

DESIGN TRAFFIC TECHNICAL MEMORANDUM

West SR 50 PD&E Study

From U.S. 301 to CR 33

Hernando, Lake, and Sumter Counties, Florida

August 2017

DOCUMENT CONTROL SHEET

DOCUMENT TITLE: DESIGN TRAFFIC TECHNICAL MEMORANDUM			
DOCUMENT CREATOR/ORIGINATOR: PHILLIP HAAS			
DRAFT (V1.0) FINALIZED ON: 5/2/2017			
STAGE	REVIEWER	DATE REVIEWED:	FILE FORMAT:
V1.1	JUSTIN BANSEN	5/3/17	<i>PDF</i>
V1.2	JUSTIN BANSEN	5/8/17	<i>WORD</i>
V1.3	JACK FREEMAN	5/12/17	<i>PDF</i>
V1.4	JUSTIN BANSEN	5/19/17	<i>PDF</i>
V1.5	KARL PASSETTI	5/23/17	<i>PDF</i>
V1.6	SRINIVAS KANDALA	6/16/17	<i>PDF</i>
V2.0	JUSTIN BANSEN	8/7/17	<i>PDF</i>
V2.1	SRINIVAS KANDALA	8/15/17	<i>PDF</i>
DOCUMENT FINALIZED ON: 8/17/17			

DESIGN TRAFFIC TECHNICAL MEMORANDUM

West SR 50 PD&E Study

From U.S. 301 to CR 33

Hernando, Lake, and Sumter Counties, Florida

Prepared For:
Florida Department of Transportation, District Five
719 South Woodland Boulevard
DeLand, FL 32720

Prepared By:
Kittelson & Associates, Inc.
225 E. Robinson Street, Suite 450
Orlando, FL 32801
(407) 540-0555

August 2017

This item has been electronically signed and sealed by Justin A. Bansen, P.E. on August 28, 2017 using a Digital Signature.

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

TABLE OF CONTENTS

Introduction	1
Project Location	1
Existing Conditions.....	3
Existing Roadway Characteristics	3
Existing Traffic Volumes.....	6
Existing Traffic Operations.....	13
Development of Design Traffic Factors	21
Standard K.....	21
Historic D and T ₂₄ Factors	21
Recommended K, D, and T ₂₄ Factors	22
Subarea Travel Demand Modeling	24
Traffic Forecasting	26
Methodology.....	26
Historic Growth Rates.....	26
Population Projections.....	28
Model Growth Rates.....	29
Recommended Growth Rates and Future AADTs.....	31
Future Intersection Turning Movement Volumes	39
Future (No-Build) Analysis	39
No-Build Intersection Operations	40
No-Build Segment Operations	47
Future (Alternatives) Analysis.....	49
Description of Alternatives	49
Intersection Operations.....	49
Intersection Alternatives Analysis	58
Segment Operations	75
Summary	78
Intersection Operations.....	78
Segment Operations	78

LIST OF FIGURES

Figure 1: Project Location	2
Figure 2: Project Segmentation.....	5
Figure 3: Data Collection Locations.....	9
Figure 4: Existing Intersection Operating Condition	14
Figure 5: West SR 50 Subarea Model Validation Boundary and Cutlines	25
Figure 6: Existing and No-Build Scenario AADTs.....	37
Figure 7: Existing and Build Scenario AADTs.....	38
Figure 8: 2025 No-Build Intersection Operating Condition	41
Figure 9: 2035 No-Build Intersection Operating Condition	43
Figure 10: 2045 No-Build Intersection Operating Condition	45
Figure 11: 2025 Build Intersection Operating Condition	52
Figure 12: 2035 Build Intersection Operating Condition	54
Figure 13: 2045 Build Intersection Operating Condition	56
Figure 14: Lane Configuration SR 50 at SR 471 Signal Alternative.....	61
Figure 15: SR 50 at SR 471 - Multilane Roundabout Configuration	62
Figure 16: Lane Configuration SR 50 at CR 469 Signal Alternative	64
Figure 17: SR 50 at CR 469 - Multilane Roundabout Configuration.....	65
Figure 18: Lane Configuration SR 50 at Tuscanooga Rd Signal Alternative	66
Figure 19: SR 50 at Tuscanooga Rd. - Multilane Roundabout Configuration	67
Figure 20: Lane Configuration SR 50 at S Bay Lake Rd Signal Alternative	69
Figure 21: SR 50 at S. Bay Lake Rd. - Multilane Roundabout Configuration.....	70
Figure 22: Lane Configuration SR 50 at CR 33 Signal Alternative	73
Figure 23: SR 50 at CR 33 - Multilane Roundabout Configuration.....	74

LIST OF TABLES

Table 1: Existing Roadway Characteristics Summary.....	4
Table 2: Weekday Existing Traffic Factors.....	11
Table 3: LOS for Two-Lane Highways (HCM 2010).....	19
Table 4: Existing 2017 Segment LOS - Eastbound Direction Only (HCM Two-Lane Highway).....	20
Table 5: Existing 2017 Segment LOS - Westbound Direction Only (HCM Two-Lane Highway)	20
Table 6: Existing 2017 Segment LOS – Eastbound Direction Only (HCM Urban Street).....	20
Table 7: Historical Daily D and T ₂₄ Data	22
Table 8: Weekday Design Hour - Recommended K, D, and T ₂₄ Factors.....	23
Table 9: RMSE Comparison with FSUTMS Standards.....	24
Table 10: Volume-to-Count Ratios at Cutlines.....	25
Table 11: Summary of Historic Growth Rates on SR 50 Study Segment.....	27
Table 12: Summary of Historical AADT within the Study Area	28
Table 13: BEBR Population Growth Rates.....	29
Table 14: No-Build Model Growth Rates for SR 50.....	30
Table 15: Build Model Growth Rates for SR 50.....	31
Table 16: Recommended No-Build Growth Rates	33
Table 17: Recommended Build Growth Rates	34
Table 18: Future AADT Projections	35
Table 19: LOS Summary of No-Build Intersection Operations.....	40
Table 20: Future No Build Segment LOS - Eastbound Direction Only (HCM Two-Lane Highway).....	47
Table 21: No Build Segment LOS - Westbound Direction Only (HCM Two-Lane Highway).....	48
Table 22: No Build Segment LOS – Eastbound Direction Only (HCM Urban Street)	48
Table 23: LOS Summary of Build Intersection Operations.....	50
Table 24: 2045 Build Queue Analysis Results	51
Table 25: SR 50 at SR 471 - 2045 Signal Alternative	60
Table 26: SR 50 at SR 471 – Multilane Roundabout Operations.....	63
Table 27: SR 50 at CR 469 - 2045 Signal Alternative	64
Table 28: SR 50 at CR 469 – Multilane Roundabout Operations	65
Table 29: SR 50 at Tuscanooga Rd - 2045 Signal Alternative	66
Table 30: SR 50 at Tuscanooga Rd. – Multilane Roundabout Operations	67
Table 31: SR 50 at South Bay Lake Rd - 2045 Signal Alternative.....	68
Table 32: SR 50 at S. Bay Lake Rd. – Multilane Roundabout Operations	71
Table 33: SR 50 at CR 33 - 2045 Signal Alternative	72
Table 34: SR 50 at CR 33 – Multilane Roundabout Operations	75
Table 35: Future Passing Lane Segment LOS - Eastbound Direction Only (HCM Two-Lane Highway)	76

Table 36: LOS for Two-Lane Highways (HCM 2010)..... 76
Table 37: Future Four-Lane Segment LOS - Eastbound Direction Only (HCM Multilane Highway) 77
Table 38: Future Four-Lane Segment LOS - Westbound Direction Only (HCM Multilane Highway)... 77
Table 39: Future Four-Lane Segment LOS (HCM Urban Street) 77

LIST OF APPENDICES

- Appendix A – FDOT Straight Line Diagrams
- Appendix B – Raw Count Data
- Appendix C – FDOT Seasonal Factor and Axle Adjustment Factor Reports
- Appendix D – Signal Timing Plans
- Appendix E – Existing (2017) Intersection Reports
- Appendix F – Existing (2017) Segment Reports
- Appendix G – Historic AADT Reports
- Appendix H – Subarea Validation Memo
- Appendix I – Historic Trends Analyses
- Appendix J – BEBR Population Projections
- Appendix K – CFRPM Model Plots
- Appendix L – Forecasted Intersection Turning Movement Counts
- Appendix M – Future No-Build Intersection Reports
- Appendix N – Future No-Build Segment Reports
- Appendix O – Future Build Intersection Reports
- Appendix P – Future Build Segment Reports

INTRODUCTION

This Design Traffic Technical Memorandum has been prepared on behalf of the Florida Department of Transportation (FDOT) District Five as part of the West SR 50 Project Development and Environment (PD&E) Study. FDOT District Five requested a PD&E study to evaluate West SR 50 within eastern Hernando County (FDOT District Seven), Sumter County, and western Lake County. Two build alternatives are being evaluated to improve safety and increase capacity along the corridor: a two-lane SR 50 with passing lanes and a two to four-lane widening on SR 50. This memorandum summarizes the existing (2017) conditions evaluation and future (no-build and build) conditions evaluations for this project.

The scope of this summary includes:

- Review of existing roadway characteristics;
- Collection of existing-year (2017) traffic data on roadway segment and intersections;
- Existing (2017) conditions operational evaluations; and
- Future year (no-build and build) operational evaluations.

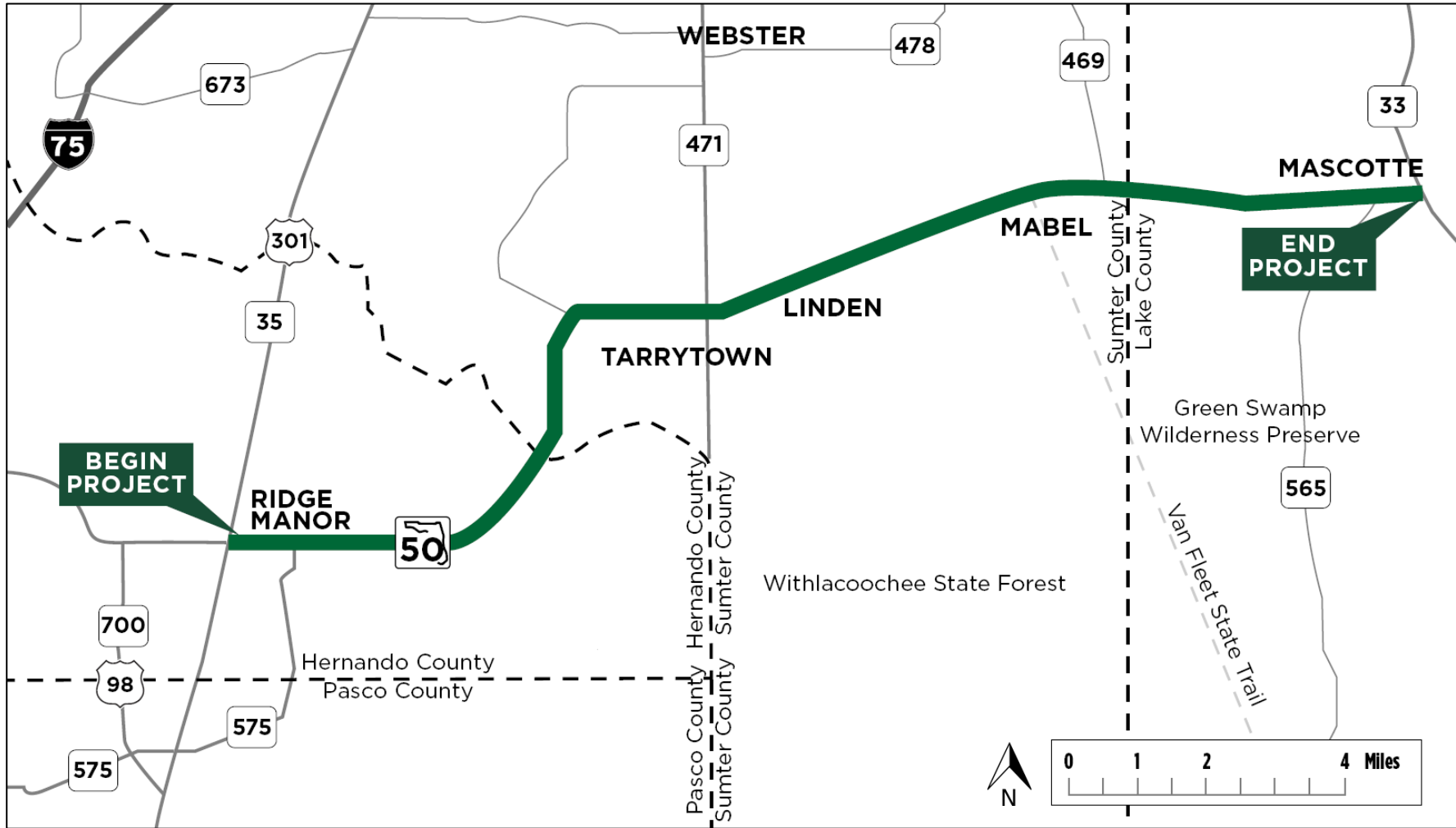
The analysis years are:

- Existing Condition: 2017
- Opening Year: 2025
- Interim Year: 2035
- Design Year: 2045

PROJECT LOCATION

SR 50 is a principal arterial running east-west across the state of Florida from Hernando County to Brevard County. Within the study area, West SR 50 is primarily a two-lane undivided, rural principal arterial, but along the eastern section of the study limits it is classified as an urban principal arterial. The study area is shown in **Figure 1**.

Figure 1: Project Location



EXISTING CONDITIONS

The purpose of the existing conditions analysis is to gain an understanding of how the corridor performs today and to gain insights into why it functions as it does to inform any future efforts. Topics addressed include roadway characteristics and traffic operations.

Existing Roadway Characteristics

The following section summarizes the existing geometric characteristics for each study segment.

GEOMETRIC CHARACTERISTICS

Within the project limits of this study, SR 50 has the geometric characteristics summarized in **Table 1**. Aerial and street view imagery taken in 2017, along with FDOT straight line diagrams (SLDs) and the 2015 Florida Transportation Information (FTI) DVD were utilized to determine the summarized characteristics. The FDOT SLDs are provided in **Appendix A**.

For the purpose of this study, SR 50 was divided into four (4) individual segments as shown in **Table 1**, and this segmentation will be used throughout the remainder of this report. The four segments are summarized below and illustrated in **Figure 2**.

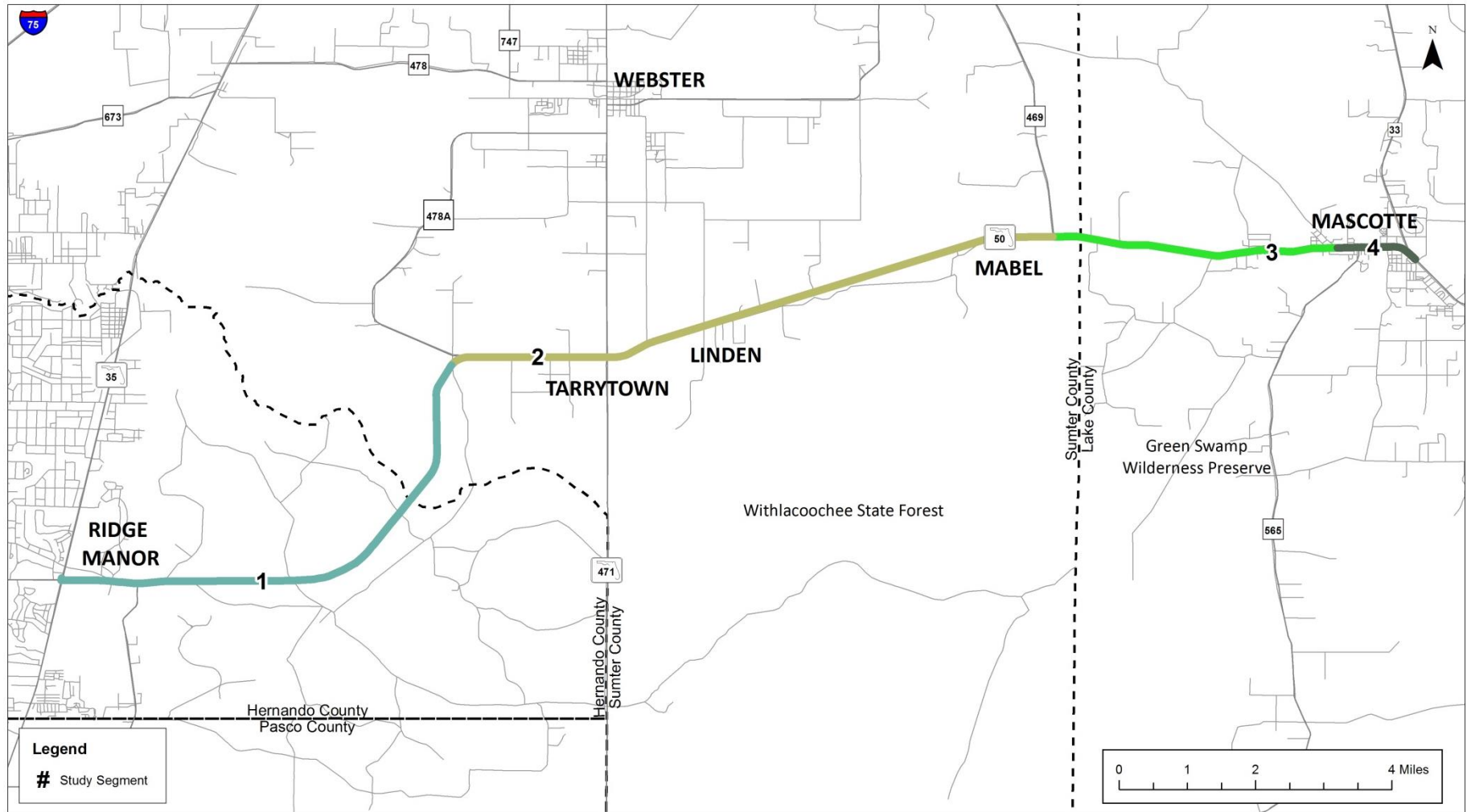
- Segment 1 – SR 50 from SR 35/US 301 to CR 757
- Segment 2 – SR 50 from CR 757 to CR 469
- Segment 3 – SR 50 from CR 469 to Tuscanooga Rd
- Segment 4 – SR 50 from Tuscanooga Rd to CR 33/Bluff Lake Rd

Forty-three (43) intersections along the study corridor are analyzed for existing conditions. However, future volume forecasts and alternatives analysis are conducted at seventeen (17) intersections. Data was collected at the 43 existing intersections in order to provide a comprehensive snapshot of existing conditions and inform decisions regarding access management. Many of these 43 locations are low volume residential or farm access points expected to maintain low trip generation through the design year. Therefore, traffic forecasting and analysis was conducted for the selected seventeen intersections agreed upon with FDOT staff. Of the study intersections, two are signalized intersections and the remaining are two-way stop-controlled (TWSC) intersections. Intersection geometry was determined through the use of Google Earth Aerials that were flown in March 2017.

Table 1: Existing Roadway Characteristics Summary

Characteristic	Roadway Segment			
	Segment 1 – SR 50 from SR 35/US 301 to CR 757	Segment 2 – SR 50 from CR 757 to CR 469	Segment 3 – SR 50 from CR 469 to Tuscanooga Rd	Segment 4 – SR 50 from Tuscanooga Rd to CR 33/Bluff Lake Rd
Location	M.P. 8.543 – 9.519 M.P. 2.049 – 6.041 M.P. 0.000 – 2.141	M.P. 2.141 – 4.210 M.P. 0.000 – 6.088	M.P. 6.088 – 6.421 M.P. 0.000 – 3.364	M.P. 3.364 – 4.293
FDOT Roadway ID	8070000, 08060000, & 18030000	18030000 & 18020000	18020000 & 11070000	11070000
Functional Classification	Rural Principal Arterial	Rural Principal Arterial	Rural/Urban Principal Arterial	Urban Principal Arterial
SIS Designation	Non-SIS	Non-SIS	Non-SIS	Non-SIS
Speed Limit	55 – 60 mph	45 – 60 mph	55 mph	35 – 55 mph
Lane Width	12 feet	12 feet	12 feet	12 feet
Shoulder Width	4 feet, paved	5 feet, paved	4 feet, paved	7- 8 feet, paved
Median	None	None	None	Varies (None and 10 feet raised/ landscaped)
Access Classification	4	4	4	4
Passing Zones	Approximately 75% of roadway allows EB/WB passing	Approximately 50% of roadway allows EB/WB passing	Approximately 35% of roadway allows EB/WB passing	No passing is allowed EB/WB
Curb and Gutter	None	None	None	Varies (None and Type F)
Sidewalks	None	None	None	Varies (None and Present)
Bike Lanes	None – 4 foot, paved shoulder provided	None – 4 foot, paved shoulder provided	None – 4 foot, paved shoulder provided	None – 4 or 5 foot, paved shoulder provided
Street Lighting	None	None	None	Varies (None and Present)

Figure 2: Project Segmentation



Existing Traffic Volumes

DATA COLLECTION

As part of this study, weekday volume and intersection turning movement counts were taken at locations along SR 50 and at 43 intersections. The count location, types, and dates taken are as follow:

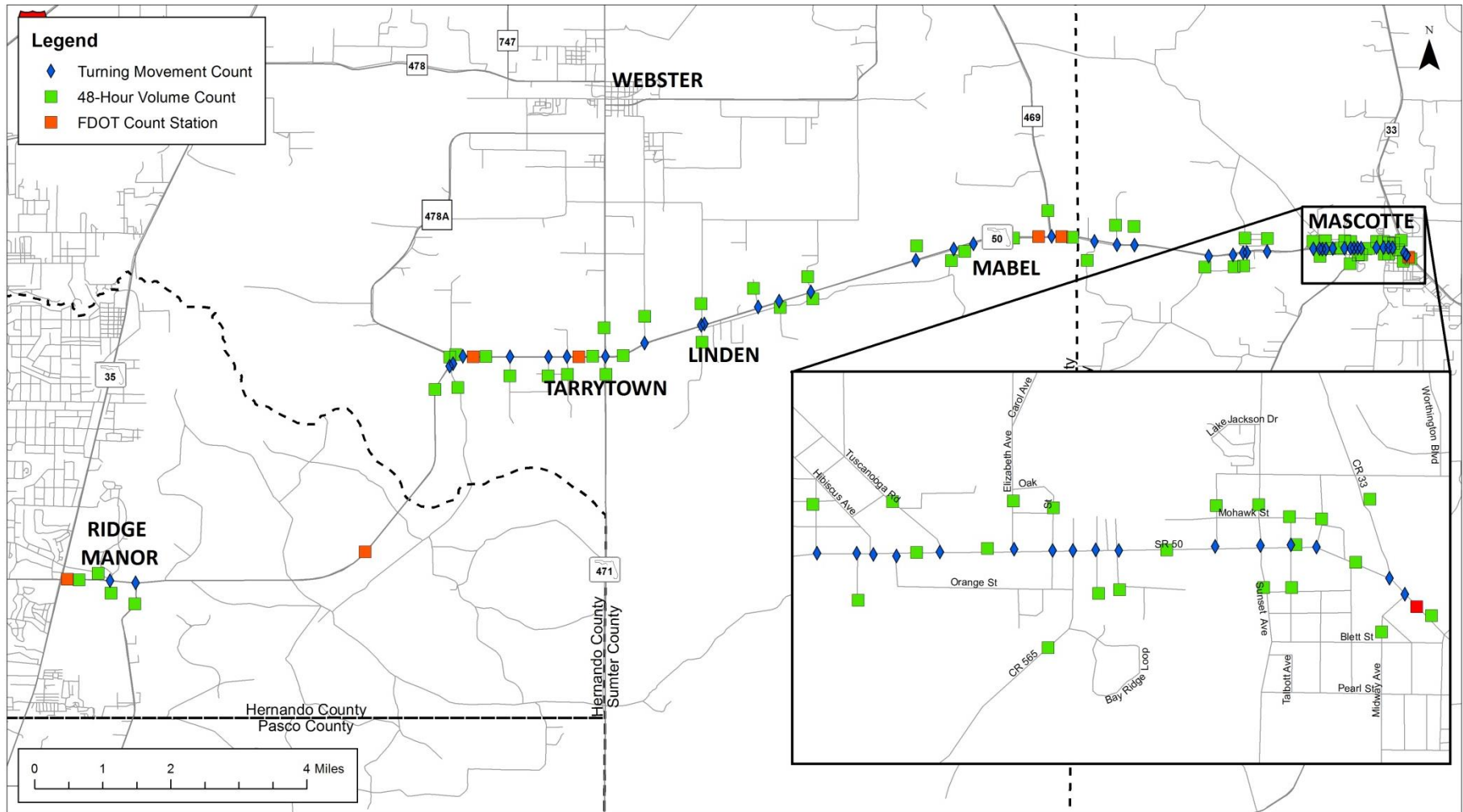
- 48-Hour Volume Counts
 - SR 50, east of US 301 – Wednesday, January 11, 2017
 - SR 50, south of CR 757 – Wednesday, January 11, 2017
 - SR 50, east of CR 478A – Wednesday, January 11, 2017
 - SR 50, west of SR 471 – Wednesday, January 11, 2017
 - SR 50, east of SR 471 – Wednesday, January 11, 2017
 - SR 50, west of CR 469 – Wednesday, January 18, 2017
 - SR 50, east of CR 469 – Wednesday, January 18, 2017
 - SR 50, west of Tuscanooga Rd – Wednesday, January 18, 2017
 - SR 50, between Tuscanooga Rd and Bay Lake Rd – Wednesday, January 18, 2017
 - SR 50, east of Bay Lake Rd – Wednesday, January 18, 2017
 - SR 50, west of CR 33 – Tuesday, January 24, 2017
 - SR 50, east of CR 33 – Wednesday, January 18, 2017
 - Ridge Manor Blvd, north of SR 50 – Tuesday, February 7, 2017
 - Ridge Manor Blvd, south of SR 50 – Tuesday, February 7, 2017
 - CR 575, south of SR 50 – Wednesday, January 11, 2017
 - CR 757, south of SR 50 – Wednesday, February 8, 2017
 - CR 755, north of SR 50 – Tuesday, January 10, 2017
 - CR 478A, north of SR 50 – Tuesday, January 10, 2017
 - CR 751, south of SR 50 – Tuesday, February 7, 2017
 - CR 739, south of SR 50 – Tuesday, February 7, 2017
 - CR 737, south of SR 50 – Tuesday, February 7, 2017
 - CR 737, north of SR 50 – Tuesday, February 7, 2017
 - SR 471, south of SR 50 – Wednesday, January 11, 2017
 - SR 471, north of SR 50 – Wednesday, January 18, 2017
 - CR 727, north of SR 50 – Wednesday, February 8, 2017
 - CR 721, north of SR 50 – Tuesday, January 10, 2017
 - CR 772, south of SR 50 – Tuesday, January 10, 2017
 - SE 48th Ter, north of SR 50 – Tuesday, January 10, 2017
 - SE 52nd St, south of SR 50 – Wednesday, February 8, 2017
 - CR 711, south of SR 50 – Wednesday, February 8, 2017
 - CR 711, north of SR 50 – Wednesday, January 11, 2017
 - Mine Access, north of SR 50 – Wednesday, February 8, 2017
 - CR 773, south of SR 50 – Wednesday, January 18, 2017

- SE 121st Ave, south of SR 50 – Wednesday, January 18, 2017
- CR 469, north of SR 50 – Wednesday, January 11, 2017
- Sloans Ridge Rd, south of SR 50 – Wednesday, January 18, 2017
- Clarence Lee Rd W, north of SR 50 – Tuesday, January 31, 2017
- Clarence Lee Rd E, north of SR 50 – Tuesday, January 31, 2017
- Lee Rd, south of SR 50 – Wednesday, January 18, 2017
- Stuckey Loop W, south of SR 50 – Wednesday, January 11, 2017
- Stuckey Loop E, south of SR 50 – Wednesday, January 11, 2017
- Douglas Rd, north of SR 50 – Wednesday, January 11, 2017
- Taylor St, north of SR 50 – Wednesday, January 18, 2017
- Palmwood Ave, north of SR 50 – Tuesday, January 31, 2017
- Bishop Rd, south of SR 50 – Tuesday, January 31, 2017
- Hibiscus Ave, north of SR 50 – Wednesday, January 18, 2017
- Orange St, south of SR 50 – Wednesday, January 18, 2017
- Tuscanooga Rd, north of SR 50 – Wednesday, January 11, 2017
- Elizabeth Ave, North of SR 50 – Wednesday, January 18, 2017
- Carol Ave, south of SR 50 – Tuesday, January 31, 2017
- Bay Lake Rd, south of SR 50 – Wednesday, January 11, 2017
- Fiske Ave, south of SR 50 – Wednesday, January 18, 2017
- Howard Ave, north of SR 50 – Tuesday, January 31, 2017
- Barry Ave, north of SR 50 – Wednesday, January 18, 2017
- Sunset Ave, north of SR 50 – Wednesday, January 18, 2017
- Sunset Ave, south of SR 50 – Wednesday, January 11, 2017
- Talbot Ave, north of SR 50 – Wednesday, January 18, 2017
- Talbot Ave, south of SR 50 – Wednesday, January 18, 2017
- Hickory Ave, north of SR 50 – Wednesday, January 18, 2017
- Bluff Lake Rd (CR 33), north of SR 50 – Wednesday, January 18, 2017
- Midway Ave, south of SR 50 – Wednesday, January 18, 2017
- Intersection Turning Movement Counts – 4-hour (7:00 – 9:00 AM and 4:00 – 6:00 PM)
 1. SR 50 and Ridge Manor Blvd – Wednesday, February 8, 2017
 2. SR 50 and CR 575 – Tuesday, February 7, 2017
 3. SR 50 and CR 757* – Tuesday, January 10, 2017
 4. SR 50 and CR 755* – Tuesday, January 10, 2017
 5. SR 50 and CR 478A* – Tuesday, January 10, 2017
 6. SR 50 and CR 751 – Tuesday, February 7, 2017
 7. SR 50 and CR 739 – Tuesday, February 7, 2017
 8. SR 50 and CR 737 – Wednesday, February 8, 2017
 9. SR 50 and SR 471* – Thursday, January 26, 2017
 10. SR 50 and CR 727 – Wednesday, February 8, 2017
 11. SR 50 and CR 721* – Tuesday, January 10, 2017
 12. SR 50 and CR 772* – Wednesday, January 25, 2017

13. SR 50 and SE 48th Ter – Tuesday, January 10, 2017
14. SR 50 and SE 52nd St – Wednesday, January 25, 2017
15. SR 50 and CR 711* – Tuesday, January 10, 2017
16. SR 50 and mine access road – Wednesday, February 8, 2017
17. SR 50 and CR 773 – Wednesday, January 25, 2017
18. SR 50 and SE 121st Ave – Wednesday, January 25, 2017
19. SR 50 and CR 469* – Wednesday, January 11, 2017
20. SR 50 and Sloans Ridge Rd* – Wednesday, January 11, 2017
21. SR 50 and Clarence Lee Rd W – Thursday, January 26, 2017
22. SR 50 and Clarence Lee Rd E – Wednesday, February 1, 2017
23. SR 50 and Lee Rd – Wednesday, January 25, 2017
24. SR 50 and Stuckey Loop W* – Wednesday, January 11, 2017
25. SR 50 and Stuckey Loop E* – Wednesday, January 11, 2017
26. SR 50 and Douglas Rd* – Wednesday, January 11, 2017
27. SR 50 and Taylor St – Thursday, January 19, 2017
28. SR 50 and Palmwood Ave – Thursday, January 19, 2017
29. SR 50 and Bishop Rd – Thursday, January 26, 2017
30. SR 50 and Hibiscus Ave – Thursday, January 19, 2017
31. SR 50 and Orange St – Thursday, January 19, 2017
32. SR 50 and Tuscanooga Rd* – Thursday, January 12, 2017
33. SR 50 and Elizabeth Ave – Thursday, January 26, 2017
34. SR 50 and Carol Ave – Thursday, January 19, 2017
35. SR 50 and Bay Lake Rd* – Thursday, January 12, 2017
36. SR 50 and Fiske Ave – Wednesday, February 8, 2017
37. SR 50 and Howard Ave – Thursday, January 19, 2017
38. SR 50 and Barry Ave – Wednesday, January 18, 2017
39. SR 50 and Sunset Ave* – Thursday, January 12, 2017
40. SR 50 and Talbot Ave – Wednesday, January 18, 2017
41. SR 50 and Hickory Ave – Wednesday, January 18, 2017
42. SR 50 and CR 33/Putnam St* – Wednesday, January 18, 2017
43. SR 50 and Midway Ave* – Wednesday, January 18, 2017

Future volume forecasts and operational analysis were evaluated for the seventeen intersections shown with an asterisk (*) above. The 2017 study count locations are illustrated in **Figure 3**. The raw count data is provided in **Appendix B**.

Figure 3: Data Collection Locations



EXISTING TRAFFIC FACTORS AND TRAFFIC PATTERNS

The turning movement counts and volume counts were adjusted using a seasonal adjustment factor (included in **Appendix C**) obtained from 2015 FTI per FDOT procedures, to estimate 2017 turning movement volumes and AADTs. An axle correction factor obtained from the 2015 FTI was applied to the volume counts. These seasonally adjusted volumes were used for the existing conditions analysis.

The existing 2017 Average Annual Daily Traffic (AADT) values along the study corridor are presented in **Table 2**. Using the collected traffic volumes, existing traffic factors were calculated for the weekday design hour. Details including the peak-to-daily ratio, and the directional factor for the weekday design hour are also summarized in **Table 2**. Note that design hour information presented in **Table 2** reflects the peak hour of the overall roadway system, which occurs from 4:45 to 5:45 PM based upon the 2017 traffic counts. Design hour volumes summarized in Table 2 also include seasonal adjustment and axle correction.

Table 2: Weekday Existing Traffic Factors

Roadway	Count Dates	ADT	Axle Adj. Factor	Seasonal Adj. Factor	AADT	Design Hour: 4:45 - 5:45 PM				
						Peak Hour Volume	NB/EB	SB/WB	Peak-to-Daily Ratio	D
SR 50, east of US 301	1/11/2017	8,436	0.84	1.04	7,400	500	220	280	5.9%	56.0%
SR 50, south of CR 757	1/11/2017	7,994	0.82	1.06	6,900	480	220	260	6.0%	54.8%
SR 50, east of CR 478A	1/11/2017	8,041	0.82	1.06	7,000	490	280	210	6.1%	56.3%
SR 50, west of SR 471	1/11/2017	8,557	0.82	1.06	7,400	540	240	300	6.3%	56.0%
SR 50, east of SR 471	1/11/2017	8,984	0.82	1.06	7,800	560	260	300	6.2%	53.8%
SR 50, west of CR 469	1/18/2017	9,587	0.82	1.05	8,300	550	240	310	5.7%	56.2%
SR 50, east of CR 469	1/18/2017	12,410	0.82	1.05	11,000	760	340	420	6.1%	55.3%
SR 50, west of Tuscanooga Rd	1/18/2017	14,266	0.85	1.01	12,000	890	400	490	6.2%	54.6%
SR 50, btwn Tuscanooga and Bay Lake Rd	1/18/2017	16,307	0.85	1.01	14,000	1060	460	600	6.5%	56.6%
SR 50, east of Bay Lake Rd	1/18/2017	19,233	0.85	1.01	17,000	1250	550	700	6.5%	56.1%
SR 50, east of CR 33	1/18/2017	23,936	0.85	1.01	21,000	1530	670	860	6.4%	56.2%
CR 757, south of SR 50	2/8/2017	93	1.00	1.01	90	0	0	0	0.0%	63.6%
CR 755, north of SR 50	1/10/2017	266	0.82	1.04	230	10	0	10	3.8%	76.7%
CR 478A, north of SR 50	1/10/2017	204	0.82	1.04	170	20	10	10	9.8%	65.7%
SR 471 north of SR 50	1/18/2017	6,643	0.82	1.06	5,800	370	200	170	5.6%	53.2%
SR 471 south of SR 50	1/11/2017	5,196	0.82	1.06	4,500	290	150	140	5.6%	51.0%
CR 721, north of SR 50	1/10/2017	397	0.82	1.04	340	30	10	20	7.6%	61.9%
CR 772, south of SR 50	1/10/2017	343	0.82	1.04	290	30	10	20	8.7%	65.0%
CR 711, north of SR 50	1/11/2017	223	0.82	1.06	190	20	10	10	9.0%	65.0%
CR 711, south of SR 50	2/8/2017	14	1.00	1.01	10	0	0	0	0.0%	50.0%
CR 469, north of SR 50	1/11/2017	3,078	0.82	1.06	2,700	250	140	110	8.1%	56.6%
Sloans Ridge Rd, south of SR 50	1/18/2017	236	0.85	1.01	200	20	10	10	8.5%	51.5%
Stuckey Loop W, south of SR 50	1/11/2017	145	0.85	1.03	130	0	0	0	0.0%	55.0%

Roadway	Count Dates	ADT	Axle Adj. Factor	Seasonal Adj. Factor	AADT	Design Hour: 4:45 - 5:45 PM				
						Peak Hour Volume	NB/EB	SB/WB	Peak-to-Daily Ratio	D
Stuckey Loop E, south of SR 50	1/11/2017	300	0.85	1.03	260	20	10	10	6.7%	57.7%
Douglas Rd, north of SR 50	1/11/2017	428	0.85	1.03	370	30	20	10	7.0%	53.6%
Tuscanooga Rd, north of SR 50	1/11/2017	2,745	0.85	1.03	2,400	190	110	80	6.9%	59.0%
Bay Lake Rd, south of SR 50	1/11/2017	2,252	0.85	1.03	2,000	170	70	100	7.5%	60.2%
Sunset Ave, north of SR 50	1/18/2017	1,358	0.85	1.01	1,200	100	40	60	7.4%	59.7%
Sunset Ave, south of SR 50	1/11/2017	822	0.85	1.03	720	60	30	30	7.3%	52.3%
CR 33, north of SR 50	1/18/2017	6,127	0.85	1.01	5,300	420	220	200	6.9%	52.8%
Midway Ave, south of SR 50	1/18/2017	146	0.85	1.01	120	20	10	10	13.7%	52.0%

Existing Traffic Operations

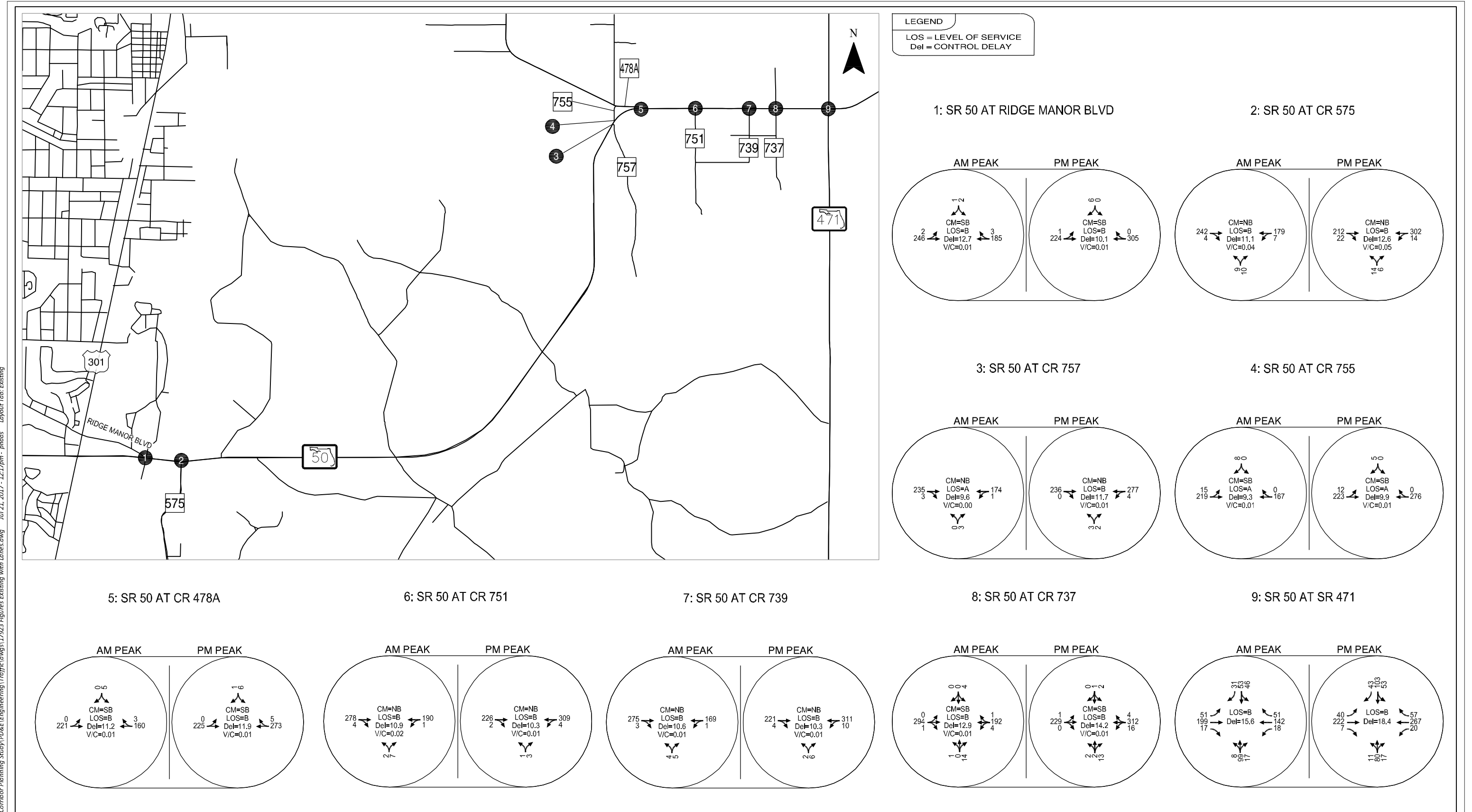
The FDOT maintains a policy and procedure addressing the operating level of service targets for the State Highway System. The term “level of service” is defined as the system of six designated ranges from “A” (best) to “F” (worst) used to evaluate roadway facility performance. The LOS target defined for the study roadway is LOS C and D, as outlined in the local government Comprehensive Plans, and are also consistent with the FDOT LOS targets. Within the urban service boundary (from approximately Lee Road and to the east), SR 50 has an LOS target of LOS D (Segment 4), while the remainder of the corridor has a LOS target of LOS C.

EXISTING PEAK HOUR INTERSECTION OPERATIONS

The existing conditions (2017) were evaluated for the weekday AM and PM peak hour traffic volume conditions. Traffic volumes utilized in the existing conditions analysis reflect the overall system peak for the study area from 7:00 to 8:00 AM and 4:45 to 5:45 PM. Current signal timing plans were obtained from Sumter and Lake County for use in the analysis. The signal timing plans are provided in **Appendix D**.

Existing intersection LOS analyses were conducted using *2010 Highway Capacity Manual (HCM)* methodologies as implemented by Synchro 9. **Figure 4** summarizes the existing AM and PM peak hour intersection operations and turning movement volumes, along with the existing lane configurations. For the two-way stop-controlled (TWSC) intersections, the critical movement is shown, along with the v/c ratio, and delay for the critical movement. For the signalized intersections, the delay and LOS shown represent the overall intersection.

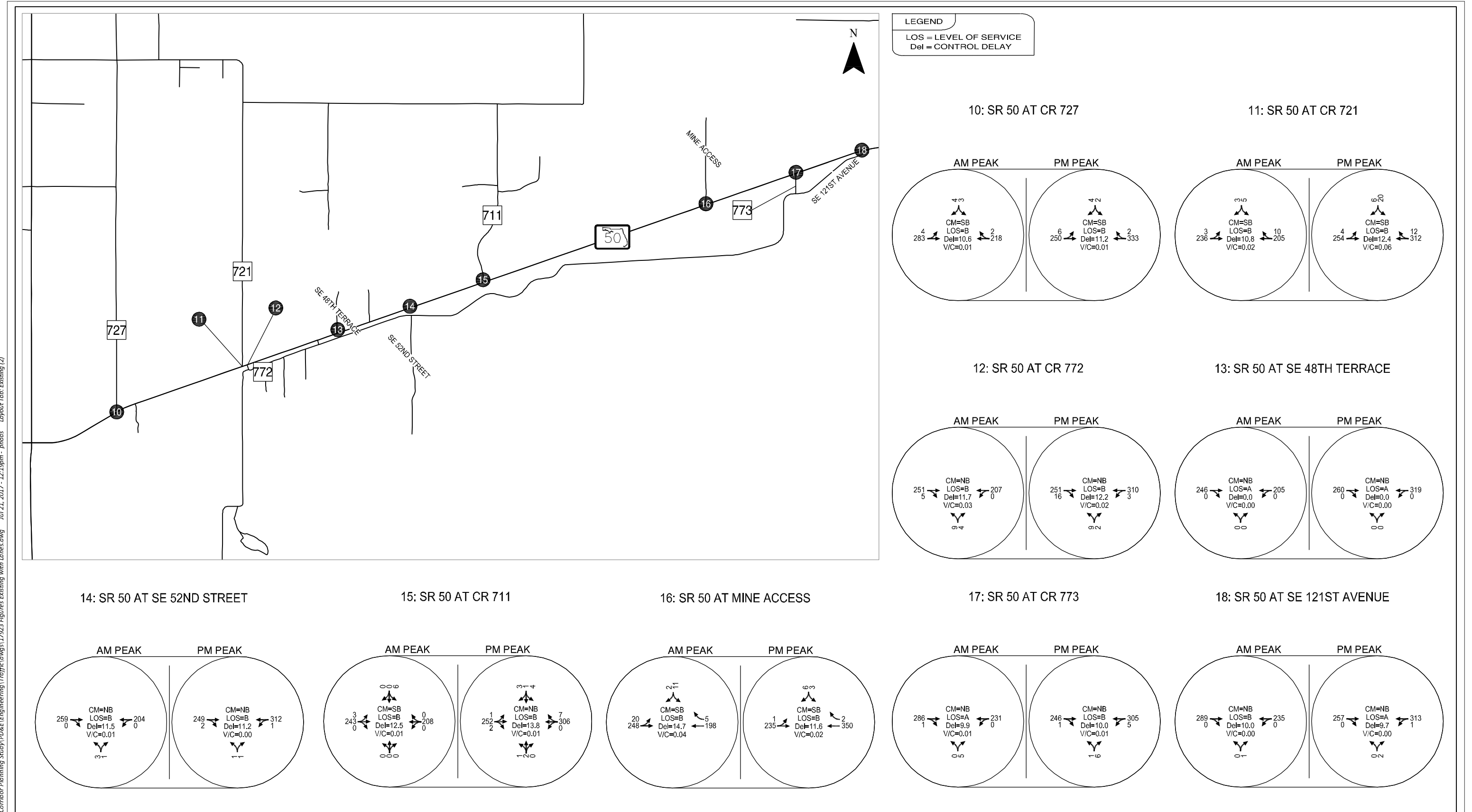
All movements operate with a v/c ratio of less than 1.0 and with a LOS of C or better during both the AM and PM peak hours at intersections west of Tuscanooga Road. South Bay Lake Road and Howard Avenue in Mascotte each have side street left-turn movements that operate with a LOS of E during the PM peak hours. All other analyzed intersections in Mascotte east of Tuscanooga Road, operate with a LOS of D or better and with a v/c ratio of less than 1.0. Detailed HCM 2010 output reports are located in **Appendix E**.



**EXISTING INTERSECTION OPERATING CONDITION
 HERNANDO COUNTY, SUMTER COUNTY, AND LAKE COUNTY, FLORIDA**

**FIGURE
 4-A**

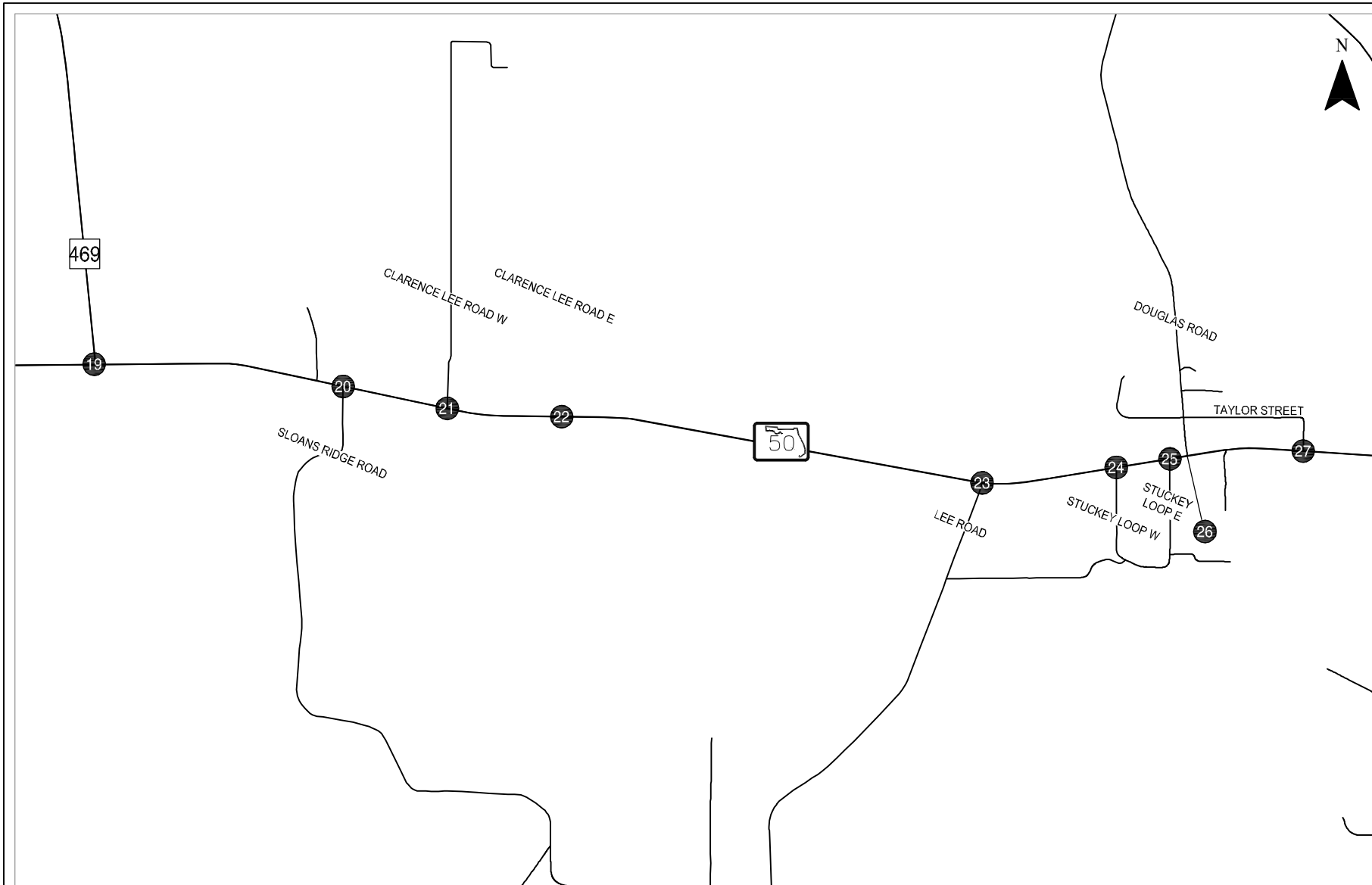
H:\1717923 - West SR 50 Corridor Planning Study\PD&E\Engineering\Traffic\dwg\17923-Figures Existing with Lanes.dwg Jul 21, 2017 - 12:17pm - phbas Layout Tab Existing



**EXISTING INTERSECTION OPERATING CONDITION
 HERNANDO COUNTY, SUMTER COUNTY, AND LAKE COUNTY, FLORIDA**

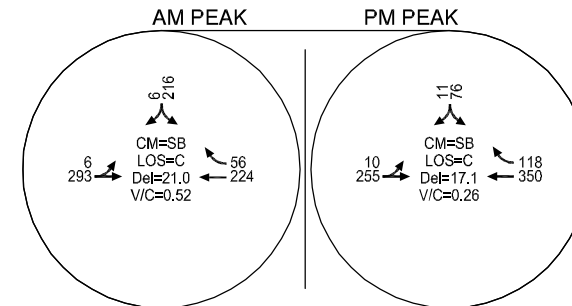
**FIGURE
 4-B**

H:\1717923 - West SR 50 Corridor Planning Study\PD&E\Engineering\Traffic\dwg\17923 Figures Existing with Lanes.dwg Jul 21, 2017 - 12:19pm - phao Layout Tab: Existing (2)

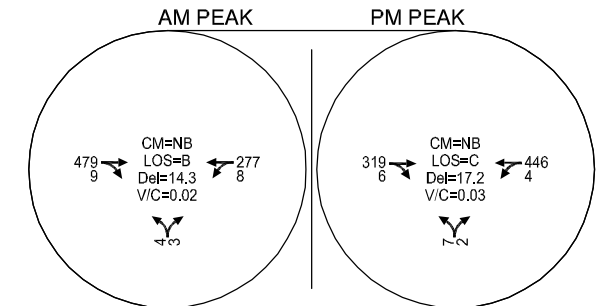


LEGEND
 LOS = LEVEL OF SERVICE
 Del = CONTROL DELAY

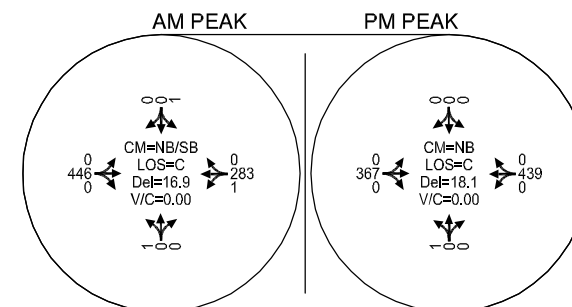
19: SR 50 AT CR 469



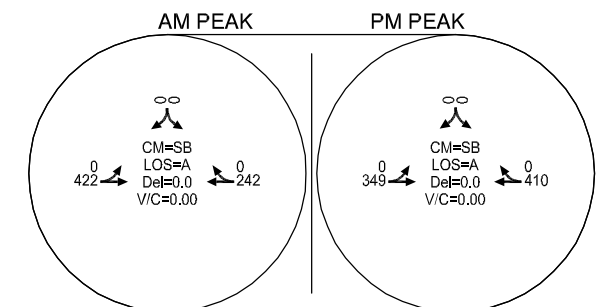
20: SR 50 AT SLOANS RIDGE ROAD



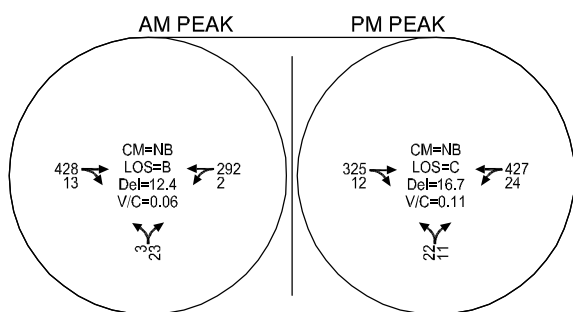
21: SR 50 AT CLARENCE LEE ROAD W



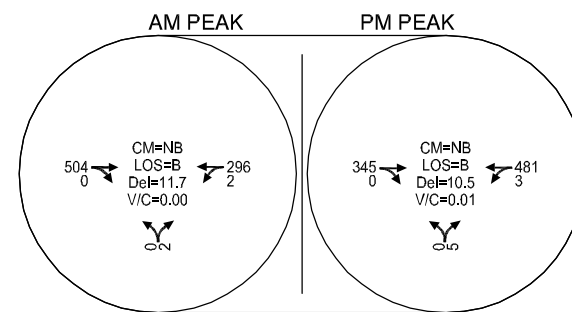
22: SR 50 AT CLARENCE LEE ROAD E



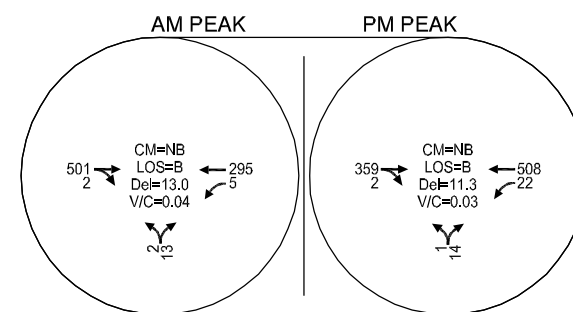
23: SR 50 AT LEE ROAD



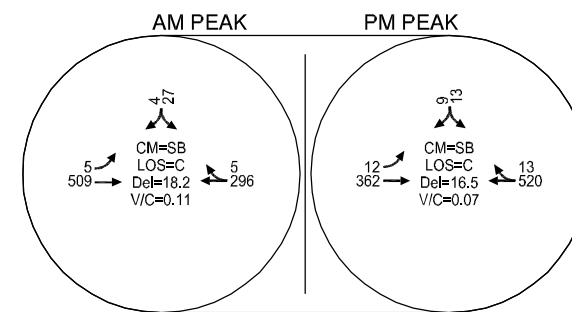
24: SR 50 AT STUCKEY LOOP W



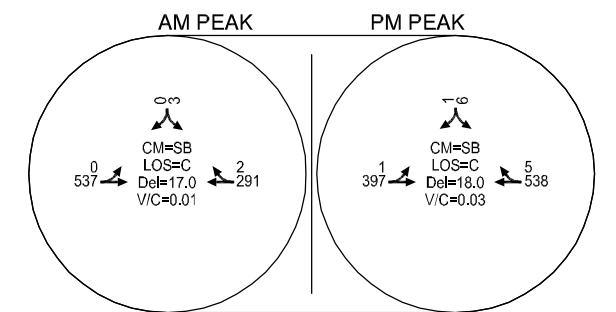
25: SR 50 AT STUCKEY LOOP E



26: SR 50 AT DOUGLAS ROAD



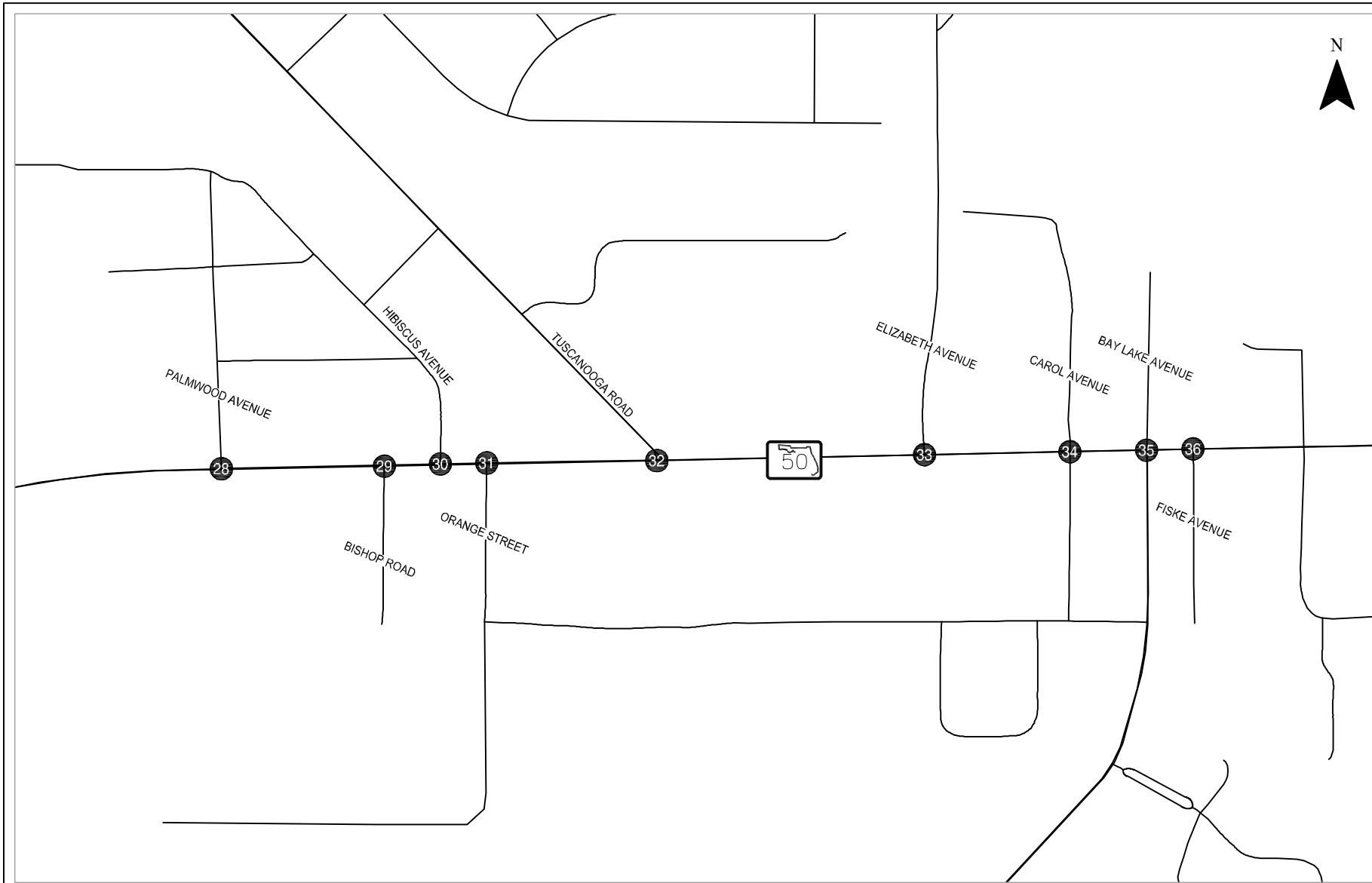
27: SR 50 AT TAYLOR STREET



**EXISTING INTERSECTION OPERATING CONDITION
 HERNANDO COUNTY, SUMTER COUNTY, AND LAKE COUNTY, FLORIDA**

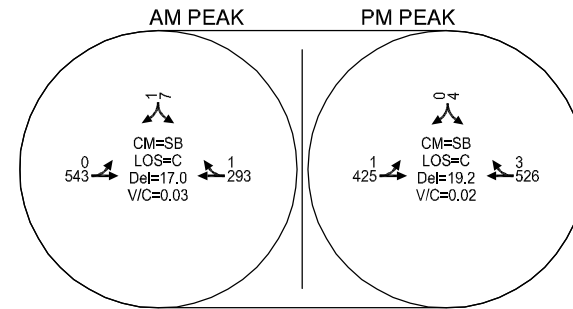
**FIGURE
 4-C**

H:\1717923 - West SR 50 Corridor Planning Study\PD&E\Engineering\Traffic\dwg\17923-Figures Existing with Lanes.dwg Aug 08, 2017 - 11:18am - phaos Layout Tab: Existing (3)

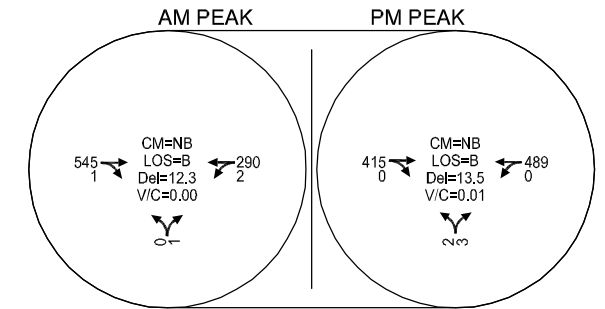


LEGEND
 LOS = LEVEL OF SERVICE
 Del = CONTROL DELAY

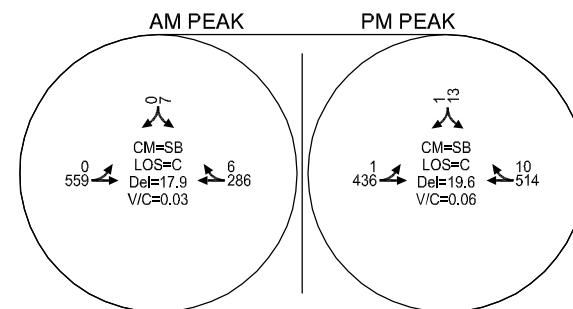
28: SR 50 AT PALMWOOD AVENUE



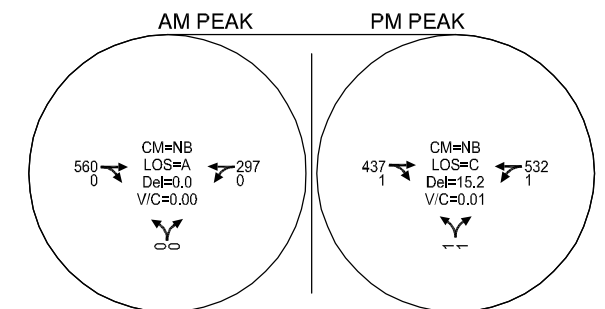
29: SR 50 AT BISHOP ROAD



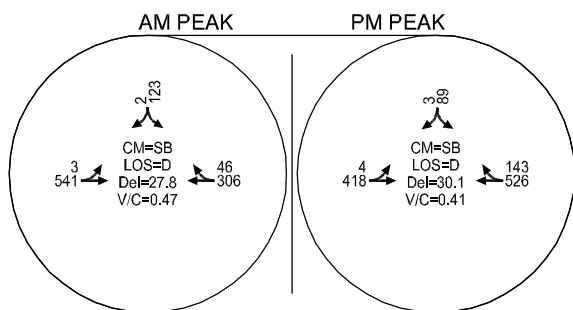
30: SR 50 AT HIBISCUS AVE



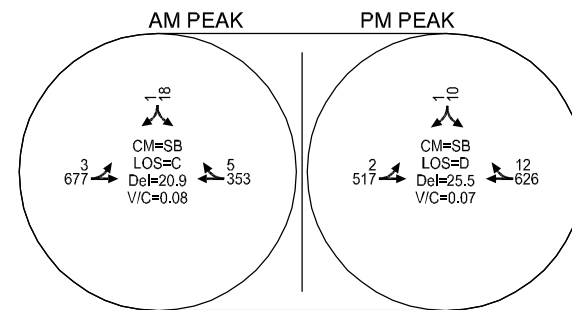
31: SR 50 AT ORANGE STREET



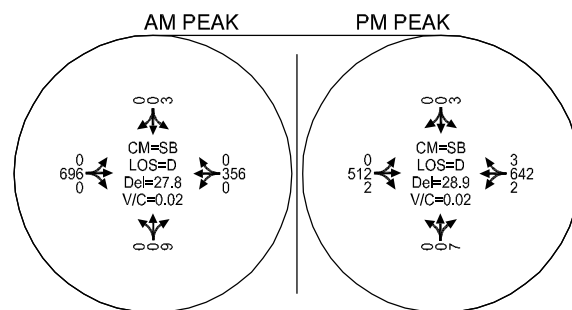
32: SR 50 AT TUSCANOOGA ROAD



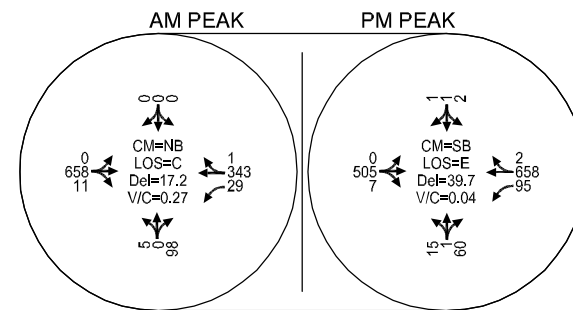
33: SR 50 AT ELIZABETH AVENUE



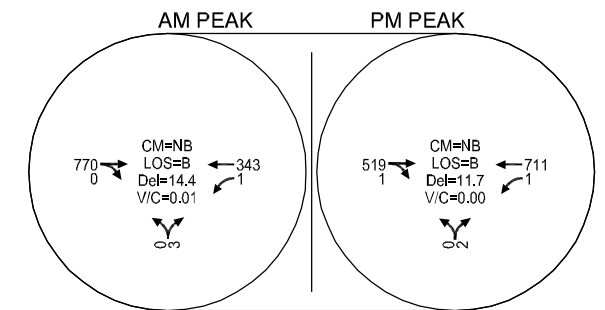
34: SR 50 AT CAROL AVENUE



35: SR 50 AT BAY LAKE ROAD



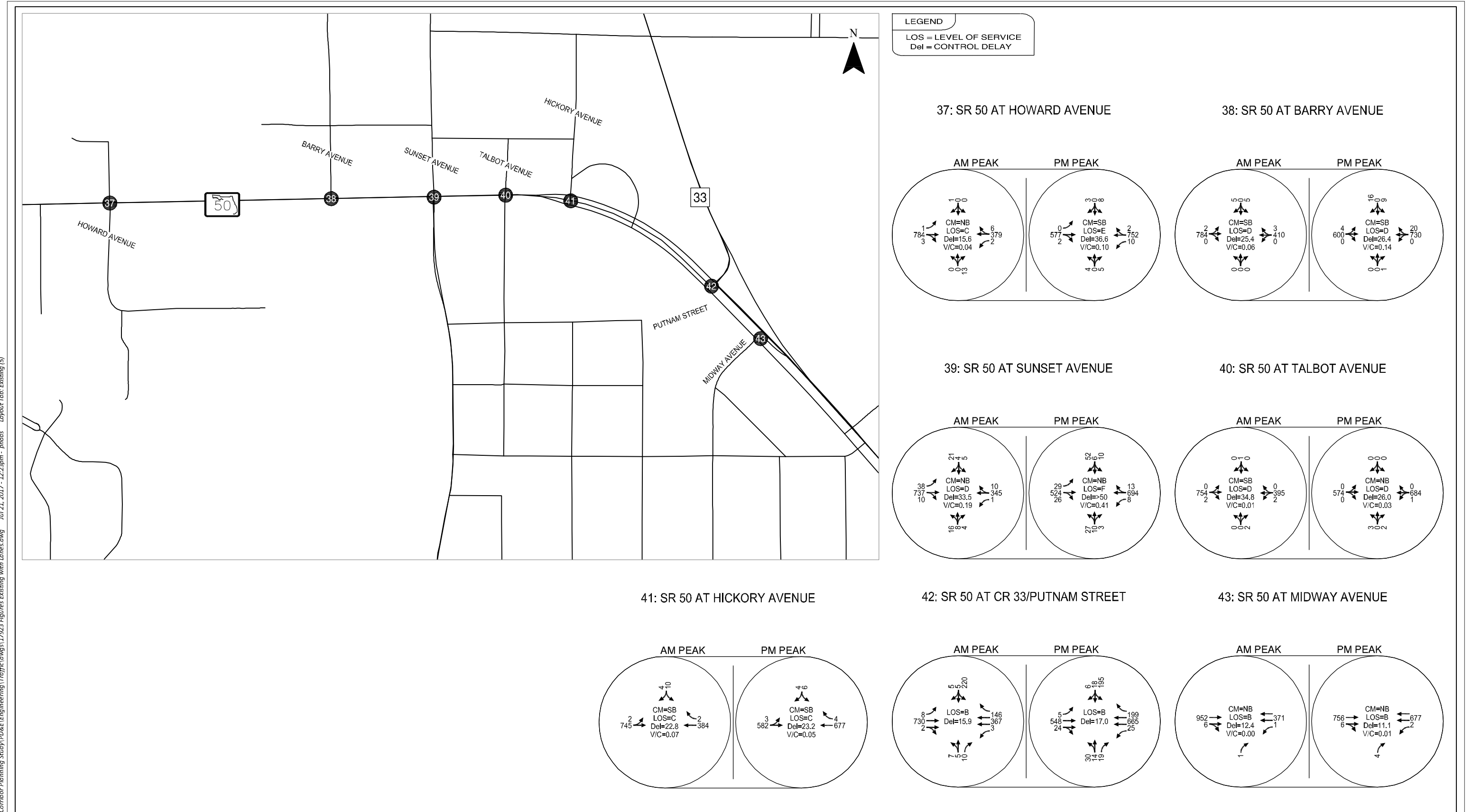
36: SR 50 AT FISKE AVENUE



**EXISTING INTERSECTION OPERATING CONDITION
 HERNANDO COUNTY, SUMTER COUNTY, AND LAKE COUNTY, FLORIDA**

**FIGURE
 4-D**

H:\1717923 - West SR 50 Corridor Planning Study\PD&E\Engineering\Traffic\dwg\17923 Figures Existing with Lanes.dwg Jul 21, 2017 - 12:21pm - phas Layout Tab Existing (4)



**EXISTING INTERSECTION OPERATING CONDITION
 HERNANDO COUNTY, SUMTER COUNTY, AND LAKE COUNTY, FLORIDA**

**FIGURE
 4-E**

H:\1717923 - West SR 50 Corridor Planning Study\PD&E\Engineering\Traffic\dwg\17923-Figures Existing with Lanes.dwg Jul 21, 2017 - 12:23pm - phao Layout Tab: Existing (5)

EXISTING PEAK HOUR SEGMENT OPERATIONS

An analysis of the uninterrupted flow two-lane highway segments was performed using the *HCM 2010* procedures as implemented in HCS software for Segments 1 through Segment 3 and the westbound direction of Segment 4. Two-lane highway operations are influenced by vehicle travel speeds and the presence or absence of passing zones. The level of service for these two-lane highway facilities is based upon Average Travel Speed (ATS) and the Percent Time Spent Following (PTSF) for Class I Highways, percent time spent following for Class II Highways, and Percent Free Flow Speed (PFFS) for Class III Highways. The methodology presents only a directional segment analysis. The LOS thresholds for two-lane highways are summarized in **Table 3**.

Table 3: LOS for Two-Lane Highways (HCM 2010)

LOS	Class I Highways		Class II Highways	Class III Highways
	ATS (mph)	PTSF (%)	PTSF (%)	PFFS (%)
A	>55	≤35	≤40	>91.7
B	>50-55	>35-50	>40-55	>83.3-91.7
C	>45-50	>50-65	>55-70	>75.0-83.3
D	>40-45	>65-80	>70-85	>66.7-75.0
E	≤40	>80	>85	≤66.7

*Source: *HCM 2010*

Factors considered in the two-lane highway analysis include segment length, percent trucks, percent no-passing zones, and access points per mile. For Segment 1 through Segment 3, SR 50 is classified as a Class I Highway (LOS threshold shown in the second and third columns of **Table 3**). Class I Highways include daily commuter routes and major links in state or national networks that serve mostly long-distance trips. Motorists expect to travel at relatively high speeds.

The westbound direction of travel for segment 4 exhibits characteristics of a Class III Highway (LOS threshold shown in the last column of **Table 3**). Class III Highways serve moderately developed areas and there is often a mix of local and regional traffic. The number of driveways and cross-streets on Class III Highways is noticeably higher than Class I Highways, and they usually have reduced speed limits. The results of segment analysis for the eastbound and westbound directions are summarized in **Table 4** and **Table 5**, respectively.

Segment 4 was analyzed using the *HCM 2010* Urban Street methodologies as implemented by HCS software for the eastbound direction only. When traveling in the eastbound direction, the signal at the intersection of SR 50 and CR 33 effectively controls the capacity and operations for eastbound traffic from Tuscanooga Road to CR 33. The results of this analysis are shown in **Table 6**. In the westbound direction of travel, a signal does not influence the roadway segment operations. Because this segment is uninterrupted flow, the segment was analyzed as a two-lane segment. Detailed analysis output reports are in **Appendix F**.

Table 4: Existing 2017 Segment LOS - Eastbound Direction Only (HCM Two-Lane Highway)

Segment #	Segment Limits	Analysis Direction	BFFS (mph)	AM Peak Hour			PM Peak Hour		
				ATS (mph)	PTSF (%)	LOS	ATS (mph)	PTSF (%)	LOS
1	SR 50, SR 35/US 301 to CR 757	Eastbound	70	61.6	49.9	B	61.5	46.0	B
2	SR 50, CR 757 to CR 469	Eastbound	65	55.0	53.6	C	55.1	51.1	C
3	SR 50, CR 469 to Tuscanooga Rd	Eastbound	65	49.6	76.2	D	51.1	61.4	C

Note: BFFS is Base Free Flow Speed, ATS is Average Travel Speed, and PTSF is Percent Time Spent Following

Table 5: Existing 2017 Segment LOS - Westbound Direction Only (HCM Two-Lane Highway)

Segment #	Segment Limits	Analysis Direction	BFFS (mph)	AM Peak Hour			PM Peak Hour		
				ATS (mph)	PTSF (%)	LOS	ATS (mph)	PTSF (%)	LOS
1	SR 50, SR 35/US 301 to CR 757	Westbound	70	61.7	44.5	B	61.2	54.4	C
2	SR 50, CR 757 to CR 469	Westbound	65	54.9	52.1	C	54.7	56.2	C
3	SR 50, CR 469 to Tuscanooga Rd	Westbound	65	50.8	57.9	C	50.8	68.6	D
4	SR 50, Tuscanooga Rd to CR 33/Bluff Lake Rd	Westbound	51	-	73.3*	D	-	71.5*	D

***Note:** Segment 4 exhibits characteristics of a Class III Highway and the LOS is based on Percent Free Flow Speed (PFFS)

Table 6: Existing 2017 Segment LOS – Eastbound Direction Only (HCM Urban Street)

Segment #	Segment Limits	Analysis Direction	# Lanes	AM Peak Hour			PM Peak Hour		
				PBFFS* (%)	V/C Ratio	LOS	PBFFS* (%)	V/C Ratio	LOS
4	SR 50, Tuscanooga Rd to CR 33/Bluff Lake Rd	Eastbound	1	82.94	0.51	B	83.72	0.51	B

***Note:** PBFFS is the Percent of Base Free Flow Speed

DEVELOPMENT OF DESIGN TRAFFIC FACTORS

The future traffic volumes were developed following approved FDOT forecasting procedures outlined in the *FDOT Project Forecasting Handbook*. The following summarizes the factors used to develop future design hour volumes.

Standard K

The K factor is the proportion of Annual Average Daily Traffic (AADT) that occurs during the peak hour. Standard K factors were obtained from the *FDOT Project Traffic Forecasting Handbook* (2014). These factors were established using statewide data measured at continuous count sites. The factors are based on area type and facility type, with considerations to typical peak periods of the day.

Segments 1 – 3 are considered rural facilities and Segment 4 is classified as an urban facility. The rural K factor, 9.5 percent, is recommended for segments and intersections along Study Segments 1 – 3 and the urban K factor of 9.0 percent is recommended for the intersections and segment along Study Segment 4. Actual peak-to-daily ratios from the collected PM peak hour count data range from approximately 6.6 percent to 7.6 percent; therefore, use of Standard K factors of 9.5 and 9.0 will result in a conservative estimate of the future projected Directional Design Hour Volumes (DDHVs).

Historic D and T₂₄ Factors

Historical information obtained from the 2015 FDOT Florida Transportation Information DVD database's "2015 Historical AADT Reports" was reviewed to determine historical D and T₂₄ factors. The Directional Distribution (D) factor is the percentage of the total two-way traffic traveling in the peak direction. The T₂₄ factor is the percentage of trucks over the course of an average day. These D and T₂₄ factors were reviewed based on FDOT Count Stations 080024, 085303, 180204, 180021, 180118, 180017, and 110319, shown in **Figure 3**. Historical information is presented in **Table 7**. The historical AADT reports are provided in **Appendix G**.

Table 7: Historical Daily D and T₂₄ Data

Year	SR 50, east of US 301		SR 50, west of Hernando/Sumter County Line		SR 50, east of CR 478A		SR 50, west of SR 471		SR 50, west of CR 469		SR 50, east of CR 469		SR 50, west of CR 33	
	Site # 080024		Site # 085303		Site # 180204		Site # 180021		Site # 180118		Site # 180017		Site # 110319	
	D	T ₂₄	D	T ₂₄	D	T ₂₄	D	T ₂₄	D	T ₂₄	D	T ₂₄	D	T ₂₄
2015	55.0	21.0	55.0	22.2	54.7	26.4	54.7	26.4	54.7	21.6	54.7	24.2	54.6	17.9
2014	56.0	18.3	56.0	23.7	55.1	28.3	55.1	28.3	55.1	21.8	55.1	28.0	54.5	20.0
2013	51.3	22.9	51.3	23.7	56.4	25.4	56.4	25.4	56.4	20.8	56.4	29.4	54.7	16.9
2012	55.0	20.8	55.0	21.7	56.3	26.1	56.3	26.1	56.3	18.5	56.3	20.6	55.1	20.2
2011	55.0	22.6	55.0	21.2	51.3	24.4	51.3	24.4	51.3	19.5	51.3	25.3	54.2	20.2
2010	54.7	24.3	54.7	21.6	55.5	25.4	55.5	25.4	55.5	19.5	55.5	22.0	54.8	20.2
2009	55.5	24.3	55.5	22.2	55.5	26.5	55.5	26.5	55.5	24.6	55.5	8.3	54.9	18.1
2008	55.0	23.8	55.0	25.4	54.6	24.6	54.6	24.6	54.6	24.6	54.6	8.3	55.4	11.7
2007	56.5	26.5	56.5	27.5	54.9	25.0	54.9	25.0	54.9	22.3	54.9	28.7	59.6	18.5
2006	55.8	28.8	55.8	28.7	55.2	27.2	55.2	27.2	55.2	27.9	55.2	16.9	59.5	14.8
2005	54.5	23.7	54.5	27.6	55.2	11.4	55.2	11.4	55.2	29.5	55.2	34.3	57.7	4.8
2004	56.5	23.7	56.5	27.6	57.1	22.2	57.1	22.2	57.1	29.5	57.1	34.3	57.6	10.6
2003	56.5	28.5	56.5	25.6	56.7	20.5	56.7	20.5	56.7	26.1	56.7	16.1	55.3	7.1
2002	56.7	28.5	56.7	27.6	54.5	23.3	54.5	23.3	54.5	25.3	54.5	23.1	57.3	10.6
2001	56.4	27.4	56.4	25.9	55.2	17.0	55.2	17.0	55.2	25.4	55.2	26.1	58.1	10.3
2000	53.3	19.6	53.3	16.1	56.4	28.0	56.4	28.0	56.4	28.4	56.4	28.4	57.0	14.0
Historical Maximum	56.7	28.8	56.7	28.7	57.1	28.3	57.1	28.3	57.1	29.5	57.1	34.3	59.6	20.2
Historical Minimum	51.3	18.3	51.3	16.1	51.3	11.4	51.3	11.4	51.3	18.5	51.3	8.3	54.2	4.8
Historical Average (2000-2015)	55.2	24.0	55.2	24.3	55.3	23.9	55.3	23.9	55.3	24.1	55.3	23.4	56.3	14.7

Recommended K, D, and T₂₄ Factors

A comprehensive review of the 48-hour tube counts as well as approach and departure volumes from the turning movement counts was completed in order to estimate the recommended D factors for the weekday design hour. Recommended D factors were based on these counts collected in 2017 and historical values, and the recommended values vary from 55.0% to 56.6% along the SR 50 corridor. The recommended T₂₄ factors are based upon a combination of FDOT counts and 2015 vehicle classification data collected as part of the West SR 50 Corridor Planning Study that immediately preceded this PD&E study. The recommended T₂₄ factors are as follows: 22.5% east of US 301, 21.0% east of SR 471, and 14.5% west of CR 33. The recommended K factors are the FDOT standard K factors

of 9.5 for the rural area west of Tuscanooga Road and 9.0 for the urban area east of Tuscanooga Road. The recommended K, D, and T₂₄ factors used in the weekday design hour are summarized in **Table 8**.

Table 8: Weekday Design Hour - Recommended K, D, and T₂₄ Factors

Roadway Segment		K	D	T ₂₄
Segment 1	SR 50, US 301 to CR 757	9.5	56.0%	22.5%
Segment 2	SR 50, CR 757 to SR 471	9.5	56.0%	22.5%
	SR 50, SR 471 to CR 469	9.5	55.0%	21.0%
Segment 3	SR 50, CR 469 to Tuscanooga Rd	9.5	55.0%	21.0%
Segment 4	SR 50, Tuscanooga Rd to Bay Lake Rd	9.0	56.6%	14.5%
	SR 50, Bay Lake Rd to CR 33	9.0	56.1%	14.5%

SUBAREA TRAVEL DEMAND MODELING

This section summarizes the model validation results for the entire study corridor. A subarea of the adopted Central Florida Regional Planning Model (CFRPM) v6.1 was utilized. The subarea model was created with the base year 2010 of CFRPM v6.1, and validated to the 2010 FTI counts. This validated subarea model was utilized to develop future volume forecasts supporting future year (2025, 2035, and 2045) analyses.

The West SR 50 study corridor is located in the southwest corner of the CFRPM v6.1 model network and is located in the northeast corner of the Tampa Bay Regional Planning Model (TBRPM) v8.01 model network. External station data within the gateway zones near the boundary of both models were reviewed. The projected model volumes within these gateway zones were consistent between the two models. Therefore, the expected growth in Hernando County that might travel along the SR 50 study corridor was reflected in the model growth rates.

Percent Root-Mean Square Error (RMSE) was calculated and compared with the standards outlined in Figure 3.3 of the 2014 FDOT Project Traffic Forecasting Handbook and Table 2-11 of the Florida Standard Urban Transportation Modeling Structure (FSUTMS) Cube Model Calibration and Validation Standards. Within the study subarea, 34 traffic count locations were used to calculate the RMSE. **Table 9** summarizes the RMSE calculations and FSUTMS-Cube Model Calibration and Validation Standards for the entire subarea of the validated model. The validated model resulted in a total RMSE of 33%, which meets the FSUTMS preferable standard.

Table 9: RMSE Comparison with FSUTMS Standards

Group	Volume Range (vehicles/day)	Number of Observations	RMSE	FSUTMS Standards ¹	
				Acceptable	Preferable
1	Less than 5,000	16	50%	100%	45%
2	5,000 - 9,999	11	43%	45%	35%
3	10,000-14,999	4	36%	35%	27%
4	15,000-19,999	1	2%	30%	25%
6	30,000-49,999	2	13%	25%	15%
Total		34	33%	45%	35%

¹Source: FSUTMS-Cube Model Calibration and Validation Standards, Table 2-11

In summary, the percent RMSE values from the overall validated model are better than the preferable standards. Therefore, the validated subarea model is expected to provide a reasonable future traffic projection.

Figure 5 illustrates the validated subarea model boundary and the cutlines used to evaluate the level of accuracy of the model. **Table 10** summarizes the subarea cutline volume-to-count ratios. The cutlines are within the acceptable standards for cutlines 2 and 4. For cutline 1, the model forecasted less traffic on I-75. This cutline is not within close proximity to the West SR 50 study corridor and therefore, the impacts are considered to be minimal. Cutline 3, CR 471, carries a relatively low vehicle

volume, so the volume loaded through it does not have a significant impact on the subarea model as a whole. A detailed subarea validation memo was created and included in **Appendix H**.

Figure 5: West SR 50 Subarea Model Validation Boundary and Cutlines

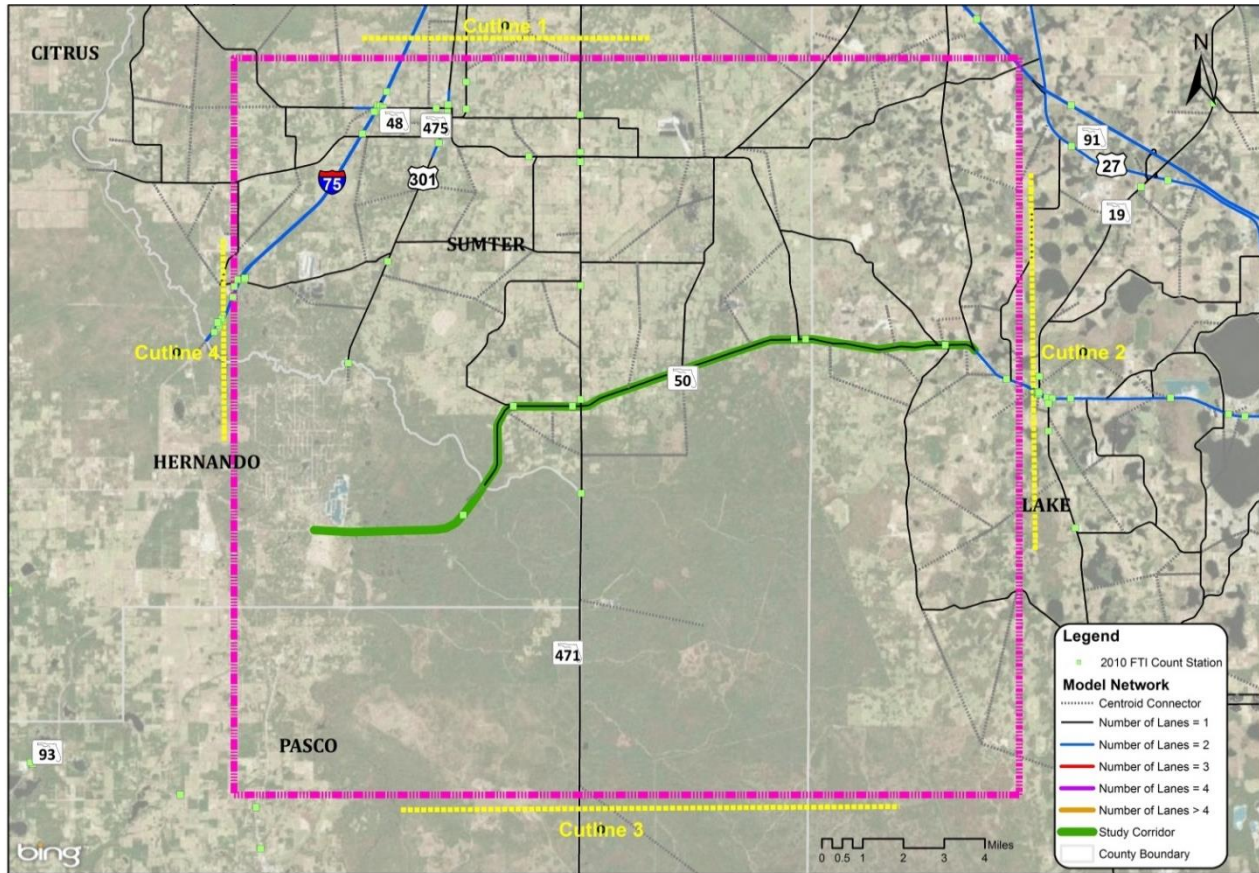


Table 10: Volume-to-Count Ratios at Cutlines

Validation Thresholds ²	Level of Accuracy		
	Cutline No.	Roadway	Model Volume-to-Count Ratio
+/- 15% (35,000 VPD – 70,000 VPD)	Cutline 1	I 75	-29%
+/-20% (<35,000 VPD)	Cutline 2	SR 50	-4%
+/-20% (<35,000 VPD)	Cutline 3	CR 471	-50%
+/- 15% (35,000 VPD – 70,000 VPD)	Cutline 4	I 75	-3%
Average Volume to Count Ratio			-15%

² Source: FDOT Project Traffic Forecasting Handbook, Page 3-66

TRAFFIC FORECASTING

Volumes were developed for present year, opening year, ten years from open, and twenty years from open:

- Present year – 2017
- Opening year – 2025
- Ten-years from open – 2035
- Twenty-years from open – 2045

This section presents the future-year daily traffic volumes for the 2025, 2035, and 2045 future years and the process by which they were determined.

Methodology

An annual growth rate was selected for each roadway segment based upon comparison of model growth rates, historical volume trends, and projected area-wide growth trends from the University of Florida's Bureau of Economic and Business Research (BEBR). Future intersection turning movements were projected using accepted methodologies from the FDOT *Project Traffic Forecasting Handbook*.

Historic Growth Rates

Historic growth rates were evaluated using FDOT standard spreadsheets for linear trend analysis. Evaluations were conducted for seven FDOT count locations along the corridor. Historic growth rates for the SR 50 study segments and other segments within the study area are shown in **Table 11** and **Table 12**, respectively. Historic trends analyses are provided in **Appendix I**.

Table 11: Summary of Historic Growth Rates on SR 50 Study Segment

Year	SR 50, east of US 301 Site #: 080024	SR 50, west of Hernando/Sumter County Line Site #: 085303	SR 50, east of CR 478A Site #: 180204	SR 50, west of SR 471 Site #: 180021	SR 50, west of CR 469 Site #: 180118	SR 50, east of CR 469 Site #: 180017	SR 50, west of CR 33 Site #: 110319
2015	6,000	5,800	5,700	6,100	6,700	8,200	13,800
2014	6,200	5,000	5,200	5,800	6,000	7,700	11,500
2013	5,400	5,000	5,300	5,600	6,100	7,300	10,700
2012	5,500	5,100	5,300	5,300	5,800	6,900	9,900
2011	5,400	5,000	5,300	5,800	6,300	7,500	10,600
2010	5,700	5,300	5,300	6,400	6,100	7,300	11,200
2009	6,400	5,900	5,700	6,200	6,500	7,700	12,000
2008	6,500	5,900	7,700	9,200	7,100	9,200	13,100
2007	7,000	6,500	6,400	7,100	7,600	9,100	16,500
2006	7,300	7,100	7,300	8,200	8,500	10,000	13,000
2005	9,000	7,500	7,800	8,500	9,200	10,900	15,600
2004	8,200	7,600	6,800	8,000	8,500	10,300	15,000
2003	6,700	6,400	6,300	6,600	7,200	8,200	13,600
2002	6,500	5,900	5,900	7,300	7,300	8,800	13,100
2001	6,500	6,000	6,500	7,400	7,500	8,200	15,500
2000	6,000	5,500	6,300	6,600	6,600	7,900	12,000
Annual Linear Growth Rate	-1.3%	-1.39%	-1.45%	-1.69%	-1.50%	-1.22%	-1.43%
R ²	21.82%	26.87%	29.96%	29.65%	32.15%	19.96%	26.08%

Table 12: Summary of Historical AADT within the Study Area

Year	SR 471, North of SR 50	SR 471, South of SR 50	SR 50, east of CR 33
	FDOT Site: 180020	FDOT Site: 180197	FDOT Site: 110241
2015	4,200	2,700	22,000
2014	4,400	2,700	19,700
2013	4,100	2,500	19,000
2012	3,500	2,400	16,800
2011	4,100	2,500	16,100
2010	3,800	2,400	18,600
2009	3,700	2,400	17,800
2008	4,400	2,500	23,500
2007	4,100	2,500	23,000
2006	4,600	2,900	25,000
2005	4,300	2,800	24,000
2004	3,900	3,000	21,500
2003	4,200	2,300	23,500
2002	3,800	2,800	19,600
2001	4,600	2,800	19,700
2000	4,600	2,700	19,200
Annual Linear Growth Rate	-0.47%	-0.49%	-0.760%
R ²	9.87%	13.06%	8.21%

Population Projections

The University of Florida’s Bureau of Business and Economic Research (BEER) population projections were obtained for Hernando, Sumter, and Lake Counties. The BEER projections show an estimate for 2015 county population and projections for 2020 to 2045. The low, medium, and high projections for 2045 are summarized in **Table 13**. Growth rates range from approximately 0.5 percent to 6.0 percent. BEER population study data is provided in **Appendix J**.

It is important to note that the BEER data accounts for countywide data and does not necessarily reflect expected growth on specific roadways. It is useful in reviewing reasonableness of growth rates obtained from other sources such as travel demand models or historical FDOT data.

Table 13: BEBR Population Growth Rates

County and Estimation	2015 Estimate	2045 Projection	Annual Growth Rate
Hernando County			
Low	176,819	202,900	869 (0.49%)
Medium		260,800	2,799 (1.58%)
High		321,400	4,819 (2.73%)
Sumter County			
Low	115,657	175,500	1,995 (1.72%)
Medium		250,700	4,501 (3.89%)
High		322,000	6,878 (5.95%)
Lake County			
Low	316,569	402,300	2,858 (0.90%)
Medium		520,100	6,784 (2.14%)
High		637,500	10,698 (3.38%)

Model Growth Rates

Model growth rates were calculated by comparing model projected AADT for 2040 versus the AADT from the base year validated model for year 2010. The model AADT and linear growth rates for the SR 50 study segments and major cross streets are summarized in **Table 14** for the no-build scenario and in **Table 15** for the build scenario. Due to the significant network changes that are realized in the build scenario (widening SR 50 to four-lanes), separate model projections, and separate growth rates, are recommended for the build and no-build scenarios. Model plots are included in **Appendix K**.

Table 14: No-Build Model Growth Rates for SR 50

Roadway Segment	County	2010 Base Year AADT	2040 Forecast Year AADT	Annual Growth Rate (%)
SR 50 east of US 301	Hernando	4,909	13,181	5.62%
SR 50 south of CR 757	Sumter	4,909	13,181	5.62%
SR 50 east of CR 478A	Sumter	4,961	13,332	5.62%
SR 50 west of SR 471	Sumter	4,989	13,637	5.78%
SR 50 east of SR 471	Sumter	7,599	16,024	3.70%
SR 50 west of CR 469	Sumter	8,004	18,602	4.41%
SR 50 east of CR 469	Sumter	11,147	20,796	2.89%
SR 50 west of Tuscanooga Rd	Lake	12,072	24,414	3.41%
SR 50 btwn Tuscanooga Rd & Bay Lake Rd	Lake	13,745	28,921	3.68%
SR 50 east of Bay Lake Rd	Lake	13,859	28,743	3.58%
Other Roadway Segments				
CR 478A, north of SR 50	Sumter	53	158	6.60%
SR 471, north of SR 50	Sumter	3,784	8,110	3.81%
SR 471, south of SR 50	Sumter	1,484	4,507	6.97%
CR 721, North of SR 50	Sumter	190	2,378	38.39%
CR 711, North of SR 50	Sumter	188	--	--
CR 469, north of SR 50	Sumter	3,147	2,464	-0.72%
Tuscanooga Rd	Lake	1,762	5,029	6.18%
Bay Lake Rd, south of SR 50	Lake	4,409	6,858	1.85%
CR 33, north of SR 50	Lake	3,256	13,451	10.44%

Table 15: Build Model Growth Rates for SR 50

Roadway Segment	County	2010 Base Year AADT	2040 Forecast Year AADT	Annual Growth Rate (%)
SR 50 east of US 301	Hernando	4,909	13,181	5.62%
SR 50 south of CR 757	Sumter	4,909	13,181	5.62%
SR 50 east of CR 478A	Sumter	4,961	13,416	5.68%
SR 50 west of SR 471	Sumter	4,989	13,790	5.88%
SR 50 east of SR 471	Sumter	7,599	24,266	7.31%
SR 50 west of CR 469	Sumter	8,004	25,132	7.13%
SR 50 east of CR 469	Sumter	11,147	28,356	5.15%
SR 50 west of Tuscanooga Rd	Lake	12,072	32,269	5.58%
SR 50 btwn Tuscanooga Rd & Bay Lake Rd	Lake	13,745	33,594	4.81%
SR 50 east of Bay Lake Rd	Lake	13,859	35,793	5.28%
Minor Street Segments				
CR 478A, north of SR 50	Sumter	53	228	11.01%
SR 471, north of SR 50	Sumter	3,784	13,774	8.92%
SR 471, south of SR 50	Sumter	1,484	4,143	5.97%
CR 721, North of SR 50	Sumter	190	331	2.47%
CR 711, North of SR 50	Sumter	188	--	--
CR 469, north of SR 50	Sumter	3,147	3,514	0.39%
Tuscanooga Rd	Lake	1,762	1,833	0.13%
Bay Lake Rd, south of SR 50	Lake	4,409	5,374	0.73%
CR 33, north of SR 50	Lake	3,256	12,509	9.47%

Recommended Growth Rates and Future AADTs

Recommended growth rates were determined based on an evaluation of historic, BEBR, and model predicted growth rates. **Table 16** summarizes the recommended growth rates used in the no-build scenario and **Table 17** summarizes the recommended growth rates used in the build scenario for the SR 50 study segments and minor street segments.

Three different methods were considered for evaluating potential growth:

1. Linear model growth rate – Uses the annual linear model growth rate calculated from 2010 base year and 2040 horizon year model forecasts.
2. Incremental model growth – Uses an average annual incremental volume increase based on the 2010 and 2040 model forecasts. This is a build-up method that considers the actual annual volume increase from the model forecast rather than the annual growth rate.
3. 2017 AADT to 2040 model growth rate – Uses the annual linear model growth rate calculated from the observed 2017 AADTs and the 2040 model forecasts.

Results from these three model based growth forecasts were compared against BEBR projections and historical AADT trends. However, BEBR is a county wide projection and may not represent specific trends present on the SR 50 corridor, and historical AADT values showed mostly negative long term trends, which are not expected to be sustained in the future. Therefore growth rate recommendations primarily reflect the model-based growth methods. Growth rates were evaluated on an individual segment basis with slight adjustment at selected locations to provide consistency with adjacent segments.

On the side streets, the same model growth methods were evaluated for roads with projected model volumes available. For minor side streets not coded into the model, a minimum growth rate of 1.0 percent was assumed. On Douglas Road, a growth rate of 20.0 percent was used to account for the potential redevelopment of surrounding property prior to the design year; Douglas Road would likely be used as a key route to access SR 50.

In general, the build alternative results in a higher projected traffic growth on SR 50 east of SR 471 and on SR 471, as the additional lanes make this route more attractive to potential users.

Future 2025, 2035, and 2045 AADTs are summarized in **Table 18** for the no-build and build scenarios. Existing and projected future AADTs under the no-build and build scenarios are also displayed in **Figure 6** and **Figure 7**, respectively. The projected growth rates along SR 50 result in volumes approximately 30-50% higher than historical highs experienced along the corridor.

