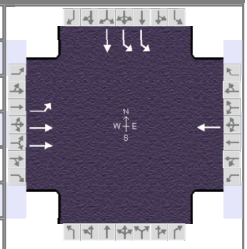
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		4		8
Case Number		8.0		8.0		6.0		7.0
Phase Duration, s		106.7		106.7		33.3		33.3
Change Period, ($Y+R_c$), s		6.4		6.4		5.7		5.7
Max Allow Headway (*MAH*), s		0.0		0.0		4.2		4.2
Queue Clearance Time (g_s), s						24.6		22.0
Green Extension Time (g_e), s		0.0		0.0		3.0		3.0
Phase Call Probability						1.00		1.00
Max Out Probability						0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		6		5	2	12	7	4			8	18
Adjusted Flow Rate (*v*), veh/h		0		460	440	409	127	261			136	238
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1900		1769	1702	1582	1234	1856			1870	1572
Queue Service Time (g_s), s		0.0		5.2	13.9	13.9	13.8	18.4			8.8	20.0
Cycle Queue Clearance Time (g_c), s		0.0		13.4	13.9	13.9	22.6	18.4			8.8	20.0
Green Ratio (*g/C*)		0.72		0.72	0.72	0.72	0.20	0.20			0.20	0.20
Capacity (*c*), veh/h		1360		1297	1218	1132	219	367			370	311
Volume-to-Capacity Ratio (*X*)		0.000		0.354	0.361	0.361	0.579	0.711			0.366	0.764
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)		0.0		8.6	8.4	8.0	7.9	13.7			7.6	13.0
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.00	0.00	0.00	1.17	0.00			0.00	1.70
Uniform Delay (d_1), s/veh		0.0		7.5	7.6	7.6	58.3	52.4			48.6	53.1
Incremental Delay (d_2), s/veh		0.0		0.8	0.8	0.9	2.4	2.6			0.6	3.9
Initial Queue Delay (d_3), s/veh		0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh		0.0		8.3	8.5	8.5	60.7	55.0			49.2	57.0
Level of Service (LOS)				A	A	A	E	D			D	E
Approach Delay, s/veh / LOS	0.0			8.4		A	56.9		E	54.1		D
Intersection Delay, s/veh / LOS	25.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.87	B	1.87	B	2.14	B	2.14	B
Bicycle LOS Score / LOS	0.49	A	1.21	A	1.13	A	1.10	A

HCS Signalized Intersection Results Summary

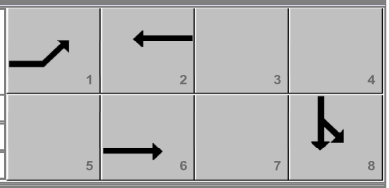
General Information				Intersection Information	
Agency	LTG			Duration, h	0.250
Analyst	RGH	Analysis Date	Aug 17, 2022	Area Type	Other
Jurisdiction	Palm Coast	Time Period	Background AM	PHF	0.95
Urban Street	Palm Coast Parkway (EB)	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Palm Coast Parkway (E…	File Name	4. Palm Coast Parkway (EB) at Florida Park Drive…		
Project Description	5687.02 - Florida Drive Wawa				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	177	824			0					95	0	

Signal Information			
Cycle, s	60.0	Reference Phase	6
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	8.1	28.6	4.9	0.0	0.0	0.0
Yellow	4.4	4.4	3.7	0.0	0.0	0.0
Red	2.0	2.0	2.0	0.0	0.0	0.0



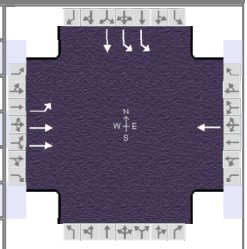
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6		2				8
Case Number	2.0	4.0		8.3				10.0
Phase Duration, s	14.5	49.4		35.0				10.6
Change Period, ($Y+R_c$), s	6.4	6.4		6.4				5.7
Max Allow Headway (*MAH*), s	4.0	0.0		0.0				3.2
Queue Clearance Time (g_s), s	8.1							3.7
Green Extension Time (g_e), s	0.4	0.0		0.0				0.1
Phase Call Probability	0.96							0.81
Max Out Probability	0.01							0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2					3	8	
Adjusted Flow Rate (*v*), veh/h	186	867			0					100	0	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1781			1900					1716	1900	
Queue Service Time (g_s), s	6.1	5.5			0.0					1.7	0.0	
Cycle Queue Clearance Time (g_c), s	6.1	5.5			0.0					1.7	0.0	
Green Ratio (*g/C*)	0.13	0.72			0.48					0.08	0.08	
Capacity (*c*), veh/h	240	2554			904					278	154	
Volume-to-Capacity Ratio (*X*)	0.777	0.340			0.000					0.359	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)	4.7	1.4			0.0					1.2	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.66	0.00			0.00					0.21	0.00	
Uniform Delay (d_1), s/veh	25.1	3.2			0.0					26.1	0.0	
Incremental Delay (d_2), s/veh	5.4	0.4			0.0					0.3	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0					0.0	0.0	
Control Delay (*d*), s/veh	30.5	3.5			0.0					26.4	0.0	
Level of Service (LOS)	C	A								C		
Approach Delay, s/veh / LOS	8.3	A		0.0			0.0			26.4	C	
Intersection Delay, s/veh / LOS	9.9						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.32	A	2.07	B	1.93	B	2.12	B
Bicycle LOS Score / LOS	1.36	A	0.49	A			0.65	A

HCS Signalized Intersection Results Summary

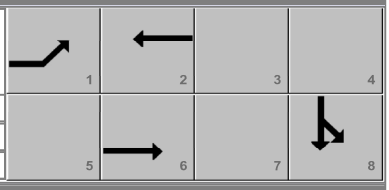
General Information				Intersection Information	
Agency	LTG			Duration, h	0.250
Analyst	RGH	Analysis Date	Aug 17, 2022	Area Type	Other
Jurisdiction	Palm Coast	Time Period	Background PM	PHF	0.93
Urban Street	Palm Coast Parkway (EB)	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Palm Coast Parkway (E…	File Name	4. Palm Coast Parkway (EB) at Florida Park Drive…		
Project Description	5687.02 - Florida Drive Wawa				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	298	895			0					189	0	

Signal Information			
Cycle, s	80.0	Reference Phase	6
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	16.2	38.4	6.8	0.0	0.0	0.0
Yellow	4.4	4.4	3.7	0.0	0.0	0.0
Red	2.0	2.0	2.0	0.0	0.0	0.0



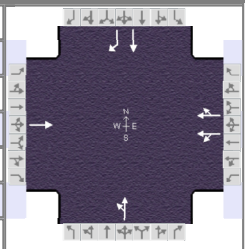
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6		2				8
Case Number	2.0	4.0		8.3				10.0
Phase Duration, s	22.6	67.5		44.8				12.5
Change Period, (*Y+R c*), s	6.4	6.4		6.4				5.7
Max Allow Headway (*MAH*), s	4.0	0.0		0.0				3.2
Queue Clearance Time (*g s*), s	16.0							6.6
Green Extension Time (*g e*), s	0.2	0.0		0.0				0.3
Phase Call Probability	1.00							0.99
Max Out Probability	1.00							0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2					3	8	
Adjusted Flow Rate (*v*), veh/h	320	962			0					203	0	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1781			1900					1716	1900	
Queue Service Time (*g s*), s	14.0	7.0			0.0					4.6	0.0	
Cycle Queue Clearance Time (*g c*), s	14.0	7.0			0.0					4.6	0.0	
Green Ratio (*g/C*)	0.20	0.76			0.48					0.09	0.09	
Capacity (*c*), veh/h	361	2718			913					294	163	
Volume-to-Capacity Ratio (*X*)	0.887	0.354			0.000					0.692	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)	12.0	2.2			0.0					3.5	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	1.69	0.00			0.00					0.63	0.00	
Uniform Delay (*d 1*), s/veh	31.0	3.1			0.0					35.5	0.0	
Incremental Delay (*d 2*), s/veh	19.4	0.4			0.0					1.1	0.0	
Initial Queue Delay (*d 3*), s/veh	0.0	0.0			0.0					0.0	0.0	
Control Delay (*d*), s/veh	50.4	3.4			0.0					36.6	0.0	
Level of Service (LOS)	D	A								D		
Approach Delay, s/veh / LOS	15.2		B	0.0			0.0			36.6		D
Intersection Delay, s/veh / LOS	18.1						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.31	A	2.08	B	1.95	B	2.14	B
Bicycle LOS Score / LOS	1.55	B	0.49	A			0.82	A