Table 16: Recommended No-Build Growth Rates

Roadway Segment	2017 AADT	No Build Growth Scenarios (2-Lane SR 50)											
		2010 Base Year Model AADT	2040 Forecast Year Model AADT	1. Model Growth Rate		2. Incremental Model Growth			3. 2017 AADT to 2040 Model Growth Rate		Recommended Growth Rate		Method
				Growth Rate (2010-2040) (%)	2045 AADT	Growth (2010-2040) (veh/year)	2045 AADT	Effective Growth Rate	Growth Rate (2017-2040) (%)	2045 AADT	Selected Growth Rate	2045 AADT	
SR 50 east of US 301	7,400	4,909	13,181	5.62%	19,038	276	15,121	3.73%	3.40%	14,438	4.00%	15,688	Reflects incremental model growth (method 2)
SR 50 south of CR 757	6,900	4,909	13,181	5.62%	17,752	276	14,621	4.00%	3.96%	14,546	4.00%	14,628	
SR 50 east of CR 478A	7,000	4,961	13,332	5.62%	18,024	279	14,813	3.99%	3.93%	14,709	4.00%	14,840	
SR 50 west of SR 471	7,400	4,989	13,637	5.78%	19,372	288	15,471	3.90%	3.66%	14,993	4.00%	15,688	
SR 50 east of SR 471	7,800	7,599	16,024	3.70%	15,871	281	15,663	3.60%	4.58%	17,812	5.00%	18,720	Method 3, rounded for volume smoothing
SR 50 west of CR 469	8,300	8,004	18,602	4.41%	18,557	353	18,191	4.26%	5.40%	20,842	5.00%	19,920	Average of method 2 and method 3
SR 50 east of CR 469	11,000	11,147	20,796	2.89%	19,887	322	20,006	2.92%	3.87%	22,926	4.00%	23,320	Method 3, rounded for volume smoothing
SR 50 west of Tuscanooga Rd	12,000	12,072	24,414	3.41%	23,450	411	23,519	3.43%	4.50%	27,113	4.00%	25,440	Average of method 2 and method 3
SR 50 btwn Tuscanooga Rd & Bay Lake Rd	14,000	13,745	28,921	3.68%	28,427	506	28,164	3.61%	4.63%	32,165	4.00%	29,680	Average of method 2 and method 3
SR 50 east of Bay Lake Rd	17,000	13,859	28,743	3.58%	34,040	496	30,892	2.92%	3.00%	31,296	3.00%	31,280	Method 3
SR 50 east of CR 33	21,000	15,726	39,030	4.94%	50,045	777	42,750	3.70%	3.73%	42,950	3.00%	38,640	Method 3, rounded for consistency
CR 755, north of SR 50	230	--	--	--	--	--	--	--	--	--	1.00%	294	Assume minimum 1% growth rate on all side streets
CR 478A, north of SR 50	170	53	158	6.60%	484	4	268	2.06%	-0.31%	155	5.00%	408	Rate reflects model incremental growth (100 vehicles applied to 2015 AADT).
SR 471, north of SR 50	5,800	3,784	8,110	3.81%	11,989	144	9,838	2.49%	1.73%	8,612	3.00%	10,672	Reflects incremental model growth (method 2)
SR 471, south of SR 50	4,500	1,484	4,507	6.79%	13,056	101	7,321	2.24%	0.01%	4,509	2.00%	7,020	Reflects incremental model growth (method 2)
CR 721, North of SR 50	340	190	2,378	38.39%	3,994	73	2,382	21.45%	26.06%	2,821	1.00%	435	Assume minimum 1% rate for local growth based on roadway context. Additional regional growth to use SR 471
CR 711, North of SR 50	190	188	--	--	--	--	--	--	--	--	1.00%	243	Assume minimum 1% growth rate on all side streets
CR 711, South of SR 50	10	--	--	--	--	--	--	--	--	--	1.00%	13	Assume minimum 1% growth rate on all side streets
CR 469, north of SR 50	2,700	3,147	2,464	-0.72%	2,313	-23	2,263	-0.79%	-0.38%	2,413	1.00%	3,456	Assume minimum 1% growth rate on all side streets
Sloans Ridge Rd, South of SR 50	200	--	--	--	--	--	--	--	--	--	1.00%	256	Assume minimum 1% growth rate on all side streets
Stuckey Loop W, South of SR 50	130	--	--	--	--	--	--	--	--	--	1.00%	166	Assume minimum 1% growth rate on all side streets
Stuckey Loop E, South of SR 50	260	--	--	--	--	--	--	--	--	--	1.00%	333	Assume minimum 1% growth rate on all side streets
Douglas Rd North of SR 50	370	--	--	--	--	--	--	--	--	--	20.00%	2,442	Account for possible future redevelopment of adjacent property
Tuscanooga Rd	2,400	1,762	5,029	6.18%	6,553	109	5,449	4.54%	4.76%	5,601	3.50%	4,752	Reflects incremental model growth (method 2) with manual adjustment for growth on alternative CR 469 route
Bay Lake Rd, south of SR 50	2,000	4,409	6,858	1.85%	3,037	82	4,286	4.08%	10.56%	7,914	5.00%	4,800	Consistent with possible future development
Sunset Ave, North of SR 50	1,200	--	--	--	--	--	--	--	--	--	1.00%	1,536	Assume minimum 1% growth rate on all side streets
Sunset Ave, South of SR 50	720	--	--	--	--	--	--	--	--	--	1.00%	922	Assume minimum 1% growth rate on all side streets
CR 33, north of SR 50	5,300	3,256	13,451	10.44%	20,789	340	14,815	6.41%	6.69%	15,223	6.00%	14,204	Reflects incremental model growth (method 2)
Midway Ave, South of SR 50	120	--	--	--	--	--	--	--	--	--	1.00%	154	Assume minimum 1% growth rate on all side streets

Table 17: Recommended Build Growth Rates

Roadway Segment	2017 AADT	Build Growth Scenarios (4-Lane SR 50)											
		2010 Base Year Model AADT	2040 Forecast Year Model AADT	1. Model Growth Rate		2. Incremental Model Growth			3. 2017 AADT to 2040 Model Growth Rate		Recommended Growth Rate		Method
				Growth Rate (2010-2040) (%)	2045 AADT	Growth (2010-2040) (veh/year)	2045 AADT	Effective Growth Rate	Growth Rate (2017-2040) (%)	2045 AADT	Selected Growth Rate	2045 AADT	
SR 50 east of US 301	7,400	4,909	13,181	5.62%	19,038	276	15,121	3.73%	3.40%	14,438	4.00%	15,688	Reflects incremental model growth (method 2)
SR 50 south of CR 757	6,900	4,909	13,181	5.62%	17,752	276	14,621	4.00%	3.96%	14,546	4.00%	14,628	
SR 50 east of CR 478A	7,000	4,961	13,416	5.68%	18,135	282	14,891	4.03%	3.99%	14,811	4.00%	14,840	
SR 50 west of SR 471	7,400	4,989	13,790	5.88%	19,584	293	15,614	3.96%	3.75%	15,179	4.00%	15,688	
SR 50 east of SR 471	7,800	7,599	24,266	7.31%	23,767	556	23,356	7.12%	9.18%	27,846	7.00%	23,088	
SR 50 west of CR 469	8,300	8,004	25,132	7.13%	24,877	571	24,286	6.88%	8.82%	28,791	7.00%	24,568	
SR 50 east of CR 469	11,000	11,147	28,356	5.15%	26,850	574	27,062	5.21%	6.86%	32,129	6.00%	29,480	Average of method 2 and method 3
SR 50 west of Tuscanooga Rd	12,000	12,072	32,269	5.58%	30,738	673	30,851	5.61%	7.34%	36,675	6.00%	32,160	Average of method 2 and method 3
SR 50 btwn Tuscanooga Rd & Bay Lake Rd	14,000	13,745	33,594	4.81%	32,869	662	32,526	4.73%	6.09%	37,854	5.00%	33,600	Reflects incremental model growth (method 2)
SR 50 east of Bay Lake Rd	17,000	13,859	35,793	5.28%	42,111	731	37,472	4.30%	4.81%	39,878	4.00%	36,040	Reflects incremental model growth (method 2)
SR 50 east of CR 33	21,000	15,726	43,858	5.96%	56,062	938	47,257	4.47%	4.73%	48,827	4.00%	44,520	Reflects incremental model growth (method 2)
CR 755, north of SR 50	230	--	--	--	--	--	--	--	--	--	1.00%	294	Assume minimum 1% growth rate on all side streets
CR 478A, north of SR 50	170	53	228	11.01%	694	6	333	3.43%	1.48%	241	5.00%	408	Matches no-build
SR 471, north of SR 50	5,800	3,748	13,774	8.92%	20,281	334	15,158	5.76%	5.98%	15,507	5.00%	13,920	Reflects incremental model growth (method 2)
SR 471, south of SR 50	4,500	1,484	4,143	5.97%	12,025	89	6,982	1.97%	-0.34%	4,065	2.00%	7,020	Reflects incremental model growth (method 2)
CR 721, North of SR 50	340	190	331	2.47%	575	5	472	1.38%	-0.12%	329	1.00%	435	Assume minimum 1% rate for local growth based on roadway context. Additional regional growth to use SR 471
CR 711, North of SR 50	190	188	--	--	--	--	--	--	--	--	1.00%	243	Assume minimum 1% growth rate on all side streets
CR 711, South of SR 50	10	--	--	--	--	--	--	--	--	--	1.00%	13	Assume minimum 1% growth rate on all side streets
CR 469, north of SR 50	2,700	3,147	3,514	0.39%	3,216	12	3,243	0.42%	1.31%	3,691	1.00%	3,456	Assume minimum 1% growth rate on all side streets
Sloans Ridge Rd, South of SR 50	200	--	--	--	--	--	--	--	--	--	1.00%	256	Assume minimum 1% growth rate on all side streets
Stuckey Loop W, South of SR 50	130	--	--	--	--	--	--	--	--	--	1.00%	166	Assume minimum 1% growth rate on all side streets
Stuckey Loop E, South of SR 50	260	--	--	--	--	--	--	--	--	--	1.00%	333	Assume minimum 1% growth rate on all side streets
Douglas Rd North of SR 50	370	--	--	--	--	--	--	--	--	--	20.00%	2,442	Account for possible future redevelopment of adjacent property
Tuscanooga Rd	2,400	1,762	1,833	0.13%	2,490	2	2,466	0.10%	-1.03%	1,710	2.50%	4,080	Reduced growth compared to no-build to account for increased capacity from 4-lane SR 50.
Bay Lake Rd, south of SR 50	2,000	4,409	5,374	0.73%	2,409	32	2,901	1.61%	7.33%	6,107	5.00%	4,800	Consistent with possible future development
Sunset Ave, North of SR 50	1,200	--	--	--	--	--	--	--	--	--	1.00%	1,536	Assume minimum 1% growth rate on all side streets
Sunset Ave, South of SR 50	720	--	--	--	--	--	--	--	--	--	1.00%	922	Assume minimum 1% growth rate on all side streets
CR 33, north of SR 50	5,300	3,256	12,509	9.47%	19,358	308	13,936	5.82%	5.91%	14,076	6.00%	14,204	Reflects incremental model growth (method 2)
Midway Ave, South of SR 50	120	--	--	--	--	--	--	--	--	--	1.00%	154	Assume minimum 1% growth rate on all side streets

Table 18: Future AADT Projections

Roadway	2017 AADT	No-Build				Build			
		Recommended Growth Rate	2025 AADT	2035 AADT	2045 AADT	Recommended Growth Rate	2025 AADT	2035 AADT	2045 AADT
SR 50, east of US 301	7,400	4.00%	9,800	13,000	16,000	4.00%	9,800	13,000	16,000
SR 50, south of CR 757	6,900	4.00%	9,100	12,000	15,000	4.00%	9,100	12,000	15,000
SR 50, east of CR 478A	7,000	4.00%	9,200	12,000	15,000	4.00%	9,200	12,000	15,000
SR 50, west of SR 471	7,400	4.00%	9,800	13,000	16,000	4.00%	9,800	13,000	16,000
SR 50, east of SR 471	7,800	5.00%	11,000	15,000	19,000	7.00%	12,000	18,000	23,000
SR 50, west of CR 469	8,300	5.00%	12,000	16,000	20,000	7.00%	13,000	19,000	25,000
SR 50, east of CR 469	11,000	4.00%	15,000	19,000	23,000	6.00%	16,000	23,000	29,000
SR 50, west of Tuscanooga Rd	12,000	4.00%	16,000	21,000	25,000	6.00%	18,000	25,000	32,000
SR 50, btwn Tuscanooga Rd and Bay Lake Rd	14,000	4.00%	18,000	24,000	30,000	5.00%	20,000	27,000	34,000
SR 50, east of Bay Lake Rd	17,000	3.00%	21,000	26,000	31,000	4.00%	22,000	29,000	36,000
SR 50, east of CR 33	21,000	3.00%	26,000	32,000	39,000	4.00%	28,000	36,000	45,000
CR 757, south of SR 50	90	1.00%	100	110	120	1.00%	100	110	120
CR 755, north of SR 50	230	1.00%	250	270	290	1.00%	250	270	290
CR 478A, north of SR 50	170	5.00%	240	320	410	5.00%	240	320	410
SR 471 north of SR 50	5,800	3.00%	7,200	9,000	11,000	5.00%	8,100	11,000	14,000
SR 471 south of SR 50	4,500	2.00%	5,200	6,100	7,000	2.00%	5,200	6,100	7,000
CR 721, north of SR 50	340	1.00%	370	400	440	1.00%	370	400	440
CR 772, south of SR 50	290	1.00%	310	340	370	1.00%	310	340	370
CR 711, north of SR 50	190	1.00%	210	220	240	1.00%	210	220	240
CR 711, south of SR 50	10	1.00%	10	10	10	1.00%	10	10	10
CR 469, north of SR 50	2,700	1.00%	2,900	3,200	3,500	1.00%	2,900	3,200	3,500
Sloans Ridge Rd, south of SR 50	200	1.00%	220	240	260	1.00%	220	240	260

Roadway	2017 AADT	No-Build				Build			
		Recommended Growth Rate	2025 AADT	2035 AADT	2045 AADT	Recommended Growth Rate	2025 AADT	2035 AADT	2045 AADT
Stuckey Loop W, south of SR 50	130	1.00%	140	150	170	1.00%	140	150	170
Stuckey Loop E, south of SR 50	260	1.00%	280	310	330	1.00%	280	310	330
Douglas Rd, north of SR 50	370	20.00%	960	1,700	2,400	20.00%	960	1,700	2,400
Tuscanooga Rd, north of SR 50	2,400	3.50%	3,100	3,900	4,800	2.50%	2,900	3,500	4,100
Bay Lake Rd, south of SR 50	2,000	5.00%	2,800	3,800	4,800	5.00%	2,800	3,800	4,800
Sunset Ave, north of SR 50	1,200	1.00%	1,300	1,400	1,500	1.00%	1,300	1,400	1,500
Sunset Ave, south of SR 50	720	1.00%	780	850	920	1.00%	780	850	920
CR 33, north of SR 50	5,300	6.00%	7,800	11,000	14,000	6.00%	7,800	11,000	14,000
Midway Ave, south of SR 50	120	1.00%	130	140	150	1.00%	130	140	150

Figure 6: Existing and No-Build Scenario AADTs

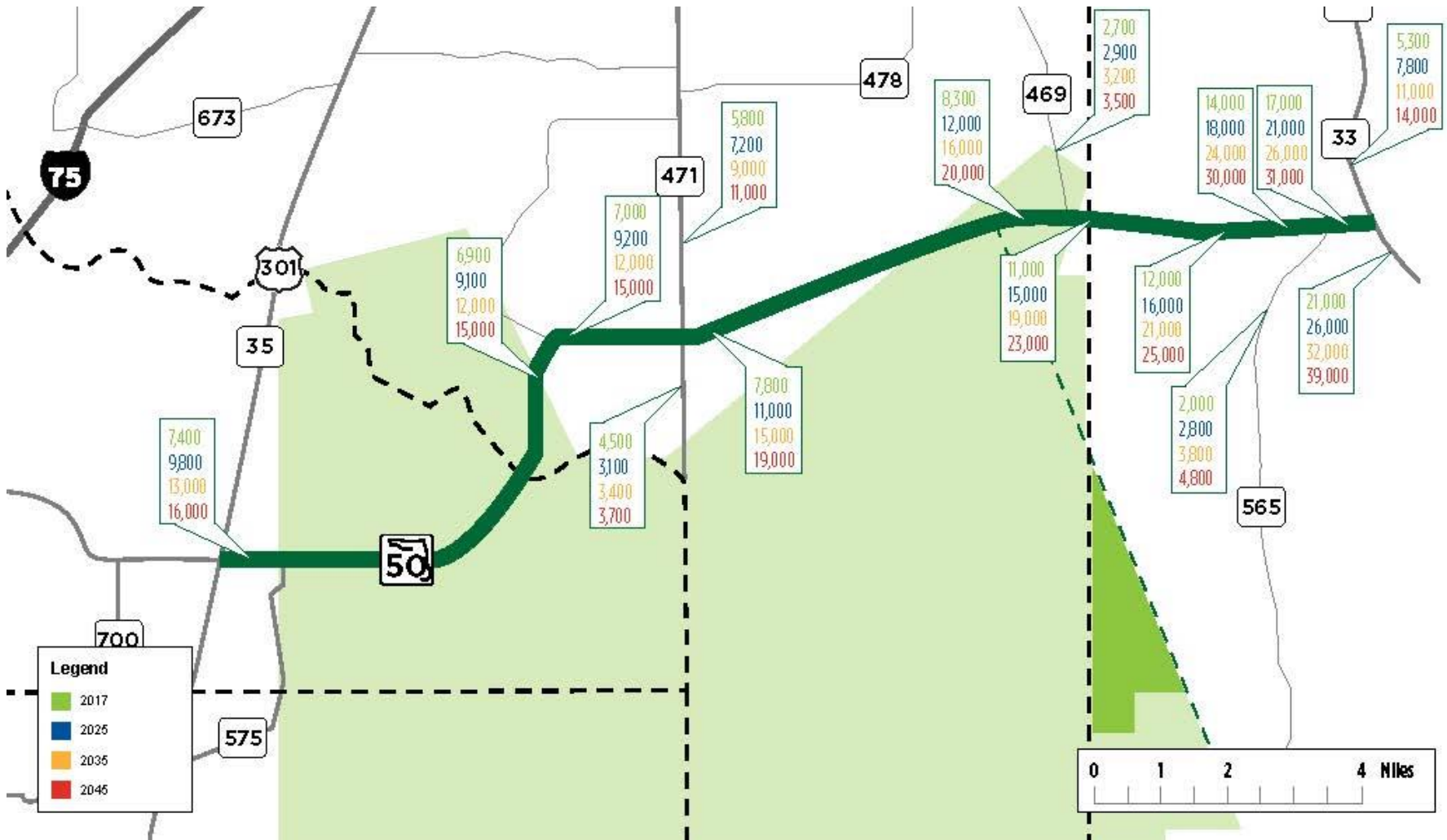
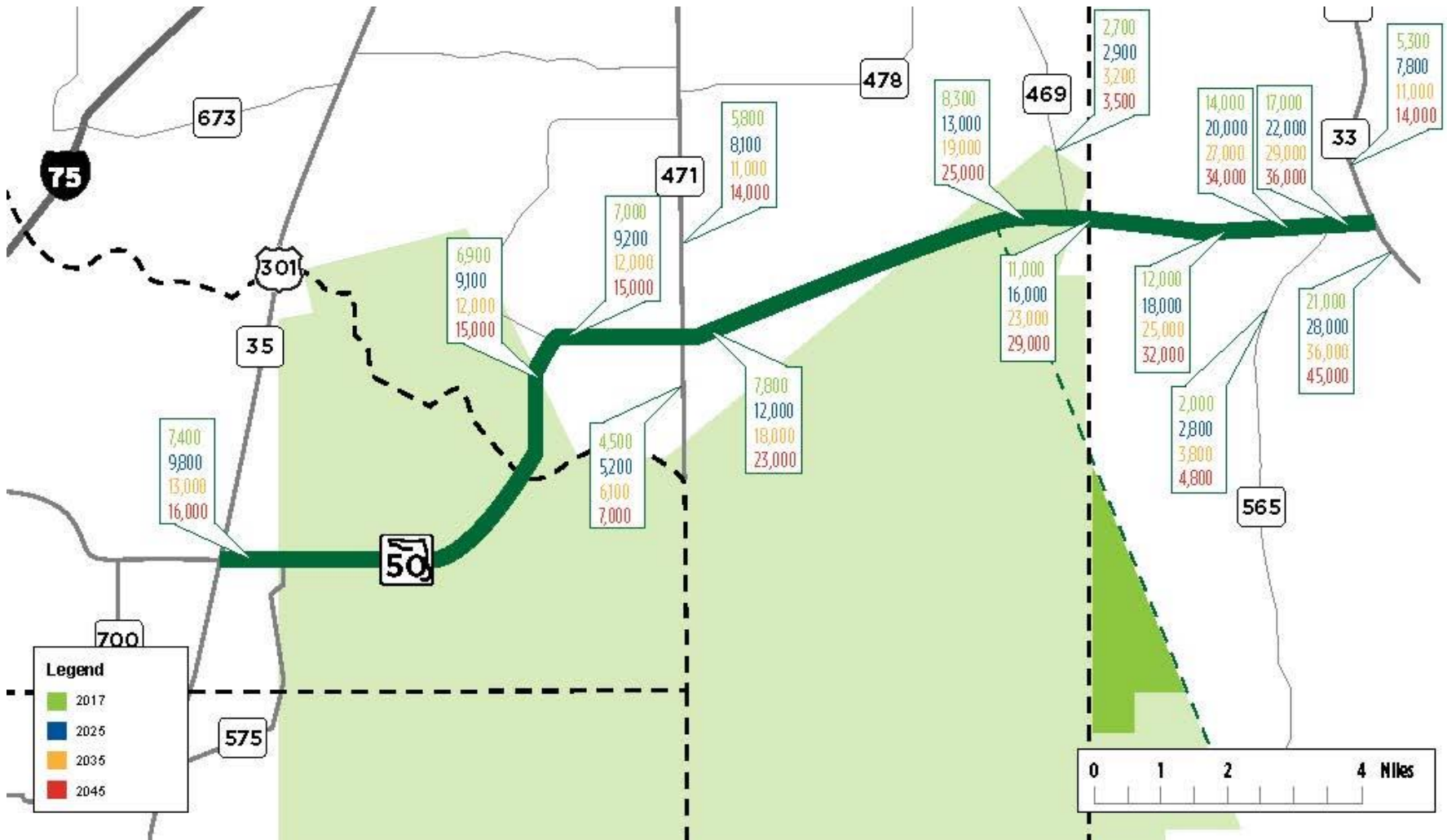


Figure 7: Existing and Build Scenario AADTs



Future Intersection Turning Movement Volumes

Future intersection turning movement volumes for the 2045 PM peak hour were developed following the procedures described in NCHRP Report 255. Spreadsheet tools were utilized that implement the NCHRP Report 255 procedures. This is consistent with acceptable tools described in the Project Traffic Forecasting Handbook (2014). Forecast AADTs are converted to design hourly volumes utilizing the identified K and D factors. The DHV's and existing turning movement percentages are then used as inputs to generate the future turning movement volumes. The process is similar to other Department tools such as TURNS5. The inputs and outputs generated from the applied spreadsheet tools are provided in **Appendix L**.

Based on the existing conditions data, the PM peak hour had higher intersection volumes than the AM peak hour. Thus, these PM characteristics were selected for use in establishing the design hour. As previously identified, future intersection analysis was conducted for seventeen primary intersections along the corridor. At two locations, closely spaced intersections were identified for minor realignment to consolidate them into one intersection; this reduces the number of study intersections from seventeen to fifteen for the remainder of the analysis. Other locations reflect low volume sides streets or access points that are expected to have minimal growth through the design year.

In order to maintain the use of the same K factor for the AM peak hour design year turning movement volumes, the future year AM turning movement volumes were developed from the PM peak hour volumes by using a reciprocal movement methodology. For example, northbound right-turn movements in the PM design hour were assumed to be equal to westbound left-turn movements in the AM design hour. This methodology results in an analysis that considers equivalent K factors for the AM and PM design hours, but considers the opposite D factor directionality.

AM volumes were compared against existing turning movement counts to verify reasonableness. Minor manual adjustments were applied to selected movements. The 2025 and 2035 design hour turning movement volumes were estimated by linearly interpolating between the existing 2017 volumes and the forecasted 2045 volumes.

FUTURE (NO-BUILD) ANALYSIS

This section describes intersection traffic operations for the opening (2025), interim (2035), and design (2045) analysis years. The analysis includes evaluation of individual segments along SR 50, as well as intersections within the study area, for the no-build alternative. Detailed LOS reports for the study intersections and segment are provided in **Appendix M** and **Appendix N**, respectively.

No-Build Intersection Operations

Study intersections were analyzed using HCM 2010 methodologies, implemented in Synchro 9. The 2025, 2035, and 2045 No-Build intersection operations and future year turning volumes are illustrated in **Figure 8**, **Figure 9**, and **Figure 10**.

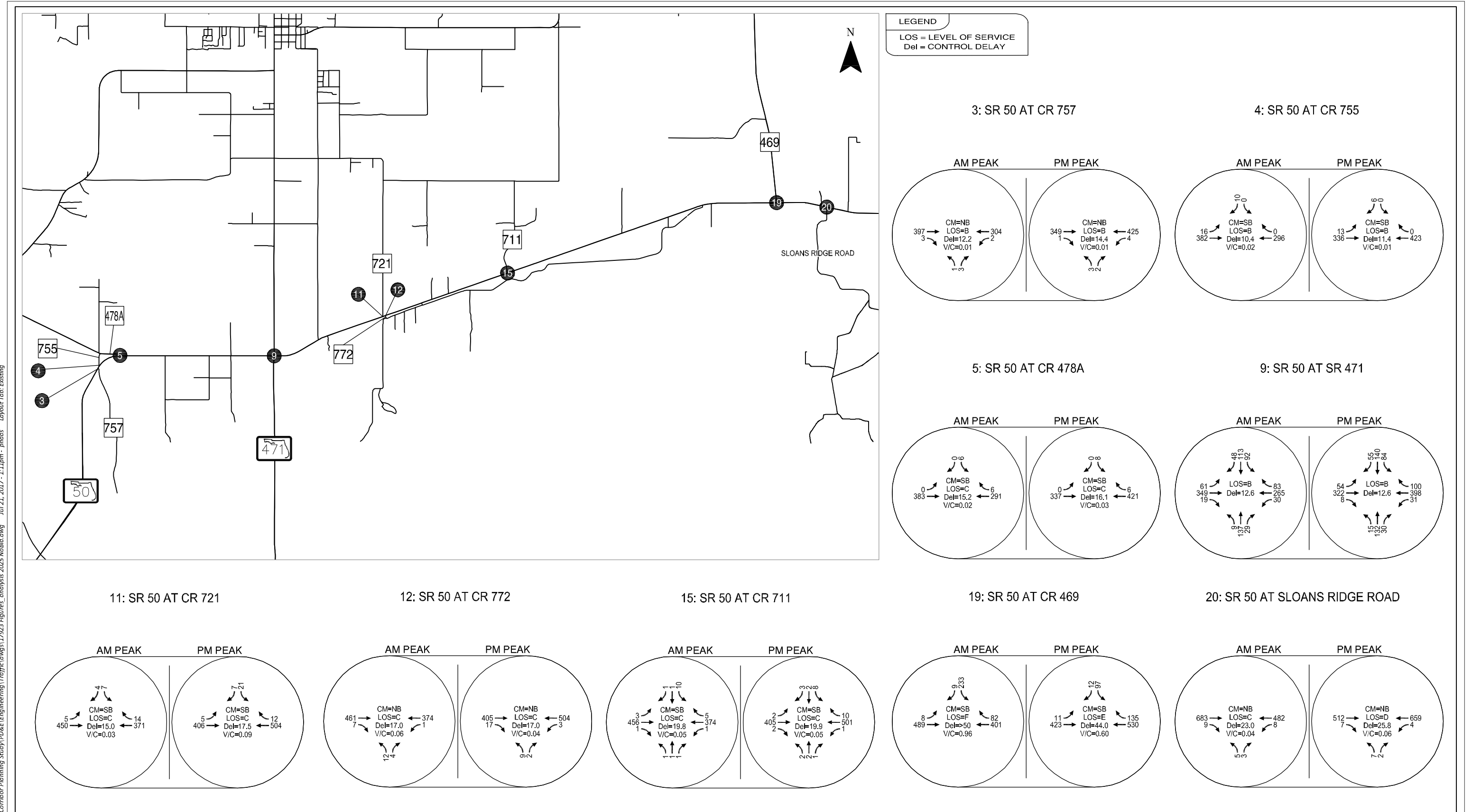
The intersections of SR 50 at CR 469, SR 50 at Tuscanooga Road, SR 50 at South Bay Lake Road, and SR 50 at Sunset Avenue are expected to have one or more stop-controlled approach that operates at LOS F in at least one peak hour in 2025, 2035, and 2045 with the existing two-way stop-controlled (TWSC) configurations. Additionally, the TWSC intersections of SR 50 at CR 721, SR 50 at CR 772, SR 50 at CR 711, SR 50 at Stuckey Loop W, SR 50 at Stuckey Loop E, and SR 50 at Douglas Road are expected to have one or more stop-controlled approaches that operate at LOS F in at least one peak hour in 2045. The signalized intersection of SR 471 is expected to operate at LOS C or better through 2035, but expected to operate at LOS F by 2045. The signalized intersection of CR 33 is expected to operate at LOS D or better through 2035, but expected to operate at LOS F in 2045. A summary of the intersection operations under the no-build scenario is provided in **Table 19**.

Identification of alternatives to address these intersections (including traffic control changes, turn lane additions, and signal phasing modifications) will be discussed in the Alternatives Development section of this report.

Table 19: LOS Summary of No-Build Intersection Operations

Intersection			2025		2035		2045	
Number	Location	Control	AM	PM	AM	PM	AM	PM
3	SR 50 at CR 757	TWSC	B	B	C	C	D	D
4	SR 50 at CR 755	TWSC	B	B	B	B	B	C
5	SR 50 at CR 478A	TWSC	C	C	C	C	E	E
9	SR 50 at SR 471	Signal	B	B	C	C	F	E
11	SR 50 at CR 721	TWSC	C	C	D	D	F	F
12	SR 50 at CR 772	TWSC	C	C	D	D	F	E
15	SR 50 at CR 711	TWSC	C	C	E	E	F	F
19	SR 50 at CR 469	TWSC	F	E	F	F	F	F
20	SR 50 at Sloans Ridge Rd	TWSC	C	D	E	F	F	F
24	SR 50 at Stuckey Loop W	TWSC	C	C	E	D	F	F
25	SR 50 at Stuckey Loop E	TWSC	C	B	D	C	F	F
26	SR 50 at Douglas Rd	TWSC	D	D	F	F	F	F
32	SR 50 at Tuscanooga Rd	TWSC	F	F	F	F	F	F
35	SR 50 at Bay Lake Rd	TWSC	E	F	F	F	F	F
39	SR 50 at Sunset Ave	TWSC	F	F	F	F	F	F
42	SR 50 at CR 33/Putnam St	Signal	C	C	D	C	F	E
43	SR 50 at Midway Ave	TWSC	C	B	C	C	C	C

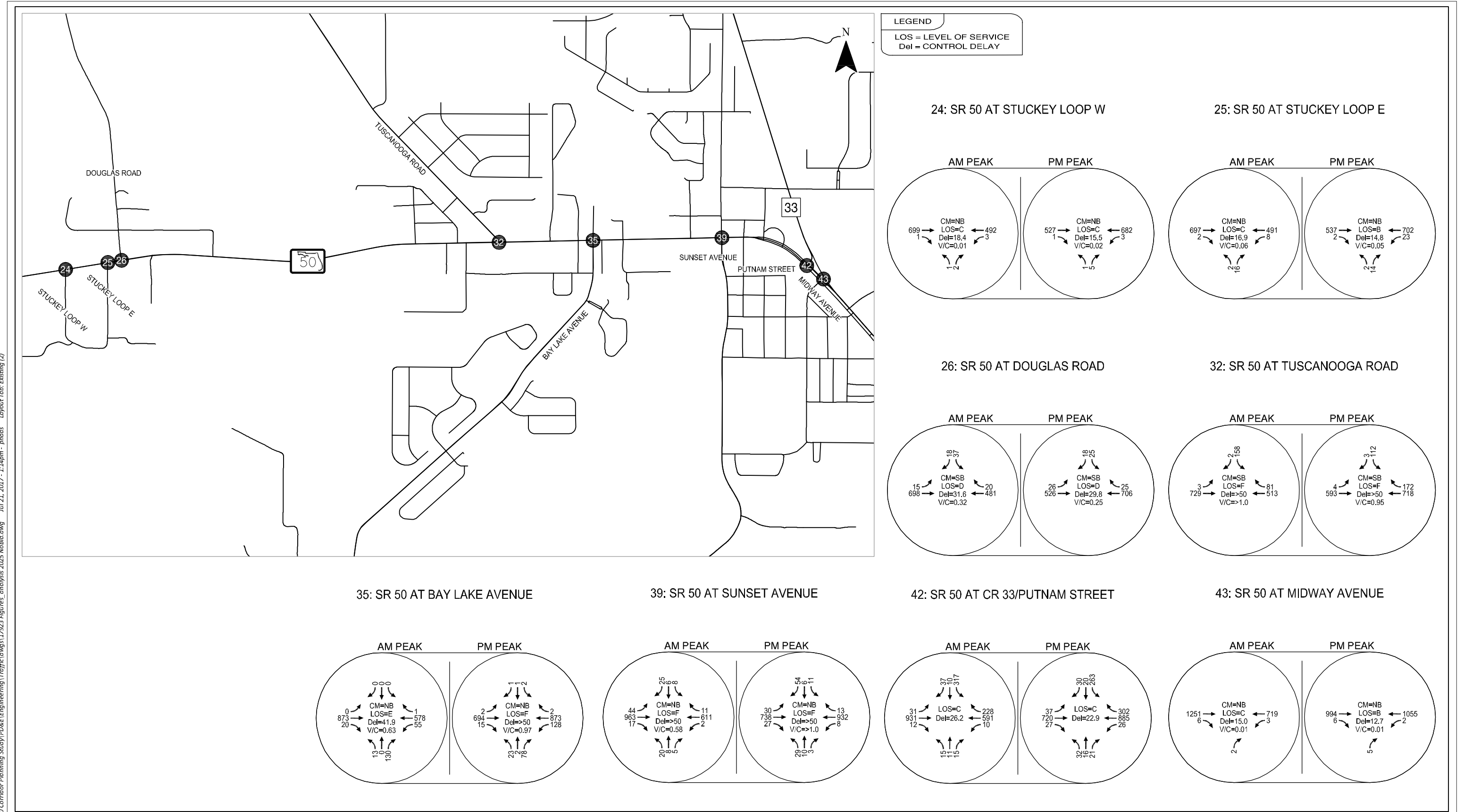
Note: LOS shown for signalized intersections is for overall intersection, and LOS shown for TWSC intersections is for critical movement from stop controlled minor streets.



**2025 NO-BUILD INTERSECTION OPERATING CONDITION
 HERNANDO COUNTY, SUMTER COUNTY, AND LAKE COUNTY, FLORIDA**

**FIGURE
 8-A**

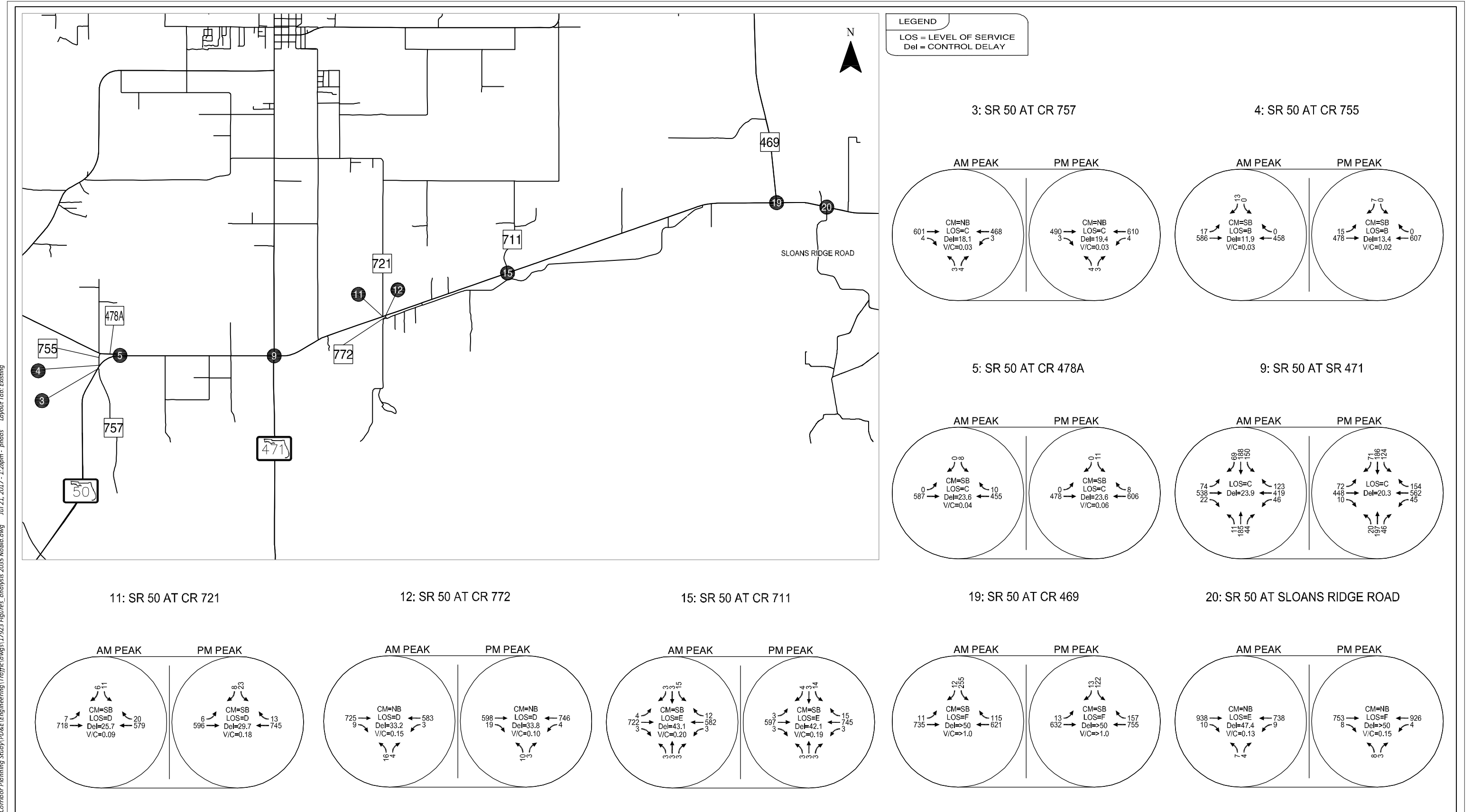
H:\1717923 - West SR 50 Corridor Planning Study\PD&E\Engineering\Traffic\dwg\17923 Figures_analysis\2025 NoBld.dwg Jul 21, 2017 - 1:11pm - phcas Layout Tab: Existing



**2025 NO-BUILD INTERSECTION OPERATING CONDITION
 HERNANDO COUNTY, SUMTER COUNTY, AND LAKE COUNTY, FLORIDA**

**FIGURE
 8-B**

H:\1717923 - West SR 50 Corridor Planning Study\PD&E\Engineering\Traffic\dwg\17923 Figures_analysis_2025 NoBld.dwg Jul 21, 2017 1:14pm - phcas Layout Tab: Existing (2)

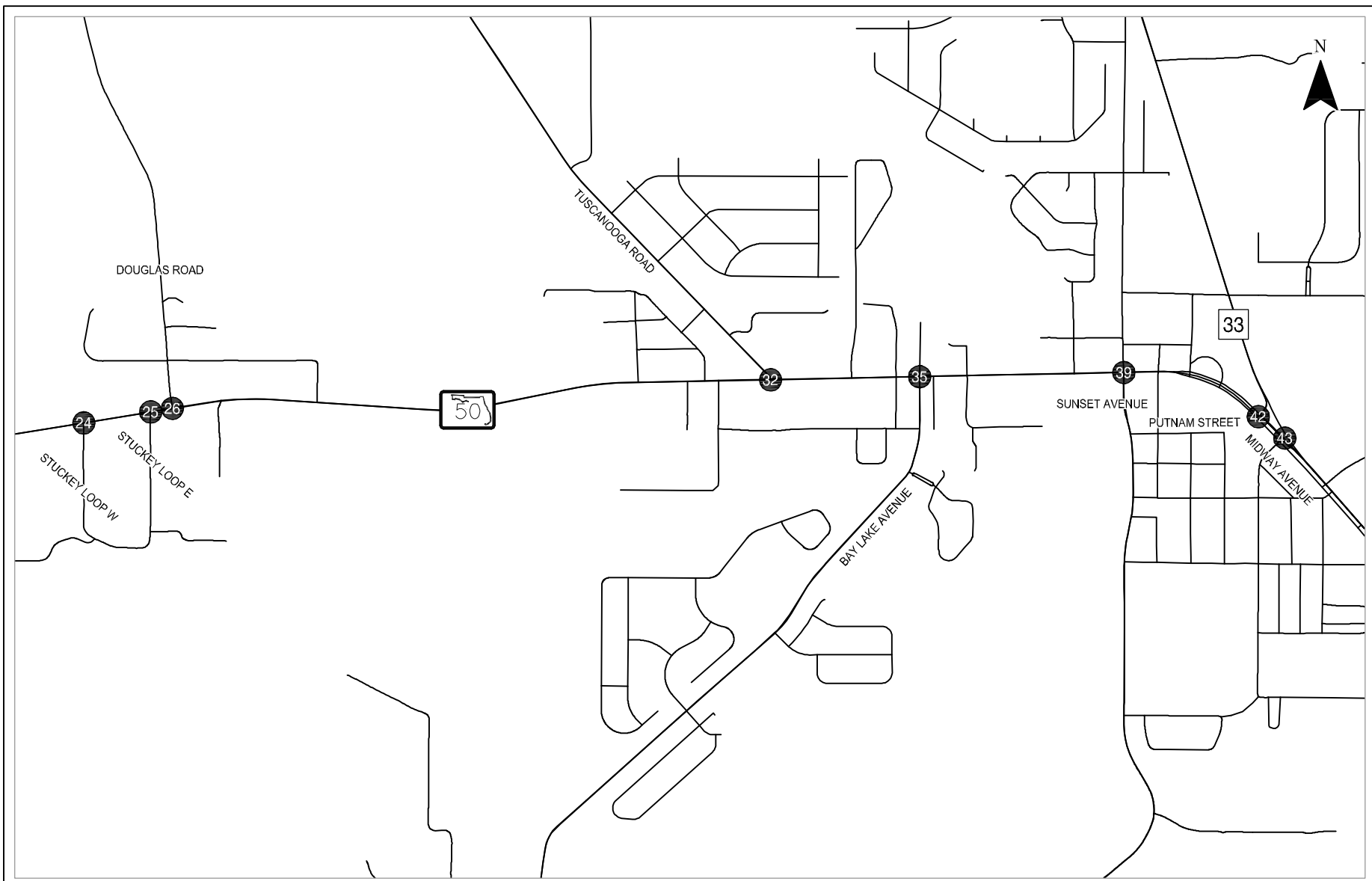


**2035 NO-BUILD INTERSECTION OPERATING CONDITION
 HERNANDO COUNTY, SUMTER COUNTY, AND LAKE COUNTY, FLORIDA**

**FIGURE
 9-A**

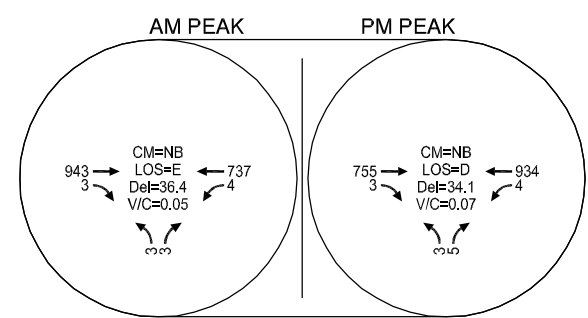
H:\1717923 - West SR 50 Corridor Planning Study\PD&E\Engineering\Traffic\dwg\17923 Figures_analysis\2035 NoBld.dwg Jul 21, 2017 1:28pm - phcas Layout Tab: Existing

H:\1717923 - West SR 50 Corridor Planning Study\PD&E\Engineering\Traffic\dwg\17923 Figures_analysis_2035 NoBld.dwg Jul 21, 2017 1:30pm - phcas Layout Tab: Existing (2)

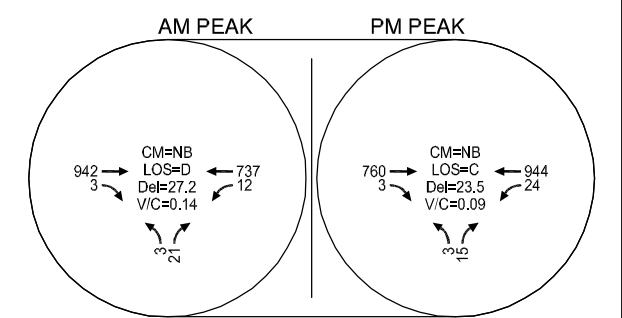


LEGEND
 LOS = LEVEL OF SERVICE
 Del = CONTROL DELAY

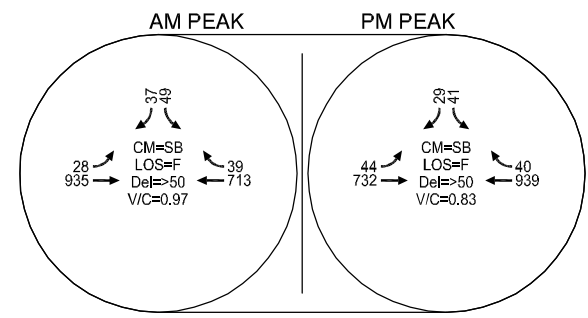
24: SR 50 AT STUCKEY LOOP W



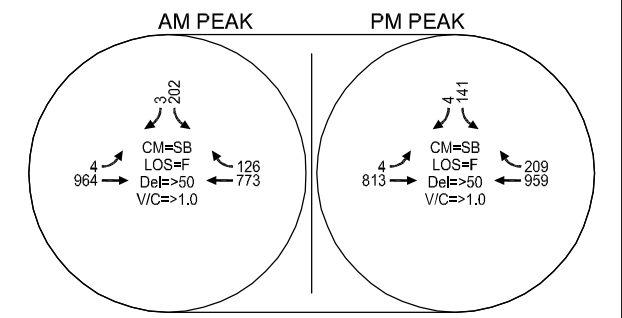
25: SR 50 AT STUCKEY LOOP E



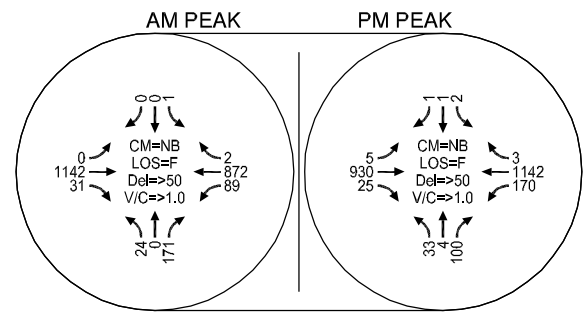
26: SR 50 AT DOUGLAS ROAD



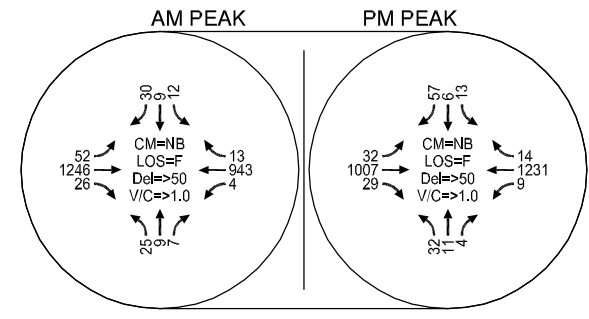
32: SR 50 AT TUSCANOOGA ROAD



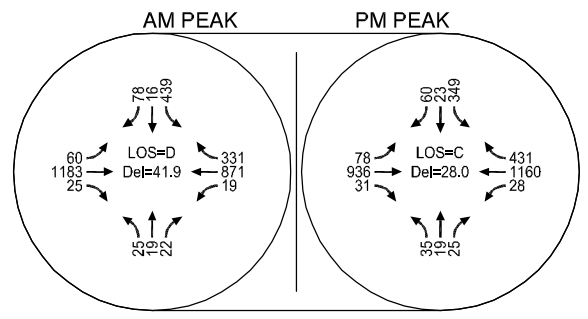
35: SR 50 AT BAY LAKE AVENUE



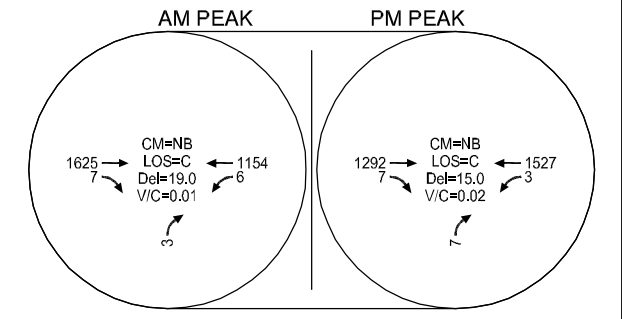
39: SR 50 AT SUNSET AVENUE



42: SR 50 AT CR 33/PUTNAM STREET

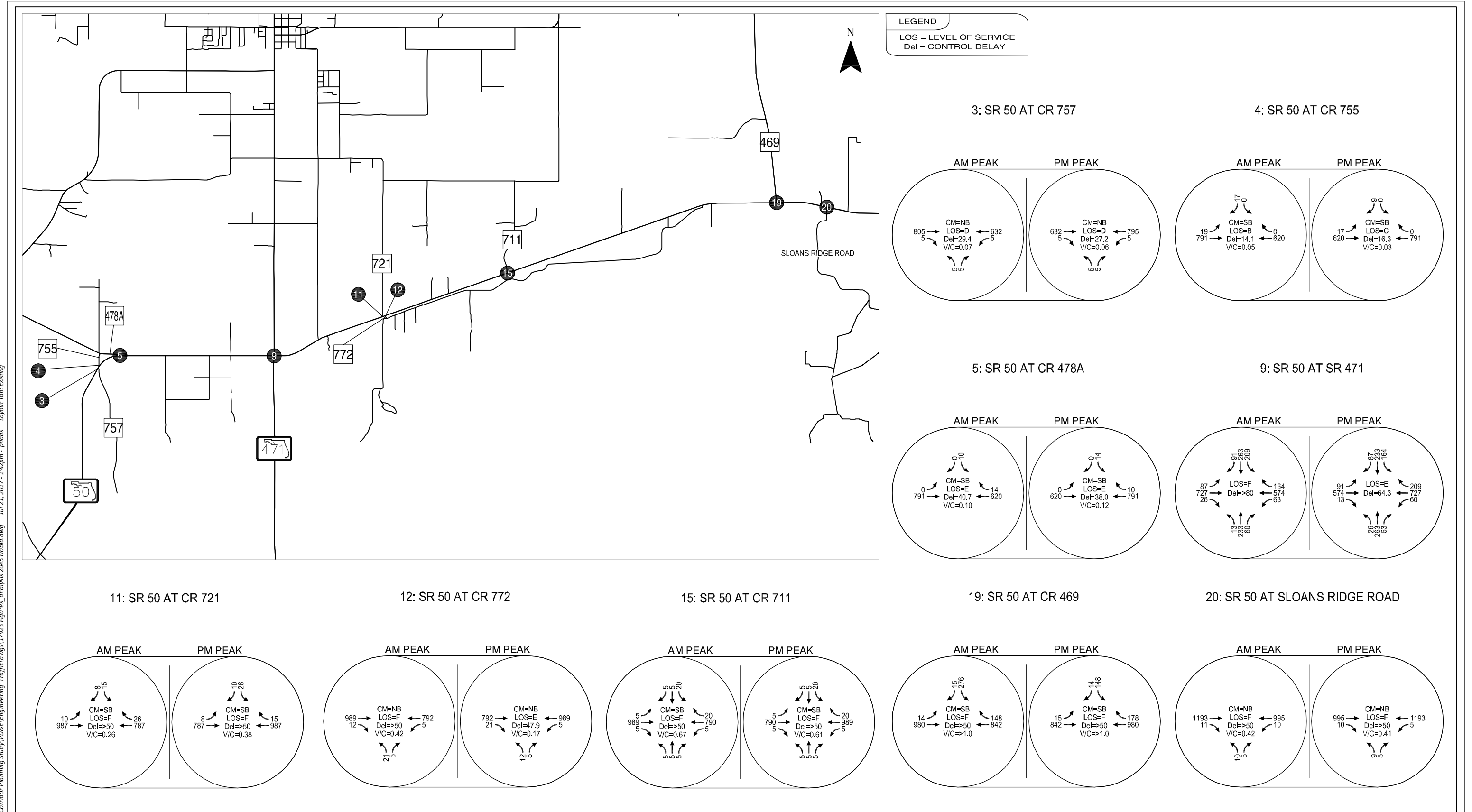


43: SR 50 AT MIDWAY AVENUE



**2035 NO-BUILD INTERSECTION OPERATING CONDITION
 HERNANDO COUNTY, SUMTER COUNTY, AND LAKE COUNTY, FLORIDA**

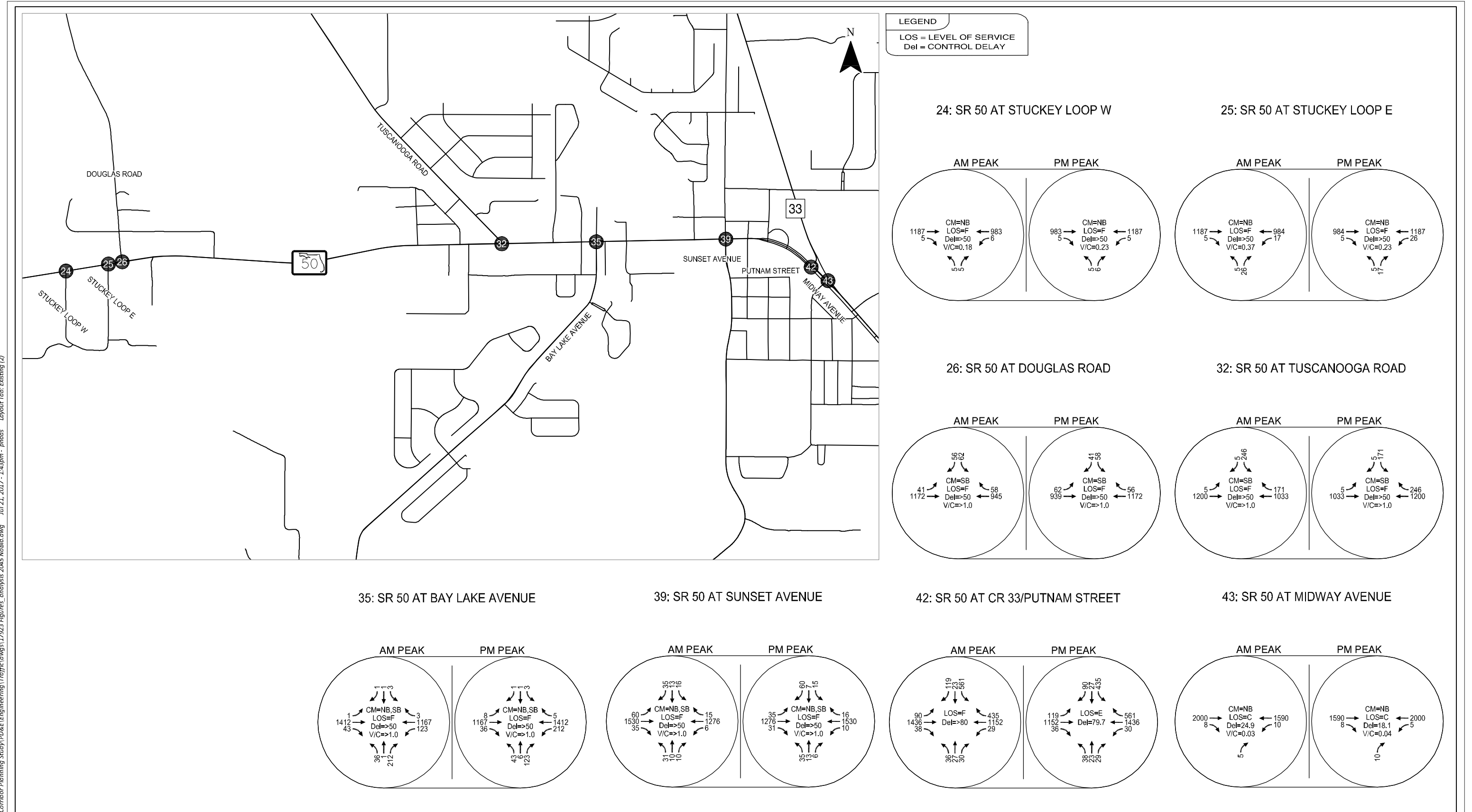
**FIGURE
 9-B**



**2045 NO-BUILD INTERSECTION OPERATING CONDITION
 HERNANDO COUNTY, SUMTER COUNTY, AND LAKE COUNTY, FLORIDA**

**FIGURE
 10-A**

H:\1717923 - West SR 50 Corridor Planning Study\PD&E\Engineering\Traffic\dwg\17923 Figures_analysis\2045 NoBuild.dwg Jul 21, 2017 1:42pm - phcas Layout Tab: Existing



**2045 NO-BUILD INTERSECTION OPERATING CONDITION
 HERNANDO COUNTY, SUMTER COUNTY, AND LAKE COUNTY, FLORIDA**

**FIGURE
 10-B**

H:\1717923 - West SR 50 Corridor Planning Study\PD&E\Engineering\Traffic\dwg\17923 Figures_analysis_2045 NoBld.dwg Jul 21, 2017 1:43pm - phcas Layout Tab: Existing (2)

No-Build Segment Operations

A segment analysis was performed using the *HCM 2010* methodology for Two-Lane Highways for Segments 1 through Segment 3 and the westbound direction of Segment 4. Segment 4 (Tuscanooga Road to CR 33/Bluff Lake Road) exhibits uninterrupted flow characteristics westbound as vehicles are leaving the City of Mascotte and exhibits the characteristics of a signalized arterial eastbound as vehicles travel through the City of Mascotte approaching the signalized intersection of SR 50 and CR 33. This segment was analyzed using *HCM 2010* Urban Street methodologies for the eastbound direction only. The results of this analysis are shown in **Table 20**, **Table 21**, and **Table 22**. Despite relatively high travel speeds, the high PTSF results in segment operations exceeding the adopted LOS targets in the AM and PM peak periods for Segment 1 through 3. Likewise, on Segment 4, a low percent free flow speed results in a LOS E and F for the AM and PM peak hours, respectively.

Table 20: Future No Build Segment LOS - Eastbound Direction Only (HCM Two-Lane Highway)

Segment #	Segment Limits	Analysis Direction	BFFS (mph)	Analysis Year	AM Peak Hour			PM Peak Hour		
					ATS (mph)	PTSF (%)	LOS	ATS (mph)	PTSF (%)	LOS
1	SR 50, SR 35/US 301 to CR 757	EB	70	2025	58.5	67.1	D	58.4	60.8	C
				2035	56.5	75.1	D	56.5	69.0	D
				2045	54.6	81.1	E	54.2	75.9	D
2	SR 50, CR 757 to CR 469	EB	65	2025	52.0	72.3	D	52.4	63.1	C
				2035	49.8	77.8	D	50.3	70.1	D
				2045	47.8	84.1	E	48.1	77.1	D
3	SR 50, CR 469 to Tuscanooga Rd	EB	65	2025	46.3	85.2	E	47.5	75.3	D
				2035	43.4	89.4	E	44.8	81.7	E
				2045	40.2	93.1	E	42.1	87.2	E

Note: BFFS is Base Free Flow Speed, ATS is Average Travel Speed, and PTSF is Percent Time Spent Following

Table 21: No Build Segment LOS - Westbound Direction Only (HCM Two-Lane Highway)

Segment #	Segment Limits	Analysis Direction	BFFS (mph)	Analysis Year	AM Peak Hour			PM Peak Hour		
					ATS (mph)	PTSF (%)	LOS	ATS (mph)	PTSF (%)	LOS
1	SR 50, SR 35/US 301 to CR 757	WB	70	2025	58.6	59.4	C	58.2	70.0	D
				2035	56.9	67.2	D	55.9	77.6	D
				2045	54.9	73.9	D	53.9	83.1	E
2	SR 50, CR 757 to CR 469	WB	65	2025	52.2	63.9	C	52.0	71.7	D
				2035	50.1	71.3	D	49.9	78.5	D
				2045	47.9	77.7	D	47.8	84.6	E
3	SR 50, CR 469 to Tuscanooga Rd	WB	65	2025	46.5	78.2	D	47.2	82.6	E
				2035	43.6	84.7	E	44.7	87.8	E
				2045	40.4	89.3	E	41.9	91.1	E
4	SR 50, Tuscanooga Rd to CR 33/ Bluff Lake Rd	WB	51	2025	--	59.9*	E	--	61.3*	E
				2035	--	51.1*	E	--	52.5*	E
				2045	--	37.7*	F	--	40.4*	E

*Note: Segment 4 exhibits characteristics of a Class III Highway and the LOS is based on Percent Free Flow Speed (PFFS)

Table 22: No Build Segment LOS – Eastbound Direction Only (HCM Urban Street)

Segment #	Segment Limits	Analysis Direction	# Lanes	Analysis Year	AM Peak Hour			PM Peak Hour		
					PBFFS * (%)	V/C Ratio	LOS	PBFFS * (%)	V/C Ratio	LOS
4	SR 50, Tuscanooga Rd to CR 33/Bluff Lake Rd	EB	1	2025	78.77	0.66	B	81.87	0.40	B
				2035	68.16	0.70	B	80.14	0.44	B
				2045	53.90	0.93	C	71.52	0.61	B

*Note: PBFFS is the Percent of Base Free Flow Speed

FUTURE (ALTERNATIVES) ANALYSIS

Two alternatives were developed as part of this study to provide safety and operational benefits along the corridor: a passing lane alternative and a two to four-lane widening alternative. This section describes traffic operations for the opening (2025), interim (2035), and design (2045) analysis years of the Build alternatives. The analysis includes evaluation of individual segments along SR 50, as well as intersections within the study area, for the build alternatives. Detailed LOS reports for the intersection and segment operations are provided in **Appendix O** and **Appendix P**, respectively.

Description of Alternatives

The Build alternatives include the following components.

PASSING LANES

Passing lanes were evaluated as a potential solution to break up the platooning occurring along the corridor, reduce the PTSF, and improve LOS. Platooning creates a feeling of congestion along the corridor and may result in unsafe passing maneuvers. Based upon the 2045 forecast volume conditions showing SR 50 would need two to four lane widening east of SR 471, the passing lanes were only considered for the segment from US 301 to CR 757. Various passing lane options were considered; however, the following passing lanes were selected for analysis:

- Eastbound passing lane east of US 301, just west of the Hernando/Sumter County Line, and
- Westbound passing lane south of the intersection of SR 50 at CR 757.

FOUR-LANE WIDENING

Four-lane widening was considered along the entire study corridor in order to increase the overall roadway capacity to meet the system needs through 2045. Widening to four lanes provides opportunities to implement median turn lanes and access management strategies throughout the corridor. A full four-lane widening of SR 50 would improve safety along the corridor and provide enhanced mobility for freight traffic; however, widening the entire 20-mile corridor would require additional right-of-way and would increase the impacts to adjacent properties and environmentally sensitive areas, such as the Withlacoochee State Forest.

Intersection Operations

Unsignalized and signalized Intersections were analyzed using HCM 2010 methodologies, implemented in Synchro 9 for the SR 50 four-lane build scenario. The four-lane build scenario includes widening SR 50 to four lanes throughout the corridor, intersection control and side street approaches were not changed under this scenario. The 2025, 2035, and 2045 Build intersection operations and future year turning volumes are illustrated in **Figure 11**, **Figure 12**, and **Figure 13**. A summary of the intersection operations is provided in **Table 23**. Performance measures evaluated for each intersection include volume-to-capacity (v/c) ratio, delay, and LOS.

Two locations were identified for intersection realignment in the build scenario. The intersections of SR 50 at CR 755 and SR 50 at CR 478A were combined into a single intersection to intersect SR 50 at a point between the two existing intersections. This realignment functions to both improve safety and allow for exclusive turn-lanes to improve operations. The intersections of SR 50 at CR 721 and SR 50 at CR 772 were also combined into a single intersection through the realignment of CR 772 to meet the current location of the SR 50 at CR 721 intersection. This realignment improves safety and operations through a more efficient design with exclusive turn-lanes and fewer conflicting turning movements.

In this build scenario, all analyzed intersections along the corridor were provided with median openings and exclusive left-turn lanes off of SR 50. Select intersections were also provided with exclusive right-turn lanes off of SR 50 due to safety concerns. Queue analysis results for the 2045 build scenario and recommended turn-lane lengths (not including tapers) for SR 50 are shown in **Table 24**.

Table 23: LOS Summary of Build Intersection Operations

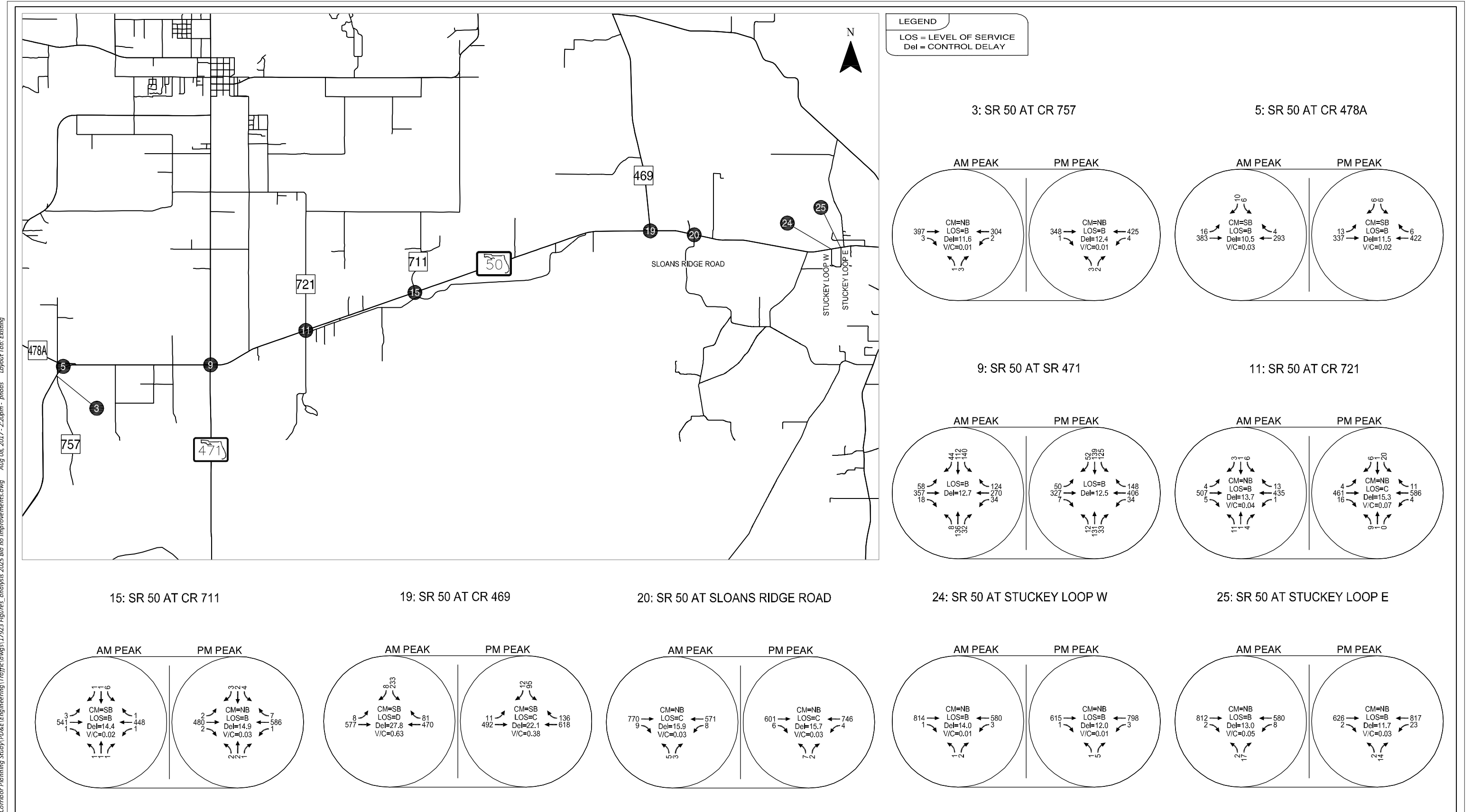
Intersection			2025		2035		2045	
Number	Location	Control	AM	PM	AM	PM	AM	PM
3	SR 50 at CR 757	TWSC	B	B	B	B	C	C
5	SR 50 at CR 478A	TWSC	B	B	B	B	B	C
9	SR 50 at SR 471	Signal	B	B	C	C	E*	C*
11	SR 50 at CR 721	TWSC	B	C	C	C	E	E
15	SR 50 at CR 711	TWSC	B	B	C	C	E	D
19	SR 50 at CR 469	TWSC	D	C	F	F	F	F
20	SR 50 at Sloans Ridge Rd	TWSC	C	C	C	C	E	D
24	SR 50 at Stuckey Loop W	TWSC	B	B	C	C	D	D
25	SR 50 at Stuckey Loop E	TWSC	B	B	C	C	D	C
26	SR 50 at Douglas Rd	TWSC	C	C	D	E	F	F
32	SR 50 at Tuscanooga Rd	TWSC	D	D	F	F	F	F
35	SR 50 at Bay Lake Rd	TWSC	C	D	F	F	F	F
39	SR 50 at Sunset Ave	TWSC	D	D	F	F	F	F
42	SR 50 at CR 33/Putnam St	Signal	C	C	E	D	F	F
43	SR 50 at Midway Ave	TWSC	C	B	C	C	D	C

*Includes a phasing change from permitted to protected-permitted in 2045

Table 24: 2045 Build Queue Analysis Results

Intersections Along SR 50	Movement	95th Percentile Queue (ft)		Recommended Storage Length (ft)
		AM Peak	PM Peak	
CR 757	WBL	25	25	50
CR 478A	EBL	25	25	50
SR 471*	EBL	100	100	100
	EBR	25	25	50
	WBL	125	75	125
	WBR	25	25	50
CR 721	EBL	25	25	50
	WBL	25	25	50
CR 711	EBL	25	25	50
	WBL	25	25	50
CR 469	EBL	25	25	50
Sloans Ridge Rd	WBL	25	25	50
Stuckey Loop W	WBL	25	25	50
Stuckey Loop E	WBL	25	25	50
Douglas Rd	EBL	25	25	50
Tuscanooga Rd	EBL	25	50	50
Bay Lake Rd	EBL	25	25	50
	WBL	50	100	100
Sunset Ave	EBL	25	25	50
	WBL	25	25	50
CR 33*	EBL	150	125	150
	WBL	75	75	75
	NBR	50	50	50
Midway Ave	WBL	25	25	50

*Intersections at SR 471 and CR 33 are signalized, all remaining intersections are TWSC



**2025 BUILD INTERSECTION OPERATING CONDITION
 HERNANDO COUNTY, SUMTER COUNTY, AND LAKE COUNTY, FLORIDA**

**FIGURE
 11-A**

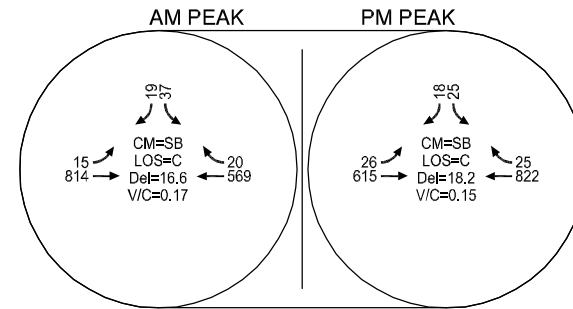
H:\1717923 - West SR 50 Corridor Planning Study\PD&E\Engineering\Traffic\dwg\17923 Figures_analysis\17923 Figures_analysis.dwg Aug 08, 2017 - 2:20pm - phcas Layout Tab: Existing

H:\1717923 - West SR 50 Corridor Planning Study\PD&E\Engineering\Traffic\dwg\17923 Figures_analysis\2025 Bid no improvements.dwg Jul 21, 2017 - 2:06pm - phas Layout Tab- Existing (2)

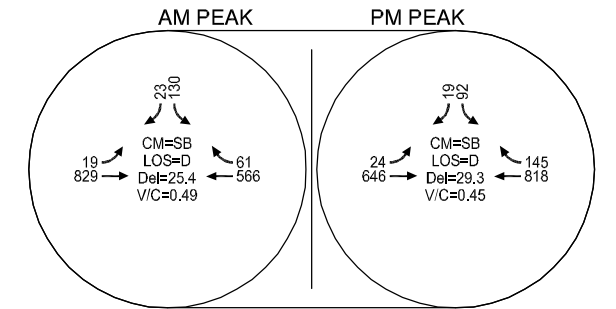


LEGEND
 LOS = LEVEL OF SERVICE
 Del = CONTROL DELAY

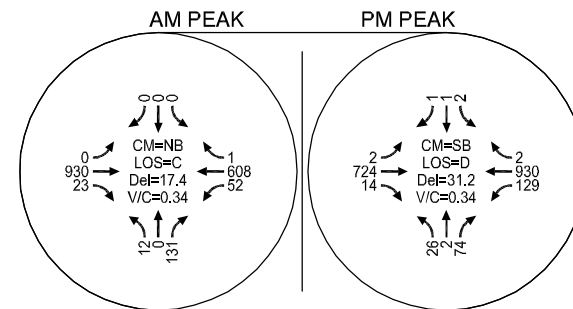
26: SR 50 AT DOUGLAS ROAD



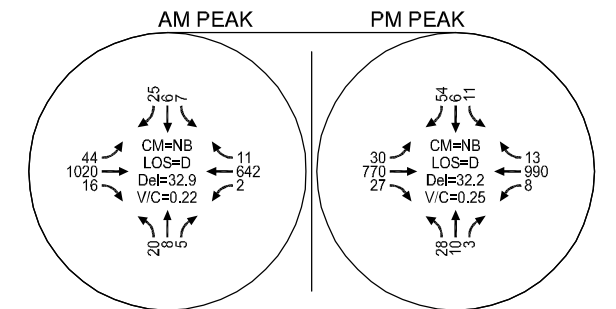
32: SR 50 AT TUSCANOOGA ROAD



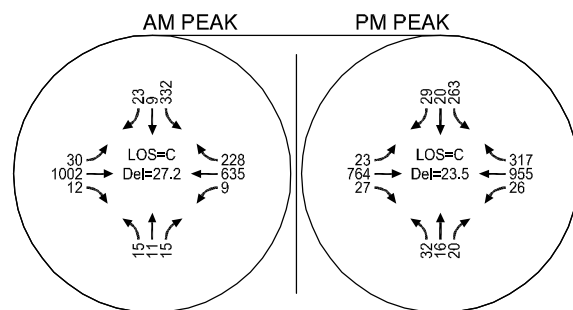
35: SR 50 AT BAY LAKE AVENUE



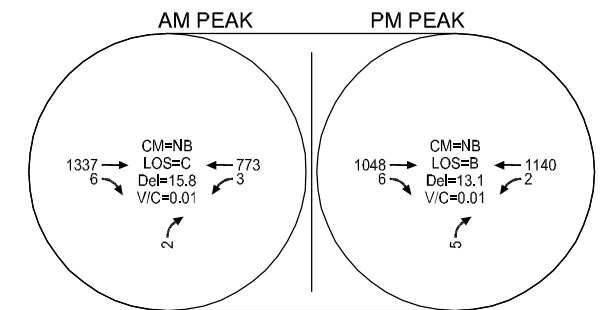
39: SR 50 AT SUNSET AVENUE



42: SR 50 AT CR 33/PUTNAM STREET



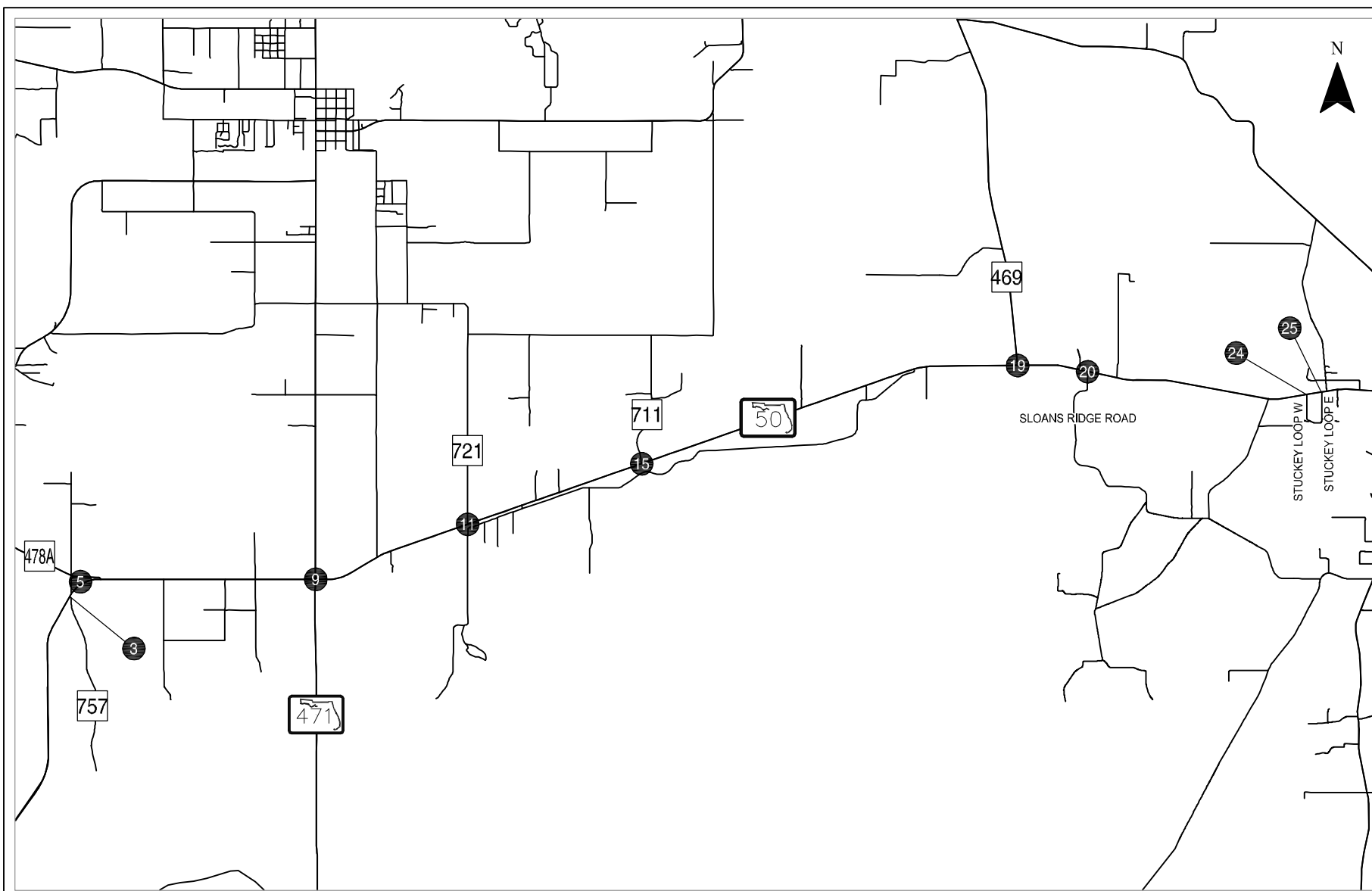
43: SR 50 AT MIDWAY AVENUE



S:\FDOT\FDOT Logos\FDOT_Logo_color.jpg

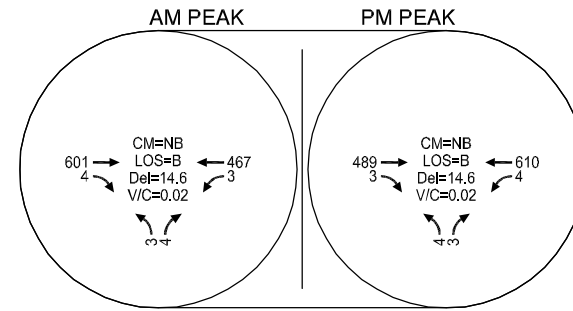
**2025 BUILD INTERSECTION OPERATING CONDITION
 HERNANDO COUNTY, SUMTER COUNTY, AND LAKE COUNTY, FLORIDA**

**FIGURE
 11-B**

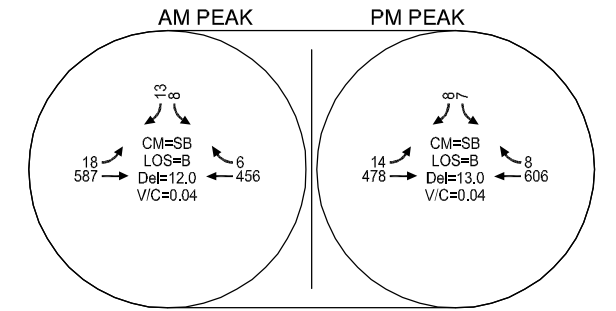


LEGEND
 LOS = LEVEL OF SERVICE
 Del = CONTROL DELAY

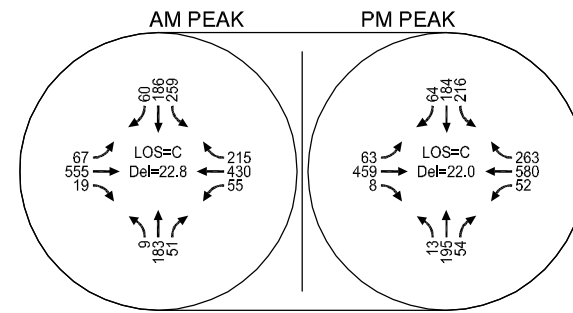
3: SR 50 AT CR 757



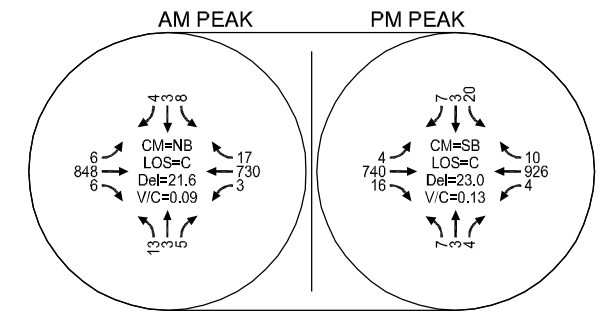
5: SR 50 AT CR 478A



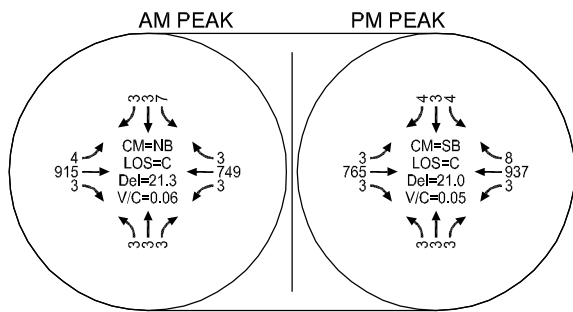
9: SR 50 AT SR 471



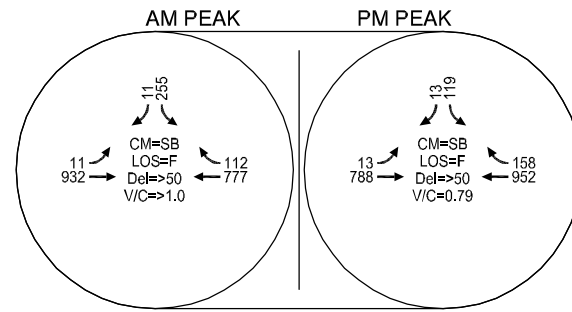
11: SR 50 AT CR 721



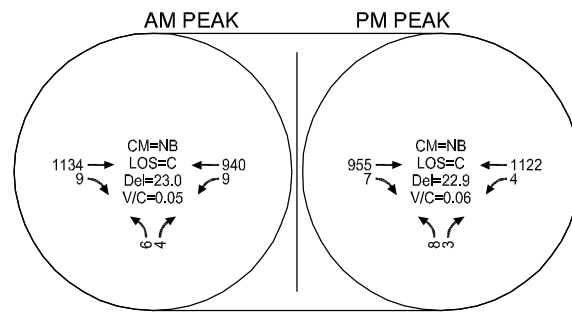
15: SR 50 AT CR 711



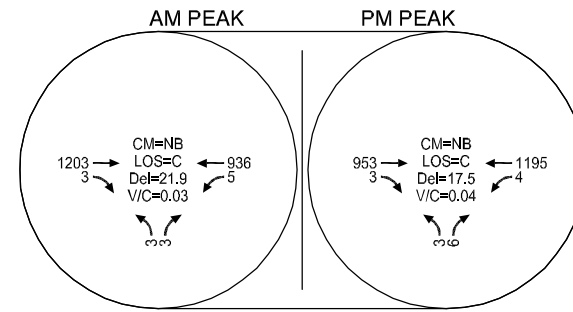
19: SR 50 AT CR 469



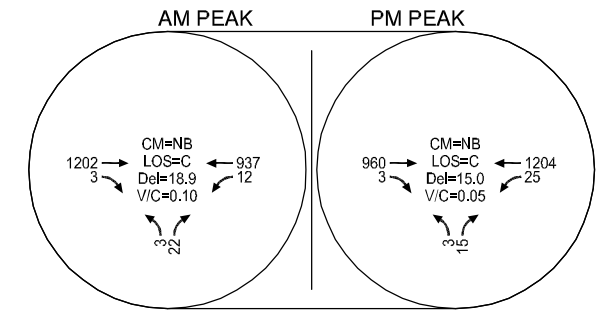
20: SR 50 AT SLOANS RIDGE ROAD



24: SR 50 AT STUCKEY LOOP W



25: SR 50 AT STUCKEY LOOP E



**2035 BUILD INTERSECTION OPERATING CONDITION
 HERNANDO COUNTY, SUMTER COUNTY, AND LAKE COUNTY, FLORIDA**

**FIGURE
 12-A**

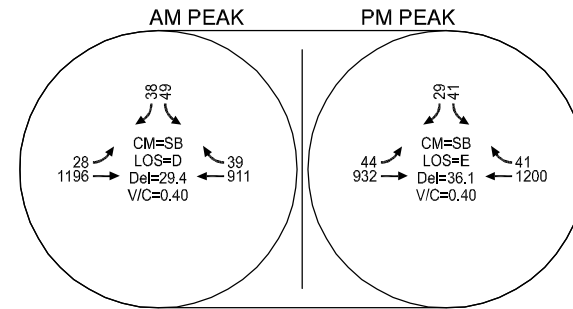
H:\1717923 - West SR 50 Corridor Planning Study\PD&E\Engineering\Traffic\dwg\17923 Figures_analysis\17923 Figures_analysis.dwg Aug 08, 2017 - 2:29pm - phcas Layout Tab: Existing

H:\1717923 - West SR 50 Corridor Planning Study\PD&E\Engineering\Traffic\dwg\17923 Figures_analysis\2035 Bld no improvements.dwg Jul 21, 2017 - 2:15pm - phas Layout Tab-Existing (2)

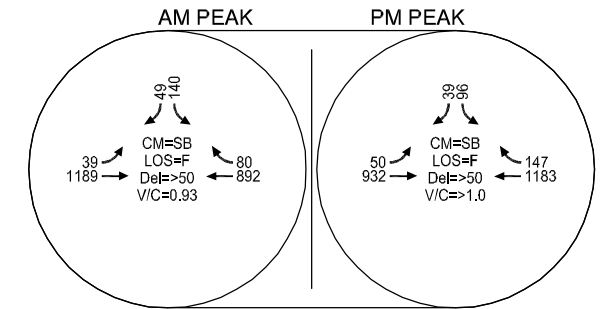


LEGEND
 LOS = LEVEL OF SERVICE
 Del = CONTROL DELAY

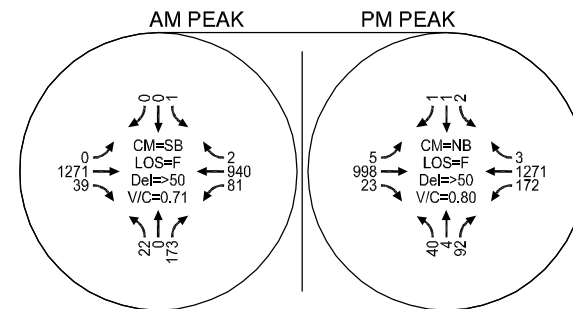
26: SR 50 AT DOUGLAS ROAD



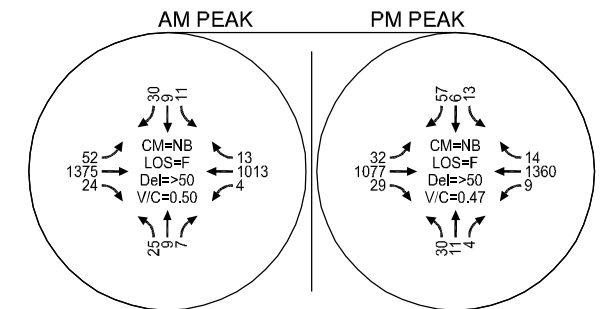
32: SR 50 AT TUSCANOOGA ROAD



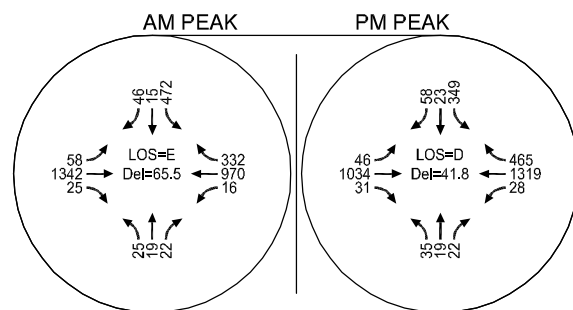
35: SR 50 AT BAY LAKE AVENUE



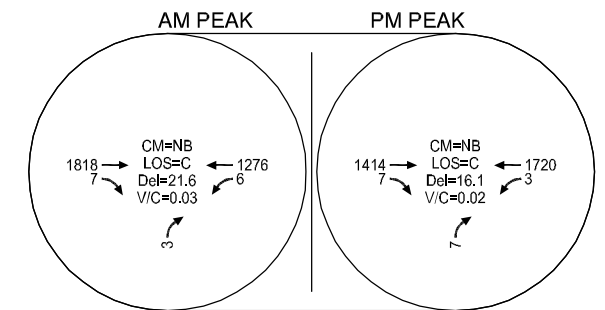
39: SR 50 AT SUNSET AVENUE



42: SR 50 AT CR 33/PUTNAM STREET

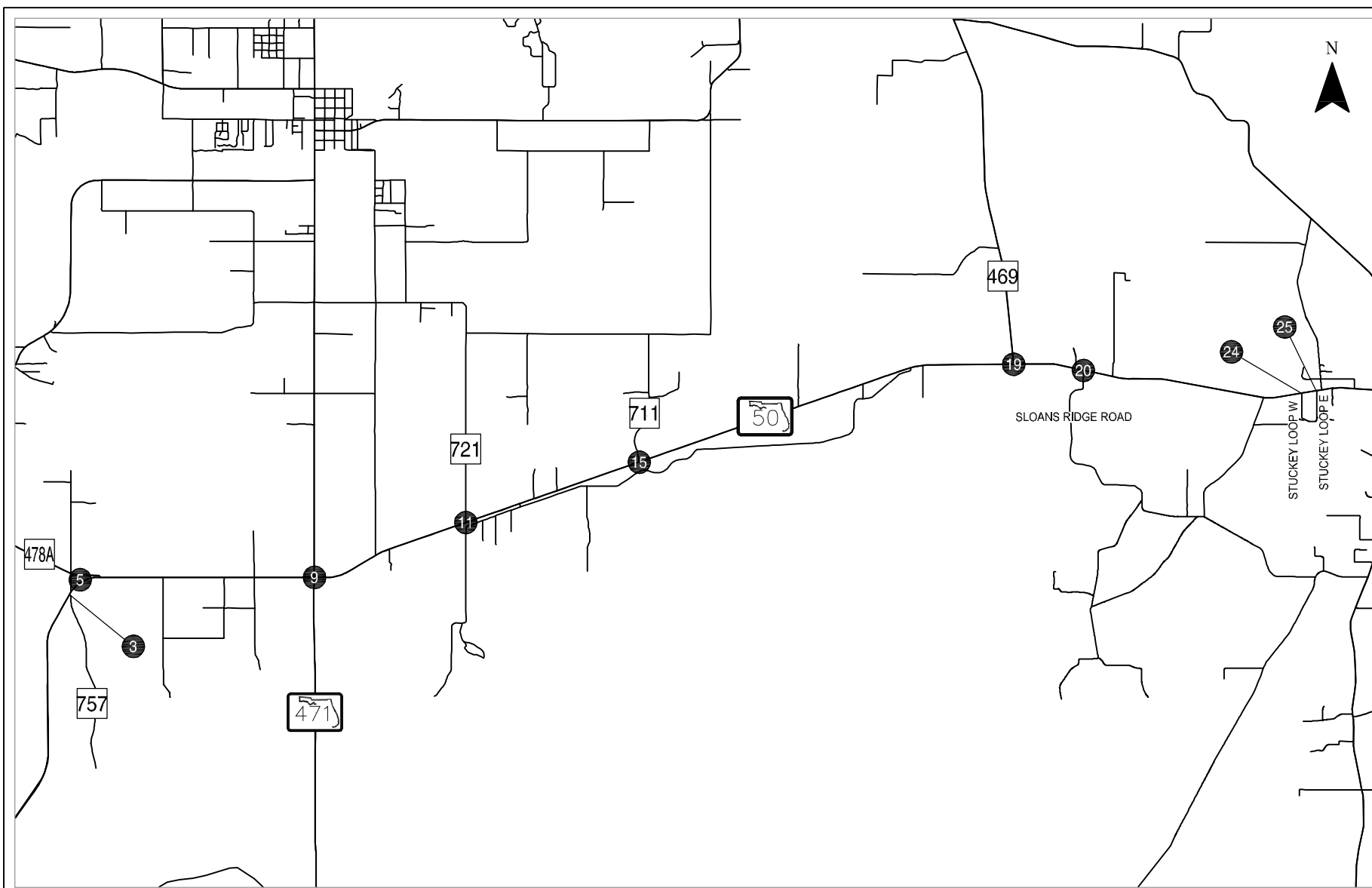


43: SR 50 AT MIDWAY AVENUE



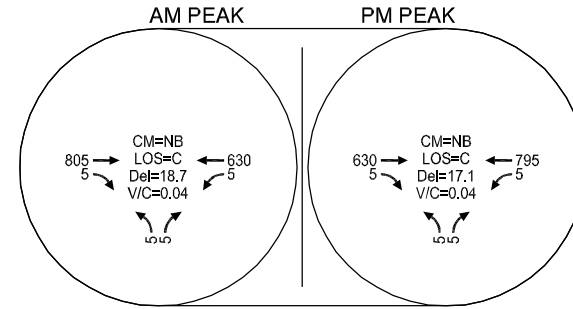
**2035 BUILD INTERSECTION OPERATING CONDITION
 HERNANDO COUNTY, SUMTER COUNTY, AND LAKE COUNTY, FLORIDA**

**FIGURE
 12-B**

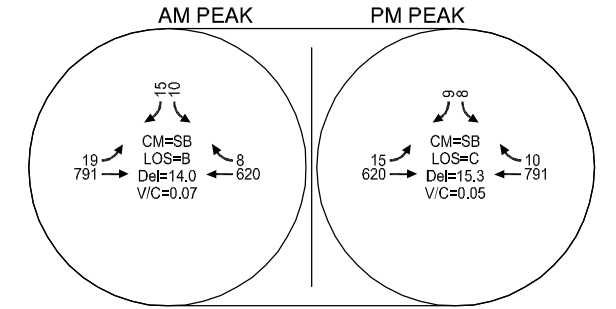


LEGEND
 LOS = LEVEL OF SERVICE
 Del = CONTROL DELAY

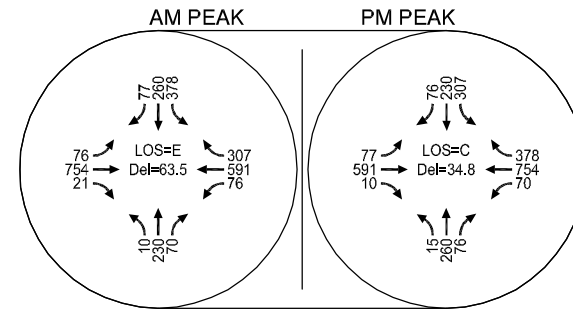
3: SR 50 AT CR 757



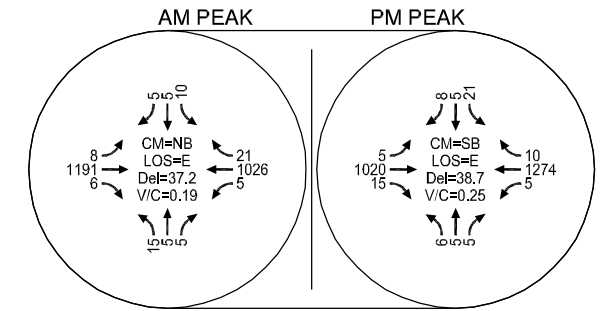
5: SR 50 AT CR 478A



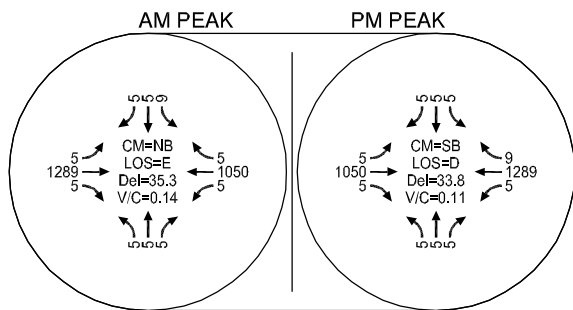
9: SR 50 AT SR 471



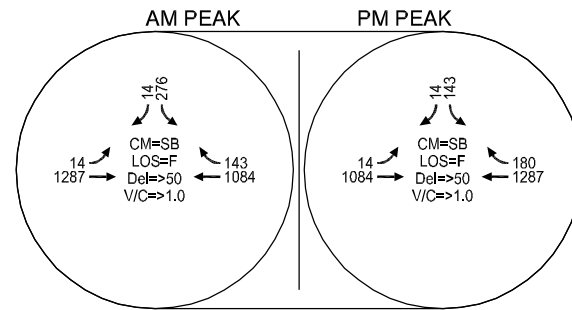
11: SR 50 AT CR 721



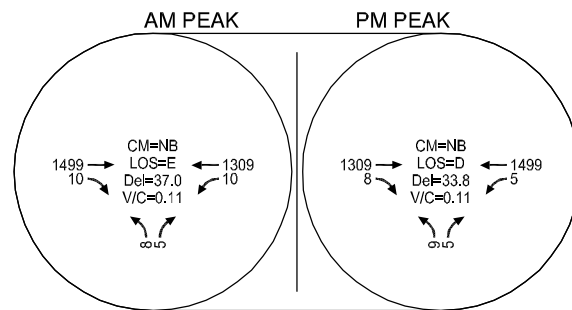
15: SR 50 AT CR 711



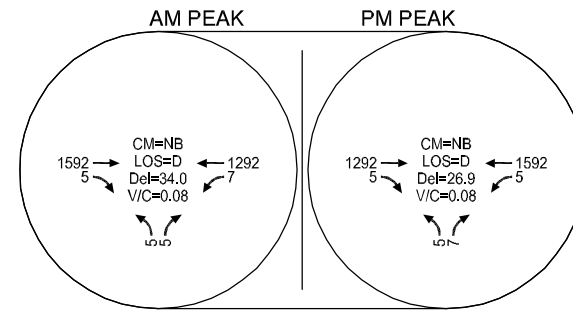
19: SR 50 AT CR 469



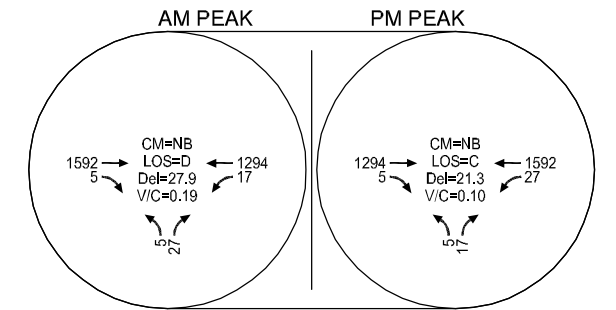
20: SR 50 AT SLOANS RIDGE ROAD



24: SR 50 AT STUCKEY LOOP W



25: SR 50 AT STUCKEY LOOP E



**2045 BUILD INTERSECTION OPERATING CONDITION
 HERNANDO COUNTY, SUMTER COUNTY, AND LAKE COUNTY, FLORIDA**

**FIGURE
 13-A**

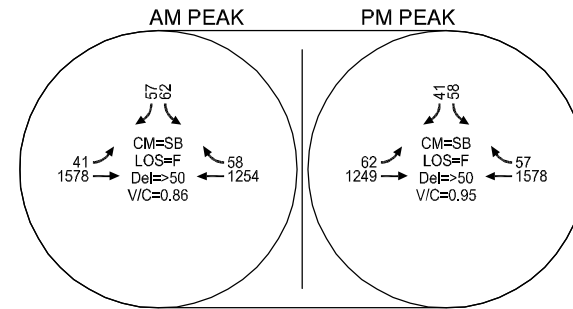
H:\1717923 - West SR 50 Corridor Planning Study\PD&E\Engineering\Traffic\dwg\17923 Figures_analysis\17923 Figures_analysis.dwg Aug 16, 2017 - 3:11pm - phcas Layout Tab: Existing

H:\1717923 - West SR 50 Corridor Planning Study\PD&E\Engineering\Traffic\dwg\17923 Figures_analysis\17923 Figures_analysis.dwg Jul 21, 2017 - 2:23pm - phas Layout Tab-Existing (2)

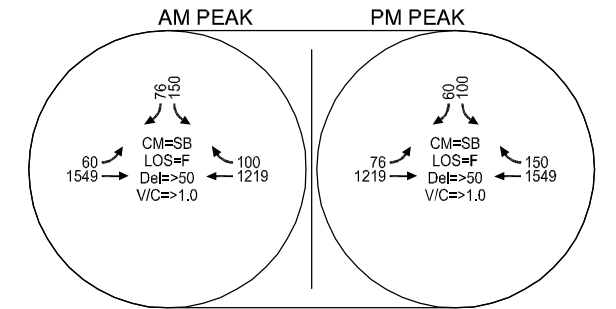


LEGEND
 LOS = LEVEL OF SERVICE
 Del = CONTROL DELAY

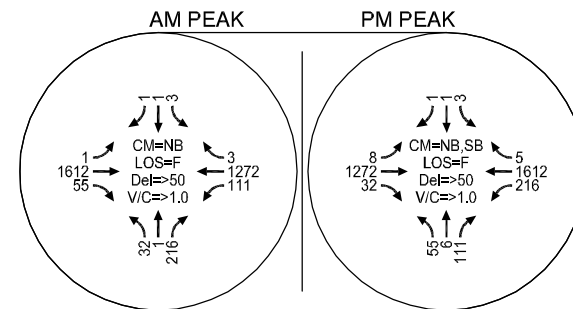
26: SR 50 AT DOUGLAS ROAD



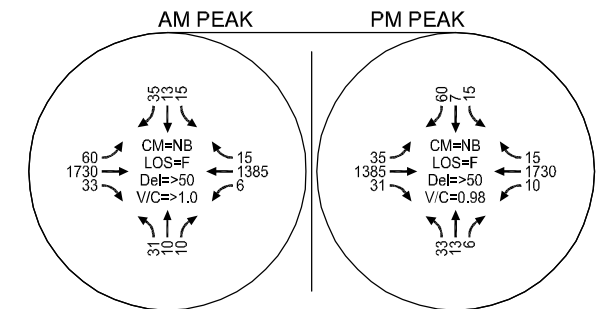
32: SR 50 AT TUSCANOOGA ROAD



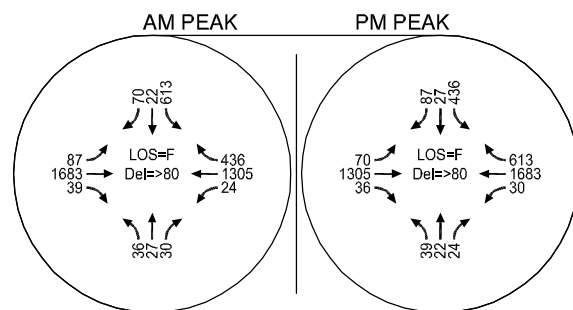
35: SR 50 AT BAY LAKE AVENUE



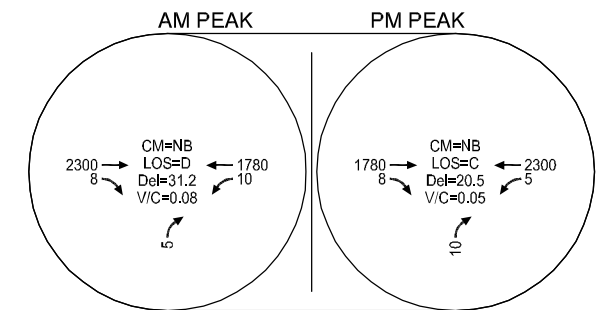
39: SR 50 AT SUNSET AVENUE



42: SR 50 AT CR 33/PUTNAM STREET



43: SR 50 AT MIDWAY AVENUE



**2045 BUILD INTERSECTION OPERATING CONDITION
 HERNANDO COUNTY, SUMTER COUNTY, AND LAKE COUNTY, FLORIDA**

**FIGURE
 13-B**

Intersection Alternatives Analysis

Based on the future project intersection operations shown in **Figure 11**, **Figure 12**, and **Figure 13**, select intersections do not provide acceptable operations for future volume conditions. In addition to the two-to-four lane widening of SR 50, these locations will need further traffic control or turn lane improvements to operate within its identified level of service target through design year 2045. The following existing intersections are projected to operate over-capacity prior to the design year 2045:

- TWSC intersections requiring traffic control improvements:
 - SR 50 at CR 469,
 - SR 50 at Douglas Rd,
 - SR 50 at Tuscanooga Rd,
 - SR 50 at South Bay Lake Rd, and
 - SR 50 at Sunset Ave
- Existing signalized intersections requiring improvements:
 - SR 50 at SR 471
 - SR 50 at CR 33

At the intersection of SR 50/Douglas Road, future traffic control improvements are expected. However, the potential need for traffic control changes is directly tied to development of adjacent property, not general regional growth. Therefore, TWSC is recommended to be maintained at SR 50/Douglas Road as part of any widening of SR 50. At the time the adjacent properties develop, intersection operations and traffic control can be re-evaluated based upon the specific development program and site access configuration.