HCS Signalized Intersection Results Summary

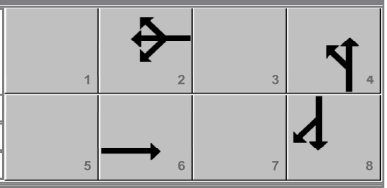
General Information				Intersection Information	
Agency	LTG			Duration, h	0.250
Analyst	RGH	Analysis Date	Aug 17, 2022	Area Type	Other
Jurisdiction	Palm Coast	Time Period	Background AM	PHF	0.91
Urban Street	Palm Coast Parkway (WB)	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Palm Coast Parkway (W…	File Name	5. Palm Coast Parkway (WB) at Club House Driv…		
Project Description	5687.02 - Florida Drive Wawa				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		0		84	940	48	77	109			86	119

Signal Information			
Cycle, s	37.2	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	Off
Force Mode	Fixed	Simult. Gap N/S	Off

Green	17.2	7.2	0.0	0.0	0.0	0.0						
Yellow	4.8	4.0	0.0	0.0	0.0	0.0						
Red	2.0	2.0	0.0	0.0	0.0	0.0						



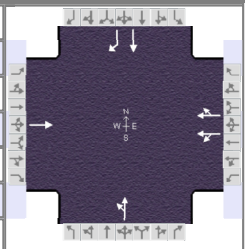
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		4		8
Case Number		8.0		8.0		8.0		7.0
Phase Duration, s		24.0		24.0		13.2		13.2
Change Period, ($Y+R_c$), s		6.8		6.8		6.0		6.0
Max Allow Headway (*MAH*), s		0.0		3.9		4.1		4.2
Queue Clearance Time (g_s), s				12.2		6.6		4.7
Green Extension Time (g_e), s		0.0		5.0		0.7		0.8
Phase Call Probability				1.00		0.99		0.99
Max Out Probability				0.00		0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		6		5	2	12	7	4			8	18
Adjusted Flow Rate (*v*), veh/h		0		618		560		204			95	131
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1900		1812		1674		1551			1856	1560
Queue Service Time (g_s), s		0.0		4.9		10.0		3.0			1.6	2.7
Cycle Queue Clearance Time (g_c), s		0.0		10.2		10.0		4.6			1.6	2.7
Green Ratio (*g/C*)		0.46		0.46		0.46		0.19			0.19	0.19
Capacity (*c*), veh/h		879		949		774		437			358	301
Volume-to-Capacity Ratio (*X*)		0.000		0.651		0.723		0.468			0.264	0.434
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)		0.0		3.6		3.5		2.4			1.0	1.5
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.00		0.00		0.00			0.00	0.24
Uniform Delay (d_1), s/veh		0.0		8.1		8.1		13.9			12.7	13.2
Incremental Delay (d_2), s/veh		0.0		0.8		1.3		0.8			0.4	1.0
Initial Queue Delay (d_3), s/veh		0.0		0.0		0.0		0.0			0.0	0.0
Control Delay (*d*), s/veh		0.0		8.8		9.4		14.7			13.1	14.2
Level of Service (LOS)				A		A		B			B	B
Approach Delay, s/veh / LOS	0.0			9.1		A	14.7		B	13.7		B
Intersection Delay, s/veh / LOS	10.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.63	B	1.86	B	1.90	B	1.90	B
Bicycle LOS Score / LOS	0.49	A	1.46	A	0.82	A	0.86	A

HCS Signalized Intersection Results Summary

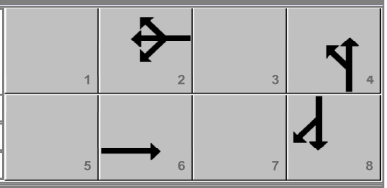
General Information				Intersection Information	
Agency	LTG			Duration, h	0.250
Analyst	RGH	Analysis Date	Aug 17, 2022	Area Type	Other
Jurisdiction	Palm Coast	Time Period	Background PM	PHF	0.95
Urban Street	Palm Coast Parkway (WB)	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Palm Coast Parkway (W…	File Name	5. Palm Coast Parkway (WB) at Club House Driv…		
Project Description	5687.02 - Florida Drive Wawa				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		0		82	901	67	76	242			75	169

Signal Information			
Cycle, s	40.4	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	Off
Force Mode	Fixed	Simult. Gap N/S	Off

Green	17.4	10.2	0.0	0.0	0.0	0.0	
Yellow	4.8	4.0	0.0	0.0	0.0	0.0	
Red	2.0	2.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		4		8
Case Number		8.0		8.0		8.0		7.0
Phase Duration, s		24.2		24.2		16.2		16.2
Change Period, ($Y+R_c$), s		6.8		6.8		6.0		6.0
Max Allow Headway (*MAH*), s		0.0		3.9		4.1		4.3
Queue Clearance Time (g_s), s				12.8		9.1		5.9
Green Extension Time (g_e), s		0.0		4.6		1.1		0.9
Phase Call Probability				1.00		1.00		1.00
Max Out Probability				0.00		0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		6		5	2	12	7	4			8	18
Adjusted Flow Rate (*v*), veh/h		0		582		523		335			79	178
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1900		1812		1662		1744			1870	1572
Queue Service Time (g_s), s		0.0		5.4		10.6		4.5			1.3	3.9
Cycle Queue Clearance Time (g_c), s		0.0		10.8		10.6		7.1			1.3	3.9
Green Ratio (*g/C*)		0.43		0.43		0.43		0.25			0.25	0.25
Capacity (*c*), veh/h		817		882		715		552			474	399
Volume-to-Capacity Ratio (*X*)		0.000		0.660		0.732		0.606			0.167	0.446
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)		0.0		4.7		4.4		4.2			0.8	2.1
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.00		0.00		0.00			0.00	0.33
Uniform Delay (d_1), s/veh		0.0		9.6		9.6		13.8			11.8	12.7
Incremental Delay (d_2), s/veh		0.0		0.9		1.5		1.1			0.2	0.8
Initial Queue Delay (d_3), s/veh		0.0		0.0		0.0		0.0			0.0	0.0
Control Delay (*d*), s/veh		0.0		10.4		11.1		14.9			11.9	13.5
Level of Service (LOS)				B		B		B			B	B
Approach Delay, s/veh / LOS	0.0			10.7		B	14.9		B	13.0		B
Intersection Delay, s/veh / LOS	11.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.64	B	1.87	B	1.89	B	1.89	B
Bicycle LOS Score / LOS	0.49	A	1.40	A	1.04	A	0.91	A

APPENDIX H

HCS Summary Sheet

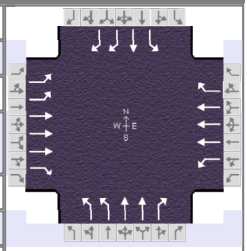
Signalized Intersection

2024 Background Conditions

Improved

HCS Signalized Intersection Results Summary

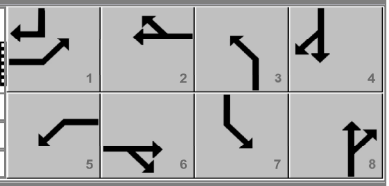
General Information				Intersection Information	
Agency	LTG			Duration, h	0.250
Analyst	RGH	Analysis Date	Aug 17, 2022	Area Type	Other
Jurisdiction	Palm Coast	Time Period	Background PM Improved	PHF	0.95
Urban Street	Palm Coast Parkway	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Palm Coast Parkway at…	File Name	1. Palm Coast Parkway at Old Kings Road Backg…		
Project Description	5687.02 - Florida Drive Wawa TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	844	1005	307	117	959	123	262	165	132	117	201	534