As part of the build condition, the CR 33 intersection is proposed to be relocated towards the west to address a severe intersection skew angle and allow for additional turn lanes to be added. As a result, the distance between Sunset Avenue and CR 33 will be reduced to less than 600 feet. The close intersection spacing will preclude consideration of a traffic signal at the Sunset Avenue intersection. Use of a directional median opening at this location should be further evaluated as part of the PD&E study with minor-street left-turns redirected to make right-turns followed by u-turns at the next appropriate signal or median opening.

For the identified TWSC intersections requiring improvement, both traffic signal and roundabout options were evaluated. It is the policy of the FDOT to evaluate a roundabout whenever an intersection is being considered for signalization. Multilane roundabouts were evaluated at CR 469, Tuscanooga Road, South Bay Lake Road, and CR 33 to assess the feasibility of implementing roundabouts in conjunction with SR 50 being widened to four-lanes. A roundabout was also evaluated at SR 471 due to the potential safety benefits a roundabout can provide over the existing signalized configuration. Roundabouts were evaluated using HCM 6th edition methodologies. Detailed output reports of both signalized and roundabout alternatives are provided in **Appendix O**. Preliminary signal warrant analyses for Warrant 1 are also provided in **Appendix O** for the intersections of SR 50 at CR

469, SR 50 at Tuscanooga Rd, and SR 50 at Bay Lake Rd. Preliminary signal warrant analysis is based on an estimation of volume profiles from the collected 48-hour tube counts. Preliminary analysis projects that all three intersections will meet Warrant 1B by 2045 and the intersection of SR 50 at Bay Lake Rd will also meet Warrant 1A by 2045.

Performance measures evaluated for each intersection include volume-to-capacity (v/c) ratio, delay, and LOS. On multilane roundabout entries, the approach v/c ratio for two lane entries was estimated by using a weighted average of the two individual entry lanes. The 95th percentile queue lengths were calculated assuming a 25-foot average car length and rounded to the nearest 5 foot increment.

For roundabout alternatives, a v/c ratio in the range of 0.85 to 0.90 on each approach is generally targeted as an approximate threshold for planning purposes. However, this does not represent an absolute threshold, and higher v/c ratios can be acceptable in future years. For approaches where the operational results show a v/c ratio exceeding this range, additional consideration of delay and queue lengths contribute to the determination of whether the approach operations may be acceptable.

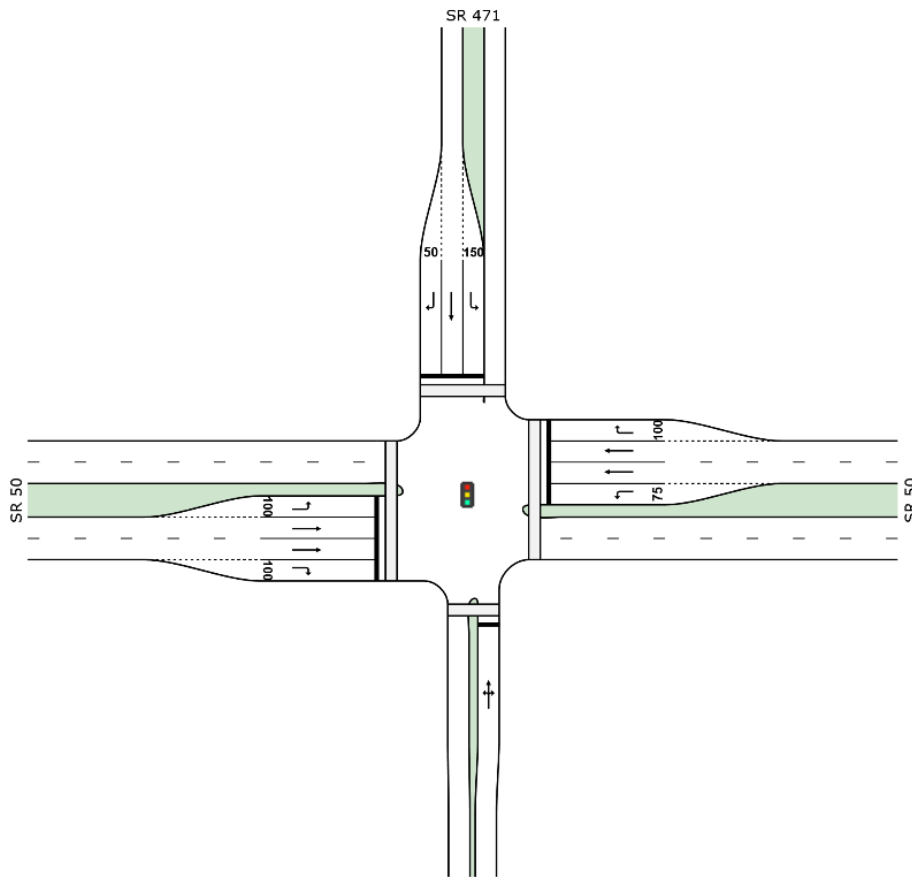
SR 50 AT SR 471

Improvements to the existing traffic signal at SR 471 were evaluated to enhance future operations. In order for a signal at this intersection to maintain LOS C operations through year 2045, an exclusive southbound left-turn lane is needed. The results of the signal operations in 2045 with the additional SB left-turn lane are provided in **Table 25**. The lane configuration is shown in **Figure 14**.

Table 25: SR 50 at SR 471 - 2045 Signal Alternative

Approach	Movement	AM Peak Hour			PM Peak Hour		
		V/C ratio	Delay (sec/veh) (LOS)	95 th Percentile Queue (ft)	V/C ratio	Delay (sec/veh) (LOS)	95 th Percentile Queue (ft)
Eastbound	Left	0.46	38.4 (D)	100	0.54	41.1 (D)	95
	Through	0.81	32.1 (C)	390	0.60	23.1 (C)	250
	Right	0.00	0.0 (A)	< 25	0.00	0.0 (A)	< 25
	Approach	-	32.7 (C)	-	-	25.2 (C)	-
Westbound	Left	0.65	53.5 (D)	115	0.34	31.7 (C)	75
	Through	0.63	26.7 (C)	290	0.76	26.9 (C)	330
	Right	0.00	0.0 (A)	< 25	0.00	0.0 (A)	< 25
	Approach	-	29.8 (C)	-	-	27.3 (C)	-
Northbound	Left	0.82	44.6 (D)	375	0.80	37.3 (D)	355
	Through						
	Right						
	Approach	-	44.6 (D)	-	-	37.3 (D)	-
Southbound	Left	0.85	30.9 (C)	360	0.76	24.5 (C)	250
	Through	0.33	12.8 (B)	190	0.30	12.2 (B)	150
	Right	0.12	11.1 (B)	50	0.12	10.9 (B)	45
	Approach	-	22.2 (C)	-	-	18.2 (B)	-
Overall Intersection		-	30.4 (C)	-	-	25.9 (C)	-

Figure 14: Lane Configuration SR 50 at SR 471 Signal Alternative



A roundabout was evaluated at the SR 50/SR 471 intersection as a potential alternative to enhance safety and operational performance. The results of the operations analysis are provided in **Table 26**. The assumed lane configuration for the multilane roundabout is provided in **Figure 15**. A partial two-lane roundabout is expected to operate at LOS C or better through the 2045 design year.

Figure 15: SR 50 at SR 471 - Multilane Roundabout Configuration

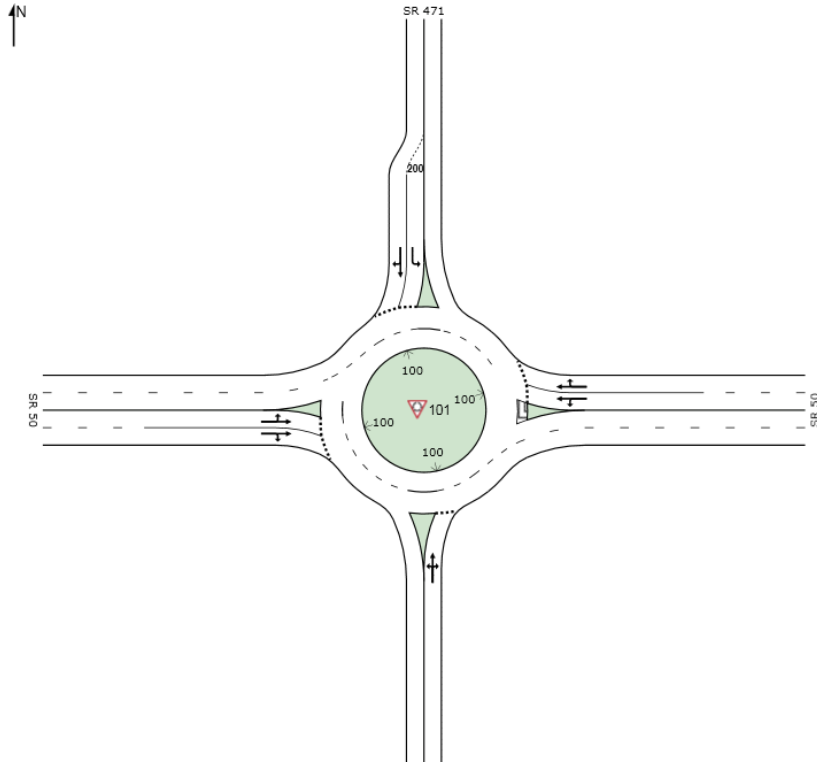


Table 26: SR 50 at SR 471 – Multilane Roundabout Operations

Year	Approach	AM Peak Hour			PM Peak Hour		
		V/C	Delay (sec/veh) (LOS)	95% Queue (ft)	V/C	Delay (sec/veh) (LOS)	95% Queue (ft)
2025	Westbound	0.22	5.6 (A)	<25	0.30	6.4 (A)	35
	Northbound	0.25	7.8 (A)	25	0.24	7.3 (A)	<25
	Eastbound	0.25	6.4 (A)	25	0.23	6.2 (A)	<25
	Southbound	0.18	5.7 (A)	<25	0.22	6.9 (A)	25
	Overall Intersection	--	6.2 (A)	--	--	6.6 (A)	--
2035	Westbound	0.38	7.9 (A)	50	0.50	9.9 (A)	80
	Northbound	0.48	15.3 (C)	65	0.45	12.9 (B)	60
	Eastbound	0.46	11.1 (B)	60	0.36	8.9 (A)	42.5
	Southbound	0.35	9.3 (A)	45	0.38	11.0 (B)	45
	Overall Intersection	--	10.1 (B)	--	--	10.3 (B)	--
2045	Westbound	0.56	11.8 (B)	100	0.72	17.8 (C)	190
	Northbound	0.85	48.2 (E)	200	0.76	31.3 (D)	165
	Eastbound	0.76	25.7 (D)	170	0.54	14.1 (B)	85
	Southbound	0.61	18.2 (C)	130	0.62	20.7 (C)	120
	Overall Intersection	--	21.5 (C)	--	--	19.2 (C)	--

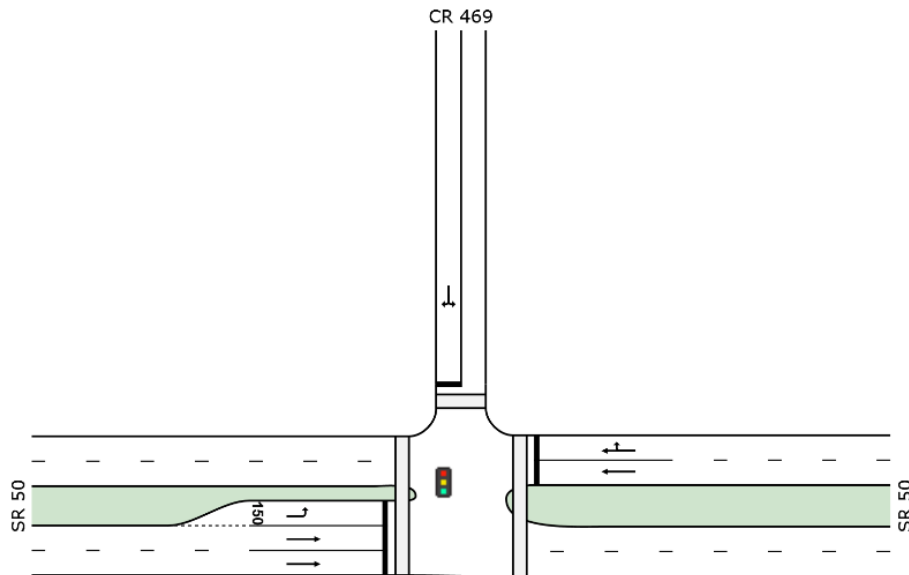
SR 50 AT CR 469

A traffic signal alternative was evaluated to improve minor street operations compared to the existing stop control. The results of the operational analysis at SR 50/CR 469 under traffic signal control is provided in **Table 27**. Preliminary signal warrant analysis shows that this location is expected to meet the peak hour signal warrant by year 2035. Lane configuration for this alternative is shown in **Figure 16**.

Table 27: SR 50 at CR 469 - 2045 Signal Alternative

Approach	Movement	AM Peak Hour			PM Peak Hour		
		V/C ratio	Delay (sec/veh) (LOS)	95 th Percentile Queue (ft)	V/C ratio	Delay (sec/veh) (LOS)	95 th Percentile Queue (ft)
Eastbound	Left	0.07	18.8 (B)	<25	0.10	20.5 (C)	< 25
	Through	0.83	14.5 (B)	360	0.60	7.0(A)	285
	Approach	-	14.6 (B)	-	-	7.2 (A)	-
Westbound	Through	0.78	15.4 (B)	345	0.80	12.5(B)	470
	Right	0.79	15.5 (B)	350	0.82	13.5 (B)	500
	Approach	-	15.4 (B)	-	-	13.0 (B)	-
Southbound	Left	0.84	27.6 (C)	225	0.82	36.0 (D)	180
	Right						
	Approach	-	27.6 (C)	-	-	36.0 (D)	-
Overall Intersection		-	16.3 (B)	-	-	12.0 (B)	-

Figure 16: Lane Configuration SR 50 at CR 469 Signal Alternative



A roundabout was evaluated at the SR 50/CR 469 intersection as a potential alternative to enhance safety and operational performance. The results of the operational analysis are provided in **Table 28**. The assumed lane configuration for the multilane roundabout is provided in **Figure 17**. A partial two-lane roundabout is expected to operate at LOS C or better through the 2045 design year.

Figure 17: SR 50 at CR 469 - Multilane Roundabout Configuration

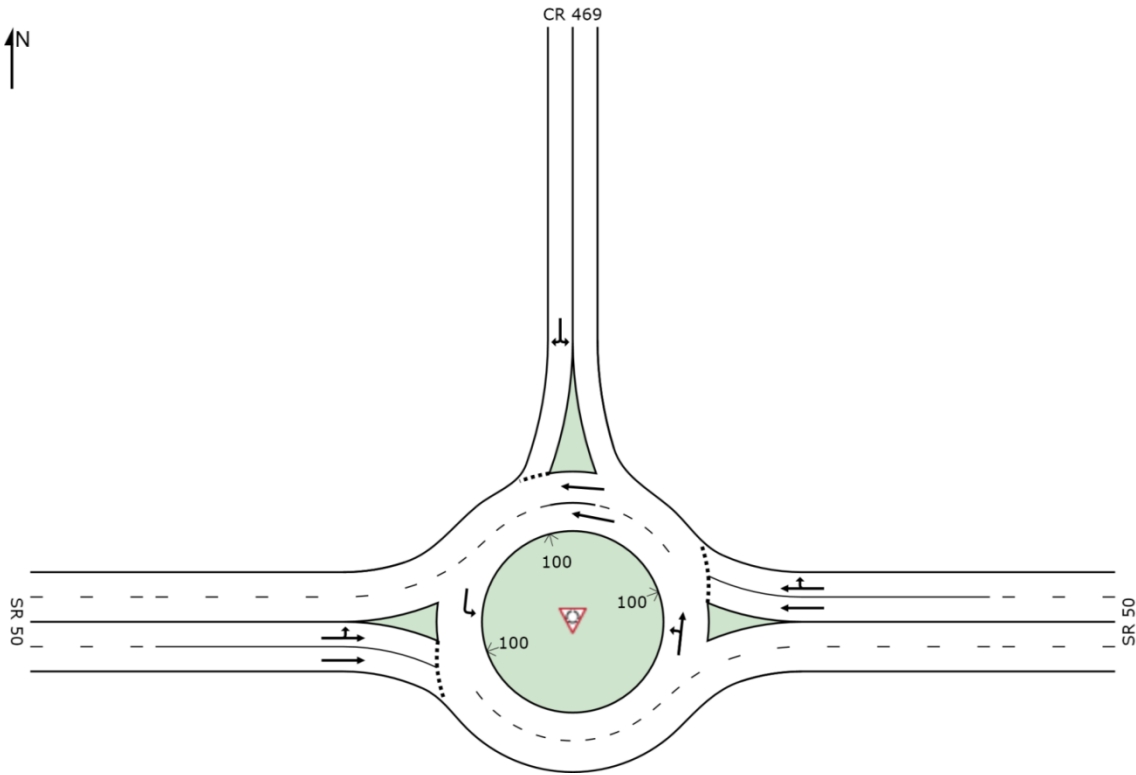


Table 28: SR 50 at CR 469 – Multilane Roundabout Operations

Year	Approach	AM Peak Hour			PM Peak Hour		
		V/C	Delay (sec/veh) (LOS)	95% Queue (ft)	V/C	Delay (sec/veh) (LOS)	95% Queue (ft)
2025	Westbound	0.23	4.8 (A)	25	0.32	5.7 (A)	40
	Eastbound	0.31	6.8 (A)	35	0.23	5.2 (A)	25
	Southbound	0.32	8.1 (A)	35	0.16	7.0 (A)	<25
	Overall Intersection	--	6.2 (A)	--	--	5.7 (A)	--
2035	Westbound	0.37	6.4 (A)	50	0.47	7.7 (A)	70
	Eastbound	0.51	10.0 (B)	85	0.38	7.0 (A)	50
	Southbound	0.47	13.8 (B)	65	0.28	11.4 (B)	30
	Overall Intersection	--	9.0 (A)	--	--	7.6 (A)	--
2045	Westbound	0.51	8.5 (A)	85	0.62	10.4 (B)	130
	Eastbound	0.72	16.7 (C)	190	0.53	9.6 (A)	90
	Southbound	0.70	29.0 (D)	135	0.47	21.1 (C)	60
	Overall Intersection	--	14.4 (B)	--	--	10.7 (B)	--

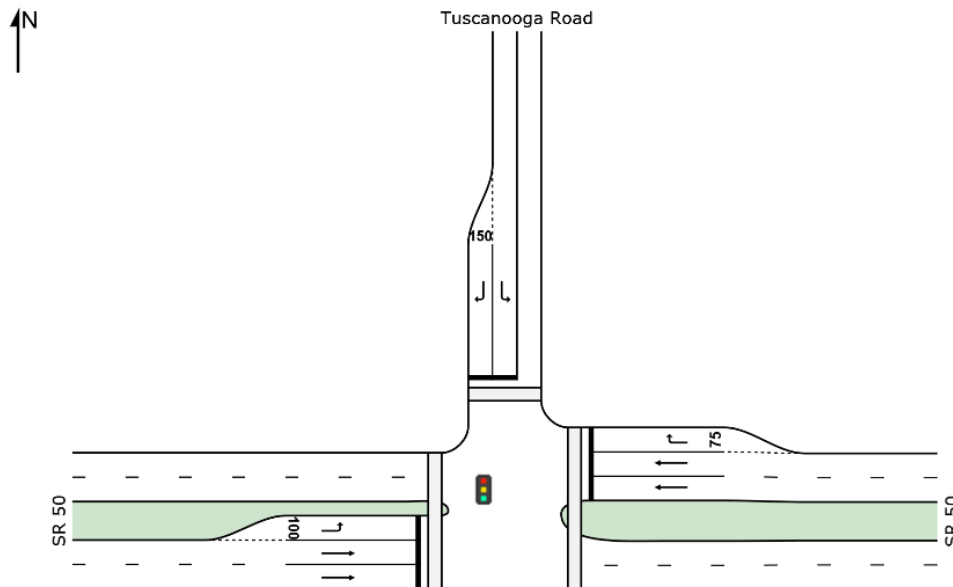
SR 50 AT TUSCANOOGA ROAD

A traffic signal alternative was evaluated to improve minor street operations compared to the existing stop control. The results of the operational analysis at SR 50/Tuscanooga Road under traffic signal control is provided in **Table 29**. In this alternative, an additional southbound lane is added, providing an exclusive left-turn and an exclusive right-turn lane on the north intersection leg. Preliminary signal warrant analysis indicates that this location is expected to meet the peak hour signal warrant by year 2035. Lane configuration for this alternative is shown in **Figure 18**.

Table 29: SR 50 at Tuscanooga Rd - 2045 Signal Alternative

Approach	Movement	AM Peak Hour			PM Peak Hour		
		V/C ratio	Delay (sec/veh) (LOS)	95 th Percentile Queue (ft)	V/C ratio	Delay (sec/veh) (LOS)	95 th Percentile Queue (ft)
Eastbound	Left	0.23	9.0 (A)	45	0.46	22.1 (C)	70
	Through	0.78	16.2 (B)	685	0.60	11.2 (B)	440
	Approach	-	15.9 (B)	-	-	11.9 (B)	-
Westbound	Through	0.60	0.4 (A)	< 25	0.86	14.6 (B)	665
	Right	0.11	0.0 (A)	< 25	0.19	6.5 (A)	65
	Approach	-	0.4 (A)	-	-	13.9 (B)	-
Southbound	Left	0.43	43.3 (D)	215	0.30	41.8 (D)	145
	Right	0.25	40.1 (D)	110	0.21	40.4 (D)	180
	Approach	-	42.2 (D)	-	-	41.3 (D)	-
Overall Intersection		-	11.3 (B)	-	-	14.4 (B)	-

Figure 18: Lane Configuration SR 50 at Tuscanooga Rd Signal Alternative



A roundabout was evaluated at the SR 50/Tuscanooga Road intersection as a potential alternative to enhance safety and operational performance. The results of the operational analysis is provided in **Table 30**. The assumed lane configuration for the multilane roundabout is provided in **Figure 19**. A partial two-lane roundabout is expected to operate at LOS B or better through the 2045 design year.

Figure 19: SR 50 at Tuscanooga Rd. - Multilane Roundabout Configuration

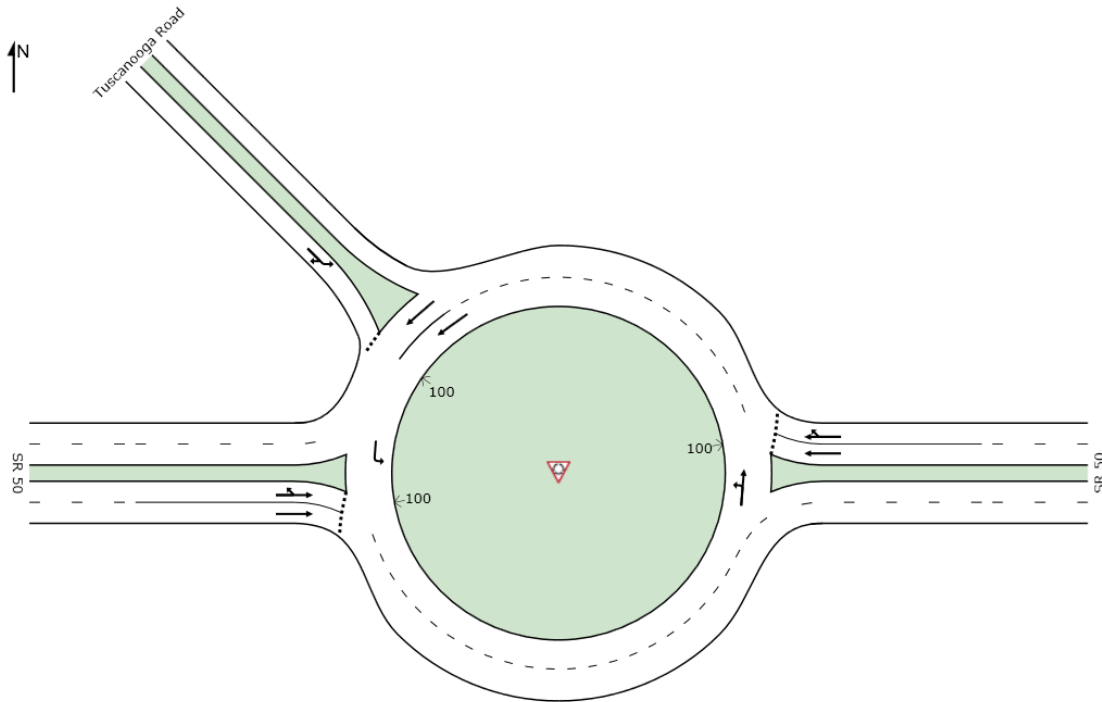


Table 30: SR 50 at Tuscanooga Rd. – Multilane Roundabout Operations

Year	Approach	AM Peak Hour			PM Peak Hour		
		V/C	Delay (sec/veh) (LOS)	95% Queue (ft)	V/C	Delay (sec/veh) (LOS)	95% Queue (ft)
2025	Westbound	0.26	5.0 (A)	30	0.40	6.6 (A)	55
	Eastbound	0.40	7.4 (A)	55	0.31	6.0 (A)	35
	Southbound	0.21	7.0 (A)	<25	0.19	8.3 (A)	<25
	Overall Intersection	--	6.4 (A)	--	--	6.4 (A)	--
2035	Westbound	0.39	6.5 (A)	50	0.53	8.7 (A)	90
	Eastbound	0.55	9.9 (A)	100	0.43	7.5 (A)	60
	Southbound	0.33	10.7 (B)	35	0.30	12.9 (B)	35
	Overall Intersection	--	8.6 (A)	--	--	8.4 (A)	--
2045	Westbound	0.53	8.8 (A)	90	0.69	12.9 (B)	175
	Eastbound	0.73	15.4 (C)	205	0.56	9.8 (A)	105
	Southbound	0.52	19.5 (C)	75	0.50	24.3 (C)	70
	Overall Intersection	--	12.9 (B)	--	--	12.2 (B)	--

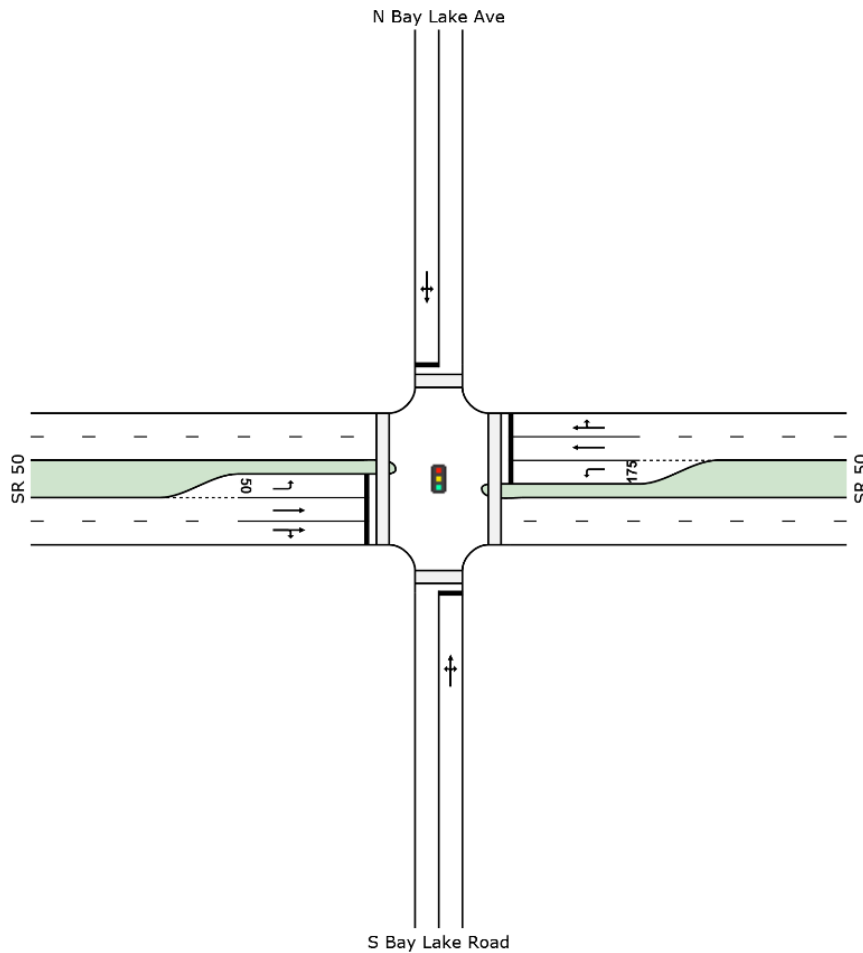
SR 50 AT SOUTH BAY LAKE ROAD

A traffic signal alternative was evaluated to improve minor street operations compared to the existing stop control. The results of the operational analysis at SR 50/South Bay Lake Road under traffic signal control is provided in **Table 31**. Preliminary signal warrant analysis indicates that this location is expected to meet the peak hour signal warrant by year 2025. Lane configuration for this alternative is shown in **Figure 20**.

Table 31: SR 50 at South Bay Lake Rd - 2045 Signal Alternative

Approach	Movement	AM Peak Hour			PM Peak Hour		
		V/C ratio	Delay (sec/veh) (LOS)	95 th Percentile Queue (ft)	V/C ratio	Delay (sec/veh) (LOS)	95 th Percentile Queue (ft)
Eastbound	Left	0.00	13.8 (B)	< 25	0.07	6.7 (A)	< 25
	Through	0.91	30.4 (C)	745	0.81	6.0 (A)	65
	Right	0.92	31.1 (C)	790	0.81	5.8 (A)	65
	Approach	-	30.7 (C)	-	-	5.9 (A)	-
Westbound	Left	0.61	25.0 (C)	85	0.62	12.2 (B)	165
	Through	0.59	9.2 (A)	355	0.79	18.3 (B)	720
	Right	0.59	9.2 (A)	370	0.79	18.1 (B)	760
	Approach	-	10.5 (B)	-	-	17.5 (B)	-
Northbound	Left	0.65	39.2 (D)	280	0.49	44.5 (D)	250
	Through						
	Right						
	Approach	-	39.2 (D)	-	-	44.5 (D)	-
Southbound	Left	0.02	26.2 (C)	< 25	0.01	35.3 (D)	< 25
	Through						
	Right						
	Approach	-	26.2 (C)	-	-	35.3 (D)	-
Overall Intersection		-	22.9 (C)	-	-	14.3 (B)	-

Figure 20: Lane Configuration SR 50 at S Bay Lake Rd Signal Alternative



A roundabout was evaluated at the SR 50/South Bay Lake Road intersection as a potential alternative to enhance safety and operational performance. The results of the operational analysis are provided in **Table 32**. The assumed lane configuration for the multilane roundabouts is provided in **Figure 21**. A partial two-lane roundabout is expected to operate at LOS B or better through the 2045 design year.

Figure 21: SR 50 at S. Bay Lake Rd. - Multilane Roundabout Configuration

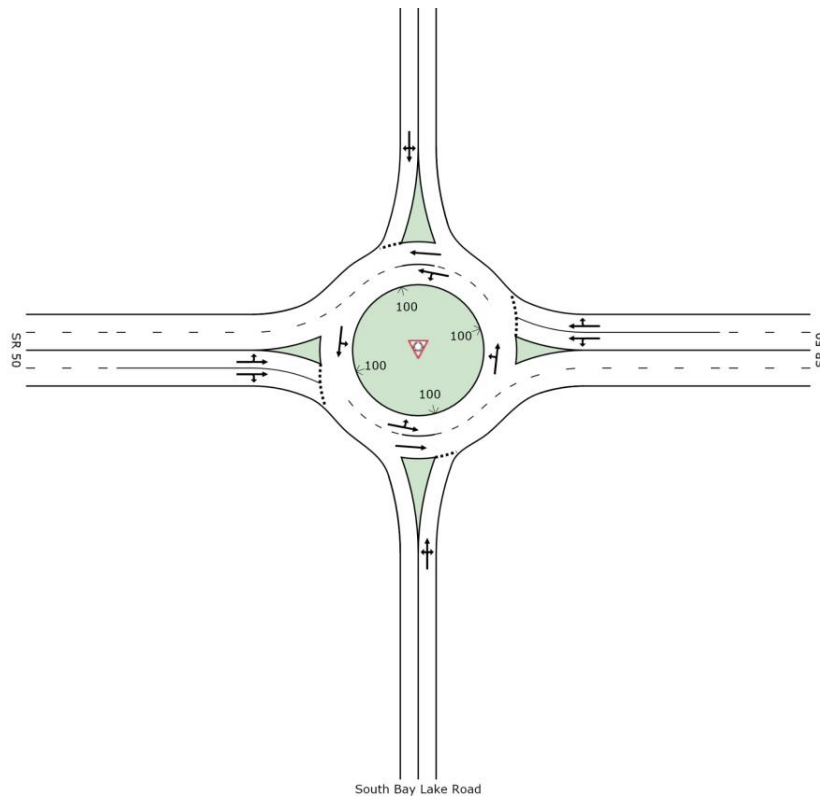


Table 32: SR 50 at S. Bay Lake Rd. – Multilane Roundabout Operations

Year	Approach	AM Peak Hour			PM Peak Hour		
		V/C	Delay (sec/veh) (LOS)	95% Queue (ft)	V/C	Delay (sec/veh) (LOS)	95% Queue (ft)
2025	Westbound	0.26	4.9 (A)	30	0.42	6.8 (A)	60
	Northbound	0.25	9.8 (A)	25	0.15	6.9 (A)	<25
	Eastbound	0.38	6.5 (A)	50	0.34	6.1 (A)	40
	Southbound	0.00	5.0 (A)	<25	0.01	7.4 (A)	<25
	Overall Intersection	--	6.2 (A)	--	--	6.6 (A)	--
2035	Westbound	0.40	6.6 (A)	55	0.58	9.5 (A)	110
	Northbound	0.47	18.5 (C)	65	0.26	10.4 (B)	25
	Eastbound	0.54	9.1 (A)	95	0.46	8.3 (A)	70
	Southbound	0.01	7.1 (A)	<25	0.01	10.7 (B)	<25
	Overall Intersection	--	8.8 (A)	--	--	9.1 (A)	--
2045	Westbound	0.53	8.8 (A)	95	0.74	14.6 (B)	215
	Northbound	0.81	51.8 (F)	170	0.42	16.9 (C)	50
	Eastbound	0.70	13.6 (B)	185	0.62	11.7 (B)	125
	Southbound	0.01	10.0 (B)	<25	0.02	15.4 (C)	<25
	Overall Intersection	--	14.5 (B)	--	--	13.6 (B)	--

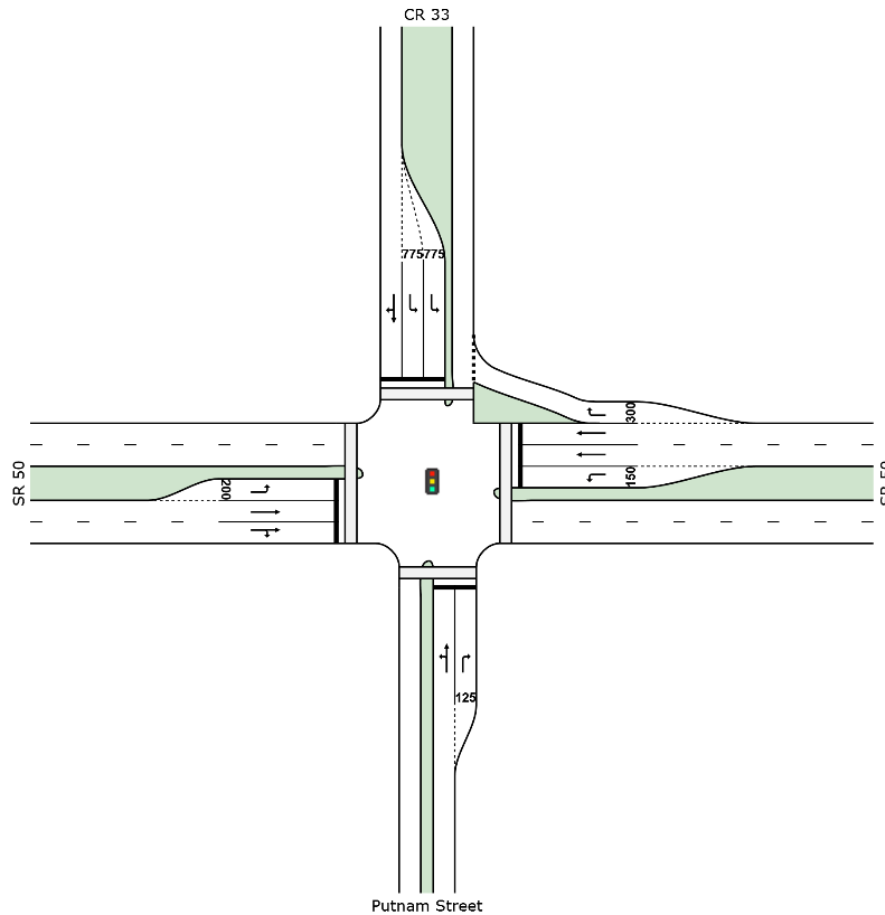
SR 50 AT CR 33

Improvements to the existing traffic signal at SR 50/CR 33 were evaluated to enhance future operations. The addition of two southbound exclusive left-turn lanes was identified in order for this intersection to operate within its identified level of service target through design year 2045. The results of the 2045 signal operations analysis (with the addition of two SB left-turn lanes) is provided in **Table 33**. Lane configuration for this alternative is shown in **Figure 22**.

Table 33: SR 50 at CR 33 - 2045 Signal Alternative

Approach	Movement	AM Peak Hour			PM Peak Hour		
		V/C ratio	Delay (sec/veh) (LOS)	95 th Percentile Queue (ft)	V/C ratio	Delay (sec/veh) (LOS)	95 th Percentile Queue (ft)
Eastbound	Left	0.59	31.1 (C)	90	0.60	36.0 (D)	80
	Through	0.94	37.9 (D)	950	0.66	14.5 (B)	540
	Right	0.95	38.8 (D)	970	0.67	14.5 (B)	560
	Approach	-	38.0 (D)	-	-	15.5 (B)	-
Westbound	Left	0.36	60.3 (E)	45	0.18	25.8 (C)	35
	Through	0.88	32.3 (C)	775	1.01	49.3 (F)	1630
	Right	0.00	0.0 (A)	< 25	0.00	0.0 (A)	< 25
	Approach	-	32.8 (C)	-	-	48.9 (D)	-
Northbound	Left	0.38	56.5 (E)	115	0.62	81.6 (F)	135
	Through						
	Right	0.23	53.3 (D)	55	0.41	74.0 (E)	55
	Approach	-	55.5 (E)	-	-	79.4 (E)	-
Southbound	Left	1.14	131.6 (F)	770	1.09	119.7 (F)	520
	Through	0.20	28.8 (C)	115	0.35	38.8 (D)	160
	Right						
	Approach	-	118.2 (F)	-	-	102.9 (F)	-
Overall Intersection		-	51.0 (D)	-	-	45.0 (D)	-

Figure 22: Lane Configuration SR 50 at CR 33 Signal Alternative



A roundabout was evaluated at the SR 50/CR 33 intersection as a potential alternative to enhance safety and operational performance. The results of the operations analysis are provided in **Table 34**. The assumed lane configuration for the multilane roundabout is provided in **Figure 23**. In the 2045 design year, a partial two-lane roundabout is expected to operate with a v/c ratio greater than one on multiple movements. The overall intersection is expected to operate at LOS F in the AM peak hour with delay exceeding 100 seconds. A partial three-lane roundabout would be needed at this location to provide adequate level of service. Current FDOT policies discourage three-lane roundabouts. Therefore, a roundabout at CR 33 is not recommended for further evaluation at this time.

Figure 23: SR 50 at CR 33 - Multilane Roundabout Configuration

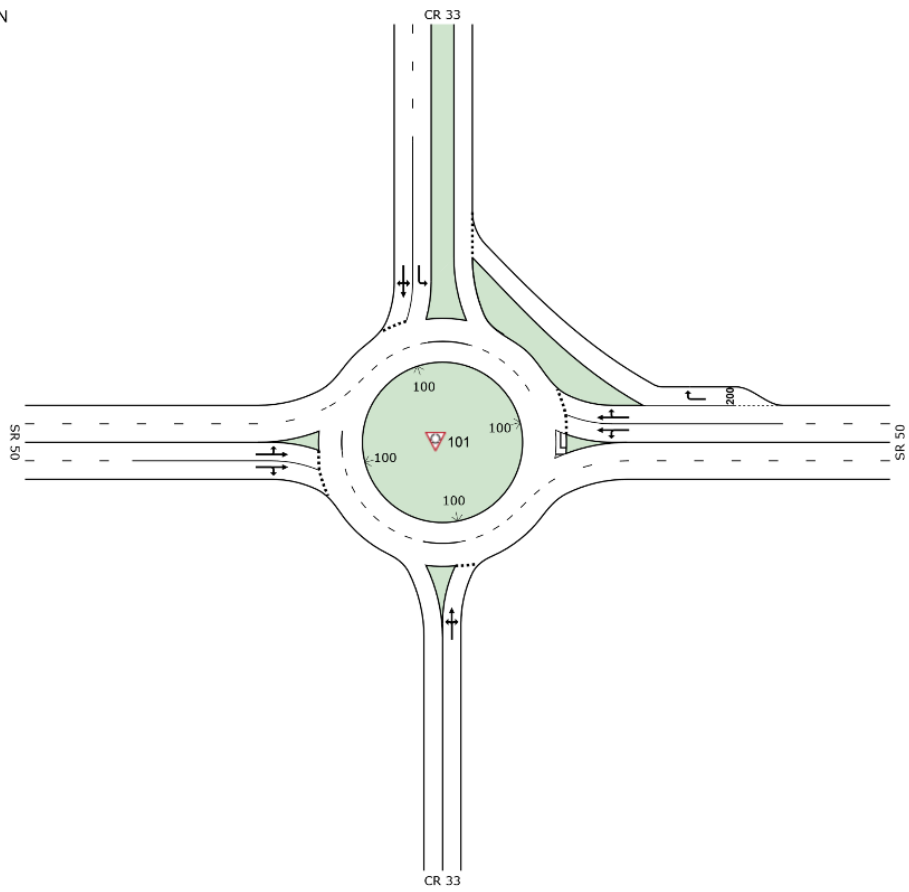


Table 34: SR 50 at CR 33 – Multilane Roundabout Operations

Year	Approach	AM Peak Hour			PM Peak Hour		
		V/C	Delay (sec/veh) (LOS)	95% Queue (ft)	V/C	Delay (sec/veh) (LOS)	95% Queue (ft)
2025	Westbound	0.25	5.1 (A)	30	0.38	6.7 (A)	60
	Northbound	0.12	12.0 (B)	<25	0.15	9.4 (A)	<25
	Eastbound	0.60	12.7 (B)	110	0.45	9.1 (A)	65
	Southbound	0.29	9.0 (A)	35	0.35	13.6 (B)	45
	Overall Intersection	--	9.3 (A)	--	--	8.4 (A)	--
2035	Westbound	0.40	7.1 (A)	65	0.55	9.5 (A)	115
	Northbound	0.31	25.2 (D)	35	0.24	15.1 (C)	<25
	Eastbound	0.97	45.2 (E)	395	0.67	15.5 (C)	140
	Southbound	0.60	22.2 (C)	120	0.70	39.3 (E)	160
	Overall Intersection	--	26.1 (D)	--	--	15.3 (C)	--
2045	Westbound	0.57	10.3 (B)	130	0.72	15.4 (C)	255
	Northbound	0.72	80.0 (F)	105	0.38	26.5 (D)	45
	Eastbound	1.42	214.9 (F)	1,155	0.94	41.2 (E)	375
	Southbound	1.13	133.2 (F)	470	1.31	213.2 (F)	470
	Overall Intersection	--	116.2 (F)	--	--	48.8 (E)	--

Segment Operations

PASSING LANE SEGMENT

An HCM 2010 Two-Lane Highway segment analysis for directional passing lanes was performed for Segment 1 to evaluate the effects of an eastbound and westbound passing lane between US 301 and SR 471. It is assumed that the eastbound passing lane would be 2.7 miles long, including taper, beginning near the intersection of SR 50 at CR 575. It is assumed that the westbound passing lane would be 3.2 miles long, including taper, beginning approximately 1.8 miles west of CR 737. The results of the analysis are provided in **Table 35**. The passing lane is expected to provide a level of service C through the 2045 design-year.

Table 35: Future Passing Lane Segment LOS - Eastbound Direction Only (HCM Two-Lane Highway)

Segment #	Segment Limits	Analysis Direction	BFFS (mph)	Analysis Year	AM Peak Hour			PM Peak Hour		
					ATS (mph)	PTSF (%)	LOS	ATS (mph)	PTSF (%)	LOS
1	SR 50, SR 35/US 301 to CR 757	EB	70	2025	60.2	51.4	C	60.5	45.7	B
				2035	58.7	58.7	C	58.4	51.9	C
				2045	56.7	64.7	C	56.2	58.5	C
		WB	70	2025	61.1	44.9	B	60.4	53.3	C
				2035	59.3	50.6	C	58.6	59.7	C
				2045	57.4	55.6	C	56.4	64.8	C

Note: BFFS is Base Free Flow Speed, ATS is Average Travel Speed, and PTSF is Percent Time Spent Following

FOUR-LANE WIDENING SEGMENTS

A Multilane Highway Segment analysis was performed using the *HCM 2010* methodologies (as implemented in HCS software) for Segments 1 through Segment 3. The methodology evaluates the density of vehicles on the roadway segment in passenger cars per mile per lane (pc/mi/ln). The procedure evaluated each direction separately. The LOS thresholds for multilane highways are summarized in **Table 36**. Roadways features included in the analysis methodology include number of lanes, lane width, lateral clearance, median type, and access points per mile. The results of the multilane highway segment analysis for the eastbound and westbound directions are summarized in **Table 37** and **Table 38**, respectively.

Table 36: LOS for Two-Lane Highways (HCM 2010)

LOS	Density (pc/mi/ln)
A	≤11
B	>11-18
C	>18-26
D	>26-35
E	>35-45
F	Demand exceeds capacity OR density >45

With the proposed changes in traffic control at SR 50/Tuscanooga Road and SR 50/South Bay Lake Road, Segment 4 is expected to operate as an arterial in both directions and was analyzed using the HCM 2010 Urban Street methodologies. Assuming signal control at Tuscanooga Road and South Bay Lake Road results in LOS C or better operations as summarized in **Table 39**. The four-lane alternative is expected to provide adequate segment LOS at all segments through the 2045 design year.

Table 37: Future Four-Lane Segment LOS - Eastbound Direction Only (HCM Multilane Highway)

Segment #	Segment Limits	Analysis Direction	Analysis Year	AM Peak Hour		PM Peak Hour	
				Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS
1	SR 50, SR 35/US 301 to CR 757	EB	2025	4.7	A	4.0	A
			2035	6.3	A	5.2	A
			2045	7.8	A	6.5	A
2	SR 50, CR 757 to CR 469	EB	2025	5.7	A	4.6	A
			2035	7.9	A	6.5	A
			2045	9.9	A	8.2	A
3	SR 50, CR 469 to Tuscanooga Rd	EB	2025	9.4	A	6.9	A
			2035	12.9	B	9.6	A
			2045	17.2	B	12.7	B

Table 38: Future Four-Lane Segment LOS - Westbound Direction Only (HCM Multilane Highway)

Segment #	Segment Limits	Analysis Direction	Analysis Year	AM Peak Hour		PM Peak Hour	
				Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS
1	SR 50, SR 35/US 301 to CR 757	WB	2025	3.7	A	5.0	A
			2035	4.8	A	6.7	A
			2045	6.1	A	8.3	A
2	SR 50, CR 757 to CR 469	WB	2025	4.6	A	5.7	A
			2035	6.5	A	8.0	A
			2045	8.3	A	9.8	A
3	SR 50, CR 469 to Tuscanooga Rd	WB	2025	7.6	A	8.5	A
			2035	10.5	A	15.7	B
			2045	14.0	B	15.7	B

Table 39: Future Four-Lane Segment LOS (HCM Urban Street)

Segment #	Segment Limits	Analysis Direction	# Lanes	Analysis Year	AM Peak Hour			PM Peak Hour		
					PBFFS * (%)	V/C Ratio	LOS	PBFFS * (%)	V/C Ratio	LOS
4	SR 50, Tuscanooga Rd to CR 33/Bluff Lake Rd	EB	2	2025	58.90	0.61	C	58.85	0.55	C
				2035	59.93	0.69	C	61.88	0.55	C
				2045	53.28	0.85	C	58.50	0.70	C
		WB	2	2025	73.74	0.33	B	72.84	0.49	B
				2035	71.15	0.44	B	68.49	0.56	B
				2045	69.89	0.58	B	69.76	0.69	B

*Note: PBFFS is the Percent of Base Free Flow Speed

SUMMARY

This Design Traffic Technical Memorandum evaluates traffic operations for the existing conditions, No-Build, and Build alternatives for the intersections and segments along the corridor. The following summarizes the results of the analysis.

Intersection Operations

Under the No-Build alternative, the TWSC intersections of SR 50 at CR 469, Douglas Road, Tuscanooga Road, South Bay Lake Road, and Sunset Avenue are expected to operate either over capacity or over the adopted level-of-service target by 2045. The signalized intersections of SR 50 at SR 471 and SR 50 at CR 33 also do not provide adequate operations through 2045.

Under the Build alternative, SR 50 intersections at CR 469, Tuscanooga Road, and Bay Lake Road would require traffic control improvement. Analysis is provided to show a comparison of signal and roundabout operations to aid the PD&E team in evaluating both options. At SR 50/Douglas Road TWSC is recommended to be maintained due to future potential changes in traffic control being predicated by development of adjacent property. At SR 50/Sunset Avenue, consideration of modification to a directional median opening is recommended due to the close proximity to the SR 50/CR 33 intersection. Several additional locations were identified for improvements such as realignment or turn lane additions. All intersections in the build scenario are expected to operate at, or better than, the adopted LOS target through the 2045 design year.

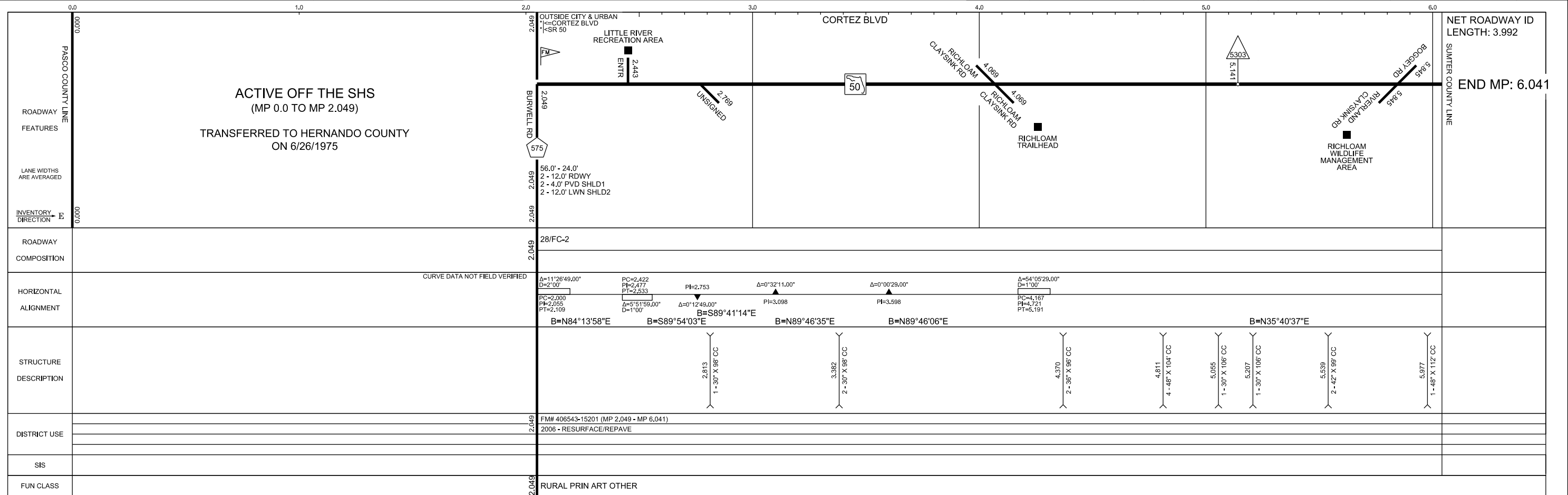
Segment Operations

Average travel speeds are expected to remain relatively high (approximately 50 mph or faster) for the peak direction in the 2045 peak hours. However, despite relatively high travel speeds, the length of the roadway segments and lack of passing opportunities creates a high percent time spent following (PTSF) which results in segment operations exceeding the adopted LOS targets under no-build conditions.

Passing lanes and four-lane widening were analyzed as potential capacity improvements to accommodate volume growth through the 2045 Design Year. The following briefly summarizes the results of the analysis:

- The passing lane alternative for Segment 1 is expected to provide a level of service C through the 2045 design-year.
- If West SR 50 is widened to four lanes, all segments are expected to operate at LOS C or better through the 2045 design year.

APPENDIX A – FDOT STRAIGHT LINE DIAGRAMS



ROADWAY FEATURES	HERMANDO CO LINE WITH LACOOCHIEE RIVER UNDESIGNED 0.643 CR-757 2.141 CR-755 2.173 CR-778A 2.438 CR-751 2.965 CR-739 3.469 CR-737 3.718														
LANE WIDTHS ARE AVERAGED	56.0' - 24.0' 2 - 12.0' RDWY 2 - 4.0' PVD SHLD1 2 - 12.0' LWN SHLD2														
ROADWAY COMPOSITION	28/FC-12.5														
HORIZONTAL ALIGNMENT	CURVE DATA NOT FIELD VERIFIED $\Delta=36^{\circ}18'00.00''$ $D=2^{\circ}00'00.00''$ PC=1.689 PI=1.760 PT=1.829 $\Delta=29^{\circ}32'00.00''$ $D=4^{\circ}00'00.00''$ PC=2.137 PI=2.297 PT=2.426 $\Delta=61^{\circ}02'00.00''$ $D=4^{\circ}00'00.00''$ PI=2.913 $\Delta=0^{\circ}04'00.00''$														
STRUCTURE DESCRIPTION	#0071 248.2' BR 0.137 1-48" X 120" CC 0.437 2-8" X 5' X 46" CBC 0.983 1-8" X 5' X 46" CBC 1.225 1-48" X 66" CC 1.448 1-24" X 66" CC 1.826 1-48" X 67" CC 2.000 1-24" X 77" CC 2.141 1-48" X 70" CC 2.280 1-24" X 73" CC 2.846 1-30" X 66" CC 2.965 1-60" X 87" CC 3.000 1-42" X 62" CC 3.563 1-24" X 65" CC														
SIS															
FUN CLASS	RURAL PRIN ART OTHER														
SPEED LIMIT	60MPH														
AC MAN CLS	ACCESS CLASS04														
NHS	NHS/MAP-21 PRINCIPAL ARTERIALS														

ROADWAY FEATURES	0021 0020 CR-776 5.473 CR-774 5.722 CR-774 5.722 SE 117 RD 6.227 CR-721 6.486 CR-762 6.983														
LANE WIDTHS ARE AVERAGED	56.0' - 24.0' 2 - 12.0' RDWY 2 - 4.0' PVD SHLD1 2 - 12.0' LWN SHLD2 68.0' - 24.0' 2 - 12.0' RDWY 12.0' PVD MED 2 - 4.0' PVD SHLD1 2 - 12.0' LWN SHLD2 56.0' - 24.0' 2 - 12.0' RDWY 2 - 4.0' PVD SHLD1 2 - 12.0' LWN SHLD2														
ROADWAY COMPOSITION	28/FC-12.5														
HORIZONTAL ALIGNMENT	CURVE DATA NOT FIELD VERIFIED $\Delta=89^{\circ}30'00.00''$ PI=4.210 $\Delta=0^{\circ}04'00.00''$ PI=5.038 $B=N90^{\circ}00'00''E(C)$ $B=N00^{\circ}30'00''E(C)$ $B=N00^{\circ}37'00''E(C)AH^+$														
STRUCTURE DESCRIPTION	4.008 1-24" X 68" CMP 4.606 1-108" X 72" X 70" CMP 5.429 1-144" X 72" X 90" CMP 5.983 1-144" X 108" X 76" CMP 5.989 2-36" X 70" CC														
SIS															
FUN CLASS	RURAL PRIN ART OTHER														
SPEED LIMIT	45MPH														
AC MAN CLS	ACCESS CLASS04														
NHS	NHS/MAP-21 PRINCIPAL ARTERIALS														

Version: 1.4.2.24 04/25/2016

ROADWAY	OUTSIDE CITY & URBAN SR-50 SR 50														
FEATURES	SR-471	CR-727	0.551	CR-721	1.340	SE 48TH TER	1.943	SE 50 ST	2.143	GREENFIELD RD	2.245	CR-711	2.858	UNDESIGNED	4.282
LANE WIDTHS ARE AVERAGED	62.0' - 24.0' 2 - 12.0' RDWY 12.0 PVD MED 2 - 5.0' PVD SHLD1 2 - 8.0' LWN SHLD2														70.0' - 24.0' 2 - 12.0' RDWY 12.0 PVD MED 2 - 5.0' PVD SHLD1 2 - 12.0' LWN SHLD2
ROADWAY	28/FC-12.5														
COMPOSITION	28/FC-4														
HORIZONTAL	CURVE DATA NOT FIELD VERIFIED														
ALIGNMENT	B=N80°00'00"E B=N59°16'00"E B=N70°47'00"E														
STRUCTURE															
SIS															
FUN CLASS	RURAL PRIN ART OTHER														
SPEED LIMIT	45MPH														
AC MAN CLS	ACCESS CLASS04														
NHS	NHS/MAP-21 PRINCIPAL ARTERIALS														

ROADWAY	OUTSIDE CITY & URBAN SR-50 SR 50														
FEATURES	SE 121 AVE	SE 80TH ST	0118	CR-469	6.088	0017	UNNAMED CANAL	LAKE CO LINE							
LANE WIDTHS ARE AVERAGED	70.0' - 24.0' 2 - 12.0' RDWY 12.0 PVD MED 2 - 5.0' PVD SHLD1 2 - 12.0' LWN SHLD2														END MP: 006.421 NET ROADWAY ID LENGTH: 6.421 STATE MAINTAINED LENGTH: 6.421
ROADWAY	28/FC-12.5														
COMPOSITION	28/FC-4														
HORIZONTAL	CURVE DATA NOT FIELD VERIFIED														
ALIGNMENT	B=N70°47'00"E B=N89°28'00"E														
STRUCTURE															
SIS															
FUN CLASS	RURAL PRIN ART OTHER														
SPEED LIMIT	55MPH														
AC MAN CLS	ACCESS CLASS04														
NHS	NHS/MAP-21 PRINCIPAL ARTERIALS														

Version: 1.4.2.24 09/23/2015

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

ROADWAY	SUMMITER CO LINE	OUTSIDE CITY & URBAN 1<-SR-50 1<-SR 50	INSIDE CITY, NOT URBAN 1<-SR-50 1<-SR 50	OUTSIDE CITY & URBAN 1<-SR-50 1<-SR 50	INSIDE URBAN, OUTSIDE CITY 1<-ORLANDO 1<-SR-50 1<-SR 50	INSIDE CITY, AND URBAN 1<-MASCOTTE, ORLANDO 1<-SR-50 1<-SR 50	INSIDE CITY, AND URBAN 1<-MASCOTTE, ORLANDO 1<-W MYERS BLVD 1<-SR 50	INSIDE CITY, AND URBAN 1<-MASCOTTE, ORLANDO 1<-SR 50	INSIDE CITY, AND URBAN 1<-MASCOTTE, ORLANDO 1<-E MYERS BLVD 1<-SR 50										
ROADWAY FEATURES	SLOANS RIDGE RD 0.250	CLARENCE LEE RD 0.500		LEE RD 1.757	STUCKEYS LOOP 2.072	DOUGLAS RD 2.238	TAYLOR ST 2.511	PALMWOOD AVE 3.126	HIBISCUS AVE 3.240	BISHOP AVE 3.276	ELIZABETH AVE 3.523	S CAROL AVE 3.545	N BAY LAKE AVE 3.596	BURGER CT 3.650	FISKE AVE 3.677	HOWARD AVE 3.729	BARRY AVE 3.931		
LANE WIDTHS ARE AVERAGED																			
ROADWAY COMPOSITION	28/FC-4	28/FC-12.5			28/FC-12.5	28/FC-12.5	28/FC-12.5							28/FC-12.5					
HORIZONTAL ALIGNMENT	CURVE DATA NOT FIELD VERIFIED																		
STRUCTURE DESCRIPTION		1-24" X 60" CC																	
SIS																			
FUN CLASS	RURAL PRIN ART OTHER				URBAN PRIN ART OTHER														
SPEED LIMIT	55MPH				45MPH														
AC MAN CLS	ACCESS CLASS04																		
NHS	NHS/MAP-21 PRINCIPAL ARTERIALS																		

ROADWAY	SUNSET AVE	INSIDE CITY, AND URBAN 1<-MASCOTTE, ORLANDO 1<-E MYERS BLVD 1<-SR 50	INSIDE CITY, AND URBAN 1<-GROVELAND 1<-ORLANDO 1<-SR-50 1<-SR 50	INSIDE CITY, AND URBAN 1<-GROVELAND 1<-ORLANDO 1<-SR-50 1<-SR 50	INSIDE CITY, AND URBAN 1<-GROVELAND 1<-ORLANDO 1<-SR-50 1<-SR 50	INSIDE CITY, AND URBAN 1<-GROVELAND 1<-ORLANDO 1<-SR-50 1<-SR 50	INSIDE CITY, AND URBAN 1<-GROVELAND 1<-ORLANDO 1<-SR-50 1<-SR 50	INSIDE CITY, AND URBAN 1<-GROVELAND 1<-ORLANDO 1<-SR-50 1<-SR 50	INSIDE CITY, AND URBAN 1<-GROVELAND 1<-ORLANDO 1<-SR-50 1<-SR 50										
ROADWAY FEATURES	SUNSET AVE 4.031	N TALBOTT AVE 4.096	HICKORY ST 4.147	PUTMAN ST 4.293															
LANE WIDTHS ARE AVERAGED																			
ROADWAY COMPOSITION	FC-12.5	FC-12.5																	
HORIZONTAL ALIGNMENT	CURVE DATA NOT FIELD VERIFIED																		
STRUCTURE DESCRIPTION																			
SIS																			
FUN CLASS	URBAN PRIN ART OTHER				URBAN PRIN ART OTHER														
SPEED LIMIT	35MPH				40MPH														
AC MAN CLS	ACCESS CLASS04																		
NHS	NHS/MAP-21 PRINCIPAL ARTERIALS																		

(MP 4.293 TO MP 6.764)
STATIONING EXCEPTION
SEE ROADWAY ID: 11020000
MP 13.825 TO MP 16.296

Version: 1.4.2.24 08/29/2016

APPENDIX B – RAW COUNT DATA

VOLUME COUNTS

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Ref: 00000000902
 Counter ID: 000000018467
 Location: CR 471, N of SR 50
 Direction: NORTH

File: D0118001.prn
 City: Tarrytown
 County: Sumter

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15					6	45	15	60							21	105	10	52
00:30					6	47	8	49							14	96	7	48
00:45					12	51	3	53							15	104	7	52
01:00					5	55	8	52							13	107	6	53
01:15					5	71	5	31							10	102	5	51
01:30					4	64	12	61							16	125	8	62
01:45					11	46	9	56							20	102	10	51
02:00					4	47	9	57							13	104	6	52
02:15					7	76	7	60							14	136	7	68
02:30					11	53	16	61							27	114	13	57
02:45					6	60	4	66							10	126	5	63
03:00					7	44	16	70							23	114	11	57
03:15					7	54	11	37							18	91	9	45
03:30					14	60	0	59							14	119	7	59
03:45					12	54	26	42							38	96	19	48
04:00					15	52	9	48							24	100	12	50
04:15					8	50	15	42							23	92	11	46
04:30					16	60	22	67							38	127	19	63
04:45					14	61	17	49							31	110	15	55
05:00					14	41	14	51							28	92	14	46
05:15					27	59	18	58							45	117	22	58
05:30					27	58	24	65							51	123	25	61
05:45					24	68	28	52							52	120	26	60
06:00					53	57	50	48							103	105	51	52
06:15					30	51	40	40							70	91	35	45
06:30					46	31	39	50							85	81	42	40
06:45					56	44	46	57							102	101	51	50
07:00					41	39	41	49							82	88	41	44
07:15					56	31	63	23							119	54	59	27
07:30					63	23	65	25							128	48	64	24
07:45					61	22	52	27							113	49	56	24
08:00					55	27	52	29							107	56	53	28
08:15					58	17	55	17							113	34	56	17
08:30					45	28	57	26							102	54	51	27
08:45					37	17	61	38							98	55	49	27
09:00					48	23	63	28							111	51	55	25
09:15					41	15	44	17							85	32	42	16
09:30					60	8	52	13							112	21	56	10
09:45					69	12	50	18							119	30	59	15
10:00					48	12	57	17							105	29	52	14
10:15					40	18	50	11							90	29	45	14
10:30					75	17	64	23							139	40	69	20
10:45					63	7	48	11							111	18	55	9
11:00					63	8	69	9							132	17	66	8
11:15					63	10	36	7							99	17	49	8
11:30					49	10	45	11							94	21	47	10
11:45					74	10	47	5							121	15	60	7
12:00					68	5	44	8							112	13	56	6

TOTALS	0		0		3442		3439		0		0		0		6881		3417	

AM Times					10:30		8:15								10:30		10:30	
AM Peaks					264		236								481		239	
AM PHF					0.88		0.94								0.87		0.87	

PM Times					17:15		14:15								14:15		14:15	
PM Peaks					242		257								490		245	
PM PHF					0.89		0.92								0.90		0.90	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Ref: 00000000902
 Counter ID: 000000018467
 Location: CR 471, N of SR 50
 Direction: SOUTH

File: D0118001.prn
 City: Tarrytown
 County: Sumter

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 2																		
00:15					15	51	24	49							39	100	19	50
00:30					10	51	11	53							21	104	10	52
00:45					15	41	13	56							28	97	14	48
01:00					15	38	10	35							25	73	12	36
01:15					12	60	4	51							16	111	8	55
01:30					10	54	23	37							33	91	16	45
01:45					6	47	9	52							15	99	7	49
02:00					6	50	7	46							13	96	6	48
02:15					5	44	10	60							15	104	7	52
02:30					15	48	13	37							28	85	14	42
02:45					5	46	1	55							6	101	3	50
03:00					8	38	10	42							18	80	9	40
03:15					17	52	15	52							32	104	16	52
03:30					10	62	12	36							22	98	11	49
03:45					12	59	7	39							19	98	9	49
04:00					7	60	12	53							19	113	9	56
04:15					14	49	8	56							22	105	11	52
04:30					28	48	24	48							52	96	26	48
04:45					22	49	24	29							46	78	23	39
05:00					25	53	16	63							41	116	20	58
05:15					17	52	28	48							45	100	22	50
05:30					38	47	25	45							63	92	31	46
05:45					37	45	37	45							74	90	37	45
06:00					25	28	39	48							64	76	32	38
06:15					26	41	45	53							71	94	35	47
06:30					39	38	58	43							97	81	48	40
06:45					45	34	40	35							85	69	42	34
07:00					38	41	39	29							77	70	38	35
07:15					35	17	40	27							75	44	37	22
07:30					31	40	48	21							79	61	39	30
07:45					64	19	62	15							126	34	63	17
08:00					68	23	63	35							131	58	65	29
08:15					43	16	43	18							86	34	43	17
08:30					38	21	66	20							104	41	52	20
08:45					41	23	55	21							96	44	48	22
09:00					63	27	30	17							93	44	46	22
09:15					44	21	48	21							92	42	46	21
09:30					48	18	45	28							93	46	46	23
09:45					51	18	51	19							102	37	51	18
10:00					69	24	55	7							124	31	62	15
10:15					63	12	47	11							110	23	55	11
10:30					33	7	48	11							81	18	40	9
10:45					61	10	34	18							95	28	47	14
11:00					44	16	40	5							84	21	42	10
11:15					45	13	59	9							104	22	52	11
11:30					54	15	44	27							98	42	49	21
11:45					48	15	42	7							90	22	45	11
12:00					62	10	50	21							112	31	56	15

TOTALS		0		0		3218		3187		0		0		0		6405		3182
AM Times						9:30		7:45							7:45		7:45	
AM Peaks						231		234							447		223	
AM PHF						0.84		0.89							0.85		0.86	
PM Times						15:15		12:00							15:30		15:15	
PM Peaks						233		208							414		206	
PM PHF						0.94		0.93							0.92		0.92	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Ref: 00000000902
 Counter ID: 000000018467
 Location: CR 471, N of SR 50
 Direction: ROAD TOTAL

File: D0118001.prn
 City: Tarrytown
 County: Sumter

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 3																		
00:15					21	96	39	109							60	205	30	102
00:30					16	98	19	102							35	200	17	100
00:45					27	92	16	109							43	201	21	100
01:00					20	93	18	87							38	180	19	90
01:15					17	131	9	82							26	213	13	106
01:30					14	118	35	98							49	216	24	108
01:45					17	93	18	108							35	201	17	100
02:00					10	97	16	103							26	200	13	100
02:15					12	120	17	120							29	240	14	120
02:30					26	101	29	98							55	199	27	99
02:45					11	106	5	121							16	227	8	113
03:00					15	82	26	112							41	194	20	97
03:15					24	106	26	89							50	195	25	97
03:30					24	122	12	95							36	217	18	108
03:45					24	113	33	81							57	194	28	97
04:00					22	112	21	101							43	213	21	106
04:15					22	99	23	98							45	197	22	98
04:30					44	108	46	115							90	223	45	111
04:45					36	110	41	78							77	188	38	94
05:00					39	94	30	114							69	208	34	104
05:15					44	111	46	106							90	217	45	108
05:30					65	105	49	110							114	215	57	107
05:45					61	113	65	97							126	210	63	105
06:00					78	85	89	96							167	181	83	90
06:15					56	92	85	93							141	185	70	92
06:30					85	69	97	93							182	162	91	81
06:45					101	78	86	92							187	170	93	85
07:00					79	80	80	78							159	158	79	79
07:15					91	48	103	50							194	98	97	49
07:30					94	63	113	46							207	109	103	54
07:45					125	41	114	42							239	83	119	41
08:00					123	50	115	64							238	114	119	57
08:15					101	33	98	35							199	68	99	34
08:30					83	49	123	46							206	95	103	47
08:45					78	40	116	59							194	99	97	49
09:00					111	50	93	45							204	95	102	47
09:15					85	36	92	38							177	74	88	37
09:30					108	26	97	41							205	67	102	33
09:45					120	30	101	37							221	67	110	33
10:00					117	36	112	24							229	60	114	30
10:15					103	30	97	22							200	52	100	26
10:30					108	24	112	34							220	58	110	29
10:45					124	17	82	29							206	46	103	23
11:00					107	24	109	14							216	38	108	19
11:15					108	23	95	16							203	39	101	19
11:30					103	25	89	38							192	63	96	31
11:45					122	25	89	12							211	37	105	18
12:00					130	15	94	29							224	44	112	22

TOTALS							6660	6626			0		0		0		13286	6618
AM Times							11:15	8:00									7:30	7:30
AM Peaks							463	452									883	440
AM PHF							0.89	0.92									0.92	0.92
PM Times							15:15	14:15									14:00	14:00
PM Peaks							453	451									866	432
PM PHF							0.93	0.93									0.90	0.90

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/11/2017

Site Ref: 00000000901
 Counter ID: 000000018483
 Location: CR 471, S of SR 50
 Direction: NORTH

File: D0111011.prn
 City: Tarrytown
 County: Sumter

TIME	MON		TUE		WED 11		THU 12		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15					4	44	4	54							8	98	4	49
00:30					8	60	4	52							12	112	6	56
00:45					4	27	3	39							7	66	3	33
01:00					6	38	4	43							10	81	5	40
01:15					5	35	9	62							14	97	7	48
01:30					15	38	0	43							15	81	7	40
01:45					9	41	4	50							13	91	6	45
02:00					7	33	15	41							22	74	11	37
02:15					10	55	8	36							18	91	9	45
02:30					10	31	2	40							12	71	6	35
02:45					12	46	1	38							13	84	6	42
03:00					3	38	7	56							10	94	5	47
03:15					15	39	12	27							27	66	13	33
03:30					16	40	7	44							23	84	11	42
03:45					10	34	19	45							29	79	14	39
04:00					17	39	8	60							25	99	12	49
04:15					15	24	16	59							31	83	15	41
04:30					11	38	18	41							29	79	14	39
04:45					14	40	16	47							30	87	15	43
05:00					22	30	14	40							36	70	18	35
05:15					21	42	12	33							33	75	16	37
05:30					20	50	17	57							37	107	18	53
05:45					28	51	38	39							66	90	33	45
06:00					33	42	31	46							64	88	32	44
06:15					29	28	28	40							57	68	28	34
06:30					36	25	26	42							62	67	31	33
06:45					29	18	24	32							53	50	26	25
07:00					32	14	23	21							55	35	27	17
07:15					32	21	34	22							66	43	33	21
07:30					33	22	38	23							71	45	35	22
07:45					33	23	37	14							70	37	35	18
08:00					44	15	13	11							57	26	28	13
08:15					43	23	56	13							99	36	49	18
08:30					30	22	35	13							65	35	32	17
08:45					43	16	44	11							87	27	43	13
09:00					42	16	33	8							75	24	37	12
09:15					42	9	39	13							81	22	40	11
09:30					42	14	45	17							87	31	43	15
09:45					31	9	46	7							77	16	38	8
10:00					55	10	31	21							86	31	43	15
10:15					61	6	46	21							107	27	53	13
10:30					42	15	40	2							82	17	41	8
10:45					39	6	34	12							73	18	36	9
11:00					19	7	49	7							68	14	34	7
11:15					41	3	33	7							74	10	37	5
11:30					33	13	46	4							79	17	39	8
11:45					22	9	53	6							75	15	37	7
12:00					27	8	45	11							72	19	36	9

TOTALS	0		0		2502		2637		0		0		0		5139		2542	

AM Times					10:00		11:00						9:30		9:30			
AM Peaks					197		181						357		177			
AM PHF					0.81		0.85						0.83		0.83			

PM Times					17:15		15:30						17:15		17:15			
PM Peaks					185		208						360		179			
PM PHF					0.91		0.87						0.84		0.84			

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/11/2017

Site Ref: 00000000901
 Counter ID: 000000018483
 Location: CR 471, S of SR 50
 Direction: SOUTH

File: D0111011.prn
 City: Tarrytown
 County: Sumter

TIME	MON		TUE		WED 11		THU 12		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 2																		
00:15					6	21	9	34							15	55	7	27
00:30					11	48	8	29							19	77	9	38
00:45					3	40	9	41							12	81	6	40
01:00					11	29	17	38							28	67	14	33
01:15					8	39	12	42							20	81	10	40
01:30					11	53	6	32							17	85	8	42
01:45					10	36	6	39							16	75	8	37
02:00					13	39	9	51							22	90	11	45
02:15					12	35	11	55							23	90	11	45
02:30					10	24	8	33							18	57	9	28
02:45					7	36	15	44							22	80	11	40
03:00					12	41	6	40							18	81	9	40
03:15					12	33	21	42							33	75	16	37
03:30					4	43	8	34							12	77	6	38
03:45					11	34	13	36							24	70	12	35
04:00					16	51	12	40							28	91	14	45
04:15					17	39	16	46							33	85	16	42
04:30					7	28	17	31							24	59	12	29
04:45					11	46	19	41							30	87	15	43
05:00					12	35	20	37							32	72	16	36
05:15					26	30	25	51							51	81	25	40
05:30					35	29	25	52							60	81	30	40
05:45					41	55	42	40							83	95	41	47
06:00					42	28	33	37							75	65	37	32
06:15					24	35	40	42							64	77	32	38
06:30					36	24	48	32							84	56	42	28
06:45					42	24	41	26							83	50	41	25
07:00					38	25	37	26							75	51	37	25
07:15					22	21	50	26							72	47	36	23
07:30					59	28	49	24							108	52	54	26
07:45					29	27	39	40							68	67	34	33
08:00					39	13	42	20							81	33	40	16
08:15					18	26	36	19							54	45	27	22
08:30					39	27	34	26							73	53	36	26
08:45					41	15	35	21							76	36	38	18
09:00					44	23	30	19							74	42	37	21
09:15					37	21	33	26							70	47	35	23
09:30					20	11	23	20							43	31	21	15
09:45					32	12	59	13							91	25	45	12
10:00					27	13	36	14							63	27	31	13
10:15					45	11	36	11							81	22	40	11
10:30					34	4	24	8							58	12	29	6
10:45					25	9	32	16							57	25	28	12
11:00					41	7	42	12							83	19	41	9
11:15					26	11	28	12							54	23	27	11
11:30					44	20	27	12							71	32	35	16
11:45					43	14	36	17							79	31	39	15
12:00					44	13	44	15							88	28	44	14

TOTALS		0		0		2523		2730		0		0		0		5253		2599
AM Times						6:45		7:15							6:45		6:45	
AM Peaks						161		180							338		168	
AM PHF						0.68		0.90							0.78		0.78	
PM Times						13:15		14:00							13:30		13:30	
PM Peaks						167		183							340		169	
PM PHF						0.79		0.83							0.94		0.94	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/11/2017

Site Ref: 00000000901
 Counter ID: 000000018483
 Location: CR 471, S of SR 50
 Direction: ROAD TOTAL

File: D0111011.prn
 City: Tarrytown
 County: Sumter

TIME	MON		TUE		WED 11		THU 12		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 3																		
00:15					10	65	13	88							23	153	11	76
00:30					19	108	12	81							31	189	15	94
00:45					7	67	12	80							19	147	9	73
01:00					17	67	21	81							38	148	19	74
01:15					13	74	21	104							34	178	17	89
01:30					26	91	6	75							32	166	16	83
01:45					19	77	10	89							29	166	14	83
02:00					20	72	24	92							44	164	22	82
02:15					22	90	19	91							41	181	20	90
02:30					20	55	10	73							30	128	15	64
02:45					19	82	16	82							35	164	17	82
03:00					15	79	13	96							28	175	14	87
03:15					27	72	33	69							60	141	30	70
03:30					20	83	15	78							35	161	17	80
03:45					21	68	32	81							53	149	26	74
04:00					33	90	20	100							53	190	26	95
04:15					32	63	32	105							64	168	32	84
04:30					18	66	35	72							53	138	26	69
04:45					25	86	35	88							60	174	30	87
05:00					34	65	34	77							68	142	34	71
05:15					47	72	37	84							84	156	42	78
05:30					55	79	42	109							97	188	48	94
05:45					69	106	80	79							149	185	74	92
06:00					75	70	64	83							139	153	69	76
06:15					53	63	68	82							121	145	60	72
06:30					72	49	74	74							146	123	73	61
06:45					71	42	65	58							136	100	68	50
07:00					70	39	60	47							130	86	65	43
07:15					54	42	84	48							138	90	69	45
07:30					92	50	87	47							179	97	89	48
07:45					62	50	76	54							138	104	69	52
08:00					83	28	55	31							138	59	69	29
08:15					61	49	92	32							153	81	76	40
08:30					69	49	69	39							138	88	69	44
08:45					84	31	79	32							163	63	81	31
09:00					86	39	63	27							149	66	74	33
09:15					79	30	72	39							151	69	75	34
09:30					62	25	68	37							130	62	65	31
09:45					63	21	105	20							168	41	84	20
10:00					82	23	67	35							149	58	74	29
10:15					106	17	82	32							188	49	94	24
10:30					76	19	64	10							140	29	70	14
10:45					64	15	66	28							130	43	65	21
11:00					60	14	91	19							151	33	75	16
11:15					67	14	61	19							128	33	64	16
11:30					77	33	73	16							150	49	75	24
11:45					65	23	89	23							154	46	77	23
12:00					71	21	89	26							160	47	80	23

TOTALS		0		0		5025		5367		0		0		0		10392		5173
AM Times						10:00		9:30							9:45		9:45	
AM Peaks						328		322							645		322	
AM PHF						0.77		0.77							0.86		0.86	
PM Times						13:30		16:00							17:15		17:15	
PM Peaks						330		365							682		340	
PM PHF						0.91		0.87							0.91		0.90	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:2/7/2017

Site Ref: 00000000701
 Counter ID: 0000000Video
 Location: CR 739, S of SR 50
 Direction: NORTH

File: D0207004.prn
 City: Webster
 County: Sumter

TIME	MON		TUE 07		WED 8		THU		FRI		SAT		SUN		WK TOT		WK AVG		
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	
00:15			0	2	0	1									0	3	0	1	
00:30			0	2	0	0									0	2	0	1	
00:45			0	0	0	3									0	3	0	1	
01:00			0	0	1	1									1	1	0	0	
01:15			0	3	0	0									0	3	0	1	
01:30			0	0	0	6									0	6	0	3	
01:45			0	3	1	1									1	4	0	2	
02:00			0	1	1	2									1	3	0	1	
02:15			1	0	2	1									3	1	1	0	
02:30			0	1	1	1									1	2	0	1	
02:45			0	1	1	0									1	1	0	0	
03:00			0	3	0	1									0	4	0	2	
03:15			0	2	3	1									3	3	1	1	
03:30			0	1	3	2									3	3	1	1	
03:45			0	2	1	0									1	2	0	1	
04:00			0	2	2	1									2	3	1	1	
04:15			0	1	1	1									1	2	0	1	
04:30			0	0	2	3									2	3	1	1	
04:45			0	3	2	0									2	3	1	1	
05:00			1	1	2	0									3	1	1	0	
05:15			0	0	0	0									0	0	0	0	
05:30			0	6	1	0									1	6	0	3	
05:45			1	1	1	0									2	1	1	0	
06:00			1	2	1	0									2	2	1	1	
06:15			2	1	0	1									2	2	1	1	
06:30			1	1	1	0									2	1	1	0	
06:45			1	0	0	0									1	0	0	0	
07:00			0	1	0	1									0	2	0	1	
07:15			3	1	3	0									6	1	3	0	
07:30			3	2	1	0									4	2	2	1	
07:45			1	0	0	0									1	0	0	0	
08:00			2	1	2	0									4	1	2	0	
08:15			1	0	2	0									3	0	1	0	
08:30			2	0	2	0									4	0	2	0	
08:45			2	0	0	0									2	0	1	0	
09:00			2	0	0	0									2	0	1	0	
09:15			0	0	3	0									3	0	1	0	
09:30			1	0	0	0									1	0	0	0	
09:45			1	0	3	0									4	0	2	0	
10:00			1	0	1	0									2	0	1	0	
10:15			0	1	0	0									0	1	0	0	
10:30			1	0	1	0									2	0	1	0	
10:45			0	0	1	0									1	0	0	0	
11:00			0	0	3	0									3	0	1	0	
11:15			3	0	2	0									5	0	2	0	
11:30			1	0	1	0									2	0	1	0	
11:45			0	0	2	0									2	0	1	0	
12:00			2	0	2	1									4	1	2	0	

TOTALS			0		79		84		0		0		0		0		163		62

AM Times					7:15		3:15										7:15		7:15
AM Peaks					9		9										15		7
AM PHF					0.75		0.75										0.63		0.58

PM Times					16:45		12:45										13:15		13:15
PM Peaks					10		10										16		7
PM PHF					0.42		0.42										0.67		0.58

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:2/7/2017

Site Ref: 00000000701
 Counter ID: 0000000Video
 Location: CR 739, S of SR 50
 Direction: SOUTH

File: D0207004.prn
 City: Webster
 County: Sumter

TIME	MON		TUE 07		WED 8		THU		FRI		SAT		SUN		WK TOT		WK AVG		
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	
Lane 2																			
00:15			0	2	0	3									0	5	0	2	
00:30			0	1	0	2									0	3	0	1	
00:45			1	0	0	1									1	1	0	0	
01:00			0	0	0	2									0	2	0	1	
01:15			0	1	0	0									0	1	0	0	
01:30			0	2	0	2									0	4	0	2	
01:45			0	0	0	3									0	3	0	1	
02:00			0	0	0	0									0	0	0	0	
02:15			0	1	0	2									0	3	0	1	
02:30			0	2	0	2									0	4	0	2	
02:45			0	0	0	5									0	5	0	2	
03:00			0	1	0	4									0	5	0	2	
03:15			0	0	0	1									0	1	0	0	
03:30			0	2	0	1									0	3	0	1	
03:45			0	0	0	1									0	1	0	0	
04:00			0	1	0	0									0	1	0	0	
04:15			0	4	0	1									0	5	0	2	
04:30			0	0	0	2									0	2	0	1	
04:45			0	3	0	4									0	7	0	3	
05:00			0	3	0	1									0	4	0	2	
05:15			0	5	0	3									0	8	0	4	
05:30			0	4	0	4									0	8	0	4	
05:45			0	2	0	3									0	5	0	2	
06:00			0	6	0	0									0	6	0	3	
06:15			0	2	0	1									0	3	0	1	
06:30			0	1	0	1									0	2	0	1	
06:45			0	4	1	1									1	5	0	2	
07:00			0	1	0	2									0	3	0	1	
07:15			0	0	0	1									0	1	0	0	
07:30			0	1	0	0									0	1	0	0	
07:45			1	1	1	0									2	1	1	0	
08:00			3	2	1	4									4	6	2	3	
08:15			0	0	1	2									1	2	0	1	
08:30			0	3	1	1									1	4	0	2	
08:45			2	0	0	0									2	0	1	0	
09:00			0	0	0	0									0	0	0	0	
09:15			0	0	0	2									0	2	0	1	
09:30			0	1	1	0									1	1	0	0	
09:45			2	0	0	2									2	2	1	1	
10:00			1	0	0	0									1	0	0	0	
10:15			0	0	0	1									0	1	0	0	
10:30			0	0	2	0									2	0	1	0	
10:45			0	1	1	0									1	1	0	0	
11:00			0	1	1	0									1	1	0	0	
11:15			1	0	2	0									3	0	1	0	
11:30			0	0	0	0									0	0	0	0	
11:45			2	0	1	0									3	0	1	0	
12:00			0	0	3	1									3	1	1	0	

TOTALS			0		71		82		0		0		0		0		153		58

AM Times					8:00		10:30										11:15		7:15
AM Peaks					5		6										9		3
AM PHF					0.42		0.75										0.75		0.38

PM Times					17:15		14:15										16:45		16:45
PM Peaks					17		13										27		13
PM PHF					0.71		0.65										0.84		0.81

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:2/7/2017

Site Ref: 00000000701
 Counter ID: 0000000Video
 Location: CR 739, S of SR 50
 Direction: ROAD TOTAL

File: D0207004.prn
 City: Webster
 County: Sumter

TIME	MON		TUE 07		WED 8		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 3																		
00:15			0	4	0	4									0	8	0	4
00:30			0	3	0	2									0	5	0	2
00:45			1	0	0	4									1	4	0	2
01:00			0	0	1	3									1	3	0	1
01:15			0	4	0	0									0	4	0	2
01:30			0	2	0	8									0	10	0	5
01:45			0	3	1	4									1	7	0	3
02:00			0	1	1	2									1	3	0	1
02:15			1	1	2	3									3	4	1	2
02:30			0	3	1	3									1	6	0	3
02:45			0	1	1	5									1	6	0	3
03:00			0	4	0	5									0	9	0	4
03:15			0	2	3	2									3	4	1	2
03:30			0	3	3	3									3	6	1	3
03:45			0	2	1	1									1	3	0	1
04:00			0	3	2	1									2	4	1	2
04:15			0	5	1	2									1	7	0	3
04:30			0	0	2	5									2	5	1	2
04:45			0	6	2	4									2	10	1	5
05:00			1	4	2	1									3	5	1	2
05:15			0	5	0	3									0	8	0	4
05:30			0	10	1	4									1	14	0	7
05:45			1	3	1	3									2	6	1	3
06:00			1	8	1	0									2	8	1	4
06:15			2	3	0	2									2	5	1	2
06:30			1	2	1	1									2	3	1	1
06:45			1	4	1	1									2	5	1	2
07:00			0	2	0	3									0	5	0	2
07:15			3	1	3	1									6	2	3	1
07:30			3	3	1	0									4	3	2	1
07:45			2	1	1	0									3	1	1	0
08:00			5	3	3	4									8	7	4	3
08:15			1	0	3	2									4	2	2	1
08:30			2	3	3	1									5	4	2	2
08:45			4	0	0	0									4	0	2	0
09:00			2	0	0	0									2	0	1	0
09:15			0	0	3	2									3	2	1	1
09:30			1	1	1	0									2	1	1	0
09:45			3	0	3	2									6	2	3	1
10:00			2	0	1	0									3	0	1	0
10:15			0	1	0	1									0	2	0	1
10:30			1	0	3	0									4	0	2	0
10:45			0	1	2	0									2	1	1	0
11:00			0	1	4	0									4	1	2	0
11:15			4	0	4	0									8	0	4	0
11:30			1	0	1	0									2	0	1	0
11:45			2	0	3	0									5	0	2	0
12:00			2	0	5	2									7	2	3	1

TOTALS		0		150		166		0		0		0		0		316		139

AM Times				7:15		10:30										11:15		7:15
AM Peaks				13		13										22		10
AM PHF				0.65		0.81										0.69		0.63

PM Times				17:15		13:30										16:45		16:45
PM Peaks				26		17										37		18
PM PHF				0.65		0.53										0.66		0.64

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/10/2017

Site Ref: 00000000501
 Counter ID: 000000018476
 Location: CR 478A, N of SR 50
 Direction: NORTH

File: D0110002.prn
 City: Webster
 County: Sumter

TIME	MON		TUE 10		WED 11		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			0	3	0	2									0	5	0	2
00:30			0	2	0	2									0	4	0	2
00:45			0	3	0	5									0	8	0	4
01:00			0	4	0	1									0	5	0	2
01:15			0	4	0	1									0	5	0	2
01:30			0	2	0	1									0	3	0	1
01:45			0	5	0	1									0	6	0	3
02:00			0	2	0	1									0	3	0	1
02:15			0	1	0	0									0	1	0	0
02:30			0	2	0	4									0	6	0	3
02:45			0	0	0	2									0	2	0	1
03:00			0	2	0	1									0	3	0	1
03:15			0	0	0	1									0	1	0	0
03:30			0	2	0	2									0	4	0	2
03:45			0	4	0	0									0	4	0	2
04:00			1	2	0	3									1	5	0	2
04:15			0	1	0	4									0	5	0	2
04:30			0	3	0	5									0	8	0	4
04:45			0	1	0	5									0	6	0	3
05:00			1	2	1	4									2	6	1	3
05:15			2	3	1	1									3	4	1	2
05:30			1	1	1	5									2	6	1	3
05:45			0	5	0	2									0	7	0	3
06:00			2	2	3	1									5	3	2	1
06:15			2	7	2	3									4	10	2	5
06:30			8	2	2	4									10	6	5	3
06:45			2	2	1	4									3	6	1	3
07:00			1	3	2	3									3	6	1	3
07:15			0	3	3	1									3	4	1	2
07:30			3	1	1	2									4	3	2	1
07:45			3	2	4	2									7	4	3	2
08:00			2	0	1	4									3	4	1	2
08:15			1	1	0	0									1	1	0	0
08:30			0	1	0	2									0	3	0	1
08:45			3	2	2	1									5	3	2	1
09:00			3	0	3	1									6	1	3	0
09:15			0	0	0	2									0	2	0	1
09:30			3	1	2	2									5	3	2	1
09:45			2	0	2	0									4	0	2	0
10:00			7	0	1	1									8	1	4	0
10:15			1	0	2	3									3	3	1	1
10:30			4	1	1	0									5	1	2	0
10:45			1	0	2	0									3	0	1	0
11:00			1	0	0	0									1	0	0	0
11:15			3	0	2	0									5	0	2	0
11:30			4	0	1	1									5	1	2	0
11:45			1	1	3	0									4	1	2	0
12:00			2	0	2	0									4	0	2	0

TOTALS		0		147		135		0		0		0		0		282		121

AM Times				6:00		7:00										6:00		6:00
AM Peaks				14		10										22		10
AM PHF				0.44		0.63										0.55		0.50

PM Times				17:45		16:15										18:15		18:15
PM Peaks				16		18										28		14
PM PHF				0.57		0.90										0.70		0.70

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/10/2017

Site Ref: 00000000501
 Counter ID: 000000018476
 Location: CR 478A, N of SR 50
 Direction: SOUTH

File: D0110002.prn
 City: Webster
 County: Sumter

TIME	MON		TUE 10		WED 11		THU		FRI		SAT		SUN		WK TOT		WK AVG		
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	
00:15			0	0	0	1									0	1	0	0	
00:30			0	0	0	1									0	1	0	0	
00:45			0	1	0	0									0	1	0	0	
01:00			0	1	0	1									0	2	0	1	
01:15			0	1	0	1									0	2	0	1	
01:30			0	0	0	1									0	1	0	0	
01:45			0	1	0	0									0	1	0	0	
02:00			0	1	0	1									0	2	0	1	
02:15			0	0	0	2									0	2	0	1	
02:30			0	0	0	0									0	0	0	0	
02:45			0	1	0	2									0	3	0	1	
03:00			0	0	0	0									0	0	0	0	
03:15			0	1	1	0									1	1	0	0	
03:30			0	1	0	1									0	2	0	1	
03:45			0	0	0	1									0	1	0	0	
04:00			0	1	0	1									0	2	0	1	
04:15			1	0	1	1									2	1	1	0	
04:30			0	2	0	1									0	3	0	1	
04:45			0	2	0	4									0	6	0	3	
05:00			0	2	0	0									0	2	0	1	
05:15			0	1	1	3									1	4	0	2	
05:30			2	0	1	2									3	2	1	1	
05:45			0	4	1	0									1	4	0	2	
06:00			1	2	1	1									2	3	1	1	
06:15			0	1	0	3									0	4	0	2	
06:30			0	3	0	2									0	5	0	2	
06:45			2	0	0	4									2	4	1	2	
07:00			1	0	1	1									2	1	1	0	
07:15			0	1	1	0									1	1	0	0	
07:30			1	1	0	0									1	1	0	0	
07:45			0	1	0	0									0	1	0	0	
08:00			1	0	1	0									2	0	1	0	
08:15			1	0	0	2									1	2	0	1	
08:30			0	1	2	2									2	3	1	1	
08:45			1	0	1	1									2	1	1	0	
09:00			0	1	0	1									0	2	0	1	
09:15			1	0	1	1									2	1	1	0	
09:30			2	0	0	0									2	0	1	0	
09:45			0	1	0	0									0	1	0	0	
10:00			1	0	0	0									1	0	0	0	
10:15			0	1	1	0									1	1	0	0	
10:30			1	0	3	0									4	0	2	0	
10:45			0	0	2	0									2	0	1	0	
11:00			1	0	1	0									2	0	1	0	
11:15			1	0	0	1									1	1	0	0	
11:30			3	0	4	0									7	0	3	0	
11:45			1	0	0	0									1	0	0	0	
12:00			1	0	3	0									4	0	2	0	

TOTALS			0		56		70		0		0		0		0		126		46

AM Times					11:00		10:15										11:15		10:45
AM Peaks					6		7										13		5
AM PHF					0.50		0.58										0.46		0.42

PM Times					17:45		18:00										17:45		16:30
PM Peaks					10		10										16		7
PM PHF					0.63		0.63										0.80		0.58

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/10/2017

Site Ref: 00000000501
 Counter ID: 000000018476
 Location: CR 478A, N of SR 50
 Direction: ROAD TOTAL

File: D0110002.prn
 City: Webster
 County: Sumter

TIME	MON		TUE 10		WED 11		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			0	3	0	3									0	6	0	3
00:30			0	2	0	3									0	5	0	2
00:45			0	4	0	5									0	9	0	4
01:00			0	5	0	2									0	7	0	3
01:15			0	5	0	2									0	7	0	3
01:30			0	2	0	2									0	4	0	2
01:45			0	6	0	1									0	7	0	3
02:00			0	3	0	2									0	5	0	2
02:15			0	1	0	2									0	3	0	1
02:30			0	2	0	4									0	6	0	3
02:45			0	1	0	4									0	5	0	2
03:00			0	2	0	1									0	3	0	1
03:15			0	1	1	1									1	2	0	1
03:30			0	3	0	3									0	6	0	3
03:45			0	4	0	1									0	5	0	2
04:00			1	3	0	4									1	7	0	3
04:15			1	1	1	5									2	6	1	3
04:30			0	5	0	6									0	11	0	5
04:45			0	3	0	9									0	12	0	6
05:00			1	4	1	4									2	8	1	4
05:15			2	4	2	4									4	8	2	4
05:30			3	1	2	7									5	8	2	4
05:45			0	9	1	2									1	11	0	5
06:00			3	4	4	2									7	6	3	3
06:15			2	8	2	6									4	14	2	7
06:30			8	5	2	6									10	11	5	5
06:45			4	2	1	8									5	10	2	5
07:00			2	3	3	4									5	7	2	3
07:15			0	4	4	1									4	5	2	2
07:30			4	2	1	2									5	4	2	2
07:45			3	3	4	2									7	5	3	2
08:00			3	0	2	4									5	4	2	2
08:15			2	1	0	2									2	3	1	1
08:30			0	2	2	4									2	6	1	3
08:45			4	2	3	2									7	4	3	2
09:00			3	1	3	2									6	3	3	1
09:15			1	0	1	3									2	3	1	1
09:30			5	1	2	2									7	3	3	1
09:45			2	1	2	0									4	1	2	0
10:00			8	0	1	1									9	1	4	0
10:15			1	1	3	3									4	4	2	2
10:30			5	1	4	0									9	1	4	0
10:45			1	0	4	0									5	0	2	0
11:00			2	0	1	0									3	0	1	0
11:15			4	0	2	1									6	1	3	0
11:30			7	0	5	1									12	1	6	0
11:45			2	1	3	0									5	1	2	0
12:00			3	0	5	0									8	0	4	0