Signal Information			
Cycle, s	140.0	Reference Phase	6
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	39.8	13.2	14.8	12.1	1.0	14.8
Yellow	4.8	4.4	4.4	4.4	4.4	4.0
Red	3.0	3.0	3.0	3.0	3.0	3.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	47.6	68.3	22.2	42.8	21.8	30.1	19.5	27.8
Change Period, ($Y+R_c$), s	7.8	7.4	7.4	7.4	7.0	7.0	7.4	7.4
Max Allow Headway (*MAH*), s	3.6	0.0	3.5	0.0	3.7	3.7	3.6	3.8
Queue Clearance Time (g_s), s	36.6		11.4		12.9	13.3	11.8	22.0
Green Extension Time (g_e), s	3.2	0.0	3.5	0.0	1.9	1.9	0.3	0.0
Phase Call Probability	1.00		0.99		1.00	1.00	1.00	1.00
Max Out Probability	0.00		0.18		0.00	0.00	0.00	1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	888	1058	323	123	1009	129	276	174	139	123	212	562
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1730	1698	1585	1767	1698	1560	1730	1781	1572	1739	1841	1403
Queue Service Time (g_s), s	34.6	20.7	20.3	9.4	25.9	9.5	10.9	6.0	11.3	9.8	15.5	20.0
Cycle Queue Clearance Time (g_c), s	34.6	20.7	20.3	9.4	25.9	9.5	10.9	6.0	11.3	9.8	15.5	20.0
Green Ratio (*g/C*)	0.28	0.43	0.43	0.11	0.25	0.25	0.11	0.17	0.17	0.09	0.15	0.43
Capacity (*c*), veh/h	984	2215	689	186	1288	394	364	588	260	150	269	1208
Volume-to-Capacity Ratio (*X*)	0.903	0.478	0.469	0.661	0.784	0.328	0.757	0.295	0.535	0.821	0.787	0.465
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)	21.6	13.2	12.6	7.7	16.8	6.9	8.5	4.9	7.7	8.2	12.9	5.6
Queue Storage Ratio (*RQ*) (95 th percentile)	0.88	0.00	0.92	0.56	0.00	0.73	0.57	0.00	1.12	0.53	0.00	0.30
Uniform Delay (d_1), s/veh	48.2	28.2	28.1	60.2	48.7	42.6	60.9	51.3	7.2	62.9	57.7	6.1
Incremental Delay (d_2), s/veh	4.0	0.7	2.3	3.0	4.8	2.2	2.4	0.2	1.3	8.0	13.9	0.2
Initial Queue Delay (d_3), 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
Control Delay (*d*), s/veh	52.2	29.0	30.4	63.2	53.6	44.8	63.3	51.5	8.5	71.0	71.6	6.3
Level of Service (LOS)	D	C	C	E	D	D	E	D	A	E	E	A
Approach Delay, s/veh / LOS	38.3	D		53.6	D		46.9	D		30.6	C	
Intersection Delay, s/veh / LOS	41.8						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.61	C	2.46	B	2.74	C	2.87	C
Bicycle LOS Score / LOS	1.74	B	1.18	A	0.97	A	1.97	B

APPENDIX I

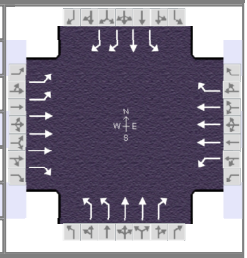
HCS Summary Sheets

Signalized Intersections

2024 Build-Out Conditions

HCS Signalized Intersection Results Summary

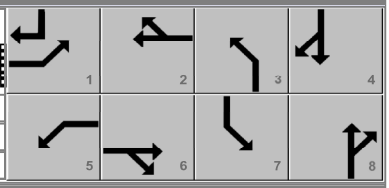
General Information				Intersection Information	
Agency	LTG			Duration, h	0.250
Analyst	RGH	Analysis Date	Aug 17, 2022	Area Type	Other
Jurisdiction	Palm Coast	Time Period	Build-Out AM	PHF	0.95
Urban Street	Palm Coast Parkway	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Palm Coast Parkway at…	File Name	1. Palm Coast Parkway at Old Kings Road Build-…		
Project Description	5687.02 - Florida Drive Wawa TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	379	968	150	96	871	186	180	142	136	92	132	527

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.7	26.0	17.9	8.5	3.9	9.5
Yellow	4.4	4.4	4.8	4.4	4.4	4.0
Red	3.0	3.0	3.0	3.0	3.0	3.0



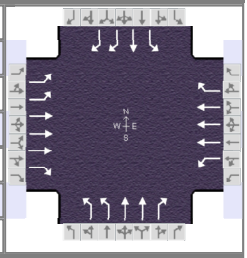
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	25.7	59.2	17.1	50.5	16.5	27.8	15.9	27.3
Change Period, ($Y+R_c$), s	7.8	7.8	7.4	7.4	7.0	7.0	7.4	7.4
Max Allow Headway (*MAH*), s	3.6	0.0	3.5	0.0	3.7	3.7	3.6	3.8
Queue Clearance Time (g_s), s	15.3		8.7		8.4	12.1	8.4	21.9
Green Extension Time (g_e), s	2.6	0.0	0.2	0.0	1.1	1.4	0.1	0.0
Phase Call Probability	1.00		0.97		1.00	1.00	1.00	1.00
Max Out Probability	0.81		0.00		0.04	0.00	0.00	1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	399	1019	158	101	917	196	189	149	143	97	139	555
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1730	1698	1572	1767	1698	1585	1730	1738	1547	1781	1870	1403
Queue Service Time (g_s), s	13.3	17.2	7.7	6.7	16.9	10.8	6.4	4.5	10.1	6.4	8.0	19.9
Cycle Queue Clearance Time (g_c), s	13.3	17.2	7.7	6.7	16.9	10.8	6.4	4.5	10.1	6.4	8.0	19.9
Green Ratio (*g/C*)	0.15	0.43	0.43	0.08	0.36	0.36	0.08	0.17	0.17	0.07	0.17	0.31
Capacity (*c*), veh/h	517	2181	673	142	1829	569	274	604	269	127	310	884
Volume-to-Capacity Ratio (*X*)	0.772	0.467	0.235	0.711	0.501	0.344	0.690	0.248	0.533	0.764	0.449	0.628
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)	10.0	11.1	5.1	5.6	11.1	6.9	5.1	3.5	7.1	5.6	6.8	11.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.41	0.00	0.37	0.41	0.00	0.72	0.35	0.00	1.05	0.35	0.00	0.60
Uniform Delay (d_1), s/veh	49.1	24.5	20.8	53.8	30.1	3.0	53.8	42.8	45.1	54.7	45.1	35.1
Incremental Delay (d_2), s/veh	5.3	0.7	0.8	4.8	1.0	1.7	2.3	0.2	1.2	6.9	0.8	1.3
Initial Queue Delay (d_3), 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
Control Delay (*d*), s/veh	54.3	25.3	21.6	58.6	31.0	4.6	56.1	43.0	46.4	61.6	45.9	36.4
Level of Service (LOS)	D	C	C	E	C	A	E	D	D	E	D	D
Approach Delay, s/veh / LOS	32.3	C		29.1	C		49.1	D		41.1	D	
Intersection Delay, s/veh / LOS	35.0						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.57	C	2.46	B	2.73	C	2.86	C
Bicycle LOS Score / LOS	1.35	A	1.16	A	0.89	A	1.79	B