TOTALS	0		203		205		0		0		0		0		408		182	

AM Times			6:00		11:15										11:15		11:15	
AM Peaks			17		15										31		15	
AM PHF			0.53		0.75										0.65		0.63	

PM Times			17:45		16:00										17:45		17:45	
PM Peaks			26		24										42		20	
PM PHF			0.72		0.67										0.75		0.71	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/10/2017

Site Ref: 000000000401
 Counter ID: 000000018450
 Location: CR 755, N of SR 50
 Direction: NORTH

File: D0110001.prn
 City: Webster
 County: Sumter

TIME	MON		TUE 10		WED 11		THU		FRI		SAT		SUN		WK TOT		WK AVG		
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	
00:15			0	1	0	1									0	2	0	1	
00:30			0	0	0	1									0	1	0	0	
00:45			0	0	0	0									0	0	0	0	
01:00			0	0	0	0									0	0	0	0	
01:15			0	0	0	2									0	2	0	1	
01:30			0	1	0	0									0	1	0	0	
01:45			0	0	0	2									0	2	0	1	
02:00			0	2	0	0									0	2	0	1	
02:15			0	0	0	0									0	0	0	0	
02:30			1	1	1	1									2	2	1	1	
02:45			0	0	0	1									0	1	0	0	
03:00			0	0	0	2									0	2	0	1	
03:15			0	0	0	1									0	1	0	0	
03:30			0	1	0	1									0	2	0	1	
03:45			0	1	0	3									0	4	0	2	
04:00			0	1	0	0									0	1	0	0	
04:15			0	0	0	1									0	1	0	0	
04:30			0	0	0	2									0	2	0	1	
04:45			0	1	0	0									0	1	0	0	
05:00			0	0	0	3									0	3	0	1	
05:15			0	1	0	0									0	1	0	0	
05:30			0	3	0	3									0	6	0	3	
05:45			0	0	0	0									0	0	0	0	
06:00			0	1	0	3									0	4	0	2	
06:15			3	1	2	2									5	3	2	1	
06:30			0	1	1	0									1	1	0	0	
06:45			3	1	1	0									4	1	2	0	
07:00			4	0	3	0									7	0	3	0	
07:15			2	0	4	0									6	0	3	0	
07:30			1	0	1	1									2	1	1	0	
07:45			1	1	1	0									2	1	1	0	
08:00			1	0	0	1									1	1	0	0	
08:15			2	0	0	0									2	0	1	0	
08:30			1	0	1	0									2	0	1	0	
08:45			0	0	0	0									0	0	0	0	
09:00			0	0	0	1									0	1	0	0	
09:15			0	0	1	0									1	0	0	0	
09:30			1	0	1	0									2	0	1	0	
09:45			0	0	0	1									0	1	0	0	
10:00			0	1	0	0									0	1	0	0	
10:15			1	0	2	1									3	1	1	0	
10:30			1	0	0	0									1	0	0	0	
10:45			0	0	0	1									0	1	0	0	
11:00			0	0	0	0									0	0	0	0	
11:15			0	0	3	0									3	0	1	0	
11:30			2	0	4	0									6	0	3	0	
11:45			0	0	0	0									0	0	0	0	
12:00			1	0	0	0									1	0	0	0	

TOTALS			0		44		61		0		0		0		0		105		38

AM Times					6:15		6:30										6:45		6:45
AM Peaks					10		9										19		9
AM PHF					0.63		0.56										0.68		0.75

PM Times					16:45		17:30										17:30		17:30
PM Peaks					5		8										13		6
PM PHF					0.42		0.67										0.54		0.50

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/10/2017

Site Ref: 00000000401
 Counter ID: 000000018450
 Location: CR 755, N of SR 50
 Direction: SOUTH

File: D0110001.prn
 City: Webster
 County: Sumter

TIME	MON		TUE 10		WED 11		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			0	3	0	2									0	5	0	2
00:30			0	4	0	4									0	8	0	4
00:45			0	2	0	1									0	3	0	1
01:00			0	3	0	0									0	3	0	1
01:15			0	4	1	6									1	10	0	5
01:30			0	5	0	3									0	8	0	4
01:45			0	3	1	1									1	4	0	2
02:00			1	3	0	1									1	4	0	2
02:15			0	2	0	2									0	4	0	2
02:30			0	1	2	2									2	3	1	1
02:45			0	4	0	4									0	8	0	4
03:00			0	1	0	1									0	2	0	1
03:15			0	2	0	4									0	6	0	3
03:30			0	17	1	13									1	30	0	15
03:45			0	5	3	5									3	10	1	5
04:00			0	4	0	4									0	8	0	4
04:15			0	4	0	8									0	12	0	6
04:30			0	1	1	3									1	4	0	2
04:45			0	3	0	3									0	6	0	3
05:00			0	4	0	4									0	8	0	4
05:15			0	3	0	4									0	7	0	3
05:30			1	4	1	6									2	10	1	5
05:45			1	3	2	5									3	8	1	4
06:00			4	3	3	3									7	6	3	3
06:15			1	2	6	2									7	4	3	2
06:30			6	7	3	0									9	7	4	3
06:45			5	1	5	2									10	3	5	1
07:00			7	5	3	5									10	10	5	5
07:15			6	1	11	1									17	2	8	1
07:30			1	2	2	2									3	4	1	2
07:45			2	2	5	0									7	2	3	1
08:00			6	0	4	2									10	2	5	1
08:15			4	2	5	2									9	4	4	2
08:30			4	1	2	1									6	2	3	1
08:45			5	0	0	0									5	0	2	0
09:00			2	0	3	2									5	2	2	1
09:15			2	0	4	1									6	1	3	0
09:30			10	1	5	1									15	2	7	1
09:45			1	0	2	0									3	0	1	0
10:00			6	1	1	0									7	1	3	0
10:15			3	0	1	1									4	1	2	0
10:30			3	0	0	1									3	1	1	0
10:45			2	1	6	1									8	2	4	1
11:00			3	0	1	2									4	2	2	1
11:15			3	0	3	1									6	1	3	0
11:30			2	0	4	0									6	0	3	0
11:45			7	1	3	1									10	2	5	1
12:00			2	0	1	0									3	0	1	0

TOTALS	0		215		212		0		0		0		0		427		197	

AM Times			6:30		6:30										6:30		6:30	
AM Peaks			24		22										46		22	
AM PHF			0.86		0.50										0.68		0.69	

PM Times			15:30		15:30										15:30		15:30	
PM Peaks			30		30										60		30	
PM PHF			0.44		0.58										0.50		0.50	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/10/2017

Site Ref: 00000000401
 Counter ID: 000000018450
 Location: CR 755, N of SR 50
 Direction: ROAD TOTAL

File: D0110001.prn
 City: Webster
 County: Sumter

TIME	MON		TUE 10		WED 11		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			0	4	0	3									0	7	0	3
00:30			0	4	0	5									0	9	0	4
00:45			0	2	0	1									0	3	0	1
01:00			0	3	0	0									0	3	0	1
01:15			0	4	1	8									1	12	0	6
01:30			0	6	0	3									0	9	0	4
01:45			0	3	1	3									1	6	0	3
02:00			1	5	0	1									1	6	0	3
02:15			0	2	0	2									0	4	0	2
02:30			1	2	3	3									4	5	2	2
02:45			0	4	0	5									0	9	0	4
03:00			0	1	0	3									0	4	0	2
03:15			0	2	0	5									0	7	0	3
03:30			0	18	1	14									1	32	0	16
03:45			0	6	3	8									3	14	1	7
04:00			0	5	0	4									0	9	0	4
04:15			0	4	0	9									0	13	0	6
04:30			0	1	1	5									1	6	0	3
04:45			0	4	0	3									0	7	0	3
05:00			0	4	0	7									0	11	0	5
05:15			0	4	0	4									0	8	0	4
05:30			1	7	1	9									2	16	1	8
05:45			1	3	2	5									3	8	1	4
06:00			4	4	3	6									7	10	3	5
06:15			4	3	8	4									12	7	6	3
06:30			6	8	4	0									10	8	5	4
06:45			8	2	6	2									14	4	7	2
07:00			11	5	6	5									17	10	8	5
07:15			8	1	15	1									23	2	11	1
07:30			2	2	3	3									5	5	2	2
07:45			3	3	6	0									9	3	4	1
08:00			7	0	4	3									11	3	5	1
08:15			6	2	5	2									11	4	5	2
08:30			5	1	3	1									8	2	4	1
08:45			5	0	0	0									5	0	2	0
09:00			2	0	3	3									5	3	2	1
09:15			2	0	5	1									7	1	3	0
09:30			11	1	6	1									17	2	8	1
09:45			1	0	2	1									3	1	1	0
10:00			6	2	1	0									7	2	3	1
10:15			4	0	3	2									7	2	3	1
10:30			4	0	0	1									4	1	2	0
10:45			2	1	6	2									8	3	4	1
11:00			3	0	1	2									4	2	2	1
11:15			3	0	6	1									9	1	4	0
11:30			4	0	8	0									12	0	6	0
11:45			7	1	3	1									10	2	5	1
12:00			3	0	1	0									4	0	2	0

TOTALS	0		259		273		0		0		0		0		532		244	

AM Times			6:30		6:30										6:30		6:30	
AM Peaks			33		31										64		31	
AM PHF			0.75		0.52										0.70		0.70	

PM Times			15:30		15:30										15:30		15:30	
PM Peaks			33		35										68		33	
PM PHF			0.46		0.63										0.53		0.52	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:2/8/2017

Site Ref: 00000000301
 Counter ID: 0000000Video
 Location: CR 757, S of SR 50
 Direction: NORTH

File: D0208002.prn
 City: Webster
 County: Sumter

TIME	MON		TUE		WED 08		THU 9		FRI		SAT		SUN		WK TOT		WK AVG				
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm			
Lane 1																					
00:15					0	0	0	0							0	0	0	0			
00:30					0	1	0	2							0	3	0	1			
00:45					0	1	0	1							0	2	0	1			
01:00					0	0	1	0							1	0	0	0			
01:15					0	0	0	0							0	0	0	0			
01:30					0	0	0	1							0	1	0	0			
01:45					0	0	0	0							0	0	0	0			
02:00					0	1	0	1							0	2	0	1			
02:15					0	1	0	0							0	1	0	0			
02:30					0	0	0	0							0	0	0	0			
02:45					0	0	0	1							0	1	0	0			
03:00					0	2	0	0							0	2	0	1			
03:15					0	4	0	2							0	6	0	3			
03:30					0	1	1	0							1	1	0	0			
03:45					0	0	0	0							0	0	0	0			
04:00					1	0	0	1							1	1	0	0			
04:15					0	0	0	1							0	1	0	0			
04:30					0	0	0	0							0	0	0	0			
04:45					0	0	0	1							0	1	0	0			
05:00					1	0	1	0							2	0	1	0			
05:15					0	0	0	1							0	1	0	0			
05:30					1	0	2	1							3	1	1	0			
05:45					0	2	1	0							1	2	0	1			
06:00					0	2	0	0							0	2	0	1			
06:15					1	0	2	0							3	0	1	0			
06:30					2	2	2	1							4	3	2	1			
06:45					1	2	1	0							2	2	1	1			
07:00					0	0	0	2							0	2	0	1			
07:15					1	1	1	0							2	1	1	0			
07:30					3	0	3	0							6	0	3	0			
07:45					1	0	1	1							2	1	1	0			
08:00					1	0	1	0							2	0	1	0			
08:15					2	0	0	0							2	0	1	0			
08:30					1	0	0	0							1	0	0	0			
08:45					0	1	1	0							1	1	0	0			
09:00					1	0	1	1							2	1	1	0			
09:15					0	0	1	0							1	0	0	0			
09:30					2	0	1	0							3	0	1	0			
09:45					1	1	1	0							2	1	1	0			
10:00					1	0	0	0							1	0	0	0			
10:15					0	0	0	0							0	0	0	0			
10:30					1	0	0	0							1	0	0	0			
10:45					0	0	0	0							0	0	0	0			
11:00					1	0	2	0							3	0	1	0			
11:15					0	0	0	0							0	0	0	0			
11:30					0	0	1	0							1	0	0	0			
11:45					1	0	1	0							2	0	1	0			
12:00					1	0	1	0							2	0	1	0			

TOTALS					0		0		47		45		0		0		0		92		31
AM Times									7:30		7:15								7:15		7:15
AM Peaks									7		6								12		6
AM PHF									0.58		0.50								0.50		0.50
PM Times									14:45		12:00								14:45		14:30
PM Peaks									7		4								10		4
PM PHF									0.44		0.50								0.42		0.33

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:2/8/2017

Site Ref: 00000000301
 Counter ID: 0000000Video
 Location: CR 757, S of SR 50
 Direction: SOUTH

File: D0208002.prn
 City: Webster
 County: Sumter

TIME	MON		TUE		WED 08		THU 9		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 2																		
00:15					0	0	0	0							0	0	0	0
00:30					0	2	0	1							0	3	0	1
00:45					0	0	0	0							0	0	0	0
01:00					1	0	0	0							1	0	0	0
01:15					0	1	0	1							0	2	0	1
01:30					0	0	0	1							0	1	0	0
01:45					0	2	0	0							0	2	0	1
02:00					0	1	1	0							1	1	0	0
02:15					0	0	0	0							0	0	0	0
02:30					0	0	0	0							0	0	0	0
02:45					0	1	0	0							0	1	0	0
03:00					0	3	0	0							0	3	0	1
03:15					0	2	0	3							0	5	0	2
03:30					0	0	0	1							0	1	0	0
03:45					0	1	0	0							0	1	0	0
04:00					0	1	0	2							0	3	0	1
04:15					0	2	0	1							0	3	0	1
04:30					0	1	0	1							0	2	0	1
04:45					0	0	0	0							0	0	0	0
05:00					0	1	0	0							0	1	0	0
05:15					0	0	0	0							0	0	0	0
05:30					0	1	0	4							0	5	0	2
05:45					0	1	1	0							1	1	0	0
06:00					0	2	0	1							0	3	0	1
06:15					0	1	1	3							1	4	0	2
06:30					0	2	2	1							2	3	1	1
06:45					0	1	1	0							1	1	0	0
07:00					0	1	0	0							0	1	0	0
07:15					3	0	2	0							5	0	2	0
07:30					2	0	1	3							3	3	1	1
07:45					0	1	0	1							0	2	0	1
08:00					1	0	0	1							1	1	0	0
08:15					0	1	2	0							2	1	1	0
08:30					2	1	2	1							4	2	2	1
08:45					0	1	0	1							0	2	0	1
09:00					0	0	0	0							0	0	0	0
09:15					1	0	0	0							1	0	0	0
09:30					1	0	0	0							1	0	0	0
09:45					0	0	0	0							0	0	0	0
10:00					0	0	1	0							1	0	0	0
10:15					1	0	0	0							1	0	0	0
10:30					1	1	1	0							2	1	1	0
10:45					1	0	0	0							1	0	0	0
11:00					0	0	2	0							2	0	1	0
11:15					0	0	1	0							1	0	0	0
11:30					0	0	2	0							2	0	1	0
11:45					0	0	0	0							0	0	0	0
12:00					1	0	0	0							1	0	0	0

TOTALS		0		0		47		47		0		0		0		94		29
AM Times						7:15		6:30								6:45		6:30
AM Peaks						6		5								9		3
AM PHF						0.50		0.63								0.45		0.38
PM Times						14:30		17:30								17:30		17:30
PM Peaks						6		8								13		5
PM PHF						0.50		0.50								0.65		0.63

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:2/8/2017

Site Ref: 00000000301
 Counter ID: 0000000Video
 Location: CR 757, S of SR 50
 Direction: ROAD TOTAL

File: D0208002.prn
 City: Webster
 County: Sumter

TIME	MON		TUE		WED 08		THU 9		FRI		SAT		SUN		WK TOT		WK AVG							
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm						
Lane 3																								
00:15					0	0	0	0							0	0	0	0						
00:30					0	3	0	3							0	6	0	3						
00:45					0	1	0	1							0	2	0	1						
01:00					1	0	1	0							2	0	1	0						
01:15					0	1	0	1							0	2	0	1						
01:30					0	0	0	2							0	2	0	1						
01:45					0	2	0	0							0	2	0	1						
02:00					0	2	1	1							1	3	0	1						
02:15					0	1	0	0							0	1	0	0						
02:30					0	0	0	0							0	0	0	0						
02:45					0	1	0	1							0	2	0	1						
03:00					0	5	0	0							0	5	0	2						
03:15					0	6	0	5							0	11	0	5						
03:30					0	1	1	1							1	2	0	1						
03:45					0	1	0	0							0	1	0	0						
04:00					1	1	0	3							1	4	0	2						
04:15					0	2	0	2							0	4	0	2						
04:30					0	1	0	1							0	2	0	1						
04:45					0	0	0	1							0	1	0	0						
05:00					1	1	1	0							2	1	1	0						
05:15					0	0	0	1							0	1	0	0						
05:30					1	1	2	5							3	6	1	3						
05:45					0	3	2	0							2	3	1	1						
06:00					0	4	0	1							0	5	0	2						
06:15					1	1	3	3							4	4	2	2						
06:30					2	4	4	2							6	6	3	3						
06:45					1	3	2	0							3	3	1	1						
07:00					0	1	0	2							0	3	0	1						
07:15					4	1	3	0							7	1	3	0						
07:30					5	0	4	3							9	3	4	1						
07:45					1	1	1	2							2	3	1	1						
08:00					2	0	1	1							3	1	1	0						
08:15					2	1	2	0							4	1	2	0						
08:30					3	1	2	1							5	2	2	1						
08:45					0	2	1	1							1	3	0	1						
09:00					1	0	1	1							2	1	1	0						
09:15					1	0	1	0							2	0	1	0						
09:30					3	0	1	0							4	0	2	0						
09:45					1	1	1	0							2	1	1	0						
10:00					1	0	1	0							2	0	1	0						
10:15					1	0	0	0							1	0	0	0						
10:30					2	1	1	0							3	1	1	0						
10:45					1	0	0	0							1	0	0	0						
11:00					1	0	4	0							5	0	2	0						
11:15					0	0	1	0							1	0	0	0						
11:30					0	0	3	0							3	0	1	0						
11:45					1	0	1	0							2	0	1	0						
12:00					2	0	1	0							3	0	1	0						

TOTALS					0		0		94		92		0		0		0		0		186		74	
AM Times							7:15		5:45						7:15		7:15						7:15	
AM Peaks							12		9						21		9						9	
AM PHF							0.60		0.56						0.58		0.56						0.56	
PM Times							14:45		15:15						14:45		14:45						14:45	
PM Peaks							13		9						20		9						9	
PM PHF							0.54		0.45						0.45		0.45						0.45	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/11/2017

Site Ref: 00000000201
 Counter ID: 000000018435
 Location: CR 575, S of SR 50
 Direction: NORTH

File: D0111008.prn
 City: Webster
 County: Sumter

TIME	MON		TUE		WED 11		THU 12		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15					1	3	0	3							1	6	0	3
00:30					0	3	0	3							0	6	0	3
00:45					0	2	0	5							0	7	0	3
01:00					0	1	1	8							1	9	0	4
01:15					0	4	0	5							0	9	0	4
01:30					2	3	0	2							2	5	1	2
01:45					0	5	0	8							0	13	0	6
02:00					0	7	1	3							1	10	0	5
02:15					0	3	0	4							0	7	0	3
02:30					0	4	1	8							1	12	0	6
02:45					0	4	1	7							1	11	0	5
03:00					1	6	0	3							1	9	0	4
03:15					0	3	1	4							1	7	0	3
03:30					1	17	1	6							2	23	1	11
03:45					2	14	4	8							6	22	3	11
04:00					2	8	0	7							2	15	1	7
04:15					0	3	1	4							1	7	0	3
04:30					0	3	0	5							0	8	0	4
04:45					2	0	4	2							6	2	3	1
05:00					3	2	3	3							6	5	3	2
05:15					2	6	1	3							3	9	1	4
05:30					4	10	3	5							7	15	3	7
05:45					3	2	6	7							9	9	4	4
06:00					3	9	3	5							6	14	3	7
06:15					6	4	7	2							13	6	6	3
06:30					5	6	5	3							10	9	5	4
06:45					9	2	5	1							14	3	7	1
07:00					7	3	13	1							20	4	10	2
07:15					3	3	4	2							7	5	3	2
07:30					6	4	5	3							11	7	5	3
07:45					5	2	7	2							12	4	6	2
08:00					4	2	4	1							8	3	4	1
08:15					3	1	5	1							8	2	4	1
08:30					5	3	4	3							9	6	4	3
08:45					2	0	4	4							6	4	3	2
09:00					3	0	4	2							7	2	3	1
09:15					4	0	4	0							8	0	4	0
09:30					3	3	2	2							5	5	2	2
09:45					3	1	5	1							8	2	4	1
10:00					8	3	0	1							8	4	4	2
10:15					3	1	5	0							8	1	4	0
10:30					4	0	3	2							7	2	3	1
10:45					9	1	2	2							11	3	5	1
11:00					4	0	2	0							6	0	3	0
11:15					0	0	6	0							6	0	3	0
11:30					3	2	4	0							7	2	3	1
11:45					6	1	10	0							16	1	8	0
12:00					4	0	2	0							6	0	3	0

TOTALS	0		0		299		294		0		0		0		593		274	

AM Times					6:15		6:15								6:15		6:15	
AM Peaks					27		30								57		28	
AM PHF					0.75		0.58								0.71		0.70	

PM Times					15:15		15:15								15:15		15:15	
PM Peaks					42		25								67		32	
PM PHF					0.62		0.78								0.73		0.73	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/11/2017

Site Ref: 00000000201
 Counter ID: 000000018435
 Location: CR 575, S of SR 50
 Direction: SOUTH

File: D0111008.prn
 City: Webster
 County: Sumter

TIME	MON		TUE		WED 11		THU 12		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15					0	3	0	2							0	5	0	2
00:30					1	2	0	6							1	8	0	4
00:45					0	7	0	1							0	8	0	4
01:00					0	3	0	6							0	9	0	4
01:15					0	3	0	9							0	12	0	6
01:30					0	3	0	5							0	8	0	4
01:45					0	0	0	5							0	5	0	2
02:00					1	4	1	7							2	11	1	5
02:15					0	10	0	5							0	15	0	7
02:30					0	4	0	3							0	7	0	3
02:45					0	4	0	4							0	8	0	4
03:00					1	3	0	6							1	9	0	4
03:15					0	5	0	2							0	7	0	3
03:30					0	3	0	6							0	9	0	4
03:45					0	7	2	15							2	22	1	11
04:00					0	6	0	7							0	13	0	6
04:15					0	8	0	7							0	15	0	7
04:30					0	9	0	5							0	14	0	7
04:45					1	7	0	6							1	13	0	6
05:00					1	3	1	3							2	6	1	3
05:15					2	10	1	9							3	19	1	9
05:30					0	7	0	5							0	12	0	6
05:45					1	12	2	7							3	19	1	9
06:00					1	7	2	7							3	14	1	7
06:15					2	3	0	6							2	9	1	4
06:30					2	6	1	8							3	14	1	7
06:45					1	2	4	3							5	5	2	2
07:00					0	3	3	6							3	9	1	4
07:15					0	4	0	2							0	6	0	3
07:30					2	1	2	2							4	3	2	1
07:45					4	0	3	8							7	8	3	4
08:00					6	4	4	1							10	5	5	2
08:15					3	0	7	1							10	1	5	0
08:30					2	4	2	2							4	6	2	3
08:45					1	1	2	3							3	4	1	2
09:00					1	1	4	0							5	1	2	0
09:15					3	1	6	1							9	2	4	1
09:30					6	3	1	0							7	3	3	1
09:45					3	0	0	0							3	0	1	0
10:00					1	1	1	0							2	1	1	0
10:15					5	1	1	1							6	2	3	1
10:30					1	1	35	1							36	2	18	1
10:45					4	2	4	1							8	3	4	1
11:00					8	0	1	4							9	4	4	2
11:15					4	1	3	0							7	1	3	0
11:30					2	1	0	0							2	1	1	0
11:45					1	1	0	0							1	1	0	0
12:00					3	0	3	0							6	0	3	0

TOTALS	0		0		245		284		0		0		0		529		242	

AM Times					10:15		10:30								10:30		10:15	
AM Peaks					18		43								60		29	
AM PHF					0.56		0.31								0.42		0.40	

PM Times					17:15		15:30								15:45		15:45	
PM Peaks					36		35								64		31	
PM PHF					0.75		0.58								0.73		0.70	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/11/2017

Site Ref: 00000000201
 Counter ID: 000000018435
 Location: CR 575, S of SR 50
 Direction: ROAD TOTAL

File: D0111008.prn
 City: Webster
 County: Sumter

TIME	MON		TUE		WED 11		THU 12		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 3																		
00:15					1	6	0	5							1	11	0	5
00:30					1	5	0	9							1	14	0	7
00:45					0	9	0	6							0	15	0	7
01:00					0	4	1	14							1	18	0	9
01:15					0	7	0	14							0	21	0	10
01:30					2	6	0	7							2	13	1	6
01:45					0	5	0	13							0	18	0	9
02:00					1	11	2	10							3	21	1	10
02:15					0	13	0	9							0	22	0	11
02:30					0	8	1	11							1	19	0	9
02:45					0	8	1	11							1	19	0	9
03:00					2	9	0	9							2	18	1	9
03:15					0	8	1	6							1	14	0	7
03:30					1	20	1	12							2	32	1	16
03:45					2	21	6	23							8	44	4	22
04:00					2	14	0	14							2	28	1	14
04:15					0	11	1	11							1	22	0	11
04:30					0	12	0	10							0	22	0	11
04:45					3	7	4	8							7	15	3	7
05:00					4	5	4	6							8	11	4	5
05:15					4	16	2	12							6	28	3	14
05:30					4	17	3	10							7	27	3	13
05:45					4	14	8	14							12	28	6	14
06:00					4	16	5	12							9	28	4	14
06:15					8	7	7	8							15	15	7	7
06:30					7	12	6	11							13	23	6	11
06:45					10	4	9	4							19	8	9	4
07:00					7	6	16	7							23	13	11	6
07:15					3	7	4	4							7	11	3	5
07:30					8	5	7	5							15	10	7	5
07:45					9	2	10	10							19	12	9	6
08:00					10	6	8	2							18	8	9	4
08:15					6	1	12	2							18	3	9	1
08:30					7	7	6	5							13	12	6	6
08:45					3	1	6	7							9	8	4	4
09:00					4	1	8	2							12	3	6	1
09:15					7	1	10	1							17	2	8	1
09:30					9	6	3	2							12	8	6	4
09:45					6	1	5	1							11	2	5	1
10:00					9	4	1	1							10	5	5	2
10:15					8	2	6	1							14	3	7	1
10:30					5	1	38	3							43	4	21	2
10:45					13	3	6	3							19	6	9	3
11:00					12	0	3	4							15	4	7	2
11:15					4	1	9	0							13	1	6	0
11:30					5	3	4	0							9	3	4	1
11:45					7	2	10	0							17	2	8	1
12:00					7	0	5	0							12	0	6	0

TOTALS	0		0		544		578		0		0		0		1122		537	

AM Times					10:15		10:30								10:15		10:15	
AM Peaks					38		56								91		44	
AM PHF					0.73		0.37								0.53		0.52	

PM Times					15:30		15:30								15:30		15:30	
PM Peaks					66		60								126		63	
PM PHF					0.79		0.65								0.72		0.72	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Ref: 00000000144
 Counter ID: 000000003633
 Location: Midway Av, S of SR 50
 Direction: NORTH

File: D0118026.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15					0	0	1	2							1	2	0	1
00:30					0	0	0	0							0	0	0	0
00:45					0	1	0	1							0	2	0	1
01:00					0	2	0	3							0	5	0	2
01:15					0	1	0	1							0	2	0	1
01:30					0	0	0	3							0	3	0	1
01:45					0	4	0	1							0	5	0	2
02:00					0	4	0	3							0	7	0	3
02:15					0	4	0	3							0	7	0	3
02:30					0	1	0	1							0	2	0	1
02:45					0	0	0	4							0	4	0	2
03:00					0	3	0	3							0	6	0	3
03:15					0	0	0	3							0	3	0	1
03:30					0	1	0	4							0	5	0	2
03:45					0	2	1	1							1	3	0	1
04:00					0	1	0	3							0	4	0	2
04:15					0	0	1	3							1	3	0	1
04:30					1	3	1	2							2	5	1	2
04:45					1	1	1	3							2	4	1	2
05:00					0	2	0	1							0	3	0	1
05:15					2	2	1	1							3	3	1	1
05:30					0	2	0	1							0	3	0	1
05:45					1	3	0	1							1	4	0	2
06:00					1	4	1	3							2	7	1	3
06:15					2	3	5	0							7	3	3	1
06:30					3	2	3	0							6	2	3	1
06:45					1	1	3	0							4	1	2	0
07:00					2	1	2	3							4	4	2	2
07:15					1	1	1	1							2	2	1	1
07:30					0	0	0	1							0	1	0	0
07:45					1	0	1	0							2	0	1	0
08:00					1	0	2	0							3	0	1	0
08:15					3	1	4	1							7	2	3	1
08:30					0	0	1	1							1	1	0	0
08:45					1	0	0	0							1	0	0	0
09:00					1	0	4	2							5	2	2	1
09:15					2	1	1	1							3	2	1	1
09:30					0	0	0	1							0	1	0	0
09:45					3	0	2	1							5	1	2	0
10:00					1	1	1	0							2	1	1	0
10:15					3	1	1	0							4	1	2	0
10:30					0	0	1	2							1	2	0	1
10:45					1	1	0	0							1	1	0	0
11:00					0	0	1	0							1	0	0	0
11:15					1	0	2	0							3	0	1	0
11:30					3	0	1	0							4	0	2	0
11:45					1	0	1	0							2	0	1	0
12:00					3	0	1	0							4	0	2	0

TOTALS	0		0		94		110		0		0		0		204		82	

AM Times					6:15		6:15								6:15		6:15	
AM Peaks					8		13								21		10	
AM PHF					0.67		0.65								0.75		0.83	

PM Times					13:45		14:45								13:30		13:30	
PM Peaks					13		14								22		9	
PM PHF					0.81		0.88								0.79		0.75	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Ref: 00000000144
 Counter ID: 000000003633
 Location: Midway Av, S of SR 50
 Direction: SOUTH

File: D0118026.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG							
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm						
Lane 2																								
00:15					0	0	1	1							1	1	0	0						
00:30					0	0	0	0							0	0	0	0						
00:45					0	0	0	0							0	0	0	0						
01:00					0	0	0	2							0	2	0	1						
01:15					0	1	0	0							0	1	0	0						
01:30					0	0	0	0							0	0	0	0						
01:45					0	2	0	0							0	2	0	1						
02:00					0	1	0	1							0	2	0	1						
02:15					0	1	0	0							0	1	0	0						
02:30					0	0	0	0							0	0	0	0						
02:45					0	1	0	1							0	2	0	1						
03:00					0	1	0	1							0	2	0	1						
03:15					0	0	0	1							0	1	0	0						
03:30					0	0	0	1							0	1	0	0						
03:45					0	4	0	1							0	5	0	2						
04:00					0	0	0	2							0	2	0	1						
04:15					0	1	0	1							0	2	0	1						
04:30					0	1	0	3							0	4	0	2						
04:45					0	2	0	1							0	3	0	1						
05:00					0	2	0	4							0	6	0	3						
05:15					1	0	0	2							1	2	0	1						
05:30					1	2	1	0							2	2	1	1						
05:45					0	2	0	0							0	2	0	1						
06:00					0	0	0	0							0	0	0	0						
06:15					2	0	2	0							4	0	2	0						
06:30					0	0	1	1							1	1	0	0						
06:45					0	0	2	0							2	0	1	0						
07:00					1	1	3	1							4	2	2	1						
07:15					1	2	1	1							2	3	1	1						
07:30					1	0	0	0							1	0	0	0						
07:45					1	1	1	0							2	1	1	0						
08:00					0	0	0	1							0	1	0	0						
08:15					0	0	0	0							0	0	0	0						
08:30					0	0	0	0							0	0	0	0						
08:45					1	0	0	0							1	0	0	0						
09:00					0	0	3	0							3	0	1	0						
09:15					1	0	0	0							1	0	0	0						
09:30					0	0	1	0							1	0	0	0						
09:45					3	0	0	0							3	0	1	0						
10:00					0	0	0	0							0	0	0	0						
10:15					0	0	2	0							2	0	1	0						
10:30					0	0	0	0							0	0	0	0						
10:45					0	0	0	0							0	0	0	0						
11:00					0	0	0	0							0	0	0	0						
11:15					1	0	0	0							1	0	0	0						
11:30					1	0	0	0							1	0	0	0						
11:45					1	0	0	0							1	0	0	0						
12:00					1	0	1	0							2	0	1	0						

TOTALS					0		0		42		45		0		0		0		0		87		32	
AM Times									7:00		6:15						6:15		6:15					
AM Peaks									4		8						11		5					
AM PHF									1.00		0.67						0.69		0.63					
PM Times									15:45		16:30						16:15		16:15					
PM Peaks									6		10						15		7					
PM PHF									0.38		0.63						0.63		0.58					

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Ref: 00000000144
 Counter ID: 000000003633
 Location: Midway Av, S of SR 50
 Direction: ROAD TOTAL

File: D0118026.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 3																		
00:15					0	0	2	3							2	3	1	1
00:30					0	0	0	0							0	0	0	0
00:45					0	1	0	1							0	2	0	1
01:00					0	2	0	5							0	7	0	3
01:15					0	2	0	1							0	3	0	1
01:30					0	0	0	3							0	3	0	1
01:45					0	6	0	1							0	7	0	3
02:00					0	5	0	4							0	9	0	4
02:15					0	5	0	3							0	8	0	4
02:30					0	1	0	1							0	2	0	1
02:45					0	1	0	5							0	6	0	3
03:00					0	4	0	4							0	8	0	4
03:15					0	0	0	4							0	4	0	2
03:30					0	1	0	5							0	6	0	3
03:45					0	6	1	2							1	8	0	4
04:00					0	1	0	5							0	6	0	3
04:15					0	1	1	4							1	5	0	2
04:30					1	4	1	5							2	9	1	4
04:45					1	3	1	4							2	7	1	3
05:00					0	4	0	5							0	9	0	4
05:15					3	2	1	3							4	5	2	2
05:30					1	4	1	1							2	5	1	2
05:45					1	5	0	1							1	6	0	3
06:00					1	4	1	3							2	7	1	3
06:15					4	3	7	0							11	3	5	1
06:30					3	2	4	1							7	3	3	1
06:45					1	1	5	0							6	1	3	0
07:00					3	2	5	4							8	6	4	3
07:15					2	3	2	2							4	5	2	2
07:30					1	0	0	1							1	1	0	0
07:45					2	1	2	0							4	1	2	0
08:00					1	0	2	1							3	1	1	0
08:15					3	1	4	1							7	2	3	1
08:30					0	0	1	1							1	1	0	0
08:45					2	0	0	0							2	0	1	0
09:00					1	0	7	2							8	2	4	1
09:15					3	1	1	1							4	2	2	1
09:30					0	0	1	1							1	1	0	0
09:45					6	0	2	1							8	1	4	0
10:00					1	1	1	0							2	1	1	0
10:15					3	1	3	0							6	1	3	0
10:30					0	0	1	2							1	2	0	1
10:45					1	1	0	0							1	1	0	0
11:00					0	0	1	0							1	0	0	0
11:15					2	0	2	0							4	0	2	0
11:30					4	0	1	0							5	0	2	0
11:45					2	0	1	0							3	0	1	0
12:00					4	0	2	0							6	0	3	0

TOTALS					0	0	136	155		0	0	0	0	0	291		125	
AM Times							11:15	6:15							6:15		6:15	
AM Peaks							12	21							32		15	
AM PHF							0.75	0.75							0.73		0.75	
PM Times							13:45	14:45							16:15		15:00	
PM Peaks							17	18							30		13	
PM PHF							0.71	0.90							0.83		0.81	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Ref: 0000000142-3
 Counter ID: 000000003622
 Location: Bluff Lake Rd, N of SR 50
 Direction: NORTH

File: D0118025.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15					6	43	9	31							15	74	7	37
00:30					1	44	4	42							5	86	2	43
00:45					2	57	3	48							5	105	2	52
01:00					1	38	3	53							4	91	2	45
01:15					9	40	5	27							14	67	7	33
01:30					3	66	2	26							5	92	2	46
01:45					3	40	1	53							4	93	2	46
02:00					1	48	2	42							3	90	1	45
02:15					2	63	6	38							8	101	4	50
02:30					4	61	0	61							4	122	2	61
02:45					5	33	9	60							14	93	7	46
03:00					4	44	6	53							10	97	5	48
03:15					0	71	7	59							7	130	3	65
03:30					4	79	5	46							9	125	4	62
03:45					2	59	4	42							6	101	3	50
04:00					12	66	14	87							26	153	13	76
04:15					15	72	7	76							22	148	11	74
04:30					10	52	17	58							27	110	13	55
04:45					15	54	14	55							29	109	14	54
05:00					12	67	21	58							33	125	16	62
05:15					22	58	17	71							39	129	19	64
05:30					33	47	27	73							60	120	30	60
05:45					23	71	34	66							57	137	28	68
06:00					25	48	39	51							64	99	32	49
06:15					46	68	34	55							80	123	40	61
06:30					48	55	44	58							92	113	46	56
06:45					42	47	38	44							80	91	40	45
07:00					45	49	51	53							96	102	48	51
07:15					51	37	44	40							95	77	47	38
07:30					41	37	36	50							77	87	38	43
07:45					37	23	34	29							71	52	35	26
08:00					47	30	39	30							86	60	43	30
08:15					62	18	60	28							122	46	61	23
08:30					50	28	38	36							88	64	44	32
08:45					65	33	47	25							112	58	56	29
09:00					34	24	38	23							72	47	36	23
09:15					39	14	51	24							90	38	45	19
09:30					39	29	39	11							78	40	39	20
09:45					28	15	38	12							66	27	33	13
10:00					39	23	45	18							84	41	42	20
10:15					41	19	27	17							68	36	34	18
10:30					28	10	44	16							72	26	36	13
10:45					38	8	25	6							63	14	31	7
11:00					54	12	36	14							90	26	45	13
11:15					34	5	29	9							63	14	31	7
11:30					35	7	31	3							66	10	33	5
11:45					55	4	45	9							100	13	50	6
12:00					49	8	40	4							89	12	44	6

TOTALS	0		0		3185		3099		0		0		0		6284		3121	

AM Times					8:00		8:00								8:00		8:00	
AM Peaks					224		184								408		204	
AM PHF					0.86		0.77								0.84		0.84	

PM Times					15:30		16:00								15:30		15:30	
PM Peaks					276		276								527		262	
PM PHF					0.87		0.79								0.86		0.86	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Ref: 0000000142-3
 Counter ID: 000000003622
 Location: Bluff Lake Rd, N of SR 50
 Direction: SOUTH

File: D0118025.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15					6	47	6	39							12	86	6	43
00:30					6	39	3	40							9	79	4	39
00:45					3	30	3	37							6	67	3	33
01:00					0	43	4	28							4	71	2	35
01:15					1	40	4	33							5	73	2	36
01:30					1	49	7	46							8	95	4	47
01:45					4	48	1	37							5	85	2	42
02:00					2	41	1	41							3	82	1	41
02:15					4	60	0	36							4	96	2	48
02:30					4	38	0	49							4	87	2	43
02:45					0	48	2	68							2	116	1	58
03:00					12	43	6	52							18	95	9	47
03:15					4	41	6	34							10	75	5	37
03:30					13	39	6	49							19	88	9	44
03:45					8	45	2	56							10	101	5	50
04:00					11	42	7	70							18	112	9	56
04:15					9	51	12	69							21	120	10	60
04:30					8	48	19	46							27	94	13	47
04:45					16	61	25	53							41	114	20	57
05:00					23	54	14	52							37	106	18	53
05:15					33	67	21	69							54	136	27	68
05:30					38	50	39	53							77	103	38	51
05:45					53	45	44	67							97	112	48	56
06:00					36	55	54	49							90	104	45	52
06:15					51	36	43	49							94	85	47	42
06:30					68	45	52	38							120	83	60	41
06:45					59	42	57	27							116	69	58	34
07:00					57	36	63	23							120	59	60	29
07:15					47	25	43	36							90	61	45	30
07:30					70	20	85	31							155	51	77	25
07:45					77	22	71	19							148	41	74	20
08:00					60	17	65	25							125	42	62	21
08:15					40	23	48	21							88	44	44	22
08:30					52	22	44	10							96	32	48	16
08:45					56	11	56	18							112	29	56	14
09:00					29	16	34	16							63	32	31	16
09:15					39	17	29	15							68	32	34	16
09:30					40	15	32	16							72	31	36	15
09:45					44	8	46	11							90	19	45	9
10:00					47	10	29	11							76	21	38	10
10:15					31	9	27	6							58	15	29	7
10:30					52	5	32	7							84	12	42	6
10:45					47	6	32	10							79	16	39	8
11:00					39	5	37	10							76	15	38	7
11:15					23	11	37	5							60	16	30	8
11:30					44	7	33	9							77	16	38	8
11:45					52	7	41	5							93	12	46	6
12:00					50	7	35	6							85	13	42	6

TOTALS	0		0		3015		2954		0		0		0		5969		2963	

AM Times					7:15		7:30								7:15		7:15	
AM Peaks					254		269								518		258	
AM PHF					0.82		0.79								0.84		0.84	

PM Times					16:45		15:30								16:45		16:45	
PM Peaks					232		244								459		229	
PM PHF					0.87		0.87								0.84		0.84	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Ref: 0000000142-3
 Counter ID: 000000003622
 Location: Bluff Lake Rd, N of SR 50
 Direction: ROAD TOTAL

File: D0118025.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 3																		
00:15					12	90	15	70							27	160	13	80
00:30					7	83	7	82							14	165	7	82
00:45					5	87	6	85							11	172	5	86
01:00					1	81	7	81							8	162	4	81
01:15					10	80	9	60							19	140	9	70
01:30					4	115	9	72							13	187	6	93
01:45					7	88	2	90							9	178	4	89
02:00					3	89	3	83							6	172	3	86
02:15					6	123	6	74							12	197	6	98
02:30					8	99	0	110							8	209	4	104
02:45					5	81	11	128							16	209	8	104
03:00					16	87	12	105							28	192	14	96
03:15					4	112	13	93							17	205	8	102
03:30					17	118	11	95							28	213	14	106
03:45					10	104	6	98							16	202	8	101
04:00					23	108	21	157							44	265	22	132
04:15					24	123	19	145							43	268	21	134
04:30					18	100	36	104							54	204	27	102
04:45					31	115	39	108							70	223	35	111
05:00					35	121	35	110							70	231	35	115
05:15					55	125	38	140							93	265	46	132
05:30					71	97	66	126							137	223	68	111
05:45					76	116	78	133							154	249	77	124
06:00					61	103	93	100							154	203	77	101
06:15					97	104	77	104							174	208	87	104
06:30					116	100	96	96							212	196	106	98
06:45					101	89	95	71							196	160	98	80
07:00					102	85	114	76							216	161	108	80
07:15					98	62	87	76							185	138	92	69
07:30					111	57	121	81							232	138	116	69
07:45					114	45	105	48							219	93	109	46
08:00					107	47	104	55							211	102	105	51
08:15					102	41	108	49							210	90	105	45
08:30					102	50	82	46							184	96	92	48
08:45					121	44	103	43							224	87	112	43
09:00					63	40	72	39							135	79	67	39
09:15					78	31	80	39							158	70	79	35
09:30					79	44	71	27							150	71	75	35
09:45					72	23	84	23							156	46	78	23
10:00					86	33	74	29							160	62	80	31
10:15					72	28	54	23							126	51	63	25
10:30					80	15	76	23							156	38	78	19
10:45					85	14	57	16							142	30	71	15
11:00					93	17	73	24							166	41	83	20
11:15					57	16	66	14							123	30	61	15
11:30					79	14	64	12							143	26	71	13
11:45					107	11	86	14							193	25	96	12
12:00					99	15	75	10							174	25	87	12

TOTALS							6200	6053								12253		6107
AM Times							7:30	7:30								7:30		7:30
AM Peaks							434	438								872		435
AM PHF							0.95	0.90								0.94		0.94
PM Times							16:30	16:00								17:00		17:00
PM Peaks							461	514								968		482
PM PHF							0.92	0.82								0.91		0.91

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Ref: 00000000141
 Counter ID: 00000003494
 Location: Hickory Av, N of SR 50
 Direction: NORTH

File: D0118024.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 1																		
00:15					0	3	0	0							0	3	0	1
00:30					0	0	0	1							0	1	0	0
00:45					1	1	1	0							2	1	1	0
01:00					0	1	0	4							0	5	0	2
01:15					0	4	0	0							0	4	0	2
01:30					0	2	0	0							0	2	0	1
01:45					0	2	0	2							0	4	0	2
02:00					0	1	0	2							0	3	0	1
02:15					0	3	1	2							1	5	0	2
02:30					0	1	0	1							0	2	0	1
02:45					1	2	0	3							1	5	0	2
03:00					0	0	0	1							0	1	0	0
03:15					0	3	0	5							0	8	0	4
03:30					0	6	0	1							0	7	0	3
03:45					1	3	0	2							1	5	0	2
04:00					0	4	0	3							0	7	0	3
04:15					0	3	0	6							0	9	0	4
04:30					0	4	0	2							0	6	0	3
04:45					0	4	0	8							0	12	0	6
05:00					0	0	0	1							0	1	0	0
05:15					0	5	0	7							0	12	0	6
05:30					1	2	1	1							2	3	1	1
05:45					2	4	1	1							3	5	1	2
06:00					0	5	1	2							1	7	0	3
06:15					2	1	1	1							3	2	1	1
06:30					3	2	4	0							7	2	3	1
06:45					0	3	1	1							1	4	0	2
07:00					0	1	1	8							1	9	0	4
07:15					0	0	0	7							0	7	0	3
07:30					0	1	3	3							3	4	1	2
07:45					0	4	0	0							0	4	0	2
08:00					5	0	3	0							8	0	4	0
08:15					3	0	2	0							5	0	2	0
08:30					3	0	0	0							3	0	1	0
08:45					0	2	1	1							1	3	0	1
09:00					2	1	1	0							3	1	1	0
09:15					2	2	0	1							2	3	1	1
09:30					2	0	2	0							4	0	2	0
09:45					1	0	2	0							3	0	1	0
10:00					3	0	5	0							8	0	4	0
10:15					6	0	0	0							6	0	3	0
10:30					0	0	0	0							0	0	0	0
10:45					1	0	3	0							4	0	2	0
11:00					2	0	0	0							2	0	1	0
11:15					1	0	0	0							1	0	0	0
11:30					2	1	0	0							2	1	1	0
11:45					3	0	2	0							5	0	2	0
12:00					1	0	3	0							4	0	2	0

TOTALS		0		0		129		116		0		0		0		245		103
AM Times						9:30		9:15							9:30		9:30	
AM Peaks						12		9							21		10	
AM PHF						0.50		0.45							0.66		0.63	
PM Times						15:15		16:00							16:00		16:00	
PM Peaks						16		19							34		16	
PM PHF						0.67		0.59							0.71		0.67	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Ref: 00000000141
 Counter ID: 000000003494
 Location: Hickory Av, N of SR 50
 Direction: SOUTH

File: D0118024.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 2																		
00:15					0	4	0	0							0	4	0	2
00:30					1	4	0	2							1	6	0	3
00:45					0	2	0	2							0	4	0	2
01:00					0	1	0	1							0	2	0	1
01:15					0	1	0	0							0	1	0	0
01:30					0	2	0	1							0	3	0	1
01:45					0	1	0	1							0	2	0	1
02:00					0	1	0	3							0	4	0	2
02:15					0	4	1	0							1	4	0	2
02:30					1	1	0	2							1	3	0	1
02:45					0	1	0	1							0	2	0	1
03:00					0	2	0	4							0	6	0	3
03:15					0	2	0	1							0	3	0	1
03:30					0	4	0	3							0	7	0	3
03:45					0	3	0	3							0	6	0	3
04:00					0	2	0	4							0	6	0	3
04:15					0	4	0	2							0	6	0	3
04:30					0	1	0	1							0	2	0	1
04:45					1	1	0	3							1	4	0	2
05:00					0	2	0	1							0	3	0	1
05:15					0	2	0	10							0	12	0	6
05:30					0	2	0	4							0	6	0	3
05:45					2	3	1	0							3	3	1	1
06:00					4	2	4	2							8	4	4	2
06:15					1	4	1	2							2	6	1	3
06:30					5	1	7	1							12	2	6	1
06:45					3	3	0	3							3	6	1	3
07:00					2	1	2	1							4	2	2	1
07:15					1	1	2	3							3	4	1	2
07:30					6	1	4	2							10	3	5	1
07:45					4	0	9	2							13	2	6	1
08:00					1	1	3	2							4	3	2	1
08:15					2	1	0	0							2	1	1	0
08:30					2	0	0	1							2	1	1	0
08:45					4	1	0	1							4	2	2	1
09:00					2	0	0	1							2	1	1	0
09:15					2	0	1	1							3	1	1	0
09:30					1	0	2	0							3	0	1	0
09:45					0	0	0	0							0	0	0	0
10:00					1	0	2	0							3	0	1	0
10:15					1	0	1	1							2	1	1	0
10:30					1	0	3	0							4	0	2	0
10:45					1	0	4	0							5	0	2	0
11:00					1	0	1	0							2	0	1	0
11:15					2	0	1	0							3	0	1	0
11:30					1	0	1	0							2	0	1	0
11:45					2	0	0	0							2	0	1	0
12:00					4	0	2	0							6	0	3	0

TOTALS					0	0	125	124	0	0	0	0	0	0	249		111	
AM Times							6:00	7:15							7:00		7:00	
AM Peaks							13	18							30		14	
AM PHF							0.65	0.50							0.58		0.58	
PM Times							12:00	16:45							15:30		15:30	
PM Peaks							14	18							25		12	
PM PHF							0.88	0.45							0.89		1.00	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Ref: 00000000141
 Counter ID: 000000003494
 Location: Hickory Av, N of SR 50
 Direction: ROAD TOTAL

File: D0118024.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 3																		
00:15					0	7	0	0							0	7	0	3
00:30					1	4	0	3							1	7	0	3
00:45					1	3	1	2							2	5	1	2
01:00					0	2	0	5							0	7	0	3
01:15					0	5	0	0							0	5	0	2
01:30					0	4	0	1							0	5	0	2
01:45					0	3	0	3							0	6	0	3
02:00					0	2	0	5							0	7	0	3
02:15					0	7	2	2							2	9	1	4
02:30					1	2	0	3							1	5	0	2
02:45					1	3	0	4							1	7	0	3
03:00					0	2	0	5							0	7	0	3
03:15					0	5	0	6							0	11	0	5
03:30					0	10	0	4							0	14	0	7
03:45					1	6	0	5							1	11	0	5
04:00					0	6	0	7							0	13	0	6
04:15					0	7	0	8							0	15	0	7
04:30					0	5	0	3							0	8	0	4
04:45					1	5	0	11							1	16	0	8
05:00					0	2	0	2							0	4	0	2
05:15					0	7	0	17							0	24	0	12
05:30					1	4	1	5							2	9	1	4
05:45					4	7	2	1							6	8	3	4
06:00					4	7	5	4							9	11	4	5
06:15					3	5	2	3							5	8	2	4
06:30					8	3	11	1							19	4	9	2
06:45					3	6	1	4							4	10	2	5
07:00					2	2	3	9							5	11	2	5
07:15					1	1	2	10							3	11	1	5
07:30					6	2	7	5							13	7	6	3
07:45					4	4	9	2							13	6	6	3
08:00					6	1	6	2							12	3	6	1
08:15					5	1	2	0							7	1	3	0
08:30					5	0	0	1							5	1	2	0
08:45					4	3	1	2							5	5	2	2
09:00					4	1	1	1							5	2	2	1
09:15					4	2	1	2							5	4	2	2
09:30					3	0	4	0							7	0	3	0
09:45					1	0	2	0							3	0	1	0
10:00					4	0	7	0							11	0	5	0
10:15					7	0	1	1							8	1	4	0
10:30					1	0	3	0							4	0	2	0
10:45					2	0	7	0							9	0	4	0
11:00					3	0	1	0							4	0	2	0
11:15					3	0	1	0							4	0	2	0
11:30					3	1	1	0							4	1	2	0
11:45					5	0	2	0							7	0	3	0
12:00					5	0	5	0							10	0	5	0

TOTALS							254	240								494		223
AM Times							7:30	7:15								7:30		7:30
AM Peaks							21	24								45		21
AM PHF							0.88	0.67								0.87		0.88
PM Times							15:30	16:45								15:30		16:30
PM Peaks							29	35								53		26
PM PHF							0.73	0.51								0.88		0.54

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Ref: 0000000140-2
 Counter ID: 000000003631
 Location: Talbot Av, S of SR 50
 Direction: NORTH

File: D0118023.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15					0	0	0	0							0	0	0	0
00:30					1	1	0	0							1	1	0	0
00:45					1	1	0	0							1	1	0	0
01:00					0	1	0	0							0	1	0	0
01:15					1	1	0	0							1	1	0	0
01:30					0	0	0	0							0	0	0	0
01:45					0	1	0	0							0	1	0	0
02:00					1	0	1	1							2	1	1	0
02:15					0	0	0	0							0	0	0	0
02:30					0	1	1	1							1	2	0	1
02:45					0	1	1	0							1	1	0	0
03:00					0	1	0	2							0	3	0	1
03:15					0	0	0	1							0	1	0	0
03:30					0	0	0	1							0	1	0	0
03:45					0	2	0	0							0	2	0	1
04:00					0	1	0	3							0	4	0	2
04:15					0	1	0	2							0	3	0	1
04:30					0	1	0	0							0	1	0	0
04:45					0	3	0	1							0	4	0	2
05:00					0	1	0	1							0	2	0	1
05:15					0	0	1	0							1	0	0	0
05:30					1	1	2	1							3	2	1	1
05:45					2	1	0	1							2	2	1	1
06:00					0	1	1	0							1	1	0	0
06:15					0	1	0	1							0	2	0	1
06:30					1	1	1	1							2	2	1	1
06:45					0	0	1	0							1	0	0	0
07:00					4	1	1	0							5	1	2	0
07:15					1	3	0	1							1	4	0	2
07:30					1	0	0	0							1	0	0	0
07:45					0	1	1	0							1	1	0	0
08:00					0	1	1	1							1	2	0	1
08:15					1	1	0	0							1	1	0	0
08:30					0	0	0	1							0	1	0	0
08:45					1	0	1	0							2	0	1	0
09:00					0	0	0	1							0	1	0	0
09:15					0	0	0	1							0	1	0	0
09:30					0	1	0	0							0	1	0	0
09:45					1	1	1	0							2	1	1	0
10:00					0	1	1	1							1	2	0	1
10:15					0	0	1	1							1	1	0	0
10:30					0	0	0	0							0	0	0	0
10:45					0	0	1	0							1	0	0	0
11:00					0	0	0	0							0	0	0	0
11:15					0	1	1	0							1	1	0	0
11:30					0	0	0	0							0	0	0	0
11:45					0	0	1	0							1	0	0	0
12:00					1	0	1	0							2	0	1	0

TOTALS	0		0		51		44		0		0		0		95		26	

AM Times					6:30		5:15								6:30		6:15	
AM Peaks					6		4								9		3	
AM PHF					0.38		0.50								0.45		0.38	

PM Times					16:00		15:30								16:00		16:00	
PM Peaks					6		6								12		5	
PM PHF					0.50		0.50								0.75		0.63	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Ref: 0000000140-2
 Counter ID: 000000003631
 Location: Talbot Av, S of SR 50
 Direction: SOUTH

File: D0118023.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15					0	0	0	0							0	0	0	0
00:30					3	0	0	0							3	0	1	0
00:45					1	2	0	0							1	2	0	1
01:00					0	1	0	0							0	1	0	0
01:15					0	1	0	0							0	1	0	0
01:30					0	4	0	0							0	4	0	2
01:45					0	1	0	0							0	1	0	0
02:00					0	1	0	1							0	2	0	1
02:15					0	0	0	0							0	0	0	0
02:30					0	1	0	0							0	1	0	0
02:45					0	0	0	1							0	1	0	0
03:00					0	0	0	1							0	1	0	0
03:15					0	0	0	1							0	1	0	0
03:30					0	1	0	0							0	1	0	0
03:45					0	2	0	0							0	2	0	1
04:00					0	0	0	1							0	1	0	0
04:15					0	0	0	2							0	2	0	1
04:30					0	0	0	0							0	0	0	0
04:45					0	0	0	2							0	2	0	1
05:00					0	1	1	0							1	1	0	0
05:15					0	0	1	0							1	0	0	0
05:30					3	1	1	0							4	1	2	0
05:45					1	0	1	1							2	1	1	0
06:00					0	0	2	0							2	0	1	0
06:15					0	0	0	1							0	1	0	0
06:30					1	1	1	0							2	1	1	0
06:45					0	2	1	2							1	4	0	2
07:00					0	0	1	0							1	0	0	0
07:15					1	0	1	0							2	0	1	0
07:30					0	0	2	0							2	0	1	0
07:45					0	1	2	0							2	1	1	0
08:00					0	0	0	0							0	0	0	0
08:15					0	1	0	0							0	1	0	0
08:30					0	0	0	1							0	1	0	0
08:45					0	0	0	0							0	0	0	0
09:00					0	0	0	3							0	3	0	1
09:15					0	1	0	0							0	1	0	0
09:30					1	0	0	0							1	0	0	0
09:45					0	0	0	0							0	0	0	0
10:00					0	2	0	2							0	4	0	2
10:15					0	0	0	2							0	2	0	1
10:30					0	0	2	1							2	1	1	0
10:45					0	0	0	0							0	0	0	0
11:00					0	0	1	0							1	0	0	0
11:15					1	0	0	0							1	0	0	0
11:30					0	0	0	0							0	0	0	0
11:45					0	0	0	0							0	0	0	0
12:00					0	0	0	0							0	0	0	0

TOTALS	0		0		36		39		0		0		0		75		23	

AM Times							7:00								5:15		5:15	
AM Peaks					4		6								9		4	
AM PHF					0.33		0.75								0.56		0.50	

PM Times					12:45		16:00								12:45		12:45	
PM Peaks					8		5								8		3	
PM PHF					0.50		0.63								0.50		0.38	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Ref: 0000000140-2
 Counter ID: 000000003631
 Location: Talbot Av, S of SR 50
 Direction: ROAD TOTAL

File: D0118023.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15					0	0	0	0							0	0	0	0
00:30					4	1	0	0							4	1	2	0
00:45					2	3	0	0							2	3	1	1
01:00					0	2	0	0							0	2	0	1
01:15					1	2	0	0							1	2	0	1
01:30					0	4	0	0							0	4	0	2
01:45					0	2	0	0							0	2	0	1
02:00					1	1	1	2							2	3	1	1
02:15					0	0	0	0							0	0	0	0
02:30					0	2	1	1							1	3	0	1
02:45					0	1	1	1							1	2	0	1
03:00					0	1	0	3							0	4	0	2
03:15					0	0	0	2							0	2	0	1
03:30					0	1	0	1							0	2	0	1
03:45					0	4	0	0							0	4	0	2
04:00					0	1	0	4							0	5	0	2
04:15					0	1	0	4							0	5	0	2
04:30					0	1	0	0							0	1	0	0
04:45					0	3	0	3							0	6	0	3
05:00					0	2	1	1							1	3	0	1
05:15					0	0	2	0							2	0	1	0
05:30					4	2	3	1							7	3	3	1
05:45					3	1	1	2							4	3	2	1
06:00					0	1	3	0							3	1	1	0
06:15					0	1	0	2							0	3	0	1
06:30					2	2	2	1							4	3	2	1
06:45					0	2	2	2							2	4	1	2
07:00					4	1	2	0							6	1	3	0
07:15					2	3	1	1							3	4	1	2
07:30					1	0	2	0							3	0	1	0
07:45					0	2	3	0							3	2	1	1
08:00					0	1	1	1							1	2	0	1
08:15					1	2	0	0							1	2	0	1
08:30					0	0	0	2							0	2	0	1
08:45					1	0	1	0							2	0	1	0
09:00					0	0	0	4							0	4	0	2
09:15					0	1	0	1							0	2	0	1
09:30					1	1	0	0							1	1	0	0
09:45					1	1	1	0							2	1	1	0
10:00					0	3	1	3							1	6	0	3
10:15					0	0	1	3							1	3	0	1
10:30					0	0	2	1							2	1	1	0
10:45					0	0	1	0							1	0	0	0
11:00					0	0	1	0							1	0	0	0
11:15					1	1	1	0							2	1	1	0
11:30					0	0	0	0							0	0	0	0
11:45					0	0	1	0							1	0	0	0
12:00					1	0	1	0							2	0	1	0

TOTALS	0		0		87		83		0		0		0		170		67	

AM Times					6:30		5:15								5:15		5:15	
AM Peaks					8		9								16		7	
AM PHF					0.50		0.75								0.57		0.58	

PM Times					12:45		16:00								16:00		15:30	
PM Peaks					11		11								17		7	
PM PHF					0.69		0.69								0.71		0.88	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Ref: 0000000140-1
 Counter ID: 000000003626
 Location: Talbot Av, N of SR 50
 Direction: NORTH

File: D0118022.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15					0	2	0	0							0	2	0	1
00:30					0	0	0	0							0	0	0	0
00:45					0	0	0	0							0	0	0	0
01:00					0	0	0	0							0	0	0	0
01:15					0	0	0	0							0	0	0	0
01:30					0	0	0	0							0	0	0	0
01:45					0	0	0	0							0	0	0	0
02:00					1	0	0	0							1	0	0	0
02:15					0	0	0	0							0	0	0	0
02:30					0	0	0	0							0	0	0	0
02:45					0	0	0	0							0	0	0	0
03:00					0	0	0	0							0	0	0	0
03:15					0	0	0	0							0	0	0	0
03:30					0	2	0	0							0	2	0	1
03:45					0	0	0	0							0	0	0	0
04:00					0	1	0	2							0	3	0	1
04:15					0	0	0	2							0	2	0	1
04:30					0	0	0	0							0	0	0	0
04:45					0	0	0	0							0	0	0	0
05:00					0	0	0	0							0	0	0	0
05:15					0	2	0	0							0	2	0	1
05:30					2	5	0	0							2	5	1	2
05:45					0	3	2	0							2	3	1	1
06:00					0	0	0	2							0	2	0	1
06:15					0	0	2	0							2	0	1	0
06:30					1	0	0	2							1	2	0	1
06:45					0	0	0	4							0	4	0	2
07:00					0	0	0	0							0	0	0	0
07:15					0	0	0	2							0	2	0	1
07:30					0	0	0	0							0	0	0	0
07:45					0	0	0	0							0	0	0	0
08:00					0	1	0	0							0	1	0	0
08:15					1	0	0	0							1	0	0	0
08:30					0	1	0	2							0	3	0	1
08:45					0	0	2	0							2	0	1	0
09:00					0	0	0	2							0	2	0	1
09:15					0	0	0	0							0	0	0	0
09:30					0	0	0	0							0	0	0	0
09:45					0	0	0	0							0	0	0	0
10:00					1	0	0	0							1	0	0	0
10:15					0	0	0	0							0	0	0	0
10:30					0	0	0	0							0	0	0	0
10:45					1	0	0	0							1	0	0	0
11:00					0	0	0	2							0	2	0	1
11:15					0	0	0	0							0	0	0	0
11:30					0	0	0	0							0	0	0	0
11:45					0	0	0	0							0	0	0	0
12:00					0	0	0	0							0	0	0	0

TOTALS	0		0		24		26		0		0		0		50		20	

AM Times					4:45		5:30								5:30		5:30	
AM Peaks					2		4								6		3	
AM PHF					0.25		0.50								0.75		0.75	

PM Times					17:00		18:00								17:15		17:15	
PM Peaks					10		8								12		5	
PM PHF					0.50		0.50								0.60		0.63	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Ref: 0000000140-1
 Counter ID: 000000003626
 Location: Talbot Av, N of SR 50
 Direction: SOUTH

File: D0118022.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15					0	2	0	0							0	2	0	1
00:30					0	0	0	0							0	0	0	0
00:45					0	0	0	0							0	0	0	0
01:00					0	0	0	0							0	0	0	0
01:15					0	0	0	0							0	0	0	0
01:30					0	0	0	0							0	0	0	0
01:45					0	0	0	0							0	0	0	0
02:00					0	0	0	0							0	0	0	0
02:15					0	0	0	0							0	0	0	0
02:30					0	0	0	0							0	0	0	0
02:45					0	0	0	0							0	0	0	0
03:00					1	2	0	0							1	2	0	1
03:15					0	0	0	0							0	0	0	0
03:30					0	0	0	0							0	0	0	0
03:45					0	0	0	0							0	0	0	0
04:00					0	1	0	0							0	1	0	0
04:15					0	0	0	0							0	0	0	0
04:30					0	1	0	0							0	1	0	0
04:45					0	2	0	0							0	2	0	1
05:00					0	0	0	0							0	0	0	0
05:15					0	3	0	0							0	3	0	1
05:30					0	4	0	0							0	4	0	2
05:45					0	3	0	4							0	7	0	3
06:00					0	0	0	0							0	0	0	0
06:15					0	1	6	0							6	1	3	0
06:30					1	0	2	0							3	0	1	0
06:45					1	0	0	4							1	4	0	2
07:00					0	0	0	2							0	2	0	1
07:15					0	0	0	0							0	0	0	0
07:30					0	0	2	0							2	0	1	0
07:45					0	0	0	0							0	0	0	0
08:00					0	0	0	0							0	0	0	0
08:15					0	0	0	0							0	0	0	0
08:30					0	0	0	2							0	2	0	1
08:45					0	0	0	0							0	0	0	0
09:00					0	1	0	2							0	3	0	1
09:15					0	0	0	0							0	0	0	0
09:30					0	0	0	0							0	0	0	0
09:45					0	0	0	0							0	0	0	0
10:00					0	0	0	0							0	0	0	0
10:15					0	0	0	0							0	0	0	0
10:30					2	0	0	0							2	0	1	0
10:45					0	0	0	0							0	0	0	0
11:00					0	0	0	2							0	2	0	1
11:15					0	0	0	0							0	0	0	0
11:30					0	0	0	0							0	0	0	0
11:45					0	0	0	0							0	0	0	0
12:00					0	0	0	0							0	0	0	0

TOTALS	0		0		25		26		0		0		0		51		21	

AM Times					6:00		5:45								6:00		5:45	
AM Peaks					2		8								10		4	
AM PHF					0.50		0.33								0.42		0.33	

PM Times					17:00		18:15								17:00		17:00	
PM Peaks					10		6								14		6	
PM PHF					0.63		0.38								0.50		0.50	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Ref: 0000000140-1
 Counter ID: 000000003626
 Location: Talbot Av, N of SR 50
 Direction: ROAD TOTAL

File: D0118022.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG							
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm						
Lane 3																								
00:15					0	4	0	0							0	4	0	2						
00:30					0	0	0	0							0	0	0	0						
00:45					0	0	0	0							0	0	0	0						
01:00					0	0	0	0							0	0	0	0						
01:15					0	0	0	0							0	0	0	0						
01:30					0	0	0	0							0	0	0	0						
01:45					0	0	0	0							0	0	0	0						
02:00					1	0	0	0							1	0	0	0						
02:15					0	0	0	0							0	0	0	0						
02:30					0	0	0	0							0	0	0	0						
02:45					0	0	0	0							0	0	0	0						
03:00					1	2	0	0							1	2	0	1						
03:15					0	0	0	0							0	0	0	0						
03:30					0	2	0	0							0	2	0	1						
03:45					0	0	0	0							0	0	0	0						
04:00					0	2	0	2							0	4	0	2						
04:15					0	0	0	2							0	2	0	1						
04:30					0	1	0	0							0	1	0	0						
04:45					0	2	0	0							0	2	0	1						
05:00					0	0	0	0							0	0	0	0						
05:15					0	5	0	0							0	5	0	2						
05:30					2	9	0	0							2	9	1	4						
05:45					0	6	2	4							2	10	1	5						
06:00					0	0	0	2							0	2	0	1						
06:15					0	1	8	0							8	1	4	0						
06:30					2	0	2	2							4	2	2	1						
06:45					1	0	0	8							1	8	0	4						
07:00					0	0	0	2							0	2	0	1						
07:15					0	0	0	2							0	2	0	1						
07:30					0	0	2	0							2	0	1	0						
07:45					0	0	0	0							0	0	0	0						
08:00					0	1	0	0							0	1	0	0						
08:15					1	0	0	0							1	0	0	0						
08:30					0	1	0	4							0	5	0	2						
08:45					0	0	2	0							2	0	1	0						
09:00					0	1	0	4							0	5	0	2						
09:15					0	0	0	0							0	0	0	0						
09:30					0	0	0	0							0	0	0	0						
09:45					0	0	0	0							0	0	0	0						
10:00					1	0	0	0							1	0	0	0						
10:15					0	0	0	0							0	0	0	0						
10:30					2	0	0	0							2	0	1	0						
10:45					1	0	0	0							1	0	0	0						
11:00					0	0	0	4							0	4	0	2						
11:15					0	0	0	0							0	0	0	0						
11:30					0	0	0	0							0	0	0	0						
11:45					0	0	0	0							0	0	0	0						
12:00					0	0	0	0							0	0	0	0						

TOTALS					0		0		49		52		0		0		0		0		101		44	
AM Times									10:00		5:45						5:45		5:45					
AM Peaks									4		12						14		7					
AM PHF									0.50		0.38						0.44		0.44					
PM Times									17:00		18:30						17:15		17:15					
PM Peaks									20		14						26		12					
PM PHF									0.56		0.44						0.65		0.60					

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/11/2017

Site Ref: 0000000139-2
 Counter ID: 000000010195
 Location: S Sunset Av, S of SR 50
 Direction: NORTH

File: D0111020.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE		WED 11		THU 12		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15					2	2	1	3							3	5	1	2
00:30					1	6	1	5							2	11	1	5
00:45					1	5	0	4							1	9	0	4
01:00					1	4	0	4							1	8	0	4
01:15					0	4	0	6							0	10	0	5
01:30					0	8	1	5							1	13	0	6
01:45					1	4	1	1							2	5	1	2
02:00					0	13	0	1							0	14	0	7
02:15					1	11	1	4							2	15	1	7
02:30					0	5	0	7							0	12	0	6
02:45					0	6	1	4							1	10	0	5
03:00					1	3	0	12							1	15	0	7
03:15					1	6	4	14							5	20	2	10
03:30					1	13	0	9							1	22	0	11
03:45					1	10	0	8							1	18	0	9
04:00					0	6	1	11							1	17	0	8
04:15					0	7	1	11							1	18	0	9
04:30					1	8	1	10							2	18	1	9
04:45					1	10	0	9							1	19	0	9
05:00					4	6	4	7							8	13	4	6
05:15					6	7	3	10							9	17	4	8
05:30					4	7	2	11							6	18	3	9
05:45					4	11	6	13							10	24	5	12
06:00					2	8	3	8							5	16	2	8
06:15					2	10	3	14							5	24	2	12
06:30					4	6	9	9							13	15	6	7
06:45					5	13	4	11							9	24	4	12
07:00					5	8	6	12							11	20	5	10
07:15					5	7	6	6							11	13	5	6
07:30					5	5	3	6							8	11	4	5
07:45					11	6	7	7							18	13	9	6
08:00					17	8	18	8							35	16	17	8
08:15					19	4	16	4							35	8	17	4
08:30					2	7	3	4							5	11	2	5
08:45					6	6	4	4							10	10	5	5
09:00					3	4	3	0							6	4	3	2
09:15					1	2	4	1							5	3	2	1
09:30					6	4	2	0							8	4	4	2
09:45					5	4	1	4							6	8	3	4
10:00					4	4	1	4							5	8	2	4
10:15					2	1	1	2							3	3	1	1
10:30					2	1	1	2							3	3	1	1
10:45					4	0	2	1							6	1	3	0
11:00					3	0	3	3							6	3	3	1
11:15					2	1	1	1							3	2	1	1
11:30					3	3	1	1							4	4	2	2
11:45					4	2	4	1							8	3	4	1
12:00					3	0	4	0							7	0	3	0

TOTALS	0		0		432		420		0		0		0		852		401	

AM Times					7:30		7:30								7:30		7:30	
AM Peaks					52		44								96		47	
AM PHF					0.68		0.61								0.69		0.69	

PM Times					18:00		17:30								18:15		17:30	
PM Peaks					37		46								83		41	
PM PHF					0.71		0.82								0.86		0.85	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/11/2017

Site Ref: 0000000139-2
 Counter ID: 000000010195
 Location: S Sunset Av, S of SR 50
 Direction: SOUTH

File: D0111020.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE		WED 11		THU 12		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 2																		
00:15					1	1	0	2							1	3	0	1
00:30					0	5	1	3							1	8	0	4
00:45					1	2	0	5							1	7	0	3
01:00					0	9	0	4							0	13	0	6
01:15					0	1	0	5							0	6	0	3
01:30					0	9	0	2							0	11	0	5
01:45					0	5	0	3							0	8	0	4
02:00					1	8	1	1							2	9	1	4
02:15					1	3	3	6							4	9	2	4
02:30					0	6	0	5							0	11	0	5
02:45					0	2	0	10							0	12	0	6
03:00					1	7	0	7							1	14	0	7
03:15					1	6	3	6							4	12	2	6
03:30					0	9	0	10							0	19	0	9
03:45					0	7	0	6							0	13	0	6
04:00					0	13	0	18							0	31	0	15
04:15					0	15	0	7							0	22	0	11
04:30					0	6	0	13							0	19	0	9
04:45					0	7	1	11							1	18	0	9
05:00					5	9	0	10							5	19	2	9
05:15					4	12	5	13							9	25	4	12
05:30					5	11	5	11							10	22	5	11
05:45					4	4	3	9							7	13	3	6
06:00					5	9	4	8							9	17	4	8
06:15					2	6	4	17							6	23	3	11
06:30					4	6	7	8							11	14	5	7
06:45					7	10	5	10							12	20	6	10
07:00					6	7	5	6							11	13	5	6
07:15					5	6	7	6							12	12	6	6
07:30					6	2	1	5							7	7	3	3
07:45					7	4	2	4							9	8	4	4
08:00					12	4	13	9							25	13	12	6
08:15					7	3	9	6							16	9	8	4
08:30					3	6	1	6							4	12	2	6
08:45					6	2	2	4							8	6	4	3
09:00					3	6	2	5							5	11	2	5
09:15					1	4	1	1							2	5	1	2
09:30					2	5	2	0							4	5	2	2
09:45					7	4	4	3							11	7	5	3
10:00					2	5	2	6							4	11	2	5
10:15					4	0	2	1							6	1	3	0
10:30					2	3	4	1							6	4	3	2
10:45					2	1	6	1							8	2	4	1
11:00					7	0	1	2							8	2	4	1
11:15					1	3	1	0							2	3	1	1
11:30					5	2	4	2							9	4	4	2
11:45					2	4	4	0							6	4	3	2
12:00					4	0	3	0							7	0	3	0

TOTALS		0		0		395		396		0		0		0		791		373
AM Times						7:30		7:30							7:30		7:30	
AM Peaks						32		25							57		27	
AM PHF						0.67		0.48							0.57		0.56	
PM Times						15:30		16:00							16:00		16:00	
PM Peaks						44		49							90		44	
PM PHF						0.73		0.68							0.73		0.73	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/11/2017

Site Ref: 0000000139-2
 Counter ID: 000000010195
 Location: S Sunset Av, S of SR 50
 Direction: ROAD TOTAL

File: D0111020.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE		WED 11		THU 12		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 3																		
00:15					3	3	1	5							4	8	2	4
00:30					1	11	2	8							3	19	1	9
00:45					2	7	0	9							2	16	1	8
01:00					1	13	0	8							1	21	0	10
01:15					0	5	0	11							0	16	0	8
01:30					0	17	1	7							1	24	0	12
01:45					1	9	1	4							2	13	1	6
02:00					1	21	1	2							2	23	1	11
02:15					2	14	4	10							6	24	3	12
02:30					0	11	0	12							0	23	0	11
02:45					0	8	1	14							1	22	0	11
03:00					2	10	0	19							2	29	1	14
03:15					2	12	7	20							9	32	4	16
03:30					1	22	0	19							1	41	0	20
03:45					1	17	0	14							1	31	0	15
04:00					0	19	1	29							1	48	0	24
04:15					0	22	1	18							1	40	0	20
04:30					1	14	1	23							2	37	1	18
04:45					1	17	1	20							2	37	1	18
05:00					9	15	4	17							13	32	6	16
05:15					10	19	8	23							18	42	9	21
05:30					9	18	7	22							16	40	8	20
05:45					8	15	9	22							17	37	8	18
06:00					7	17	7	16							14	33	7	16
06:15					4	16	7	31							11	47	5	23
06:30					8	12	16	17							24	29	12	14
06:45					12	23	9	21							21	44	10	22
07:00					11	15	11	18							22	33	11	16
07:15					10	13	13	12							23	25	11	12
07:30					11	7	4	11							15	18	7	9
07:45					18	10	9	11							27	21	13	10
08:00					29	12	31	17							60	29	30	14
08:15					26	7	25	10							51	17	25	8
08:30					5	13	4	10							9	23	4	11
08:45					12	8	6	8							18	16	9	8
09:00					6	10	5	5							11	15	5	7
09:15					2	6	5	2							7	8	3	4
09:30					8	9	4	0							12	9	6	4
09:45					12	8	5	7							17	15	8	7
10:00					6	9	3	10							9	19	4	9
10:15					6	1	3	3							9	4	4	2
10:30					4	4	5	3							9	7	4	3
10:45					6	1	8	2							14	3	7	1
11:00					10	0	4	5							14	5	7	2
11:15					3	4	2	1							5	5	2	2
11:30					8	5	5	3							13	8	6	4
11:45					6	6	8	1							14	7	7	3
12:00					7	0	7	0							14	0	7	0

TOTALS		0		0		827		816		0		0		0		1643		794
AM Times						7:30		7:30							7:30		7:30	
AM Peaks						84		69							153		75	
AM PHF						0.72		0.56							0.64		0.63	
PM Times						15:30		17:30							16:00		16:00	
PM Peaks						80		91							162		80	
PM PHF						0.91		0.73							0.84		0.83	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Ref: 0000000139-1
 Counter ID: 000000010197
 Location: N Sunset Av, N of SR 50
 Direction: NORTH

File: D0118021.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15					0	5	1	7							1	12	0	6
00:30					0	5	1	5							1	10	0	5
00:45					1	11	2	9							3	20	1	10
01:00					1	6	0	3							1	9	0	4
01:15					0	5	0	10							0	15	0	7
01:30					2	7	0	8							2	15	1	7
01:45					0	11	0	5							0	16	0	8
02:00					0	4	1	10							1	14	0	7
02:15					2	6	0	16							2	22	1	11
02:30					1	14	1	9							2	23	1	11
02:45					0	13	2	4							2	17	1	8
03:00					1	7	2	12							3	19	1	9
03:15					0	13	1	9							1	22	0	11
03:30					1	12	1	14							2	26	1	13
03:45					0	12	2	10							2	22	1	11
04:00					1	10	0	8							1	18	0	9
04:15					0	8	0	11							0	19	0	9
04:30					2	10	2	17							4	27	2	13
04:45					2	16	3	11							5	27	2	13
05:00					2	13	4	10							6	23	3	11
05:15					6	16	5	12							11	28	5	14
05:30					11	14	8	12							19	26	9	13
05:45					7	13	13	12							20	25	10	12
06:00					7	15	8	17							15	32	7	16
06:15					11	11	16	14							27	25	13	12
06:30					16	14	9	13							25	27	12	13
06:45					10	11	9	12							19	23	9	11
07:00					10	15	9	6							19	21	9	10
07:15					13	7	14	13							27	20	13	10
07:30					12	11	12	11							24	22	12	11
07:45					22	9	13	11							35	20	17	10
08:00					9	6	7	5							16	11	8	5
08:15					15	10	13	11							28	21	14	10
08:30					3	13	10	9							13	22	6	11
08:45					7	7	8	8							15	15	7	7
09:00					6	7	12	1							18	8	9	4
09:15					10	3	9	2							19	5	9	2
09:30					6	4	14	3							20	7	10	3
09:45					8	3	4	3							12	6	6	3
10:00					8	4	7	4							15	8	7	4
10:15					9	3	10	4							19	7	9	3
10:30					5	6	13	3							18	9	9	4
10:45					7	3	10	5							17	8	8	4
11:00					11	2	14	1							25	3	12	1
11:15					4	2	4	2							8	4	4	2
11:30					5	2	7	0							12	2	6	1
11:45					7	0	14	0							21	0	10	0
12:00					7	2	5	1							12	3	6	1

TOTALS	0		0		669		683		0		0		0		1352		651	

AM Times					7:30		7:00								7:00		7:00	
AM Peaks					58		48								105		51	
AM PHF					0.66		0.86								0.75		0.75	

PM Times					16:45		17:45								17:15		17:15	
PM Peaks					59		56								111		55	
PM PHF					0.92		0.82								0.87		0.86	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Ref: 0000000139-1
 Counter ID: 000000010197
 Location: N Sunset Av, N of SR 50
 Direction: SOUTH

File: D0118021.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 2																		
00:15					2	6	3	9							5	15	2	7
00:30					0	7	1	10							1	17	0	8
00:45					1	10	0	9							1	19	0	9
01:00					0	9	0	6							0	15	0	7
01:15					0	6	0	10							0	16	0	8
01:30					2	10	1	8							3	18	1	9
01:45					0	3	0	7							0	10	0	5
02:00					1	6	1	8							2	14	1	7
02:15					1	7	1	9							2	16	1	8
02:30					0	9	2	6							2	15	1	7
02:45					0	8	0	6							0	14	0	7
03:00					1	9	1	9							2	18	1	9
03:15					2	9	1	9							3	18	1	9
03:30					1	15	1	8							2	23	1	11
03:45					0	7	3	16							3	23	1	11
04:00					2	12	1	17							3	29	1	14
04:15					3	13	2	17							5	30	2	15
04:30					3	10	3	10							6	20	3	10
04:45					3	13	2	18							5	31	2	15
05:00					5	13	4	20							9	33	4	16
05:15					9	20	8	20							17	40	8	20
05:30					12	28	10	18							22	46	11	23
05:45					12	20	8	12							20	32	10	16
06:00					6	15	9	14							15	29	7	14
06:15					9	13	7	13							16	26	8	13
06:30					12	10	8	13							20	23	10	11
06:45					7	16	7	15							14	31	7	15
07:00					9	8	11	3							20	11	10	5
07:15					6	10	2	9							8	19	4	9
07:30					4	4	8	16							12	20	6	10
07:45					7	10	11	9							18	19	9	9
08:00					8	6	9	9							17	15	8	7
08:15					9	9	9	8							18	17	9	8
08:30					7	9	5	9							12	18	6	9
08:45					8	15	7	9							15	24	7	12
09:00					11	10	6	5							17	15	8	7
09:15					4	6	5	6							9	12	4	6
09:30					9	7	8	3							17	10	8	5
09:45					11	4	8	3							19	7	9	3
10:00					7	7	6	6							13	13	6	6
10:15					12	3	9	4							21	7	10	3
10:30					13	7	13	3							26	10	13	5
10:45					11	1	5	3							16	4	8	2
11:00					6	2	3	2							9	4	4	2
11:15					9	1	8	3							17	4	8	2
11:30					6	1	8	1							14	2	7	1
11:45					9	2	8	2							17	4	8	2
12:00					3	1	10	0							13	1	6	0
TOTALS		0		0		690		673		0		0		0		1363		658
AM Times						9:45		7:30								9:45		9:45
AM Peaks						43		37								79		38
AM PHF						0.83		0.84								0.76		0.73
PM Times						17:15		16:45								17:00		17:00
PM Peaks						83		76								151		75
PM PHF						0.74		0.95								0.82		0.82

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Ref: 0000000139-1
 Counter ID: 000000010197
 Location: N Sunset Av, N of SR 50
 Direction: ROAD TOTAL

File: D0118021.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 3																		
00:15					2	11	4	16							6	27	3	13
00:30					0	12	2	15							2	27	1	13
00:45					2	21	2	18							4	39	2	19
01:00					1	15	0	9							1	24	0	12
01:15					0	11	0	20							0	31	0	15
01:30					4	17	1	16							5	33	2	16
01:45					0	14	0	12							0	26	0	13
02:00					1	10	2	18							3	28	1	14
02:15					3	13	1	25							4	38	2	19
02:30					1	23	3	15							4	38	2	19
02:45					0	21	2	10							2	31	1	15
03:00					2	16	3	21							5	37	2	18
03:15					2	22	2	18							4	40	2	20
03:30					2	27	2	22							4	49	2	24
03:45					0	19	5	26							5	45	2	22
04:00					3	22	1	25							4	47	2	23
04:15					3	21	2	28							5	49	2	24
04:30					5	20	5	27							10	47	5	23
04:45					5	29	5	29							10	58	5	29
05:00					7	26	8	30							15	56	7	28
05:15					15	36	13	32							28	68	14	34
05:30					23	42	18	30							41	72	20	36
05:45					19	33	21	24							40	57	20	28
06:00					13	30	17	31							30	61	15	30
06:15					20	24	23	27							43	51	21	25
06:30					28	24	17	26							45	50	22	25
06:45					17	27	16	27							33	54	16	27
07:00					19	23	20	9							39	32	19	16
07:15					19	17	16	22							35	39	17	19
07:30					16	15	20	27							36	42	18	21
07:45					29	19	24	20							53	39	26	19
08:00					17	12	16	14							33	26	16	13
08:15					24	19	22	19							46	38	23	19
08:30					10	22	15	18							25	40	12	20
08:45					15	22	15	17							30	39	15	19
09:00					17	17	18	6							35	23	17	11
09:15					14	9	14	8							28	17	14	8
09:30					15	11	22	6							37	17	18	8
09:45					19	7	12	6							31	13	15	6
10:00					15	11	13	10							28	21	14	10
10:15					21	6	19	8							40	14	20	7
10:30					18	13	26	6							44	19	22	9
10:45					18	4	15	8							33	12	16	6
11:00					17	4	17	3							34	7	17	3
11:15					13	3	12	5							25	8	12	4
11:30					11	3	15	1							26	4	13	2
11:45					16	2	22	2							38	4	19	2
12:00					10	3	15	1							25	4	12	2

TOTALS		0		0		1359		1356		0		0		0		2715		1334
AM Times						7:30		7:30							7:30		7:30	
AM Peaks						86		82							168		83	
AM PHF						0.74		0.85							0.79		0.80	
PM Times						17:15		16:45							17:15		17:15	
PM Peaks						141		121							258		128	
PM PHF						0.84		0.95							0.90		0.89	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Ref: 00000000138
 Counter ID: 000000003618
 Location: Barry Av, N of SR 50
 Direction: NORTH

File: D0118020.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15					0	4	0	3							0	7	0	3
00:30					0	3	0	4							0	7	0	3
00:45					1	3	3	1							4	4	2	2
01:00					1	0	0	4							1	4	0	2
01:15					1	1	1	1							2	2	1	1
01:30					0	2	0	4							0	6	0	3
01:45					0	3	1	0							1	3	0	1
02:00					0	1	0	1							0	2	0	1
02:15					0	1	0	1							0	2	0	1
02:30					0	3	0	1							0	4	0	2
02:45					0	2	0	1							0	3	0	1
03:00					1	2	1	1							2	3	1	1
03:15					0	1	0	1							0	2	0	1
03:30					0	5	0	3							0	8	0	4
03:45					0	1	0	5							0	6	0	3
04:00					0	8	0	5							0	13	0	6
04:15					0	7	0	12							0	19	0	9
04:30					1	7	0	2							1	9	0	4
04:45					1	3	1	2							2	5	1	2
05:00					0	9	0	7							0	16	0	8
05:15					1	8	2	4							3	12	1	6
05:30					4	4	6	5							10	9	5	4
05:45					1	4	3	8							4	12	2	6
06:00					2	3	2	9							4	12	2	6
06:15					0	5	3	11							3	16	1	8
06:30					2	7	3	8							5	15	2	7
06:45					3	8	3	8							6	16	3	8
07:00					1	3	3	3							4	6	2	3
07:15					3	1	2	8							5	9	2	4
07:30					3	4	1	9							4	13	2	6
07:45					2	10	2	4							4	14	2	7
08:00					6	2	3	3							9	5	4	2
08:15					1	4	3	3							4	7	2	3
08:30					3	3	0	1							3	4	1	2
08:45					0	4	0	2							0	6	0	3
09:00					3	0	0	5							3	5	1	2
09:15					0	1	1	3							1	4	0	2
09:30					1	0	2	2							3	2	1	1
09:45					3	2	0	1							3	3	1	1
10:00					1	1	3	0							4	1	2	0
10:15					1	0	3	4							4	4	2	2
10:30					2	2	0	0							2	2	1	1
10:45					5	1	3	0							8	1	4	0
11:00					4	0	1	1							5	1	2	0
11:15					3	0	1	0							4	0	2	0
11:30					3	1	2	1							5	2	2	1
11:45					2	1	1	0							3	1	1	0
12:00					3	1	2	0							5	1	2	0

TOTALS	0		0		215		224		0		0		0		439		200	

AM Times					10:45		5:30								7:15		5:15	
AM Peaks					15		14								22		10	
AM PHF					0.75		0.58								0.61		0.50	

PM Times					16:30		17:45								18:00		18:00	
PM Peaks					27		36								59		29	
PM PHF					0.75		0.82								0.92		0.91	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Ref: 00000000138
 Counter ID: 000000003618
 Location: Barry Av, N of SR 50
 Direction: SOUTH

File: D0118020.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG							
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm						
Lane 2																								
00:15					0	1	0	4							0	5	0	2						
00:30					0	1	0	4							0	5	0	2						
00:45					1	7	2	1							3	8	1	4						
01:00					0	2	0	3							0	5	0	2						
01:15					0	0	0	1							0	1	0	0						
01:30					0	4	0	7							0	11	0	5						
01:45					0	3	0	0							0	3	0	1						
02:00					0	5	0	1							0	6	0	3						
02:15					0	2	0	1							0	3	0	1						
02:30					0	1	0	2							0	3	0	1						
02:45					0	0	0	0							0	0	0	0						
03:00					0	1	0	0							0	1	0	0						
03:15					0	4	0	0							0	4	0	2						
03:30					0	1	0	1							0	2	0	1						
03:45					0	1	1	4							1	5	0	2						
04:00					0	2	0	4							0	6	0	3						
04:15					0	7	1	3							1	10	0	5						
04:30					2	1	1	4							3	5	1	2						
04:45					1	1	0	3							1	4	0	2						
05:00					1	8	1	6							2	14	1	7						
05:15					1	7	0	15							1	22	0	11						
05:30					2	6	4	1							6	7	3	3						
05:45					3	7	2	4							5	11	2	5						
06:00					3	6	0	5							3	11	1	5						
06:15					3	6	7	6						10	12	5	6							
06:30					3	5	6	8							9	13	4	6						
06:45					3	5	3	9							6	14	3	7						
07:00					0	3	1	6							1	9	0	4						
07:15					3	5	2	3							5	8	2	4						
07:30					4	1	2	7							6	8	3	4						
07:45					2	6	2	4							4	10	2	5						
08:00					4	3	3	2							7	5	3	2						
08:15					3	1	2	4							5	5	2	2						
08:30					3	7	3	3							6	10	3	5						
08:45					0	3	1	3							1	6	0	3						
09:00					1	2	2	1							3	3	1	1						
09:15					0	0	3	2							3	2	1	1						
09:30					0	1	3	1							3	2	1	1						
09:45					1	0	1	0							2	0	1	0						
10:00					2	0	2	0							4	0	2	0						
10:15					1	0	2	2							3	2	1	1						
10:30					3	0	3	0							6	0	3	0						
10:45					4	0	2	0							6	0	3	0						
11:00					4	0	3	0							7	0	3	0						
11:15					3	0	2	0							5	0	2	0						
11:30					4	0	3	0							7	0	3	0						
11:45					3	0	1	0							4	0	2	0						
12:00					6	1	0	0							6	1	3	0						

TOTALS					0		0		201		206		0		0		0		0		407		183	
AM Times									11:15		6:15						6:00		6:00					
AM Peaks									16		17						28		13					
AM PHF									0.67		0.61						0.70		0.65					
PM Times									17:00		18:15						17:00		17:00					
PM Peaks									28		29						54		26					
PM PHF									0.88		0.81						0.61		0.59					

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Ref: 00000000138
 Counter ID: 000000003618
 Location: Barry Av, N of SR 50
 Direction: ROAD TOTAL

File: D0118020.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 3																		
00:15					0	5	0	7							0	12	0	6
00:30					0	4	0	8							0	12	0	6
00:45					2	10	5	2							7	12	3	6
01:00					1	2	0	7							1	9	0	4
01:15					1	1	1	2							2	3	1	1
01:30					0	6	0	11							0	17	0	8
01:45					0	6	1	0							1	6	0	3
02:00					0	6	0	2							0	8	0	4
02:15					0	3	0	2							0	5	0	2
02:30					0	4	0	3							0	7	0	3
02:45					0	2	0	1							0	3	0	1
03:00					1	3	1	1							2	4	1	2
03:15					0	5	0	1							0	6	0	3
03:30					0	6	0	4							0	10	0	5
03:45					0	2	1	9							1	11	0	5
04:00					0	10	0	9							0	19	0	9
04:15					0	14	1	15							1	29	0	14
04:30					3	8	1	6							4	14	2	7
04:45					2	4	1	5							3	9	1	4
05:00					1	17	1	13							2	30	1	15
05:15					2	15	2	19							4	34	2	17
05:30					6	10	10	6							16	16	8	8
05:45					4	11	5	12							9	23	4	11
06:00					5	9	2	14							7	23	3	11
06:15					3	11	10	17							13	28	6	14
06:30					5	12	9	16							14	28	7	14
06:45					6	13	6	17							12	30	6	15
07:00					1	6	4	9							5	15	2	7
07:15					6	6	4	11							10	17	5	8
07:30					7	5	3	16							10	21	5	10
07:45					4	16	4	8							8	24	4	12
08:00					10	5	6	5							16	10	8	5
08:15					4	5	5	7							9	12	4	6
08:30					6	10	3	4							9	14	4	7
08:45					0	7	1	5							1	12	0	6
09:00					4	2	2	6							6	8	3	4
09:15					0	1	4	5							4	6	2	3
09:30					1	1	5	3							6	4	3	2
09:45					4	2	1	1							5	3	2	1
10:00					3	1	5	0							8	1	4	0
10:15					2	0	5	6							7	6	3	3
10:30					5	2	3	0							8	2	4	1
10:45					9	1	5	0							14	1	7	0
11:00					8	0	4	1							12	1	6	0
11:15					6	0	3	0							9	0	4	0
11:30					7	1	5	1							12	2	6	1
11:45					5	1	2	0							7	1	3	0
12:00					9	2	2	0							11	2	5	1

TOTALS		0		0		416		430		0		0		0		846		404
AM Times						10:45		6:15							10:45		10:45	
AM Peaks						30		29							47		23	
AM PHF						0.83		0.73							0.84		0.82	
PM Times						17:00		18:00							18:00		18:00	
PM Peaks						53		64							109		54	
PM PHF						0.78		0.94							0.91		0.90	

Accurate Traffic Counts
WEEKLY SUMMARY
Starting:1/31/2017

Site Ref: 0000000137-1
Counter ID: 0000000Video
Location: Howard Av, N of SR 50
Direction: NORTH

File: D0131004.prn
City: Mascotte
County: Lake

TIME	MON		TUE 31		WED 1		THU		FRI		SAT		SUN		WK TOT		WK AVG		
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	
00:15			0	1	0	1									0	2	0	1	
00:30			0	0	0	2									0	2	0	1	
00:45			0	0	0	1									0	1	0	0	
01:00			0	0	0	1									0	1	0	0	
01:15			0	4	0	2									0	6	0	3	
01:30			0	2	0	2									0	4	0	2	
01:45			0	1	0	1									0	2	0	1	
02:00			0	4	0	1									0	5	0	2	
02:15			0	2	0	1									0	3	0	1	
02:30			0	0	0	0									0	0	0	0	
02:45			0	0	0	1									0	1	0	0	
03:00			0	2	0	0									0	2	0	1	
03:15			0	4	0	0									0	4	0	2	
03:30			0	1	0	2									0	3	0	1	
03:45			0	2	0	1									0	3	0	1	
04:00			0	1	0	1									0	2	0	1	
04:15			0	0	0	1									0	1	0	0	
04:30			0	0	0	0									0	0	0	0	
04:45			0	2	0	3									0	5	0	2	
05:00			0	0	0	0									0	0	0	0	
05:15			0	1	0	0									0	1	0	0	
05:30			0	1	0	2									0	3	0	1	
05:45			0	1	0	0									0	1	0	0	
06:00			2	1	5	1									7	2	3	1	
06:15			0	1	0	0									0	1	0	0	
06:30			0	0	0	1									0	1	0	0	
06:45			0	1	0	0									0	1	0	0	
07:00			1	0	1	0									2	0	1	0	
07:15			0	0	0	1									0	1	0	0	
07:30			0	1	0	0									0	1	0	0	
07:45			2	1	1	0									3	1	1	0	
08:00			5	3	3	2									8	5	4	2	
08:15			2	1	2	0									4	1	2	0	
08:30			1	1	2	1									3	2	1	1	
08:45			0	1	0	1									0	2	0	1	
09:00			0	0	1	2									1	2	0	1	
09:15			1	1	0	0									1	1	0	0	
09:30			0	1	1	1									1	2	0	1	
09:45			1	1	1	2									2	3	1	1	
10:00			2	3	2	0									4	3	2	1	
10:15			1	0	1	0									2	0	1	0	
10:30			1	1	0	0									1	1	0	0	
10:45			0	0	0	1									0	1	0	0	
11:00			0	0	3	0									3	0	1	0	
11:15			0	0	0	0									0	0	0	0	
11:30			2	0	1	0									3	0	1	0	
11:45			0	0	1	0									1	0	0	0	
12:00			1	0	0	0									1	0	0	0	

TOTALS			0		69		61		0		0		0		0		130		47

AM Times					7:45		7:45										7:45		7:45
AM Peaks					10		8										18		8
AM PHF					0.50		0.67										0.56		0.50

PM Times					13:15		12:30										13:15		13:15
PM Peaks					11		6										17		8
PM PHF					0.69		0.75										0.71		0.67

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/31/2017

Site Ref: 0000000137-1
 Counter ID: 0000000Video
 Location: Howard Av, N of SR 50
 Direction: SOUTH

File: D0131004.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE 31		WED 1		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			0	4	0	3									0	7	0	3
00:30			0	3	0	3									0	6	0	3
00:45			0	2	0	2									0	4	0	2
01:00			0	0	0	1									0	1	0	0
01:15			0	1	0	0									0	1	0	0
01:30			0	0	0	1									0	1	0	0
01:45			0	1	0	2									0	3	0	1
02:00			0	2	0	2									0	4	0	2
02:15			0	4	0	1									0	5	0	2
02:30			0	1	0	0									0	1	0	0
02:45			0	1	0	0									0	1	0	0
03:00			0	2	0	2									0	4	0	2
03:15			0	1	0	0									0	1	0	0
03:30			0	1	0	1									0	2	0	1
03:45			0	2	0	2									0	4	0	2
04:00			0	1	0	0									0	1	0	0
04:15			0	2	0	1									0	3	0	1
04:30			0	0	0	0									0	0	0	0
04:45			0	1	0	2									0	3	0	1
05:00			0	1	0	0									0	1	0	0
05:15			0	8	0	6									0	14	0	7
05:30			0	1	0	3									0	4	0	2
05:45			0	2	0	0									0	2	0	1
06:00			0	3	0	1									0	4	0	2
06:15			2	1	1	0									3	1	1	0
06:30			0	0	2	2									2	2	1	1
06:45			0	0	0	1									0	1	0	0
07:00			2	0	1	0									3	0	1	0
07:15			0	0	1	1									1	1	0	0
07:30			0	1	0	0									0	1	0	0
07:45			0	2	0	0									0	2	0	1
08:00			1	3	0	1									1	4	0	2
08:15			2	0	1	0									3	0	1	0
08:30			0	2	1	1									1	3	0	1
08:45			0	1	1	0									1	1	0	0
09:00			0	0	0	2									0	2	0	1
09:15			0	0	1	0									1	0	0	0
09:30			2	0	0	1									2	1	1	0
09:45			0	1	1	0									1	1	0	0
10:00			1	3	2	0									3	3	1	1
10:15			3	1	0	0									3	1	1	0
10:30			0	0	0	1									0	1	0	0
10:45			0	0	1	1									1	1	0	0
11:00			0	0	1	0									1	0	0	0
11:15			1	0	1	0									2	0	1	0
11:30			1	0	0	0									1	0	0	0
11:45			0	0	0	1									0	1	0	0
12:00			0	0	1	0									1	0	0	0

TOTALS			0	74	61	0	0	0	0	0	0	0	0	0	135	47		

AM Times				9:30	6:15										9:30	6:15		
AM Peaks				6	4										9	3		
AM PHF				0.50	0.50										0.75	0.75		

PM Times				17:15	16:45										17:15	17:15		
PM Peaks				14	11										24	12		
PM PHF				0.44	0.46										0.43	0.43		

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/31/2017

Site Ref: 0000000137-1
 Counter ID: 0000000Video
 Location: Howard Av, N of SR 50
 Direction: ROAD TOTAL

File: D0131004.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE 31		WED 1		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			0	5	0	4									0	9	0	4
00:30			0	3	0	5									0	8	0	4
00:45			0	2	0	3									0	5	0	2
01:00			0	0	0	2									0	2	0	1
01:15			0	5	0	2									0	7	0	3
01:30			0	2	0	3									0	5	0	2
01:45			0	2	0	3									0	5	0	2
02:00			0	6	0	3									0	9	0	4
02:15			0	6	0	2									0	8	0	4
02:30			0	1	0	0									0	1	0	0
02:45			0	1	0	1									0	2	0	1
03:00			0	4	0	2									0	6	0	3
03:15			0	5	0	0									0	5	0	2
03:30			0	2	0	3									0	5	0	2
03:45			0	4	0	3									0	7	0	3
04:00			0	2	0	1									0	3	0	1
04:15			0	2	0	2									0	4	0	2
04:30			0	0	0	0									0	0	0	0
04:45			0	3	0	5									0	8	0	4
05:00			0	1	0	0									0	1	0	0
05:15			0	9	0	6									0	15	0	7
05:30			0	2	0	5									0	7	0	3
05:45			0	3	0	0									0	3	0	1
06:00			2	4	5	2									7	6	3	3
06:15			2	2	1	0									3	2	1	1
06:30			0	0	2	3									2	3	1	1
06:45			0	1	0	1									0	2	0	1
07:00			3	0	2	0									5	0	2	0
07:15			0	0	1	2									1	2	0	1
07:30			0	2	0	0									0	2	0	1
07:45			2	3	1	0									3	3	1	1
08:00			6	6	3	3									9	9	4	4
08:15			4	1	3	0									7	1	3	0
08:30			1	3	3	2									4	5	2	2
08:45			0	2	1	1									1	3	0	1
09:00			0	0	1	4									1	4	0	2
09:15			1	1	1	0									2	1	1	0
09:30			2	1	1	2									3	3	1	1
09:45			1	2	2	2									3	4	1	2
10:00			3	6	4	0									7	6	3	3
10:15			4	1	1	0									5	1	2	0
10:30			1	1	0	1									1	2	0	1
10:45			0	0	1	2									1	2	0	1
11:00			0	0	4	0									4	0	2	0
11:15			1	0	1	0									2	0	1	0
11:30			3	0	1	0									4	0	2	0
11:45			0	0	1	1									1	1	0	0
12:00			1	0	1	0									2	0	1	0

TOTALS	0		143		122		0		0		0		0		265		112	

AM Times			7:45		7:45										7:45		7:45	
AM Peaks			13		10										23		10	
AM PHF			0.54		0.83										0.64		0.63	

PM Times			17:15		16:45										16:45		16:45	
PM Peaks			18		16										31		14	
PM PHF			0.50		0.67										0.52		0.50	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Ref: 00000000136
 Counter ID: 000000004072
 Location: Fiske Av, S of SR 50
 Direction: NORTH

File: D0118018.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 1																		
00:15					0	0	0	0							0	0	0	0
00:30					0	1	0	0							0	1	0	0
00:45					0	0	0	0							0	0	0	0
01:00					0	1	0	1							0	2	0	1
01:15					0	0	0	1							0	1	0	0
01:30					0	0	0	0							0	0	0	0
01:45					0	0	0	0							0	0	0	0
02:00					0	0	0	0							0	0	0	0
02:15					0	0	0	0							0	0	0	0
02:30					0	0	0	0							0	0	0	0
02:45					0	1	0	1							0	2	0	1
03:00					0	1	0	0							0	1	0	0
03:15					0	0	0	2							0	2	0	1
03:30					0	0	0	0							0	0	0	0
03:45					0	0	0	0							0	0	0	0
04:00					0	0	0	1							0	1	0	0
04:15					0	2	0	0							0	2	0	1
04:30					0	1	0	2							0	3	0	1
04:45					0	0	0	0							0	0	0	0
05:00					0	1	0	0							0	1	0	0
05:15					0	1	0	0							0	1	0	0
05:30					3	1	1	0							4	1	2	0
05:45					0	1	1	0							1	1	0	0
06:00					0	0	0	0							0	0	0	0
06:15					0	0	0	0							0	0	0	0
06:30					0	3	0	0							0	3	0	1
06:45					0	0	0	0							0	0	0	0
07:00					1	0	0	0							1	0	0	0
07:15					0	0	1	1							1	1	0	0
07:30					0	0	0	0							0	0	0	0
07:45					1	0	1	1							2	1	1	0
08:00					2	1	0	0							2	1	1	0
08:15					0	0	0	0							0	0	0	0
08:30					0	0	0	0							0	0	0	0
08:45					0	1	0	0							0	1	0	0
09:00					0	0	0	0							0	0	0	0
09:15					0	1	0	0							0	1	0	0
09:30					0	0	2	1							2	1	1	0
09:45					1	0	0	0							1	0	0	0
10:00					0	0	0	1							0	1	0	0
10:15					1	0	0	0							1	0	0	0
10:30					0	0	0	0							0	0	0	0
10:45					0	0	0	0							0	0	0	0
11:00					0	0	0	0							0	0	0	0
11:15					0	0	1	0							1	0	0	0
11:30					0	0	1	0							1	0	0	0
11:45					0	0	0	0							0	0	0	0
12:00					0	0	2	0							2	0	1	0

TOTALS					0	0	26	22	0	0	0	0	0	0	48	12		
AM Times							4:45	11:15					5:00	4:45				
AM Peaks							3	4					5	2				
AM PHF							0.25	0.50					0.31	0.25				
PM Times							16:15	14:30					15:45	14:30				
PM Peaks							4	3					6	2				
PM PHF							0.50	0.38					0.50	0.50				

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Ref: 000000000136
 Counter ID: 000000004072
 Location: Fiske Av, S of SR 50
 Direction: SOUTH

File: D0118018.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG				
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm			
Lane 2																					
00:15					0	0	0	1							0	1	0	0			
00:30					0	0	0	0							0	0	0	0			
00:45					0	0	0	0							0	0	0	0			
01:00					0	2	0	1							0	3	0	1			
01:15					0	0	0	0							0	0	0	0			
01:30					2	0	0	0							2	0	1	0			
01:45					0	2	0	0							0	2	0	1			
02:00					0	0	0	0							0	0	0	0			
02:15					0	0	0	0							0	0	0	0			
02:30					0	1	0	1							0	2	0	1			
02:45					0	2	0	0							0	2	0	1			
03:00					0	0	0	0							0	0	0	0			
03:15					0	0	0	2							0	2	0	1			
03:30					0	0	0	0							0	0	0	0			
03:45					0	2	0	0							0	2	0	1			
04:00					0	2	0	3							0	5	0	2			
04:15					0	1	0	0							0	1	0	0			
04:30					0	0	0	1							0	1	0	0			
04:45					0	2	0	0							0	2	0	1			
05:00					0	1	0	0							0	1	0	0			
05:15					0	0	0	0							0	0	0	0			
05:30					0	1	0	0							0	1	0	0			
05:45					0	0	0	1							0	1	0	0			
06:00					0	0	0	0							0	0	0	0			
06:15					0	3	0	0							0	3	0	1			
06:30					0	0	0	0							0	0	0	0			
06:45					0	0	0	2							0	2	0	1			
07:00					0	2	0	0							0	2	0	1			
07:15					0	0	0	0							0	0	0	0			
07:30					0	0	0	0							0	0	0	0			
07:45					0	2	1	1							1	3	0	1			
08:00					2	0	0	0							2	0	1	0			
08:15					0	2	0	0							0	2	0	1			
08:30					0	1	0	0							0	1	0	0			
08:45					0	0	0	0							0	0	0	0			
09:00					0	0	0	0							0	0	0	0			
09:15					0	1	0	0							0	1	0	0			
09:30					0	0	2	0							2	0	1	0			
09:45					1	0	0	1							1	1	0	0			
10:00					0	0	0	2							0	2	0	1			
10:15					0	0	0	0							0	0	0	0			
10:30					0	0	0	0							0	0	0	0			
10:45					1	0	0	0							1	0	0	0			
11:00					0	0	1	0							1	0	0	0			
11:15					0	0	0	0							0	0	0	0			
11:30					0	0	2	2							2	2	1	1			
11:45					0	0	0	0							0	0	0	0			
12:00					1	1	1	0							2	1	1	0			

TOTALS					0		0		35		25		0		0		0		60		21

AM Times							0:45		10:45								10:45		11:15		
AM Peaks							2		3								4		2		
AM PHF							0.25		0.38								0.50		0.50		

PM Times							15:30		15:15								15:15		15:15		
PM Peaks							5		5								9		4		
PM PHF							0.63		0.42								0.45		0.50		

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Ref: 00000000136
 Counter ID: 000000004072
 Location: Fiske Av, S of SR 50
 Direction: ROAD TOTAL

File: D0118018.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 3																		
00:15					0	0	0	1							0	1	0	0
00:30					0	1	0	0							0	1	0	0
00:45					0	0	0	0							0	0	0	0
01:00					0	3	0	2							0	5	0	2
01:15					0	0	0	1							0	1	0	0
01:30					2	0	0	0							2	0	1	0
01:45					0	2	0	0							0	2	0	1
02:00					0	0	0	0							0	0	0	0
02:15					0	0	0	0							0	0	0	0
02:30					0	1	0	1							0	2	0	1
02:45					0	3	0	1							0	4	0	2
03:00					0	1	0	0							0	1	0	0
03:15					0	0	0	4							0	4	0	2
03:30					0	0	0	0							0	0	0	0
03:45					0	2	0	0							0	2	0	1
04:00					0	2	0	4							0	6	0	3
04:15					0	3	0	0							0	3	0	1
04:30					0	1	0	3							0	4	0	2
04:45					0	2	0	0							0	2	0	1
05:00					0	2	0	0							0	2	0	1
05:15					0	1	0	0							0	1	0	0
05:30					3	2	1	0							4	2	2	1
05:45					0	1	1	1							1	2	0	1
06:00					0	0	0	0							0	0	0	0
06:15					0	3	0	0							0	3	0	1
06:30					0	3	0	0							0	3	0	1
06:45					0	0	0	2							0	2	0	1
07:00					1	2	0	0							1	2	0	1
07:15					0	0	1	1							1	1	0	0
07:30					0	0	0	0							0	0	0	0
07:45					1	2	2	2							3	4	1	2
08:00					4	1	0	0							4	1	2	0
08:15					0	2	0	0							0	2	0	1
08:30					0	1	0	0							0	1	0	0
08:45					0	1	0	0							0	1	0	0
09:00					0	0	0	0							0	0	0	0
09:15					0	2	0	0							0	2	0	1
09:30					0	0	4	1							4	1	2	0
09:45					2	0	0	1							2	1	1	0
10:00					0	0	0	3							0	3	0	1
10:15					1	0	0	0							1	0	0	0
10:30					0	0	0	0							0	0	0	0
10:45					1	0	0	0							1	0	0	0
11:00					0	0	1	0							1	0	0	0
11:15					0	0	1	0							1	0	0	0
11:30					0	0	3	2							3	2	1	1
11:45					0	0	0	0							0	0	0	0
12:00					1	1	3	0							4	1	2	0

TOTALS					0	0	61	47		0		0		0		108		41
AM Times							7:15	11:15								7:15		7:15
AM Peaks							5	7								8		3
AM PHF							0.31	0.58								0.50		0.38
PM Times							15:45	15:15								15:45		15:45
PM Peaks							8	8								15		7
PM PHF							0.67	0.50								0.63		0.58

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/11/2017

Site Ref: 0000000135-2
 Counter ID: 000000010214
 Location: Bay Lake Rd, S of SR 50
 Direction: NORTH

File: D0111019.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE		WED 11		THU 12		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 1																		
00:15					0	22	2	16							2	38	1	19
00:30					0	15	1	10							1	25	0	12
00:45					1	17	2	18							3	35	1	17
01:00					2	16	0	11							2	27	1	13
01:15					0	9	0	16							0	25	0	12
01:30					0	26	1	17							1	43	0	21
01:45					0	12	1	9							1	21	0	10
02:00					0	23	2	17							2	40	1	20
02:15					2	19	2	3							4	22	2	11
02:30					3	17	1	17							4	34	2	17
02:45					0	9	0	17							0	26	0	13
03:00					1	13	2	24							3	37	1	18
03:15					3	19	1	17							4	36	2	18
03:30					2	18	2	14							4	32	2	16
03:45					1	16	1	25							2	41	1	20
04:00					2	13	3	19							5	32	2	16
04:15					4	19	3	18							7	37	3	18
04:30					8	23	5	24							13	47	6	23
04:45					7	15	7	16							14	31	7	15
05:00					7	20	7	26							14	46	7	23
05:15					9	27	5	18							14	45	7	22
05:30					14	15	16	15							30	30	15	15
05:45					13	12	19	17							32	29	16	14
06:00					9	12	15	20							24	32	12	16
06:15					27	10	22	17							49	27	24	13
06:30					21	19	22	21							43	40	21	20
06:45					37	10	23	11							60	21	30	10
07:00					17	10	22	13							39	23	19	11
07:15					34	10	32	8							66	18	33	9
07:30					32	16	25	11							57	27	28	13
07:45					26	13	23	4							49	17	24	8
08:00					28	10	28	5							56	15	28	7
08:15					21	7	29	10							50	17	25	8
08:30					13	9	19	4							32	13	16	6
08:45					16	6	21	5							37	11	18	5
09:00					14	6	13	6							27	12	13	6
09:15					19	4	13	5							32	9	16	4
09:30					13	6	11	4							24	10	12	5
09:45					10	2	20	6							30	8	15	4
10:00					13	3	16	4							29	7	14	3
10:15					21	3	14	4							35	7	17	3
10:30					14	1	20	1							34	2	17	1
10:45					9	1	12	0							21	1	10	0
11:00					12	1	9	0							21	1	10	0
11:15					4	0	16	1							20	1	10	0
11:30					13	1	13	1							26	2	13	1
11:45					18	2	19	2							37	4	18	2
12:00					18	1	11	0							29	1	14	0

TOTALS					0	0	1096	1098		0		0		0		2194		1072
AM Times							6:45	7:15								7:15		7:15
AM Peaks							120	108								228		113
AM PHF							0.81	0.84								0.86		0.86
PM Times							16:30	15:45								16:30		16:30
PM Peaks							85	86								169		83
PM PHF							0.79	0.86								0.90		0.90

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/11/2017

Site Ref: 0000000135-2
 Counter ID: 000000010214
 Location: Bay Lake Rd, S of SR 50
 Direction: SOUTH

File: D0111019.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE		WED 11		THU 12		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 2																		
00:15					4	19	3	24							7	43	3	21
00:30					2	11	1	10							3	21	1	10
00:45					2	17	2	20							4	37	2	18
01:00					2	23	2	12							4	35	2	17
01:15					0	22	0	16							0	38	0	19
01:30					1	22	0	17							1	39	0	19
01:45					0	22	1	17							1	39	0	19
02:00					0	21	0	14							0	35	0	17
02:15					1	15	0	12							1	27	0	13
02:30					0	14	1	14							1	28	0	14
02:45					0	40	0	21							0	61	0	30
03:00					0	18	1	22							1	40	0	20
03:15					3	18	1	22							4	40	2	20
03:30					1	20	0	22							1	42	0	21
03:45					1	26	4	18							5	44	2	22
04:00					2	23	1	15							3	38	1	19
04:15					0	22	0	24							0	46	0	23
04:30					1	25	2	31							3	56	1	28
04:45					1	28	1	24							2	52	1	26
05:00					3	29	3	20							6	49	3	24
05:15					1	40	0	34							1	74	0	37
05:30					2	27	6	25							8	52	4	26
05:45					7	29	4	23							11	52	5	26
06:00					10	36	5	33							15	69	7	34
06:15					9	18	6	23							15	41	7	20
06:30					16	22	11	26							27	48	13	24
06:45					12	15	21	24							33	39	16	19
07:00					12	22	9	18							21	40	10	20
07:15					19	15	8	24							27	39	13	19
07:30					11	23	12	16							23	39	11	19
07:45					17	16	15	18							32	34	16	17
08:00					26	8	19	16							45	24	22	12
08:15					18	13	21	13							39	26	19	13
08:30					11	23	9	12							20	35	10	17
08:45					9	16	6	15							15	31	7	15
09:00					6	10	14	8							20	18	10	9
09:15					8	8	8	7							16	15	8	7
09:30					10	9	10	9							20	18	10	9
09:45					12	7	16	11							28	18	14	9
10:00					12	5	13	8							25	13	12	6
10:15					12	4	15	6							27	10	13	5
10:30					17	7	12	4							29	11	14	5
10:45					12	6	11	6							23	12	11	6
11:00					11	3	11	3							22	6	11	3
11:15					13	2	20	3							33	5	16	2
11:30					13	2	14	1							27	3	13	1
11:45					15	2	19	5							34	7	17	3
12:00					18	3	14	3							32	6	16	3

TOTALS		0		0		1189		1121		0		0		0		2310		1129
AM Times						7:15		7:30							7:30		7:30	
AM Peaks						73		67							139		68	
AM PHF						0.70		0.80							0.77		0.77	
PM Times						17:15		17:15							17:15		17:15	
PM Peaks						132		115							247		123	
PM PHF						0.83		0.85							0.83		0.83	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/11/2017

Site Ref: 0000000135-2
 Counter ID: 000000010214
 Location: Bay Lake Rd, S of SR 50
 Direction: ROAD TOTAL

File: D0111019.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE		WED 11		THU 12		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 3																		
00:15					4	41	5	40							9	81	4	40
00:30					2	26	2	20							4	46	2	23
00:45					3	34	4	38							7	72	3	36
01:00					4	39	2	23							6	62	3	31
01:15					0	31	0	32							0	63	0	31
01:30					1	48	1	34							2	82	1	41
01:45					0	34	2	26							2	60	1	30
02:00					0	44	2	31							2	75	1	37
02:15					3	34	2	15							5	49	2	24
02:30					3	31	2	31							5	62	2	31
02:45					0	49	0	38							0	87	0	43
03:00					1	31	3	46							4	77	2	38
03:15					6	37	2	39							8	76	4	38
03:30					3	38	2	36							5	74	2	37
03:45					2	42	5	43							7	85	3	42
04:00					4	36	4	34							8	70	4	35
04:15					4	41	3	42							7	83	3	41
04:30					9	48	7	55							16	103	8	51
04:45					8	43	8	40							16	83	8	41
05:00					10	49	10	46							20	95	10	47
05:15					10	67	5	52							15	119	7	59
05:30					16	42	22	40							38	82	19	41
05:45					20	41	23	40							43	81	21	40
06:00					19	48	20	53							39	101	19	50
06:15					36	28	28	40							64	68	32	34
06:30					37	41	33	47							70	88	35	44
06:45					49	25	44	35							93	60	46	30
07:00					29	32	31	31							60	63	30	31
07:15					53	25	40	32							93	57	46	28
07:30					43	39	37	27							80	66	40	33
07:45					43	29	38	22							81	51	40	25
08:00					54	18	47	21							101	39	50	19
08:15					39	20	50	23							89	43	44	21
08:30					24	32	28	16							52	48	26	24
08:45					25	22	27	20							52	42	26	21
09:00					20	16	27	14							47	30	23	15
09:15					27	12	21	12							48	24	24	12
09:30					23	15	21	13							44	28	22	14
09:45					22	9	36	17							58	26	29	13
10:00					25	8	29	12							54	20	27	10
10:15					33	7	29	10							62	17	31	8
10:30					31	8	32	5							63	13	31	6
10:45					21	7	23	6							44	13	22	6
11:00					23	4	20	3							43	7	21	3
11:15					17	2	36	4							53	6	26	3
11:30					26	3	27	2							53	5	26	2
11:45					33	4	38	7							71	11	35	5
12:00					36	4	25	3							61	7	30	3
TOTALS	0		0		2285		2219		0		0		0		4504		2228	
AM Times					7:15		7:30								7:15		7:15	
AM Peaks					193		172								355		176	
AM PHF					0.89		0.86								0.88		0.88	
PM Times					16:30		16:30								16:30		16:30	
PM Peaks					207		193								400		198	
PM PHF					0.77		0.88								0.84		0.84	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/31/2017

Site Ref: 0000000134-2
 Counter ID: 0000000Video
 Location: Carol Ave, S of SR 50
 Direction: NORTH

File: D0131007.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE 31		WED 1		THU		FRI		SAT		SUN		WK TOT		WK AVG		
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	
00:15			0	0	0	1									0	1	0	0	
00:30			0	0	0	0									0	0	0	0	
00:45			0	1	0	2									0	3	0	1	
01:00			0	0	0	2									0	2	0	1	
01:15			0	0	0	0									0	0	0	0	
01:30			0	0	0	2									0	2	0	1	
01:45			0	0	0	2									0	2	0	1	
02:00			0	0	0	2									0	2	0	1	
02:15			0	0	0	0									0	0	0	0	
02:30			0	2	0	0									0	2	0	1	
02:45			0	0	0	2									0	2	0	1	
03:00			0	1	0	3									0	4	0	2	
03:15			0	1	0	0									0	1	0	0	
03:30			0	2	0	0									0	2	0	1	
03:45			0	3	0	1									0	4	0	2	
04:00			0	1	0	2									0	3	0	1	
04:15			1	1	0	3									1	4	0	2	
04:30			0	0	0	1									0	1	0	0	
04:45			0	2	0	1									0	3	0	1	
05:00			0	1	0	3									0	4	0	2	
05:15			0	0	0	0									0	0	0	0	
05:30			0	1	0	0									0	1	0	0	
05:45			1	2	0	4									1	6	0	3	
06:00			1	2	0	6									1	8	0	4	
06:15			3	1	0	2									3	3	1	1	
06:30			3	0	0	2									3	2	1	1	
06:45			3	2	0	0									3	2	1	1	
07:00			2	0	2	1									4	1	2	0	
07:15			1	2	1	2									2	4	1	2	
07:30			1	2	0	0									1	2	0	1	
07:45			1	1	2	0									3	1	1	0	
08:00			2	0	2	0									4	0	2	0	
08:15			1	0	2	0									3	0	1	0	
08:30			0	0	3	1									3	1	1	0	
08:45			3	1	1	1									4	2	2	1	
09:00			3	0	2	1									5	1	2	0	
09:15			0	0	0	0									0	0	0	0	
09:30			0	2	1	0									1	2	0	1	
09:45			1	0	1	2									2	2	1	1	
10:00			4	0	0	1									4	1	2	0	
10:15			0	0	4	1									4	1	2	0	
10:30			1	0	2	0									3	0	1	0	
10:45			0	0	0	1									0	1	0	0	
11:00			0	0	1	0									1	0	0	0	
11:15			1	0	1	0									2	0	1	0	
11:30			0	1	1	0									1	1	0	0	
11:45			1	0	0	0									1	0	0	0	
12:00			0	0	1	0									1	0	0	0	

TOTALS			0		66		79		0		0		0		0		145		56

AM Times					6:15		7:45										8:15		8:00
AM Peaks					11		9										15		6
AM PHF					0.92		0.75										0.75		0.75

PM Times					15:00		17:45										17:45		17:45
PM Peaks					7		14										19		9
PM PHF					0.58		0.58										0.59		0.56

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/31/2017

Site Ref: 0000000134-2
 Counter ID: 0000000Video
 Location: Carol Ave, S of SR 50
 Direction: SOUTH

File: D0131007.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE 31		WED 1		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			0	1	0	1									0	2	0	1
00:30			0	0	0	0									0	0	0	0
00:45			0	0	0	1									0	1	0	0
01:00			0	0	0	0									0	0	0	0
01:15			0	0	0	0									0	0	0	0
01:30			0	0	0	0									0	0	0	0
01:45			0	0	0	3									0	3	0	1
02:00			0	1	0	0									0	1	0	0
02:15			0	2	0	0									0	2	0	1
02:30			0	1	0	0									0	1	0	0
02:45			0	1	0	0									0	1	0	0
03:00			0	2	0	2									0	4	0	2
03:15			0	0	0	1									0	1	0	0
03:30			1	0	0	1									1	1	0	0
03:45			0	1	0	3									0	4	0	2
04:00			0	1	0	1									0	2	0	1
04:15			0	1	0	2									0	3	0	1
04:30			0	0	0	0									0	0	0	0
04:45			1	1	0	0									1	1	0	0
05:00			0	1	0	1									0	2	0	1
05:15			0	4	0	1									0	5	0	2
05:30			1	2	0	1									1	3	0	1
05:45			1	1	0	0									1	1	0	0
06:00			1	0	0	1									1	1	0	0
06:15			0	0	0	3									0	3	0	1
06:30			0	0	0	2									0	2	0	1
06:45			0	1	0	0									0	1	0	0
07:00			0	0	0	0									0	0	0	0
07:15			0	1	0	3									0	4	0	2
07:30			0	0	1	3									1	3	0	1
07:45			0	1	0	0									0	1	0	0
08:00			1	0	0	0									1	0	0	0
08:15			0	1	0	0									0	1	0	0
08:30			0	0	1	0									1	0	0	0
08:45			0	0	0	0									0	0	0	0
09:00			0	0	1	1									1	1	0	0
09:15			0	1	1	0									1	1	0	0
09:30			0	1	2	1									2	2	1	1
09:45			0	0	0	0									0	0	0	0
10:00			1	0	0	0									1	0	0	0
10:15			0	0	1	1									1	1	0	0
10:30			0	0	0	1									0	1	0	0
10:45			0	0	0	0									0	0	0	0
11:00			0	0	0	0									0	0	0	0
11:15			0	0	0	0									0	0	0	0
11:30			0	0	0	0									0	0	0	0
11:45			0	0	1	0									1	0	0	0
12:00			0	0	0	0									0	0	0	0

TOTALS			0	33	42	0	0	0	0	0	0	0	0	75	20			

AM Times				5:15	8:45									8:45	8:45			
AM Peaks				3	4									4	1			
AM PHF				0.75	0.50									0.50	0.25			

PM Times				16:45	15:00									16:45	15:00			
PM Peaks				8	7									11	4			
PM PHF				0.50	0.58									0.55	0.50			

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/31/2017

Site Ref: 0000000134-2
 Counter ID: 0000000Video
 Location: Carol Ave, S of SR 50
 Direction: ROAD TOTAL

File: D0131007.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE 31		WED 1		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			0	1	0	2									0	3	0	1
00:30			0	0	0	0									0	0	0	0
00:45			0	1	0	3									0	4	0	2
01:00			0	0	0	2									0	2	0	1
01:15			0	0	0	0									0	0	0	0
01:30			0	0	0	2									0	2	0	1
01:45			0	0	0	5									0	5	0	2
02:00			0	1	0	2									0	3	0	1
02:15			0	2	0	0									0	2	0	1
02:30			0	3	0	0									0	3	0	1
02:45			0	1	0	2									0	3	0	1
03:00			0	3	0	5									0	8	0	4
03:15			0	1	0	1									0	2	0	1
03:30			1	2	0	1									1	3	0	1
03:45			0	4	0	4									0	8	0	4
04:00			0	2	0	3									0	5	0	2
04:15			1	2	0	5									1	7	0	3
04:30			0	0	0	1									0	1	0	0
04:45			1	3	0	1									1	4	0	2
05:00			0	2	0	4									0	6	0	3
05:15			0	4	0	1									0	5	0	2
05:30			1	3	0	1									1	4	0	2
05:45			2	3	0	4									2	7	1	3
06:00			2	2	0	7									2	9	1	4
06:15			3	1	0	5									3	6	1	3
06:30			3	0	0	4									3	4	1	2
06:45			3	3	0	0									3	3	1	1
07:00			2	0	2	1									4	1	2	0
07:15			1	3	1	5									2	8	1	4
07:30			1	2	1	3									2	5	1	2
07:45			1	2	2	0									3	2	1	1
08:00			3	0	2	0									5	0	2	0
08:15			1	1	2	0									3	1	1	0
08:30			0	0	4	1									4	1	2	0
08:45			3	1	1	1									4	2	2	1
09:00			3	0	3	2									6	2	3	1
09:15			0	1	1	0									1	1	0	0
09:30			0	3	3	1									3	4	1	2
09:45			1	0	1	2									2	2	1	1
10:00			5	0	0	1									5	1	2	0
10:15			0	0	5	2									5	2	2	1
10:30			1	0	2	1									3	1	1	0
10:45			0	0	0	1									0	1	0	0
11:00			0	0	1	0									1	0	0	0
11:15			1	0	1	0									2	0	1	0
11:30			0	1	1	0									1	1	0	0
11:45			1	0	1	0									2	0	1	0
12:00			0	0	1	0									1	0	0	0

TOTALS	0		99		121		0		0		0		0		220		90	

AM Times			6:00		7:45										8:15		8:15	
AM Peaks			11		10										17		8	
AM PHF			0.92		0.63										0.71		0.67	

PM Times			16:45		17:45										17:30		17:30	
PM Peaks			12		20										26		12	
PM PHF			0.75		0.71										0.72		0.75	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Ref: 00000000133
 Counter ID: 00000003496
 Location: Elizabeth Av, N of SR 50
 Direction: NORTH

File: D0118016.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 1																		
00:15					0	1	0	3							0	4	0	2
00:30					1	1	0	22							1	23	0	11
00:45					0	1	1	8							1	9	0	4
01:00					0	1	0	0							0	1	0	0
01:15					0	1	0	3							0	4	0	2
01:30					0	4	0	0							0	4	0	2
01:45					0	2	1	3							1	5	0	2
02:00					1	3	0	1							1	4	0	2
02:15					0	5	0	0							0	5	0	2
02:30					0	0	0	2							0	2	0	1
02:45					0	6	0	0							0	6	0	3
03:00					0	2	0	5							0	7	0	3
03:15					0	6	0	5							0	11	0	5
03:30					0	4	0	2							0	6	0	3
03:45					0	3	0	0							0	3	0	1
04:00					0	0	0	5							0	5	0	2
04:15					1	4	1	4							2	8	1	4
04:30					0	7	0	2							0	9	0	4
04:45					0	3	0	3							0	6	0	3
05:00					0	2	0	3							0	5	0	2
05:15					1	4	1	3							2	7	1	3
05:30					0	5	0	2							0	7	0	3
05:45					1	7	0	8							1	15	0	7
06:00					1	9	0	6							1	15	0	7
06:15					2	3	2	5							4	8	2	4
06:30					0	1	0	3							0	4	0	2
06:45					1	1	1	6							2	7	1	3
07:00					1	1	0	1							1	2	0	1
07:15					0	2	2	2							2	4	1	2
07:30					1	2	2	2							3	4	1	2
07:45					2	1	1	2							3	3	1	1
08:00					1	5	2	4							3	9	1	4
08:15					3	6	1	3							4	9	2	4
08:30					1	6	6	1							7	7	3	3
08:45					3	2	0	1							3	3	1	1
09:00					1	3	4	1							5	4	2	2
09:15					2	2	1	0							3	2	1	1
09:30					0	0	2	0							2	0	1	0
09:45					1	0	1	1							2	1	1	0
10:00					1	0	1	0							2	0	1	0
10:15					1	0	0	2							1	2	0	1
10:30					3	0	1	0							4	0	2	0
10:45					1	0	1	1							2	1	1	0
11:00					2	0	2	1							4	1	2	0
11:15					7	1	1	2							8	3	4	1
11:30					1	0	6	0							7	0	3	0
11:45					3	1	4	0							7	1	3	0
12:00					1	1	4	0							5	1	2	0

TOTALS					0	0	164	177			0	0	0		341		148	
AM Times							10:30	11:15							11:15		11:00	
AM Peaks							13	15							27		12	
AM PHF							0.46	0.63							0.84		0.75	
PM Times							17:15	12:00							17:30		17:30	
PM Peaks							25	37							45		21	
PM PHF							0.69	0.42							0.75		0.75	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Ref: 00000000133
 Counter ID: 000000003496
 Location: Elizabeth Av, N of SR 50
 Direction: SOUTH

File: D0118016.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG				
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm			
Lane 2																					
00:15					0	0	0	6							0	6	0	3			
00:30					0	4	0	4							0	8	0	4			
00:45					0	3	0	0							0	3	0	1			
01:00					0	1	0	0							0	1	0	0			
01:15					0	3	0	5							0	8	0	4			
01:30					0	1	0	4							0	5	0	2			
01:45					0	1	0	3							0	4	0	2			
02:00					0	3	0	9							0	12	0	6			
02:15					0	0	0	30							0	30	0	15			
02:30					0	0	0	1							0	1	0	0			
02:45					0	3	0	1							0	4	0	2			
03:00					0	3	0	3							0	6	0	3			
03:15					0	2	0	3							0	5	0	2			
03:30					0	2	0	1							0	3	0	1			
03:45					0	3	0	2							0	5	0	2			
04:00					0	1	0	5							0	6	0	3			
04:15					0	2	0	1							0	3	0	1			
04:30					1	3	1	3							2	6	1	3			
04:45					0	4	0	0							0	4	0	2			
05:00					2	1	0	2							2	3	1	1			
05:15					2	1	2	4							4	5	2	2			
05:30					2	1	4	1							6	2	3	1			
05:45					1	4	1	2							2	6	1	3			
06:00					5	8	4	4							9	12	4	6			
06:15					2	2	4	1							6	3	3	1			
06:30					2	2	1	3							3	5	1	2			
06:45					1	1	2	2							3	3	1	1			
07:00					5	1	5	2							10	3	5	1			
07:15					9	2	6	3							15	5	7	2			
07:30					6	0	2	1							8	1	4	0			
07:45					7	0	10	1							17	1	8	0			
08:00					2	3	5	4							7	7	3	3			
08:15					3	3	3	1							6	4	3	2			
08:30					2	1	3	0							5	1	2	0			
08:45					6	2	1	0							7	2	3	1			
09:00					1	0	2	1							3	1	1	0			
09:15					2	0	1	0							3	0	1	0			
09:30					4	0	4	1							8	1	4	0			
09:45					0	0	2	0							2	0	1	0			
10:00					0	1	3	0							3	1	1	0			
10:15					2	0	2	0							4	0	2	0			
10:30					1	0	0	0							1	0	0	0			
10:45					5	0	3	0							8	0	4	0			
11:00					0	0	4	0							4	0	2	0			
11:15					4	0	1	0							5	0	2	0			
11:30					3	2	1	1							4	3	2	1			
11:45					2	0	3	0							5	0	2	0			
12:00					4	1	2	0							6	1	3	0			

TOTALS					0		0		161		197		0		0		0		358		160

AM Times									7:00		7:00								7:00		7:00
AM Peaks									27		23								50		24
AM PHF									0.75		0.58								0.74		0.75

PM Times									17:45		13:30								13:30		13:30
PM Peaks									16		46								51		25
PM PHF									0.50		0.38								0.43		0.42

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Ref: 00000000133
 Counter ID: 000000003496
 Location: Elizabeth Av, N of SR 50
 Direction: ROAD TOTAL

File: D0118016.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 3																		
00:15					0	1	0	9							0	10	0	5
00:30					1	5	0	26							1	31	0	15
00:45					0	4	1	8							1	12	0	6
01:00					0	2	0	0							0	2	0	1
01:15					0	4	0	8							0	12	0	6
01:30					0	5	0	4							0	9	0	4
01:45					0	3	1	6							1	9	0	4
02:00					1	6	0	10							1	16	0	8
02:15					0	5	0	30							0	35	0	17
02:30					0	0	0	3							0	3	0	1
02:45					0	9	0	1							0	10	0	5
03:00					0	5	0	8							0	13	0	6
03:15					0	8	0	8							0	16	0	8
03:30					0	6	0	3							0	9	0	4
03:45					0	6	0	2							0	8	0	4
04:00					0	1	0	10							0	11	0	5
04:15					1	6	1	5							2	11	1	5
04:30					1	10	1	5							2	15	1	7
04:45					0	7	0	3							0	10	0	5
05:00					2	3	0	5							2	8	1	4
05:15					3	5	3	7							6	12	3	6
05:30					2	6	4	3							6	9	3	4
05:45					2	11	1	10							3	21	1	10
06:00					6	17	4	10							10	27	5	13
06:15					4	5	6	6							10	11	5	5
06:30					2	3	1	6							3	9	1	4
06:45					2	2	3	8							5	10	2	5
07:00					6	2	5	3							11	5	5	2
07:15					9	4	8	5							17	9	8	4
07:30					7	2	4	3							11	5	5	2
07:45					9	1	11	3							20	4	10	2
08:00					3	8	7	8							10	16	5	8
08:15					6	9	4	4							10	13	5	6
08:30					3	7	9	1							12	8	6	4
08:45					9	4	1	1							10	5	5	2
09:00					2	3	6	2							8	5	4	2
09:15					4	2	2	0							6	2	3	1
09:30					4	0	6	1							10	1	5	0
09:45					1	0	3	1							4	1	2	0
10:00					1	1	4	0							5	1	2	0
10:15					3	0	2	2							5	2	2	1
10:30					4	0	1	0							5	0	2	0
10:45					6	0	4	1							10	1	5	0
11:00					2	0	6	1							8	1	4	0
11:15					11	1	2	2							13	3	6	1
11:30					4	2	7	1							11	3	5	1
11:45					5	1	7	0							12	1	6	0
12:00					5	2	6	0							11	2	5	1

TOTALS							325	374			0		0		0		699	327
AM Times							7:00	7:45									7:00	7:00
AM Peaks							31	31									59	28
AM PHF							0.86	0.70									0.74	0.70
PM Times							17:15	13:30									13:30	13:30
PM Peaks							39	50									69	33
PM PHF							0.57	0.42									0.49	0.49

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/11/2017

Site Ref: 00000000132
 Counter ID: 000000010211
 Location: Tuscanooga Rd, N of SR 50
 Direction: NORTH

File: D0111017.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE		WED 11		THU 12		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15					2	13	4	21							6	34	3	17
00:30					2	14	2	11							4	25	2	12
00:45					0	21	4	11							4	32	2	16
01:00					3	15	0	16							3	31	1	15
01:15					0	18	0	18							0	36	0	18
01:30					1	24	0	23							1	47	0	23
01:45					3	25	4	21							7	46	3	23
02:00					2	37	0	12							2	49	1	24
02:15					1	27	0	22							1	49	0	24
02:30					2	20	1	24							3	44	1	22
02:45					0	15	1	16							1	31	0	15
03:00					3	31	2	29							5	60	2	30
03:15					2	27	4	27							6	54	3	27
03:30					2	32	0	25							2	57	1	28
03:45					2	38	1	31							3	69	1	34
04:00					2	27	2	36							4	63	2	31
04:15					1	37	2	45							3	82	1	41
04:30					2	34	5	32							7	66	3	33
04:45					9	32	8	41							17	73	8	36
05:00					11	25	6	29							17	54	8	27
05:15					5	37	8	35							13	72	6	36
05:30					12	33	8	34							20	67	10	33
05:45					7	30	10	35							17	65	8	32
06:00					8	32	9	34							17	66	8	33
06:15					10	44	15	28							25	72	12	36
06:30					13	28	16	26							29	54	14	27
06:45					14	30	10	31							24	61	12	30
07:00					12	28	14	33							26	61	13	30
07:15					12	33	17	21							29	54	14	27
07:30					13	24	9	20							22	44	11	22
07:45					11	21	9	21							20	42	10	21
08:00					19	21	18	18							37	39	18	19
08:15					22	16	25	22							47	38	23	19
08:30					16	16	11	12							27	28	13	14
08:45					14	16	24	18							38	34	19	17
09:00					14	16	10	9							24	25	12	12
09:15					14	24	15	15							29	39	14	19
09:30					10	17	5	8							15	25	7	12
09:45					14	10	21	12							35	22	17	11
10:00					11	15	17	14							28	29	14	14
10:15					9	6	20	11							29	17	14	8
10:30					17	7	16	10							33	17	16	8
10:45					15	5	18	7							33	12	16	6
11:00					15	7	17	11							32	18	16	9
11:15					18	5	12	4							30	9	15	4
11:30					12	6	15	2							27	8	13	4
11:45					15	5	12	2							27	7	13	3
12:00					12	3	14	3							26	6	13	3

TOTALS	0		0		1461		1427		0		0		0		2888		1418	

AM Times					8:00		8:00								8:00		8:00	
AM Peaks					71		78								149		73	
AM PHF					0.81		0.78								0.79		0.79	

PM Times					17:30		16:00								16:00		16:00	
PM Peaks					139		154								284		141	
PM PHF					0.79		0.86								0.87		0.86	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/11/2017

Site Ref: 00000000132
 Counter ID: 000000010211
 Location: Tuscanooga Rd, N of SR 50
 Direction: SOUTH

File: D0111017.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE		WED 11		THU 12		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 2																		
00:15					3	12	3	18							6	30	3	15
00:30					1	8	5	20							6	28	3	14
00:45					1	5	3	18							4	23	2	11
01:00					0	14	1	12							1	26	0	13
01:15					0	22	0	16							0	38	0	19
01:30					0	16	0	12							0	28	0	14
01:45					0	23	1	11							1	34	0	17
02:00					1	21	0	15							1	36	0	18
02:15					2	17	3	22							5	39	2	19
02:30					2	10	1	13							3	23	1	11
02:45					7	21	0	19							7	40	3	20
03:00					1	17	3	26							4	43	2	21
03:15					3	26	4	17							7	43	3	21
03:30					1	31	0	11							1	42	0	21
03:45					0	15	1	14							1	29	0	14
04:00					4	19	1	22							5	41	2	20
04:15					6	27	2	25							8	52	4	26
04:30					8	31	7	29							15	60	7	30
04:45					3	22	5	20							8	42	4	21
05:00					9	16	7	18							16	34	8	17
05:15					16	31	23	24							39	55	19	27
05:30					18	15	23	34							41	49	20	24
05:45					34	23	28	18							62	41	31	20
06:00					27	17	24	21							51	38	25	19
06:15					23	25	21	18							44	43	22	21
06:30					18	28	28	18							46	46	23	23
06:45					26	16	28	20							54	36	27	18
07:00					28	16	28	23							56	39	28	19
07:15					28	5	36	14							64	19	32	9
07:30					26	15	25	10							51	25	25	12
07:45					34	10	40	10							74	20	37	10
08:00					36	11	36	8							72	19	36	9
08:15					29	16	20	8							49	24	24	12
08:30					16	11	8	13							24	24	12	12
08:45					26	7	26	13							52	20	26	10
09:00					12	14	15	5							27	19	13	9
09:15					10	10	12	6							22	16	11	8
09:30					13	7	8	0							21	7	10	3
09:45					13	4	17	5							30	9	15	4
10:00					10	6	18	6							28	12	14	6
10:15					20	8	15	8							35	16	17	8
10:30					20	4	22	7							42	11	21	5
10:45					9	3	13	3							22	6	11	3
11:00					20	3	17	4							37	7	18	3
11:15					18	3	16	0							34	3	17	1
11:30					10	2	22	1							32	3	16	1
11:45					10	3	18	0							28	3	14	1
12:00					13	0	12	0							25	0	12	0

TOTALS					0	0	1301	1301		0	0	0	0	0	2602		1279	
AM Times							7:30	7:15							7:15		7:15	
AM Peaks							125	137							261		130	
AM PHF							0.87	0.86							0.88		0.88	
PM Times							16:30	17:15							16:00		16:00	
PM Peaks							100	97							195		97	
PM PHF							0.81	0.71							0.81		0.81	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/11/2017

Site Ref: 00000000132
 Counter ID: 000000010211
 Location: Tuscanooga Rd, N of SR 50
 Direction: ROAD TOTAL

File: D0111017.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE		WED 11		THU 12		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 3																		
00:15					5	25	7	39							12	64	6	32
00:30					3	22	7	31							10	53	5	26
00:45					1	26	7	29							8	55	4	27
01:00					3	29	1	28							4	57	2	28
01:15					0	40	0	34							0	74	0	37
01:30					1	40	0	35							1	75	0	37
01:45					3	48	5	32							8	80	4	40
02:00					3	58	0	27							3	85	1	42
02:15					3	44	3	44							6	88	3	44
02:30					4	30	2	37							6	67	3	33
02:45					7	36	1	35							8	71	4	35
03:00					4	48	5	55							9	103	4	51
03:15					5	53	8	44							13	97	6	48
03:30					3	63	0	36							3	99	1	49
03:45					2	53	2	45							4	98	2	49
04:00					6	46	3	58							9	104	4	52
04:15					7	64	4	70							11	134	5	67
04:30					10	65	12	61							22	126	11	63
04:45					12	54	13	61							25	115	12	57
05:00					20	41	13	47							33	88	16	44
05:15					21	68	31	59							52	127	26	63
05:30					30	48	31	68							61	116	30	58
05:45					41	53	38	53							79	106	39	53
06:00					35	49	33	55							68	104	34	52
06:15					33	69	36	46							69	115	34	57
06:30					31	56	44	44							75	100	37	50
06:45					40	46	38	51							78	97	39	48
07:00					40	44	42	56							82	100	41	50
07:15					40	38	53	35							93	73	46	36
07:30					39	39	34	30							73	69	36	34
07:45					45	31	49	31							94	62	47	31
08:00					55	32	54	26							109	58	54	29
08:15					51	32	45	30							96	62	48	31
08:30					32	27	19	25							51	52	25	26
08:45					40	23	50	31							90	54	45	27
09:00					26	30	25	14							51	44	25	22
09:15					24	34	27	21							51	55	25	27
09:30					23	24	13	8							36	32	18	16
09:45					27	14	38	17							65	31	32	15
10:00					21	21	35	20							56	41	28	20
10:15					29	14	35	19							64	33	32	16
10:30					37	11	38	17							75	28	37	14
10:45					24	8	31	10							55	18	27	9
11:00					35	10	34	15							69	25	34	12
11:15					36	8	28	4							64	12	32	6
11:30					22	8	37	3							59	11	29	5
11:45					25	8	30	2							55	10	27	5
12:00					25	3	26	3							51	6	25	3

TOTALS		0		0		2762		2728		0		0		0		5490		2721
AM Times						7:30		7:15							7:30		7:30	
AM Peaks						190		190							372		185	
AM PHF						0.86		0.88							0.85		0.86	
PM Times						16:00		16:00							16:00		16:00	
PM Peaks						229		250							479		239	
PM PHF						0.88		0.89							0.89		0.89	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Ref: 00000000131
 Counter ID: 000000018446
 Location: Bishop Rd, S of SR 50
 Direction: NORTH

File: D0118013.prn
 City: Stuckey
 County: Lake

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG		
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	
Lane 1																			
00:15					0	3	0	3							0	6	0	3	
00:30					0	2	0	0							0	2	0	1	
00:45					0	2	0	1							0	3	0	1	
01:00					0	2	0	0							0	2	0	1	
01:15					0	1	0	0							0	1	0	0	
01:30					0	0	0	3							0	3	0	1	
01:45					0	1	0	0							0	1	0	0	
02:00					0	0	0	1							0	1	0	0	
02:15					0	0	0	0							0	0	0	0	
02:30					0	0	0	0							0	0	0	0	
02:45					0	0	2	0							2	0	1	0	
03:00					0	0	0	0							0	0	0	0	
03:15					0	0	0	0							0	0	0	0	
03:30					0	4	0	9							0	13	0	6	
03:45					0	2	0	0							0	2	0	1	
04:00					0	2	0	0							0	2	0	1	
04:15					0	1	0	1							0	2	0	1	
04:30					0	0	0	0							0	0	0	0	
04:45					0	0	0	0							0	0	0	0	
05:00					1	2	0	3							1	5	0	2	
05:15					0	0	0	0							0	0	0	0	
05:30					0	0	0	0							0	0	0	0	
05:45					0	2	0	0							0	2	0	1	
06:00					0	0	0	0							0	0	0	0	
06:15					1	0	1	0							2	0	1	0	
06:30					1	0	0	0							1	0	0	0	
06:45					6	0	4	0							10	0	5	0	
07:00					1	0	1	0							2	0	1	0	
07:15					0	0	0	0							0	0	0	0	
07:30					0	0	1	0							1	0	0	0	
07:45					0	0	1	0							1	0	0	0	
08:00					0	0	0	0							0	0	0	0	
08:15					0	0	0	0							0	0	0	0	
08:30					0	0	0	0							0	0	0	0	
08:45					0	0	0	0							0	0	0	0	
09:00					2	0	0	0							2	0	1	0	
09:15					0	0	0	0							0	0	0	0	
09:30					0	0	1	0							1	0	0	0	
09:45					0	0	1	0							1	0	0	0	
10:00					6	0	1	0							7	0	3	0	
10:15					1	1	0	0							1	1	0	0	
10:30					0	0	0	0							0	0	0	0	
10:45					0	0	0	0							0	0	0	0	
11:00					1	0	2	0							3	0	1	0	
11:15					1	0	0	0							1	0	0	0	
11:30					0	0	3	0							3	0	1	0	
11:45					0	0	0	0							0	0	0	0	
12:00					2	0	3	0							5	0	2	0	

TOTALS					0		0		48		42		0		0		90		35

AM Times							6:15		6:15						6:15		6:15		
AM Peaks							9		6						15		7		
AM PHF							0.38		0.38						0.38		0.35		

PM Times							12:00		15:30						15:30		15:30		
PM Peaks							9		10						19		9		
PM PHF							0.75		0.28						0.37		0.38		

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Ref: 00000000131
 Counter ID: 000000018446
 Location: Bishop Rd, S of SR 50
 Direction: SOUTH

File: D0118013.prn
 City: Stuckey
 County: Lake

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 2																		
00:15					0	1	0	0							0	1	0	0
00:30					0	1	0	0							0	1	0	0
00:45					0	0	0	1							0	1	0	0
01:00					0	1	0	0							0	1	0	0
01:15					0	1	0	0							0	1	0	0
01:30					0	0	0	3							0	3	0	1
01:45					0	1	0	1							0	2	0	1
02:00					0	0	0	0							0	0	0	0
02:15					0	0	0	1							0	1	0	0
02:30					0	0	0	1							0	1	0	0
02:45					0	4	1	0							1	4	0	2
03:00					0	0	0	0							0	0	0	0
03:15					0	0	0	0							0	0	0	0
03:30					0	2	0	3							0	5	0	2
03:45					0	0	0	0							0	0	0	0
04:00					0	0	0	0							0	0	0	0
04:15					0	1	0	1							0	2	0	1
04:30					0	0	0	0							0	0	0	0
04:45					2	0	0	0							2	0	1	0
05:00					1	0	0	0							1	0	0	0
05:15					0	0	0	0							0	0	0	0
05:30					0	0	0	0							0	0	0	0
05:45					0	1	0	0							0	1	0	0
06:00					0	0	0	0							0	0	0	0
06:15					2	0	0	0							2	0	1	0
06:30					0	0	1	0							1	0	0	0
06:45					3	0	7	0							10	0	5	0
07:00					0	0	0	0							0	0	0	0
07:15					0	0	0	0							0	0	0	0
07:30					2	0	0	0							2	0	1	0
07:45					1	0	1	0							2	0	1	0
08:00					0	0	0	0							0	0	0	0
08:15					0	0	0	0							0	0	0	0
08:30					0	0	1	0							1	0	0	0
08:45					0	0	0	0							0	0	0	0
09:00					0	0	0	0							0	0	0	0
09:15					0	0	0	0							0	0	0	0
09:30					0	0	5	0							5	0	2	0
09:45					0	0	5	0							5	0	2	0
10:00					4	0	0	0							4	0	2	0
10:15					0	0	0	0							0	0	0	0
10:30					0	0	0	0							0	0	0	0
10:45					2	0	0	0							2	0	1	0
11:00					0	0	9	0							9	0	4	0
11:15					7	0	0	0							7	0	3	0
11:30					0	0	0	0							0	0	0	0
11:45					3	0	2	0							5	0	2	0
12:00					1	0	1	0							2	0	1	0

TOTALS		0		0		41		44		0		0		0		85		33
AM Times						11:15		11:00							11:00		11:00	
AM Peaks						11		11							21		9	
AM PHF						0.39		0.31							0.58		0.56	
PM Times						14:45		13:30							14:45		14:45	
PM Peaks						6		5							9		4	
PM PHF						0.38		0.42							0.45		0.50	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Ref: 00000000131
 Counter ID: 000000018446
 Location: Bishop Rd, S of SR 50
 Direction: ROAD TOTAL

File: D0118013.prn
 City: Stuckey
 County: Lake

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG				
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm			
Lane 3																					
00:15					0	4	0	3							0	7	0	3			
00:30					0	3	0	0							0	3	0	1			
00:45					0	2	0	2							0	4	0	2			
01:00					0	3	0	0							0	3	0	1			
01:15					0	2	0	0							0	2	0	1			
01:30					0	0	0	6							0	6	0	3			
01:45					0	2	0	1							0	3	0	1			
02:00					0	0	0	1							0	1	0	0			
02:15					0	0	0	1							0	1	0	0			
02:30					0	0	0	1							0	1	0	0			
02:45					0	4	3	0							3	4	1	2			
03:00					0	0	0	0							0	0	0	0			
03:15					0	0	0	0							0	0	0	0			
03:30					0	6	0	12							0	18	0	9			
03:45					0	2	0	0							0	2	0	1			
04:00					0	2	0	0							0	2	0	1			
04:15					0	2	0	2							0	4	0	2			
04:30					0	0	0	0							0	0	0	0			
04:45					2	0	0	0							2	0	1	0			
05:00					2	2	0	3							2	5	1	2			
05:15					0	0	0	0							0	0	0	0			
05:30					0	0	0	0							0	0	0	0			
05:45					0	3	0	0							0	3	0	1			
06:00					0	0	0	0							0	0	0	0			
06:15					3	0	1	0							4	0	2	0			
06:30					1	0	1	0							2	0	1	0			
06:45					9	0	11	0							20	0	10	0			
07:00					1	0	1	0							2	0	1	0			
07:15					0	0	0	0							0	0	0	0			
07:30					2	0	1	0							3	0	1	0			
07:45					1	0	2	0							3	0	1	0			
08:00					0	0	0	0							0	0	0	0			
08:15					0	0	0	0							0	0	0	0			
08:30					0	0	1	0							1	0	0	0			
08:45					0	0	0	0							0	0	0	0			
09:00					2	0	0	0							2	0	1	0			
09:15					0	0	0	0							0	0	0	0			
09:30					0	0	6	0							6	0	3	0			
09:45					0	0	6	0							6	0	3	0			
10:00					10	0	1	0							11	0	5	0			
10:15					1	1	0	0							1	1	0	0			
10:30					0	0	0	0							0	0	0	0			
10:45					2	0	0	0							2	0	1	0			
11:00					1	0	11	0							12	0	6	0			
11:15					8	0	0	0							8	0	4	0			
11:30					0	0	3	0							3	0	1	0			
11:45					3	0	2	0							5	0	2	0			
12:00					3	0	4	0							7	0	3	0			

TOTALS					0		0		89		86		0		0		0		175		78

AM Times							6:15		11:00						6:15		6:15		6:15		
AM Peaks							14		16						28		14		14		
AM PHF							0.39		0.36						0.35		0.35		0.35		

PM Times							12:00		15:30						15:30		15:30		15:30		
PM Peaks							12		14						26		13		13		
PM PHF							0.75		0.29						0.36		0.36		0.36		

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Ref: 00000000130
 Counter ID: 000000010212
 Location: Bishop Rd, S of SR 50
 Direction: NORTH

File: D0118014.prn
 City: Stuckey
 County: Lake

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 1																		
00:15					0	1	0	1							0	2	0	1
00:30					0	1	0	1							0	2	0	1
00:45					0	0	0	1							0	1	0	0
01:00					0	1	0	1							0	2	0	1
01:15					0	0	0	2							0	2	0	1
01:30					0	1	0	1							0	2	0	1
01:45					0	1	0	1							0	2	0	1
02:00					0	3	0	1							0	4	0	2
02:15					0	1	0	3							0	4	0	2
02:30					0	1	0	1							0	2	0	1
02:45					0	3	0	1							0	4	0	2
03:00					0	3	0	1							0	4	0	2
03:15					0	1	0	3							0	4	0	2
03:30					0	1	0	3							0	4	0	2
03:45					0	1	0	1							0	2	0	1
04:00					0	1	0	1							0	2	0	1
04:15					0	2	0	1							0	3	0	1
04:30					1	0	1	1							2	1	1	0
04:45					0	1	0	1							0	2	0	1
05:00					1	2	1	3							2	5	1	2
05:15					0	2	1	2							1	4	0	2
05:30					2	2	1	4							3	6	1	3
05:45					4	5	1	4							5	9	2	4
06:00					1	4	1	1							2	5	1	2
06:15					2	3	1	6							3	9	1	4
06:30					1	2	6	4							7	6	3	3
06:45					3	2	0	6							3	8	1	4
07:00					1	2	1	2							2	4	1	2
07:15					1	1	0	5							1	6	0	3
07:30					3	4	1	1							4	5	2	2
07:45					4	3	3	4							7	7	3	3
08:00					3	1	1	2							4	3	2	1
08:15					2	4	1	1							3	5	1	2
08:30					2	3	1	2							3	5	1	2
08:45					1	1	4	1							5	2	2	1
09:00					2	1	1	1							3	2	1	1
09:15					0	1	1	1							1	2	0	1
09:30					1	1	1	1							2	2	1	1
09:45					0	0	2	1							2	1	1	0
10:00					0	1	1	0							1	1	0	0
10:15					1	1	1	1							2	2	1	1
10:30					0	0	1	1							1	1	0	0
10:45					1	0	1	1							2	1	1	0
11:00					1	0	1	0							2	0	1	0
11:15					1	0	1	1							2	1	1	0
11:30					1	1	0	1							1	2	0	1
11:45					2	0	1	0							3	0	1	0
12:00					1	0	1	1							2	1	1	0

TOTALS	0		0		113		122		0		0		0		235		100	

AM Times					7:30		5:45								7:30		7:30	
AM Peaks					12		9								18		8	
AM PHF					0.75		0.38								0.64		0.67	

PM Times					17:30		18:15								17:30		17:30	
PM Peaks					14		18								29		13	
PM PHF					0.70		0.75								0.81		0.81	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Ref: 00000000130
 Counter ID: 000000010212
 Location: Bishop Rd, S of SR 50
 Direction: SOUTH

File: D0118014.prn
 City: Stuckey
 County: Lake

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 2																		
00:15					1	1	0	2							1	3	0	1
00:30					0	2	0	1							0	3	0	1
00:45					0	3	0	1							0	4	0	2
01:00					0	0	0	0							0	0	0	0
01:15					0	0	0	0							0	0	0	0
01:30					0	2	0	1							0	3	0	1
01:45					0	0	0	1							0	1	0	0
02:00					0	5	0	0							0	5	0	2
02:15					0	0	0	2							0	2	0	1
02:30					0	2	0	1							0	3	0	1
02:45					0	2	0	1							0	3	0	1
03:00					0	0	0	1							0	1	0	0
03:15					0	2	0	1							0	3	0	1
03:30					0	1	0	2							0	3	0	1
03:45					0	1	0	2							0	3	0	1
04:00					0	4	1	3							1	7	0	3
04:15					0	6	0	4							0	10	0	5
04:30					1	2	1	0							2	2	1	1
04:45					0	0	0	3							0	3	0	1
05:00					0	0	1	2							1	2	0	1
05:15					0	3	0	3							0	6	0	3
05:30					3	2	3	2							6	4	3	2
05:45					2	3	0	2							2	5	1	2
06:00					3	0	2	0							5	0	2	0
06:15					4	1	1	2							5	3	2	1
06:30					2	2	2	2							4	4	2	2
06:45					2	2	0	2							2	4	1	2
07:00					2	2	0	3							2	5	1	2
07:15					2	0	0	1							2	1	1	0
07:30					0	3	2	1							2	4	1	2
07:45					4	2	4	1							8	3	4	1
08:00					2	1	1	4							3	5	1	2
08:15					3	3	1	2							4	5	2	2
08:30					4	1	1	0							5	1	2	0
08:45					1	0	3	2							4	2	2	1
09:00					1	1	3	1							4	2	2	1
09:15					1	0	5	0							6	0	3	0
09:30					1	2	1	1							2	3	1	1
09:45					0	0	0	1							0	1	0	0
10:00					0	0	0	0							0	0	0	0
10:15					1	0	3	1							4	1	2	0
10:30					3	0	1	1							4	1	2	0
10:45					3	0	0	0							3	0	1	0
11:00					2	0	1	1							3	1	1	0
11:15					2	0	2	0							4	0	2	0
11:30					0	1	1	0							1	1	0	0
11:45					2	0	1	0							3	0	1	0
12:00					1	0	1	0							2	0	1	0

TOTALS					0	0	115	103	0	0	0	0	0	0	218		90	
AM Times							7:45	8:30							7:45		7:45	
AM Peaks							13	12							20		9	
AM PHF							0.81	0.60							0.63		0.56	
PM Times							15:45	15:30							15:30		15:30	
PM Peaks							13	11							23		10	
PM PHF							0.54	0.69							0.58		0.50	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Ref: 00000000130
 Counter ID: 000000010212
 Location: Bishop Rd, S of SR 50
 Direction: ROAD TOTAL

File: D0118014.prn
 City: Stuckey
 County: Lake

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 3																		
00:15					1	2	0	3							1	5	0	2
00:30					0	3	0	2							0	5	0	2
00:45					0	3	0	2							0	5	0	2
01:00					0	1	0	1							0	2	0	1
01:15					0	0	0	2							0	2	0	1
01:30					0	3	0	2							0	5	0	2
01:45					0	1	0	2							0	3	0	1
02:00					0	8	0	1							0	9	0	4
02:15					0	1	0	5							0	6	0	3
02:30					0	3	0	2							0	5	0	2
02:45					0	5	0	2							0	7	0	3
03:00					0	3	0	2							0	5	0	2
03:15					0	3	0	4							0	7	0	3
03:30					0	2	0	5							0	7	0	3
03:45					0	2	0	3							0	5	0	2
04:00					0	5	1	4							1	9	0	4
04:15					0	8	0	5							0	13	0	6
04:30					2	2	2	1							4	3	2	1
04:45					0	1	0	4							0	5	0	2
05:00					1	2	2	5							3	7	1	3
05:15					0	5	1	5							1	10	0	5
05:30					5	4	4	6							9	10	4	5
05:45					6	8	1	6							7	14	3	7
06:00					4	4	3	1							7	5	3	2
06:15					6	4	2	8							8	12	4	6
06:30					3	4	8	6							11	10	5	5
06:45					5	4	0	8							5	12	2	6
07:00					3	4	1	5							4	9	2	4
07:15					3	1	0	6							3	7	1	3
07:30					3	7	3	2							6	9	3	4
07:45					8	5	7	5							15	10	7	5
08:00					5	2	2	6							7	8	3	4
08:15					5	7	2	3							7	10	3	5
08:30					6	4	2	2							8	6	4	3
08:45					2	1	7	3							9	4	4	2
09:00					3	2	4	2							7	4	3	2
09:15					1	1	6	1							7	2	3	1
09:30					2	3	2	2							4	5	2	2
09:45					0	0	2	2							2	2	1	1
10:00					0	1	1	0							1	1	0	0
10:15					2	1	4	2							6	3	3	1
10:30					3	0	2	2							5	2	2	1
10:45					4	0	1	1							5	1	2	0
11:00					3	0	2	1							5	1	2	0
11:15					3	0	3	1							6	1	3	0
11:30					1	2	1	1							2	3	1	1
11:45					4	0	2	0							6	0	3	0
12:00					2	0	2	1							4	1	2	0

TOTALS	0		0		228		225		0		0		0		453		202	

AM Times					7:45		8:30								7:45		7:45	
AM Peaks					24		19								37		17	
AM PHF					0.75		0.68								0.62		0.61	

PM Times					17:15		18:15								18:15		18:15	
PM Peaks					21		27								43		21	
PM PHF					0.66		0.84								0.90		0.88	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/31/2017

Site Ref: 00000000129
 Counter ID: 0000000Video
 Location: Bishop Rd, S of SR 50
 Direction: NORTH

File: D0131006.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE 31		WED 1		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			0	2	0	3									0	5	0	2
00:30			0	0	0	1									0	1	0	0
00:45			0	1	0	2									0	3	0	1
01:00			0	0	0	0									0	0	0	0
01:15			0	0	0	0									0	0	0	0
01:30			0	0	0	2									0	2	0	1
01:45			0	0	0	1									0	1	0	0
02:00			0	0	0	1									0	1	0	0
02:15			0	0	0	0									0	0	0	0
02:30			0	0	0	0									0	0	0	0
02:45			0	0	0	0									0	0	0	0
03:00			0	0	0	0									0	0	0	0
03:15			0	0	0	1									0	1	0	0
03:30			0	0	0	1									0	1	0	0
03:45			0	11	0	8									0	19	0	9
04:00			0	2	0	1									0	3	0	1
04:15			0	1	0	0									0	1	0	0
04:30			0	0	0	1									0	1	0	0
04:45			0	0	0	1									0	1	0	0
05:00			1	0	0	0									1	0	0	0
05:15			0	4	0	0									0	4	0	2
05:30			0	0	0	1									0	1	0	0
05:45			0	0	0	0									0	0	0	0
06:00			0	0	0	0									0	0	0	0
06:15			0	0	0	0									0	0	0	0
06:30			0	0	0	0									0	0	0	0
06:45			0	0	0	0									0	0	0	0
07:00			0	0	0	0									0	0	0	0
07:15			1	0	0	0									1	0	0	0
07:30			0	0	1	0									1	0	0	0
07:45			0	0	0	0									0	0	0	0
08:00			0	0	0	0									0	0	0	0
08:15			0	0	0	0									0	0	0	0
08:30			0	0	0	0									0	0	0	0
08:45			0	0	0	0									0	0	0	0
09:00			0	0	0	0									0	0	0	0
09:15			0	0	0	0									0	0	0	0
09:30			0	0	0	0									0	0	0	0
09:45			0	0	0	0									0	0	0	0
10:00			0	0	0	0									0	0	0	0
10:15			0	0	0	0									0	0	0	0
10:30			0	0	0	0									0	0	0	0
10:45			0	0	0	0									0	0	0	0
11:00			0	0	0	0									0	0	0	0
11:15			2	0	0	0									2	0	1	0
11:30			0	0	0	0									0	0	0	0
11:45			0	0	0	0									0	0	0	0
12:00			0	0	0	0									0	0	0	0

TOTALS			0	25	25	0	0	0	0	0	0	0	0	0	50	17		

AM Times				10:30	6:45										6:45	10:30		
AM Peaks				2	1										2	1		
AM PHF				0.25	0.25										0.50	0.25		

PM Times				15:30	15:15										15:15	15:15		
PM Peaks				14	11										24	10		
PM PHF				0.32	0.34										0.32	0.28		

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/31/2017

Site Ref: 00000000129
 Counter ID: 0000000Video
 Location: Bishop Rd, S of SR 50
 Direction: SOUTH

File: D0131006.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE 31		WED 1		THU		FRI		SAT		SUN		WK TOT		WK AVG		
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	
Lane 2																			
00:15			0	0	0	0									0	0	0	0	
00:30			0	0	0	4									0	4	0	2	
00:45			0	0	0	1									0	1	0	0	
01:00			0	0	0	3									0	3	0	1	
01:15			0	0	0	0									0	0	0	0	
01:30			0	0	0	1									0	1	0	0	
01:45			0	0	0	1									0	1	0	0	
02:00			0	0	0	0									0	0	0	0	
02:15			0	0	0	1									0	1	0	0	
02:30			0	0	0	0									0	0	0	0	
02:45			0	0	0	2									0	2	0	1	
03:00			0	0	0	0									0	0	0	0	
03:15			0	0	0	1									0	1	0	0	
03:30			0	0	0	0									0	0	0	0	
03:45			0	2	0	1									0	3	0	1	
04:00			0	0	0	1									0	1	0	0	
04:15			0	1	0	0									0	1	0	0	
04:30			0	0	0	1									0	1	0	0	
04:45			0	0	0	0									0	0	0	0	
05:00			2	0	0	0									2	0	1	0	
05:15			0	1	0	0									0	1	0	0	
05:30			0	0	0	0									0	0	0	0	
05:45			0	0	0	0									0	0	0	0	
06:00			0	0	0	0									0	0	0	0	
06:15			0	0	1	0									1	0	0	0	
06:30			3	0	0	0									3	0	1	0	
06:45			2	0	1	0									3	0	1	0	
07:00			2	0	1	0									3	0	1	0	
07:15			0	0	1	0									1	0	0	0	
07:30			0	0	0	0									0	0	0	0	
07:45			1	0	0	0									1	0	0	0	
08:00			0	0	0	0									0	0	0	0	
08:15			0	0	1	0									1	0	0	0	
08:30			0	0	0	0									0	0	0	0	
08:45			0	0	1	0									1	0	0	0	
09:00			0	0	0	0									0	0	0	0	
09:15			0	0	0	0									0	0	0	0	
09:30			0	0	0	0									0	0	0	0	
09:45			0	0	0	0									0	0	0	0	
10:00			0	0	1	0									1	0	0	0	
10:15			0	0	0	0									0	0	0	0	
10:30			0	0	0	0									0	0	0	0	
10:45			0	0	0	0									0	0	0	0	
11:00			2	0	0	0									2	0	1	0	
11:15			0	0	0	0									0	0	0	0	
11:30			0	0	1	0									1	0	0	0	
11:45			1	0	1	0									2	0	1	0	
12:00			0	0	1	0									1	0	0	0	

TOTALS			0		17		27		0		0		0		0		44		11

AM Times					6:15		6:15										6:15		6:15
AM Peaks					7		3										10		3
AM PHF					0.58		0.75										0.83		0.75

PM Times					15:30		12:15										12:15		12:15
PM Peaks					3		8										8		3
PM PHF					0.38		0.50										0.50		0.38

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/31/2017

Site Ref: 00000000129
 Counter ID: 0000000Video
 Location: Bishop Rd, S of SR 50
 Direction: ROAD TOTAL

File: D0131006.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE 31		WED 1		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			0	2	0	3									0	5	0	2
00:30			0	0	0	5									0	5	0	2
00:45			0	1	0	3									0	4	0	2
01:00			0	0	0	3									0	3	0	1
01:15			0	0	0	0									0	0	0	0
01:30			0	0	0	3									0	3	0	1
01:45			0	0	0	2									0	2	0	1
02:00			0	0	0	1									0	1	0	0
02:15			0	0	0	1									0	1	0	0
02:30			0	0	0	0									0	0	0	0
02:45			0	0	0	2									0	2	0	1
03:00			0	0	0	0									0	0	0	0
03:15			0	0	0	2									0	2	0	1
03:30			0	0	0	1									0	1	0	0
03:45			0	13	0	9									0	22	0	11
04:00			0	2	0	2									0	4	0	2
04:15			0	2	0	0									0	2	0	1
04:30			0	0	0	2									0	2	0	1
04:45			0	0	0	1									0	1	0	0
05:00			3	0	0	0									3	0	1	0
05:15			0	5	0	0									0	5	0	2
05:30			0	0	0	1									0	1	0	0
05:45			0	0	0	0									0	0	0	0
06:00			0	0	0	0									0	0	0	0
06:15			0	0	1	0									1	0	0	0
06:30			3	0	0	0									3	0	1	0
06:45			2	0	1	0									3	0	1	0
07:00			2	0	1	0									3	0	1	0
07:15			1	0	1	0									2	0	1	0
07:30			0	0	1	0									1	0	0	0
07:45			1	0	0	0									1	0	0	0
08:00			0	0	0	0									0	0	0	0
08:15			0	0	1	0									1	0	0	0
08:30			0	0	0	0									0	0	0	0
08:45			0	0	1	0									1	0	0	0
09:00			0	0	0	0									0	0	0	0
09:15			0	0	0	0									0	0	0	0
09:30			0	0	0	0									0	0	0	0
09:45			0	0	0	0									0	0	0	0
10:00			0	0	1	0									1	0	0	0
10:15			0	0	0	0									0	0	0	0
10:30			0	0	0	0									0	0	0	0
10:45			0	0	0	0									0	0	0	0
11:00			2	0	0	0									2	0	1	0
11:15			2	0	0	0									2	0	1	0
11:30			0	0	1	0									1	0	0	0
11:45			1	0	1	0									2	0	1	0
12:00			0	0	1	0									1	0	0	0

TOTALS			0	42	52	0	0	0	0	0	0	0	0	0	94	36		

AM Times				6:30	6:45										6:30	6:30		
AM Peaks				8	4										11	4		
AM PHF				0.67	1.00										0.92	1.00		

PM Times				15:30	12:15										15:45	15:45		
PM Peaks				17	14										30	15		
PM PHF				0.33	0.70										0.34	0.34		

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/31/2017

Site Ref: 00000000128
 Counter ID: 0000000Video
 Location: Palmwood Av, N of SR 50
 Direction: NORTH

File: D0131005.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE 31		WED 1		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			0	0	0	0									0	0	0	0
00:30			0	1	0	0									0	1	0	0
00:45			0	3	0	0									0	3	0	1
01:00			0	1	0	0									0	1	0	0
01:15			0	1	0	0									0	1	0	0
01:30			1	1	0	1									1	2	0	1
01:45			0	1	0	0									0	1	0	0
02:00			0	1	0	1									0	2	0	1
02:15			0	1	0	2									0	3	0	1
02:30			0	0	0	0									0	0	0	0
02:45			0	0	0	1									0	1	0	0
03:00			0	2	0	1									0	3	0	1
03:15			0	2	1	1									1	3	0	1
03:30			0	0	0	2									0	2	0	1
03:45			1	0	0	0									1	0	0	0
04:00			0	0	0	1									0	1	0	0
04:15			0	3	0	2									0	5	0	2
04:30			0	1	0	1									0	2	0	1
04:45			0	1	0	2									0	3	0	1
05:00			1	2	0	0									1	2	0	1
05:15			0	0	0	0									0	0	0	0
05:30			0	4	0	1									0	5	0	2
05:45			2	1	0	0									2	1	1	0
06:00			2	0	1	2									3	2	1	1
06:15			0	1	0	0									0	1	0	0
06:30			0	1	0	0									0	1	0	0
06:45			0	0	1	2									1	2	0	1
07:00			1	2	0	1									1	3	0	1
07:15			0	0	0	1									0	1	0	0
07:30			0	3	0	0									0	3	0	1
07:45			1	1	2	0									3	1	1	0
08:00			1	0	0	1									1	1	0	0
08:15			0	1	0	1									0	2	0	1
08:30			0	1	1	0									1	1	0	0
08:45			0	0	0	0									0	0	0	0
09:00			0	0	2	1									2	1	1	0
09:15			0	0	1	0									1	0	0	0
09:30			1	0	0	1									1	1	0	0
09:45			0	0	0	0									0	0	0	0
10:00			1	2	0	1									1	3	0	1
10:15			0	0	2	0									2	0	1	0
10:30			0	0	1	0									1	0	0	0
10:45			0	1	0	0									0	1	0	0
11:00			0	0	0	0									0	0	0	0
11:15			1	1	1	0									2	1	1	0
11:30			0	0	0	0									0	0	0	0
11:45			0	0	1	1									1	1	0	0
12:00			0	0	0	0									0	0	0	0

TOTALS			0	53	42	0	0	0	0	0	0	0	0	95	26			
AM Times				5:15	8:30									5:15	5:15			
AM Peaks				4	4									5	2			
AM PHF				0.50	0.50									0.42	0.50			
PM Times				16:15	16:00									16:15	16:15			
PM Peaks				7	6									12	5			
PM PHF				0.58	0.75									0.60	0.63			

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/31/2017

Site Ref: 00000000128
 Counter ID: 0000000Video
 Location: Palmwood Av, N of SR 50
 Direction: SOUTH

File: D0131005.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE 31		WED 1		THU		FRI		SAT		SUN		WK TOT		WK AVG		
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	
00:15			0	1	0	0									0	1	0	0	
00:30			0	0	0	0									0	0	0	0	
00:45			0	2	0	1									0	3	0	1	
01:00			0	1	0	0									0	1	0	0	
01:15			0	0	0	0									0	0	0	0	
01:30			0	0	0	1									0	1	0	0	
01:45			0	2	0	1									0	3	0	1	
02:00			0	1	0	1									0	2	0	1	
02:15			0	0	0	0									0	0	0	0	
02:30			0	2	0	2									0	4	0	2	
02:45			0	2	0	1									0	3	0	1	
03:00			0	1	0	0									0	1	0	0	
03:15			0	2	0	1									0	3	0	1	
03:30			0	4	1	3									1	7	0	3	
03:45			0	2	0	2									0	4	0	2	
04:00			0	2	0	1									0	3	0	1	
04:15			0	2	0	1									0	3	0	1	
04:30			0	2	0	2									0	4	0	2	
04:45			0	3	0	2									0	5	0	2	
05:00			0	2	0	1									0	3	0	1	
05:15			2	2	1	1									3	3	1	1	
05:30			1	2	2	2									3	4	1	2	
05:45			3	1	1	1									4	2	2	1	
06:00			2	3	2	1									4	4	2	2	
06:15			3	0	4	2									7	2	3	1	
06:30			2	4	1	0									3	4	1	2	
06:45			2	0	3	4									5	4	2	2	
07:00			1	3	2	3									3	6	1	3	
07:15			3	3	1	0									4	3	2	1	
07:30			0	2	2	0									2	2	1	1	
07:45			2	0	2	1									4	1	2	0	
08:00			3	0	3	1									6	1	3	0	
08:15			2	0	1	1									3	1	1	0	
08:30			0	1	1	1									1	2	0	1	
08:45			1	1	2	2									3	3	1	1	
09:00			1	0	1	0									2	0	1	0	
09:15			1	1	0	0									1	1	0	0	
09:30			0	0	1	2									1	2	0	1	
09:45			1	0	1	0									2	0	1	0	
10:00			3	1	1	0									4	1	2	0	
10:15			1	1	1	0									2	1	1	0	
10:30			0	0	1	0									1	0	0	0	
10:45			2	0	2	0									4	0	2	0	
11:00			0	0	1	0									1	0	0	0	
11:15			0	1	0	0									0	1	0	0	
11:30			1	0	0	0									1	0	0	0	
11:45			0	1	1	1									1	2	0	1	
12:00			0	0	0	1									0	1	0	0	

TOTALS			0		95		83		0		0		0		0		178		69

AM Times					5:45		6:00										6:00		5:30
AM Peaks					10		10										19		8
AM PHF					0.83		0.63										0.68		0.67

PM Times					15:15		18:15										15:15		18:15
PM Peaks					10		9										17		8
PM PHF					0.63		0.56										0.61		0.67

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/31/2017

Site Ref: 00000000128
 Counter ID: 0000000Video
 Location: Palmwood Av, N of SR 50
 Direction: ROAD TOTAL

File: D0131005.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE 31		WED 1		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			0	1	0	0									0	1	0	0
00:30			0	1	0	0									0	1	0	0
00:45			0	5	0	1									0	6	0	3
01:00			0	2	0	0									0	2	0	1
01:15			0	1	0	0									0	1	0	0
01:30			1	1	0	2									1	3	0	1
01:45			0	3	0	1									0	4	0	2
02:00			0	2	0	2									0	4	0	2
02:15			0	1	0	2									0	3	0	1
02:30			0	2	0	2									0	4	0	2
02:45			0	2	0	2									0	4	0	2
03:00			0	3	0	1									0	4	0	2
03:15			0	4	1	2									1	6	0	3
03:30			0	4	1	5									1	9	0	4
03:45			1	2	0	2									1	4	0	2
04:00			0	2	0	2									0	4	0	2
04:15			0	5	0	3									0	8	0	4
04:30			0	3	0	3									0	6	0	3
04:45			0	4	0	4									0	8	0	4
05:00			1	4	0	1									1	5	0	2
05:15			2	2	1	1									3	3	1	1
05:30			1	6	2	3									3	9	1	4
05:45			5	2	1	1									6	3	3	1
06:00			4	3	3	3									7	6	3	3
06:15			3	1	4	2									7	3	3	1
06:30			2	5	1	0									3	5	1	2
06:45			2	0	4	6									6	6	3	3
07:00			2	5	2	4									4	9	2	4
07:15			3	3	1	1									4	4	2	2
07:30			0	5	2	0									2	5	1	2
07:45			3	1	4	1									7	2	3	1
08:00			4	0	3	2									7	2	3	1
08:15			2	1	1	2									3	3	1	1
08:30			0	2	2	1									2	3	1	1
08:45			1	1	2	2									3	3	1	1
09:00			1	0	3	1									4	1	2	0
09:15			1	1	1	0									2	1	1	0
09:30			1	0	1	3									2	3	1	1
09:45			1	0	1	0									2	0	1	0
10:00			4	3	1	1									5	4	2	2
10:15			1	1	3	0									4	1	2	0
10:30			0	0	2	0									2	0	1	0
10:45			2	1	2	0									4	1	2	0
11:00			0	0	1	0									1	0	0	0
11:15			1	2	1	0									2	2	1	1
11:30			1	0	0	0									1	0	0	0
11:45			0	1	2	2									2	3	1	1
12:00			0	0	0	1									0	1	0	0

TOTALS			0	148	125	0	0	0	0	0	0	0	0	0	273	116		

AM Times				5:45	6:00										5:30	5:30		
AM Peaks				14	12										23	10		
AM PHF				0.70	0.75										0.82	0.83		

PM Times				16:15	15:30										16:15	16:00		
PM Peaks				16	12										27	13		
PM PHF				0.80	0.60										0.84	0.81		

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Ref: 00000000127
 Counter ID: 000000010191
 Location: Taylor St, N of SR 50
 Direction: NORTH

File: D0118012.prn
 City: Stuckey
 County: Lake

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15					1	1	0	7							1	8	0	4
00:30					0	1	0	1							0	2	0	1
00:45					0	4	0	3							0	7	0	3
01:00					0	6	1	7							1	13	0	6
01:15					0	1	0	4							0	5	0	2
01:30					0	4	0	2							0	6	0	3
01:45					0	0	0	2							0	2	0	1
02:00					0	0	0	1							0	1	0	0
02:15					0	3	0	1							0	4	0	2
02:30					0	1	0	5							0	6	0	3
02:45					1	4	0	0							1	4	0	2
03:00					0	3	1	1							1	4	0	2
03:15					0	2	1	3							1	5	0	2
03:30					0	1	0	1							0	2	0	1
03:45					0	1	0	1							0	2	0	1
04:00					0	0	0	0							0	0	0	0
04:15					0	0	0	3							0	3	0	1
04:30					0	3	0	0							0	3	0	1
04:45					0	0	0	2							0	2	0	1
05:00					0	3	1	1							1	4	0	2
05:15					0	3	3	3							3	6	1	3
05:30					0	1	1	2							1	3	0	1
05:45					1	3	0	4							1	7	0	3
06:00					1	2	2	1							3	3	1	1
06:15					1	2	0	0							1	2	0	1
06:30					2	2	0	0							2	2	1	1
06:45					0	0	0	0							0	0	0	0
07:00					0	1	1	1							1	2	0	1
07:15					0	0	0	2							0	2	0	1
07:30					1	0	0	0							1	0	0	0
07:45					1	1	1	1							2	2	1	1
08:00					0	0	0	0							0	0	0	0
08:15					0	4	2	1							2	5	1	2
08:30					1	0	2	0							3	0	1	0
08:45					0	1	0	0							0	1	0	0
09:00					3	1	5	1							8	2	4	1
09:15					0	1	1	1							1	2	0	1
09:30					0	0	2	0							2	0	1	0
09:45					1	0	2	1							3	1	1	0
10:00					0	1	2	0							2	1	1	0
10:15					4	0	1	0							5	0	2	0
10:30					2	1	0	0							2	1	1	0
10:45					4	0	1	0							5	0	2	0
11:00					4	0	0	1							4	1	2	0
11:15					1	0	0	0							1	0	0	0
11:30					3	1	0	3							3	4	1	2
11:45					2	0	0	0							2	0	1	0
12:00					5	0	1	0							6	0	3	0

TOTALS	0		0		102		98		0		0		0		200		82	

AM Times					10:15		9:00								10:15		10:15	
AM Peaks					14		10								16		7	
AM PHF					0.88		0.50								0.80		0.88	

PM Times					12:45		12:15								12:45		12:15	
PM Peaks					15		18								31		14	
PM PHF					0.63		0.64								0.60		0.58	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Ref: 00000000127
 Counter ID: 000000010191
 Location: Taylor St, N of SR 50
 Direction: SOUTH

File: D0118012.prn
 City: Stuckey
 County: Lake

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 2																		
00:15					0	0	0	2							0	2	0	1
00:30					0	1	0	1							0	2	0	1
00:45					0	0	1	1							1	1	0	0
01:00					1	1	3	0							4	1	2	0
01:15					0	1	0	2							0	3	0	1
01:30					0	4	0	1							0	5	0	2
01:45					0	2	0	2							0	4	0	2
02:00					1	4	0	1							1	5	0	2
02:15					0	3	0	1							0	4	0	2
02:30					0	2	0	0							0	2	0	1
02:45					0	1	0	3							0	4	0	2
03:00					0	4	1	1							1	5	0	2
03:15					0	1	0	0							0	1	0	0
03:30					0	3	0	2							0	5	0	2
03:45					0	0	0	2							0	2	0	1
04:00					0	0	0	0							0	0	0	0
04:15					0	0	0	1							0	1	0	0
04:30					0	0	0	1							0	1	0	0
04:45					0	2	0	2							0	4	0	2
05:00					3	2	1	1							4	3	2	1
05:15					0	2	0	1							0	3	0	1
05:30					0	4	0	3							0	7	0	3
05:45					0	2	0	2							0	4	0	2
06:00					1	6	0	3							1	9	0	4
06:15					1	0	1	0							2	0	1	0
06:30					0	2	0	0							0	2	0	1
06:45					2	0	1	1							3	1	1	0
07:00					1	0	0	0							1	0	0	0
07:15					1	0	1	0							2	0	1	0
07:30					0	1	1	2							1	3	0	1
07:45					0	0	1	0							1	0	0	0
08:00					1	1	1	2							2	3	1	1
08:15					2	0	0	1							2	1	1	0
08:30					1	1	0	2							1	3	0	1
08:45					1	1	0	0							1	1	0	0
09:00					3	0	1	0							4	0	2	0
09:15					1	0	2	0							3	0	1	0
09:30					0	0	0	0							0	0	0	0
09:45					3	1	0	0							3	1	1	0
10:00					3	0	2	0							5	0	2	0
10:15					2	1	1	0							3	1	1	0
10:30					1	0	0	0							1	0	0	0
10:45					1	0	0	0							1	0	0	0
11:00					1	1	0	0							1	1	0	0
11:15					0	0	1	0							1	0	0	0
11:30					1	0	0	1							1	1	0	0
11:45					1	0	0	0							1	0	0	0
12:00					1	0	1	0							2	0	1	0

TOTALS					0	0	88	62		0	0	0	0	0	150		53	
AM Times							9:45	0:15							9:45		9:00	
AM Peaks							9	4							12		4	
AM PHF							0.75	0.33							0.60		0.50	
PM Times							17:15	17:15							17:15		17:15	
PM Peaks							14	9							23		10	
PM PHF							0.58	0.75							0.64		0.63	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Ref: 00000000127
 Counter ID: 000000010191
 Location: Taylor St, N of SR 50
 Direction: ROAD TOTAL

File: D0118012.prn
 City: Stuckey
 County: Lake

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 3																		
00:15					1	1	0	9							1	10	0	5
00:30					0	2	0	2							0	4	0	2
00:45					0	4	1	4							1	8	0	4
01:00					1	7	4	7							5	14	2	7
01:15					0	2	0	6							0	8	0	4
01:30					0	8	0	3							0	11	0	5
01:45					0	2	0	4							0	6	0	3
02:00					1	4	0	2							1	6	0	3
02:15					0	6	0	2							0	8	0	4
02:30					0	3	0	5							0	8	0	4
02:45					1	5	0	3							1	8	0	4
03:00					0	7	2	2							2	9	1	4
03:15					0	3	1	3							1	6	0	3
03:30					0	4	0	3							0	7	0	3
03:45					0	1	0	3							0	4	0	2
04:00					0	0	0	0							0	0	0	0
04:15					0	0	0	4							0	4	0	2
04:30					0	3	0	1							0	4	0	2
04:45					0	2	0	4							0	6	0	3
05:00					3	5	2	2							5	7	2	3
05:15					0	5	3	4							3	9	1	4
05:30					0	5	1	5							1	10	0	5
05:45					1	5	0	6							1	11	0	5
06:00					2	8	2	4							4	12	2	6
06:15					2	2	1	0							3	2	1	1
06:30					2	4	0	0							2	4	1	2
06:45					2	0	1	1							3	1	1	0
07:00					1	1	1	1							2	2	1	1
07:15					1	0	1	2							2	2	1	1
07:30					1	1	1	2							2	3	1	1
07:45					1	1	2	1							3	2	1	1
08:00					1	1	1	2							2	3	1	1
08:15					2	4	2	2							4	6	2	3
08:30					2	1	2	2							4	3	2	1
08:45					1	2	0	0							1	2	0	1
09:00					6	1	6	1							12	2	6	1
09:15					1	1	3	1							4	2	2	1
09:30					0	0	2	0							2	0	1	0
09:45					4	1	2	1							6	2	3	1
10:00					3	1	4	0							7	1	3	0
10:15					6	1	2	0							8	1	4	0
10:30					3	1	0	0							3	1	1	0
10:45					5	0	1	0							6	0	3	0
11:00					5	1	0	1							5	2	2	1
11:15					1	0	1	0							2	0	1	0
11:30					4	1	0	4							4	5	2	2
11:45					3	0	0	0							3	0	1	0
12:00					6	0	2	0							8	0	4	0

TOTALS	0		0		190		160		0		0		0		350		159	

AM Times					10:15		9:00								9:00		9:00	
AM Peaks					19		13								24		12	
AM PHF					0.79		0.54								0.50		0.50	

PM Times					17:15		12:15								17:15		12:45	
PM Peaks					23		22								42		20	
PM PHF					0.72		0.61								0.88		0.71	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/11/2017

Site Ref: 00000000126
 Counter ID: 000000010206
 Location: Douglas Rd, N of SR 50
 Direction: NORTH

File: D0111016.prn
 City: Stuckey
 County: Lake

TIME	MON		TUE		WED 11		THU 12		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15					0	2	1	6							1	8	0	4
00:30					0	2	0	0							0	2	0	1
00:45					2	5	2	2							4	7	2	3
01:00					0	1	0	3							0	4	0	2
01:15					0	2	0	4							0	6	0	3
01:30					0	3	0	2							0	5	0	2
01:45					0	3	0	3							0	6	0	3
02:00					2	2	0	0							2	2	1	1
02:15					1	1	0	1							1	2	0	1
02:30					0	3	0	1							0	4	0	2
02:45					0	3	0	3							0	6	0	3
03:00					0	1	0	1							0	2	0	1
03:15					0	1	0	2							0	3	0	1
03:30					0	2	0	3							0	5	0	2
03:45					0	1	3	4							3	5	1	2
04:00					0	0	0	2							0	2	0	1
04:15					0	0	0	3							0	3	0	1
04:30					1	1	0	7							1	8	0	4
04:45					0	4	0	4							0	8	0	4
05:00					1	0	0	6							1	6	0	3
05:15					1	5	0	3							1	8	0	4
05:30					1	8	0	4							1	12	0	6
05:45					2	6	1	5							3	11	1	5
06:00					2	7	2	4							4	11	2	5
06:15					3	10	2	5							5	15	2	7
06:30					1	7	0	4							1	11	0	5
06:45					4	6	2	3							6	9	3	4
07:00					3	2	3	3							6	5	3	2
07:15					5	5	6	3							11	8	5	4
07:30					2	5	4	2							6	7	3	3
07:45					2	4	4	5							6	9	3	4
08:00					2	2	0	4							2	6	1	3
08:15					4	3	2	6							6	9	3	4
08:30					4	2	4	5							8	7	4	3
08:45					2	3	2	1							4	4	2	2
09:00					1	1	1	4							2	5	1	2
09:15					3	2	1	3							4	5	2	2
09:30					2	0	2	3							4	3	2	1
09:45					1	2	2	6							3	8	1	4
10:00					2	1	8	2							10	3	5	1
10:15					1	0	3	3							4	3	2	1
10:30					6	0	2	0							8	0	4	0
10:45					1	1	1	1							2	2	1	1
11:00					0	2	3	1							3	3	1	1
11:15					2	2	3	1							5	3	2	1
11:30					0	2	3	4							3	6	1	3
11:45					2	1	4	2							6	3	3	1
12:00					5	0	1	0							6	0	3	0

TOTALS	0		0		197		216		0		0		0		413		187	

AM Times					6:45		7:00								6:45		6:45	
AM Peaks					14		17								29		14	
AM PHF					0.70		0.71								0.66		0.70	

PM Times					17:30		16:15								17:30		17:30	
PM Peaks					31		20								49		23	
PM PHF					0.78		0.71								0.82		0.82	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/11/2017

Site Ref: 00000000126
 Counter ID: 000000010206
 Location: Douglas Rd, N of SR 50
 Direction: SOUTH

File: D0111016.prn
 City: Stuckey
 County: Lake

TIME	MON		TUE		WED 11		THU 12		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 2																		
00:15					0	2	0	2							0	4	0	2
00:30					1	2	0	2							1	4	0	2
00:45					0	5	1	1							1	6	0	3
01:00					0	3	1	6							1	9	0	4
01:15					0	2	0	4							0	6	0	3
01:30					0	2	0	4							0	6	0	3
01:45					0	4	0	4							0	8	0	4
02:00					0	4	0	3							0	7	0	3
02:15					1	4	1	3							2	7	1	3
02:30					0	6	0	2							0	8	0	4
02:45					0	8	0	4							0	12	0	6
03:00					0	8	0	8							0	16	0	8
03:15					1	5	0	6							1	11	0	5
03:30					0	5	0	5							0	10	0	5
03:45					0	4	0	5							0	9	0	4
04:00					0	4	1	7							1	11	0	5
04:15					0	6	3	6							3	12	1	6
04:30					1	5	0	4							1	9	0	4
04:45					2	6	1	6							3	12	1	6
05:00					1	6	1	2							2	8	1	4
05:15					1	6	2	2							3	8	1	4
05:30					1	3	1	3							2	6	1	3
05:45					3	6	2	4							5	10	2	5
06:00					3	3	2	4							5	7	2	3
06:15					3	3	2	2							5	5	2	2
06:30					1	4	3	3							4	7	2	3
06:45					5	3	4	1							9	4	4	2
07:00					5	1	1	0							6	1	3	0
07:15					1	1	6	1							7	2	3	1
07:30					8	1	6	2							14	3	7	1
07:45					4	2	6	0							10	2	5	1
08:00					3	2	4	1							7	3	3	1
08:15					2	2	3	1							5	3	2	1
08:30					3	4	4	2							7	6	3	3
08:45					1	4	2	4							3	8	1	4
09:00					2	2	2	2							4	4	2	2
09:15					5	1	4	1							9	2	4	1
09:30					1	2	2	0							3	2	1	1
09:45					1	1	2	1							3	2	1	1
10:00					1	1	5	2							6	3	3	1
10:15					1	0	2	1							3	1	1	0
10:30					1	2	4	1							5	3	2	1
10:45					4	0	1	1							5	1	2	0
11:00					2	0	0	2							2	2	1	1
11:15					2	0	2	1							4	1	2	0
11:30					2	1	4	1							6	2	3	1
11:45					2	0	1	1							3	1	1	0
12:00					1	0	5	1							6	1	3	0

TOTALS	0		0		222		220		0		0		0		442		198	

AM Times					6:45		7:15								7:15		7:00	
AM Peaks					19		22								38		18	
AM PHF					0.59		0.92								0.68		0.64	

PM Times					14:30		15:00								14:45		14:45	
PM Peaks					27		24								49		24	
PM PHF					0.84		0.75								0.77		0.75	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/11/2017

Site Ref: 00000000126
 Counter ID: 000000010206
 Location: Douglas Rd, N of SR 50
 Direction: ROAD TOTAL

File: D0111016.prn
 City: Stuckey
 County: Lake

TIME	MON		TUE		WED 11		THU 12		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 3																		
00:15					0	4	1	8							1	12	0	6
00:30					1	4	0	2							1	6	0	3
00:45					2	10	3	3							5	13	2	6
01:00					0	4	1	9							1	13	0	6
01:15					0	4	0	8							0	12	0	6
01:30					0	5	0	6							0	11	0	5
01:45					0	7	0	7							0	14	0	7
02:00					2	6	0	3							2	9	1	4
02:15					2	5	1	4							3	9	1	4
02:30					0	9	0	3							0	12	0	6
02:45					0	11	0	7							0	18	0	9
03:00					0	9	0	9							0	18	0	9
03:15					1	6	0	8							1	14	0	7
03:30					0	7	0	8							0	15	0	7
03:45					0	5	3	9							3	14	1	7
04:00					0	4	1	9							1	13	0	6
04:15					0	6	3	9							3	15	1	7
04:30					2	6	0	11							2	17	1	8
04:45					2	10	1	10							3	20	1	10
05:00					2	6	1	8							3	14	1	7
05:15					2	11	2	5							4	16	2	8
05:30					2	11	1	7							3	18	1	9
05:45					5	12	3	9							8	21	4	10
06:00					5	10	4	8							9	18	4	9
06:15					6	13	4	7							10	20	5	10
06:30					2	11	3	7							5	18	2	9
06:45					9	9	6	4							15	13	7	6
07:00					8	3	4	3							12	6	6	3
07:15					6	6	12	4							18	10	9	5
07:30					10	6	10	4							20	10	10	5
07:45					6	6	10	5							16	11	8	5
08:00					5	4	4	5							9	9	4	4
08:15					6	5	5	7							11	12	5	6
08:30					7	6	8	7							15	13	7	6
08:45					3	7	4	5							7	12	3	6
09:00					3	3	3	6							6	9	3	4
09:15					8	3	5	4							13	7	6	3
09:30					3	2	4	3							7	5	3	2
09:45					2	3	4	7							6	10	3	5
10:00					3	2	13	4							16	6	8	3
10:15					2	0	5	4							7	4	3	2
10:30					7	2	6	1							13	3	6	1
10:45					5	1	2	2							7	3	3	1
11:00					2	2	3	3							5	5	2	2
11:15					4	2	5	2							9	4	4	2
11:30					2	3	7	5							9	8	4	4
11:45					4	1	5	3							9	4	4	2
12:00					6	0	6	1							12	1	6	0

TOTALS		0		0		419		436		0		0		0		855		403
AM Times						6:45		7:00							7:00		7:00	
AM Peaks						33		36							66		33	
AM PHF						0.83		0.75							0.83		0.83	
PM Times						17:30		16:00							17:30		17:30	
PM Peaks						46		39							77		38	
PM PHF						0.88		0.89							0.92		0.95	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/11/2017

Site Ref: 00000000125
 Counter ID: 000000018474
 Location: Stuckey Loop E, S of SR 50
 Direction: NORTH

File: D0111015.prn
 City: Stuckey
 County: Lake

TIME	MON		TUE		WED 11		THU 12		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15					0	1	0	2							0	3	0	1
00:30					0	2	0	3							0	5	0	2
00:45					1	3	0	3							1	6	0	3
01:00					0	2	0	1							0	3	0	1
01:15					0	0	0	2							0	2	0	1
01:30					0	1	0	1							0	2	0	1
01:45					0	3	0	0							0	3	0	1
02:00					0	3	0	1							0	4	0	2
02:15					0	6	0	1							0	7	0	3
02:30					0	2	0	4							0	6	0	3
02:45					0	4	0	3							0	7	0	3
03:00					0	5	0	2							0	7	0	3
03:15					0	2	0	0							0	2	0	1
03:30					0	2	0	2							0	4	0	2
03:45					1	8	0	4						1	12	0	6	
04:00					0	2	0	2							0	4	0	2
04:15					0	3	0	3							0	6	0	3
04:30					0	2	0	1							0	3	0	1
04:45					0	3	0	3							0	6	0	3
05:00					0	5	1	4						1	9	0	4	
05:15					0	2	0	3						0	5	0	2	
05:30					0	5	0	0						0	5	0	2	
05:45					0	1	0	2						0	3	0	1	
06:00					3	4	2	7						5	11	2	5	
06:15					1	5	0	2						1	7	0	3	
06:30					0	3	0	1						0	4	0	2	
06:45					2	2	0	4						2	6	1	3	
07:00					3	1	3	1						6	2	3	1	
07:15					3	2	0	3						3	5	1	2	
07:30					1	4	2	3						3	7	1	3	
07:45					3	3	2	3						5	6	2	3	
08:00					0	4	5	0						5	4	2	2	
08:15					0	7	1	0						1	7	0	3	
08:30					2	2	0	5						2	7	1	3	
08:45					2	1	1	1						3	2	1	1	
09:00					7	0	3	0						10	0	5	0	
09:15					0	0	2	1						2	1	1	0	
09:30					4	0	1	1						5	1	2	0	
09:45					2	1	1	2						3	3	1	1	
10:00					2	0	1	0						3	0	1	0	
10:15					1	0	1	0						2	0	1	0	
10:30					2	0	3	0						5	0	2	0	
10:45					4	0	1	1						5	1	2	0	
11:00					3	0	1	1						4	1	2	0	
11:15					3	0	0	1						3	1	1	0	
11:30					1	0	0	1						1	1	0	0	
11:45					3	0	3	0						6	0	3	0	
12:00					0	0	2	1						2	1	1	0	

TOTALS	0		0		160		122		0		0		0		282		119	

AM Times					8:45		7:30								8:45		8:45	
AM Peaks					13		10								20		9	
AM PHF					0.46		0.50								0.50		0.45	

PM Times					19:30		18:00								18:00		15:30	
PM Peaks					18		14								28		13	
PM PHF					0.64		0.50								0.64		0.54	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/11/2017

Site Ref: 00000000125
 Counter ID: 000000018474
 Location: Stuckey Loop E, S of SR 50
 Direction: SOUTH

File: D0111015.prn
 City: Stuckey
 County: Lake

TIME	MON		TUE		WED 11		THU 12		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 2																		
00:15					0	3	1	3							1	6	0	3
00:30					0	3	1	3							1	6	0	3
00:45					1	1	1	3							2	4	1	2
01:00					1	1	0	3							1	4	0	2
01:15					0	2	0	3							0	5	0	2
01:30					0	3	0	0							0	3	0	1
01:45					1	3	0	1							1	4	0	2
02:00					0	5	1	2							1	7	0	3
02:15					0	5	0	1							0	6	0	3
02:30					0	3	0	0							0	3	0	1
02:45					0	5	0	2							0	7	0	3
03:00					0	2	0	2							0	4	0	2
03:15					0	3	0	3							0	6	0	3
03:30					0	0	0	3							0	3	0	1
03:45					0	7	0	3							0	10	0	5
04:00					0	3	0	3							0	6	0	3
04:15					0	3	0	3							0	6	0	3
04:30					0	4	0	7							0	11	0	5
04:45					0	5	0	3							0	8	0	4
05:00					0	3	0	3							0	6	0	3
05:15					0	7	0	5							0	12	0	6
05:30					0	1	0	3							0	4	0	2
05:45					0	3	1	5							1	8	0	4
06:00					2	5	1	2							3	7	1	3
06:15					1	3	2	3							3	6	1	3
06:30					1	5	1	3							2	8	1	4
06:45					1	4	1	5							2	9	1	4
07:00					2	5	1	3							3	8	1	4
07:15					0	1	1	5							1	6	0	3
07:30					2	5	1	3							3	8	1	4
07:45					1	1	3	1							4	2	2	1
08:00					2	1	1	3							3	4	1	2
08:15					1	3	0	3							1	6	0	3
08:30					2	1	1	3							3	4	1	2
08:45					1	3	2	1							3	4	1	2
09:00					3	1	2	1							5	2	2	1
09:15					1	2	1	3							2	5	1	2
09:30					1	1	1	1							2	2	1	1
09:45					3	2	0	2							3	4	1	2
10:00					3	1	1	0							4	1	2	0
10:15					3	0	4	0							7	0	3	0
10:30					3	2	1	1							4	3	2	1
10:45					1	0	0	1							1	1	0	0
11:00					1	1	1	1							2	2	1	1
11:15					2	0	0	1							2	1	1	0
11:30					1	0	1	1							2	1	1	0
11:45					3	1	4	1							7	2	3	1
12:00					2	0	1	0							3	0	1	0