HCS Signalized Intersection Results Summary

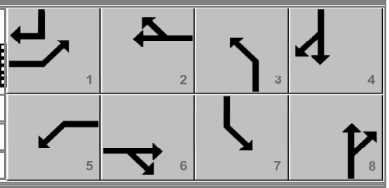
General Information				Intersection Information	
Agency	LTG			Duration, h	0.250
Analyst	RGH	Analysis Date	Aug 17, 2022	Area Type	Other
Jurisdiction	Palm Coast	Time Period	Build-Out PM	PHF	0.95
Urban Street	Palm Coast Parkway	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Palm Coast Parkway at…	File Name	1. Palm Coast Parkway at Old Kings Road Build-…		
Project Description	5687.02 - Florida Drive Wawa TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	844	1045	307	119	1000	126	262	165	134	120	201	534

Signal Information			
Cycle, s	140.0	Reference Phase	6
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	39.8	13.2	15.0	12.3	0.4	14.8
Yellow	4.8	4.4	4.4	4.4	4.4	4.0
Red	3.0	3.0	3.0	3.0	3.0	3.0



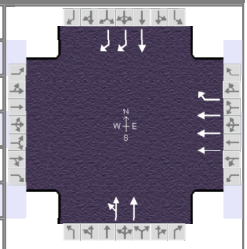
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	47.6	68.2	22.4	43.1	21.8	29.6	19.7	27.6
Change Period, ($Y+R_c$), s	7.8	7.4	7.4	7.4	7.0	7.0	7.4	7.4
Max Allow Headway (*MAH*), s	3.6	0.0	3.5	0.0	3.7	3.7	3.6	3.8
Queue Clearance Time (g_s), s	36.6		11.5		12.8	13.6	12.0	22.0
Green Extension Time (g_e), s	3.2	0.0	3.6	0.0	1.9	1.9	0.3	0.0
Phase Call Probability	1.00		0.99		1.00	1.00	1.00	1.00
Max Out Probability	0.00		0.20		0.00	0.00	0.00	1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	888	1100	323	125	1053	133	276	174	141	126	212	562
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1730	1698	1585	1767	1698	1560	1730	1781	1572	1739	1841	1403
Queue Service Time (g_s), s	34.6	21.8	20.3	9.5	27.2	9.7	10.8	6.0	11.6	10.0	15.6	20.0
Cycle Queue Clearance Time (g_c), s	34.6	21.8	20.3	9.5	27.2	9.7	10.8	6.0	11.6	10.0	15.6	20.0
Green Ratio (*g/C*)	0.28	0.43	0.43	0.11	0.25	0.25	0.11	0.16	0.16	0.09	0.14	0.43
Capacity (*c*), veh/h	984	2214	689	190	1298	397	365	574	254	153	265	1202
Volume-to-Capacity Ratio (*X*)	0.903	0.497	0.469	0.660	0.811	0.334	0.756	0.302	0.556	0.825	0.799	0.468
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)	21.6	13.8	12.6	7.8	17.6	7.1	8.5	4.9	7.8	8.3	13.1	5.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.88	0.00	0.92	0.57	0.00	0.75	0.57	0.00	1.14	0.54	0.00	0.30
Uniform Delay (d_1), s/veh	48.2	28.5	28.1	60.0	49.0	42.5	60.9	51.8	7.3	62.8	58.0	6.1
Incremental Delay (d_2), s/veh	4.0	0.8	2.3	2.9	5.6	2.3	2.4	0.2	1.4	8.1	15.2	0.2
Initial Queue Delay (d_3), 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
Control Delay (*d*), s/veh	52.2	29.3	30.4	62.9	54.6	44.7	63.3	52.0	8.7	70.8	73.2	6.3
Level of Service (LOS)	D	C	C	E	D	D	E	D	A	E	E	A
Approach Delay, s/veh / LOS	38.3	D		54.4	D		46.9	D		31.1	C	
Intersection Delay, s/veh / LOS	42.1						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.61	C	2.46	B	2.74	C	2.87	C
Bicycle LOS Score / LOS	1.76	B	1.21	A	0.97	A	1.97	B

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LTG			Duration, h	0.250
Analyst	RGH	Analysis Date	Aug 17, 2022	Area Type	Other
Jurisdiction	Palm Coast	Time Period	Build-Out AM	PHF	0.95
Urban Street	Palm Coast Parkway (WB)	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Palm Coast Parkway (W…	File Name	2. Palm Coast Parkway (WB) at Harbor Center W…		
Project Description	5687.02 - Florida Drive Wawa TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h					1066	85	45	55			0	82

Signal Information													
Cycle, s	37.6	Reference Phase	2							1	2	3	4
Offset, s	0	Reference Point	End	Green	20.0	5.2	0.0	0.0	0.0	0.0	5	6	7	8
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	4.4	4.0	0.0	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0	0.0	0.0	0.0	0.0				

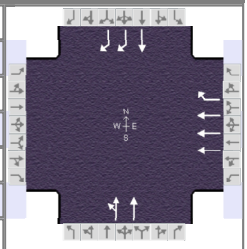
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				2		8		4
Case Number				7.0		8.0		7.0
Phase Duration, s				26.4		11.2		11.2
Change Period, ($Y+R_c$), s				6.4		6.0		6.0
Max Allow Headway (*MAH*), s				4.0		4.2		4.2
Queue Clearance Time (g_s), s				7.0		4.5		3.1
Green Extension Time (g_e), s				6.3		0.7		0.7
Phase Call Probability				1.00		0.86		0.86
Max Out Probability				0.00		0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement					2	12	3	8			4	14
Adjusted Flow Rate (*v*), veh/h					1122	89	65	41			0	86
Adjusted Saturation Flow Rate (*s*), veh/h/ln					1698	1560	1514	1648			1900	1369
Queue Service Time (g_s), s					5.0	1.1	0.6	2.5			0.0	1.1
Cycle Queue Clearance Time (g_c), s					5.0	1.1	1.3	2.5			0.0	1.1
Green Ratio (*g/C*)					0.53	0.53	0.14	0.14			0.14	0.14
Capacity (*c*), veh/h					2711	830	375	228			262	378
Volume-to-Capacity Ratio (*X*)					0.414	0.108	0.172	0.179			0.000	0.228
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)					1.4	0.3	0.8	0.5			0.0	0.5
Queue Storage Ratio (*RQ*) (95 th percentile)					0.00	0.05	0.00	0.00			0.00	0.00
Uniform Delay (d_1), s/veh					5.3	4.4	14.5	14.3			0.0	14.4
Incremental Delay (d_2), s/veh					0.1	0.1	0.2	0.4			0.0	0.3
Initial Queue Delay (d_3), s/veh					0.0	0.0	0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh					5.4	4.4	14.7	14.7			0.0	14.7
Level of Service (LOS)					A	A	B	B				B
Approach Delay, s/veh / LOS	0.0			5.3		A	14.7		B	14.7		B
Intersection Delay, s/veh / LOS	6.6						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.69	B	2.21	B	2.09	B	1.90	B
Bicycle LOS Score / LOS			1.15	A	0.57	A	0.63	A

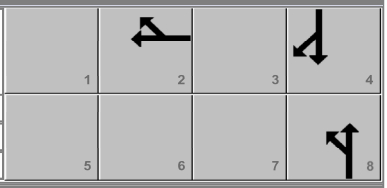
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LTG			Duration, h	0.250
Analyst	RGH	Analysis Date	Aug 17, 2022	Area Type	Other
Jurisdiction	Palm Coast	Time Period	Build-Out PM	PHF	0.95
Urban Street	Palm Coast Parkway (WB)	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Palm Coast Parkway (W…	File Name	2. Palm Coast Parkway (WB) at Harbor Center W…		
Project Description	5687.02 - Florida Drive Wawa TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h					1040	104	78	104			0	142

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	114.6	13.0	0.0	0.0	0.0	0.0	
Yellow	4.4	4.0	0.0	0.0	0.0	0.0	
Red	2.0	2.0	0.0	0.0	0.0	0.0	