TOTALS					0	0	169	149			0	0	0	0	318		141	
AM Times							9:45	7:00							9:45		9:45	
AM Peaks							12	6							18		8	
AM PHF							1.00	0.50							0.64		0.67	
PM Times							16:30	16:30							16:30		16:30	
PM Peaks							19	18							37		18	
PM PHF							0.68	0.64							0.77		0.75	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/11/2017

Site Ref: 00000000125
 Counter ID: 000000018474
 Location: Stuckey Loop E, S of SR 50
 Direction: ROAD TOTAL

File: D0111015.prn
 City: Stuckey
 County: Lake

TIME	MON		TUE		WED 11		THU 12		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15					0	4	1	5							1	9	0	4
00:30					0	5	1	6							1	11	0	5
00:45					2	4	1	6							3	10	1	5
01:00					1	3	0	4							1	7	0	3
01:15					0	2	0	5							0	7	0	3
01:30					0	4	0	1							0	5	0	2
01:45					1	6	0	1							1	7	0	3
02:00					0	8	1	3							1	11	0	5
02:15					0	11	0	2							0	13	0	6
02:30					0	5	0	4							0	9	0	4
02:45					0	9	0	5							0	14	0	7
03:00					0	7	0	4							0	11	0	5
03:15					0	5	0	3							0	8	0	4
03:30					0	2	0	5							0	7	0	3
03:45					1	15	0	7							1	22	0	11
04:00					0	5	0	5							0	10	0	5
04:15					0	6	0	6							0	12	0	6
04:30					0	6	0	8							0	14	0	7
04:45					0	8	0	6							0	14	0	7
05:00					0	8	1	7							1	15	0	7
05:15					0	9	0	8							0	17	0	8
05:30					0	6	0	3							0	9	0	4
05:45					0	4	1	7							1	11	0	5
06:00					5	9	3	9							8	18	4	9
06:15					2	8	2	5							4	13	2	6
06:30					1	8	1	4							2	12	1	6
06:45					3	6	1	9							4	15	2	7
07:00					5	6	4	4							9	10	4	5
07:15					3	3	1	8							4	11	2	5
07:30					3	9	3	6							6	15	3	7
07:45					4	4	5	4							9	8	4	4
08:00					2	5	6	3							8	8	4	4
08:15					1	10	1	3							2	13	1	6
08:30					4	3	1	8							5	11	2	5
08:45					3	4	3	2							6	6	3	3
09:00					10	1	5	1							15	2	7	1
09:15					1	2	3	4							4	6	2	3
09:30					5	1	2	2							7	3	3	1
09:45					5	3	1	4							6	7	3	3
10:00					5	1	2	0							7	1	3	0
10:15					4	0	5	0							9	0	4	0
10:30					5	2	4	1							9	3	4	1
10:45					5	0	1	2							6	2	3	1
11:00					4	1	2	2							6	3	3	1
11:15					5	0	0	2							5	2	2	1
11:30					2	0	1	2							3	2	1	1
11:45					6	1	7	1							13	2	6	1
12:00					2	0	3	1							5	1	2	0

TOTALS	0		0		329		271		0		0		0		600		276	

AM Times					9:00		7:15						8:45		8:45			
AM Peaks					21		15						32		15			
AM PHF					0.53		0.63						0.53		0.54			

PM Times					14:00		16:30						16:30		15:45			
PM Peaks					33		29						60		29			
PM PHF					0.75		0.91						0.88		0.66			

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/11/2017

Site Ref: 00000000124
 Counter ID: 000000010208
 Location: Stuckey Loop W, S of SR 50
 Direction: NORTH

File: D0111014.prn
 City: Stuckey
 County: Lake

TIME	MON		TUE		WED 11		THU 12		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15					0	0	0	0							0	0	0	0
00:30					0	1	0	1							0	2	0	1
00:45					0	2	0	1							0	3	0	1
01:00					1	2	0	0							1	2	0	1
01:15					0	1	0	1							0	2	0	1
01:30					0	2	0	2							0	4	0	2
01:45					0	1	0	2							0	3	0	1
02:00					0	1	0	2							0	3	0	1
02:15					0	2	0	0							0	2	0	1
02:30					0	1	0	1							0	2	0	1
02:45					0	5	0	1							0	6	0	3
03:00					0	4	0	0							0	4	0	2
03:15					0	4	0	1							0	5	0	2
03:30					0	1	0	1							0	2	0	1
03:45					0	0	0	0							0	0	0	0
04:00					1	2	0	0							1	2	0	1
04:15					0	3	0	5							0	8	0	4
04:30					0	0	0	1							0	1	0	0
04:45					0	1	0	2							0	3	0	1
05:00					0	1	0	0							0	1	0	0
05:15					0	3	2	3							2	6	1	3
05:30					0	1	0	0							0	1	0	0
05:45					0	0	0	1							0	1	0	0
06:00					0	6	0	3							0	9	0	4
06:15					3	0	1	1							4	1	2	0
06:30					0	4	1	0							1	4	0	2
06:45					0	4	0	0							0	4	0	2
07:00					0	0	4	1							4	1	2	0
07:15					1	0	0	1							1	1	0	0
07:30					0	0	1	2							1	2	0	1
07:45					0	1	0	0							0	1	0	0
08:00					1	0	0	1							1	1	0	0
08:15					0	2	1	1							1	3	0	1
08:30					1	1	1	1							2	2	1	1
08:45					0	0	0	0							0	0	0	0
09:00					1	2	0	2							1	4	0	2
09:15					0	3	1	0							1	3	0	1
09:30					1	1	0	0							1	1	0	0
09:45					1	0	0	1							1	1	0	0
10:00					0	0	0	0							0	0	0	0
10:15					0	1	2	0							2	1	1	0
10:30					0	1	1	0							1	1	0	0
10:45					1	0	0	0							1	0	0	0
11:00					0	0	1	0							1	0	0	0
11:15					2	0	0	0							2	0	1	0
11:30					0	0	0	1							0	1	0	0
11:45					1	0	0	0							1	0	0	0
12:00					3	0	0	0							3	0	1	0

TOTALS	0		0		82		56		0		0		0		138		50	

AM Times					11:15		6:15								6:15		6:15	
AM Peaks					6		6								9		4	
AM PHF					0.50		0.38								0.56		0.50	

PM Times					14:30		16:00								18:00		14:30	
PM Peaks					14		8								18		8	
PM PHF					0.70		0.40								0.50		0.67	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/11/2017

Site Ref: 00000000124
 Counter ID: 000000010208
 Location: Stuckey Loop W, S of SR 50
 Direction: SOUTH

File: D0111014.prn
 City: Stuckey
 County: Lake

TIME	MON		TUE		WED 11		THU 12		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15					0	2	0	1							0	3	0	1
00:30					1	2	1	2							2	4	1	2
00:45					0	0	0	1							0	1	0	0
01:00					0	1	0	0							0	1	0	0
01:15					0	2	0	2							0	4	0	2
01:30					0	2	0	0							0	2	0	1
01:45					0	0	0	2							0	2	0	1
02:00					0	0	0	1							0	1	0	0
02:15					0	2	0	0							0	2	0	1
02:30					0	1	0	0							0	1	0	0
02:45					0	3	0	2							0	5	0	2
03:00					0	1	0	1							0	2	0	1
03:15					0	2	0	0							0	2	0	1
03:30					0	2	0	2							0	4	0	2
03:45					0	1	0	0							0	1	0	0
04:00					0	2	0	2							0	4	0	2
04:15					0	0	0	2							0	2	0	1
04:30					0	0	1	1							1	1	0	0
04:45					0	1	0	2							0	3	0	1
05:00					0	0	0	0							0	0	0	0
05:15					0	6	1	1							1	7	0	3
05:30					0	2	0	1							0	3	0	1
05:45					0	0	0	1							0	1	0	0
06:00					0	2	0	2							0	4	0	2
06:15					3	0	1	1							4	1	2	0
06:30					0	1	3	2							3	3	1	1
06:45					0	5	1	1							1	6	0	3
07:00					2	1	4	1							6	2	3	1
07:15					1	1	0	1							1	2	0	1
07:30					1	2	1	1							2	3	1	1
07:45					0	0	0	0							0	0	0	0
08:00					1	0	1	1							2	1	1	0
08:15					1	0	2	0							3	0	1	0
08:30					1	0	2	2							3	2	1	1
08:45					0	1	0	0							0	1	0	0
09:00					3	1	0	1							3	2	1	1
09:15					0	3	2	0							2	3	1	1
09:30					2	0	0	2							2	2	1	1
09:45					0	1	0	1							0	2	0	1
10:00					0	0	0	1							0	1	0	0
10:15					0	0	2	0							2	0	1	0
10:30					2	0	3	0							5	0	2	0
10:45					4	0	0	1							4	1	2	0
11:00					0	0	1	1							1	1	0	0
11:15					5	0	0	0							5	0	2	0
11:30					1	0	0	1							1	1	0	0
11:45					0	0	1	0							1	0	0	0
12:00					2	0	0	1							2	1	1	0

TOTALS	0		0		80		72		0		0		0		152		58	

AM Times					10:30		6:15								10:30		6:15	
AM Peaks					11		9								15		6	
AM PHF					0.55		0.56								0.75		0.50	

PM Times					17:15		16:00								17:15		14:45	
PM Peaks					10		7								15		6	
PM PHF					0.42		0.88								0.54		0.75	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/11/2017

Site Ref: 00000000124
 Counter ID: 000000010208
 Location: Stuckey Loop W, S of SR 50
 Direction: ROAD TOTAL

File: D0111014.prn
 City: Stuckey
 County: Lake

TIME	MON		TUE		WED 11		THU 12		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15					0	2	0	1							0	3	0	1
00:30					1	3	1	3							2	6	1	3
00:45					0	2	0	2							0	4	0	2
01:00					1	3	0	0							1	3	0	1
01:15					0	3	0	3							0	6	0	3
01:30					0	4	0	2							0	6	0	3
01:45					0	1	0	4							0	5	0	2
02:00					0	1	0	3							0	4	0	2
02:15					0	4	0	0							0	4	0	2
02:30					0	2	0	1							0	3	0	1
02:45					0	8	0	3							0	11	0	5
03:00					0	5	0	1							0	6	0	3
03:15					0	6	0	1							0	7	0	3
03:30					0	3	0	3							0	6	0	3
03:45					0	1	0	0							0	1	0	0
04:00					1	4	0	2							1	6	0	3
04:15					0	3	0	7							0	10	0	5
04:30					0	0	1	2							1	2	0	1
04:45					0	2	0	4							0	6	0	3
05:00					0	1	0	0							0	1	0	0
05:15					0	9	3	4							3	13	1	6
05:30					0	3	0	1							0	4	0	2
05:45					0	0	0	2							0	2	0	1
06:00					0	8	0	5							0	13	0	6
06:15					6	0	2	2							8	2	4	1
06:30					0	5	4	2							4	7	2	3
06:45					0	9	1	1							1	10	0	5
07:00					2	1	8	2							10	3	5	1
07:15					2	1	0	2							2	3	1	1
07:30					1	2	2	3							3	5	1	2
07:45					0	1	0	0							0	1	0	0
08:00					2	0	1	2							3	2	1	1
08:15					1	2	3	1							4	3	2	1
08:30					2	1	3	3							5	4	2	2
08:45					0	1	0	0							0	1	0	0
09:00					4	3	0	3							4	6	2	3
09:15					0	6	3	0							3	6	1	3
09:30					3	1	0	2							3	3	1	1
09:45					1	1	0	2							1	3	0	1
10:00					0	0	0	1							0	1	0	0
10:15					0	1	4	0							4	1	2	0
10:30					2	1	4	0							6	1	3	0
10:45					5	0	0	1							5	1	2	0
11:00					0	0	2	1							2	1	1	0
11:15					7	0	0	0							7	0	3	0
11:30					1	0	0	2							1	2	0	1
11:45					1	0	1	0							2	0	1	0
12:00					5	0	0	1							5	1	2	0

TOTALS	0		0		162		128		0		0		0		290		125	

AM Times					10:30		6:15								6:15		6:15	
AM Peaks					14		15								23		11	
AM PHF					0.50		0.47								0.58		0.55	

PM Times					14:45		16:00								17:15		17:15	
PM Peaks					22		15								32		15	
PM PHF					0.69		0.54								0.62		0.63	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Ref: 00000000123
 Counter ID: 000000010196
 Location: Lee Rd, S of SR 50
 Direction: NORTH

File: D0118011.prn
 City: Webster
 County: Sumter

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 1																		
00:15					0	9	0	5							0	14	0	7
00:30					0	7	0	7							0	14	0	7
00:45					1	2	0	2							1	4	0	2
01:00					1	6	0	9							1	15	0	7
01:15					0	1	0	3							0	4	0	2
01:30					0	6	0	2							0	8	0	4
01:45					0	3	0	5							0	8	0	4
02:00					0	6	0	1							0	7	0	3
02:15					0	2	0	6							0	8	0	4
02:30					0	4	0	2							0	6	0	3
02:45					0	0	0	1							0	1	0	0
03:00					0	13	1	6							1	19	0	9
03:15					0	3	0	2							0	5	0	2
03:30					0	1	0	7							0	8	0	4
03:45					0	7	0	4							0	11	0	5
04:00					1	7	0	13							1	20	0	10
04:15					1	14	1	6							2	20	1	10
04:30					2	3	0	15							2	18	1	9
04:45					0	5	2	3							2	8	1	4
05:00					1	6	1	9							2	15	1	7
05:15					1	13	3	5							4	18	2	9
05:30					4	7	5	13							9	20	4	10
05:45					12	6	8	11							20	17	10	8
06:00					7	4	9	5							16	9	8	4
06:15					10	2	14	5							24	7	12	3
06:30					10	1	13	3							23	4	11	2
06:45					5	8	9	4							14	12	7	6
07:00					12	2	7	0							19	2	9	1
07:15					6	3	2	4							8	7	4	3
07:30					12	1	9	1							21	2	10	1
07:45					6	1	12	0							18	1	9	0
08:00					1	4	7	0							8	4	4	2
08:15					5	0	6	1							11	1	5	0
08:30					4	1	6	2							10	3	5	1
08:45					8	0	10	0							18	0	9	0
09:00					10	1	8	2							18	3	9	1
09:15					3	0	2	0							5	0	2	0
09:30					5	0	4	1							9	1	4	0
09:45					2	0	2	1							4	1	2	0
10:00					7	2	4	1							11	3	5	1
10:15					6	0	0	1							6	1	3	0
10:30					12	0	7	0							19	0	9	0
10:45					5	0	3	0							8	0	4	0
11:00					3	1	5	1							8	2	4	1
11:15					7	2	0	1							7	3	3	1
11:30					2	0	9	0							11	0	5	0
11:45					7	0	6	0							13	0	6	0
12:00					5	0	5	1							10	1	5	0

TOTALS	0		0		348		351		0		0		0		699		331	

AM Times					5:45		6:00								5:45		5:45	
AM Peaks					39		45								83		41	
AM PHF					0.81		0.80								0.86		0.85	

PM Times					17:00		15:45								17:00		15:45	
PM Peaks					32		38								70		34	
PM PHF					0.62		0.63								0.88		0.85	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Ref: 00000000123
 Counter ID: 000000010196
 Location: Lee Rd, S of SR 50
 Direction: SOUTH

File: D0118011.prn
 City: Webster
 County: Sumter

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 2																		
00:15					0	1	0	4							0	5	0	2
00:30					0	5	0	2							0	7	0	3
00:45					0	5	1	4							1	9	0	4
01:00					0	5	0	7							0	12	0	6
01:15					1	5	0	5							1	10	0	5
01:30					0	3	0	4							0	7	0	3
01:45					0	6	0	3							0	9	0	4
02:00					1	4	0	4							1	8	0	4
02:15					0	11	0	7							0	18	0	9
02:30					0	5	0	7							0	12	0	6
02:45					0	0	0	5							0	5	0	2
03:00					1	8	1	10							2	18	1	9
03:15					0	7	0	4							0	11	0	5
03:30					0	8	2	10							2	18	1	9
03:45					1	9	2	10							3	19	1	9
04:00					2	5	0	4							2	9	1	4
04:15					1	2	0	12							1	14	0	7
04:30					0	9	0	8							0	17	0	8
04:45					1	9	0	11							1	20	0	10
05:00					0	9	1	10							1	19	0	9
05:15					2	9	2	8							4	17	2	8
05:30					2	6	0	8							2	14	1	7
05:45					6	8	5	17							11	25	5	12
06:00					8	4	5	4							13	8	6	4
06:15					2	6	2	8							4	14	2	7
06:30					5	6	7	8							12	14	6	7
06:45					8	4	6	4							14	8	7	4
07:00					7	5	5	5							12	10	6	5
07:15					7	5	6	3							13	8	6	4
07:30					9	9	11	4							20	13	10	6
07:45					10	2	6	2							16	4	8	2
08:00					11	3	10	5							21	8	10	4
08:15					8	3	4	3							12	6	6	3
08:30					2	5	1	0							3	5	1	2
08:45					5	5	3	2							8	7	4	3
09:00					3	2	2	1							5	3	2	1
09:15					3	2	9	3							12	5	6	2
09:30					3	0	7	0							10	0	5	0
09:45					4	0	8	3							12	3	6	1
10:00					9	0	6	0							15	0	7	0
10:15					5	0	3	0							8	0	4	0
10:30					9	1	7	1							16	2	8	1
10:45					1	0	5	3							6	3	3	1
11:00					1	1	6	0							7	1	3	0
11:15					2	0	4	1							6	1	3	0
11:30					13	1	3	0							16	1	8	0
11:45					2	1	3	0							5	1	2	0
12:00					5	0	11	0							16	0	8	0

TOTALS							364	378			0		0		0		742	351
AM Times							7:30	7:15									7:15	7:15
AM Peaks							38	33									70	34
AM PHF							0.86	0.75									0.83	0.85
PM Times							16:30	17:00									17:00	17:00
PM Peaks							36	43									75	36
PM PHF							1.00	0.63									0.75	0.75

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Ref: 00000000123
 Counter ID: 000000010196
 Location: Lee Rd, S of SR 50
 Direction: ROAD TOTAL

File: D0118011.prn
 City: Webster
 County: Sumter

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 3																		
00:15					0	10	0	9							0	19	0	9
00:30					0	12	0	9							0	21	0	10
00:45					1	7	1	6							2	13	1	6
01:00					1	11	0	16							1	27	0	13
01:15					1	6	0	8							1	14	0	7
01:30					0	9	0	6							0	15	0	7
01:45					0	9	0	8							0	17	0	8
02:00					1	10	0	5							1	15	0	7
02:15					0	13	0	13							0	26	0	13
02:30					0	9	0	9							0	18	0	9
02:45					0	0	0	6							0	6	0	3
03:00					1	21	2	16							3	37	1	18
03:15					0	10	0	6							0	16	0	8
03:30					0	9	2	17							2	26	1	13
03:45					1	16	2	14							3	30	1	15
04:00					3	12	0	17							3	29	1	14
04:15					2	16	1	18							3	34	1	17
04:30					2	12	0	23							2	35	1	17
04:45					1	14	2	14							3	28	1	14
05:00					1	15	2	19							3	34	1	17
05:15					3	22	5	13							8	35	4	17
05:30					6	13	5	21							11	34	5	17
05:45					18	14	13	28							31	42	15	21
06:00					15	8	14	9							29	17	14	8
06:15					12	8	16	13							28	21	14	10
06:30					15	7	20	11							35	18	17	9
06:45					13	12	15	8							28	20	14	10
07:00					19	7	12	5							31	12	15	6
07:15					13	8	8	7							21	15	10	7
07:30					21	10	20	5							41	15	20	7
07:45					16	3	18	2							34	5	17	2
08:00					12	7	17	5							29	12	14	6
08:15					13	3	10	4							23	7	11	3
08:30					6	6	7	2							13	8	6	4
08:45					13	5	13	2							26	7	13	3
09:00					13	3	10	3							23	6	11	3
09:15					6	2	11	3							17	5	8	2
09:30					8	0	11	1							19	1	9	0
09:45					6	0	10	4							16	4	8	2
10:00					16	2	10	1							26	3	13	1
10:15					11	0	3	1							14	1	7	0
10:30					21	1	14	1							35	2	17	1
10:45					6	0	8	3							14	3	7	1
11:00					4	2	11	1							15	3	7	1
11:15					9	2	4	2							13	4	6	2
11:30					15	1	12	0							27	1	13	0
11:45					9	1	9	0							18	1	9	0
12:00					10	0	16	1							26	1	13	0

TOTALS							712	729			0		0		0		1441	694
AM Times							7:00	6:00									7:00	7:00
AM Peaks							69	65									127	62
AM PHF							0.82	0.81									0.77	0.78
PM Times							16:45	17:00									17:00	17:00
PM Peaks							64	81									145	72
PM PHF							0.73	0.72									0.86	0.86

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/31/2017

Site Ref: 00000000122
 Counter ID: 0000000Video
 Location: Clarence Lee Rd E, N of SR 50
 Direction: NORTH

File: D0131002.prn
 City: Webster
 County: Sumter

TIME	MON		TUE 31		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			0	0	0	0									0	0	0	0
00:30			0	0	0	0									0	0	0	0
00:45			0	0	0	0									0	0	0	0
01:00			0	0	0	0									0	0	0	0
01:15			0	0	0	0									0	0	0	0
01:30			0	0	0	0									0	0	0	0
01:45			0	0	0	0									0	0	0	0
02:00			0	0	0	0									0	0	0	0
02:15			0	0	0	0									0	0	0	0
02:30			0	0	0	0									0	0	0	0
02:45			0	0	0	0									0	0	0	0
03:00			0	0	0	0									0	0	0	0
03:15			0	0	0	0									0	0	0	0
03:30			0	0	0	0									0	0	0	0
03:45			0	0	0	0									0	0	0	0
04:00			0	0	0	0									0	0	0	0
04:15			0	0	0	0									0	0	0	0
04:30			0	0	0	0									0	0	0	0
04:45			0	0	0	0									0	0	0	0
05:00			0	0	0	0									0	0	0	0
05:15			0	0	0	0									0	0	0	0
05:30			0	0	0	0									0	0	0	0
05:45			0	0	0	0									0	0	0	0
06:00			0	0	0	0									0	0	0	0
06:15			0	0	0	0									0	0	0	0
06:30			0	0	0	0									0	0	0	0
06:45			0	0	0	0									0	0	0	0
07:00			0	0	0	0									0	0	0	0
07:15			0	0	0	0									0	0	0	0
07:30			0	0	0	0									0	0	0	0
07:45			0	0	0	0									0	0	0	0
08:00			0	0	0	0									0	0	0	0
08:15			0	0	0	0									0	0	0	0
08:30			0	0	1	0									1	0	0	0
08:45			0	0	0	0									0	0	0	0
09:00			0	0	0	0									0	0	0	0
09:15			0	0	0	0									0	0	0	0
09:30			0	0	0	0									0	0	0	0
09:45			0	0	0	0									0	0	0	0
10:00			0	0	0	0									0	0	0	0
10:15			0	0	0	0									0	0	0	0
10:30			0	0	0	0									0	0	0	0
10:45			0	0	0	0									0	0	0	0
11:00			0	0	0	0									0	0	0	0
11:15			0	0	0	0									0	0	0	0
11:30			0	0	0	0									0	0	0	0
11:45			0	0	0	0									0	0	0	0
12:00			0	0	0	0									0	0	0	0

TOTALS		0		0		1		0		0		0		0		1		0
AM Times						7:45										7:45		
AM Peaks						1										1		
AM PHF						0.25										0.25		
PM Times																		
PM Peaks																		
PM PHF																		

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/31/2017

Site Ref: 00000000122
 Counter ID: 0000000Video
 Location: Clarence Lee Rd E, N of SR 50
 Direction: SOUTH

File: D0131002.prn
 City: Webster
 County: Sumter

TIME	MON		TUE 31		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG		
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	
00:15			0	0	0	0									0	0	0	0	
00:30			0	0	0	0									0	0	0	0	
00:45			0	0	0	0									0	0	0	0	
01:00			0	0	0	0									0	0	0	0	
01:15			0	0	0	0									0	0	0	0	
01:30			0	0	0	0									0	0	0	0	
01:45			0	0	0	0									0	0	0	0	
02:00			0	0	0	0									0	0	0	0	
02:15			0	0	0	0									0	0	0	0	
02:30			0	0	0	0									0	0	0	0	
02:45			0	0	0	0									0	0	0	0	
03:00			0	0	0	0									0	0	0	0	
03:15			0	0	0	0									0	0	0	0	
03:30			0	0	0	0									0	0	0	0	
03:45			0	0	0	0									0	0	0	0	
04:00			0	0	0	0									0	0	0	0	
04:15			0	0	0	0									0	0	0	0	
04:30			0	0	0	0									0	0	0	0	
04:45			0	0	0	0									0	0	0	0	
05:00			0	0	0	0									0	0	0	0	
05:15			0	0	0	0									0	0	0	0	
05:30			0	0	0	0									0	0	0	0	
05:45			0	0	0	0									0	0	0	0	
06:00			0	0	0	0									0	0	0	0	
06:15			0	0	0	0									0	0	0	0	
06:30			0	0	0	0									0	0	0	0	
06:45			0	0	0	0									0	0	0	0	
07:00			0	0	0	0									0	0	0	0	
07:15			0	0	0	0									0	0	0	0	
07:30			0	0	0	0									0	0	0	0	
07:45			0	0	0	0									0	0	0	0	
08:00			0	0	0	0									0	0	0	0	
08:15			0	0	0	0									0	0	0	0	
08:30			0	0	0	0									0	0	0	0	
08:45			0	0	1	0									1	0	0	0	
09:00			0	0	0	0									0	0	0	0	
09:15			0	0	0	0									0	0	0	0	
09:30			0	0	0	0									0	0	0	0	
09:45			0	0	0	0									0	0	0	0	
10:00			0	0	0	0									0	0	0	0	
10:15			0	0	0	0									0	0	0	0	
10:30			0	0	0	0									0	0	0	0	
10:45			0	0	0	0									0	0	0	0	
11:00			0	0	0	0									0	0	0	0	
11:15			0	0	0	0									0	0	0	0	
11:30			0	0	0	0									0	0	0	0	
11:45			0	0	0	0									0	0	0	0	
12:00			0	0	0	0									0	0	0	0	

TOTALS			0		0		1		0		0		0		0		1		0
AM Times							8:00										8:00		
AM Peaks							1										1		
AM PHF							0.25										0.25		
PM Times																			
PM Peaks																			
PM PHF																			

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/31/2017

Site Ref: 00000000122
 Counter ID: 0000000Video
 Location: Clarence Lee Rd E, N of SR 50
 Direction: ROAD TOTAL

File: D0131002.prn
 City: Webster
 County: Sumter

TIME	MON		TUE 31		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 3																		
00:15			0	0	0	0									0	0	0	0
00:30			0	0	0	0									0	0	0	0
00:45			0	0	0	0									0	0	0	0
01:00			0	0	0	0									0	0	0	0
01:15			0	0	0	0									0	0	0	0
01:30			0	0	0	0									0	0	0	0
01:45			0	0	0	0									0	0	0	0
02:00			0	0	0	0									0	0	0	0
02:15			0	0	0	0									0	0	0	0
02:30			0	0	0	0									0	0	0	0
02:45			0	0	0	0									0	0	0	0
03:00			0	0	0	0									0	0	0	0
03:15			0	0	0	0									0	0	0	0
03:30			0	0	0	0									0	0	0	0
03:45			0	0	0	0									0	0	0	0
04:00			0	0	0	0									0	0	0	0
04:15			0	0	0	0									0	0	0	0
04:30			0	0	0	0									0	0	0	0
04:45			0	0	0	0									0	0	0	0
05:00			0	0	0	0									0	0	0	0
05:15			0	0	0	0									0	0	0	0
05:30			0	0	0	0									0	0	0	0
05:45			0	0	0	0									0	0	0	0
06:00			0	0	0	0									0	0	0	0
06:15			0	0	0	0									0	0	0	0
06:30			0	0	0	0									0	0	0	0
06:45			0	0	0	0									0	0	0	0
07:00			0	0	0	0									0	0	0	0
07:15			0	0	0	0									0	0	0	0
07:30			0	0	0	0									0	0	0	0
07:45			0	0	0	0									0	0	0	0
08:00			0	0	0	0									0	0	0	0
08:15			0	0	0	0									0	0	0	0
08:30			0	0	1	0									1	0	0	0
08:45			0	0	1	0									1	0	0	0
09:00			0	0	0	0									0	0	0	0
09:15			0	0	0	0									0	0	0	0
09:30			0	0	0	0									0	0	0	0
09:45			0	0	0	0									0	0	0	0
10:00			0	0	0	0									0	0	0	0
10:15			0	0	0	0									0	0	0	0
10:30			0	0	0	0									0	0	0	0
10:45			0	0	0	0									0	0	0	0
11:00			0	0	0	0									0	0	0	0
11:15			0	0	0	0									0	0	0	0
11:30			0	0	0	0									0	0	0	0
11:45			0	0	0	0									0	0	0	0
12:00			0	0	0	0									0	0	0	0
TOTALS			0	0	2	0									2	0	0	0
AM Times					8:00										8:00			
AM Peaks					2										2			
AM PHF					0.50										0.50			
PM Times																		
PM Peaks																		
PM PHF																		

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/31/2017

Site Ref: 00000000121
 Counter ID: 0000000Video
 Location: Clarence Lee Rd W, N of SR 50
 Direction: NORTH

File: D0131001.prn
 City: Webster
 County: Sumter

TIME	MON		TUE 31		WED 1		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			0	1	0	0									0	1	0	0
00:30			0	0	0	0									0	0	0	0
00:45			0	0	0	0									0	0	0	0
01:00			0	0	0	0									0	0	0	0
01:15			0	0	0	0									0	0	0	0
01:30			0	0	0	0									0	0	0	0
01:45			0	0	0	0									0	0	0	0
02:00			0	0	0	1									0	1	0	0
02:15			0	0	0	0									0	0	0	0
02:30			0	1	0	0									0	1	0	0
02:45			0	0	0	0									0	0	0	0
03:00			0	0	0	0									0	0	0	0
03:15			0	0	0	0									0	0	0	0
03:30			0	0	0	0									0	0	0	0
03:45			0	0	0	0									0	0	0	0
04:00			0	0	0	0									0	0	0	0
04:15			0	0	0	0									0	0	0	0
04:30			0	0	0	0									0	0	0	0
04:45			0	0	0	0									0	0	0	0
05:00			0	0	0	0									0	0	0	0
05:15			0	1	0	0									0	1	0	0
05:30			0	0	0	1									0	1	0	0
05:45			0	1	0	0									0	1	0	0
06:00			0	1	0	0									0	1	0	0
06:15			0	0	0	0									0	0	0	0
06:30			0	0	0	0									0	0	0	0
06:45			0	0	0	0									0	0	0	0
07:00			0	0	0	0									0	0	0	0
07:15			0	0	0	0									0	0	0	0
07:30			0	0	0	0									0	0	0	0
07:45			0	0	0	0									0	0	0	0
08:00			0	0	0	0									0	0	0	0
08:15			0	0	0	0									0	0	0	0
08:30			0	0	0	0									0	0	0	0
08:45			0	0	0	0									0	0	0	0
09:00			0	0	0	0									0	0	0	0
09:15			0	0	0	0									0	0	0	0
09:30			0	0	1	0									1	0	0	0
09:45			0	0	1	0									1	0	0	0
10:00			0	0	0	0									0	0	0	0
10:15			0	0	0	0									0	0	0	0
10:30			0	0	0	0									0	0	0	0
10:45			0	0	0	0									0	0	0	0
11:00			0	0	0	0									0	0	0	0
11:15			0	0	0	0									0	0	0	0
11:30			0	0	0	0									0	0	0	0
11:45			0	0	0	0									0	0	0	0
12:00			0	0	0	0									0	0	0	0

TOTALS			0	5	4	0			0					0	9		0	
AM Times						9:00									9:00			
AM Peaks						2									2			
AM PHF						0.50									0.50			
PM Times				17:15	13:15										17:15			
PM Peaks				3	1										4			
PM PHF				0.75	0.25										1.00			

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/31/2017

Site Ref: 00000000121
 Counter ID: 0000000Video
 Location: Clarence Lee Rd W, N of SR 50
 Direction: SOUTH

File: D0131001.prn
 City: Webster
 County: Sumter

TIME	MON		TUE 31		WED 1		THU		FRI		SAT		SUN		WK TOT		WK AVG		
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	
00:15			0	0	0	0									0	0	0	0	
00:30			0	1	0	0									0	1	0	0	
00:45			0	0	0	0									0	0	0	0	
01:00			0	0	0	0									0	0	0	0	
01:15			0	0	0	1									0	1	0	0	
01:30			0	0	0	0									0	0	0	0	
01:45			0	0	0	1									0	1	0	0	
02:00			0	0	0	0									0	0	0	0	
02:15			0	0	0	0									0	0	0	0	
02:30			0	0	0	0									0	0	0	0	
02:45			0	1	0	0									0	1	0	0	
03:00			0	0	0	0									0	0	0	0	
03:15			0	0	0	0									0	0	0	0	
03:30			0	0	0	0									0	0	0	0	
03:45			0	0	0	0									0	0	0	0	
04:00			0	0	0	0									0	0	0	0	
04:15			0	0	0	0									0	0	0	0	
04:30			0	0	0	0									0	0	0	0	
04:45			0	0	0	0									0	0	0	0	
05:00			0	0	0	0									0	0	0	0	
05:15			0	0	0	0									0	0	0	0	
05:30			0	1	0	0									0	1	0	0	
05:45			0	0	0	0									0	0	0	0	
06:00			0	0	0	0									0	0	0	0	
06:15			0	0	0	0									0	0	0	0	
06:30			0	0	0	0									0	0	0	0	
06:45			0	1	0	0									0	1	0	0	
07:00			0	0	0	0									0	0	0	0	
07:15			0	0	0	0									0	0	0	0	
07:30			0	0	0	0									0	0	0	0	
07:45			0	0	0	0									0	0	0	0	
08:00			0	0	0	0									0	0	0	0	
08:15			0	0	0	0									0	0	0	0	
08:30			0	0	1	0									1	0	0	0	
08:45			0	0	0	0									0	0	0	0	
09:00			0	0	0	0									0	0	0	0	
09:15			0	0	0	0									0	0	0	0	
09:30			0	0	0	0									0	0	0	0	
09:45			0	0	0	0									0	0	0	0	
10:00			0	0	0	0									0	0	0	0	
10:15			0	0	0	0									0	0	0	0	
10:30			0	0	0	0									0	0	0	0	
10:45			0	0	0	0									0	0	0	0	
11:00			0	0	0	0									0	0	0	0	
11:15			0	0	0	0									0	0	0	0	
11:30			0	0	0	0									0	0	0	0	
11:45			0	0	0	0									0	0	0	0	
12:00			0	0	0	0									0	0	0	0	

TOTALS			0		4		3		0		0		0		0		7		0

AM Times															7:45		7:45		
AM Peaks															1		1		
AM PHF															0.25		0.25		

PM Times			12:00				13:00								12:30				
PM Peaks			1				2								2				
PM PHF			0.25				0.50								0.50				

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/31/2017

Site Ref: 00000000121
 Counter ID: 0000000Video
 Location: Clarence Lee Rd W, N of SR 50
 Direction: ROAD TOTAL

File: D0131001.prn
 City: Webster
 County: Sumter

TIME	MON		TUE 31		WED 1		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 3																		
00:15			0	1	0	0									0	1	0	0
00:30			0	1	0	0									0	1	0	0
00:45			0	0	0	0									0	0	0	0
01:00			0	0	0	0									0	0	0	0
01:15			0	0	0	1									0	1	0	0
01:30			0	0	0	0									0	0	0	0
01:45			0	0	0	1									0	1	0	0
02:00			0	0	0	1									0	1	0	0
02:15			0	0	0	0									0	0	0	0
02:30			0	1	0	0									0	1	0	0
02:45			0	1	0	0									0	1	0	0
03:00			0	0	0	0									0	0	0	0
03:15			0	0	0	0									0	0	0	0
03:30			0	0	0	0									0	0	0	0
03:45			0	0	0	0									0	0	0	0
04:00			0	0	0	0									0	0	0	0
04:15			0	0	0	0									0	0	0	0
04:30			0	0	0	0									0	0	0	0
04:45			0	0	0	0									0	0	0	0
05:00			0	0	0	0									0	0	0	0
05:15			0	1	0	0									0	1	0	0
05:30			0	1	0	1									0	2	0	1
05:45			0	1	0	0									0	1	0	0
06:00			0	1	0	0									0	1	0	0
06:15			0	0	0	0									0	0	0	0
06:30			0	0	0	0									0	0	0	0
06:45			0	1	0	0									0	1	0	0
07:00			0	0	0	0									0	0	0	0
07:15			0	0	0	0									0	0	0	0
07:30			0	0	0	0									0	0	0	0
07:45			0	0	0	0									0	0	0	0
08:00			0	0	0	0									0	0	0	0
08:15			0	0	0	0									0	0	0	0
08:30			0	0	1	0									1	0	0	0
08:45			0	0	0	0									0	0	0	0
09:00			0	0	0	0									0	0	0	0
09:15			0	0	0	0									0	0	0	0
09:30			0	0	1	0									1	0	0	0
09:45			0	0	1	0									1	0	0	0
10:00			0	0	0	0									0	0	0	0
10:15			0	0	0	0									0	0	0	0
10:30			0	0	0	0									0	0	0	0
10:45			0	0	0	0									0	0	0	0
11:00			0	0	0	0									0	0	0	0
11:15			0	0	0	0									0	0	0	0
11:30			0	0	0	0									0	0	0	0
11:45			0	0	0	0									0	0	0	0
12:00			0	0	0	0									0	0	0	0

TOTALS			0	9	7	0			0					0		16		1

AM Times					9:00											9:00		
AM Peaks					2											2		
AM PHF					0.50											0.50		

PM Times				17:15	13:15											17:15	16:45	
PM Peaks				4	3											5	1	
PM PHF				1.00	0.75											0.63	0.25	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Ref: 00000000120
 Counter ID: 000000010194
 Location: Sloans Ridge Rd, S of SR 50
 Direction: NORTH

File: D0118010.prn
 City: Webster
 County: Sumter

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 1																		
00:15					0	0	0	1							0	1	0	0
00:30					0	1	0	0							0	1	0	0
00:45					1	2	0	1							1	3	0	1
01:00					0	0	0	1							0	1	0	0
01:15					0	0	0	1							0	1	0	0
01:30					0	1	0	2							0	3	0	1
01:45					1	1	0	3							1	4	0	2
02:00					0	3	0	2							0	5	0	2
02:15					0	1	1	2							1	3	0	1
02:30					0	3	0	2							0	5	0	2
02:45					0	3	0	0							0	3	0	1
03:00					0	3	0	0							0	3	0	1
03:15					1	0	0	0							1	0	0	0
03:30					0	4	0	1							0	5	0	2
03:45					0	1	0	1							0	2	0	1
04:00					0	11	0	3							0	14	0	7
04:15					0	4	0	6							0	10	0	5
04:30					1	4	1	8							2	12	1	6
04:45					0	3	1	3							1	6	0	3
05:00					0	1	1	0							1	1	0	0
05:15					0	3	0	3							0	6	0	3
05:30					0	4	0	2							0	6	0	3
05:45					0	2	1	1							1	3	0	1
06:00					1	3	1	1							2	4	1	2
06:15					1	3	0	3							1	6	0	3
06:30					2	0	2	2							4	2	2	1
06:45					1	0	3	4							4	4	2	2
07:00					0	0	3	0							3	0	1	0
07:15					1	0	1	1							2	1	1	0
07:30					0	4	5	1							5	5	2	2
07:45					0	1	2	0							2	1	1	0
08:00					4	1	1	1							5	2	2	1
08:15					1	0	2	0							3	0	1	0
08:30					3	1	2	1							5	2	2	1
08:45					1	1	1	0							2	1	1	0
09:00					2	1	1	0							3	1	1	0
09:15					3	0	2	0							5	0	2	0
09:30					4	0	1	0							5	0	2	0
09:45					3	0	2	0							5	0	2	0
10:00					3	0	1	0							4	0	2	0
10:15					1	0	2	0							3	0	1	0
10:30					3	1	0	0							3	1	1	0
10:45					1	0	3	0							4	0	2	0
11:00					1	0	3	0							4	0	2	0
11:15					0	0	2	2							2	2	1	1
11:30					2	0	2	0							4	0	2	0
11:45					0	0	0	0							0	0	0	0
12:00					1	0	2	0							3	0	1	0

TOTALS	0		0		114		108		0		0		0		222		91	

AM Times					9:15		6:45								9:15		9:15	
AM Peaks					13		12								19		8	
AM PHF					0.81		0.60								0.95		1.00	

PM Times					16:00		16:00								16:00		16:00	
PM Peaks					22		20								42		21	
PM PHF					0.50		0.63								0.75		0.75	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Ref: 00000000120
 Counter ID: 000000010194
 Location: Sloans Ridge Rd, S of SR 50
 Direction: SOUTH

File: D0118010.prn
 City: Webster
 County: Sumter

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15					0	1	0	1							0	2	0	1
00:30					0	2	0	2							0	4	0	2
00:45					0	7	0	0							0	7	0	3
01:00					0	0	0	3							0	3	0	1
01:15					0	0	0	5							0	5	0	2
01:30					0	2	0	3							0	5	0	2
01:45					0	3	0	1							0	4	0	2
02:00					0	0	0	0							0	0	0	0
02:15					0	2	1	0							1	2	0	1
02:30					0	4	0	5							0	9	0	4
02:45					0	4	0	1							0	5	0	2
03:00					0	3	0	1							0	4	0	2
03:15					0	2	0	2							0	4	0	2
03:30					0	5	0	4							0	9	0	4
03:45					0	2	0	2							0	4	0	2
04:00					0	3	0	3							0	6	0	3
04:15					0	1	0	3							0	4	0	2
04:30					0	3	0	3							0	6	0	3
04:45					0	0	0	1							0	1	0	0
05:00					0	1	0	1							0	2	0	1
05:15					0	1	1	1							1	2	0	1
05:30					1	5	0	3							1	8	0	4
05:45					0	2	0	3							0	5	0	2
06:00					0	0	1	1							1	1	0	0
06:15					4	2	6	2							10	4	5	2
06:30					4	0	3	0							7	0	3	0
06:45					2	0	2	1							4	1	2	0
07:00					5	0	2	2							7	2	3	1
07:15					3	1	2	0							5	1	2	0
07:30					1	2	5	0							6	2	3	1
07:45					1	0	1	0							2	0	1	0
08:00					2	1	5	1							7	2	3	1
08:15					1	2	5	1							6	3	3	1
08:30					3	2	0	0							3	2	1	1
08:45					2	2	1	1							3	3	1	1
09:00					1	0	3	0							4	0	2	0
09:15					0	0	4	0							4	0	2	0
09:30					0	0	2	1							2	1	1	0
09:45					4	0	4	0							8	0	4	0
10:00					2	0	0	0							2	0	1	0
10:15					3	0	7	0							10	0	5	0
10:30					2	0	0	0							2	0	1	0
10:45					1	0	0	0							1	0	0	0
11:00					3	0	2	0							5	0	2	0
11:15					0	0	3	1							3	1	1	0
11:30					2	0	3	0							5	0	2	0
11:45					11	1	1	0							12	1	6	0
12:00					1	0	2	0							3	0	1	0

TOTALS	0		0		125		125		0		0		0		250		109	

AM Times					11:00		7:30								6:15		6:15	
AM Peaks					16		16								28		13	
AM PHF					0.36		0.80								0.70		0.65	

PM Times					14:45		13:00								15:15		15:15	
PM Peaks					14		12								23		11	
PM PHF					0.70		0.60								0.64		0.69	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Ref: 00000000120
 Counter ID: 000000010194
 Location: Sloans Ridge Rd, S of SR 50
 Direction: ROAD TOTAL

File: D0118010.prn
 City: Webster
 County: Sumter

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG							
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm						
Lane 3																								
00:15					0	1	0	2							0	3	0	1						
00:30					0	3	0	2							0	5	0	2						
00:45					1	9	0	1							1	10	0	5						
01:00					0	0	0	4							0	4	0	2						
01:15					0	0	0	6							0	6	0	3						
01:30					0	3	0	5							0	8	0	4						
01:45					1	4	0	4							1	8	0	4						
02:00					0	3	0	2							0	5	0	2						
02:15					0	3	2	2							2	5	1	2						
02:30					0	7	0	7							0	14	0	7						
02:45					0	7	0	1							0	8	0	4						
03:00					0	6	0	1							0	7	0	3						
03:15					1	2	0	2							1	4	0	2						
03:30					0	9	0	5							0	14	0	7						
03:45					0	3	0	3							0	6	0	3						
04:00					0	14	0	6							0	20	0	10						
04:15					0	5	0	9							0	14	0	7						
04:30					1	7	1	11							2	18	1	9						
04:45					0	3	1	4							1	7	0	3						
05:00					0	2	1	1							1	3	0	1						
05:15					0	4	1	4							1	8	0	4						
05:30					1	9	0	5							1	14	0	7						
05:45					0	4	1	4							1	8	0	4						
06:00					1	3	2	2							3	5	1	2						
06:15					5	5	6	5							11	10	5	5						
06:30					6	0	5	2							11	2	5	1						
06:45					3	0	5	5							8	5	4	2						
07:00					5	0	5	2							10	2	5	1						
07:15					4	1	3	1							7	2	3	1						
07:30					1	6	10	1							11	7	5	3						
07:45					1	1	3	0							4	1	2	0						
08:00					6	2	6	2							12	4	6	2						
08:15					2	2	7	1							9	3	4	1						
08:30					6	3	2	1							8	4	4	2						
08:45					3	3	2	1							5	4	2	2						
09:00					3	1	4	0							7	1	3	0						
09:15					3	0	6	0							9	0	4	0						
09:30					4	0	3	1							7	1	3	0						
09:45					7	0	6	0							13	0	6	0						
10:00					5	0	1	0							6	0	3	0						
10:15					4	0	9	0							13	0	6	0						
10:30					5	1	0	0							5	1	2	0						
10:45					2	0	3	0							5	0	2	0						
11:00					4	0	5	0							9	0	4	0						
11:15					0	0	5	3							5	3	2	1						
11:30					4	0	5	0							9	0	4	0						
11:45					11	1	1	0							12	1	6	0						
12:00					2	0	4	0							6	0	3	0						

TOTALS					0		0		239		233		0		0		0		0		472		215	

AM Times									9:45		7:30						6:15		6:15					
AM Peaks									21		26						40		19					
AM PHF									0.75		0.65						0.91		0.95					

PM Times									15:30		16:00						16:00		15:45					
PM Peaks									31		30						59		29					
PM PHF									0.55		0.68						0.74		0.73					

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/11/2017

Site Ref: 00000000119
 Counter ID: 000000010192
 Location: CR 469, N of SR 50
 Direction: NORTH

File: D0111013.prn
 City: Webster
 County: Sumter

TIME	MON		TUE		WED 11		THU 12		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15					2	9	1	15							3	24	1	12
00:30					2	10	0	25							2	35	1	17
00:45					3	15	4	18							7	33	3	16
01:00					2	14	2	29							4	43	2	21
01:15					1	19	1	19							2	38	1	19
01:30					3	19	2	16							5	35	2	17
01:45					2	25	0	14							2	39	1	19
02:00					5	13	1	17							6	30	3	15
02:15					3	20	2	19							5	39	2	19
02:30					1	13	3	16							4	29	2	14
02:45					3	21	4	20							7	41	3	20
03:00					5	22	2	22							7	44	3	22
03:15					2	21	0	4							2	25	1	12
03:30					7	23	2	24							9	47	4	23
03:45					3	32	0	35							3	67	1	33
04:00					4	37	8	36							12	73	6	36
04:15					7	48	4	37							11	85	5	42
04:30					9	31	4	44							13	75	6	37
04:45					10	31	6	33							16	64	8	32
05:00					9	33	19	41							28	74	14	37
05:15					16	36	21	52							37	88	18	44
05:30					44	38	39	52							83	90	41	45
05:45					37	44	47	33							84	77	42	38
06:00					35	22	43	41							78	63	39	31
06:15					44	28	36	24							80	52	40	26
06:30					50	14	57	11							107	25	53	12
06:45					27	21	24	20							51	41	25	20
07:00					12	9	8	12							20	21	10	10
07:15					14	12	22	16							36	28	18	14
07:30					19	13	23	12							42	25	21	12
07:45					23	8	17	17							40	25	20	12
08:00					23	15	18	10							41	25	20	12
08:15					15	6	13	9							28	15	14	7
08:30					27	5	20	8							47	13	23	6
08:45					17	10	15	16							32	26	16	13
09:00					20	7	12	14							32	21	16	10
09:15					21	7	3	10							24	17	12	8
09:30					13	3	23	6							36	9	18	4
09:45					16	6	28	5							44	11	22	5
10:00					12	2	14	1							26	3	13	1
10:15					10	2	14	2							24	4	12	2
10:30					12	3	21	2							33	5	16	2
10:45					17	0	23	0							40	0	20	0
11:00					11	0	17	2							28	2	14	1
11:15					20	1	11	3							31	4	15	2
11:30					24	2	23	2							47	4	23	2
11:45					25	5	19	0							44	5	22	2
12:00					15	2	16	5							31	7	15	3

TOTALS	0		0		1479		1561		0		0		0		3040		1494	
AM Times					5:45		5:45								5:45		5:45	
AM Peaks					166		183								349		174	
AM PHF					0.83		0.80								0.82		0.82	
PM Times					17:00		16:45								17:00		17:00	
PM Peaks					151		178								329		164	
PM PHF					0.86		0.86								0.91		0.91	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/11/2017

Site Ref: 00000000119
 Counter ID: 000000010192
 Location: CR 469, N of SR 50
 Direction: SOUTH

File: D0111013.prn
 City: Webster
 County: Sumter

TIME	MON		TUE		WED 11		THU 12		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 2																		
00:15					5	14	0	20							5	34	2	17
00:30					2	21	0	17							2	38	1	19
00:45					0	16	3	24							3	40	1	20
01:00					1	24	1	17							2	41	1	20
01:15					0	13	0	7							0	20	0	10
01:30					1	10	1	17							2	27	1	13
01:45					1	14	0	15							1	29	0	14
02:00					1	13	1	24							2	37	1	18
02:15					1	10	0	24							1	34	0	17
02:30					3	10	0	15							3	25	1	12
02:45					0	17	0	17							0	34	0	17
03:00					1	19	2	13							3	32	1	16
03:15					2	25	0	13							2	38	1	19
03:30					0	18	1	22							1	40	0	20
03:45					2	19	0	17							2	36	1	18
04:00					3	16	2	27							5	43	2	21
04:15					2	23	1	30							3	53	1	26
04:30					15	24	6	22							21	46	10	23
04:45					8	15	14	14							22	29	11	14
05:00					22	38	10	27							32	65	16	32
05:15					14	27	15	34							29	61	14	30
05:30					17	20	21	31							38	51	19	25
05:45					14	45	32	30							46	75	23	37
06:00					30	29	24	21							54	50	27	25
06:15					29	16	36	10							65	26	32	13
06:30					44	20	40	37							84	57	42	28
06:45					48	13	57	14							105	27	52	13
07:00					104	5	82	10							186	15	93	7
07:15					125	12	128	8							253	20	126	10
07:30					71	9	89	4							160	13	80	6
07:45					23	8	24	2							47	10	23	5
08:00					22	7	21	4							43	11	21	5
08:15					17	1	21	6							38	7	19	3
08:30					12	10	13	7							25	17	12	8
08:45					25	6	22	5							47	11	23	5
09:00					22	4	19	6							41	10	20	5
09:15					22	1	15	2							37	3	18	1
09:30					16	4	29	11							45	15	22	7
09:45					35	4	13	5							48	9	24	4
10:00					16	4	15	5							31	9	15	4
10:15					16	0	13	4							29	4	14	2
10:30					21	4	10	6							31	10	15	5
10:45					24	2	29	3							53	5	26	2
11:00					17	0	11	3							28	3	14	1
11:15					18	0	27	4							45	4	22	2
11:30					20	1	19	1							39	2	19	1
11:45					24	4	17	2							41	6	20	3
12:00					16	0	23	4							39	4	19	2

TOTALS					0	0	1547	1568		0	0	0	0	0	3115	1530		
AM Times							6:45	6:45							6:45	6:45		
AM Peaks							348	356							704	351		
AM PHF							0.70	0.70							0.70	0.70		
PM Times							17:00	17:00							17:00	17:00		
PM Peaks							130	122							252	124		
PM PHF							0.72	0.90							0.84	0.84		

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/11/2017

Site Ref: 00000000119
 Counter ID: 000000010192
 Location: CR 469, N of SR 50
 Direction: ROAD TOTAL

File: D0111013.prn
 City: Webster
 County: Sumter

TIME	MON		TUE		WED 11		THU 12		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 3																		
00:15					7	23	1	35							8	58	4	29
00:30					4	31	0	42							4	73	2	36
00:45					3	31	7	42							10	73	5	36
01:00					3	38	3	46							6	84	3	42
01:15					1	32	1	26							2	58	1	29
01:30					4	29	3	33							7	62	3	31
01:45					3	39	0	29							3	68	1	34
02:00					6	26	2	41							8	67	4	33
02:15					4	30	2	43							6	73	3	36
02:30					4	23	3	31							7	54	3	27
02:45					3	38	4	37							7	75	3	37
03:00					6	41	4	35							10	76	5	38
03:15					4	46	0	17							4	63	2	31
03:30					7	41	3	46							10	87	5	43
03:45					5	51	0	52							5	103	2	51
04:00					7	53	10	63							17	116	8	58
04:15					9	71	5	67							14	138	7	69
04:30					24	55	10	66							34	121	17	60
04:45					18	46	20	47							38	93	19	46
05:00					31	71	29	68							60	139	30	69
05:15					30	63	36	86							66	149	33	74
05:30					61	58	60	83							121	141	60	70
05:45					51	89	79	63							130	152	65	76
06:00					65	51	67	62							132	113	66	56
06:15					73	44	72	34							145	78	72	39
06:30					94	34	97	48							191	82	95	41
06:45					75	34	81	34							156	68	78	34
07:00					116	14	90	22							206	36	103	18
07:15					139	24	150	24							289	48	144	24
07:30					90	22	112	16							202	38	101	19
07:45					46	16	41	19							87	35	43	17
08:00					45	22	39	14							84	36	42	18
08:15					32	7	34	15							66	22	33	11
08:30					39	15	33	15							72	30	36	15
08:45					42	16	37	21							79	37	39	18
09:00					42	11	31	20							73	31	36	15
09:15					43	8	18	12							61	20	30	10
09:30					29	7	52	17							81	24	40	12
09:45					51	10	41	10							92	20	46	10
10:00					28	6	29	6							57	12	28	6
10:15					26	2	27	6							53	8	26	4
10:30					33	7	31	8							64	15	32	7
10:45					41	2	52	3							93	5	46	2
11:00					28	0	28	5							56	5	28	2
11:15					38	1	38	7							76	8	38	4
11:30					44	3	42	3							86	6	43	3
11:45					49	9	36	2							85	11	42	5
12:00					31	2	39	9							70	11	35	5

TOTALS		0		0		3026		3129		0		0		0		6155		3057
AM Times						6:30		6:45							6:45		6:45	
AM Peaks						424		433							853		426	
AM PHF						0.76		0.72							0.74		0.74	
PM Times						17:00		17:00							17:00		17:00	
PM Peaks						281		300							581		289	
PM PHF						0.79		0.87							0.96		0.95	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Ref: 00000000118
 Counter ID: 000000012735
 Location: SE 121st Av, S of SR 50
 Direction: NORTH

File: D0118009.prn
 City: Webster
 County: Sumter

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15					0	1	0	0							0	1	0	0
00:30					0	0	0	0							0	0	0	0
00:45					0	0	0	0							0	0	0	0
01:00					0	0	0	0							0	0	0	0
01:15					0	3	0	0							0	3	0	1
01:30					0	0	0	2							0	2	0	1
01:45					0	3	0	0							0	3	0	1
02:00					0	1	0	0							0	1	0	0
02:15					0	0	0	0							0	0	0	0
02:30					0	0	0	0							0	0	0	0
02:45					0	1	1	1							1	2	0	1
03:00					0	1	0	0							0	1	0	0
03:15					0	1	0	1							0	2	0	1
03:30					0	0	0	1							0	1	0	0
03:45					0	0	0	0							0	0	0	0
04:00					0	0	0	0							0	0	0	0
04:15					0	2	0	0							0	2	0	1
04:30					0	1	0	0							0	1	0	0
04:45					0	1	0	2							0	3	0	1
05:00					0	1	0	0							0	1	0	0
05:15					0	0	0	0							0	0	0	0
05:30					1	0	1	1							2	1	1	0
05:45					0	0	0	2							0	2	0	1
06:00					2	0	0	0							2	0	1	0
06:15					0	0	1	0							1	0	0	0
06:30					0	0	0	0							0	0	0	0
06:45					0	0	0	0							0	0	0	0
07:00					0	0	0	0							0	0	0	0
07:15					0	0	0	0							0	0	0	0
07:30					0	0	0	0							0	0	0	0
07:45					1	1	1	0							2	1	1	0
08:00					0	0	1	0							1	0	0	0
08:15					0	1	0	0							0	1	0	0
08:30					0	0	0	1							0	1	0	0
08:45					0	1	1	0							1	1	0	0
09:00					0	0	0	0							0	0	0	0
09:15					0	0	0	0							0	0	0	0
09:30					0	0	0	0							0	0	0	0
09:45					0	0	1	0							1	0	0	0
10:00					0	0	0	0							0	0	0	0
10:15					0	0	0	0							0	0	0	0
10:30					0	0	0	0							0	0	0	0
10:45					1	0	1	0							2	0	1	0
11:00					0	0	0	0							0	0	0	0
11:15					0	0	0	0							0	0	0	0
11:30					0	0	0	0							0	0	0	0
11:45					0	0	0	0							0	0	0	0
12:00					1	0	0	0							1	0	0	0

TOTALS	0		0		25		19		0		0		0		44		12	

AM Times					5:15		5:30								5:30		5:15	
AM Peaks					3		2								5		2	
AM PHF					0.38		0.50								0.63		0.50	

PM Times					13:15		14:45								13:15		13:00	
PM Peaks					7		3								9		3	
PM PHF					0.58		0.75								0.75		0.75	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Ref: 00000000118
 Counter ID: 000000012735
 Location: SE 121st Av, S of SR 50
 Direction: SOUTH

File: D0118009.prn
 City: Webster
 County: Sumter

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15					0	1	0	0							0	1	0	0
00:30					0	1	0	0							0	1	0	0
00:45					0	1	0	0							0	1	0	0
01:00					0	1	0	0							0	1	0	0
01:15					0	0	0	0							0	0	0	0
01:30					0	0	0	0							0	0	0	0
01:45					0	0	0	0							0	0	0	0
02:00					1	1	0	1							1	2	0	1
02:15					0	2	0	0							0	2	0	1
02:30					0	0	0	1							0	1	0	0
02:45					0	3	0	1							0	4	0	2
03:00					0	2	0	0							0	2	0	1
03:15					0	0	0	0							0	0	0	0
03:30					0	0	0	0							0	0	0	0
03:45					0	0	0	0							0	0	0	0
04:00					0	0	0	1							0	1	0	0
04:15					0	1	0	2							0	3	0	1
04:30					0	3	0	0							0	3	0	1
04:45					0	1	0	0							0	1	0	0
05:00					0	3	0	0							0	3	0	1
05:15					0	0	0	0							0	0	0	0
05:30					0	1	0	2							0	3	0	1
05:45					0	1	0	1							0	2	0	1
06:00					0	1	0	0							0	1	0	0
06:15					1	0	0	1							1	1	0	0
06:30					0	1	1	1							1	2	0	1
06:45					0	1	0	0							0	1	0	0
07:00					0	2	0	0							0	2	0	1
07:15					0	0	0	0							0	0	0	0
07:30					0	0	0	0							0	0	0	0
07:45					0	0	0	0							0	0	0	0
08:00					0	0	2	0							2	0	1	0
08:15					2	0	1	1							3	1	1	0
08:30					0	0	1	0							1	0	0	0
08:45					0	0	1	0							1	0	0	0
09:00					0	0	1	0							1	0	0	0
09:15					0	0	0	0							0	0	0	0
09:30					2	0	0	0							2	0	1	0
09:45					0	0	1	0							1	0	0	0
10:00					0	0	1	0							1	0	0	0
10:15					0	0	1	0							1	0	0	0
10:30					1	0	1	0							2	0	1	0
10:45					1	0	1	0							2	0	1	0
11:00					0	0	0	0							0	0	0	0
11:15					0	0	0	0							0	0	0	0
11:30					0	0	0	0							0	0	0	0
11:45					0	0	0	0							0	0	0	0
12:00					2	0	0	0							2	0	1	0

TOTALS	0		0		37		24		0		0		0		61		18	

AM Times					7:30		8:00								8:00		7:30	
AM Peaks					2		5								7		2	
AM PHF					0.25		0.63								0.58		0.50	

PM Times					16:15		17:30								16:15		14:00	
PM Peaks					8		4								10		4	
PM PHF					0.67		0.50								0.83		0.50	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Ref: 00000000118
 Counter ID: 000000012735
 Location: SE 121st Av, S of SR 50
 Direction: ROAD TOTAL

File: D0118009.prn
 City: Webster
 County: Sumter

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 3																		
00:15					0	2	0	0							0	2	0	1
00:30					0	1	0	0							0	1	0	0
00:45					0	1	0	0							0	1	0	0
01:00					0	1	0	0							0	1	0	0
01:15					0	3	0	0							0	3	0	1
01:30					0	0	0	2							0	2	0	1
01:45					0	3	0	0							0	3	0	1
02:00					1	2	0	1							1	3	0	1
02:15					0	2	0	0							0	2	0	1
02:30					0	0	0	1							0	1	0	0
02:45					0	4	1	2							1	6	0	3
03:00					0	3	0	0							0	3	0	1
03:15					0	1	0	1							0	2	0	1
03:30					0	0	0	1							0	1	0	0
03:45					0	0	0	0							0	0	0	0
04:00					0	0	0	1							0	1	0	0
04:15					0	3	0	2							0	5	0	2
04:30					0	4	0	0							0	4	0	2
04:45					0	2	0	2							0	4	0	2
05:00					0	4	0	0							0	4	0	2
05:15					0	0	0	0							0	0	0	0
05:30					1	1	1	3							2	4	1	2
05:45					0	1	0	3							0	4	0	2
06:00					2	1	0	0							2	1	1	0
06:15					1	0	1	1							2	1	1	0
06:30					0	1	1	1							1	2	0	1
06:45					0	1	0	0							0	1	0	0
07:00					0	2	0	0							0	2	0	1
07:15					0	0	0	0							0	0	0	0
07:30					0	0	0	0							0	0	0	0
07:45					1	1	1	0							2	1	1	0
08:00					0	0	3	0							3	0	1	0
08:15					2	1	1	1							3	2	1	1
08:30					0	0	1	1							1	1	0	0
08:45					0	1	2	0							2	1	1	0
09:00					0	0	1	0							1	0	0	0
09:15					0	0	0	0							0	0	0	0
09:30					2	0	0	0							2	0	1	0
09:45					0	0	2	0							2	0	1	0
10:00					0	0	1	0							1	0	0	0
10:15					0	0	1	0							1	0	0	0
10:30					1	0	1	0							2	0	1	0
10:45					2	0	2	0							4	0	2	0
11:00					0	0	0	0							0	0	0	0
11:15					0	0	0	0							0	0	0	0
11:30					0	0	0	0							0	0	0	0
11:45					0	0	0	0							0	0	0	0
12:00					3	0	0	0							3	0	1	0

TOTALS					0	0	62	43	0	0	0	0	0	0	105	39		
AM Times							5:30	8:00							7:45	5:30		
AM Peaks							4	7							9	3		
AM PHF							0.50	0.58							0.75	0.75		
PM Times							16:15	17:30							16:15	16:15		
PM Peaks							13	7							17	8		
PM PHF							0.81	0.58							0.85	1.00		

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Ref: 00000000117
 Counter ID: 000000010200
 Location: CR 773, S of SR 50
 Direction: NORTH

File: D0118008.prn
 City: Webster
 County: Sumterr

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15					0	1	0	1							0	2	0	1
00:30					0	3	0	7							0	10	0	5
00:45					0	3	0	1							0	4	0	2
01:00					0	1	0	0							0	1	0	0
01:15					1	1	0	3							1	4	0	2
01:30					0	1	0	1							0	2	0	1
01:45					0	2	0	3							0	5	0	2
02:00					0	0	0	3							0	3	0	1
02:15					0	2	0	0							0	2	0	1
02:30					0	0	0	0							0	0	0	0
02:45					1	1	1	0							2	1	1	0
03:00					0	1	0	2							0	3	0	1
03:15					0	0	0	1							0	1	0	0
03:30					0	1	0	1							0	2	0	1
03:45					0	0	0	1							0	1	0	0
04:00					0	2	0	1							0	3	0	1
04:15					0	1	0	5							0	6	0	3
04:30					0	4	0	0							0	4	0	2
04:45					0	2	0	2							0	4	0	2
05:00					1	0	1	3							2	3	1	1
05:15					2	2	0	2							2	4	1	2
05:30					0	2	0	0							0	2	0	1
05:45					0	0	0	0							0	0	0	0
06:00					0	0	1	1							1	1	0	0
06:15					1	2	1	0							2	2	1	1
06:30					1	0	3	3							4	3	2	1
06:45					0	1	0	0							0	1	0	0
07:00					1	0	1	0							2	0	1	0
07:15					2	0	4	0							6	0	3	0
07:30					3	0	1	0							4	0	2	0
07:45					1	0	2	1							3	1	1	0
08:00					5	0	1	3							6	3	3	1
08:15					0	1	1	0							1	1	0	0
08:30					0	1	1	0							1	1	0	0
08:45					1	0	0	0							1	0	0	0
09:00					0	0	1	0							1	0	0	0
09:15					1	0	0	0							1	0	0	0
09:30					0	0	1	0							1	0	0	0
09:45					0	0	2	0							2	0	1	0
10:00					0	0	2	0							2	0	1	0
10:15					3	0	2	0							5	0	2	0
10:30					0	0	0	0							0	0	0	0
10:45					2	0	1	0							3	0	1	0
11:00					0	0	1	2							1	2	0	1
11:15					0	0	2	0							2	0	1	0
11:30					0	0	1	0							1	0	0	0
11:45					0	0	1	0							1	0	0	0
12:00					1	0	2	0							3	0	1	0

TOTALS	0		0		62		81		0		0		0		143		56	

AM Times					7:15		6:30								7:15		7:15	
AM Peaks					11		8								19		9	
AM PHF					0.55		0.50								0.79		0.75	

PM Times					16:00		12:00								12:30		12:30	
PM Peaks					9		11								19		9	
PM PHF					0.56		0.39								0.48		0.45	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Ref: 00000000117
 Counter ID: 000000010200
 Location: CR 773, S of SR 50
 Direction: SOUTH

File: D0118008.prn
 City: Webster
 County: Sumterr

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG							
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm						
Lane 2																								
00:15					0	0	0	0							0	0	0	0						
00:30					0	1	0	2							0	3	0	1						
00:45					0	1	0	1							0	2	0	1						
01:00					0	0	0	6							0	6	0	3						
01:15					0	1	0	1							0	2	0	1						
01:30					0	2	0	4							0	6	0	3						
01:45					0	0	0	0							0	0	0	0						
02:00					0	2	0	0							0	2	0	1						
02:15					0	1	0	0							0	1	0	0						
02:30					1	0	0	0							1	0	0	0						
02:45					1	3	1	3							2	6	1	3						
03:00					0	4	0	2							0	6	0	3						
03:15					0	1	0	0							0	1	0	0						
03:30					0	2	0	4							0	6	0	3						
03:45					0	2	0	2							0	4	0	2						
04:00					0	4	0	3							0	7	0	3						
04:15					0	1	0	1							0	2	0	1						
04:30					0	4	0	0							0	4	0	2						
04:45					0	1	0	3							0	4	0	2						
05:00					0	2	0	0							0	2	0	1						
05:15					0	3	0	5							0	8	0	4						
05:30					0	2	0	1							0	3	0	1						
05:45					0	3	0	2							0	5	0	2						
06:00					0	0	0	1							0	1	0	0						
06:15					0	0	0	2							0	2	0	1						
06:30					2	1	2	0							4	1	2	0						
06:45					1	0	1	1							2	1	1	0						
07:00					1	0	1	0							2	0	1	0						
07:15					0	1	0	1							0	2	0	1						
07:30					0	0	0	3							0	3	0	1						
07:45					1	0	1	0							2	0	1	0						
08:00					4	0	2	0							6	0	3	0						
08:15					0	3	2	2							2	5	1	2						
08:30					0	0	1	0							1	0	0	0						
08:45					0	0	1	0							1	0	0	0						
09:00					0	1	2	1							2	2	1	1						
09:15					1	0	2	0							3	0	1	0						
09:30					0	0	2	0							2	0	1	0						
09:45					3	0	1	0							4	0	2	0						
10:00					1	0	3	0							4	0	2	0						
10:15					0	0	2	0							2	0	1	0						
10:30					0	0	2	0							2	0	1	0						
10:45					0	0	0	0							0	0	0	0						
11:00					4	0	1	0							5	0	2	0						
11:15					0	0	1	1							1	1	0	0						
11:30					0	0	2	0							2	0	1	0						
11:45					0	0	2	0							2	0	1	0						
12:00					3	0	1	0							4	0	2	0						

TOTALS					0		0		69		85		0		0		0		0		154		68	
AM Times									7:15		9:15						9:15		9:15					
AM Peaks									5		8						13		6					
AM PHF									0.31		0.67						0.81		0.75					
PM Times									15:45		12:45						14:45		14:45					
PM Peaks									11		12						19		9					
PM PHF									0.69		0.50						0.79		0.75					

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Ref: 00000000117
 Counter ID: 000000010200
 Location: CR 773, S of SR 50
 Direction: ROAD TOTAL

File: D0118008.prn
 City: Webster
 County: Sumterr

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 3																		
00:15					0	1	0	1							0	2	0	1
00:30					0	4	0	9							0	13	0	6
00:45					0	4	0	2							0	6	0	3
01:00					0	1	0	6							0	7	0	3
01:15					1	2	0	4							1	6	0	3
01:30					0	3	0	5							0	8	0	4
01:45					0	2	0	3							0	5	0	2
02:00					0	2	0	3							0	5	0	2
02:15					0	3	0	0							0	3	0	1
02:30					1	0	0	0							1	0	0	0
02:45					2	4	2	3							4	7	2	3
03:00					0	5	0	4							0	9	0	4
03:15					0	1	0	1							0	2	0	1
03:30					0	3	0	5							0	8	0	4
03:45					0	2	0	3							0	5	0	2
04:00					0	6	0	4							0	10	0	5
04:15					0	2	0	6							0	8	0	4
04:30					0	8	0	0							0	8	0	4
04:45					0	3	0	5							0	8	0	4
05:00					1	2	1	3							2	5	1	2
05:15					2	5	0	7							2	12	1	6
05:30					0	4	0	1							0	5	0	2
05:45					0	3	0	2							0	5	0	2
06:00					0	0	1	2							1	2	0	1
06:15					1	2	1	2							2	4	1	2
06:30					3	1	5	3							8	4	4	2
06:45					1	1	1	1							2	2	1	1
07:00					2	0	2	0							4	0	2	0
07:15					2	1	4	1							6	2	3	1
07:30					3	0	1	3							4	3	2	1
07:45					2	0	3	1							5	1	2	0
08:00					9	0	3	3							12	3	6	1
08:15					0	4	3	2							3	6	1	3
08:30					0	1	2	0							2	1	1	0
08:45					1	0	1	0							2	0	1	0
09:00					0	1	3	1							3	2	1	1
09:15					2	0	2	0							4	0	2	0
09:30					0	0	3	0							3	0	1	0
09:45					3	0	3	0							6	0	3	0
10:00					1	0	5	0							6	0	3	0
10:15					3	0	4	0							7	0	3	0
10:30					0	0	2	0							2	0	1	0
10:45					2	0	1	0							3	0	1	0
11:00					4	0	2	2							6	2	3	1
11:15					0	0	3	1							3	1	1	0
11:30					0	0	3	0							3	0	1	0
11:45					0	0	3	0							3	0	1	0
12:00					4	0	3	0							7	0	3	0

TOTALS	0		0		131		166		0		0		0		297		134	

AM Times					7:15		9:30								7:15		7:15	
AM Peaks					16		15								27		13	
AM PHF					0.44		0.75								0.56		0.54	

PM Times					16:00		12:30								16:00		16:00	
PM Peaks					19		21								34		17	
PM PHF					0.59		0.58								0.85		0.85	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:2/8/2017

Site Ref: 00000000116
 Counter ID: 0000000Video
 Location: Mine Access, N of SR 50
 Direction: NORTH

File: D0208001.prn
 City: Webster
 County: Sumter

TIME	MON		TUE		WED 08		THU 9		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15					0	1	0	4							0	5	0	2
00:30					0	5	0	1							0	6	0	3
00:45					0	3	0	9							0	12	0	6
01:00					0	2	0	1							0	3	0	1
01:15					0	5	0	4							0	9	0	4
01:30					0	3	0	2							0	5	0	2
01:45					1	1	0	1							1	2	0	1
02:00					0	1	0	1							0	2	0	1
02:15					0	1	0	1							0	2	0	1
02:30					0	3	0	3							0	6	0	3
02:45					0	0	0	0							0	0	0	0
03:00					0	1	0	0							0	1	0	0
03:15					0	0	1	2							1	2	0	1
03:30					0	2	1	1							1	3	0	1
03:45					4	1	4	1							8	2	4	1
04:00					3	1	3	1							6	2	3	1
04:15					1	0	0	0							1	0	0	0
04:30					1	0	6	0							7	0	3	0
04:45					3	1	9	1							12	2	6	1
05:00					2	1	7	0							9	1	4	0
05:15					1	0	7	0							8	0	4	0
05:30					4	1	7	1							11	2	5	1
05:45					0	1	0	0							0	1	0	0
06:00					1	0	1	0							2	0	1	0
06:15					6	0	5	0							11	0	5	0
06:30					2	0	3	1							5	1	2	0
06:45					3	0	2	0							5	0	2	0
07:00					4	0	7	0							11	0	5	0
07:15					10	0	5	0							15	0	7	0
07:30					7	0	7	0							14	0	7	0
07:45					6	0	6	0							12	0	6	0
08:00					2	0	7	0							9	0	4	0
08:15					5	0	2	0							7	0	3	0
08:30					1	0	0	0							1	0	0	0
08:45					2	0	5	1							7	1	3	0
09:00					4	0	1	0							5	0	2	0
09:15					1	0	1	0							2	0	1	0
09:30					2	0	1	0							3	0	1	0
09:45					5	0	1	0							6	0	3	0
10:00					6	0	5	0							11	0	5	0
10:15					4	0	8	0							12	0	6	0
10:30					3	0	4	0							7	0	3	0
10:45					3	0	3	0							6	0	3	0
11:00					3	0	3	0							6	0	3	0
11:15					5	0	6	0							11	0	5	0
11:30					4	0	0	0							4	0	2	0
11:45					3	0	8	0							11	0	5	0
12:00					2	0	1	0							3	0	1	0

TOTALS	0		0		148		173		0		0		0		321		144	

AM Times					7:00		4:45								7:00		7:00	
AM Peaks					27		30								52		25	
AM PHF					0.68		0.83								0.87		0.89	

PM Times					12:30		12:45								12:30		12:30	
PM Peaks					15		16								30		14	
PM PHF					0.75		0.44								0.63		0.58	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:2/8/2017

Site Ref: 00000000116
 Counter ID: 0000000Video
 Location: Mine Access, N of SR 50
 Direction: SOUTH

File: D0208001.prn
 City: Webster
 County: Sumter

TIME	MON		TUE		WED 08		THU 9		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15					0	4	0	8							0	12	0	6
00:30					0	0	0	0							0	0	0	0
00:45					0	1	0	4							0	5	0	2
01:00					0	2	0	0							0	2	0	1
01:15					0	5	0	6							0	11	0	5
01:30					0	9	0	4							0	13	0	6
01:45					0	3	0	4							0	7	0	3
02:00					0	4	0	2							0	6	0	3
02:15					0	0	0	0							0	0	0	0
02:30					0	3	0	3							0	6	0	3
02:45					0	0	0	0							0	0	0	0
03:00					0	2	0	1							0	3	0	1
03:15					0	1	0	1							0	2	0	1
03:30					0	2	0	2							0	4	0	2
03:45					0	2	0	0							0	2	0	1
04:00					1	1	1	1							2	2	1	1
04:15					1	3	0	3							1	6	0	3
04:30					1	2	3	0							4	2	2	1
04:45					2	2	3	4							5	6	2	3
05:00					1	3	5	3							6	6	3	3
05:15					2	5	3	0							5	5	2	2
05:30					0	1	4	1							4	2	2	1
05:45					0	0	1	0							1	0	0	0
06:00					4	0	4	0							8	0	4	0
06:15					0	0	0	0							0	0	0	0
06:30					4	0	5	1							9	1	4	0
06:45					1	0	1	1							2	1	1	0
07:00					2	1	3	1							5	2	2	1
07:15					2	0	2	2							4	2	2	1
07:30					2	0	3	0							5	0	2	0
07:45					5	0	9	0							14	0	7	0
08:00					4	0	3	0							7	0	3	0
08:15					1	0	8	0							9	0	4	0
08:30					6	0	3	0							9	0	4	0
08:45					4	0	5	0							9	0	4	0
09:00					1	0	1	1							2	1	1	0
09:15					5	0	5	0							10	0	5	0
09:30					0	0	0	0							0	0	0	0
09:45					1	0	1	0							2	0	1	0
10:00					0	0	0	0							0	0	0	0
10:15					6	0	3	0							9	0	4	0
10:30					7	0	5	0							12	0	6	0
10:45					5	0	7	0							12	0	6	0
11:00					2	0	6	0							8	0	4	0
11:15					3	0	3	0							6	0	3	0
11:30					1	0	0	0							1	0	0	0
11:45					6	0	9	0							15	0	7	0
12:00					3	0	1	0							4	0	2	0

TOTALS	0		0		139		160		0		0		0		299		138	

AM Times					10:15		7:30								10:15		10:15	
AM Peaks					20		23								41		20	
AM PHF					0.71		0.64								0.85		0.83	

PM Times					13:15		13:15								13:15		13:15	
PM Peaks					21		16								37		17	
PM PHF					0.58		0.67								0.71		0.71	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:2/8/2017

Site Ref: 00000000116
 Counter ID: 0000000Video
 Location: Mine Access, N of SR 50
 Direction: ROAD TOTAL

File: D0208001.prn
 City: Webster
 County: Sumter

TIME	MON		TUE		WED 08		THU 9		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15					0	5	0	12							0	17	0	8
00:30					0	5	0	1							0	6	0	3
00:45					0	4	0	13							0	17	0	8
01:00					0	4	0	1							0	5	0	2
01:15					0	10	0	10							0	20	0	10
01:30					0	12	0	6							0	18	0	9
01:45					1	4	0	5							1	9	0	4
02:00					0	5	0	3							0	8	0	4
02:15					0	1	0	1							0	2	0	1
02:30					0	6	0	6							0	12	0	6
02:45					0	0	0	0							0	0	0	0
03:00					0	3	0	1							0	4	0	2
03:15					0	1	1	3							1	4	0	2
03:30					0	4	1	3							1	7	0	3
03:45					4	3	4	1							8	4	4	2
04:00					4	2	4	2							8	4	4	2
04:15					2	3	0	3							2	6	1	3
04:30					2	2	9	0							11	2	5	1
04:45					5	3	12	5							17	8	8	4
05:00					3	4	12	3							15	7	7	3
05:15					3	5	10	0							13	5	6	2
05:30					4	2	11	2							15	4	7	2
05:45					0	1	1	0							1	1	0	0
06:00					5	0	5	0							10	0	5	0
06:15					6	0	5	0							11	0	5	0
06:30					6	0	8	2							14	2	7	1
06:45					4	0	3	1							7	1	3	0
07:00					6	1	10	1							16	2	8	1
07:15					12	0	7	2							19	2	9	1
07:30					9	0	10	0							19	0	9	0
07:45					11	0	15	0							26	0	13	0
08:00					6	0	10	0							16	0	8	0
08:15					6	0	10	0							16	0	8	0
08:30					7	0	3	0							10	0	5	0
08:45					6	0	10	1							16	1	8	0
09:00					5	0	2	1							7	1	3	0
09:15					6	0	6	0							12	0	6	0
09:30					2	0	1	0							3	0	1	0
09:45					6	0	2	0							8	0	4	0
10:00					6	0	5	0							11	0	5	0
10:15					10	0	11	0							21	0	10	0
10:30					10	0	9	0							19	0	9	0
10:45					8	0	10	0							18	0	9	0
11:00					5	0	9	0							14	0	7	0
11:15					8	0	9	0							17	0	8	0
11:30					5	0	0	0							5	0	2	0
11:45					9	0	17	0							26	0	13	0
12:00					5	0	2	0							7	0	3	0

TOTALS	0		0		287		333		0		0		0		620		294	

AM Times					7:00		4:45								7:00		7:00	
AM Peaks					38		45								80		39	
AM PHF					0.79		0.94								0.77		0.75	

PM Times					13:15		12:45								12:45		12:45	
PM Peaks					31		30								60		29	
PM PHF					0.65		0.58								0.75		0.73	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/11/2017

Site Ref: 0000000115-2
 Counter ID: 000000017098
 Location: CR 711, N of SR 50
 Direction: NORTH

File: D0111012.prn
 City: Webster
 County: Sumter

TIME	MON		TUE		WED 11		THU 12		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15					0	1	0	2							0	3	0	1
00:30					0	0	0	4							0	4	0	2
00:45					0	0	0	2							0	2	0	1
01:00					0	5	0	2							0	7	0	3
01:15					0	2	0	6							0	8	0	4
01:30					1	0	0	0							1	0	0	0
01:45					0	1	0	3							0	4	0	2
02:00					0	1	0	1							0	2	0	1
02:15					0	4	0	0							0	4	0	2
02:30					0	3	0	2							0	5	0	2
02:45					0	1	0	1							0	2	0	1
03:00					0	3	0	1							0	4	0	2
03:15					0	2	0	0							0	2	0	1
03:30					0	2	1	3							1	5	0	2
03:45					0	1	0	2							0	3	0	1
04:00					0	4	0	3							0	7	0	3
04:15					0	6	0	6							0	12	0	6
04:30					0	4	0	4							0	8	0	4
04:45					0	2	0	3							0	5	0	2
05:00					0	2	0	10							0	12	0	6
05:15					0	2	0	1							0	3	0	1
05:30					0	4	3	1							3	5	1	2
05:45					1	2	1	4							2	6	1	3
06:00					2	1	1	1							3	2	1	1
06:15					0	3	0	5							0	8	0	4
06:30					1	0	1	2							2	2	1	1
06:45					1	3	2	1							3	4	1	2
07:00					2	1	1	1							3	2	1	1
07:15					0	0	0	0							0	0	0	0
07:30					3	1	1	1							4	2	2	1
07:45					3	1	2	2							5	3	2	1
08:00					3	0	3	3							6	3	3	1
08:15					1	1	1	1							2	2	1	1
08:30					1	1	0	0							1	1	0	0
08:45					1	1	0	0							1	1	0	0
09:00					1	1	0	0							1	1	0	0
09:15					3	0	1	0							4	0	2	0
09:30					0	2	0	1							0	3	0	1
09:45					1	1	1	1							2	2	1	1
10:00					0	1	2	3							2	4	1	2
10:15					4	0	2	0							6	0	3	0
10:30					1	0	1	0							2	0	1	0
10:45					1	1	3	0							4	1	2	0
11:00					2	2	0	1							2	3	1	1
11:15					2	0	1	1							3	1	1	0
11:30					0	1	3	0							3	1	1	0
11:45					3	0	0	1							3	1	1	0
12:00					1	0	2	0							3	0	1	0

TOTALS	0		0		113		119		0		0		0		232		99	

AM Times					7:30		10:00								7:30		7:30	
AM Peaks					10		8								17		8	
AM PHF					0.83		0.67								0.71		0.67	

PM Times					16:00		16:15								16:15		16:15	
PM Peaks					16		23								37		18	
PM PHF					0.67		0.58								0.77		0.75	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/11/2017

Site Ref: 0000000115-2
 Counter ID: 000000017098
 Location: CR 711, N of SR 50
 Direction: SOUTH

File: D0111012.prn
 City: Webster
 County: Sumter

TIME	MON		TUE		WED 11		THU 12		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 2																		
00:15					0	0	1	0							1	0	0	0
00:30					0	2	0	1							0	3	0	1
00:45					0	3	1	4							1	7	0	3
01:00					0	2	0	1							0	3	0	1
01:15					0	2	0	2							0	4	0	2
01:30					0	4	0	2							0	6	0	3
01:45					0	2	0	1							0	3	0	1
02:00					0	2	0	0							0	2	0	1
02:15					0	2	0	0							0	2	0	1
02:30					0	0	0	0							0	0	0	0
02:45					0	2	0	3							0	5	0	2
03:00					1	3	1	2							2	5	1	2
03:15					0	1	1	1							1	2	0	1
03:30					0	4	1	3							1	7	0	3
03:45					0	0	0	3							0	3	0	1
04:00					0	2	0	2							0	4	0	2
04:15					0	4	0	1							0	5	0	2
04:30					0	1	0	4							0	5	0	2
04:45					0	1	0	2							0	3	0	1
05:00					0	3	1	1							1	4	0	2
05:15					4	1	3	3							7	4	3	2
05:30					0	3	0	0							0	3	0	1
05:45					1	1	1	2							2	3	1	1
06:00					0	1	1	4							1	5	0	2
06:15					2	2	1	2							3	4	1	2
06:30					2	2	1	7							3	9	1	4
06:45					2	3	2	1							4	4	2	2
07:00					2	1	3	1							5	2	2	1
07:15					2	0	1	3							3	3	1	1
07:30					6	1	2	0							8	1	4	0
07:45					3	0	8	2							11	2	5	1
08:00					0	2	0	1							0	3	0	1
08:15					0	2	3	1							3	3	1	1
08:30					2	0	0	0							2	0	1	0
08:45					0	1	0	1							0	2	0	1
09:00					1	0	0	0							1	0	0	0
09:15					0	2	0	0							0	2	0	1
09:30					1	2	2	0							3	2	1	1
09:45					0	0	0	0							0	0	0	0
10:00					1	1	1	1							2	2	1	1
10:15					0	0	2	0							2	0	1	0
10:30					0	0	0	0							0	0	0	0
10:45					1	0	2	2							3	2	1	1
11:00					1	0	1	0							2	0	1	0
11:15					1	0	0	0							1	0	0	0
11:30					2	0	1	0							3	0	1	0
11:45					1	1	0	0							1	1	0	0
12:00					2	3	2	0							4	3	2	1

TOTALS	0		0		107		107		0		0		0		214		87	

AM Times					7:00		7:00								7:00		7:00	
AM Peaks					13		14								27		12	
AM PHF					0.54		0.44								0.61		0.60	

PM Times					12:45		17:45								18:00		18:00	
PM Peaks					11		15								22		10	
PM PHF					0.69		0.54								0.61		0.63	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/11/2017

Site Ref: 0000000115-2
 Counter ID: 000000017098
 Location: CR 711, N of SR 50
 Direction: ROAD TOTAL

File: D0111012.prn
 City: Webster
 County: Sumter

TIME	MON		TUE		WED 11		THU 12		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15					0	1	1	2							1	3	0	1
00:30					0	2	0	5							0	7	0	3
00:45					0	3	1	6							1	9	0	4
01:00					0	7	0	3							0	10	0	5
01:15					0	4	0	8							0	12	0	6
01:30					1	4	0	2							1	6	0	3
01:45					0	3	0	4							0	7	0	3
02:00					0	3	0	1							0	4	0	2
02:15					0	6	0	0							0	6	0	3
02:30					0	3	0	2							0	5	0	2
02:45					0	3	0	4							0	7	0	3
03:00					1	6	1	3							2	9	1	4
03:15					0	3	1	1							1	4	0	2
03:30					0	6	2	6							2	12	1	6
03:45					0	1	0	5							0	6	0	3
04:00					0	6	0	5							0	11	0	5
04:15					0	10	0	7							0	17	0	8
04:30					0	5	0	8							0	13	0	6
04:45					0	3	0	5							0	8	0	4
05:00					0	5	1	11							1	16	0	8
05:15					4	3	3	4							7	7	3	3
05:30					0	7	3	1							3	8	1	4
05:45					2	3	2	6							4	9	2	4
06:00					2	2	2	5							4	7	2	3
06:15					2	5	1	7							3	12	1	6
06:30					3	2	2	9							5	11	2	5
06:45					3	6	4	2							7	8	3	4
07:00					4	2	4	2							8	4	4	2
07:15					2	0	1	3							3	3	1	1
07:30					9	2	3	1							12	3	6	1
07:45					6	1	10	4							16	5	8	2
08:00					3	2	3	4							6	6	3	3
08:15					1	3	4	2							5	5	2	2
08:30					3	1	0	0							3	1	1	0
08:45					1	2	0	1							1	3	0	1
09:00					2	1	0	0							2	1	1	0
09:15					3	2	1	0							4	2	2	1
09:30					1	4	2	1							3	5	1	2
09:45					1	1	1	1							2	2	1	1
10:00					1	2	3	4							4	6	2	3
10:15					4	0	4	0							8	0	4	0
10:30					1	0	1	0							2	0	1	0
10:45					2	1	5	2							7	3	3	1
11:00					3	2	1	1							4	3	2	1
11:15					3	0	1	1							4	1	2	0
11:30					2	1	4	0							6	1	3	0
11:45					4	1	0	1							4	2	2	1
12:00					3	3	4	0							7	3	3	1

TOTALS	0		0		220		226		0		0		0		446		201	

AM Times					7:00		7:30								7:00		7:00	
AM Peaks					21		20								39		19	
AM PHF					0.58		0.50								0.61		0.59	

PM Times					16:00		16:15								16:15		16:15	
PM Peaks					24		31								54		26	
PM PHF					0.60		0.70								0.79		0.81	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:2/8/2017

Site Ref: 0000000115-1
 Counter ID: 0000000Video
 Location: CR 711, S of SR 50
 Direction: NORTH

File: D0214001.prn
 City: Webster
 County: Sumter

TIME	MON		TUE		WED 08		THU 9		FRI		SAT		SUN		WK TOT		WK AVG				
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm			
00:15					0	0	0	2							0	2	0	1			
00:30					0	0	0	0							0	0	0	0			
00:45					0	0	1	0							1	0	0	0			
01:00					0	0	0	0							0	0	0	0			
01:15					0	0	0	2							0	2	0	1			
01:30					0	0	0	0							0	0	0	0			
01:45					0	0	0	0							0	0	0	0			
02:00					0	0	0	0							0	0	0	0			
02:15					0	0	0	0							0	0	0	0			
02:30					0	0	0	0							0	0	0	0			
02:45					0	1	0	0							0	1	0	0			
03:00					0	0	0	0							0	0	0	0			
03:15					0	0	0	0							0	0	0	0			
03:30					0	0	0	0							0	0	0	0			
03:45					0	0	0	0							0	0	0	0			
04:00					0	0	0	0							0	0	0	0			
04:15					0	0	0	0							0	0	0	0			
04:30					0	0	0	0							0	0	0	0			
04:45					0	0	0	0							0	0	0	0			
05:00					0	0	0	0							0	0	0	0			
05:15					0	0	0	0							0	0	0	0			
05:30					0	0	0	0							0	0	0	0			
05:45					0	1	0	0							0	1	0	0			
06:00					0	0	0	1							0	1	0	0			
06:15					0	0	0	0							0	0	0	0			
06:30					0	0	0	0							0	0	0	0			
06:45					1	0	0	0							1	0	0	0			
07:00					0	0	1	0							1	0	0	0			
07:15					1	0	0	0							1	0	0	0			
07:30					0	0	0	0							0	0	0	0			
07:45					0	0	0	0							0	0	0	0			
08:00					1	0	0	0							1	0	0	0			
08:15					1	0	0	0							1	0	0	0			
08:30					0	0	0	0							0	0	0	0			
08:45					0	0	0	0							0	0	0	0			
09:00					0	0	0	0							0	0	0	0			
09:15					0	0	0	0							0	0	0	0			
09:30					0	0	0	0							0	0	0	0			
09:45					0	0	0	0							0	0	0	0			
10:00					0	0	0	0							0	0	0	0			
10:15					0	0	0	0							0	0	0	0			
10:30					2	0	0	0							2	0	1	0			
10:45					0	0	1	0							1	0	0	0			
11:00					0	0	0	0							0	0	0	0			
11:15					0	1	0	0							0	1	0	0			
11:30					0	0	0	0							0	0	0	0			
11:45					0	0	0	0							0	0	0	0			
12:00					0	0	0	0							0	0	0	0			

TOTALS					0		0		9		8		0		0		0		17		3

AM Times							6:30								6:30		9:45				
AM Peaks							2	1							3		1				
AM PHF							0.50	0.25							0.75		0.25				

PM Times							14:00	12:00							12:00		12:00				
PM Peaks							1	2							2		1				
PM PHF							0.25	0.25							0.25		0.25				

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:2/8/2017

Site Ref: 0000000115-1
 Counter ID: 0000000Video
 Location: CR 711, S of SR 50
 Direction: SOUTH

File: D0214001.prn
 City: Webster
 County: Sumter

TIME	MON		TUE		WED 08		THU 9		FRI		SAT		SUN		WK TOT		WK AVG							
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm						
Lane 2																								
00:15					0	0	0	0							0	0	0	0						
00:30					0	0	1	0							1	0	0	0						
00:45					0	0	0	0							0	0	0	0						
01:00					0	0	0	0							0	0	0	0						
01:15					0	0	0	0							0	0	0	0						
01:30					0	0	0	0							0	0	0	0						
01:45					0	0	0	0							0	0	0	0						
02:00					0	0	0	0							0	0	0	0						
02:15					0	0	0	0							0	0	0	0						
02:30					0	0	0	0							0	0	0	0						
02:45					0	0	0	0							0	0	0	0						
03:00					0	2	0	0							0	2	0	1						
03:15					0	0	0	0							0	0	0	0						
03:30					0	1	0	1							0	2	0	1						
03:45					0	0	0	0							0	0	0	0						
04:00					0	0	0	0							0	0	0	0						
04:15					0	0	0	0							0	0	0	0						
04:30					0	0	0	0							0	0	0	0						
04:45					0	0	0	0							0	0	0	0						
05:00					0	0	0	1							0	1	0	0						
05:15					0	0	0	0							0	0	0	0						
05:30					0	0	0	0							0	0	0	0						
05:45					0	0	0	0							0	0	0	0						
06:00					0	0	0	0							0	0	0	0						
06:15					0	1	0	1							0	2	0	1						
06:30					0	0	0	0							0	0	0	0						
06:45					0	0	0	0							0	0	0	0						
07:00					0	0	0	0							0	0	0	0						
07:15					0	0	0	0							0	0	0	0						
07:30					0	0	0	0							0	0	0	0						
07:45					0	0	0	0							0	0	0	0						
08:00					0	0	0	0							0	0	0	0						
08:15					0	0	0	0							0	0	0	0						
08:30					0	0	0	0							0	0	0	0						
08:45					0	0	0	0							0	0	0	0						
09:00					0	0	0	0							0	0	0	0						
09:15					0	0	0	0							0	0	0	0						
09:30					0	0	0	0							0	0	0	0						
09:45					0	0	0	0							0	0	0	0						
10:00					1	0	1	0							2	0	1	0						
10:15					0	0	0	0							0	0	0	0						
10:30					0	0	0	0							0	0	0	0						
10:45					0	0	0	0							0	0	0	0						
11:00					0	0	0	0							0	0	0	0						
11:15					0	0	0	0							0	0	0	0						
11:30					0	0	0	0							0	0	0	0						
11:45					0	0	0	0							0	0	0	0						
12:00					0	0	0	0							0	0	0	0						

TOTALS					0		0		5		5		0		0		0		0		10		4	
AM Times							9:15								9:15				9:15					
AM Peaks							1	1							2				1					
AM PHF							0.25	0.25							0.25				0.25					
PM Times							14:45	14:45							14:45				14:45					
PM Peaks							3	1							4				2					
PM PHF							0.38	0.25							0.50				0.50					

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:2/8/2017

Site Ref: 0000000115-1
 Counter ID: 0000000Video
 Location: CR 711, S of SR 50
 Direction: ROAD TOTAL

File: D0214001.prn
 City: Webster
 County: Sumter

TIME	MON		TUE		WED 08		THU 9		FRI		SAT		SUN		WK TOT		WK AVG				
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm			
Lane 3																					
00:15					0	0	0	2							0	2	0	1			
00:30					0	0	1	0							1	0	0	0			
00:45					0	0	1	0							1	0	0	0			
01:00					0	0	0	0							0	0	0	0			
01:15					0	0	0	2							0	2	0	1			
01:30					0	0	0	0							0	0	0	0			
01:45					0	0	0	0							0	0	0	0			
02:00					0	0	0	0							0	0	0	0			
02:15					0	0	0	0							0	0	0	0			
02:30					0	0	0	0							0	0	0	0			
02:45					0	1	0	0							0	1	0	0			
03:00					0	2	0	0							0	2	0	1			
03:15					0	0	0	0							0	0	0	0			
03:30					0	1	0	1							0	2	0	1			
03:45					0	0	0	0							0	0	0	0			
04:00					0	0	0	0							0	0	0	0			
04:15					0	0	0	0							0	0	0	0			
04:30					0	0	0	0							0	0	0	0			
04:45					0	0	0	0							0	0	0	0			
05:00					0	0	0	1							0	1	0	0			
05:15					0	0	0	0							0	0	0	0			
05:30					0	0	0	0							0	0	0	0			
05:45					0	1	0	0							0	1	0	0			
06:00					0	0	0	1							0	1	0	0			
06:15					0	1	0	1							0	2	0	1			
06:30					0	0	0	0							0	0	0	0			
06:45					1	0	0	0							1	0	0	0			
07:00					0	0	1	0							1	0	0	0			
07:15					1	0	0	0							1	0	0	0			
07:30					0	0	0	0							0	0	0	0			
07:45					0	0	0	0							0	0	0	0			
08:00					1	0	0	0							1	0	0	0			
08:15					1	0	0	0							1	0	0	0			
08:30					0	0	0	0							0	0	0	0			
08:45					0	0	0	0							0	0	0	0			
09:00					0	0	0	0							0	0	0	0			
09:15					0	0	0	0							0	0	0	0			
09:30					0	0	0	0							0	0	0	0			
09:45					0	0	0	0							0	0	0	0			
10:00					1	0	1	0							2	0	1	0			
10:15					0	0	0	0							0	0	0	0			
10:30					2	0	0	0							2	0	1	0			
10:45					0	0	1	0							1	0	0	0			
11:00					0	0	0	0							0	0	0	0			
11:15					0	1	0	0							0	1	0	0			
11:30					0	0	0	0							0	0	0	0			
11:45					0	0	0	0							0	0	0	0			
12:00					0	0	0	0							0	0	0	0			

TOTALS					0		0		14		13		0		0		0		27		7
AM Times							9:45										10:00		9:45		
AM Peaks							3				2						5				2
AM PHF							0.38				0.50						0.63				0.50
PM Times							14:45				12:00						14:45		14:45		
PM Peaks							4				2						5				2
PM PHF							0.50				0.25						0.63				0.50

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:2/8/2017

Site Ref: 00000000110
 Counter ID: 0000000Video
 Location: CR 727, N of SR 50
 Direction: NORTH

File: D0208004.prn
 City: Webster
 County: Sumter

TIME	MON		TUE		WED 08		THU 9		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15					0	1	0	0							0	1	0	0
00:30					0	1	0	1							0	2	0	1
00:45					0	0	0	1							0	1	0	0
01:00					0	0	0	0							0	0	0	0
01:15					0	0	0	1							0	1	0	0
01:30					0	1	0	0							0	1	0	0
01:45					0	2	0	0							0	2	0	1
02:00					0	0	0	0							0	0	0	0
02:15					0	0	0	1							0	1	0	0
02:30					0	0	0	1							0	1	0	0
02:45					0	0	0	1							0	1	0	0
03:00					0	0	0	0							0	0	0	0
03:15					0	2	0	1							0	3	0	1
03:30					0	0	0	2							0	2	0	1
03:45					0	0	0	0							0	0	0	0
04:00					0	0	0	1							0	1	0	0
04:15					0	0	0	0							0	0	0	0
04:30					0	2	0	0							0	2	0	1
04:45					0	0	0	1							0	1	0	0
05:00					1	0	0	0							1	0	0	0
05:15					0	1	0	0							0	1	0	0
05:30					0	0	0	0							0	0	0	0
05:45					0	1	0	0							0	1	0	0
06:00					0	1	0	0							0	1	0	0
06:15					0	0	0	0							0	0	0	0
06:30					0	1	0	1							0	2	0	1
06:45					0	1	0	0							0	1	0	0
07:00					1	0	1	0							2	0	1	0
07:15					0	1	0	1							0	2	0	1
07:30					0	1	0	0							0	1	0	0
07:45					0	0	1	0							1	0	0	0
08:00					0	0	0	0							0	0	0	0
08:15					3	0	2	0							5	0	2	0
08:30					0	0	0	0							0	0	0	0
08:45					1	0	1	0							2	0	1	0
09:00					1	0	0	0							1	0	0	0
09:15					0	0	1	0							1	0	0	0
09:30					0	0	0	0							0	0	0	0
09:45					0	1	0	0							0	1	0	0
10:00					0	0	1	0							1	0	0	0
10:15					0	0	0	0							0	0	0	0
10:30					0	0	0	0							0	0	0	0
10:45					0	0	0	0							0	0	0	0
11:00					0	0	0	0							0	0	0	0
11:15					1	0	1	0							2	0	1	0
11:30					1	0	1	0							2	0	1	0
11:45					1	0	2	0							3	0	1	0
12:00					0	0	0	0							0	0	0	0

TOTALS	0		0		27		24		0		0		0		51		14	

AM Times					8:15		11:00								8:15		8:00	
AM Peaks					5		4								8		3	
AM PHF					0.42		0.50								0.40		0.38	

PM Times					13:00		14:45								14:45		14:45	
PM Peaks					3		4								6		2	
PM PHF					0.38		0.50								0.50		0.50	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:2/8/2017

Site Ref: 00000000110
 Counter ID: 0000000Video
 Location: CR 727, N of SR 50
 Direction: SOUTH

File: D0208004.prn
 City: Webster
 County: Sumter

TIME	MON		TUE		WED 08		THU 9		FRI		SAT		SUN		WK TOT		WK AVG							
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm						
Lane 2																								
00:15					0	1	0	0							0	1	0	0						
00:30					0	0	0	0							0	0	0	0						
00:45					0	0	0	2							0	2	0	1						
01:00					0	1	0	1							0	2	0	1						
01:15					0	1	0	0							0	1	0	0						
01:30					0	0	0	1							0	1	0	0						
01:45					0	0	0	1							0	1	0	0						
02:00					0	0	0	0							0	0	0	0						
02:15					0	1	0	1							0	2	0	1						
02:30					0	0	0	0							0	0	0	0						
02:45					0	0	0	0							0	0	0	0						
03:00					0	0	0	1							0	1	0	0						
03:15					0	0	0	0							0	0	0	0						
03:30					0	0	0	1							0	1	0	0						
03:45					0	1	0	1							0	2	0	1						
04:00					0	2	0	1							0	3	0	1						
04:15					0	0	0	0							0	0	0	0						
04:30					0	0	0	0							0	0	0	0						
04:45					0	1	0	0							0	1	0	0						
05:00					0	0	0	0							0	0	0	0						
05:15					0	0	0	0							0	0	0	0						
05:30					0	0	0	0							0	0	0	0						
05:45					0	0	0	2							0	2	0	1						
06:00					0	0	0	2							0	2	0	1						
06:15					0	1	0	1							0	2	0	1						
06:30					0	0	0	2							0	2	0	1						
06:45					0	0	0	0							0	0	0	0						
07:00					0	0	0	0							0	0	0	0						
07:15					0	0	0	0							0	0	0	0						
07:30					0	1	0	0							0	1	0	0						
07:45					0	1	0	0							0	1	0	0						
08:00					0	0	0	1							0	1	0	0						
08:15					0	0	0	0							0	0	0	0						
08:30					0	2	0	1							0	3	0	1						
08:45					0	0	0	0							0	0	0	0						
09:00					1	2	1	0							2	2	1	1						
09:15					0	0	0	0							0	0	0	0						
09:30					0	0	0	0							0	0	0	0						
09:45					0	0	0	0							0	0	0	0						
10:00					0	0	0	0							0	0	0	0						
10:15					0	1	0	0							0	1	0	0						
10:30					0	0	1	0							1	0	0	0						
10:45					0	0	0	0							0	0	0	0						
11:00					0	0	1	0							1	0	0	0						
11:15					2	1	1	0							3	1	1	0						
11:30					0	0	1	0							1	0	0	0						
11:45					1	0	1	0							2	0	1	0						
12:00					1	0	0	0							1	0	0	0						

TOTALS					0		0		22		25		0		0		0		0		47		14	

AM Times									11:15		11:00						11:00		11:00					
AM Peaks									4		4						7		2					
AM PHF									0.50		1.00						0.58		0.50					

PM Times									20:15		17:45						17:45		17:45					
PM Peaks									4		7						8		4					
PM PHF									0.50		0.88						1.00		1.00					

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:2/8/2017

Site Ref: 00000000110
 Counter ID: 0000000Video
 Location: CR 727, N of SR 50
 Direction: ROAD TOTAL

File: D0208004.prn
 City: Webster
 County: Sumter

TIME	MON		TUE		WED 08		THU 9		FRI		SAT		SUN		WK TOT		WK AVG							
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm						
Lane 3																								
00:15					0	2	0	0							0	2	0	1						
00:30					0	1	0	1							0	2	0	1						
00:45					0	0	0	3							0	3	0	1						
01:00					0	1	0	1							0	2	0	1						
01:15					0	1	0	1							0	2	0	1						
01:30					0	1	0	1							0	2	0	1						
01:45					0	2	0	1							0	3	0	1						
02:00					0	0	0	0							0	0	0	0						
02:15					0	1	0	2							0	3	0	1						
02:30					0	0	0	1							0	1	0	0						
02:45					0	0	0	1							0	1	0	0						
03:00					0	0	0	1							0	1	0	0						
03:15					0	2	0	1							0	3	0	1						
03:30					0	0	0	3							0	3	0	1						
03:45					0	1	0	1							0	2	0	1						
04:00					0	2	0	2							0	4	0	2						
04:15					0	0	0	0							0	0	0	0						
04:30					0	2	0	0							0	2	0	1						
04:45					0	1	0	1							0	2	0	1						
05:00					1	0	0	0							1	0	0	0						
05:15					0	1	0	0							0	1	0	0						
05:30					0	0	0	0							0	0	0	0						
05:45					0	1	0	2							0	3	0	1						
06:00					0	1	0	2							0	3	0	1						
06:15					0	1	0	1							0	2	0	1						
06:30					0	1	0	3							0	4	0	2						
06:45					0	1	0	0							0	1	0	0						
07:00					1	0	1	0							2	0	1	0						
07:15					0	1	0	1							0	2	0	1						
07:30					0	2	0	0							0	2	0	1						
07:45					0	1	1	0							1	1	0	0						
08:00					0	0	0	1							0	1	0	0						
08:15					3	0	2	0							5	0	2	0						
08:30					0	2	0	1							0	3	0	1						
08:45					1	0	1	0							2	0	1	0						
09:00					2	2	1	0							3	2	1	1						
09:15					0	0	1	0							1	0	0	0						
09:30					0	0	0	0							0	0	0	0						
09:45					0	1	0	0							0	1	0	0						
10:00					0	0	1	0							1	0	0	0						
10:15					0	1	0	0							0	1	0	0						
10:30					0	0	1	0							1	0	0	0						
10:45					0	0	0	0							0	0	0	0						
11:00					0	0	1	0							1	0	0	0						
11:15					3	1	2	0							5	1	2	0						
11:30					1	0	2	0							3	0	1	0						
11:45					2	0	3	0							5	0	2	0						
12:00					1	0	0	0							1	0	0	0						

TOTALS					0		0		49		49		0		0		0		0		98		34	
AM Times									11:15		11:00						11:00		11:00					
AM Peaks									7		8						14		5					
AM PHF									0.58		0.67						0.70		0.63					
PM Times									13:00		17:45						15:15		15:15					
PM Peaks									5		8						12		5					
PM PHF									0.63		0.67						0.75		0.63					

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/10/2017

Site Ref: 00000000113
 Counter ID: 0000000Video
 Location: SE 48th Terrace, N OF SR 50
 Direction: NORTH

File: D0110007.prn
 City: Webster
 County: Sumter

TIME	MON		TUE 10		WED 11		THU		FRI		SAT		SUN		WK TOT		WK AVG		
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	
Lane 1																			
00:15			0	1	0	1									0	2	0	1	
00:30			0	0	0	1									0	1	0	0	
00:45			0	1	0	1									0	2	0	1	
01:00			0	3	0	4									0	7	0	3	
01:15			0	1	0	1									0	2	0	1	
01:30			0	0	0	3									0	3	0	1	
01:45			0	1	0	2									0	3	0	1	
02:00			0	1	0	0									0	1	0	0	
02:15			0	1	0	3									0	4	0	2	
02:30			0	5	0	0									0	5	0	2	
02:45			0	0	0	0									0	0	0	0	
03:00			0	1	0	1									0	2	0	1	
03:15			0	1	0	3									0	4	0	2	
03:30			0	3	0	0									0	3	0	1	
03:45			0	3	0	0									0	3	0	1	
04:00			0	0	0	0									0	0	0	0	
04:15			0	0	0	1									0	1	0	0	
04:30			0	2	0	1									0	3	0	1	
04:45			0	2	0	1									0	3	0	1	
05:00			0	1	0	1									0	2	0	1	
05:15			0	0	0	1									0	1	0	0	
05:30			0	0	0	0									0	0	0	0	
05:45			0	3	0	0									0	3	0	1	
06:00			0	1	0	0									0	1	0	0	
06:15			1	0	0	1									1	1	0	0	
06:30			0	1	1	0									1	1	0	0	
06:45			0	0	0	0									0	0	0	0	
07:00			0	0	0	0									0	0	0	0	
07:15			0	0	0	0									0	0	0	0	
07:30			0	0	0	0									0	0	0	0	
07:45			0	1	1	0									1	1	0	0	
08:00			0	0	0	0									0	0	0	0	
08:15			1	1	1	0									2	1	1	0	
08:30			0	0	1	0									1	0	0	0	
08:45			2	0	1	1									3	1	1	0	
09:00			0	0	1	1									1	1	0	0	
09:15			1	0	1	0									2	0	1	0	
09:30			1	0	3	1									4	1	2	0	
09:45			0	1	1	0									1	1	0	0	
10:00			2	0	3	0									5	0	2	0	
10:15			1	1	2	0									3	1	1	0	
10:30			1	0	5	0									6	0	3	0	
10:45			2	0	0	0									2	0	1	0	
11:00			0	0	0	0									0	0	0	0	
11:15			0	0	0	0									0	0	0	0	
11:30			2	0	0	0									2	0	1	0	
11:45			2	0	2	1									4	1	2	0	
12:00			1	0	2	0									3	0	1	0	

TOTALS			0		53		55		0		0		0		0		108		37

AM Times					10:00		9:45										10:00		10:00
AM Peaks					6		11										16		7
AM PHF					0.75		0.55										0.67		0.58

PM Times					13:45		13:00										13:00		12:45
PM Peaks					8		10										15		6
PM PHF					0.40		0.63										0.54		0.50

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/10/2017

Site Ref: 00000000113
 Counter ID: 0000000Video
 Location: SE 48th Terrace, N OF SR 50
 Direction: SOUTH

File: D0110007.prn
 City: Webster
 County: Sumter

TIME	MON		TUE 10		WED 11		THU		FRI		SAT		SUN		WK TOT		WK AVG				
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm			
Lane 2																					
00:15			0	1	0	2									0	3	0	1			
00:30			0	0	0	0									0	0	0	0			
00:45			0	1	0	2									0	3	0	1			
01:00			0	2	0	3									0	5	0	2			
01:15			0	0	0	1									0	1	0	0			
01:30			0	1	0	2									0	3	0	1			
01:45			0	1	0	1									0	2	0	1			
02:00			0	1	0	1									0	2	0	1			
02:15			0	0	0	2									0	2	0	1			
02:30			0	4	0	1									0	5	0	2			
02:45			0	1	0	1									0	2	0	1			
03:00			0	0	0	1									0	1	0	0			
03:15			0	2	1	4									1	6	0	3			
03:30			0	1	0	0									0	1	0	0			
03:45			0	4	0	0									0	4	0	2			
04:00			0	0	0	1									0	1	0	0			
04:15			0	0	0	0									0	0	0	0			
04:30			1	0	0	0									1	0	0	0			
04:45			0	3	1	1									1	4	0	2			
05:00			0	1	0	1									0	2	0	1			
05:15			0	1	1	1									1	2	0	1			
05:30			0	0	0	0									0	0	0	0			
05:45			1	1	0	0									1	1	0	0			
06:00			1	0	0	0									1	0	0	0			
06:15			0	0	0	0									0	0	0	0			
06:30			1	0	1	1									2	1	1	0			
06:45			1	0	0	0									1	0	0	0			
07:00			1	0	0	0									1	0	0	0			
07:15			0	0	0	0									0	0	0	0			
07:30			0	0	2	0									2	0	1	0			
07:45			0	0	1	0									1	0	0	0			
08:00			0	2	0	0									0	2	0	1			
08:15			0	0	1	0									1	0	0	0			
08:30			0	1	2	0									2	1	1	0			
08:45			1	0	0	0									1	0	0	0			
09:00			0	0	0	2									0	2	0	1			
09:15			1	0	2	0									3	0	1	0			
09:30			0	0	2	0									2	0	1	0			
09:45			1	0	2	0									3	0	1	0			
10:00			3	0	3	0									6	0	3	0			
10:15			1	0	2	0									3	0	1	0			
10:30			1	0	3	0									4	0	2	0			
10:45			2	0	1	0									3	0	1	0			
11:00			1	0	0	0									1	0	0	0			
11:15			2	0	1	0									3	0	1	0			
11:30			2	0	1	0									3	0	1	0			
11:45			4	0	2	1									6	1	3	0			
12:00			1	0	1	0									2	0	1	0			

TOTALS			0		54		59		0		0		0		0		0		113		41
AM Times					11:00		9:45												9:45		9:45
AM Peaks					9		10												16		7
AM PHF					0.56		0.83												0.67		0.58
PM Times					14:30		12:45												14:30		14:30
PM Peaks					7		8												14		6
PM PHF					0.44		0.67												0.58		0.50

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/10/2017

Site Ref: 00000000113
 Counter ID: 0000000Video
 Location: SE 48th Terrace, N OF SR 50
 Direction: ROAD TOTAL

File: D0110007.prn
 City: Webster
 County: Sumter

TIME	MON		TUE 10		WED 11		THU		FRI		SAT		SUN		WK TOT		WK AVG		
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	
Lane 3																			
00:15			0	2	0	3									0	5	0	2	
00:30			0	0	0	1									0	1	0	0	
00:45			0	2	0	3									0	5	0	2	
01:00			0	5	0	7									0	12	0	6	
01:15			0	1	0	2									0	3	0	1	
01:30			0	1	0	5									0	6	0	3	
01:45			0	2	0	3									0	5	0	2	
02:00			0	2	0	1									0	3	0	1	
02:15			0	1	0	5									0	6	0	3	
02:30			0	9	0	1									0	10	0	5	
02:45			0	1	0	1									0	2	0	1	
03:00			0	1	0	2									0	3	0	1	
03:15			0	3	1	7									1	10	0	5	
03:30			0	4	0	0									0	4	0	2	
03:45			0	7	0	0									0	7	0	3	
04:00			0	0	0	1									0	1	0	0	
04:15			0	0	0	1									0	1	0	0	
04:30			1	2	0	1									1	3	0	1	
04:45			0	5	1	2									1	7	0	3	
05:00			0	2	0	2									0	4	0	2	
05:15			0	1	1	2									1	3	0	1	
05:30			0	0	0	0									0	0	0	0	
05:45			1	4	0	0									1	4	0	2	
06:00			1	1	0	0									1	1	0	0	
06:15			1	0	0	1									1	1	0	0	
06:30			1	1	2	1									3	2	1	1	
06:45			1	0	0	0									1	0	0	0	
07:00			1	0	0	0									1	0	0	0	
07:15			0	0	0	0									0	0	0	0	
07:30			0	0	2	0									2	0	1	0	
07:45			0	1	2	0									2	1	1	0	
08:00			0	2	0	0									0	2	0	1	
08:15			1	1	2	0									3	1	1	0	
08:30			0	1	3	0									3	1	1	0	
08:45			3	0	1	1									4	1	2	0	
09:00			0	0	1	3									1	3	0	1	
09:15			2	0	3	0									5	0	2	0	
09:30			1	0	5	1									6	1	3	0	
09:45			1	1	3	0									4	1	2	0	
10:00			5	0	6	0									11	0	5	0	
10:15			2	1	4	0									6	1	3	0	
10:30			2	0	8	0									10	0	5	0	
10:45			4	0	1	0									5	0	2	0	
11:00			1	0	0	0									1	0	0	0	
11:15			2	0	1	0									3	0	1	0	
11:30			4	0	1	0									5	0	2	0	
11:45			6	0	4	2									10	2	5	1	
12:00			2	0	3	0									5	0	2	0	

TOTALS			0		107		114		0		0		0		0		221		89

AM Times					11:15		9:45										10:00		9:45
AM Peaks					14		21										32		15
AM PHF					0.58		0.66										0.73		0.75

PM Times					15:00		12:45										12:45		12:45
PM Peaks					15		17										26		12
PM PHF					0.54		0.61										0.54		0.50

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/10/2017

Site Ref: 00000000112
 Counter ID: 000000018439
 Location: CR 772, S of SR 50
 Direction: NORTH

File: D0110006.prn
 City: Webster
 County: Sumter

TIME	MON		TUE 10		WED 11		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			0	3	0	1									0	4	0	2
00:30			1	1	0	0									1	1	0	0
00:45			0	1	0	2									0	3	0	1
01:00			0	2	0	9									0	11	0	5
01:15			0	2	0	3									0	5	0	2
01:30			1	1	0	0									1	1	0	0
01:45			0	1	0	0									0	1	0	0
02:00			0	2	0	2									0	4	0	2
02:15			0	1	0	2									0	3	0	1
02:30			0	1	1	1									1	2	0	1
02:45			0	2	0	1									0	3	0	1
03:00			0	3	0	1									0	4	0	2
03:15			0	0	0	0									0	0	0	0
03:30			0	2	0	2									0	4	0	2
03:45			0	2	0	2									0	4	0	2
04:00			0	1	0	3									0	4	0	2
04:15			0	1	0	1									0	2	0	1
04:30			0	2	0	3									0	5	0	2
04:45			0	0	0	2									0	2	0	1
05:00			1	6	1	1									2	7	1	3
05:15			0	3	2	3									2	6	1	3
05:30			0	0	0	2									0	2	0	1
05:45			1	3	5	3									6	6	3	3
06:00			3	6	5	2									8	8	4	4
06:15			6	6	5	3									11	9	5	4
06:30			2	0	2	6									4	6	2	3
06:45			3	1	5	1									8	2	4	1
07:00			3	2	2	3									5	5	2	2
07:15			2	2	2	1									4	3	2	1
07:30			6	1	7	0									13	1	6	0
07:45			3	1	7	0									10	1	5	0
08:00			2	1	5	3									7	4	3	2
08:15			0	1	3	5									3	6	1	3
08:30			6	1	2	6									8	7	4	3
08:45			2	6	3	5									5	11	2	5
09:00			1	3	2	5									3	8	1	4
09:15			3	2	2	1									5	3	2	1
09:30			2	0	2	1									4	1	2	0
09:45			6	1	2	0									8	1	4	0
10:00			3	0	1	0									4	0	2	0
10:15			1	0	0	0									1	0	0	0
10:30			2	2	3	0									5	2	2	1
10:45			1	0	2	0									3	0	1	0
11:00			5	0	3	0									8	0	4	0
11:15			5	0	5	0									10	0	5	0
11:30			1	1	0	0									1	1	0	0
11:45			8	1	0	0									8	1	4	0
12:00			1	1	3	0									4	1	2	0

TOTALS	0		160		168		0		0		0		0		328		145	

AM Times			11:00		7:30										7:15		7:15	
AM Peaks			19		22										34		16	
AM PHF			0.59		0.79										0.65		0.67	

PM Times			17:30		20:15										20:15		20:15	
PM Peaks			15		21										32		15	
PM PHF			0.63		0.88										0.73		0.75	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/10/2017

Site Ref: 00000000112
 Counter ID: 000000018439
 Location: CR 772, S of SR 50
 Direction: SOUTH

File: D0110006.prn
 City: Webster
 County: Sumter

TIME	MON		TUE 10		WED 11		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			0	2	1	1									1	3	0	1
00:30			1	4	0	1									1	5	0	2
00:45			0	2	0	3									0	5	0	2
01:00			0	0	0	2									0	2	0	1
01:15			0	1	0	1									0	2	0	1
01:30			1	2	0	0									1	2	0	1
01:45			0	3	0	2									0	5	0	2
02:00			0	2	0	2									0	4	0	2
02:15			0	5	0	4									0	9	0	4
02:30			0	4	1	3									1	7	0	3
02:45			0	4	0	5									0	9	0	4
03:00			0	3	0	1									0	4	0	2
03:15			0	4	0	1									0	5	0	2
03:30			0	2	0	4									0	6	0	3
03:45			0	5	0	3									0	8	0	4
04:00			0	2	0	3									0	5	0	2
04:15			1	3	1	2									2	5	1	2
04:30			0	3	0	7									0	10	0	5
04:45			0	4	0	2									0	6	0	3
05:00			0	8	0	5									0	13	0	6
05:15			0	5	0	4									0	9	0	4
05:30			0	3	0	7									0	10	0	5
05:45			1	3	2	4									3	7	1	3
06:00			4	4	2	6									6	10	3	5
06:15			1	2	4	3									5	5	2	2
06:30			2	4	0	5									2	9	1	4
06:45			3	9	2	11									5	20	2	10
07:00			0	2	0	5									0	7	0	3
07:15			1	3	0	3									1	6	0	3
07:30			2	1	3	3									5	4	2	2
07:45			2	2	3	3									5	5	2	2
08:00			0	1	7	10									7	11	3	5
08:15			1	2	0	3									1	5	0	2
08:30			2	2	0	3									2	5	1	2
08:45			2	1	1	1									3	2	1	1
09:00			3	1	1	2									4	3	2	1
09:15			1	4	2	1									3	5	1	2
09:30			0	0	0	2									0	2	0	1
09:45			6	4	2	1									8	5	4	2
10:00			2	0	0	2									2	2	1	1
10:15			3	0	2	0									5	0	2	0
10:30			2	1	2	0									4	1	2	0
10:45			0	1	1	0									1	1	0	0
11:00			1	1	1	0									2	1	1	0
11:15			3	0	12	0									15	0	7	0
11:30			0	1	0	0									0	1	0	0
11:45			2	1	1	1									3	2	1	1
12:00			5	0	1	1									6	1	3	0

TOTALS	0		173		185		0		0		0		0		358		156	

AM Times			9:45		10:30										11:15		11:15	
AM Peaks			13		16										24		11	
AM PHF			0.54		0.33										0.40		0.39	

PM Times			16:30		18:00										18:00		18:00	
PM Peaks			20		25										44		21	
PM PHF			0.63		0.57										0.55		0.53	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/10/2017

Site Ref: 00000000112
 Counter ID: 000000018439
 Location: CR 772, S of SR 50
 Direction: ROAD TOTAL

File: D0110006.prn
 City: Webster
 County: Sumter

TIME	MON		TUE 10		WED 11		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			0	5	1	2									1	7	0	3
00:30			2	5	0	1									2	6	1	3
00:45			0	3	0	5									0	8	0	4
01:00			0	2	0	11									0	13	0	6
01:15			0	3	0	4									0	7	0	3
01:30			2	3	0	0									2	3	1	1
01:45			0	4	0	2									0	6	0	3
02:00			0	4	0	4									0	8	0	4
02:15			0	6	0	6									0	12	0	6
02:30			0	5	2	4									2	9	1	4
02:45			0	6	0	6									0	12	0	6
03:00			0	6	0	2									0	8	0	4
03:15			0	4	0	1									0	5	0	2
03:30			0	4	0	6									0	10	0	5
03:45			0	7	0	5									0	12	0	6
04:00			0	3	0	6									0	9	0	4
04:15			1	4	1	3									2	7	1	3
04:30			0	5	0	10									0	15	0	7
04:45			0	4	0	4									0	8	0	4
05:00			1	14	1	6									2	20	1	10
05:15			0	8	2	7									2	15	1	7
05:30			0	3	0	9									0	12	0	6
05:45			2	6	7	7									9	13	4	6
06:00			7	10	7	8									14	18	7	9
06:15			7	8	9	6									16	14	8	7
06:30			4	4	2	11									6	15	3	7
06:45			6	10	7	12									13	22	6	11
07:00			3	4	2	8									5	12	2	6
07:15			3	5	2	4									5	9	2	4
07:30			8	2	10	3									18	5	9	2
07:45			5	3	10	3									15	6	7	3
08:00			2	2	12	13									14	15	7	7
08:15			1	3	3	8									4	11	2	5
08:30			8	3	2	9									10	12	5	6
08:45			4	7	4	6									8	13	4	6
09:00			4	4	3	7									7	11	3	5
09:15			4	6	4	2									8	8	4	4
09:30			2	0	2	3									4	3	2	1
09:45			12	5	4	1									16	6	8	3
10:00			5	0	1	2									6	2	3	1
10:15			4	0	2	0									6	0	3	0
10:30			4	3	5	0									9	3	4	1
10:45			1	1	3	0									4	1	2	0
11:00			6	1	4	0									10	1	5	0
11:15			8	0	17	0									25	0	12	0
11:30			1	2	0	0									1	2	0	1
11:45			10	2	1	1									11	3	5	1
12:00			6	1	4	1									10	2	5	1

TOTALS	0		333		353		0		0		0		0		686		326	

AM Times			9:45		7:30										7:15		7:15	
AM Peaks			25		35										52		25	
AM PHF			0.52		0.73										0.72		0.69	

PM Times			18:00		18:00										18:00		18:00	
PM Peaks			32		37										69		34	
PM PHF			0.80		0.77										0.78		0.77	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/10/2017

Site Ref: 00000000111
 Counter ID: 000000010216
 Location: CR 721, N of SR 50
 Direction: NORTH

File: D0110005.prn
 City: Webster
 County: Sumter

TIME	MON		TUE 10		WED 11		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			0	2	0	4									0	6	0	3
00:30			1	3	0	4									1	7	0	3
00:45			0	3	0	1									0	4	0	2
01:00			0	2	0	3									0	5	0	2
01:15			1	0	0	2									1	2	0	1
01:30			1	0	0	2									1	2	0	1
01:45			0	0	0	3									0	3	0	1
02:00			0	2	0	2									0	4	0	2
02:15			0	4	1	2									1	6	0	3
02:30			0	2	1	4									1	6	0	3
02:45			0	3	0	7									0	10	0	5
03:00			1	7	0	2									1	9	0	4
03:15			0	1	0	3									0	4	0	2
03:30			0	4	0	1									0	5	0	2
03:45			1	3	0	6									1	9	0	4
04:00			0	3	0	7									0	10	0	5
04:15			1	7	0	4									1	11	0	5
04:30			5	0	5	1									10	1	5	0
04:45			0	5	1	4									1	9	0	4
05:00			0	5	0	4									0	9	0	4
05:15			1	2	1	2									2	4	1	2
05:30			1	6	1	5									2	11	1	5
05:45			1	4	2	4									3	8	1	4
06:00			0	8	0	6									0	14	0	7
06:15			2	7	1	2									3	9	1	4
06:30			6	4	3	3									9	7	4	3
06:45			4	1	4	7									8	8	4	4
07:00			5	3	5	4									10	7	5	3
07:15			4	0	4	3									8	3	4	1
07:30			2	4	3	4									5	8	2	4
07:45			3	3	5	1									8	4	4	2
08:00			3	1	4	1									7	2	3	1
08:15			0	1	5	2									5	3	2	1
08:30			0	2	2	4									2	6	1	3
08:45			3	2	1	5									4	7	2	3
09:00			2	1	1	2									3	3	1	1
09:15			2	2	3	1									5	3	2	1
09:30			0	3	5	4									5	7	2	3
09:45			2	1	2	1									4	2	2	1
10:00			2	2	0	0									2	2	1	1
10:15			3	1	1	3									4	4	2	2
10:30			4	1	3	3									7	4	3	2
10:45			2	1	2	1									4	2	2	1
11:00			0	0	2	1									2	1	1	0
11:15			5	2	3	0									8	2	4	1
11:30			0	1	0	1									0	2	0	1
11:45			1	1	3	1									4	2	2	1
12:00			1	0	1	0									2	0	1	0

TOTALS	0		190		212		0		0		0		0		402		181	

AM Times			6:30		7:00										6:30		6:30	
AM Peaks			19		17										35		17	
AM PHF			0.79		0.85										0.88		0.85	

PM Times			17:30		15:30										17:30		17:30	
PM Peaks			25		18										42		20	
PM PHF			0.78		0.64										0.75		0.71	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/10/2017

Site Ref: 00000000111
 Counter ID: 000000010216
 Location: CR 721, N of SR 50
 Direction: SOUTH

File: D0110005.prn
 City: Webster
 County: Sumter

TIME	MON		TUE 10		WED 11		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			0	2	0	4									0	6	0	3
00:30			0	2	0	0									0	2	0	1
00:45			0	0	2	0									2	0	1	0
01:00			0	1	0	6									0	7	0	3
01:15			0	2	1	4									1	6	0	3
01:30			1	1	0	5									1	6	0	3
01:45			0	2	0	5									0	7	0	3
02:00			0	6	0	8									0	14	0	7
02:15			0	0	0	2									0	2	0	1
02:30			2	2	1	2									3	4	1	2
02:45			0	2	0	2									0	4	0	2
03:00			1	6	1	0									2	6	1	3
03:15			0	4	1	1									1	5	0	2
03:30			0	4	0	2									0	6	0	3
03:45			0	4	0	1									0	5	0	2
04:00			0	1	0	2									0	3	0	1
04:15			0	1	1	1									1	2	0	1
04:30			1	6	2	1									3	7	1	3
04:45			0	5	0	2									0	7	0	3
05:00			0	16	0	12									0	28	0	14
05:15			1	6	1	5									2	11	1	5
05:30			1	6	2	2									3	8	1	4
05:45			4	1	2	4									6	5	3	2
06:00			4	2	0	1									4	3	2	1
06:15			4	0	2	0									6	0	3	0
06:30			4	4	4	4									8	8	4	4
06:45			2	5	2	6									4	11	2	5
07:00			0	2	0	2									0	4	0	2
07:15			2	5	4	2									6	7	3	3
07:30			2	1	2	2									4	3	2	1
07:45			4	2	2	6									6	8	3	4
08:00			7	1	2	0									9	1	4	0
08:15			2	0	5	1									7	1	3	0
08:30			4	1	2	1									6	2	3	1
08:45			6	1	5	5									11	6	5	3
09:00			0	1	0	4									0	5	0	2
09:15			1	1	0	0									1	1	0	0
09:30			4	1	1	1									5	2	2	1
09:45			4	0	0	2									4	2	2	1
10:00			4	0	2	1									6	1	3	0
10:15			4	1	14	0									18	1	9	0
10:30			4	0	4	1									8	1	4	0
10:45			1	2	5	0									6	2	3	1
11:00			0	0	5	0									5	0	2	0
11:15			2	2	2	0									4	2	2	1
11:30			1	0	2	2									3	2	1	1
11:45			4	1	2	1									6	2	3	1
12:00			2	0	1	0									3	0	1	0

TOTALS	0		196		195		0		0		0		0		391		178	

AM Times			8:00		10:15										10:00		10:00	
AM Peaks			19		28										38		19	
AM PHF			0.68		0.50										0.53		0.53	

PM Times			16:30		17:00										16:45		16:45	
PM Peaks			33		23										54		26	
PM PHF			0.52		0.48										0.48		0.46	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/10/2017

Site Ref: 00000000111
 Counter ID: 000000010216
 Location: CR 721, N of SR 50
 Direction: ROAD TOTAL

File: D0110005.prn
 City: Webster
 County: Sumter

TIME	MON		TUE 10		WED 11		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			0	4	0	8									0	12	0	6
00:30			1	5	0	4									1	9	0	4
00:45			0	3	2	1									2	4	1	2
01:00			0	3	0	9									0	12	0	6
01:15			1	2	1	6									2	8	1	4
01:30			2	1	0	7									2	8	1	4
01:45			0	2	0	8									0	10	0	5
02:00			0	8	0	10									0	18	0	9
02:15			0	4	1	4									1	8	0	4
02:30			2	4	2	6									4	10	2	5
02:45			0	5	0	9									0	14	0	7
03:00			2	13	1	2									3	15	1	7
03:15			0	5	1	4									1	9	0	4
03:30			0	8	0	3									0	11	0	5
03:45			1	7	0	7									1	14	0	7
04:00			0	4	0	9									0	13	0	6
04:15			1	8	1	5									2	13	1	6
04:30			6	6	7	2									13	8	6	4
04:45			0	10	1	6									1	16	0	8
05:00			0	21	0	16									0	37	0	18
05:15			2	8	2	7									4	15	2	7
05:30			2	12	3	7									5	19	2	9
05:45			5	5	4	8									9	13	4	6
06:00			4	10	0	7									4	17	2	8
06:15			6	7	3	2									9	9	4	4
06:30			10	8	7	7									17	15	8	7
06:45			6	6	6	13									12	19	6	9
07:00			5	5	5	6									10	11	5	5
07:15			6	5	8	5									14	10	7	5
07:30			4	5	5	6									9	11	4	5
07:45			7	5	7	7									14	12	7	6
08:00			10	2	6	1									16	3	8	1
08:15			2	1	10	3									12	4	6	2
08:30			4	3	4	5									8	8	4	4
08:45			9	3	6	10									15	13	7	6
09:00			2	2	1	6									3	8	1	4
09:15			3	3	3	1									6	4	3	2
09:30			4	4	6	5									10	9	5	4
09:45			6	1	2	3									8	4	4	2
10:00			6	2	2	1									8	3	4	1
10:15			7	2	15	3									22	5	11	2
10:30			8	1	7	4									15	5	7	2
10:45			3	3	7	1									10	4	5	2
11:00			0	0	7	1									7	1	3	0
11:15			7	4	5	0									12	4	6	2
11:30			1	1	2	3									3	4	1	2
11:45			5	2	5	2									10	4	5	2
12:00			3	0	2	0									5	0	2	0

TOTALS	0		386		407		0		0		0		0		793		376	

AM Times			6:15		10:15										10:00		10:00	
AM Peaks			27		36										55		27	
AM PHF			0.68		0.60										0.63		0.61	

PM Times			16:45		17:00										16:45		16:45	
PM Peaks			51		38										87		42	
PM PHF			0.61		0.59										0.59		0.58	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:2/8/2017

Site Ref: 00000000110
 Counter ID: 0000000Video
 Location: CR 727, N of SR 50
 Direction: NORTH

File: D0208003.prn
 City: Webster
 County: Sumter

TIME	MON		TUE		WED 08		THU 9		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15					0	0	0	1							0	1	0	0
00:30					0	0	2	3							2	3	1	1
00:45					1	3	0	1							1	4	0	2
01:00					1	0	0	2							1	2	0	1
01:15					0	2	0	0							0	2	0	1
01:30					0	1	0	0							0	1	0	0
01:45					2	1	0	3							2	4	1	2
02:00					0	1	0	2							0	3	0	1
02:15					0	3	0	1							0	4	0	2
02:30					0	0	0	2							0	2	0	1
02:45					0	3	0	1							0	4	0	2
03:00					1	3	0	1							1	4	0	2
03:15					0	1	1	3							1	4	0	2
03:30					1	2	0	2							1	4	0	2
03:45					0	2	1	0							1	2	0	1
04:00					1	2	0	1							1	3	0	1
04:15					0	5	0	2							0	7	0	3
04:30					0	3	1	3							1	6	0	3
04:45					1	3	0	1							1	4	0	2
05:00					0	3	0	3							0	6	0	3
05:15					0	3	0	2							0	5	0	2
05:30					1	4	0	0							1	4	0	2
05:45					0	4	0	3							0	7	0	3
06:00					0	2	3	0							3	2	1	1
06:15					0	3	0	3							0	6	0	3
06:30					0	1	0	4							0	5	0	2
06:45					0	2	0	2							0	4	0	2
07:00					0	3	0	2							0	5	0	2
07:15					2	1	2	2							4	3	2	1
07:30					0	2	1	0							1	2	0	1
07:45					1	2	1	2							2	4	1	2
08:00					0	0	2	2							2	2	1	1
08:15					2	0	1	2							3	2	1	1
08:30					3	1	1	0							4	1	2	0
08:45					2	3	1	1							3	4	1	2
09:00					2	1	0	0							2	1	1	0
09:15					2	1	1	2							3	3	1	1
09:30					3	1	0	1							3	2	1	1
09:45					8	1	0	1							8	2	4	1
10:00					3	0	2	0							5	0	2	0
10:15					4	0	2	2							6	2	3	1
10:30					6	0	2	0							8	0	4	0
10:45					4	0	0	0							4	0	2	0
11:00					0	0	1	1							1	1	0	0
11:15					0	0	0	0							0	0	0	0
11:30					1	0	0	1							1	1	0	0
11:45					2	1	1	0							3	1	1	0
12:00					1	0	0	0							1	0	0	0

TOTALS	0		0		129		91		0		0		0		220		91	

AM Times					9:45		7:15								9:45		9:45	
AM Peaks					21		6								27		13	
AM PHF					0.66		0.75								0.84		0.81	

PM Times					16:15		18:15								16:15		16:15	
PM Peaks					14		11								23		11	
PM PHF					0.70		0.69								0.82		0.92	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:2/8/2017

Site Ref: 00000000110
 Counter ID: 0000000Video
 Location: CR 727, N of SR 50
 Direction: SOUTH

File: D0208003.prn
 City: Webster
 County: Sumter

TIME	MON		TUE		WED 08		THU 9		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 2																		
00:15					0	3	0	1							0	4	0	2
00:30					0	5	0	1							0	6	0	3
00:45					1	1	1	1							2	2	1	1
01:00					0	3	0	2							0	5	0	2
01:15					0	3	0	1							0	4	0	2
01:30					0	6	0	3							0	9	0	4
01:45					1	3	0	0							1	3	0	1
02:00					0	7	0	1							0	8	0	4
02:15					0	9	0	1							0	10	0	5
02:30					1	14	2	1							3	15	1	7
02:45					0	3	0	2							0	5	0	2
03:00					0	6	0	0							0	6	0	3
03:15					0	1	0	0							0	1	0	0
03:30					0	3	0	0							0	3	0	1
03:45					0	1	1	2							1	3	0	1
04:00					0	4	0	2							0	6	0	3
04:15					0	4	0	1							0	5	0	2
04:30					0	2	1	0							1	2	0	1
04:45					0	1	0	1							0	2	0	1
05:00					0	1	0	1							0	2	0	1
05:15					0	2	0	3							0	5	0	2
05:30					1	1	1	1							2	2	1	1
05:45					1	4	3	1							4	5	2	2
06:00					3	1	0	1							3	2	1	1
06:15					0	0	1	1							1	1	0	0
06:30					2	2	0	2							2	4	1	2
06:45					3	1	5	0							8	1	4	0
07:00					2	3	0	3							2	6	1	3
07:15					0	2	1	2							1	4	0	2
07:30					5	1	2	3							7	4	3	2
07:45					2	1	2	0							4	1	2	0
08:00					0	1	2	1							2	2	1	1
08:15					3	0	2	1							5	1	2	0
08:30					1	1	0	0							1	1	0	0
08:45					1	1	2	1							3	2	1	1
09:00					0	3	0	0							0	3	0	1
09:15					1	1	2	2							3	3	1	1
09:30					2	0	2	2							4	2	2	1
09:45					1	2	2	1							3	3	1	1
10:00					1	0	3	0							4	0	2	0
10:15					2	0	2	0							4	0	2	0
10:30					1	0	0	0							1	0	0	0
10:45					2	0	0	0							2	0	1	0
11:00					0	0	1	0							1	0	0	0
11:15					1	1	0	0							1	1	0	0
11:30					1	1	0	0							1	1	0	0
11:45					4	0	1	1							5	1	2	0
12:00					1	1	2	0							3	1	1	0

TOTALS		0		0		154		88		0		0		0		242		100
AM Times						6:45		9:15							6:45		6:45	
AM Peaks						10		9							18		8	
AM PHF						0.50		0.75							0.56		0.50	
PM Times						13:45		18:45							14:00		14:00	
PM Peaks						33		8							38		18	
PM PHF						0.59		0.67							0.63		0.64	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:2/8/2017

Site Ref: 00000000110
 Counter ID: 0000000Video
 Location: CR 727, N of SR 50
 Direction: ROAD TOTAL

File: D0208003.prn
 City: Webster
 County: Sumter

TIME	MON		TUE		WED 08		THU 9		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 3																		
00:15					0	3	0	2							0	5	0	2
00:30					0	5	2	4							2	9	1	4
00:45					2	4	1	2							3	6	1	3
01:00					1	3	0	4							1	7	0	3
01:15					0	5	0	1							0	6	0	3
01:30					0	7	0	3							0	10	0	5
01:45					3	4	0	3							3	7	1	3
02:00					0	8	0	3							0	11	0	5
02:15					0	12	0	2							0	14	0	7
02:30					1	14	2	3							3	17	1	8
02:45					0	6	0	3							0	9	0	4
03:00					1	9	0	1							1	10	0	5
03:15					0	2	1	3							1	5	0	2
03:30					1	5	0	2							1	7	0	3
03:45					0	3	2	2							2	5	1	2
04:00					1	6	0	3							1	9	0	4
04:15					0	9	0	3							0	12	0	6
04:30					0	5	2	3							2	8	1	4
04:45					1	4	0	2							1	6	0	3
05:00					0	4	0	4							0	8	0	4
05:15					0	5	0	5							0	10	0	5
05:30					2	5	1	1							3	6	1	3
05:45					1	8	3	4							4	12	2	6
06:00					3	3	3	1							6	4	3	2
06:15					0	3	1	4							1	7	0	3
06:30					2	3	0	6							2	9	1	4
06:45					3	3	5	2							8	5	4	2
07:00					2	6	0	5							2	11	1	5
07:15					2	3	3	4							5	7	2	3
07:30					5	3	3	3							8	6	4	3
07:45					3	3	3	2							6	5	3	2
08:00					0	1	4	3							4	4	2	2
08:15					5	0	3	3							8	3	4	1
08:30					4	2	1	0							5	2	2	1
08:45					3	4	3	2							6	6	3	3
09:00					2	4	0	0							2	4	1	2
09:15					3	2	3	4							6	6	3	3
09:30					5	1	2	3							7	4	3	2
09:45					9	3	2	2							11	5	5	2
10:00					4	0	5	0							9	0	4	0
10:15					6	0	4	2							10	2	5	1
10:30					7	0	2	0							9	0	4	0
10:45					6	0	0	0							6	0	3	0
11:00					0	0	2	1							2	1	1	0
11:15					1	1	0	0							1	1	0	0
11:30					2	1	0	1							2	2	1	1
11:45					6	1	2	1							8	2	4	1
12:00					2	1	2	0							4	1	2	0

TOTALS		0		0		283		179		0		0		0		462		211
AM Times						9:45		7:15							9:45		9:45	
AM Peaks						26		13							39		18	
AM PHF						0.72		0.81							0.89		0.90	
PM Times						14:15		18:15							14:00		14:00	
PM Peaks						41		17							51		24	
PM PHF						0.73		0.71							0.75		0.75	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:2/7/2017

Site Ref: 00000000106
 Counter ID: 0000000Video
 Location: CR 751, S of SR 50
 Direction: NORTH

File: D0207003.prn
 City: Webster
 County: Sumter

TIME	MON		TUE 07		WED 8		THU		FRI		SAT		SUN		WK TOT		WK AVG		
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	
00:15			0	1	0	0									0	1	0	0	
00:30			0	1	0	0									0	1	0	0	
00:45			0	0	0	1									0	1	0	0	
01:00			0	2	0	1									0	3	0	1	
01:15			0	1	0	1									0	2	0	1	
01:30			0	0	0	0									0	0	0	0	
01:45			0	0	0	2									0	2	0	1	
02:00			0	0	0	1									0	1	0	0	
02:15			1	1	0	0									1	1	0	0	
02:30			0	2	0	0									0	2	0	1	
02:45			0	0	0	1									0	1	0	0	
03:00			0	1	0	1									0	2	0	1	
03:15			0	1	0	2									0	3	0	1	
03:30			0	0	0	0									0	0	0	0	
03:45			0	1	0	1									0	2	0	1	
04:00			0	2	0	1									0	3	0	1	
04:15			0	1	0	1									0	2	0	1	
04:30			0	1	0	2									0	3	0	1	
04:45			0	1	0	4									0	5	0	2	
05:00			0	2	0	1									0	3	0	1	
05:15			0	0	0	1									0	1	0	0	
05:30			0	0	0	0									0	0	0	0	
05:45			1	1	0	2									1	3	0	1	
06:00			0	0	1	1									1	1	0	0	
06:15			1	1	2	2									3	3	1	1	
06:30			0	1	0	0									0	1	0	0	
06:45			0	2	0	1									0	3	0	1	
07:00			0	1	0	1									0	2	0	1	
07:15			1	0	4	3									5	3	2	1	
07:30			2	1	3	0									5	1	2	0	
07:45			3	0	0	0									3	0	1	0	
08:00			3	0	2	1									5	1	2	0	
08:15			2	0	3	0									5	0	2	0	
08:30			2	0	0	0									2	0	1	0	
08:45			1	0	1	0									2	0	1	0	
09:00			0	0	3	0									3	0	1	0	
09:15			0	0	1	0									1	0	0	0	
09:30			0	1	1	0									1	1	0	0	
09:45			0	0	2	0									2	0	1	0	
10:00			0	0	2	0									2	0	1	0	
10:15			1	1	0	0									1	1	0	0	
10:30			1	1	2	0									3	1	1	0	
10:45			2	0	1	0									3	0	1	0	
11:00			0	0	1	0									1	0	0	0	
11:15			0	0	2	0									2	0	1	0	
11:30			0	0	0	0									0	0	0	0	
11:45			2	0	0	0									2	0	1	0	
12:00			1	1	0	0									1	1	0	0	

TOTALS			0		53		63		0		0		0		0		116		37

AM Times					7:30		7:15										7:15		7:15
AM Peaks					10		9										18		7
AM PHF					0.83		0.56										0.90		0.88

PM Times					15:45		16:00										16:00		16:00
PM Peaks					5		8										13		5
PM PHF					0.63		0.50										0.65		0.63

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:2/7/2017

Site Ref: 00000000106
 Counter ID: 0000000Video
 Location: CR 751, S of SR 50
 Direction: SOUTH

File: D0207003.prn
 City: Webster
 County: Sumter

TIME	MON		TUE 07		WED 8		THU		FRI		SAT		SUN		WK TOT		WK AVG		
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	
00:15			0	2	0	1									0	3	0	1	
00:30			0	1	0	0									0	1	0	0	
00:45			0	0	0	0									0	0	0	0	
01:00			1	2	0	1									1	3	0	1	
01:15			0	1	0	2									0	3	0	1	
01:30			0	0	0	1									0	1	0	0	
01:45			1	0	0	1									1	1	0	0	
02:00			0	1	0	1									0	2	0	1	
02:15			0	2	0	1									0	3	0	1	
02:30			0	1	0	1									0	2	0	1	
02:45			0	2	0	2									0	4	0	2	
03:00			0	2	0	0									0	2	0	1	
03:15			0	1	0	1									0	2	0	1	
03:30			0	1	1	0									1	1	0	0	
03:45			0	3	0	3									0	6	0	3	
04:00			0	2	0	9									0	11	0	5	
04:15			0	0	0	0									0	0	0	0	
04:30			0	1	0	4									0	5	0	2	
04:45			0	0	0	3									0	3	0	1	
05:00			0	1	0	3									0	4	0	2	
05:15			0	0	0	0									0	0	0	0	
05:30			0	2	0	0									0	2	0	1	
05:45			0	2	0	3									0	5	0	2	
06:00			0	0	1	0									1	0	0	0	
06:15			0	1	0	2									0	3	0	1	
06:30			0	2	1	2									1	4	0	2	
06:45			0	1	2	2									2	3	1	1	
07:00			1	0	0	1									1	1	0	0	
07:15			1	2	1	1									2	3	1	1	
07:30			1	0	2	0									3	0	1	0	
07:45			1	0	1	1									2	1	1	0	
08:00			2	2	1	1									3	3	1	1	
08:15			1	0	1	0									2	0	1	0	
08:30			0	0	0	0									0	0	0	0	
08:45			1	0	0	2									1	2	0	1	
09:00			1	0	0	0									1	0	0	0	
09:15			0	0	0	3									0	3	0	1	
09:30			0	1	1	0									1	1	0	0	
09:45			0	0	1	0									1	0	0	0	
10:00			0	1	3	1									3	2	1	1	
10:15			0	1	0	0									0	1	0	0	
10:30			0	3	2	0									2	3	1	1	
10:45			0	0	2	0									2	0	1	0	
11:00			0	0	0	0									0	0	0	0	
11:15			3	1	0	0									3	1	1	0	
11:30			1	0	0	0									1	0	0	0	
11:45			1	0	1	0									2	0	1	0	
12:00			0	0	0	0									0	0	0	0	

TOTALS			0		58		74		0		0		0		0		132		47

AM Times					7:15		10:00										7:15		7:15
AM Peaks					5		7										10		4
AM PHF					0.63		0.58										0.83		1.00

PM Times					14:15		15:45										15:45		15:45
PM Peaks					7		16										22		10
PM PHF					0.88		0.44										0.50		0.50

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:2/7/2017

Site Ref: 00000000106
 Counter ID: 0000000Video
 Location: CR 751, S of SR 50
 Direction: ROAD TOTAL

File: D0207003.prn
 City: Webster
 County: Sumter

TIME	MON		TUE 07		WED 8		THU		FRI		SAT		SUN		WK TOT		WK AVG		
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	
00:15			0	3	0	1									0	4	0	2	
00:30			0	2	0	0									0	2	0	1	
00:45			0	0	0	1									0	1	0	0	
01:00			1	4	0	2									1	6	0	3	
01:15			0	2	0	3									0	5	0	2	
01:30			0	0	0	1									0	1	0	0	
01:45			1	0	0	3									1	3	0	1	
02:00			0	1	0	2									0	3	0	1	
02:15			1	3	0	1									1	4	0	2	
02:30			0	3	0	1									0	4	0	2	
02:45			0	2	0	3									0	5	0	2	
03:00			0	3	0	1									0	4	0	2	
03:15			0	2	0	3									0	5	0	2	
03:30			0	1	1	0									1	1	0	0	
03:45			0	4	0	4									0	8	0	4	
04:00			0	4	0	10									0	14	0	7	
04:15			0	1	0	1									0	2	0	1	
04:30			0	2	0	6									0	8	0	4	
04:45			0	1	0	7									0	8	0	4	
05:00			0	3	0	4									0	7	0	3	
05:15			0	0	0	1									0	1	0	0	
05:30			0	2	0	0									0	2	0	1	
05:45			1	3	0	5									1	8	0	4	
06:00			0	0	2	1									2	1	1	0	
06:15			1	2	2	4									3	6	1	3	
06:30			0	3	1	2									1	5	0	2	
06:45			0	3	2	3									2	6	1	3	
07:00			1	1	0	2									1	3	0	1	
07:15			2	2	5	4									7	6	3	3	
07:30			3	1	5	0									8	1	4	0	
07:45			4	0	1	1									5	1	2	0	
08:00			5	2	3	2									8	4	4	2	
08:15			3	0	4	0									7	0	3	0	
08:30			2	0	0	0									2	0	1	0	
08:45			2	0	1	2									3	2	1	1	
09:00			1	0	3	0									4	0	2	0	
09:15			0	0	1	3									1	3	0	1	
09:30			0	2	2	0									2	2	1	1	
09:45			0	0	3	0									3	0	1	0	
10:00			0	1	5	1									5	2	2	1	
10:15			1	2	0	0									1	2	0	1	
10:30			1	4	4	0									5	4	2	2	
10:45			2	0	3	0									5	0	2	0	
11:00			0	0	1	0									1	0	0	0	
11:15			3	1	2	0									5	1	2	0	
11:30			1	0	0	0									1	0	0	0	
11:45			3	0	1	0									4	0	2	0	
12:00			1	1	0	0									1	1	0	0	

TOTALS			0		111		137		0		0		0		0		248		104

AM Times					7:30		7:15										7:15		7:15
AM Peaks					15		14										28		13
AM PHF					0.75		0.70										0.88		0.81

PM Times					14:15		16:00										15:45		15:45
PM Peaks					11		24										32		16
PM PHF					0.92		0.60										0.57		0.57

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:2/7/2017

Site Ref: 00000000102
 Counter ID: 0000000Video
 Location: Ridge Manor Bv, S of SR 50
 Direction: NORTH

File: D0207002.prn
 City: Webster
 County: Sumter

TIME	MON		TUE 07		WED 8		THU		FRI		SAT		SUN		WK TOT		WK AVG		
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	
00:15			0	0	0	0									0	0	0	0	
00:30			0	0	0	0									0	0	0	0	
00:45			0	0	0	0									0	0	0	0	
01:00			0	0	0	0									0	0	0	0	
01:15			0	0	0	0									0	0	0	0	
01:30			0	0	0	1									0	1	0	0	
01:45			0	0	0	0									0	0	0	0	
02:00			0	0	0	0									0	0	0	0	
02:15			0	0	0	0									0	0	0	0	
02:30			0	0	0	0									0	0	0	0	
02:45			0	0	0	0									0	0	0	0	
03:00			0	0	0	0									0	0	0	0	
03:15			0	0	0	0									0	0	0	0	
03:30			0	0	0	0									0	0	0	0	
03:45			0	0	0	0									0	0	0	0	
04:00			0	0	0	0									0	0	0	0	
04:15			0	0	0	0									0	0	0	0	
04:30			0	0	0	0									0	0	0	0	
04:45			0	0	0	0									0	0	0	0	
05:00			0	0	0	0									0	0	0	0	
05:15			0	0	0	0									0	0	0	0	
05:30			0	0	0	0									0	0	0	0	
05:45			0	0	0	0									0	0	0	0	
06:00			0	0	0	0									0	0	0	0	
06:15			0	0	0	0									0	0	0	0	
06:30			0	0	0	0									0	0	0	0	
06:45			0	0	0	0									0	0	0	0	
07:00			0	0	0	0									0	0	0	0	
07:15			0	0	0	0									0	0	0	0	
07:30			0	0	0	0									0	0	0	0	
07:45			0	0	0	0									0	0	0	0	
08:00			0	0	0	0									0	0	0	0	
08:15			0	0	0	0									0	0	0	0	
08:30			0	0	0	0									0	0	0	0	
08:45			0	0	0	0									0	0	0	0	
09:00			0	0	0	0									0	0	0	0	
09:15			0	0	0	0									0	0	0	0	
09:30			0	0	0	0									0	0	0	0	
09:45			0	0	0	0									0	0	0	0	
10:00			0	0	1	0									1	0	0	0	
10:15			0	0	0	0									0	0	0	0	
10:30			0	0	0	0									0	0	0	0	
10:45			0	0	0	0									0	0	0	0	
11:00			0	0	0	0									0	0	0	0	
11:15			1	0	0	0									1	0	0	0	
11:30			0	0	0	0									0	0	0	0	
11:45			0	0	0	0									0	0	0	0	
12:00			0	0	0	0									0	0	0	0	

TOTALS			0		1		2		0		0		0		0		3		0

AM Times					10:30		9:15										9:15		
AM Peaks					1		1										1		
AM PHF					0.25		0.25										0.25		

PM Times							12:45										12:45		
PM Peaks							1										1		
PM PHF							0.25										0.25		

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:2/7/2017

Site Ref: 00000000102
 Counter ID: 0000000Video
 Location: Ridge Manor Bv, S of SR 50
 Direction: SOUTH

File: D0207002.prn
 City: Webster
 County: Sumter

TIME	MON		TUE 07		WED 8		THU		FRI		SAT		SUN		WK TOT		WK AVG		
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	
00:15			0	0	0	0									0	0	0	0	
00:30			0	0	0	0									0	0	0	0	
00:45			0	0	0	0									0	0	0	0	
01:00			0	0	0	0									0	0	0	0	
01:15			0	0	0	0									0	0	0	0	
01:30			0	0	0	1									0	1	0	0	
01:45			0	0	0	0									0	0	0	0	
02:00			0	0	0	0									0	0	0	0	
02:15			0	0	0	0									0	0	0	0	
02:30			0	0	0	0									0	0	0	0	
02:45			0	0	0	0									0	0	0	0	
03:00			0	0	0	0									0	0	0	0	
03:15			0	0	0	0									0	0	0	0	
03:30			0	0	0	0									0	0	0	0	
03:45			0	0	0	0									0	0	0	0	
04:00			0	0	0	0									0	0	0	0	
04:15			0	0	0	0									0	0	0	0	
04:30			0	0	0	0									0	0	0	0	
04:45			0	0	0	0									0	0	0	0	
05:00			0	0	0	0									0	0	0	0	
05:15			0	0	0	0									0	0	0	0	
05:30			0	0	0	0									0	0	0	0	
05:45			0	0	0	5									0	5	0	2	
06:00			0	0	0	0									0	0	0	0	
06:15			0	0	0	0									0	0	0	0	
06:30			0	0	0	0									0	0	0	0	
06:45			0	0	0	0									0	0	0	0	
07:00			0	0	0	0									0	0	0	0	
07:15			0	0	0	0									0	0	0	0	
07:30			0	0	0	0									0	0	0	0	
07:45			0	0	0	0									0	0	0	0	
08:00			0	0	0	0									0	0	0	0	
08:15			0	0	0	0									0	0	0	0	
08:30			0	0	0	0									0	0	0	0	
08:45			0	0	0	0									0	0	0	0	
09:00			0	0	0	0									0	0	0	0	
09:15			0	0	0	0									0	0	0	0	
09:30			0	0	0	0									0	0	0	0	
09:45			0	0	0	0									0	0	0	0	
10:00			0	0	1	0									1	0	0	0	
10:15			0	0	0	0									0	0	0	0	
10:30			0	0	0	0									0	0	0	0	
10:45			0	0	0	0									0	0	0	0	
11:00			0	0	0	0									0	0	0	0	
11:15			0	0	0	0									0	0	0	0	
11:30			0	0	0	0									0	0	0	0	
11:45			0	0	0	0									0	0	0	0	
12:00			0	0	0	0									0	0	0	0	

TOTALS			0		0		7		0		0		0		0		7		2

AM Times							9:15										9:15		
AM Peaks							1										1		
AM PHF							0.25										0.25		

PM Times							17:00										17:00		17:00
PM Peaks							5										5		2
PM PHF							0.25										0.25		0.25

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:2/7/2017

Site Ref: 00000000102
 Counter ID: 0000000Video
 Location: Ridge Manor Bv, S of SR 50
 Direction: ROAD TOTAL

File: D0207002.prn
 City: Webster
 County: Sumter

TIME	MON		TUE 07		WED 8		THU		FRI		SAT		SUN		WK TOT		WK AVG		
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	
Lane 3																			
00:15			0	0	0	0									0	0	0	0	
00:30			0	0	0	0									0	0	0	0	
00:45			0	0	0	0									0	0	0	0	
01:00			0	0	0	0									0	0	0	0	
01:15			0	0	0	0									0	0	0	0	
01:30			0	0	0	2									0	2	0	1	
01:45			0	0	0	0									0	0	0	0	
02:00			0	0	0	0									0	0	0	0	
02:15			0	0	0	0									0	0	0	0	
02:30			0	0	0	0									0	0	0	0	
02:45			0	0	0	0									0	0	0	0	
03:00			0	0	0	0									0	0	0	0	
03:15			0	0	0	0									0	0	0	0	
03:30			0	0	0	0									0	0	0	0	
03:45			0	0	0	0									0	0	0	0	
04:00			0	0	0	0									0	0	0	0	
04:15			0	0	0	0									0	0	0	0	
04:30			0	0	0	0									0	0	0	0	
04:45			0	0	0	0									0	0	0	0	
05:00			0	0	0	0									0	0	0	0	
05:15			0	0	0	0									0	0	0	0	
05:30			0	0	0	0									0	0	0	0	
05:45			0	0	0	5									0	5	0	2	
06:00			0	0	0	0									0	0	0	0	
06:15			0	0	0	0									0	0	0	0	
06:30			0	0	0	0									0	0	0	0	
06:45			0	0	0	0									0	0	0	0	
07:00			0	0	0	0									0	0	0	0	
07:15			0	0	0	0									0	0	0	0	
07:30			0	0	0	0									0	0	0	0	
07:45			0	0	0	0									0	0	0	0	
08:00			0	0	0	0									0	0	0	0	
08:15			0	0	0	0									0	0	0	0	
08:30			0	0	0	0									0	0	0	0	
08:45			0	0	0	0									0	0	0	0	
09:00			0	0	0	0									0	0	0	0	
09:15			0	0	0	0									0	0	0	0	
09:30			0	0	0	0									0	0	0	0	
09:45			0	0	0	0									0	0	0	0	
10:00			0	0	2	0									2	0	1	0	
10:15			0	0	0	0									0	0	0	0	
10:30			0	0	0	0									0	0	0	0	
10:45			0	0	0	0									0	0	0	0	
11:00			0	0	0	0									0	0	0	0	
11:15			1	0	0	0									1	0	0	0	
11:30			0	0	0	0									0	0	0	0	
11:45			0	0	0	0									0	0	0	0	
12:00			0	0	0	0									0	0	0	0	

TOTALS			0		1		9		0		0		0		0		10		4

AM Times					10:30		9:15										9:15		9:15
AM Peaks					1		2										2		1
AM PHF					0.25		0.25										0.25		0.25

PM Times							17:00										17:00		17:00
PM Peaks							5										5		2
PM PHF							0.25										0.25		0.25

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:2/7/2017

Site Ref: 00000000101
 Counter ID: 0000000Video
 Location: Ridge Manor Bv, N of SR 50
 Direction: NORTH

File: D0207001.prn
 City: Webster
 County: Sumter

TIME	MON		TUE 07		WED 8		THU		FRI		SAT		SUN		WK TOT		WK AVG		
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	
00:15			0	1	0	1									0	2	0	1	
00:30			0	0	0	0									0	0	0	0	
00:45			0	1	0	1									0	2	0	1	
01:00			0	0	0	0									0	0	0	0	
01:15			0	0	0	1									0	1	0	0	
01:30			0	1	0	2									0	3	0	1	
01:45			0	0	0	0									0	0	0	0	
02:00			1	1	0	0									1	1	0	0	
02:15			1	0	0	0									1	0	0	0	
02:30			0	1	0	5									0	6	0	3	
02:45			0	0	0	1									0	1	0	0	
03:00			0	1	0	0									0	1	0	0	
03:15			0	0	0	0									0	0	0	0	
03:30			0	2	1	1									1	3	0	1	
03:45			2	2	3	1									5	3	2	1	
04:00			1	1	0	2									1	3	0	1	
04:15			0	0	1	1									1	1	0	0	
04:30			2	0	1	0									3	0	1	0	
04:45			0	1	0	2									0	3	0	1	
05:00			0	0	0	1									0	1	0	0	
05:15			0	0	0	0									0	0	0	0	
05:30			0	0	1	0									1	0	0	0	
05:45			1	1	1	0									2	1	1	0	
06:00			2	0	5	0									7	0	3	0	
06:15			0	0	3	0									3	0	1	0	
06:30			1	0	1	0									2	0	1	0	
06:45			1	0	1	0									2	0	1	0	
07:00			3	0	3	0									6	0	3	0	
07:15			0	0	1	0									1	0	0	0	
07:30			0	0	2	0									2	0	1	0	
07:45			1	0	2	0									3	0	1	0	
08:00			0	0	0	0									0	0	0	0	
08:15			0	0	1	0									1	0	0	0	
08:30			0	0	1	0									1	0	0	0	
08:45			2	0	1	0									3	0	1	0	
09:00			0	0	1	1									1	1	0	0	
09:15			1	0	2	0									3	0	1	0	
09:30			1	0	0	0									1	0	0	0	
09:45			2	0	0	0									2	0	1	0	
10:00			2	0	1	0									3	0	1	0	
10:15			1	0	0	0									1	0	0	0	
10:30			1	0	1	0									2	0	1	0	
10:45			1	0	2	0									3	0	1	0	
11:00			1	0	0	0									1	0	0	0	
11:15			1	0	2	0									3	0	1	0	
11:30			1	0	0	0									1	0	0	0	
11:45			0	0	0	0									0	0	0	0	
12:00			0	0	1	0									1	0	0	0	

TOTALS			0		43		59		0		0		0		0		102		32

AM Times					9:15		5:30										5:45		5:45
AM Peaks					6		10										14		6
AM PHF					0.75		0.50										0.50		0.50

PM Times					15:00		14:00										15:30		13:45
PM Peaks					5		6										10		3
PM PHF					0.63		0.30										0.83		0.25

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:2/7/2017

Site Ref: 00000000101
 Counter ID: 0000000Video
 Location: Ridge Manor Bv, N of SR 50
 Direction: SOUTH

File: D0207001.prn
 City: Webster
 County: Sumter

TIME	MON		TUE 07		WED 8		THU		FRI		SAT		SUN		WK TOT		WK AVG		
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	
Lane 2																			
00:15			0	0	0	2									0	2	0	1	
00:30			0	1	0	0									0	1	0	0	
00:45			0	1	0	0									0	1	0	0	
01:00			0	0	0	2									0	2	0	1	
01:15			0	0	0	0									0	0	0	0	
01:30			0	0	0	1									0	1	0	0	
01:45			0	0	0	1									0	1	0	0	
02:00			0	1	0	1									0	2	0	1	
02:15			0	1	0	0									0	1	0	0	
02:30			0	0	0	0									0	0	0	0	
02:45			0	0	0	0									0	0	0	0	
03:00			0	2	0	2									0	4	0	2	
03:15			0	0	0	2									0	2	0	1	
03:30			0	2	0	2									0	4	0	2	
03:45			0	0	0	2									0	2	0	1	
04:00			0	2	0	1									0	3	0	1	
04:15			0	0	0	1									0	1	0	0	
04:30			3	1	0	2									3	3	1	1	
04:45			0	1	3	1									3	2	1	1	
05:00			2	1	1	0									3	1	1	0	
05:15			0	0	0	3									0	3	0	1	
05:30			1	0	0	2									1	2	0	1	
05:45			0	1	0	1									0	2	0	1	
06:00			0	1	0	0									0	1	0	0	
06:15			0	2	2	0									2	2	1	1	
06:30			0	1	2	0									2	1	1	0	
06:45			1	2	2	0									3	2	1	1	
07:00			1	0	0	0									1	0	0	0	
07:15			0	0	0	0									0	0	0	0	
07:30			0	0	1	0									1	0	0	0	
07:45			1	0	1	0									2	0	1	0	
08:00			0	0	1	0									1	0	0	0	
08:15			1	0	1	0									2	0	1	0	
08:30			0	0	1	0									1	0	0	0	
08:45			0	0	2	0									2	0	1	0	
09:00			0	0	2	1									2	1	1	0	
09:15			2	0	3	0									5	0	2	0	
09:30			1	0	1	0									2	0	1	0	
09:45			1	0	1	0									2	0	1	0	
10:00			1	0	1	0									2	0	1	0	
10:15			1	0	1	0									2	0	1	0	
10:30			2	0	0	0									2	0	1	0	
10:45			1	0	0	0									1	0	0	0	
11:00			1	0	1	0									2	0	1	0	
11:15			3	0	1	0									4	0	2	0	
11:30			0	0	2	0									2	0	1	0	
11:45			2	0	0	0									2	0	1	0	
12:00			0	0	0	0									0	0	0	0	

TOTALS			0		45		57		0		0		0		0		102		39

AM Times					10:30		8:30										8:45		8:45
AM Peaks					7		8										11		5
AM PHF					0.58		0.67										0.55		0.63

PM Times					18:00		15:00										15:00		15:00
PM Peaks					6		8										12		6
PM PHF					0.75		1.00										0.75		0.75

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:2/7/2017

Site Ref: 00000000101
 Counter ID: 0000000Video
 Location: Ridge Manor Bv, N of SR 50
 Direction: ROAD TOTAL

File: D0207001.prn
 City: Webster
 County: Sumter

TIME	MON		TUE 07		WED 8		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			0	1	0	3									0	4	0	2
00:30			0	1	0	0									0	1	0	0
00:45			0	2	0	1									0	3	0	1
01:00			0	0	0	2									0	2	0	1
01:15			0	0	0	1									0	1	0	0
01:30			0	1	0	3									0	4	0	2
01:45			0	0	0	1									0	1	0	0
02:00			1	2	0	1									1	3	0	1
02:15			1	1	0	0									1	1	0	0
02:30			0	1	0	5									0	6	0	3
02:45			0	0	0	1									0	1	0	0
03:00			0	3	0	2									0	5	0	2
03:15			0	0	0	2									0	2	0	1
03:30			0	4	1	3									1	7	0	3
03:45			2	2	3	3									5	5	2	2
04:00			1	3	0	3									1	6	0	3
04:15			0	0	1	2									1	2	0	1
04:30			5	1	1	2									6	3	3	1
04:45			0	2	3	3									3	5	1	2
05:00			2	1	1	1									3	2	1	1
05:15			0	0	0	3									0	3	0	1
05:30			1	0	1	2									2	2	1	1
05:45			1	2	1	1									2	3	1	1
06:00			2	1	5	0									7	1	3	0
06:15			0	2	5	0									5	2	2	1
06:30			1	1	3	0									4	1	2	0
06:45			2	2	3	0									5	2	2	1
07:00			4	0	3	0									7	0	3	0
07:15			0	0	1	0									1	0	0	0
07:30			0	0	3	0									3	0	1	0
07:45			2	0	3	0									5	0	2	0
08:00			0	0	1	0									1	0	0	0
08:15			1	0	2	0									3	0	1	0
08:30			0	0	2	0									2	0	1	0
08:45			2	0	3	0									5	0	2	0
09:00			0	0	3	2									3	2	1	1
09:15			3	0	5	0									8	0	4	0
09:30			2	0	1	0									3	0	1	0
09:45			3	0	1	0									4	0	2	0
10:00			3	0	2	0									5	0	2	0
10:15			2	0	1	0									3	0	1	0
10:30			3	0	1	0									4	0	2	0
10:45			2	0	2	0									4	0	2	0
11:00			2	0	1	0									3	0	1	0
11:15			4	0	3	0									7	0	3	0
11:30			1	0	2	0									3	0	1	0
11:45			2	0	0	0									2	0	1	0
12:00			0	0	1	0									1	0	0	0

TOTALS	0		88		116		0		0		0		0		204		81	

AM Times			9:15		6:00										6:00		6:00	
AM Peaks			11		16										21		9	
AM PHF			0.92		0.80										0.75		0.75	

PM Times			15:00		15:15										15:15		15:15	
PM Peaks			9		11										20		9	
PM PHF			0.56		0.92										0.71		0.75	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Reference: 000000000012
 Site ID: 003625003630
 Location: SR 50, E OF CR 33
 Direction: EAST

File: D0118007.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15					12	178	23	163							35	341	17	170
00:30					18	198	23	177							41	375	20	187
00:45					13	148	11	176							24	324	12	162
01:00					13	165	13	166							26	331	13	165
01:15					9	211	14	169							23	380	11	190
01:30					17	170	15	181							32	351	16	175
01:45					19	170	17	152							36	322	18	161
02:00					8	170	11	183							19	353	9	176
02:15					18	172	12	174							30	346	15	173
02:30					22	176	13	165							35	341	17	170
02:45					9	150	22	186							31	336	15	168
03:00					23	177	21	176							44	353	22	176
03:15					17	166	36	149							53	315	26	157
03:30					31	158	39	168							70	326	35	163
03:45					24	168	31	185							55	353	27	176
04:00					37	162	27	198							64	360	32	180
04:15					28	181	33	181							61	362	30	181
04:30					52	184	66	200							118	384	59	192
04:45					67	185	83	180							150	365	75	182
05:00					89	206	63	169							152	375	76	187
05:15					146	224	113	210							259	434	129	217
05:30					168	196	145	207							313	403	156	201
05:45					209	160	187	190							396	350	198	175
06:00					184	217	199	213							383	430	191	215
06:15					219	145	226	140							445	285	222	142
06:30					248	152	246	135							494	287	247	143
06:45					252	155	267	127							519	282	259	141
07:00					274	107	226	106							500	213	250	106
07:15					246	100	292	109							538	209	269	104
07:30					299	90	319	94							618	184	309	92
07:45					277	63	269	100							546	163	273	81
08:00					245	75	246	90							491	165	245	82
08:15					236	54	222	66							458	120	229	60
08:30					206	75	233	70							439	145	219	72
08:45					223	68	198	63							421	131	210	65
09:00					154	53	160	52							314	105	157	52
09:15					198	59	161	59							359	118	179	59
09:30					193	61	127	57							320	118	160	59
09:45					173	41	206	49							379	90	189	45
10:00					154	42	167	39							321	81	160	40
10:15					162	28	182	43							344	71	172	35
10:30					185	13	187	31							372	44	186	22
10:45					204	30	162	25							366	55	183	27
11:00					183	24	175	15							358	39	179	19
11:15					180	26	173	21							353	47	176	23
11:30					179	20	151	21							330	41	165	20
11:45					185	23	200	16							385	39	192	19
12:00					158	23	155	14							313	37	156	18

TOTALS		0		0		12085		12027		0		0		0		24112		12030
AM Times						7:00		7:15							7:00		7:00	
AM Peaks						1096		1126							2202		1101	
AM PHF						0.92		0.88							0.89		0.89	
PM Times						16:45		17:15							17:15		17:15	
PM Peaks						811		820							1617		808	
PM PHF						0.91		0.96							0.93		0.93	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Reference: 000000000012
 Site ID: 003625003630
 Location: SR 50, E OF CR 33
 Direction: WEST

File: D0118007.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 2																		
00:15					21	163	31	201							52	364	26	182
00:30					14	216	16	210							30	426	15	213
00:45					10	184	19	170							29	354	14	177
01:00					9	160	19	163							28	323	14	161
01:15					20	158	9	166							29	324	14	162
01:30					9	179	12	151							21	330	10	165
01:45					8	209	8	176							16	385	8	192
02:00					11	180	8	165							19	345	9	172
02:15					7	217	9	160							16	377	8	188
02:30					8	200	12	164							20	364	10	182
02:45					15	171	12	230							27	401	13	200
03:00					19	191	15	214							34	405	17	202
03:15					17	198	13	224							30	422	15	211
03:30					23	236	17	189							40	425	20	212
03:45					22	196	28	187							50	383	25	191
04:00					26	238	44	264							70	502	35	251
04:15					50	250	36	273							86	523	43	261
04:30					44	249	55	262							99	511	49	255
04:45					68	244	58	218							126	462	63	231
05:00					68	231	58	265							126	496	63	248
05:15					67	235	63	255							130	490	65	245
05:30					102	257	100	287							202	544	101	272
05:45					103	234	97	242							200	476	100	238
06:00					116	222	126	196							242	418	121	209
06:15					171	217	146	237							317	454	158	227
06:30					138	217	149	201							287	418	143	209
06:45					139	192	125	171							264	363	132	181
07:00					132	151	124	182							256	333	128	166
07:15					158	157	143	149							301	306	150	153
07:30					181	107	156	147							337	254	168	127
07:45					145	105	173	114							318	219	159	109
08:00					146	107	157	106							303	213	151	106
08:15					182	93	193	107							375	200	187	100
08:30					163	94	154	98							317	192	158	96
08:45					169	99	169	98							338	197	169	98
09:00					146	88	151	105							297	193	148	96
09:15					159	81	184	77							343	158	171	79
09:30					136	65	146	67							282	132	141	66
09:45					153	60	172	61							325	121	162	60
10:00					170	60	159	52							329	112	164	56
10:15					177	55	137	35							314	90	157	45
10:30					156	40	182	48							338	88	169	44
10:45					169	24	154	37							323	61	161	30
11:00					134	30	174	50							308	80	154	40
11:15					156	35	153	35							309	70	154	35
11:30					157	23	148	31							305	54	152	27
11:45					198	30	149	26							347	56	173	28
12:00					174	20	172	24							346	44	173	22
TOTALS	0		0		11834		11925		0		0		0		23759		11860	
AM Times					11:15		7:30								7:30		7:30	
AM Peaks					685		679								1333		665	
AM PHF					0.86		0.88								0.89		0.89	
PM Times					16:00		17:00								17:00		17:00	
PM Peaks					981		1049								2006		1003	
PM PHF					0.98		0.91								0.92		0.92	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Reference: 00000000012
 Site ID: 003625003630
 Location: SR 50, E OF CR 33
 Direction: ROAD TOTAL

File: D0118007.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 3																		
00:15					33	341	54	364							87	705	43	352
00:30					32	414	39	387							71	801	35	400
00:45					23	332	30	346							53	678	26	339
01:00					22	325	32	329							54	654	27	327
01:15					29	369	23	335							52	704	26	352
01:30					26	349	27	332							53	681	26	340
01:45					27	379	25	328							52	707	26	353
02:00					19	350	19	348							38	698	19	349
02:15					25	389	21	334							46	723	23	361
02:30					30	376	25	329							55	705	27	352
02:45					24	321	34	416							58	737	29	368
03:00					42	368	36	390							78	758	39	379
03:15					34	364	49	373							83	737	41	368
03:30					54	394	56	357							110	751	55	375
03:45					46	364	59	372							105	736	52	368
04:00					63	400	71	462							134	862	67	431
04:15					78	431	69	454							147	885	73	442
04:30					96	433	121	462							217	895	108	447
04:45					135	429	141	398							276	827	138	413
05:00					157	437	121	434							278	871	139	435
05:15					213	459	176	465							389	924	194	462
05:30					270	453	245	494							515	947	257	473
05:45					312	394	284	432							596	826	298	413
06:00					300	439	325	409							625	848	312	424
06:15					390	362	372	377							762	739	381	369
06:30					386	369	395	336							781	705	390	352
06:45					391	347	392	298							783	645	391	322
07:00					406	258	350	288							756	546	378	273
07:15					404	257	435	258							839	515	419	257
07:30					480	197	475	241							955	438	477	219
07:45					422	168	442	214							864	382	432	191
08:00					391	182	403	196							794	378	397	189
08:15					418	147	415	173							833	320	416	160
08:30					369	169	387	168							756	337	378	168
08:45					392	167	367	161							759	328	379	164
09:00					300	141	311	157							611	298	305	149
09:15					357	140	345	136							702	276	351	138
09:30					329	126	273	124							602	250	301	125
09:45					326	101	378	110							704	211	352	105
10:00					324	102	326	91							650	193	325	96
10:15					339	83	319	78							658	161	329	80
10:30					341	53	369	79							710	132	355	66
10:45					373	54	316	62							689	116	344	58
11:00					317	54	349	65							666	119	333	59
11:15					336	61	326	56							662	117	331	58
11:30					336	43	299	52							635	95	317	47
11:45					383	53	349	42							732	95	366	47
12:00					332	43	327	38							659	81	329	40
TOTALS	0		0		23919		23952		0		0		0		47871		23911	
AM Times					7:00		7:15								7:15		7:15	
AM Peaks					1712		1755								3452		1725	
AM PHF					0.89		0.92								0.90		0.90	
PM Times					16:45		17:00								16:45		16:45	
PM Peaks					1778		1825								3569		1783	
PM PHF					0.97		0.92								0.94		0.94	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/24/2017

Site Ref: 00000000011
 Counter ID: 000000018459
 Location: SR 50, W of CR 33
 Direction: EAST

File: D0124001.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE 24		WED 25		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			8	130	12	144									20	274	10	137
00:30			4	134	11	131									15	265	7	132
00:45			6	157	11	143									17	300	8	150
01:00			6	149	12	132									18	281	9	140
01:15			6	133	8	123									14	256	7	128
01:30			12	132	6	149									18	281	9	140
01:45			14	120	9	135									23	255	11	127
02:00			9	142	5	148									14	290	7	145
02:15			11	109	10	120									21	229	10	114
02:30			15	133	20	146									35	279	17	139
02:45			17	129	16	145									33	274	16	137
03:00			25	131	12	111									37	242	18	121
03:15			20	143	21	145									41	288	20	144
03:30			27	132	16	119									43	251	21	125
03:45			35	137	29	141									64	278	32	139
04:00			18	126	22	125									40	251	20	125
04:15			23	131	36	128									59	259	29	129
04:30			39	117	55	123									94	240	47	120
04:45			58	134	62	130									120	264	60	132
05:00			68	129	79	135									147	264	73	132
05:15			75	174	88	168									163	342	81	171
05:30			128	143	147	140									275	283	137	141
05:45			179	125	164	169									343	294	171	147
06:00			132	132	175	115									307	247	153	123
06:15			190	89	170	127									360	216	180	108
06:30			206	124	192	126									398	250	199	125
06:45			221	84	204	89									425	173	212	86
07:00			230	81	210	75									440	156	220	78
07:15			230	58	225	72									455	130	227	65
07:30			237	69	213	63									450	132	225	66
07:45			207	64	228	69									435	133	217	66
08:00			225	42	201	49									426	91	213	45
08:15			159	41	195	62									354	103	177	51
08:30			195	53	143	53									338	106	169	53
08:45			139	39	156	58									295	97	147	48
09:00			141	32	159	36									300	68	150	34
09:15			148	40	138	50									286	90	143	45
09:30			166	44	162	36									328	80	164	40
09:45			144	44	151	37									295	81	147	40
10:00			130	28	172	38									302	66	151	33
10:15			138	31	158	22									296	53	148	26
10:30			146	28	153	15									299	43	149	21
10:45			130	23	127	21									257	44	128	22
11:00			152	18	115	20									267	38	133	19
11:15			131	11	119	16									250	27	125	13
11:30			129	10	102	13									231	23	115	11
11:45			153	8	118	8									271	16	135	8
12:00			132	13	115	18									247	31	123	15

TOTALS		0		9310		9390		0		0		0		0		18700		9326

AM Times				6:45		7:00										7:00		7:00
AM Peaks				918		876										1780		889
AM PHF				0.97		0.96										0.98		0.98

PM Times				16:45		17:00										17:00		17:00
PM Peaks				580		612										1183		591
PM PHF				0.83		0.91										0.86		0.86

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/24/2017

Site Ref: 00000000011
 Counter ID: 000000018459
 Location: SR 50, W of CR 33
 Direction: WEST

File: D0124001.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE 24		WED 25		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			18	114	7	118									25	232	12	116
00:30			10	135	12	132									22	267	11	133
00:45			12	134	8	114									20	248	10	124
01:00			3	135	3	121									6	256	3	128
01:15			5	140	7	142									12	282	6	141
01:30			16	140	5	131									21	271	10	135
01:45			17	138	14	105									31	243	15	121
02:00			7	125	4	151									11	276	5	138
02:15			10	133	4	138									14	271	7	135
02:30			12	150	4	142									16	292	8	146
02:45			12	149	11	158									23	307	11	153
03:00			9	149	24	143									33	292	16	146
03:15			20	143	17	148									37	291	18	145
03:30			7	138	12	163									19	301	9	150
03:45			17	181	9	183									26	364	13	182
04:00			38	152	37	153									75	305	37	152
04:15			53	185	55	213									108	398	54	199
04:30			37	173	58	206									95	379	47	189
04:45			33	244	52	206									85	450	42	225
05:00			55	183	58	145									113	328	56	164
05:15			51	200	56	211									107	411	53	205
05:30			85	170	68	207									153	377	76	188
05:45			63	168	86	201									149	369	74	184
06:00			83	168	65	189									148	357	74	178
06:15			111	175	109	153									220	328	110	164
06:30			90	154	109	163									199	317	99	158
06:45			99	138	89	127									188	265	94	132
07:00			82	97	113	111									195	208	97	104
07:15			89	106	93	133									182	239	91	119
07:30			105	109	138	111									243	220	121	110
07:45			131	98	115	90									246	188	123	94
08:00			116	69	114	79									230	148	115	74
08:15			105	67	93	95									198	162	99	81
08:30			116	53	115	74									231	127	115	63
08:45			134	63	122	75									256	138	128	69
09:00			137	52	105	82									242	134	121	67
09:15			120	55	114	49									234	104	117	52
09:30			121	52	129	54									250	106	125	53
09:45			128	39	128	51									256	90	128	45
10:00			128	38	104	46									232	84	116	42
10:15			104	36	122	33									226	69	113	34
10:30			106	25	105	33									211	58	105	29
10:45			126	26	104	21									230	47	115	23
11:00			111	26	139	28									250	54	125	27
11:15			140	30	98	18									238	48	119	24
11:30			136	23	113	24									249	47	124	23
11:45			155	11	144	22									299	33	149	16
12:00			109	18	134	18									243	36	121	18

TOTALS			0	8779	8935	0	0	0	0	0	0	0	0	0	17714	8835		
AM Times				11:00	11:00										11:00	11:00		
AM Peaks				542	494										1036	517		
AM PHF				0.87	0.86										0.87	0.87		
PM Times				16:30	17:15										16:30	16:30		
PM Peaks				800	808										1568	783		
PM PHF				0.82	0.96										0.87	0.87		

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/24/2017

Site Ref: 00000000011
 Counter ID: 000000018459
 Location: SR 50, W of CR 33
 Direction: ROAD TOTAL

File: D0124001.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE 24		WED 25		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 3																		
00:15			26	244	19	262									45	506	22	253
00:30			14	269	23	263									37	532	18	266
00:45			18	291	19	257									37	548	18	274
01:00			9	284	15	253									24	537	12	268
01:15			11	273	15	265									26	538	13	269
01:30			28	272	11	280									39	552	19	276
01:45			31	258	23	240									54	498	27	249
02:00			16	267	9	299									25	566	12	283
02:15			21	242	14	258									35	500	17	250
02:30			27	283	24	288									51	571	25	285
02:45			29	278	27	303									56	581	28	290
03:00			34	280	36	254									70	534	35	267
03:15			40	286	38	293									78	579	39	289
03:30			34	270	28	282									62	552	31	276
03:45			52	318	38	324									90	642	45	321
04:00			56	278	59	278									115	556	57	278
04:15			76	316	91	341									167	657	83	328
04:30			76	290	113	329									189	619	94	309
04:45			91	378	114	336									205	714	102	357
05:00			123	312	137	280									260	592	130	296
05:15			126	374	144	379									270	753	135	376
05:30			213	313	215	347									428	660	214	330
05:45			242	293	250	370									492	663	246	331
06:00			215	300	240	304									455	604	227	302
06:15			301	264	279	280									580	544	290	272
06:30			296	278	301	289									597	567	298	283
06:45			320	222	293	216									613	438	306	219
07:00			312	178	323	186									635	364	317	182
07:15			319	164	318	205									637	369	318	184
07:30			342	178	351	174									693	352	346	176
07:45			338	162	343	159									681	321	340	160
08:00			341	111	315	128									656	239	328	119
08:15			264	108	288	157									552	265	276	132
08:30			311	106	258	127									569	233	284	116
08:45			273	102	278	133									551	235	275	117
09:00			278	84	264	118									542	202	271	101
09:15			268	95	252	99									520	194	260	97
09:30			287	96	291	90									578	186	289	93
09:45			272	83	279	88									551	171	275	85
10:00			258	66	276	84									534	150	267	75
10:15			242	67	280	55									522	122	261	61
10:30			252	53	258	48									510	101	255	50
10:45			256	49	231	42									487	91	243	45
11:00			263	44	254	48									517	92	258	46
11:15			271	41	217	34									488	75	244	37
11:30			265	33	215	37									480	70	240	35
11:45			308	19	262	30									570	49	285	24
12:00			241	31	249	36									490	67	245	33
TOTALS	0		18089		18325		0		0		0		0		36414		18185	
AM Times			7:15		7:00										7:15		7:15	
AM Peaks			1340		1335										2667		1332	
AM PHF			0.98		0.95										0.96		0.96	
PM Times			16:45		17:15										16:45		16:45	
PM Peaks			1377		1400										2719		1359	
PM PHF			0.91		0.92										0.90		0.90	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Reference: 000000000010
 Site ID: 010201010198
 Location: SR 50, E OF BAY LAKE RD
 Direction: EAST

File: D0118006.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15					9	154	20	143							29	297	14	148
00:30					12	147	13	127							25	274	12	137
00:45					14	120	9	150							23	270	11	135
01:00					13	138	13	143							26	281	13	140
01:15					6	164	10	164							16	328	8	164
01:30					17	149	10	120							27	269	13	134
01:45					16	155	12	152							28	307	14	153
02:00					10	126	10	137							20	263	10	131
02:15					15	147	9	139							24	286	12	143
02:30					15	125	13	132							28	257	14	128
02:45					11	107	23	137							34	244	17	122
03:00					14	161	19	122							33	283	16	141
03:15					17	135	27	131							44	266	22	133
03:30					17	132	34	137							51	269	25	134
03:45					19	135	27	143							46	278	23	139
04:00					24	128	19	163							43	291	21	145
04:15					17	131	26	144							43	275	21	137
04:30					51	158	61	157							112	315	56	157
04:45					57	143	50	146							107	289	53	144
05:00					74	182	61	136							135	318	67	159
05:15					117	168	86	170							203	338	101	169
05:30					153	149	147	172							300	321	150	160
05:45					157	153	139	150							296	303	148	151
06:00					160	159	167	170							327	329	163	164
06:15					191	116	183	120							374	236	187	118
06:30					187	116	225	99							412	215	206	107
06:45					212	124	203	109							415	233	207	116
07:00					230	69	204	110							434	179	217	89
07:15					222	81	269	88							491	169	245	84
07:30					244	70	247	75							491	145	245	72
07:45					229	69	196	83							425	152	212	76
08:00					183	52	207	72							390	124	195	62
08:15					199	52	178	58							377	110	188	55
08:30					162	63	189	47							351	110	175	55
08:45					178	57	166	57							344	114	172	57
09:00					148	36	136	39							284	75	142	37
09:15					148	52	129	49							277	101	138	50
09:30					165	44	106	46							271	90	135	45
09:45					122	24	186	36							308	60	154	30
10:00					129	30	143	24							272	54	136	27
10:15					136	18	158	34							294	52	147	26
10:30					156	19	153	32							309	51	154	25
10:45					173	21	148	20							321	41	160	20
11:00					143	22	144	7							287	29	143	14
11:15					164	17	141	17							305	34	152	17
11:30					144	12	146	16							290	28	145	14
11:45					133	11	162	14							295	25	147	12
12:00					136	21	127	10							263	31	131	15

TOTALS	0		0		9811		9898		0		0		0		19709		9828	
AM Times					7:00		6:45								7:00		7:00	
AM Peaks					925		923								1841		919	
AM PHF					0.95		0.86								0.94		0.94	
PM Times					17:00		17:15								17:15		17:15	
PM Peaks					652		662								1291		644	
PM PHF					0.90		0.96								0.95		0.95	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Reference: 000000000010
 Site ID: 010201010198
 Location: SR 50, E OF BAY LAKE RD
 Direction: WEST

File: D0118006.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15					18	131	22	147							40	278	20	139
00:30					14	163	14	174							28	337	14	168
00:45					6	142	11	110							17	252	8	126
01:00					8	142	13	130							21	272	10	136
01:15					10	121	7	144							17	265	8	132
01:30					7	131	10	133							17	264	8	132
01:45					7	164	7	138							14	302	7	151
02:00					11	169	7	125							18	294	9	147
02:15					7	151	1	123							8	274	4	137
02:30					5	153	13	138							18	291	9	145
02:45					12	143	8	137							20	280	10	140
03:00					13	139	7	197							20	336	10	168
03:15					18	155	3	168							21	323	10	161
03:30					21	172	14	161							35	333	17	166
03:45					17	151	25	159							42	310	21	155
04:00					18	167	30	200							48	367	24	183
04:15					32	197	31	202							63	399	31	199
04:30					44	211	40	215							84	426	42	213
04:45					58	204	43	199							101	403	50	201
05:00					60	173	52	192							112	365	56	182
05:15					57	205	56	217							113	422	56	211
05:30					71	218	84	213							155	431	77	215
05:45					73	197	72	219							145	416	72	208
06:00					104	203	94	171							198	374	99	187
06:15					126	170	115	185							241	355	120	177
06:30					106	170	126	161							232	331	116	165
06:45					118	149	104	140							222	289	111	144
07:00					84	112	89	125							173	237	86	118
07:15					122	114	93	117							215	231	107	115
07:30					153	96	134	100							287	196	143	98
07:45					141	80	129	92							270	172	135	86
08:00					103	92	145	89							248	181	124	90
08:15					135	88	144	84							279	172	139	86
08:30					110	87	119	81							229	168	114	84
08:45					115	74	133	80							248	154	124	77
09:00					111	77	112	72							223	149	111	74
09:15					118	64	140	69							258	133	129	66
09:30					99	49	117	59							216	108	108	54
09:45					125	40	132	51							257	91	128	45
10:00					144	38	130	37							274	75	137	37
10:15					124	33	112	21							236	54	118	27
10:30					147	33	147	35							294	68	147	34
10:45					128	18	112	31							240	49	120	24
11:00					98	27	155	37							253	64	126	32
11:15					118	22	129	24							247	46	123	23
11:30					128	18	128	33							256	51	128	25
11:45					152	30	115	20							267	50	133	25
12:00					127	10	140	22							267	32	133	16

TOTALS	0		0		9316		9441		0		0		0		18757		9356	

AM Times					10:00		7:30								7:30		7:30	
AM Peaks					543		552								1084		541	
AM PHF					0.92		0.95								0.94		0.95	

PM Times					17:15		17:00								17:15		17:15	
PM Peaks					823		841								1643		821	
PM PHF					0.94		0.96								0.95		0.95	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Reference: 000000000010
 Site ID: 010201010198
 Location: SR 50, E OF BAY LAKE RD
 Direction: ROAD TOTAL

File: D0118006.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 3																		
00:15					27	285	42	290							69	575	34	287
00:30					26	310	27	301							53	611	26	305
00:45					20	262	20	260							40	522	20	261
01:00					21	280	26	273							47	553	23	276
01:15					16	285	17	308							33	593	16	296
01:30					24	280	20	253							44	533	22	266
01:45					23	319	19	290							42	609	21	304
02:00					21	295	17	262							38	557	19	278
02:15					22	298	10	262							32	560	16	280
02:30					20	278	26	270							46	548	23	274
02:45					23	250	31	274							54	524	27	262
03:00					27	300	26	319							53	619	26	309
03:15					35	290	30	299							65	589	32	294
03:30					38	304	48	298							86	602	43	301
03:45					36	286	52	302							88	588	44	294
04:00					42	295	49	363							91	658	45	329
04:15					49	328	57	346							106	674	53	337
04:30					95	369	101	372							196	741	98	370
04:45					115	347	93	345							208	692	104	346
05:00					134	355	113	328							247	683	123	341
05:15					174	373	142	387							316	760	158	380
05:30					224	367	231	385							455	752	227	376
05:45					230	350	211	369							441	719	220	359
06:00					264	362	261	341							525	703	262	351
06:15					317	286	298	305							615	591	307	295
06:30					293	286	351	260							644	546	322	273
06:45					330	273	307	249							637	522	318	261
07:00					314	181	293	235							607	416	303	208
07:15					344	195	362	205							706	400	353	200
07:30					397	166	381	175							778	341	389	170
07:45					370	149	325	175							695	324	347	162
08:00					286	144	352	161							638	305	319	152
08:15					334	140	322	142							656	282	328	141
08:30					272	150	308	128							580	278	290	139
08:45					293	131	299	137							592	268	296	134
09:00					259	113	248	111							507	224	253	112
09:15					266	116	269	118							535	234	267	117
09:30					264	93	223	105							487	198	243	99
09:45					247	64	318	87							565	151	282	75
10:00					273	68	273	61							546	129	273	64
10:15					260	51	270	55							530	106	265	53
10:30					303	52	300	67							603	119	301	59
10:45					301	39	260	51							561	90	280	45
11:00					241	49	299	44							540	93	270	46
11:15					282	39	270	41							552	80	276	40
11:30					272	30	274	49							546	79	273	39
11:45					285	41	277	34							562	75	281	37
12:00					263	31	267	32							530	63	265	31

TOTALS							19127	19339			0		0		0		38466	19211
AM Times							7:00	7:15									7:15	7:15
AM Peaks							1425	1420									2817	1408
AM PHF							0.90	0.93									0.91	0.90
PM Times							17:15	17:15									17:15	17:15
PM Peaks							1452	1482									2934	1466
PM PHF							0.97	0.96									0.97	0.96

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Reference: 000000000009
 Site ID: 000000012732
 Location: SR 50, bet Tuscanooga Rd & Bay Lake Rd
 Direction: EAST

File: D0118005.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15					7	124	10	135							17	259	8	129
00:30					17	95	11	132							28	227	14	113
00:45					17	110	11	102							28	212	14	106
01:00					5	94	13	121							18	215	9	107
01:15					12	102	7	124							19	226	9	113
01:30					12	97	16	126							28	223	14	111
01:45					12	100	16	138							28	238	14	119
02:00					9	130	10	97							19	227	9	113
02:15					16	112	13	123							29	235	14	117
02:30					8	98	11	101							19	199	9	99
02:45					21	102	8	87							29	189	14	94
03:00					14	104	11	136							25	240	12	120
03:15					17	115	16	118							33	233	16	116
03:30					21	121	16	103							37	224	18	112
03:45					11	134	17	123							28	257	14	128
04:00					28	98	23	104							51	202	25	101
04:15					23	132	15	120							38	252	19	126
04:30					54	123	44	127							98	250	49	125
04:45					68	128	48	111							116	239	58	119
05:00					70	127	71	163							141	290	70	145
05:15					86	162	109	147							195	309	97	154
05:30					117	112	140	125							257	237	128	118
05:45					116	110	133	120							249	230	124	115
06:00					139	102	142	127							281	229	140	114
06:15					161	98	157	93							318	191	159	95
06:30					176	79	154	93							330	172	165	86
06:45					181	112	183	106							364	218	182	109
07:00					164	72	199	61							363	133	181	66
07:15					226	48	201	69							427	117	213	58
07:30					215	71	203	55							418	126	209	63
07:45					164	72	185	62							349	134	174	67
08:00					155	56	146	41							301	97	150	48
08:15					128	43	178	46							306	89	153	44
08:30					123	44	133	49							256	93	128	46
08:45					155	32	155	43							310	75	155	37
09:00					133	28	130	30							263	58	131	29
09:15					119	29	124	41							243	70	121	35
09:30					146	35	128	38							274	73	137	36
09:45					128	30	107	19							235	49	117	24
10:00					122	30	109	26							231	56	115	28
10:15					131	16	120	17							251	33	125	16
10:30					147	15	141	14							288	29	144	14
10:45					132	15	157	17							289	32	144	16
11:00					124	14	122	18							246	32	123	16
11:15					113	13	147	15							260	28	130	14
11:30					118	19	123	9							241	28	120	14
11:45					126	10	112	10							238	20	119	10
12:00					103	14	110	14							213	28	106	14

TOTALS	0		0		8117		8331		0		0		0		16448		8198	
AM Times					6:45		7:00								6:45		6:45	
AM Peaks					786		788								1572		785	
AM PHF					0.87		0.97								0.92		0.92	
PM Times					16:30		17:00								16:30		16:30	
PM Peaks					540		555								1088		543	
PM PHF					0.83		0.85								0.88		0.88	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Reference: 000000000009
 Site ID: 000000012732
 Location: SR 50, bet Tuscanooga Rd & Bay Lake Rd
 Direction: SOUTH

File: D0118005.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15					12	94	14	111							26	205	13	102
00:30					10	110	13	140							23	250	11	125
00:45					11	109	5	136							16	245	8	122
01:00					10	107	7	124							17	231	8	115
01:15					9	123	10	94							19	217	9	108
01:30					4	110	7	105							11	215	5	107
01:45					10	125	5	148							15	273	7	136
02:00					10	107	12	141							22	248	11	124
02:15					8	114	6	134							14	248	7	124
02:30					4	123	6	147							10	270	5	135
02:45					7	105	11	115							18	220	9	110
03:00					8	156	13	123							21	279	10	139
03:15					12	150	15	126							27	276	13	138
03:30					11	163	18	149							29	312	14	156
03:45					12	133	17	132							29	265	14	132
04:00					32	151	19	144							51	295	25	147
04:15					39	182	29	170							68	352	34	176
04:30					70	173	46	184							116	357	58	178
04:45					38	141	57	178							95	319	47	159
05:00					55	179	64	145							119	324	59	162
05:15					54	186	57	172							111	358	55	179
05:30					84	193	67	190							151	383	75	191
05:45					83	157	70	170							153	327	76	163
06:00					82	155	99	162							181	317	90	158
06:15					113	166	126	139							239	305	119	152
06:30					116	119	102	143							218	262	109	131
06:45					106	117	113	120							219	237	109	118
07:00					89	97	84	95							173	192	86	96
07:15					104	83	110	98							214	181	107	90
07:30					123	74	149	69							272	143	136	71
07:45					115	81	122	74							237	155	118	77
08:00					124	53	95	77							219	130	109	65
08:15					107	74	116	67							223	141	111	70
08:30					110	61	105	63							215	124	107	62
08:45					80	59	106	54							186	113	93	56
09:00					108	46	101	59							209	105	104	52
09:15					119	51	117	36							236	87	118	43
09:30					98	40	89	31							187	71	93	35
09:45					106	44	116	34							222	78	111	39
10:00					87	45	131	26							218	71	109	35
10:15					100	25	124	30							224	55	112	27
10:30					106	26	123	25							229	51	114	25
10:45					122	34	124	17							246	51	123	25
11:00					126	23	91	23							217	46	108	23
11:15					101	20	94	19							195	39	97	19
11:30					112	16	108	13							220	29	110	14
11:45					106	13	137	28							243	41	121	20
12:00					128	19	113	9							241	28	120	14

TOTALS	0		0		8013		8152		0		0		0		16165		8052	

AM Times					7:30		10:00								7:30		7:30	
AM Peaks					469		502								951		474	
AM PHF					0.95		0.96								0.87		0.87	

PM Times					17:00		17:15								17:00		17:00	
PM Peaks					715		694								1392		695	
PM PHF					0.93		0.91								0.91		0.91	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Reference: 000000000009
 Site ID: 000000012732
 Location: SR 50, bet Tuscanooga Rd & Bay Lake Rd
 Direction: ROAD TOTAL