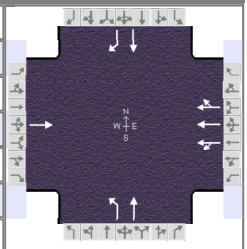
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				2		8		4
Case Number				7.0		8.0		7.0
Phase Duration, s				121.0		19.0		19.0
Change Period, ($Y+R_c$), s				6.4		6.0		6.0
Max Allow Headway (*MAH*), s				0.0		4.2		4.2
Queue Clearance Time (g_s), s						11.6		9.2
Green Extension Time (g_e), s				0.0		1.4		1.3
Phase Call Probability						1.00		1.00
Max Out Probability						0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement					2	12	3	8			4	14
Adjusted Flow Rate (*v*), veh/h					1095	109	106	86			0	149
Adjusted Saturation Flow Rate (*s*), veh/h/ln					1698	1585	1499	1702			1900	1392
Queue Service Time (g_s), s					7.0	1.9	9.6	5.0			0.0	7.2
Cycle Queue Clearance Time (g_c), s					7.0	1.9	9.6	5.0			0.0	7.2
Green Ratio (*g/C*)					0.82	0.82	0.09	0.09			0.09	0.09
Capacity (*c*), veh/h					4170	1297	185	158			177	259
Volume-to-Capacity Ratio (*X*)					0.263	0.084	0.572	0.542			0.000	0.578
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)					3.2	0.9	6.8	5.5			0.0	4.7
Queue Storage Ratio (*RQ*) (95 th percentile)					0.00	0.16	0.00	0.00			0.00	0.00
Uniform Delay (d_1), s/veh					2.9	2.5	62.0	60.7			0.0	60.9
Incremental Delay (d_2), s/veh					0.2	0.1	2.8	2.9			0.0	2.0
Initial Queue Delay (d_3), s/veh					0.0	0.0	0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh					3.1	2.6	64.7	63.5			0.0	62.9
Level of Service (LOS)					A	A	E	E				E
Approach Delay, s/veh / LOS	0.0			3.0		A	64.2		E	62.9		E
Intersection Delay, s/veh / LOS	16.4						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.74	B	2.19	B	2.15	B	1.96	B
Bicycle LOS Score / LOS			1.15	A	0.65	A	0.73	A

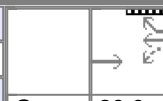
HCS Signalized Intersection Results Summary

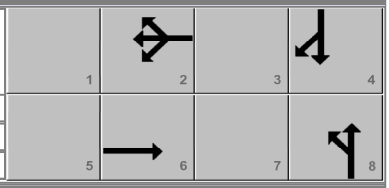
General Information				Intersection Information	
Agency	LTG			Duration, h	0.250
Analyst	RGH	Analysis Date	Aug 17, 2022	Area Type	Other
Jurisdiction	Palm Coast	Time Period	Build-Out AM	PHF	0.92
Urban Street	Palm Coast Parkway (WB)	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Palm Coast Parkway (W…	File Name	3. Palm Coast Parkway (WB) at Florida Park Driv…		
Project Description	5687.02 - Florida Drive Wawa				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		0		54	992	125	89	145			81	95

Signal Information			
Cycle, s	40.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



										
							1	2	3	4
Green	20.0	7.9	0.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.4	3.7	0.0	0.0	0.0	0.0				
Red	2.0	2.0	0.0	0.0	0.0	0.0				

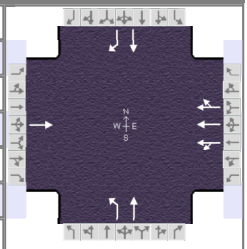
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		8.0		8.0		6.0		7.0
Phase Duration, s		26.4		26.4		13.6		13.6
Change Period, ($Y+R_c$), s		6.4		6.4		5.7		5.7
Max Allow Headway (*MAH*), s		0.0		4.0		4.2		4.2
Queue Clearance Time (g_s), s				8.6		6.4		4.2
Green Extension Time (g_e), s		0.0		5.4		1.5		1.6
Phase Call Probability				1.00		0.99		0.99
Max Out Probability				0.00		0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		6		5	2	12	3	8			4	14
Adjusted Flow Rate (*v*), veh/h		0		457	420	396	97	158			88	103
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1900		1828	1702	1603	1268	1870			1870	1585
Queue Service Time (g_s), s		0.0		0.0	6.6	6.6	2.8	3.0			1.6	2.2
Cycle Queue Clearance Time (g_c), s		0.0		6.5	6.6	6.6	4.4	3.0			1.6	2.2
Green Ratio (*g/C*)		0.50		0.50	0.50	0.50	0.20	0.20			0.20	0.20
Capacity (*c*), veh/h		949		1015	850	801	379	371			371	314
Volume-to-Capacity Ratio (*X*)		0.000		0.451	0.494	0.494	0.255	0.425			0.237	0.329
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)		0.0		2.6	2.4	2.3	1.2	1.9			1.1	1.3
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.00	0.00	0.00	0.19	0.00			0.00	0.17
Uniform Delay (d_1), s/veh		0.0		6.6	6.7	6.7	15.4	14.1			13.5	13.8
Incremental Delay (d_2), s/veh		0.0		0.3	0.4	0.5	0.4	0.8			0.3	0.6
Initial Queue Delay (d_3), s/veh		0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh		0.0		7.0	7.1	7.1	15.7	14.8			13.8	14.4
Level of Service (LOS)				A	A	A	B	B			B	B
Approach Delay, s/veh / LOS	0.0			7.1		A	15.2		B	14.1		B
Intersection Delay, s/veh / LOS	9.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.86	B	1.86	B	2.09	B	2.09	B
Bicycle LOS Score / LOS	0.49	A	1.19	A	0.91	A	0.80	A

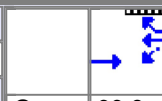
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LTG			Duration, h	0.250
Analyst	RGH	Analysis Date	Aug 17, 2022	Area Type	Other
Jurisdiction	Palm Coast	Time Period	Build-Out PM	PHF	0.90
Urban Street	Palm Coast Parkway (WB)	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Palm Coast Parkway (W…	File Name	3. Palm Coast Parkway (WB) at Florida Park Driv…		
Project Description	5687.02 - Florida Drive Wawa				

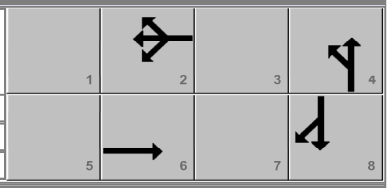


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		0		81	988	155	114	239			127	214

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	99.8	28.1	0.0	0.0	0.0	0.0	
Yellow	4.4	3.7	0.0	0.0	0.0	0.0	
Red	2.0	2.0	0.0	0.0	0.0	0.0	



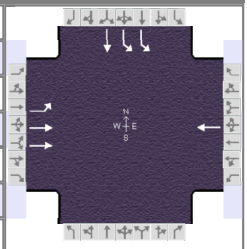
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		4		8
Case Number		8.0		8.0		6.0		7.0
Phase Duration, s		106.2		106.2		33.8		33.8
Change Period, ($Y+R_c$), s		6.4		6.4		5.7		5.7
Max Allow Headway (*MAH*), s		0.0		0.0		4.2		4.2
Queue Clearance Time (g_s), s						25.0		21.9
Green Extension Time (g_e), s		0.0		0.0		3.0		3.1
Phase Call Probability						1.00		1.00
Max Out Probability						0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		6		5	2	12	7	4			8	18
Adjusted Flow Rate (*v*), veh/h		0		478	456	426	127	266			141	238
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1900		1773	1702	1586	1228	1856			1870	1572
Queue Service Time (g_s), s		0.0		5.6	14.7	14.8	13.9	18.7			9.1	19.9
Cycle Queue Clearance Time (g_c), s		0.0		14.2	14.7	14.8	23.0	18.7			9.1	19.9
Green Ratio (*g/C*)		0.71		0.71	0.71	0.71	0.20	0.20			0.20	0.20
Capacity (*c*), veh/h		1354		1294	1213	1131	219	373			376	316
Volume-to-Capacity Ratio (*X*)		0.000		0.369	0.376	0.376	0.579	0.712			0.375	0.752
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)		0.0		9.1	8.9	8.5	7.9	13.8			7.8	12.9
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.00	0.00	0.00	1.17	0.00			0.00	1.69
Uniform Delay (d_1), s/veh		0.0		7.8	7.9	7.9	58.2	52.2			48.3	52.7
Incremental Delay (d_2), s/veh		0.0		0.8	0.9	1.0	2.4	2.5			0.6	3.6
Initial Queue Delay (d_3), s/veh		0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh		0.0		8.6	8.8	8.9	60.6	54.7			49.0	56.3
Level of Service (LOS)				A	A	A	E	D			D	E
Approach Delay, s/veh / LOS	0.0			8.7		A	56.6		E	53.6		D
Intersection Delay, s/veh / LOS	25.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.87	B	1.87	B	2.14	B	2.14	B
Bicycle LOS Score / LOS	0.49	A	1.24	A	1.13	A	1.11	A

HCS Signalized Intersection Results Summary

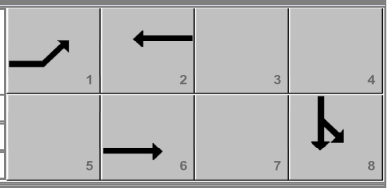
General Information				Intersection Information	
Agency	LTG			Duration, h	0.250
Analyst	RGH	Analysis Date	Aug 17, 2022	Area Type	Other
Jurisdiction	Palm Coast	Time Period	Build-Out AM	PHF	0.95
Urban Street	Palm Coast Parkway (EB)	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Palm Coast Parkway (E…	File Name	4. Palm Coast Parkway (EB) at Florida Park Drive…		
Project Description	5687.02 - Florida Drive Wawa				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	177	858			0					99	0	

Signal Information			
Cycle, s	60.0	Reference Phase	6
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	8.1	28.5	4.9	0.0	0.0	0.0
Yellow	4.4	4.4	3.7	0.0	0.0	0.0
Red	2.0	2.0	2.0	0.0	0.0	0.0



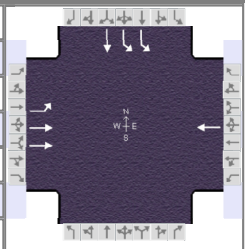
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6		2				8
Case Number	2.0	4.0		8.3				10.0
Phase Duration, s	14.5	49.4		34.9				10.6
Change Period, ($Y+R_c$), s	6.4	6.4		6.4				5.7
Max Allow Headway (*MAH*), s	4.0	0.0		0.0				3.2
Queue Clearance Time (g_s), s	8.1							3.7
Green Extension Time (g_e), s	0.4	0.0		0.0				0.1
Phase Call Probability	0.96							0.82
Max Out Probability	0.01							0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2					3	8	
Adjusted Flow Rate (*v*), veh/h	186	903			0					104	0	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1781			1900					1716	1900	
Queue Service Time (g_s), s	6.1	5.8			0.0					1.7	0.0	
Cycle Queue Clearance Time (g_c), s	6.1	5.8			0.0					1.7	0.0	
Green Ratio (*g/C*)	0.13	0.72			0.47					0.08	0.08	
Capacity (*c*), veh/h	240	2550			902					283	157	
Volume-to-Capacity Ratio (*X*)	0.778	0.354			0.000					0.369	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)	4.7	1.5			0.0					1.2	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.66	0.00			0.00					0.22	0.00	
Uniform Delay (d_1), s/veh	25.1	3.2			0.0					26.1	0.0	
Incremental Delay (d_2), s/veh	5.4	0.4			0.0					0.3	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0					0.0	0.0	
Control Delay (*d*), s/veh	30.5	3.6			0.0					26.3	0.0	
Level of Service (LOS)	C	A								C		
Approach Delay, s/veh / LOS	8.2	A		0.0			0.0			26.3	C	
Intersection Delay, s/veh / LOS	9.8						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.32	A	2.07	B	1.93	B	2.12	B
Bicycle LOS Score / LOS	1.39	A	0.49	A			0.66	A

HCS Signalized Intersection Results Summary

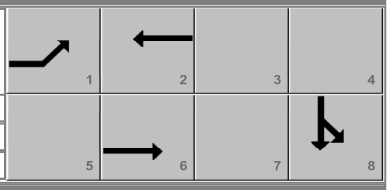
General Information				Intersection Information	
Agency	LTG			Duration, h	0.250
Analyst	RGH	Analysis Date	Aug 17, 2022	Area Type	Other
Jurisdiction	Palm Coast	Time Period	Build-Out PM	PHF	0.93
Urban Street	Palm Coast Parkway (EB)	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Palm Coast Parkway (E…	File Name	4. Palm Coast Parkway (EB) at Florida Park Drive…		
Project Description	5687.02 - Florida Drive Wawa				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	298	940			0					194	0	

Signal Information			
Cycle, s	80.0	Reference Phase	6
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	16.2	38.3	7.0	0.0	0.0	0.0
Yellow	4.4	4.4	3.7	0.0	0.0	0.0
Red	2.0	2.0	2.0	0.0	0.0	0.0



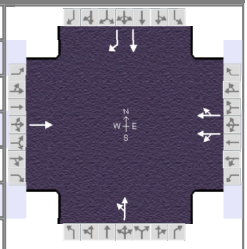
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6		2				8
Case Number	2.0	4.0		8.3				10.0
Phase Duration, s	22.6	67.3		44.7				12.7
Change Period, (*Y+R c*), s	6.4	6.4		6.4				5.7
Max Allow Headway (*MAH*), s	4.0	0.0		0.0				3.2
Queue Clearance Time (*g s*), s	16.0							6.7
Green Extension Time (*g e*), s	0.2	0.0		0.0				0.3
Phase Call Probability	1.00							0.99
Max Out Probability	1.00							0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2					3	8	
Adjusted Flow Rate (*v*), veh/h	320	1011			0					209	0	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1781			1900					1716	1900	
Queue Service Time (*g s*), s	14.0	7.6			0.0					4.7	0.0	
Cycle Queue Clearance Time (*g c*), s	14.0	7.6			0.0					4.7	0.0	
Green Ratio (*g/C*)	0.20	0.76			0.48					0.09	0.09	
Capacity (*c*), veh/h	361	2712			910					300	166	
Volume-to-Capacity Ratio (*X*)	0.888	0.373			0.000					0.696	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)	12.0	2.4			0.0					3.6	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	1.69	0.00			0.00					0.65	0.00	
Uniform Delay (*d 1*), s/veh	31.0	3.2			0.0					35.5	0.0	
Incremental Delay (*d 2*), s/veh	19.7	0.4			0.0					1.1	0.0	
Initial Queue Delay (*d 3*), s/veh	0.0	0.0			0.0					0.0	0.0	
Control Delay (*d*), s/veh	50.7	3.6			0.0					36.6	0.0	
Level of Service (LOS)	D	A								D		
Approach Delay, s/veh / LOS	14.9		B	0.0			0.0			36.6		D
Intersection Delay, s/veh / LOS	17.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.31	A	2.08	B	1.95	B	2.14	B
Bicycle LOS Score / LOS	1.59	B	0.49	A			0.83	A

HCS Signalized Intersection Results Summary

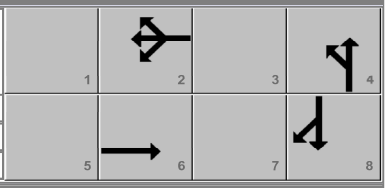
General Information				Intersection Information	
Agency	LTG			Duration, h	0.250
Analyst	RGH	Analysis Date	Aug 17, 2022	Area Type	Other
Jurisdiction	Palm Coast	Time Period	Build-Out AM	PHF	0.91
Urban Street	Palm Coast Parkway (WB)	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Palm Coast Parkway (W…	File Name	5. Palm Coast Parkway (WB) at Club House Driv…		
Project Description	5687.02 - Florida Drive Wawa				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		0		84	944	48	83	110			86	120

Signal Information			
Cycle, s	37.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	Off
Force Mode	Fixed	Simult. Gap N/S	Off

Green	17.4	7.5	0.0	0.0	0.0	0.0	
Yellow	4.8	4.0	0.0	0.0	0.0	0.0	
Red	2.0	2.0	0.0	0.0	0.0	0.0	



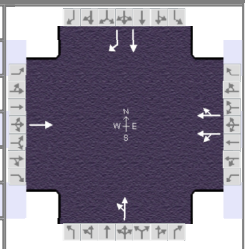
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		4		8
Case Number		8.0		8.0		8.0		7.0
Phase Duration, s		24.2		24.2		13.5		13.5
Change Period, ($Y+R_c$), s		6.8		6.8		6.0		6.0
Max Allow Headway (*MAH*), s		0.0		3.9		4.1		4.2
Queue Clearance Time (g_s), s				12.4		6.9		4.8
Green Extension Time (g_e), s		0.0		5.0		0.7		0.8
Phase Call Probability				1.00		0.99		0.99
Max Out Probability				0.00		0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		6		5	2	12	7	4			8	18
Adjusted Flow Rate (*v*), veh/h		0		620		562		212			95	132
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1900		1812		1674		1540			1856	1560
Queue Service Time (g_s), s		0.0		5.1		10.3		3.2			1.6	2.8
Cycle Queue Clearance Time (g_c), s		0.0		10.4		10.3		4.9			1.6	2.8
Green Ratio (*g/C*)		0.46		0.46		0.46		0.20			0.20	0.20
Capacity (*c*), veh/h		878		947		773		442			369	310
Volume-to-Capacity Ratio (*X*)		0.000		0.655		0.727		0.479			0.256	0.426
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)		0.0		3.8		3.6		2.5			1.0	1.5
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.00		0.00		0.00			0.00	0.24
Uniform Delay (d_1), s/veh		0.0		8.2		8.2		14.1			12.8	13.2
Incremental Delay (d_2), s/veh		0.0		0.8		1.3		0.8			0.4	0.9
Initial Queue Delay (d_3), s/veh		0.0		0.0		0.0		0.0			0.0	0.0
Control Delay (*d*), s/veh		0.0		9.0		9.5		14.9			13.1	14.2
Level of Service (LOS)				A		A		B			B	B
Approach Delay, s/veh / LOS	0.0			9.3		A	14.9		B	13.7		B
Intersection Delay, s/veh / LOS	10.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.63	B	1.87	B	1.90	B	1.90	B
Bicycle LOS Score / LOS	0.49	A	1.46	A	0.84	A	0.86	A

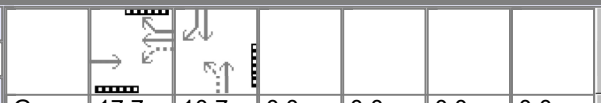
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LTG			Duration, h	0.250
Analyst	RGH	Analysis Date	Aug 17, 2022	Area Type	Other
Jurisdiction	Palm Coast	Time Period	Build-Out PM	PHF	0.95
Urban Street	Palm Coast Parkway (WB)	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Palm Coast Parkway (W…	File Name	5. Palm Coast Parkway (WB) at Club House Driv…		
Project Description	5687.02 - Florida Drive Wawa				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		0		82	906	67	84	243			75	171

Signal Information			
Cycle, s	41.2	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	Off
Force Mode	Fixed	Simult. Gap N/S	Off



							1	2	3	4
Green	17.7	10.7	0.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.8	4.0	0.0	0.0	0.0	0.0				
Red	2.0	2.0	0.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		4		8
Case Number		8.0		8.0		8.0		7.0
Phase Duration, s		24.5		24.5		16.7		16.7
Change Period, ($Y+R_c$), s		6.8		6.8		6.0		6.0
Max Allow Headway (*MAH*), s		0.0		3.9		4.1		4.3
Queue Clearance Time (g_s), s				13.0		9.5		5.9
Green Extension Time (g_e), s		0.0		4.6		1.2		0.9
Phase Call Probability				1.00		1.00		1.00
Max Out Probability				0.00		0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		6		5	2	12	7	4			8	18
Adjusted Flow Rate (*v*), veh/h		0		584		526		344			79	180
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1900		1812		1662		1732			1870	1572
Queue Service Time (g_s), s		0.0		5.7		10.9		5.0			1.3	3.9
Cycle Queue Clearance Time (g_c), s		0.0		11.0		10.9		7.5			1.3	3.9
Green Ratio (*g/C*)		0.43		0.43		0.43		0.26			0.26	0.26
Capacity (*c*), veh/h		817		879		715		559			485	408
Volume-to-Capacity Ratio (*X*)		0.000		0.665		0.736		0.616			0.163	0.441
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)		0.0		4.9		4.6		4.4			0.8	2.1
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.00		0.00		0.00			0.00	0.34
Uniform Delay (d_1), s/veh		0.0		9.8		9.8		14.0			11.8	12.8
Incremental Delay (d_2), s/veh		0.0		0.9		1.5		1.1			0.2	0.8
Initial Queue Delay (d_3), s/veh		0.0		0.0		0.0		0.0			0.0	0.0
Control Delay (*d*), s/veh		0.0		10.7		11.3		15.1			12.0	13.5
Level of Service (LOS)				B		B		B			B	B
Approach Delay, s/veh / LOS	0.0			11.0		B	15.1		B	13.0		B
Intersection Delay, s/veh / LOS	12.1						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.64	B	1.87	B	1.89	B	1.89	B
Bicycle LOS Score / LOS	0.49	A	1.40	A	1.06	A	0.91	A

APPENDIX J

HCS Summary Sheets

Unsignalized Intersections

2024 Build-Out Conditions

HCS Two-Way Stop-Control Report

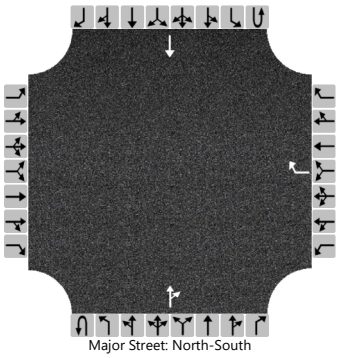
General Information

Analyst	RGH
Agency/Co.	LTG
Date Performed	8/8/2022
Analysis Year	2024
Time Analyzed	Build-Out AM
Intersection Orientation	North-South
Project Description	5687.02 - Florida Drive Wawa TIA

Site Information

Intersection	Florida Park Drive at Project Driveway 1 (RIRO)
Jurisdiction	Palm Coast
East/West Street	Project Driveway 1 (RIRO)
North/South Street	Florida Park Drive
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	1	0	0	1	0	0	0	1	0
Configuration								R				TR			T	
Volume (veh/h)								10			171	6			135	
Percent Heavy Vehicles (%)								2								
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No										
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)								6.2								
Critical Headway (sec)								6.22								
Base Follow-Up Headway (sec)								3.3								
Follow-Up Headway (sec)								3.32								

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)								11								
Capacity, c (veh/h)								853								
v/c Ratio								0.01								
95% Queue Length, Q_{95} (veh)								0.0								
Control Delay (s/veh)								9.3								
Level of Service (LOS)								A								
Approach Delay (s/veh)						9.3										
Approach LOS						A										

HCS Two-Way Stop-Control Report

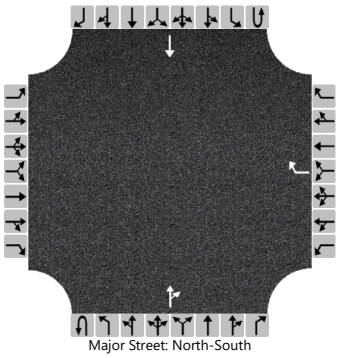
General Information

Analyst	RGH
Agency/Co.	LTG
Date Performed	8/8/2022
Analysis Year	2024
Time Analyzed	Build-Out PM
Intersection Orientation	North-South
Project Description	5687.02 - Florida Drive Wawa TIA

Site Information

Intersection	Florida Park Drive at Project Driveway 1 (RIRO)
Jurisdiction	Palm Coast
East/West Street	Project Driveway 1 (RIRO)
North/South Street	Florida Park Drive
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	1	0	0	1	0	0	0	1	0
Configuration								R				TR			T	
Volume (veh/h)								14			288	10			208	
Percent Heavy Vehicles (%)								2								
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No										
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)								6.2								
Critical Headway (sec)								6.22								
Base Follow-Up Headway (sec)								3.3								
Follow-Up Headway (sec)								3.32								

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)								15								
Capacity, c (veh/h)								722								
v/c Ratio								0.02								
95% Queue Length, Q_{95} (veh)								0.1								
Control Delay (s/veh)								10.1								
Level of Service (LOS)								B								
Approach Delay (s/veh)						10.1										
Approach LOS						B										

HCS Two-Way Stop-Control Report

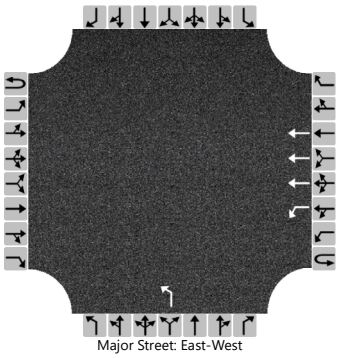
General Information

Analyst	RGH
Agency/Co.	LTG
Date Performed	8/8/2022
Analysis Year	2024
Time Analyzed	Build-Out AM
Intersection Orientation	East-West
Project Description	5687.02 - Florida Drive Wawa TIA

Site Information

Intersection	Palm Coast Parkway (WB) at Project Drivewa...
Jurisdiction	Palm Coast
East/West Street	Palm Coast Parkway (WB)
North/South Street	Project Driveway 2 (LILO)
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	0	0	0	1	3	0		1	0	0		0	0	0
Configuration						L	T			L						
Volume (veh/h)						51	1097			74						
Percent Heavy Vehicles (%)						2				2						
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						5.3				6.4						
Critical Headway (sec)						5.34				5.74						
Base Follow-Up Headway (sec)						3.1				3.8						
Follow-Up Headway (sec)						3.12				3.82						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						55				80						
Capacity, c (veh/h)						1154				472						
v/c Ratio						0.05				0.17						
95% Queue Length, Q_{95} (veh)						0.2				0.6						
Control Delay (s/veh)						8.3				14.2						
Level of Service (LOS)						A				B						
Approach Delay (s/veh)					0.4				14.2							
Approach LOS					A				B							

HCS Two-Way Stop-Control Report

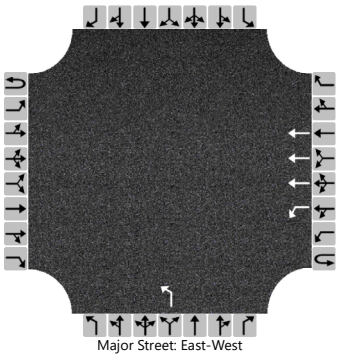
General Information

Analyst	RGH
Agency/Co.	LTG
Date Performed	8/8/2022
Analysis Year	2024
Time Analyzed	Build-Out PM
Intersection Orientation	East-West
Project Description	5687.02 - Florida Drive Wawa TIA

Site Information

Intersection	Palm Coast Parkway (WB) at Project Drivewa...
Jurisdiction	Palm Coast
East/West Street	Palm Coast Parkway (WB)
North/South Street	Project Driveway 2 (LILO)
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	0	0	0	1	3	0		1	0	0		0	0	0
Configuration						L	T			L						
Volume (veh/h)						52	1141			84						
Percent Heavy Vehicles (%)						2				2						
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						5.3				6.4						
Critical Headway (sec)						5.34				5.74						
Base Follow-Up Headway (sec)						3.1				3.8						
Follow-Up Headway (sec)						3.12				3.82						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						57				91						
Capacity, c (veh/h)						1154				461						
v/c Ratio						0.05				0.20						
95% Queue Length, Q_{95} (veh)						0.2				0.7						
Control Delay (s/veh)						8.3				14.7						
Level of Service (LOS)						A				B						
Approach Delay (s/veh)						0.4				14.7						
Approach LOS						A				B						

HCS Two-Way Stop-Control Report

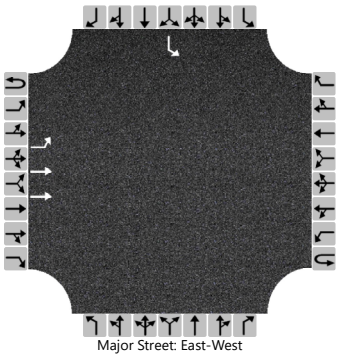
General Information

Analyst	RGH
Agency/Co.	LTG
Date Performed	8/8/2022
Analysis Year	2024
Time Analyzed	Build-Out AM
Intersection Orientation	East-West
Project Description	5687.02 - Florida Drive Wawa TIA

Site Information

Intersection	Palm Coast Parkway (EB) at Project Driveway...
Jurisdiction	Palm Coast
East/West Street	Palm Coast Parkway (EB)
North/South Street	Project Driveway 3 (LILO)
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	0	0		0	0	0		1	0	0
Configuration		L	T											L		
Volume (veh/h)		71	886											45		
Percent Heavy Vehicles (%)		2												2		
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		5.3												7.5		
Critical Headway (sec)		5.34												6.84		
Base Follow-Up Headway (sec)		3.1												3.5		
Follow-Up Headway (sec)		3.12												3.52		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		77												49		
Capacity, c (veh/h)		1154												383		
v/c Ratio		0.07												0.13		
95% Queue Length, Q_{95} (veh)		0.2												0.4		
Control Delay (s/veh)		8.3												15.8		
Level of Service (LOS)		A												C		
Approach Delay (s/veh)		0.6												15.8		
Approach LOS		A												C		

HCS Two-Way Stop-Control Report

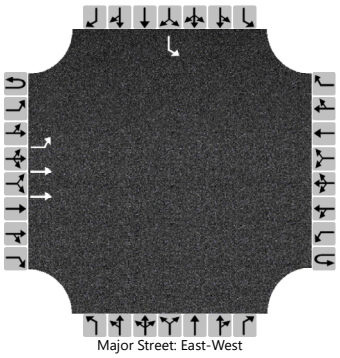
General Information

Analyst	RGH
Agency/Co.	LTG
Date Performed	8/8/2022
Analysis Year	2024
Time Analyzed	Build-Out PM
Intersection Orientation	East-West
Project Description	5687.02 - Florida Drive Wawa TIA

Site Information

Intersection	Palm Coast Parkway (EB) at Project Driveway...
Jurisdiction	Palm Coast
East/West Street	Palm Coast Parkway (EB)
North/South Street	Project Driveway 3 (LILO)
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	0	0		0	0	0		1	0	0
Configuration		L	T											L		
Volume (veh/h)		85	1049											50		
Percent Heavy Vehicles (%)		2												2		
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		5.3												7.5		
Critical Headway (sec)		5.34												6.84		
Base Follow-Up Headway (sec)		3.1												3.5		
Follow-Up Headway (sec)		3.12												3.52		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		92												54		
Capacity, c (veh/h)		1154												317		
v/c Ratio		0.08												0.17		
95% Queue Length, Q_{95} (veh)		0.3												0.6		
Control Delay (s/veh)		8.4												18.7		
Level of Service (LOS)		A												C		
Approach Delay (s/veh)		0.6												18.7		
Approach LOS		A												C		