File: D0118005.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 3																		
00:15					19	218	24	246							43	464	21	232
00:30					27	205	24	272							51	477	25	238
00:45					28	219	16	238							44	457	22	228
01:00					15	201	20	245							35	446	17	223
01:15					21	225	17	218							38	443	19	221
01:30					16	207	23	231							39	438	19	219
01:45					22	225	21	286							43	511	21	255
02:00					19	237	22	238							41	475	20	237
02:15					24	226	19	257							43	483	21	241
02:30					12	221	17	248							29	469	14	234
02:45					28	207	19	202							47	409	23	204
03:00					22	260	24	259							46	519	23	259
03:15					29	265	31	244							60	509	30	254
03:30					32	284	34	252							66	536	33	268
03:45					23	267	34	255							57	522	28	261
04:00					60	249	42	248							102	497	51	248
04:15					62	314	44	290							106	604	53	302
04:30					124	296	90	311							214	607	107	303
04:45					106	269	105	289							211	558	105	279
05:00					125	306	135	308							260	614	130	307
05:15					140	348	166	319							306	667	153	333
05:30					201	305	207	315							408	620	204	310
05:45					199	267	203	290							402	557	201	278
06:00					221	257	241	289							462	546	231	273
06:15					274	264	283	232							557	496	278	248
06:30					292	198	256	236							548	434	274	217
06:45					287	229	296	226							583	455	291	227
07:00					253	169	283	156							536	325	268	162
07:15					330	131	311	167							641	298	320	149
07:30					338	145	352	124							690	269	345	134
07:45					279	153	307	136							586	289	293	144
08:00					279	109	241	118							520	227	260	113
08:15					235	117	294	113							529	230	264	115
08:30					233	105	238	112							471	217	235	108
08:45					235	91	261	97							496	188	248	94
09:00					241	74	231	89							472	163	236	81
09:15					238	80	241	77							479	157	239	78
09:30					244	75	217	69							461	144	230	72
09:45					234	74	223	53							457	127	228	63
10:00					209	75	240	52							449	127	224	63
10:15					231	41	244	47							475	88	237	44
10:30					253	41	264	39							517	80	258	40
10:45					254	49	281	34							535	83	267	41
11:00					250	37	213	41							463	78	231	39
11:15					214	33	241	34							455	67	227	33
11:30					230	35	231	22							461	57	230	28
11:45					232	23	249	38							481	61	240	30
12:00					231	33	223	23							454	56	227	28

TOTALS							16130	16483							0	32613		16279
AM Times							7:15	7:00								7:00		7:00
AM Peaks							1226	1253								2453		1226
AM PHF							0.91	0.89								0.89		0.89
PM Times							16:45	17:00								16:45		16:45
PM Peaks							1228	1232								2459		1229
PM PHF							0.88	0.97								0.92		0.92

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Reference: 000000000008
 Site ID: 000000018462
 Location: SR 50, W of Tuscanooga Rd
 Direction: EAST

File: D0118004.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15					9	121	13	116							22	237	11	118
00:30					11	123	13	100							24	223	12	111
00:45					9	98	6	127							15	225	7	112
01:00					12	109	13	116							25	225	12	112
01:15					6	108	5	121							11	229	5	114
01:30					15	111	10	90							25	201	12	100
01:45					15	118	11	129							26	247	13	123
02:00					11	73	7	98							18	171	9	85
02:15					13	105	6	99							19	204	9	102
02:30					10	90	11	100							21	190	10	95
02:45					6	78	17	93							23	171	11	85
03:00					10	126	17	90							27	216	13	108
03:15					11	110	22	94							33	204	16	102
03:30					12	91	29	100							41	191	20	95
03:45					17	106	23	109							40	215	20	107
04:00					18	84	13	124							31	208	15	104
04:15					16	105	26	118							42	223	21	111
04:30					41	103	55	95							96	198	48	99
04:45					45	98	40	118							85	216	42	108
05:00					68	148	51	102							119	250	59	125
05:15					97	128	60	121							157	249	78	124
05:30					112	108	108	131							220	239	110	119
05:45					113	97	101	105							214	202	107	101
06:00					129	113	130	112							259	225	129	112
06:15					132	74	132	83							264	157	132	78
06:30					133	65	173	75							306	140	153	70
06:45					159	86	153	65							312	151	156	75
07:00					178	56	156	75							334	131	167	65
07:15					179	58	215	55							394	113	197	56
07:30					179	47	200	50							379	97	189	48
07:45					154	47	116	59							270	106	135	53
08:00					122	31	132	53							254	84	127	42
08:15					160	44	135	38							295	82	147	41
08:30					126	42	143	39							269	81	134	40
08:45					149	36	127	45							276	81	138	40
09:00					125	26	111	22							236	48	118	24
09:15					110	30	102	39							212	69	106	34
09:30					113	36	91	33							204	69	102	34
09:45					101	17	151	26							252	43	126	21
10:00					101	23	121	22							222	45	111	22
10:15					115	14	123	26							238	40	119	20
10:30					130	12	122	24							252	36	126	18
10:45					147	12	115	13							262	25	131	12
11:00					117	16	120	8							237	24	118	12
11:15					136	14	119	15							255	29	127	14
11:30					109	9	116	9							225	18	112	9
11:45					96	9	126	7							222	16	111	8
12:00					109	13	105	5							214	18	107	9

TOTALS	0		0		7354		7485		0		0		0		14839		7395	
AM Times					6:45		6:45								6:45		6:45	
AM Peaks					695		724								1419		709	
AM PHF					0.97		0.84								0.90		0.90	
PM Times					16:45		16:45								16:45		16:45	
PM Peaks					482		472								954		476	
PM PHF					0.81		0.90								0.95		0.95	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Reference: 000000000008
 Site ID: 000000018462
 Location: SR 50, W of Tuscanooga Rd
 Direction: WEST

File: D0118004.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 2																		
00:15					14	94	13	107							27	201	13	100
00:30					10	119	12	119							22	238	11	119
00:45					7	120	12	84							19	204	9	102
01:00					5	110	10	98							15	208	7	104
01:15					8	85	8	108							16	193	8	96
01:30					6	79	9	99							15	178	7	89
01:45					4	129	3	99							7	228	3	114
02:00					11	113	5	94							16	207	8	103
02:15					6	100	1	96							7	196	3	98
02:30					5	131	11	88							16	219	8	109
02:45					9	91	8	110							17	201	8	100
03:00					9	104	5	133							14	237	7	118
03:15					13	98	2	112							15	210	7	105
03:30					17	105	14	129							31	234	15	117
03:45					15	100	20	112							35	212	17	106
04:00					17	120	28	130							45	250	22	125
04:15					28	138	28	139							56	277	28	138
04:30					41	148	44	148							85	296	42	148
04:45					56	141	38	131							94	272	47	136
05:00					57	119	41	139							98	258	49	129
05:15					51	129	51	157							102	286	51	143
05:30					58	147	75	152							133	299	66	149
05:45					68	134	62	153							130	287	65	143
06:00					94	128	80	107							174	235	87	117
06:15					117	109	96	121							213	230	106	115
06:30					84	111	104	107							188	218	94	109
06:45					104	99	82	92							186	191	93	95
07:00					71	74	70	66							141	140	70	70
07:15					104	67	73	72							177	139	88	69
07:30					126	55	97	60							223	115	111	57
07:45					104	57	115	58							219	115	109	57
08:00					72	56	110	48							182	104	91	52
08:15					93	51	102	50							195	101	97	50
08:30					88	45	88	37							176	82	88	41
08:45					94	46	109	49							203	95	101	47
09:00					98	41	99	43							197	84	98	42
09:15					104	26	108	40							212	66	106	33
09:30					76	23	95	40							171	63	85	31
09:45					100	28	114	26							214	54	107	27
10:00					119	23	108	26							227	49	113	24
10:15					117	23	102	14							219	37	109	18
10:30					113	19	120	21							233	40	116	20
10:45					97	11	91	21							188	32	94	16
11:00					86	14	114	22							200	36	100	18
11:15					80	12	90	19							170	31	85	15
11:30					104	9	104	21							208	30	104	15
11:45					118	21	85	12							203	33	101	16
12:00					108	8	117	14							225	22	112	11

TOTALS		0		0		6796		6896		0		0		0		13692		6822
AM Times						9:45		9:45							9:45		9:45	
AM Peaks						449		444							893		445	
AM PHF						0.94		0.93							0.96		0.96	
PM Times						16:00		17:00							17:00		17:00	
PM Peaks						547		601							1130		564	
PM PHF						0.92		0.96							0.94		0.95	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Reference: 000000000008
 Site ID: 000000018462
 Location: SR 50, W of Tuscanooga Rd
 Direction: ROAD TOTAL

File: D0118004.prn
 City: Mascotte
 County: Lake

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 3																		
00:15					23	215	26	223							49	438	24	219
00:30					21	242	25	219							46	461	23	230
00:45					16	218	18	211							34	429	17	214
01:00					17	219	23	214							40	433	20	216
01:15					14	193	13	229							27	422	13	211
01:30					21	190	19	189							40	379	20	189
01:45					19	247	14	228							33	475	16	237
02:00					22	186	12	192							34	378	17	189
02:15					19	205	7	195							26	400	13	200
02:30					15	221	22	188							37	409	18	204
02:45					15	169	25	203							40	372	20	186
03:00					19	230	22	223							41	453	20	226
03:15					24	208	24	206							48	414	24	207
03:30					29	196	43	229							72	425	36	212
03:45					32	206	43	221							75	427	37	213
04:00					35	204	41	254							76	458	38	229
04:15					44	243	54	257							98	500	49	250
04:30					82	251	99	243							181	494	90	247
04:45					101	239	78	249							179	488	89	244
05:00					125	267	92	241							217	508	108	254
05:15					148	257	111	278							259	535	129	267
05:30					170	255	183	283							353	538	176	269
05:45					181	231	163	258							344	489	172	244
06:00					223	241	210	219							433	460	216	230
06:15					249	183	228	204							477	387	238	193
06:30					217	176	277	182							494	358	247	179
06:45					263	185	235	157							498	342	249	171
07:00					249	130	226	141							475	271	237	135
07:15					283	125	288	127							571	252	285	126
07:30					305	102	297	110							602	212	301	106
07:45					258	104	231	117							489	221	244	110
08:00					194	87	242	101							436	188	218	94
08:15					253	95	237	88							490	183	245	91
08:30					214	87	231	76							445	163	222	81
08:45					243	82	236	94							479	176	239	88
09:00					223	67	210	65							433	132	216	66
09:15					214	56	210	79							424	135	212	67
09:30					189	59	186	73							375	132	187	66
09:45					201	45	265	52							466	97	233	48
10:00					220	46	229	48							449	94	224	47
10:15					232	37	225	40							457	77	228	38
10:30					243	31	242	45							485	76	242	38
10:45					244	23	206	34							450	57	225	28
11:00					203	30	234	30							437	60	218	30
11:15					216	26	209	34							425	60	212	30
11:30					213	18	220	30							433	48	216	24
11:45					214	30	211	19							425	49	212	24
12:00					217	21	222	19							439	40	219	20
TOTALS	0		0		14150		14381		0		0		0		28531		14241	
AM Times					6:45		7:15								6:45		6:45	
AM Peaks					1100		1058								2146		1072	
AM PHF					0.90		0.89								0.89		0.89	
PM Times					16:45		17:00								17:00		16:45	
PM Peaks					1018		1060								2070		1034	
PM PHF					0.95		0.94								0.96		0.96	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Reference: 000000000007
 Site ID: 000000010207
 Location: SR 50, E of CR 469
 Direction: EAST

File: D0118003.prn
 City: Mabel
 County: Sumter

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15					5	114	13	112							18	226	9	113
00:30					9	83	11	68							20	151	10	75
00:45					10	98	4	136							14	234	7	117
01:00					10	91	11	102							21	193	10	96
01:15					8	108	7	78							15	186	7	93
01:30					12	97	7	90							19	187	9	93
01:45					16	89	11	104							27	193	13	96
02:00					7	66	6	65							13	131	6	65
02:15					16	78	8	91							24	169	12	84
02:30					9	85	11	96							20	181	10	90
02:45					3	81	12	74							15	155	7	77
03:00					9	85	16	81							25	166	12	83
03:15					15	98	23	75							38	173	19	86
03:30					12	74	22	106							34	180	17	90
03:45					11	66	26	85							37	151	18	75
04:00					19	74	13	91							32	165	16	82
04:15					22	85	25	98							47	183	23	91
04:30					47	98	66	99							113	197	56	98
04:45					31	79	28	85							59	164	29	82
05:00					68	114	42	102							110	216	55	108
05:15					95	91	61	104							156	195	78	97
05:30					113	84	91	91							204	175	102	87
05:45					105	111	103	93							208	204	104	102
06:00					102	67	116	94							218	161	109	80
06:15					122	84	137	67							259	151	129	75
06:30					121	50	148	59							269	109	134	54
06:45					136	63	129	46							265	109	132	54
07:00					183	39	158	58							341	97	170	48
07:15					174	46	213	43							387	89	193	44
07:30					148	34	138	49							286	83	143	41
07:45					121	40	106	49							227	89	113	44
08:00					115	22	128	43							243	65	121	32
08:15					161	34	124	32							285	66	142	33
08:30					100	40	140	28							240	68	120	34
08:45					114	30	93	32							207	62	103	31
09:00					111	21	104	22							215	43	107	21
09:15					100	36	83	38							183	74	91	37
09:30					106	22	95	24							201	46	100	23
09:45					95	15	130	21							225	36	112	18
10:00					85	16	110	22							195	38	97	19
10:15					110	13	104	25							214	38	107	19
10:30					113	10	113	16							226	26	113	13
10:45					134	9	113	11							247	20	123	10
11:00					87	14	99	12							186	26	93	13
11:15					110	11	111	11							221	22	110	11
11:30					125	6	113	2							238	8	119	4
11:45					77	13	103	10							180	23	90	11
12:00					101	9	87	6							188	15	94	7

TOTALS	0		0		6396		6558		0		0		0		12954		6450	
AM Times					6:45		6:30								6:45		6:45	
AM Peaks					641		648								1279		638	
AM PHF					0.88		0.76								0.83		0.83	
PM Times					17:00		12:15								12:15		12:15	
PM Peaks					400		418								804		401	
PM PHF					0.88		0.77								0.86		0.86	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Reference: 000000000007
 Site ID: 000000010207
 Location: SR 50, E of CR 469
 Direction: WEST

File: D0118003.prn
 City: Mabel
 County: Sumter

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 2																		
00:15					13	90	10	82							23	172	11	86
00:30					5	100	11	120							16	220	8	110
00:45					7	104	10	69							17	173	8	86
01:00					5	100	11	96							16	196	8	98
01:15					2	72	5	89							7	161	3	80
01:30					7	65	9	77							16	142	8	71
01:45					5	106	2	97							7	203	3	101
02:00					9	101	6	87							15	188	7	94
02:15					6	75	0	67							6	142	3	71
02:30					2	100	5	83							7	183	3	91
02:45					7	83	6	70							13	153	6	76
03:00					9	67	3	115							12	182	6	91
03:15					15	94	3	87							18	181	9	90
03:30					14	75	10	117							24	192	12	96
03:45					14	112	18	91							32	203	16	101
04:00					14	101	25	116							39	217	19	108
04:15					27	127	23	112							50	239	25	119
04:30					37	109	48	126							85	235	42	117
04:45					58	119	37	144							95	263	47	131
05:00					43	99	37	115							80	214	40	107
05:15					63	108	40	141							103	249	51	124
05:30					52	121	74	131							126	252	63	126
05:45					73	126	59	135							132	261	66	130
06:00					75	82	72	96							147	178	73	89
06:15					97	111	76	97							173	208	86	104
06:30					79	87	91	98							170	185	85	92
06:45					88	84	82	83							170	167	85	83
07:00					69	60	60	48							129	108	64	54
07:15					86	50	65	63							151	113	75	56
07:30					119	43	84	50							203	93	101	46
07:45					97	41	94	39							191	80	95	40
08:00					60	51	110	40							170	91	85	45
08:15					84	40	83	43							167	83	83	41
08:30					78	27	82	31							160	58	80	29
08:45					96	33	94	35							190	68	95	34
09:00					71	36	90	39							161	75	80	37
09:15					101	23	105	23							206	46	103	23
09:30					72	19	88	28							160	47	80	23
09:45					81	20	84	27							165	47	82	23
10:00					104	23	88	25							192	48	96	24
10:15					110	19	97	12							207	31	103	15
10:30					101	16	108	13							209	29	104	14
10:45					80	10	101	17							181	27	90	13
11:00					89	8	78	17							167	25	83	12
11:15					69	15	102	21							171	36	85	18
11:30					90	10	88	13							178	23	89	11
11:45					106	13	91	11							197	24	98	12
12:00					86	9	88	17							174	26	87	13

TOTALS		0		0		5859		6006		0		0		0		11865		5906
AM Times						9:45		10:00							10:00		10:00	
AM Peaks						396		394							789		393	
AM PHF						0.90		0.91							0.94		0.94	
PM Times						16:00		16:45							16:45		16:45	
PM Peaks						456		531							978		488	
PM PHF						0.90		0.92							0.93		0.93	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Reference: 000000000007
 Site ID: 000000010207
 Location: SR 50, E of CR 469
 Direction: ROAD TOTAL

File: D0118003.prn
 City: Mabel
 County: Sumter

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 3																		
00:15					18	204	23	194							41	398	20	199
00:30					14	183	22	188							36	371	18	185
00:45					17	202	14	205							31	407	15	203
01:00					15	191	22	198							37	389	18	194
01:15					10	180	12	167							22	347	11	173
01:30					19	162	16	167							35	329	17	164
01:45					21	195	13	201							34	396	17	198
02:00					16	167	12	152							28	319	14	159
02:15					22	153	8	158							30	311	15	155
02:30					11	185	16	179							27	364	13	182
02:45					10	164	18	144							28	308	14	154
03:00					18	152	19	196							37	348	18	174
03:15					30	192	26	162							56	354	28	177
03:30					26	149	32	223							58	372	29	186
03:45					25	178	44	176							69	354	34	177
04:00					33	175	38	207							71	382	35	191
04:15					49	212	48	210							97	422	48	211
04:30					84	207	114	225							198	432	99	216
04:45					89	198	65	229							154	427	77	213
05:00					111	213	79	217							190	430	95	215
05:15					158	199	101	245							259	444	129	222
05:30					165	205	165	222							330	427	165	213
05:45					178	237	162	228							340	465	170	232
06:00					177	149	188	190							365	339	182	169
06:15					219	195	213	164							432	359	216	179
06:30					200	137	239	157							439	294	219	147
06:45					224	147	211	129							435	276	217	138
07:00					252	99	218	106							470	205	235	102
07:15					260	96	278	106							538	202	269	101
07:30					267	77	222	99							489	176	244	88
07:45					218	81	200	88							418	169	209	84
08:00					175	73	238	83							413	156	206	78
08:15					245	74	207	75							452	149	226	74
08:30					178	67	222	59							400	126	200	63
08:45					210	63	187	67							397	130	198	65
09:00					182	57	194	61							376	118	188	59
09:15					201	59	188	61							389	120	194	60
09:30					178	41	183	52							361	93	180	46
09:45					176	35	214	48							390	83	195	41
10:00					189	39	198	47							387	86	193	43
10:15					220	32	201	37							421	69	210	34
10:30					214	26	221	29							435	55	217	27
10:45					214	19	214	28							428	47	214	23
11:00					176	22	177	29							353	51	176	25
11:15					179	26	213	32							392	58	196	29
11:30					215	16	201	15							416	31	208	15
11:45					183	26	194	21							377	47	188	23
12:00					187	18	175	23							362	41	181	20

TOTALS							12255	12564								24819		12386
AM Times							6:45	6:30								6:45		6:45
AM Peaks							1003	946								1932		965
AM PHF							0.94	0.85								0.90		0.90
PM Times							17:00	16:30								17:00		17:00
PM Peaks							854	916								1766		882
PM PHF							0.90	0.93								0.95		0.95

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Reference: 000000000006
 Site ID: 000000018472
 Location: SR 50, W of CR 469
 Direction: EAST

File: D0118002.prn
 City: Mabel
 County: Sumter

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 1																		
00:15					5	90	11	92							16	182	8	91
00:30					7	62	9	54							16	116	8	58
00:45					7	87	3	107							10	194	5	97
01:00					7	61	10	72							17	133	8	66
01:15					7	75	4	65							11	140	5	70
01:30					6	73	7	63							13	136	6	68
01:45					11	77	9	94							20	171	10	85
02:00					6	54	3	52							9	106	4	53
02:15					14	62	10	73							24	135	12	67
02:30					9	56	7	83							16	139	8	69
02:45					6	67	11	57							17	124	8	62
03:00					8	71	16	67							24	138	12	69
03:15					9	73	20	69							29	142	14	71
03:30					9	64	18	84							27	148	13	74
03:45					10	43	22	63							32	106	16	53
04:00					16	50	10	72							26	122	13	61
04:15					20	77	21	83							41	160	20	80
04:30					32	76	36	69							68	145	34	72
04:45					24	69	27	71							51	140	25	70
05:00					48	77	34	74							82	151	41	75
05:15					69	68	51	67							120	135	60	67
05:30					89	62	71	66							160	128	80	64
05:45					76	78	74	65							150	143	75	71
06:00					75	53	86	66							161	119	80	59
06:15					89	62	90	50							179	112	89	56
06:30					97	34	98	37							195	71	97	35
06:45					81	57	69	38							150	95	75	47
07:00					100	28	79	48							179	76	89	38
07:15					81	37	109	37							190	74	95	37
07:30					81	28	76	40							157	68	78	34
07:45					81	34	85	37							166	71	83	35
08:00					71	17	86	36							157	53	78	26
08:15					98	28	85	27							183	55	91	27
08:30					86	31	123	24							209	55	104	27
08:45					86	19	71	21							157	40	78	20
09:00					86	17	83	21							169	38	84	19
09:15					77	33	63	33							140	66	70	33
09:30					88	16	85	18							173	34	86	17
09:45					76	13	119	20							195	33	97	16
10:00					70	12	87	15							157	27	78	13
10:15					96	9	80	22							176	31	88	15
10:30					91	8	100	16							191	24	95	12
10:45					95	9	83	10							178	19	89	9
11:00					72	10	88	8							160	18	80	9
11:15					95	8	89	10							184	18	92	9
11:30					96	6	102	1							198	7	99	3
11:45					67	10	88	9							155	19	77	9
12:00					93	4	69	4							162	8	81	4

TOTALS		0		0		4778		4987		0		0		0		9765		4860
AM Times						6:15		9:45							10:45		10:45	
AM Peaks						367		386							720		360	
AM PHF						0.92		0.81							0.91		0.91	
PM Times						12:00		12:15							12:15		12:15	
PM Peaks						332		325							625		312	
PM PHF						0.89		0.76							0.81		0.80	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Reference: 000000000006
 Site ID: 000000018472
 Location: SR 50, W of CR 469
 Direction: WEST

File: D0118002.prn
 City: Mabel
 County: Sumter

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 2																		
00:15					9	71	5	65							14	136	7	68
00:30					4	85	11	109							15	194	7	97
00:45					2	72	9	61							11	133	5	66
01:00					7	80	10	81							17	161	8	80
01:15					2	67	4	78							6	145	3	72
01:30					6	56	7	67							13	123	6	61
01:45					1	86	2	84							3	170	1	85
02:00					6	84	5	75							11	159	5	79
02:15					3	63	0	57							3	120	1	60
02:30					4	87	4	72							8	159	4	79
02:45					5	78	6	68							11	146	5	73
03:00					7	57	3	100							10	157	5	78
03:15					15	83	3	72							18	155	9	77
03:30					15	61	8	86							23	147	11	73
03:45					10	83	12	77							22	160	11	80
04:00					16	77	10	86							26	163	13	81
04:15					21	92	21	101							42	193	21	96
04:30					23	84	33	89							56	173	28	86
04:45					35	95	27	104							62	199	31	99
05:00					40	68	21	96							61	164	30	82
05:15					43	81	22	103							65	184	32	92
05:30					25	88	51	94							76	182	38	91
05:45					37	85	29	100							66	185	33	92
06:00					42	60	43	69							85	129	42	64
06:15					52	80	45	61							97	141	48	70
06:30					44	70	59	73							103	143	51	71
06:45					56	69	56	65							112	134	56	67
07:00					59	52	58	42							117	94	58	47
07:15					74	42	62	48							136	90	68	45
07:30					88	38	74	47							162	85	81	42
07:45					82	32	76	32							158	64	79	32
08:00					47	37	97	32							144	69	72	34
08:15					64	30	67	35							131	65	65	32
08:30					68	26	60	29							128	55	64	27
08:45					77	30	92	26							169	56	84	28
09:00					66	28	81	31							147	59	73	29
09:15					92	18	81	20							173	38	86	19
09:30					63	16	76	25							139	41	69	20
09:45					66	22	69	19							135	41	67	20
10:00					88	19	85	24							173	43	86	21
10:15					87	16	89	10							176	26	88	13
10:30					78	16	89	12							167	28	83	14
10:45					57	8	83	16							140	24	70	12
11:00					74	4	66	15							140	19	70	9
11:15					55	14	74	17							129	31	64	15
11:30					80	9	84	13							164	22	82	11
11:45					81	10	72	6							153	16	76	8
12:00					70	9	79	12							149	21	74	10

TOTALS		0		0		4584		4824		0		0		0		9408		4677
AM Times						9:45		10:00							10:00		10:00	
AM Peaks						319		346							656		327	
AM PHF						0.91		0.97							0.93		0.93	
PM Times						16:00		16:45							16:15		16:45	
PM Peaks						348		397							729		364	
PM PHF						0.92		0.95							0.92		0.92	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/18/2017

Site Reference: 000000000006
 Site ID: 000000018472
 Location: SR 50, W of CR 469
 Direction: ROAD TOTAL

File: D0118002.prn
 City: Mabel
 County: Sumter

TIME	MON		TUE		WED 18		THU 19		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 3																		
00:15					14	161	16	157							30	318	15	159
00:30					11	147	20	163							31	310	15	155
00:45					9	159	12	168							21	327	10	163
01:00					14	141	20	153							34	294	17	147
01:15					9	142	8	143							17	285	8	142
01:30					12	129	14	130							26	259	13	129
01:45					12	163	11	178							23	341	11	170
02:00					12	138	8	127							20	265	10	132
02:15					17	125	10	130							27	255	13	127
02:30					13	143	11	155							24	298	12	149
02:45					11	145	17	125							28	270	14	135
03:00					15	128	19	167							34	295	17	147
03:15					24	156	23	141							47	297	23	148
03:30					24	125	26	170							50	295	25	147
03:45					20	126	34	140							54	266	27	133
04:00					32	127	20	158							52	285	26	142
04:15					41	169	42	184							83	353	41	176
04:30					55	160	69	158							124	318	62	159
04:45					59	164	54	175							113	339	56	169
05:00					88	145	55	170							143	315	71	157
05:15					112	149	73	170							185	319	92	159
05:30					114	150	122	160							236	310	118	155
05:45					113	163	103	165							216	328	108	164
06:00					117	113	129	135							246	248	123	124
06:15					141	142	135	111							276	253	138	126
06:30					141	104	157	110							298	214	149	107
06:45					137	126	125	103							262	229	131	114
07:00					159	80	137	90							296	170	148	85
07:15					155	79	171	85							326	164	163	82
07:30					169	66	150	87							319	153	159	76
07:45					163	66	161	69							324	135	162	67
08:00					118	54	183	68							301	122	150	61
08:15					162	58	152	62							314	120	157	60
08:30					154	57	183	53							337	110	168	55
08:45					163	49	163	47							326	96	163	48
09:00					152	45	164	52							316	97	158	48
09:15					169	51	144	53							313	104	156	52
09:30					151	32	161	43							312	75	156	37
09:45					142	35	188	39							330	74	165	37
10:00					158	31	172	39							330	70	165	35
10:15					183	25	169	32							352	57	176	28
10:30					169	24	189	28							358	52	179	26
10:45					152	17	166	26							318	43	159	21
11:00					146	14	154	23							300	37	150	18
11:15					150	22	163	27							313	49	156	24
11:30					176	15	186	14							362	29	181	14
11:45					148	20	160	15							308	35	154	17
12:00					163	13	148	16							311	29	155	14

TOTALS							9362	9811								19173		9565
AM Times							10:00	9:45								9:45		9:45
AM Peaks							662	718								1370		685
AM PHF							0.90	0.95								0.96		0.96
PM Times							16:15	16:15								16:15		16:15
PM Peaks							638	687								1325		661
PM PHF							0.94	0.93								0.94		0.94

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/11/2017

Site Reference: 000000000005
 Site ID: 000000010207
 Location: SR 50, E of SR 471
 Direction: EAST

File: D0111005.prn
 City: Tarrytown
 County: Sumter

TIME	MON		TUE		WED 11		THU 12		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15					9	67	11	74							20	141	10	70
00:30					5	61	13	82							18	143	9	71
00:45					8	69	8	51							16	120	8	60
01:00					15	69	2	62							17	131	8	65
01:15					6	66	3	71							9	137	4	68
01:30					3	63	9	54							12	117	6	58
01:45					7	86	0	71							7	157	3	78
02:00					8	53	8	65							16	118	8	59
02:15					10	57	14	54							24	111	12	55
02:30					4	75	16	66							20	141	10	70
02:45					12	71	8	62							20	133	10	66
03:00					19	61	7	80							26	141	13	70
03:15					11	66	17	55							28	121	14	60
03:30					20	66	23	56							43	122	21	61
03:45					17	52	22	85							39	137	19	68
04:00					17	76	18	51							35	127	17	63
04:15					14	52	24	84							38	136	19	68
04:30					34	70	22	69							56	139	28	69
04:45					47	69	33	65							80	134	40	67
05:00					48	76	43	76							91	152	45	76
05:15					61	53	73	81							134	134	67	67
05:30					61	78	67	91							128	169	64	84
05:45					73	63	71	74							144	137	72	68
06:00					85	50	97	68							182	118	91	59
06:15					80	52	60	37							140	89	70	44
06:30					69	44	78	57							147	101	73	50
06:45					79	58	75	45							154	103	77	51
07:00					59	47	95	49							154	96	77	48
07:15					80	29	73	31							153	60	76	30
07:30					93	41	89	27							182	68	91	34
07:45					94	26	82	29							176	55	88	27
08:00					73	36	70	34							143	70	71	35
08:15					85	20	66	28							151	48	75	24
08:30					80	20	67	23							147	43	73	21
08:45					80	18	100	21							180	39	90	19
09:00					76	31	84	20							160	51	80	25
09:15					67	15	84	22							151	37	75	18
09:30					73	25	56	21							129	46	64	23
09:45					70	16	77	19							147	35	73	17
10:00					64	15	81	13							145	28	72	14
10:15					83	6	63	16							146	22	73	11
10:30					68	12	78	7							146	19	73	9
10:45					69	10	79	7							148	17	74	8
11:00					69	10	81	23							150	33	75	16
11:15					50	12	74	13							124	25	62	12
11:30					60	10	49	7							109	17	54	8
11:45					75	14	98	4							173	18	86	9
12:00					72	10	78	10							150	20	75	10

TOTALS		0		0		4508		4656		0		0		0		9164		4558
AM Times						7:30		7:00							7:00		7:00	
AM Peaks						345		339							665		332	
AM PHF						0.92		0.89							0.91		0.91	
PM Times						13:00		17:00							17:00		17:00	
PM Peaks						284		322							592		295	
PM PHF						0.83		0.88							0.88		0.88	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/11/2017

Site Reference: 000000000005
 Site ID: 000000010207
 Location: SR 50, E of SR 471
 Direction: WEST

File: D0111005.prn
 City: Tarrytown
 County: Sumter

TIME	MON		TUE		WED 11		THU 12		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 2																		
00:15					7	63	7	70							14	133	7	66
00:30					6	69	10	68							16	137	8	68
00:45					5	56	15	69							20	125	10	62
01:00					10	73	5	75							15	148	7	74
01:15					9	56	7	51							16	107	8	53
01:30					6	106	1	77							7	183	3	91
01:45					5	49	10	79							15	128	7	64
02:00					4	53	4	54							8	107	4	53
02:15					13	57	8	78							21	135	10	67
02:30					7	81	4	75							11	156	5	78
02:45					3	62	5	65							8	127	4	63
03:00					17	72	9	81							26	153	13	76
03:15					7	73	12	70							19	143	9	71
03:30					5	97	12	83							17	180	8	90
03:45					3	81	18	94							21	175	10	87
04:00					11	91	4	100							15	191	7	95
04:15					16	91	9	70							25	161	12	80
04:30					23	97	29	79							52	176	26	88
04:45					24	88	35	85							59	173	29	86
05:00					32	81	18	82							50	163	25	81
05:15					30	102	25	93							55	195	27	97
05:30					45	97	30	93							75	190	37	95
05:45					33	75	42	65							75	140	37	70
06:00					33	70	49	67							82	137	41	68
06:15					55	63	46	67							101	130	50	65
06:30					55	63	70	65							125	128	62	64
06:45					57	57	42	59							99	116	49	58
07:00					71	57	50	70							121	127	60	63
07:15					68	51	81	52							149	103	74	51
07:30					74	47	60	40							134	87	67	43
07:45					67	41	76	30							143	71	71	35
08:00					68	38	80	33							148	71	74	35
08:15					61	47	44	38							105	85	52	42
08:30					51	27	73	35							124	62	62	31
08:45					59	28	83	30							142	58	71	29
09:00					59	23	78	27							137	50	68	25
09:15					62	36	44	26							106	62	53	31
09:30					61	15	3	27							64	42	32	21
09:45					59	20	150	15							209	35	104	17
10:00					50	22	47	22							97	44	48	22
10:15					70	19	68	16							138	35	69	17
10:30					45	10	59	18							104	28	52	14
10:45					53	10	66	16							119	26	59	13
11:00					55	8	71	8							126	16	63	8
11:15					57	7	59	5							116	12	58	6
11:30					66	12	62	13							128	25	64	12
11:45					63	4	54	2							117	6	58	3
12:00					56	5	80	7							136	12	68	6

TOTALS		0		0		4346		4458		0		0		0		8804		4376
AM Times						7:00		9:45							7:15		7:15	
AM Peaks						280		324							574		286	
AM PHF						0.95		0.54							0.96		0.97	
PM Times						16:30		16:45							16:45		16:45	
PM Peaks						368		353							721		359	
PM PHF						0.90		0.95							0.92		0.93	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/11/2017

Site Reference: 000000000005
 Site ID: 000000010207
 Location: SR 50, E of SR 471
 Direction: ROAD TOTAL

File: D0111005.prn
 City: Tarrytown
 County: Sumter

TIME	MON		TUE		WED 11		THU 12		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 3																		
00:15					16	130	18	144							34	274	17	137
00:30					11	130	23	150							34	280	17	140
00:45					13	125	23	120							36	245	18	122
01:00					25	142	7	137							32	279	16	139
01:15					15	122	10	122							25	244	12	122
01:30					9	169	10	131							19	300	9	150
01:45					12	135	10	150							22	285	11	142
02:00					12	106	12	119							24	225	12	112
02:15					23	114	22	132							45	246	22	123
02:30					11	156	20	141							31	297	15	148
02:45					15	133	13	127							28	260	14	130
03:00					36	133	16	161							52	294	26	147
03:15					18	139	29	125							47	264	23	132
03:30					25	163	35	139							60	302	30	151
03:45					20	133	40	179							60	312	30	156
04:00					28	167	22	151							50	318	25	159
04:15					30	143	33	154							63	297	31	148
04:30					57	167	51	148							108	315	54	157
04:45					71	157	68	150							139	307	69	153
05:00					80	157	61	158							141	315	70	157
05:15					91	155	98	174							189	329	94	164
05:30					106	175	97	184							203	359	101	179
05:45					106	138	113	139							219	277	109	138
06:00					118	120	146	135							264	255	132	127
06:15					135	115	106	104							241	219	120	109
06:30					124	107	148	122							272	229	136	114
06:45					136	115	117	104							253	219	126	109
07:00					130	104	145	119							275	223	137	111
07:15					148	80	154	83							302	163	151	81
07:30					167	88	149	67							316	155	158	77
07:45					161	67	158	59							319	126	159	63
08:00					141	74	150	67							291	141	145	70
08:15					146	67	110	66							256	133	128	66
08:30					131	47	140	58							271	105	135	52
08:45					139	46	183	51							322	97	161	48
09:00					135	54	162	47							297	101	148	50
09:15					129	51	128	48							257	99	128	49
09:30					134	40	59	48							193	88	96	44
09:45					129	36	227	34							356	70	178	35
10:00					114	37	128	35							242	72	121	36
10:15					153	25	131	32							284	57	142	28
10:30					113	22	137	25							250	47	125	23
10:45					122	20	145	23							267	43	133	21
11:00					124	18	152	31							276	49	138	24
11:15					107	19	133	18							240	37	120	18
11:30					126	22	111	20							237	42	118	21
11:45					138	18	152	6							290	24	145	12
12:00					128	15	158	17							286	32	143	16

TOTALS							8854	9114			0		0		0		17968	8958
AM Times							7:15	9:45									7:15	7:15
AM Peaks							617	623									1228	613
AM PHF							0.92	0.69									0.96	0.96
PM Times							16:45	16:45									16:45	16:45
PM Peaks							644	666									1310	653
PM PHF							0.92	0.90									0.91	0.91

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/11/2017

Site Reference: 000000000004
 Site ID: 000000018499
 Location: SR 50, W of SR 471
 Direction: EAST

File: D0111004.prn
 City: Webster
 County: Sumter

TIME	MON		TUE		WED 11		THU 12		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 1																		
00:15					8	53	8	82							16	135	8	67
00:30					6	54	9	93							15	147	7	73
00:45					8	70	10	51							18	121	9	60
01:00					12	80	4	61							16	141	8	70
01:15					6	76	2	64							8	140	4	70
01:30					4	69	7	64							11	133	5	66
01:45					9	78	0	65							9	143	4	71
02:00					8	53	9	71							17	124	8	62
02:15					11	57	16	62							27	119	13	59
02:30					5	68	13	71							18	139	9	69
02:45					1	70	13	59							14	129	7	64
03:00					10	52	7	65							17	117	8	58
03:15					12	66	16	66							28	132	14	66
03:30					18	66	16	47							34	113	17	56
03:45					16	39	19	75							35	114	17	57
04:00					14	68	15	45							29	113	14	56
04:15					13	58	28	75							41	133	20	66
04:30					34	84	14	58							48	142	24	71
04:45					40	58	24	69							64	127	32	63
05:00					55	68	46	78							101	146	50	73
05:15					52	49	68	71							120	120	60	60
05:30					50	70	57	81							107	151	53	75
05:45					74	52	64	73							138	125	69	62
06:00					82	39	82	60							164	99	82	49
06:15					80	52	57	34							137	86	68	43
06:30					63	47	81	50							144	97	72	48
06:45					78	53	75	40							153	93	76	46
07:00					70	47	106	48							176	95	88	47
07:15					83	25	72	22							155	47	77	23
07:30					81	39	89	33							170	72	85	36
07:45					89	22	78	25							167	47	83	23
08:00					73	36	70	30							143	66	71	33
08:15					80	19	63	34							143	53	71	26
08:30					70	19	77	24							147	43	73	21
08:45					75	26	83	21							158	47	79	23
09:00					73	29	86	31							159	60	79	30
09:15					61	17	66	18							127	35	63	17
09:30					82	19	58	21							140	40	70	20
09:45					70	14	66	19							136	33	68	16
10:00					65	13	69	15							134	28	67	14
10:15					80	6	62	13							142	19	71	9
10:30					62	11	71	11							133	22	66	11
10:45					63	12	92	7							155	19	77	9
11:00					78	8	69	19							147	27	73	13
11:15					50	19	79	15							129	34	64	17
11:30					70	8	50	9							120	17	60	8
11:45					76	9	79	4							155	13	77	6
12:00					60	7	64	11							124	18	62	9

TOTALS		0		0		4334		4469		0		0		0		8803		4373
AM Times						7:15		7:00							7:00		7:00	
AM Peaks						326		345							668		333	
AM PHF						0.92		0.81							0.95		0.95	
PM Times						13:00		17:00							13:00		13:00	
PM Peaks						303		303							557		277	
PM PHF						0.95		0.94							0.97		0.98	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/11/2017

Site Reference: 000000000004
 Site ID: 000000018499
 Location: SR 50, W of SR 471
 Direction: WEST

File: D0111004.prn
 City: Webster
 County: Sumter

TIME	MON		TUE		WED 11		THU 12		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 2																		
00:15					9	50	11	58							20	108	10	54
00:30					7	62	10	63							17	125	8	62
00:45					2	63	16	56							18	119	9	59
01:00					6	69	6	62							12	131	6	65
01:15					10	53	4	59							14	112	7	56
01:30					7	82	1	67							8	149	4	74
01:45					5	49	9	54							14	103	7	51
02:00					7	57	2	48							9	105	4	52
02:15					12	54	8	61							20	115	10	57
02:30					10	68	6	47							16	115	8	57
02:45					5	63	5	73							10	136	5	68
03:00					14	81	5	86							19	167	9	83
03:15					7	67	15	70							22	137	11	68
03:30					4	86	8	72							12	158	6	79
03:45					8	84	22	86							30	170	15	85
04:00					8	84	5	98							13	182	6	91
04:15					13	96	9	73							22	169	11	84
04:30					21	102	19	73							40	175	20	87
04:45					23	89	37	83							60	172	30	86
05:00					25	89	20	91							45	180	22	90
05:15					29	89	18	83							47	172	23	86
05:30					43	99	33	94							76	193	38	96
05:45					27	73	34	72							61	145	30	72
06:00					36	72	36	68							72	140	36	70
06:15					45	58	33	63							78	121	39	60
06:30					48	54	56	53							104	107	52	53
06:45					55	52	39	58							94	110	47	55
07:00					61	50	40	67							101	117	50	58
07:15					49	61	59	48							108	109	54	54
07:30					52	36	50	52							102	88	51	44
07:45					66	45	60	28							126	73	63	36
08:00					64	37	62	32							126	69	63	34
08:15					62	45	52	42							114	87	57	43
08:30					46	23	71	40							117	63	58	31
08:45					62	24	72	30							134	54	67	27
09:00					57	24	79	29							136	53	68	26
09:15					66	28	39	24							105	52	52	26
09:30					70	23	6	24							76	47	38	23
09:45					57	19	115	16							172	35	86	17
10:00					49	22	58	19							107	41	53	20
10:15					89	18	64	11							153	29	76	14
10:30					45	12	54	22							99	34	49	17
10:45					60	15	55	14							115	29	57	14
11:00					35	9	71	16							106	25	53	12
11:15					71	4	57	5							128	9	64	4
11:30					64	9	58	9							122	18	61	9
11:45					53	9	57	8							110	17	55	8
12:00					52	6	74	4							126	10	63	5

TOTALS		0		0		4180		4131		0		0		0		8311		4133
AM Times						9:30		9:45							9:45		9:45	
AM Peaks						265		291							531		264	
AM PHF						0.74		0.63							0.77		0.77	
PM Times						16:15		16:45							16:45		16:45	
PM Peaks						376		351							717		358	
PM PHF						0.92		0.93							0.93		0.93	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/11/2017

Site Reference: 000000000004
 Site ID: 000000018499
 Location: SR 50, W of SR 471
 Direction: ROAD TOTAL

File: D0111004.prn
 City: Webster
 County: Sumter

TIME	MON		TUE		WED 11		THU 12		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 3																		
00:15					17	103	19	140							36	243	18	121
00:30					13	116	19	156							32	272	16	136
00:45					10	133	26	107							36	240	18	120
01:00					18	149	10	123							28	272	14	136
01:15					16	129	6	123							22	252	11	126
01:30					11	151	8	131							19	282	9	141
01:45					14	127	9	119							23	246	11	123
02:00					15	110	11	119							26	229	13	114
02:15					23	111	24	123							47	234	23	117
02:30					15	136	19	118							34	254	17	127
02:45					6	133	18	132							24	265	12	132
03:00					24	133	12	151							36	284	18	142
03:15					19	133	31	136							50	269	25	134
03:30					22	152	24	119							46	271	23	135
03:45					24	123	41	161							65	284	32	142
04:00					22	152	20	143							42	295	21	147
04:15					26	154	37	148							63	302	31	151
04:30					55	186	33	131							88	317	44	158
04:45					63	147	61	152							124	299	62	149
05:00					80	157	66	169							146	326	73	163
05:15					81	138	86	154							167	292	83	146
05:30					93	169	90	175							183	344	91	172
05:45					101	125	98	145							199	270	99	135
06:00					118	111	118	128							236	239	118	119
06:15					125	110	90	97							215	207	107	103
06:30					111	101	137	103							248	204	124	102
06:45					133	105	114	98							247	203	123	101
07:00					131	97	146	115							277	212	138	106
07:15					132	86	131	70							263	156	131	78
07:30					133	75	139	85							272	160	136	80
07:45					155	67	138	53							293	120	146	60
08:00					137	73	132	62							269	135	134	67
08:15					142	64	115	76							257	140	128	70
08:30					116	42	148	64							264	106	132	53
08:45					137	50	155	51							292	101	146	50
09:00					130	53	165	60							295	113	147	56
09:15					127	45	105	42							232	87	116	43
09:30					152	42	64	45							216	87	108	43
09:45					127	33	181	35							308	68	154	34
10:00					114	35	127	34							241	69	120	34
10:15					169	24	126	24							295	48	147	24
10:30					107	23	125	33							232	56	116	28
10:45					123	27	147	21							270	48	135	24
11:00					113	17	140	35							253	52	126	26
11:15					121	23	136	20							257	43	128	21
11:30					134	17	108	18							242	35	121	17
11:45					129	18	136	12							265	30	132	15
12:00					112	13	138	15							250	28	125	14

TOTALS							8514	8600								17114		8537
AM Times							7:30	8:15								8:15		8:15
AM Peaks							567	583								1108		553
AM PHF							0.91	0.88								0.94		0.94
PM Times							16:15	16:45								16:45		16:45
PM Peaks							644	650								1261		630
PM PHF							0.87	0.93								0.92		0.92

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/11/2017

Site Reference: 000000000003
 Site ID: 000000017099
 Location: SR 50, E of CR 478A
 Direction: EAST

File: D0111003.prn
 City: Webster
 County: Sumter

TIME	MON		TUE		WED 11		THU 12		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 1																		
00:15					8	47	8	46							16	93	8	46
00:30					6	64	8	73							14	137	7	68
00:45					2	42	14	54							16	96	8	48
01:00					7	76	7	57							14	133	7	66
01:15					8	56	4	54							12	110	6	55
01:30					6	81	1	64							7	145	3	72
01:45					6	49	7	50							13	99	6	49
02:00					5	48	4	48							9	96	4	48
02:15					15	53	8	59							23	112	11	56
02:30					8	63	5	41							13	104	6	52
02:45					7	59	5	70							12	129	6	64
03:00					11	73	7	83							18	156	9	78
03:15					5	66	14	71							19	137	9	68
03:30					8	76	9	64							17	140	8	70
03:45					7	79	21	82							28	161	14	80
04:00					6	78	2	84							8	162	4	81
04:15					8	91	9	74							17	165	8	82
04:30					30	78	14	61							44	139	22	69
04:45					27	79	34	73							61	152	30	76
05:00					30	84	24	85							54	169	27	84
05:15					27	85	24	78							51	163	25	81
05:30					44	93	26	83							70	176	35	88
05:45					29	70	41	57							70	127	35	63
06:00					37	63	39	73							76	136	38	68
06:15					47	58	35	62							82	120	41	60
06:30					52	54	56	48							108	102	54	51
06:45					60	50	33	51							93	101	46	50
07:00					57	51	46	73							103	124	51	62
07:15					49	52	56	44							105	96	52	48
07:30					59	38	56	40							115	78	57	39
07:45					60	39	57	28							117	67	58	33
08:00					66	40	67	26							133	66	66	33
08:15					60	35	45	38							105	73	52	36
08:30					51	24	70	42							121	66	60	33
08:45					51	20	60	33							111	53	55	26
09:00					55	20	86	27							141	47	70	23
09:15					73	28	35	18							108	46	54	23
09:30					70	17	7	25							77	42	38	21
09:45					55	21	112	13							167	34	83	17
10:00					51	19	51	17							102	36	51	18
10:15					92	17	64	11							156	28	78	14
10:30					51	12	59	24							110	36	55	18
10:45					64	13	59	15							123	28	61	14
11:00					33	9	65	13							98	22	49	11
11:15					61	5	52	7							113	12	56	6
11:30					56	8	53	8							109	16	54	8
11:45					51	6	51	6							102	12	51	6
12:00					56	4	67	4							123	8	61	4

TOTALS		0		0		4020		3934		0		0		0		7954		3955
AM Times						9:30		9:45							9:45		9:45	
AM Peaks						268		286							535		267	
AM PHF						0.73		0.64							0.80		0.80	
PM Times						16:45		16:45							16:45		16:45	
PM Peaks						341		319							660		329	
PM PHF						0.92		0.94							0.94		0.93	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/11/2017

Site Reference: 000000000003
 Site ID: 000000017099
 Location: SR 50, E of CR 478A
 Direction: WEST

File: D0111003.prn
 City: Webster
 County: Sumter

TIME	MON		TUE		WED 11		THU 12		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 2																		
00:15					7	54	4	81							11	135	5	67
00:30					7	52	12	94							19	146	9	73
00:45					10	53	7	36							17	89	8	44
01:00					8	62	3	45							11	107	5	53
01:15					3	86	5	70							8	156	4	78
01:30					4	66	4	63							8	129	4	64
01:45					8	64	1	62							9	126	4	63
02:00					9	51	7	54							16	105	8	52
02:15					8	56	15	61							23	117	11	58
02:30					8	63	12	60							20	123	10	61
02:45					3	70	12	58							15	128	7	64
03:00					10	46	9	63							19	109	9	54
03:15					10	57	13	47							23	104	11	52
03:30					16	59	18	52							34	111	17	55
03:45					15	43	18	67							33	110	16	55
04:00					16	54	11	49							27	103	13	51
04:15					17	63	29	72							46	135	23	67
04:30					32	66	16	62							48	128	24	64
04:45					40	62	29	68							69	130	34	65
05:00					38	65	42	76							80	141	40	70
05:15					53	46	51	66							104	112	52	56
05:30					47	57	55	69							102	126	51	63
05:45					64	45	57	69							121	114	60	57
06:00					73	44	79	50							152	94	76	47
06:15					73	50	52	34							125	84	62	42
06:30					67	47	80	53							147	100	73	50
06:45					59	41	63	37							122	78	61	39
07:00					66	37	97	48							163	85	81	42
07:15					76	26	68	22							144	48	72	24
07:30					74	42	75	27							149	69	74	34
07:45					79	21	66	24							145	45	72	22
08:00					71	36	63	32							134	68	67	34
08:15					65	18	55	33							120	51	60	25
08:30					73	23	69	19							142	42	71	21
08:45					63	18	79	20							142	38	71	19
09:00					77	27	74	23							151	50	75	25
09:15					55	21	61	20							116	41	58	20
09:30					73	16	52	23							125	39	62	19
09:45					72	17	51	13							123	30	61	15
10:00					54	13	79	19							133	32	66	16
10:15					68	12	42	14							110	26	55	13
10:30					61	7	58	7							119	14	59	7
10:45					58	11	93	9							151	20	75	10
11:00					67	9	61	17							128	26	64	13
11:15					48	17	70	12							118	29	59	14
11:30					63	6	50	9							113	15	56	7
11:45					61	7	68	4							129	11	64	5
12:00					67	9	58	10							125	19	62	9

TOTALS		0		0		4011		4116		0		0		0		8127		4039
AM Times						7:15		6:30							7:00		7:00	
AM Peaks						300		308							601		299	
AM PHF						0.95		0.79							0.92		0.92	
PM Times						13:00		17:00							16:15		16:15	
PM Peaks						278		280							534		266	
PM PHF						0.81		0.92							0.95		0.95	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/11/2017

Site Reference: 000000000003
 Site ID: 000000017099
 Location: SR 50, E of CR 478A
 Direction: ROAD TOTAL

File: D0111003.prn
 City: Webster
 County: Sumter

TIME	MON		TUE		WED 11		THU 12		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 3																		
00:15					15	101	12	127							27	228	13	114
00:30					13	116	20	167							33	283	16	141
00:45					12	95	21	90							33	185	16	92
01:00					15	138	10	102							25	240	12	120
01:15					11	142	9	124							20	266	10	133
01:30					10	147	5	127							15	274	7	137
01:45					14	113	8	112							22	225	11	112
02:00					14	99	11	102							25	201	12	100
02:15					23	109	23	120							46	229	23	114
02:30					16	126	17	101							33	227	16	113
02:45					10	129	17	128							27	257	13	128
03:00					21	119	16	146							37	265	18	132
03:15					15	123	27	118							42	241	21	120
03:30					24	135	27	116							51	251	25	125
03:45					22	122	39	149							61	271	30	135
04:00					22	132	13	133							35	265	17	132
04:15					25	154	38	146							63	300	31	150
04:30					62	144	30	123							92	267	46	133
04:45					67	141	63	141							130	282	65	141
05:00					68	149	66	161							134	310	67	155
05:15					80	131	75	144							155	275	77	137
05:30					91	150	81	152							172	302	86	151
05:45					93	115	98	126							191	241	95	120
06:00					110	107	118	123							228	230	114	115
06:15					120	108	87	96							207	204	103	102
06:30					119	101	136	101							255	202	127	101
06:45					119	91	96	88							215	179	107	89
07:00					123	88	143	121							266	209	133	104
07:15					125	78	124	66							249	144	124	72
07:30					133	80	131	67							264	147	132	73
07:45					139	60	123	52							262	112	131	56
08:00					137	76	130	58							267	134	133	67
08:15					125	53	100	71							225	124	112	62
08:30					124	47	139	61							263	108	131	54
08:45					114	38	139	53							253	91	126	45
09:00					132	47	160	50							292	97	146	48
09:15					128	49	96	38							224	87	112	43
09:30					143	33	59	48							202	81	101	40
09:45					127	38	163	26							290	64	145	32
10:00					105	32	130	36							235	68	117	34
10:15					160	29	106	25							266	54	133	27
10:30					112	19	117	31							229	50	114	25
10:45					122	24	152	24							274	48	137	24
11:00					100	18	126	30							226	48	113	24
11:15					109	22	122	19							231	41	115	20
11:30					119	14	103	17							222	31	111	15
11:45					112	13	119	10							231	23	115	11
12:00					123	13	125	14							248	27	124	13

TOTALS		0		0		8031		8050		0		0		0		16081		8014
AM Times						9:30		8:15							7:15		7:00	
AM Peaks						535		538							1042		520	
AM PHF						0.84		0.84							0.98		0.98	
PM Times						16:15		16:45							16:45		16:45	
PM Peaks						588		598							1169		584	
PM PHF						0.95		0.93							0.94		0.94	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/11/2017

Site Reference: 000000000002
 Site ID: 000000018487
 Location: SR 50, S of CR 757
 Direction: NORTH

File: D0111002.prn
 City: Webster
 County: Sumter

TIME	MON		TUE		WED 11		THU 12		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15					7	54	6	80							13	134	6	67
00:30					6	54	11	93							17	147	8	73
00:45					8	53	5	33							13	86	6	43
01:00					11	61	2	53							13	114	6	57
01:15					5	87	5	71							10	158	5	79
01:30					5	61	5	67							10	128	5	64
01:45					9	65	1	60							10	125	5	62
02:00					9	47	8	52							17	99	8	49
02:15					10	57	16	60							26	117	13	58
02:30					6	63	11	60							17	123	8	61
02:45					2	72	11	57							13	129	6	64
03:00					9	46	9	63							18	109	9	54
03:15					10	62	16	48							26	110	13	55
03:30					17	59	18	54							35	113	17	56
03:45					19	44	18	68							37	112	18	56
04:00					16	54	12	48							28	102	14	51
04:15					16	63	28	64							44	127	22	63
04:30					33	66	17	62							50	128	25	64
04:45					40	58	30	68							70	126	35	63
05:00					38	69	40	77							78	146	39	73
05:15					53	42	50	62							103	104	51	52
05:30					46	62	57	67							103	129	51	64
05:45					64	44	59	72							123	116	61	58
06:00					76	44	76	49							152	93	76	46
06:15					71	51	53	36							124	87	62	43
06:30					68	40	79	64							147	104	73	52
06:45					66	33	70	36							136	69	68	34
07:00					71	43	102	41							173	84	86	42
07:15					75	25	71	20							146	45	73	22
07:30					75	41	75	25							150	66	75	33
07:45					77	21	65	21							142	42	71	21
08:00					71	36	68	34							139	70	69	35
08:15					71	13	59	27							130	40	65	20
08:30					74	21	70	18							144	39	72	19
08:45					61	18	80	17							141	35	70	17
09:00					79	29	76	22							155	51	77	25
09:15					54	20	65	22							119	42	59	21
09:30					82	15	54	17							136	32	68	16
09:45					71	17	55	13							126	30	63	15
10:00					57	13	80	18							137	31	68	15
10:15					69	10	50	12							119	22	59	11
10:30					57	7	60	7							117	14	58	7
10:45					60	11	93	8							153	19	76	9
11:00					67	10	65	19							132	29	66	14
11:15					49	18	72	12							121	30	60	15
11:30					64	6	62	9							126	15	63	7
11:45					66	6	67	4							133	10	66	5
12:00					65	9	61	9							126	18	63	9

TOTALS	0		0		4035		4162		0		0		0		8197		4076	

AM Times					7:00		6:30								7:00		7:00	
AM Peaks					298		322								611		305	
AM PHF					0.97		0.79								0.88		0.89	

PM Times					13:00		17:00								16:15		16:15	
PM Peaks					274		278								527		263	
PM PHF					0.79		0.90								0.90		0.90	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/11/2017

Site Reference: 000000000002
 Site ID: 000000018487
 Location: SR 50, S of CR 757
 Direction: SOUTH

File: D0111002.prn
 City: Webster
 County: Sumter

TIME	MON		TUE		WED 11		THU 12		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 2																		
00:15					10	46	7	44							17	90	8	45
00:30					7	60	8	71							15	131	7	65
00:45					2	38	15	59							17	97	8	48
01:00					6	69	6	48							12	117	6	58
01:15					6	48	4	48							10	96	5	48
01:30					9	80	1	69							10	149	5	74
01:45					7	55	8	50							15	105	7	52
02:00					6	43	4	44							10	87	5	43
02:15					15	54	8	58							23	112	11	56
02:30					9	58	4	41							13	99	6	49
02:45					6	60	2	67							8	127	4	63
03:00					12	68	9	78							21	146	10	73
03:15					3	61	13	70							16	131	8	65
03:30					8	87	10	80							18	167	9	83
03:45					5	77	18	80							23	157	11	78
04:00					9	73	3	91							12	164	6	82
04:15					7	91	7	66							14	157	7	78
04:30					28	71	16	62							44	133	22	66
04:45					26	83	34	74							60	157	30	78
05:00					29	66	23	83							52	149	26	74
05:15					22	93	20	67							42	160	21	80
05:30					48	82	26	83							74	165	37	82
05:45					26	69	39	58							65	127	32	63
06:00					37	70	33	68							70	138	35	69
06:15					40	56	43	64							83	120	41	60
06:30					62	48	62	47							124	95	62	47
06:45					56	49	31	44							87	93	43	46
07:00					58	44	47	69							105	113	52	56
07:15					54	45	50	50							104	95	52	47
07:30					59	47	65	34							124	81	62	40
07:45					51	39	57	36							108	75	54	37
08:00					67	31	66	23							133	54	66	27
08:15					69	37	43	31							112	68	56	34
08:30					45	23	70	45							115	68	57	34
08:45					46	16	58	32							104	48	52	24
09:00					52	22	88	23							140	45	70	22
09:15					71	22	35	17							106	39	53	19
09:30					68	21	6	23							74	44	37	22
09:45					54	20	87	8							141	28	70	14
10:00					51	16	72	18							123	34	61	17
10:15					86	16	51	13							137	29	68	14
10:30					43	10	63	20							106	30	53	15
10:45					77	14	63	15							140	29	70	14
11:00					30	10	63	12							93	22	46	11
11:15					57	6	52	7							109	13	54	6
11:30					56	7	52	9							108	16	54	8
11:45					52	7	53	4							105	11	52	5
12:00					53	5	75	4							128	9	64	4

TOTALS		0		0		3913		3877		0		0		0		7790		3870
AM Times						9:30		9:45							9:45		9:45	
AM Peaks						259		273							507		252	
AM PHF						0.75		0.78							0.90		0.90	
PM Times						15:30		15:15							15:30		15:30	
PM Peaks						328		321							645		321	
PM PHF						0.90		0.88							0.97		0.97	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/11/2017

Site Reference: 000000000002
 Site ID: 000000018487
 Location: SR 50, S of CR 757
 Direction: ROAD TOTAL

File: D0111002.prn
 City: Webster
 County: Sumter

TIME	MON		TUE		WED 11		THU 12		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 3																		
00:15					17	100	13	124							30	224	15	112
00:30					13	114	19	164							32	278	16	139
00:45					10	91	20	92							30	183	15	91
01:00					17	130	8	101							25	231	12	115
01:15					11	135	9	119							20	254	10	127
01:30					14	141	6	136							20	277	10	138
01:45					16	120	9	110							25	230	12	115
02:00					15	90	12	96							27	186	13	93
02:15					25	111	24	118							49	229	24	114
02:30					15	121	15	101							30	222	15	111
02:45					8	132	13	124							21	256	10	128
03:00					21	114	18	141							39	255	19	127
03:15					13	123	29	118							42	241	21	120
03:30					25	146	28	134							53	280	26	140
03:45					24	121	36	148							60	269	30	134
04:00					25	127	15	139							40	266	20	133
04:15					23	154	35	130							58	284	29	142
04:30					61	137	33	124							94	261	47	130
04:45					66	141	64	142							130	283	65	141
05:00					67	135	63	160							130	295	65	147
05:15					75	135	70	129							145	264	72	132
05:30					94	144	83	150							177	294	88	147
05:45					90	113	98	130							188	243	94	121
06:00					113	114	109	117							222	231	111	115
06:15					111	107	96	100							207	207	103	103
06:30					130	88	141	111							271	199	135	99
06:45					122	82	101	80							223	162	111	81
07:00					129	87	149	110							278	197	139	98
07:15					129	70	121	70							250	140	125	70
07:30					134	88	140	59							274	147	137	73
07:45					128	60	122	57							250	117	125	58
08:00					138	67	134	57							272	124	136	62
08:15					140	50	102	58							242	108	121	54
08:30					119	44	140	63							259	107	129	53
08:45					107	34	138	49							245	83	122	41
09:00					131	51	164	45							295	96	147	48
09:15					125	42	100	39							225	81	112	40
09:30					150	36	60	40							210	76	105	38
09:45					125	37	142	21							267	58	133	29
10:00					108	29	152	36							260	65	130	32
10:15					155	26	101	25							256	51	128	25
10:30					100	17	123	27							223	44	111	22
10:45					137	25	156	23							293	48	146	24
11:00					97	20	128	31							225	51	112	25
11:15					106	24	124	19							230	43	115	21
11:30					120	13	114	18							234	31	117	15
11:45					118	13	120	8							238	21	119	10
12:00					118	14	136	13							254	27	127	13

TOTALS							7948	8039								15987		7970
AM Times							7:30	8:15								7:00		7:00
AM Peaks							540	544								1052		526
AM PHF							0.96	0.83								0.95		0.95
PM Times							16:15	16:45								16:45		16:45
PM Peaks							567	581								1136		567
PM PHF							0.92	0.91								0.96		0.96

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/11/2017

Site Reference: 000000000001
 Site ID: 000000018453
 Location: SR 50, E of US 301_E of Gas Station
 Direction: EAST

File: D0111001.prn
 City: Webster
 County: Sumter

TIME	MON		TUE		WED 11		THU 12		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15					4	52	3	85							7	137	3	68
00:30					12	63	12	68							24	131	12	65
00:45					9	59	3	41							12	100	6	50
01:00					9	70	4	81							13	151	6	75
01:15					4	81	6	71							10	152	5	76
01:30					3	66	3	71							6	137	3	68
01:45					15	62	6	62							21	124	10	62
02:00					6	66	15	64							21	130	10	65
02:15					15	62	17	72							32	134	16	67
02:30					3	74	5	66							8	140	4	70
02:45					7	68	8	52							15	120	7	60
03:00					10	40	21	61							31	101	15	50
03:15					18	81	22	58							40	139	20	69
03:30					16	51	16	68							32	119	16	59
03:45					18	68	9	64							27	132	13	66
04:00					9	55	18	64							27	119	13	59
04:15					14	75	21	69							35	144	17	72
04:30					39	55	17	71							56	126	28	63
04:45					44	65	38	75							82	140	41	70
05:00					41	54	42	67							83	121	41	60
05:15					45	65	57	76							102	141	51	70
05:30					55	60	58	65							113	125	56	62
05:45					78	48	63	74							141	122	70	61
06:00					78	57	74	49							152	106	76	53
06:15					68	31	68	53							136	84	68	42
06:30					64	49	79	49							143	98	71	49
06:45					68	43	89	46							157	89	78	44
07:00					83	38	85	32							168	70	84	35
07:15					71	35	80	24							151	59	75	29
07:30					79	30	73	29							152	59	76	29
07:45					80	33	53	34							133	67	66	33
08:00					81	26	73	28							154	54	77	27
08:15					63	16	71	27							134	43	67	21
08:30					59	29	57	16							116	45	58	22
08:45					89	25	81	21							170	46	85	23
09:00					67	24	87	29							154	53	77	26
09:15					70	18	49	22							119	40	59	20
09:30					69	16	70	19							139	35	69	17
09:45					74	14	61	15							135	29	67	14
10:00					65	10	61	12							126	22	63	11
10:15					66	10	59	16							125	26	62	13
10:30					53	9	67	7							120	16	60	8
10:45					75	8	77	17							152	25	76	12
11:00					51	21	76	18							127	39	63	19
11:15					62	11	62	4							124	15	62	7
11:30					68	6	71	11							139	17	69	8
11:45					55	7	59	8							114	15	57	7
12:00					65	9	72	6							137	15	68	7

TOTALS	0		0		4212		4355		0		0		0		8567		4259	

AM Times					7:00		6:30								6:45		6:45	
AM Peaks					313		333								628		313	
AM PHF					0.94		0.94								0.93		0.93	

PM Times					13:00		16:30								13:00		13:00	
PM Peaks					279		289								564		281	
PM PHF					0.86		0.95								0.93		0.92	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/11/2017

Site Reference: 000000000001
 Site ID: 000000018453
 Location: SR 50, E of US 301_E of Gas Station
 Direction: WEST

File: D0111001.prn
 City: Webster
 County: Sumter

TIME	MON		TUE		WED 11		THU 12		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15					9	60	7	81							16	141	8	70
00:30					5	41	7	76							12	117	6	58
00:45					5	67	14	65							19	132	9	66
01:00					7	61	10	47							17	108	8	54
01:15					5	57	4	46							9	103	4	51
01:30					9	72	5	58							14	130	7	65
01:45					5	84	2	73							7	157	3	78
02:00					4	33	11	53							15	86	7	43
02:15					7	59	6	57							13	116	6	58
02:30					14	56	3	55							17	111	8	55
02:45					9	73	6	61							15	134	7	67
03:00					9	69	7	72							16	141	8	70
03:15					6	67	5	81							11	148	5	74
03:30					7	72	16	51							23	123	11	61
03:45					2	92	11	119							13	211	6	105
04:00					7	88	11	87							18	175	9	87
04:15					6	72	7	82							13	154	6	77
04:30					17	92	15	69							32	161	16	80
04:45					27	88	19	68							46	156	23	78
05:00					28	71	37	81							65	152	32	76
05:15					29	85	18	87							47	172	23	86
05:30					32	85	35	85							67	170	33	85
05:45					46	77	41	77							87	154	43	77
06:00					20	79	31	64							51	143	25	71
06:15					53	73	46	56							99	129	49	64
06:30					56	49	40	71							96	120	48	60
06:45					43	39	45	43							88	82	44	41
07:00					68	51	43	48							111	99	55	49
07:15					56	48	43	68							99	116	49	58
07:30					65	43	71	43							136	86	68	43
07:45					60	46	61	37							121	83	60	41
08:00					46	33	69	30							115	63	57	31
08:15					81	35	52	20							133	55	66	27
08:30					67	29	52	37							119	66	59	33
08:45					47	22	82	45							129	67	64	33
09:00					57	23	71	18							128	41	64	20
09:15					65	20	71	31							136	51	68	25
09:30					61	24	64	24							125	48	62	24
09:45					59	20	37	14							96	34	48	17
10:00					55	15	138	13							193	28	96	14
10:15					72	22	62	19							134	41	67	20
10:30					55	11	70	15							125	26	62	13
10:45					43	16	82	21							125	37	62	18
11:00					52	7	75	15							127	22	63	11
11:15					48	7	67	12							115	19	57	9
11:30					55	6	63	5							118	11	59	5
11:45					63	9	73	6							136	15	68	7
12:00					55	3	60	6							115	9	57	4

TOTALS	0		0		4048		4257		0		0		0		8305		4124	

AM Times					7:45		10:00								10:00		10:00	
AM Peaks					254		352								577		287	
AM PHF					0.78		0.64								0.75		0.75	

PM Times					15:45		15:45								15:45		15:45	
PM Peaks					344		357								701		349	
PM PHF					0.93		0.75								0.83		0.83	

Accurate Traffic Counts
 WEEKLY SUMMARY
 Starting:1/11/2017

Site Reference: 000000000001
 Site ID: 000000018453
 Location: SR 50, E of US 301_E of Gas Station
 Direction: ROAD TOTAL

File: D0111001.prn
 City: Webster
 County: Sumter

TIME	MON		TUE		WED 11		THU 12		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 3																		
00:15					13	112	10	166							23	278	11	139
00:30					17	104	19	144							36	248	18	124
00:45					14	126	17	106							31	232	15	116
01:00					16	131	14	128							30	259	15	129
01:15					9	138	10	117							19	255	9	127
01:30					12	138	8	129							20	267	10	133
01:45					20	146	8	135							28	281	14	140
02:00					10	99	26	117							36	216	18	108
02:15					22	121	23	129							45	250	22	125
02:30					17	130	8	121							25	251	12	125
02:45					16	141	14	113							30	254	15	127
03:00					19	109	28	133							47	242	23	121
03:15					24	148	27	139							51	287	25	143
03:30					23	123	32	119							55	242	27	121
03:45					20	160	20	183							40	343	20	171
04:00					16	143	29	151							45	294	22	147
04:15					20	147	28	151							48	298	24	149
04:30					56	147	32	140							88	287	44	143
04:45					71	153	57	143							128	296	64	148
05:00					69	125	79	148							148	273	74	136
05:15					74	150	75	163							149	313	74	156
05:30					87	145	93	150							180	295	90	147
05:45					124	125	104	151							228	276	114	138
06:00					98	136	105	113							203	249	101	124
06:15					121	104	114	109							235	213	117	106
06:30					120	98	119	120							239	218	119	109
06:45					111	82	134	89							245	171	122	85
07:00					151	89	128	80							279	169	139	84
07:15					127	83	123	92							250	175	125	87
07:30					144	73	144	72							288	145	144	72
07:45					140	79	114	71							254	150	127	75
08:00					127	59	142	58							269	117	134	58
08:15					144	51	123	47							267	98	133	49
08:30					126	58	109	53							235	111	117	55
08:45					136	47	163	66							299	113	149	56
09:00					124	47	158	47							282	94	141	47
09:15					135	38	120	53							255	91	127	45
09:30					130	40	134	43							264	83	132	41
09:45					133	34	98	29							231	63	115	31
10:00					120	25	199	25							319	50	159	25
10:15					138	32	121	35							259	67	129	33
10:30					108	20	137	22							245	42	122	21
10:45					118	24	159	38							277	62	138	31
11:00					103	28	151	33							254	61	127	30
11:15					110	18	129	16							239	34	119	17
11:30					123	12	134	16							257	28	128	14
11:45					118	16	132	14							250	30	125	15
12:00					120	12	132	12							252	24	126	12

TOTALS		0		0		8260		8612		0		0		0		16872		8410
AM Times						7:00		10:00								8:45		8:45
AM Peaks						562		616								1100		549
AM PHF						0.93		0.77								0.92		0.92
PM Times						15:45		15:45								15:45		15:45
PM Peaks						597		625								1222		610
PM PHF						0.93		0.85								0.89		0.89

INTERSECTION TURNING MOVEMENT COUNTS



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765

info@accuratetraffic.com

Station: 001
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at Ridge Manor Bv

File Name : Sta 001_SR 50 at Ridge Manor Bv
 Site Code : 001-0968
 Start Date : 2/8/2017
 Page No : 1

Groups Printed- Turn Traffic

Start Time	Ridge Manor Bv Southbound				SR 50 (Cortez Bv) Westbound				Ridge Manor Bv Northbound				SR 50 (Cortez Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
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 %																	



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 001
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at Ridge Manor Bv

File Name : Sta 001_SR 50 at Ridge Manor Bv
 Site Code : 001-0968
 Start Date : 2/8/2017
 Page No : 1

Groups Printed- Truck Traffic

Start Time	Ridge Manor Bv Southbound				SR 50 (Cortez Bv) Westbound				Ridge Manor Bv Northbound				SR 50 (Cortez Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	4	0	4	0	0	0	0	1	10	0	11	15
07:15	0	0	1	1	0	10	2	12	0	0	0	0	0	12	0	12	25
07:30	1	0	0	1	0	5	1	6	0	0	0	0	0	17	0	17	24
07:45	1	0	0	1	0	15	0	15	0	0	0	0	0	11	0	11	27
Total	2	0	1	3	0	34	3	37	0	0	0	0	1	50	0	51	91
08:00	1	0	0	1	0	14	1	15	0	0	0	0	0	6	0	6	22
08:15	1	0	0	1	0	9	1	10	0	0	0	0	0	13	0	13	24
08:30	0	0	1	1	0	9	0	9	0	0	0	0	1	10	0	11	21
08:45	1	0	0	1	0	9	1	10	0	0	0	0	0	11	0	11	22
Total	3	0	1	4	0	41	3	44	0	0	0	0	1	40	0	41	89
*** BREAK ***																	
16:00	0	0	0	0	0	11	0	11	0	0	0	0	0	8	0	8	19
16:15	0	0	0	0	0	4	0	4	0	0	0	0	0	8	0	8	12
16:30	0	0	0	0	0	5	0	5	0	0	0	0	0	7	0	7	12
16:45	0	0	0	0	0	12	0	12	0	0	0	0	0	10	0	10	22
Total	0	0	0	0	0	32	0	32	0	0	0	0	0	33	0	33	65
17:00	0	0	0	0	0	10	0	10	0	0	0	0	0	4	0	4	14
17:15	0	0	0	0	0	12	0	12	0	0	0	0	0	2	0	2	14
17:30	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
17:45	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
Total	0	0	0	0	0	28	0	28	0	0	0	0	0	12	0	12	40
Grand Total	5	0	2	7	0	135	6	141	0	0	0	0	2	135	0	137	285
Apprch %	71.4	0	28.6		0	95.7	4.3		0	0	0		1.5	98.5	0		
Total %	1.8	0	0.7	2.5	0	47.4	2.1	49.5	0	0	0	0	0.7	47.4	0	48.1	

SUMTER COUNTY, FLORIDA

PEDESTRIANS MOVEMENT SUMMARY

CODE / STATION NO.: 001
 NORTH / SOUTH: Ridge Manor Bv
 OBSERVER: Elaine
 WEATHER: Clear
 REMARKS: _____

CITY: Webster
 INTERSECTING ROUTE: SR 50 (Cortez Bv)

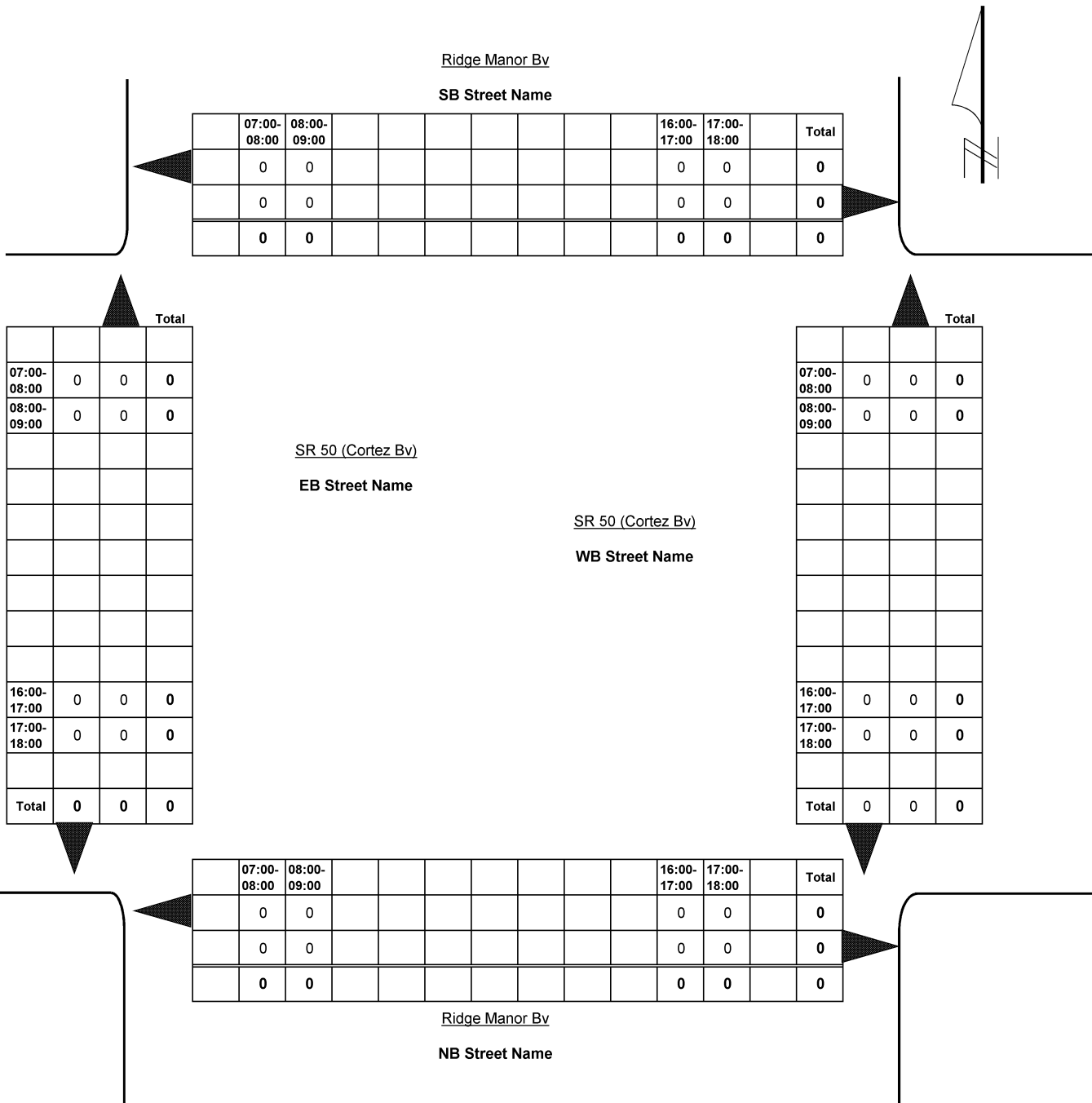
COUNTY: SUMTER
 MILEPOST: X

GPS COORDINATES

Latitude	Longitude
00° 00.000' N	000° 00.000' W

FORM COMPLETED BY: Santiago

DATE: 2/8/2017





Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 001
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at Ridge Manor Bv

File Name : Sta 001_SR 50 at Ridge Manor Bv
 Site Code : 001-0968
 Start Date : 2/8/2017
 Page No : 1

Groups Printed- General Traffic

Start Time	Ridge Manor Bv Southbound				SR 50 (Cortez Bv) Westbound				Ridge Manor Bv Northbound				SR 50 (Cortez Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	36	0	36	0	0	0	0	0	56	0	56	92
07:15	0	0	0	0	0	38	0	38	0	0	0	0	0	59	0	59	97
07:30	0	0	0	0	0	42	0	42	0	0	0	0	1	50	0	51	93
07:45	0	0	0	0	0	43	0	43	0	0	0	0	0	41	0	41	84
Total	0	0	0	0	0	159	0	159	0	0	0	0	1	206	0	207	366
08:00	0	0	0	0	0	46	0	46	0	0	0	0	0	51	0	51	97
08:15	0	0	0	0	0	49	0	49	0	0	0	0	0	44	0	44	93
08:30	0	0	1	1	0	33	0	33	0	0	0	0	0	34	0	34	68
08:45	0	0	1	1	0	49	0	49	0	0	0	0	0	46	0	46	96
Total	0	0	2	2	0	177	0	177	0	0	0	0	0	175	0	175	354
*** BREAK ***																	
16:00	0	0	1	1	0	50	0	50	0	0	0	0	1	33	0	34	85
16:15	0	0	2	2	0	56	0	56	0	0	0	0	0	48	0	48	106
16:30	0	0	1	1	0	69	1	70	0	0	0	0	1	48	0	49	120
16:45	0	0	0	0	0	74	0	74	0	0	0	0	1	56	0	57	131
Total	0	0	4	4	0	249	1	250	0	0	0	0	3	185	0	188	442
17:00	0	0	3	3	0	65	0	65	0	0	0	0	0	40	0	40	108
17:15	0	0	2	2	0	73	0	73	0	0	0	0	0	57	0	57	132
17:30	0	0	1	1	5	70	0	75	0	0	0	0	0	62	0	62	138
17:45	0	0	0	0	0	58	0	58	0	0	0	0	0	54	0	54	112
Total	0	0	6	6	5	266	0	271	0	0	0	0	0	213	0	213	490
Grand Total	0	0	12	12	5	851	1	857	0	0	0	0	4	779	0	783	1652
Apprch %	0	0	100		0.6	99.3	0.1		0	0	0		0.5	99.5	0		
Total %	0	0	0.7	0.7	0.3	51.5	0.1	51.9	0	0	0	0	0.2	47.2	0	47.4	

BICYCLES MOVEMENT SUMMARY

CODE / STATION NO.: 001
 NORTH / SOUTH: Ridge Manor Bv
 OBSERVER: Elaine
 WEATHER: Clear
 REMARKS: _____

CITY: Webster
 INTERSECTING ROUTE: SR 50 (Cortez Bv)

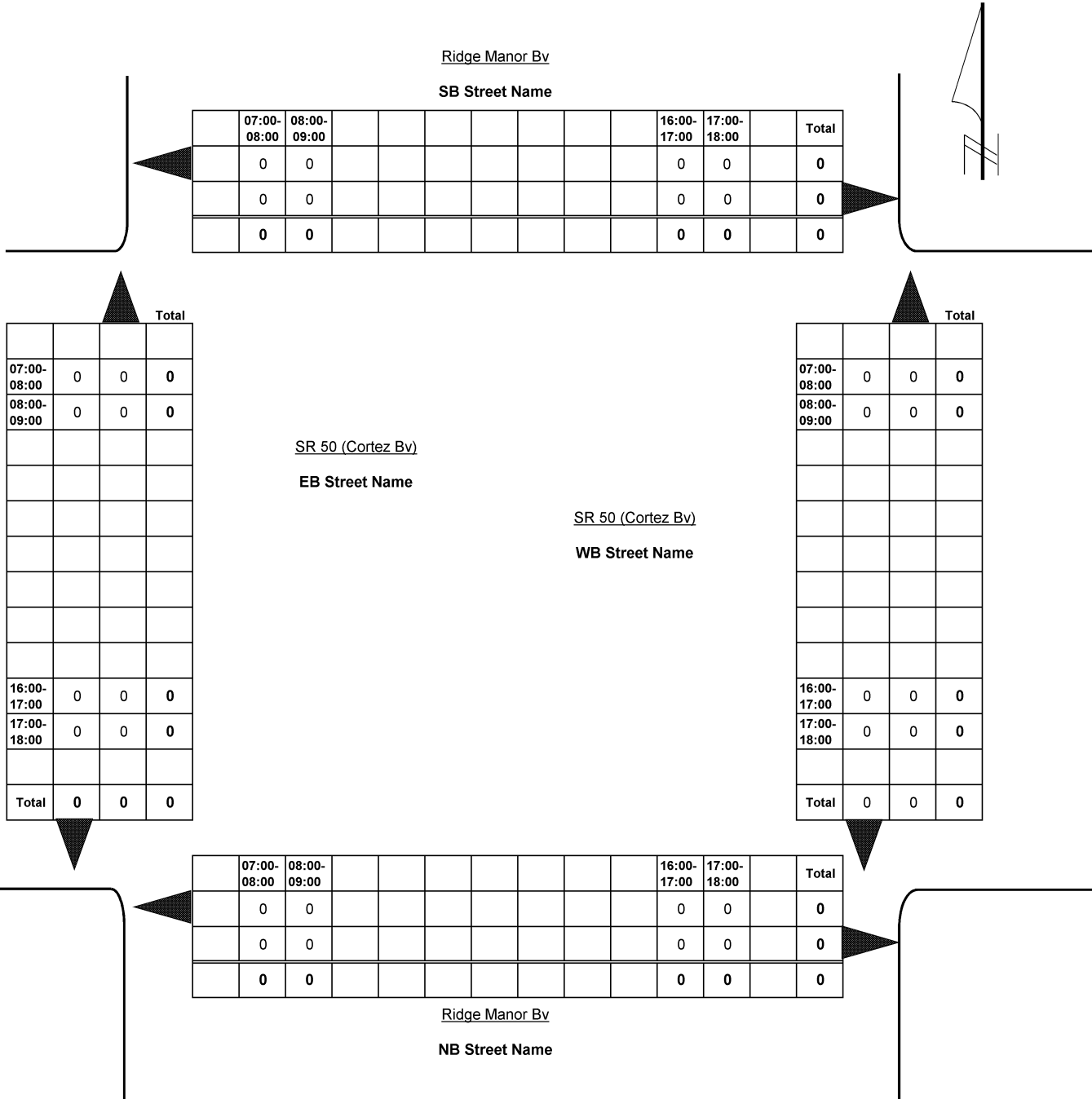
COUNTY: SUMTER
 MILEPOST: X

FORM COMPLETED BY: Santiago

DATE: 2/8/2017

GPS COORDINATES

Latitude	Longitude
00° 00.000' N	000° 00.000' W





Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
Oviedo, Florida 32765

info@accuratetraffic.com

Station: 001
Counted by: Elaine
Weather: Clear
Location: SR 50 at Ridge Manor Bv

File Name : Sta 001_SR 50 at Ridge Manor Bv
Site Code : 001-0968
Start Date : 2/8/2017
Page No : 1

Groups Printed- General Traffic - Truck Traffic - Turn Traffic

Start Time	Ridge Manor Bv Southbound				SR 50 (Cortez Bv) Westbound				Ridge Manor Bv Northbound				SR 50 (Cortez Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	40	0	40	0	0	0	0	1	66	0	67	107
07:15	0	0	1	1	0	48	2	50	0	0	0	0	0	71	0	71	122
07:30	1	0	0	1	0	47	1	48	0	0	0	0	1	67	0	68	117
07:45	1	0	0	1	0	58	0	58	0	0	0	0	0	52	0	52	111
Total	2	0	1	3	0	193	3	196	0	0	0	0	2	256	0	258	457
08:00	1	0	0	1	0	60	1	61	0	0	0	0	0	57	0	57	119
08:15	1	0	0	1	0	58	1	59	0	0	0	0	0	57	0	57	117
08:30	0	0	2	2	0	42	0	42	0	0	0	0	1	44	0	45	89
08:45	1	0	1	2	0	58	1	59	0	0	0	0	0	57	0	57	118
Total	3	0	3	6	0	218	3	221	0	0	0	0	1	215	0	216	443
*** BREAK ***																	
16:00	0	0	1	1	0	61	0	61	0	0	0	0	1	41	0	42	104
16:15	0	0	2	2	0	60	0	60	0	0	0	0	0	56	0	56	118
16:30	0	0	1	1	0	74	1	75	0	0	0	0	1	55	0	56	132
16:45	0	0	0	0	0	86	0	86	0	0	0	0	1	66	0	67	153
Total	0	0	4	4	0	281	1	282	0	0	0	0	3	218	0	221	507
17:00	0	0	3	3	0	75	0	75	0	0	0	0	0	44	0	44	122
17:15	0	0	2	2	0	85	0	85	0	0	0	0	0	59	0	59	146
17:30	0	0	1	1	5	72	0	77	0	0	0	0	0	64	0	64	142
17:45	0	0	0	0	0	62	0	62	0	0	0	0	0	58	0	58	120
Total	0	0	6	6	5	294	0	299	0	0	0	0	0	225	0	225	530
Grand Total	5	0	14	19	5	986	7	998	0	0	0	0	6	914	0	920	1937
Apprch %	26.3	0	73.7		0.5	98.8	0.7		0	0	0		0.7	99.3	0		
Total %	0.3	0	0.7	1	0.3	50.9	0.4	51.5	0	0	0	0	0.3	47.2	0	47.5	
General Traffic	0	0	12	12	5	851	1	857	0	0	0	0	4	779	0	783	1652
% General Traffic																	
Truck Traffic	5	0	2	7	0	135	6	141	0	0	0	0	2	135	0	137	285
% Truck Traffic	100	0	14.3	36.8	0	13.7	85.7	14.1	0	0	0	0	33.3	14.8	0	14.9	14.7
U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
Oviedo, Florida 32765

info@accuratetraffic.com

Station: 001
Counted by: Elaine
Weather: Clear
Location: SR 50 at Ridge Manor Bv

File Name : Sta 001_SR 50 at Ridge Manor Bv
Site Code : 001-0968
Start Date : 2/8/2017
Page No : 2

Start Time	Ridge Manor Bv Southbound				SR 50 (Cortez Bv) Westbound				Ridge Manor Bv Northbound				SR 50 (Cortez Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15																	
07:15	0	0	1	1	0	48	2	50	0	0	0	0	0	71	0	71	122
07:30	1	0	0	1	0	47	1	48	0	0	0	0	1	67	0	68	117
07:45	1	0	0	1	0	58	0	58	0	0	0	0	0	52	0	52	111
08:00	1	0	0	1	0	60	1	61	0	0	0	0	0	57	0	57	119
Total Volume	3	0	1	4	0	213	4	217	0	0	0	0	1	247	0	248	469
% App. Total	75	0	25		0	98.2	1.8		0	0	0		0.4	99.6	0		
PHF	.750	.000	.250	1.00	.000	.888	.500	.889	.000	.000	.000	.000	.250	.870	.000	.873	.961

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	0	0	0	0	0	86	0	86	0	0	0	0	1	66	0	67	153
17:00	0	0	3	3	0	75	0	75	0	0	0	0	0	44	0	44	122
17:15	0	0	2	2	0	85	0	85	0	0	0	0	0	59	0	59	146
17:30	0	0	1	1	5	72	0	77	0	0	0	0	0	64	0	64	142
Total Volume	0	0	6	6	5	318	0	323	0	0	0	0	1	233	0	234	563
% App. Total	0	0	100		1.5	98.5	0		0	0	0		0.4	99.6	0		
PHF	.000	.000	.500	.500	.250	.924	.000	.939	.000	.000	.000	.000	.250	.883	.000	.873	.920



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 002
 Counted by: Gerardo
 Weather: Clear
 Location: SR 50 at CR 575

File Name : Sta 002_SR 50 at CR 575
 Site Code : 00205208
 Start Date : 2/7/2017
 Page No : 1

Groups Printed- Turn Traffic

Start Time	Southbound				SR 50 (Cortez Bv) Westbound				CR 575 (Burwell Rd) Northbound				SR 50 (Cortez Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
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 %																	



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 002
 Counted by: Gerardo
 Weather: Clear
 Location: SR 50 at CR 575

File Name : Sta 002_SR 50 at CR 575
 Site Code : 00205208
 Start Date : 2/7/2017
 Page No : 1

Groups Printed- Truck Traffic

Start Time	Southbound				SR 50 (Cortez Bv) Westbound				CR 575 (Burwell Rd) Northbound				SR 50 (Cortez Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	6	0	6	0	0	0	0	0	9	0	9	15
07:15	0	0	0	0	0	9	0	9	0	0	0	0	0	12	0	12	21
07:30	0	0	0	0	0	7	0	7	0	0	0	0	0	18	0	18	25
07:45	0	0	0	0	0	14	0	14	1	0	0	1	0	12	1	13	28
Total	0	0	0	0	0	36	0	36	1	0	0	1	0	51	1	52	89
08:00	0	0	0	0	0	15	0	15	0	0	0	0	0	7	0	7	22
08:15	0	0	0	0	0	10	0	10	0	0	0	0	0	15	0	15	25
08:30	0	0	0	0	0	9	0	9	0	0	0	0	0	9	0	9	18
08:45	0	0	0	0	0	11	0	11	0	0	0	0	0	12	0	12	23
Total	0	0	0	0	0	45	0	45	0	0	0	0	0	43	0	43	88
*** BREAK ***																	
16:00	0	0	0	0	0	10	0	10	0	0	0	0	0	2	1	3	13
16:15	0	0	0	0	1	8	0	9	1	0	0	1	0	8	0	8	18
16:30	0	0	0	0	1	4	0	5	0	0	1	1	0	4	0	4	10
16:45	0	0	0	0	1	10	0	11	0	0	0	0	0	4	0	4	15
Total	0	0	0	0	3	32	0	35	1	0	1	2	0	18	1	19	56
17:00	0	0	0	0	0	5	0	5	0	0	0	0	0	4	1	5	10
17:15	0	0	0	0	0	8	0	8	1	0	0	1	0	6	0	6	15
17:30	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
17:45	0	0	0	0	0	9	0	9	0	0	0	0	0	8	0	8	17
Total	0	0	0	0	0	26	0	26	1	0	0	1	0	22	1	23	50
Grand Total	0	0	0	0	3	139	0	142	3	0	1	4	0	134	3	137	283
Apprch %	0	0	0		2.1	97.9	0		75	0	25		0	97.8	2.2		
Total %	0	0	0	0	1.1	49.1	0	50.2	1.1	0	0.4	1.4	0	47.3	1.1	48.4	

PEDESTRIANS MOVEMENT SUMMARY

CODE / STATION NO.: 002

CITY: Webster

COUNTY: SUMTER

NORTH / SOUTH: CR 575 (Burwell Rd)

INTERSECTING ROUTE: SR 50 (W Myers Bv)

MILEPOST: X

OBSERVER: Elaine

WEATHER: Clear

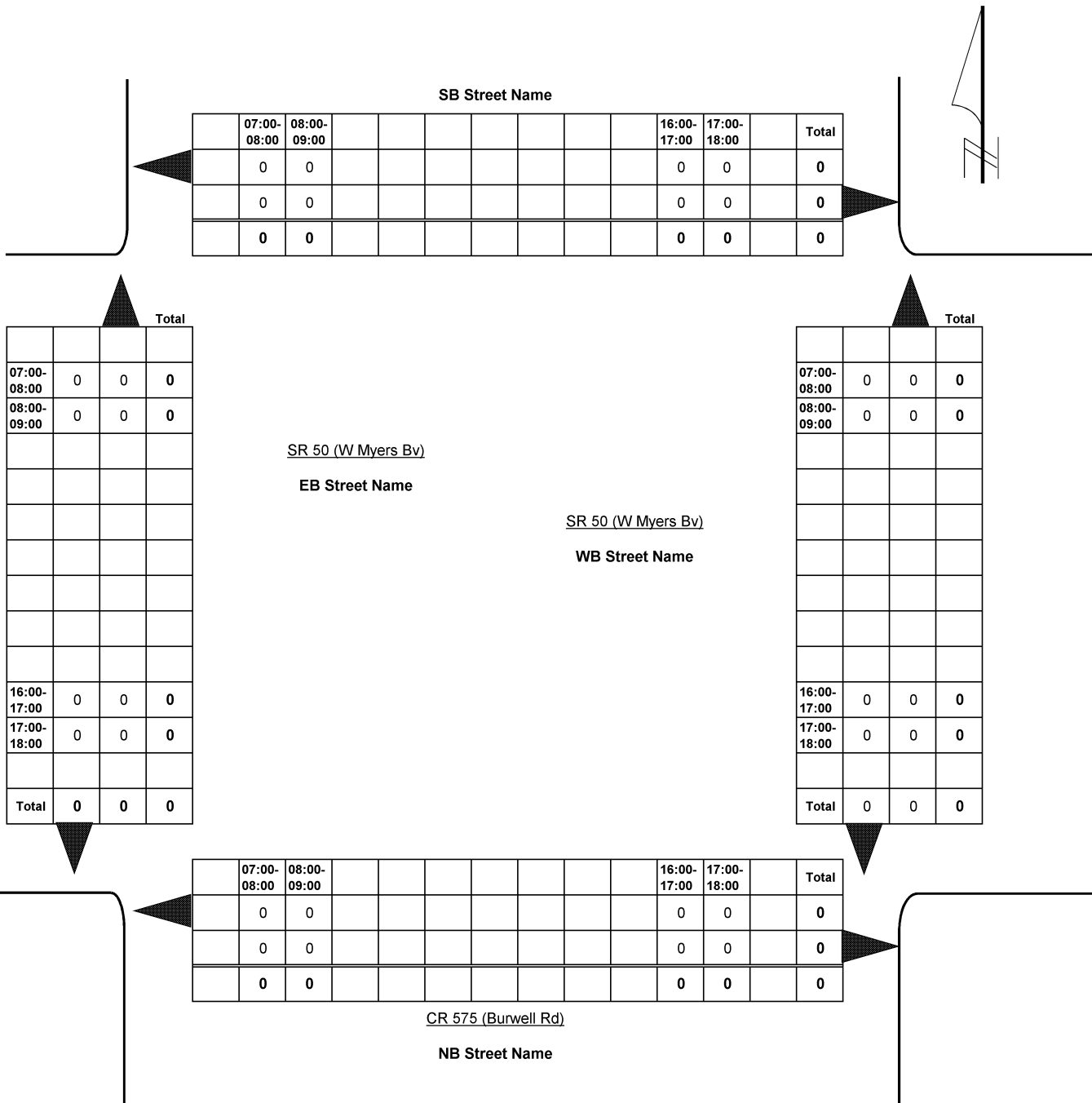
REMARKS: _____

GPS COORDINATES

Latitude	Longitude
00° 00.000' N	000° 00.000' W

FORM COMPLETED BY: Santiago

DATE: 2/7/2017





Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 002
 Counted by: Gerardo
 Weather: Clear
 Location: SR 50 at CR 575

File Name : Sta 002_SR 50 at CR 575
 Site Code : 00205208
 Start Date : 2/7/2017
 Page No : 1

Groups Printed- General Traffic

Start Time	Southbound				SR 50 (Cortez Bv) Westbound				CR 575 (Burwell Rd) Northbound				SR 50 (Cortez Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	4	37	0	41	1	0	2	3	0	51	0	51	95
07:15	0	0	0	0	0	35	0	35	1	0	4	5	0	49	0	49	89
07:30	0	0	0	0	3	42	0	45	1	0	4	5	0	59	1	60	110
07:45	0	0	0	0	0	33	0	33	5	0	0	5	0	37	2	39	77
Total	0	0	0	0	7	147	0	154	8	0	10	18	0	196	3	199	371
08:00	0	0	0	0	1	44	0	45	2	0	2	4	0	46	0	46	95
08:15	0	0	0	0	0	48	0	48	2	0	1	3	0	43	3	46	97
08:30	0	0	0	0	1	34	0	35	0	0	2	2	0	33	1	34	71
08:45	0	0	0	0	2	46	0	48	1	0	1	2	0	44	1	45	95
Total	0	0	0	0	4	172	0	176	5	0	6	11	0	166	5	171	358
*** BREAK ***																	
16:00	0	0	0	0	2	63	0	65	2	0	0	2	0	51	2	53	120
16:15	0	0	0	0	4	74	0	78	1	0	2	3	0	49	2	51	132
16:30	0	0	0	0	1	59	0	60	2	0	0	2	0	46	5	51	113
16:45	0	0	0	0	4	71	0	75	1	0	2	3	0	39	5	44	122
Total	0	0	0	0	11	267	0	278	6	0	4	10	0	185	14	199	487
17:00	0	0	0	0	3	67	0	70	2	0	0	2	0	51	4	55	127
17:15	0	0	0	0	5	80	0	85	7	0	1	8	0	51	8	59	152
17:30	0	0	0	0	1	63	0	64	3	0	3	6	0	57	4	61	131
17:45	0	0	0	0	2	61	0	63	3	0	1	4	0	47	5	52	119
Total	0	0	0	0	11	271	0	282	15	0	5	20	0	206	21	227	529
Grand Total	0	0	0	0	33	857	0	890	34	0	25	59	0	753	43	796	1745
Apprch %	0	0	0		3.7	96.3	0		57.6	0	42.4		0	94.6	5.4		
Total %	0	0	0		1.9	49.1	0	51	1.9	0	1.4	3.4	0	43.2	2.5	45.6	

BICYCLES MOVEMENT SUMMARY

CODE / STATION NO.: 002

CITY: Webster

COUNTY: SUMTER

NORTH / SOUTH: CR 575 (Burwell Rd)

INTERSECTING ROUTE: SR 50 (W Myers Bv)

MILEPOST: X

OBSERVER: Elaine

WEATHER: Clear

REMARKS: _____

GPS COORDINATES

Latitude	Longitude
00° 00.000' N	000° 00.000' W

FORM COMPLETED BY: Santiago

DATE: 2/7/2017

SB Street Name

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	0	0							0	0		0
	0	0							0	0		0
	0	0							0	0		0



Total

07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
Total	0	0	0

SR 50 (W Myers Bv)

EB Street Name

SR 50 (W Myers Bv)

WB Street Name

Total

07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
Total	0	0	0

Total

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	0	0							0	0		0
	0	0							0	0		0
	0	0							0	0		0

CR 575 (Burwell Rd)

NB Street Name

Total



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 002
 Counted by: Gerardo
 Weather: Clear
 Location: SR 50 at CR 575

File Name : Sta 002_SR 50 at CR 575
 Site Code : 00205208
 Start Date : 2/7/2017
 Page No : 1

Groups Printed- General Traffic - Truck Traffic - Turn Traffic

Start Time	Southbound				SR 50 (Cortez Bv) Westbound				CR 575 (Burwell Rd) Northbound				SR 50 (Cortez Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	4	43	0	47	1	0	2	3	0	60	0	60	110
07:15	0	0	0	0	0	44	0	44	1	0	4	5	0	61	0	61	110
07:30	0	0	0	0	3	49	0	52	1	0	4	5	0	77	1	78	135
07:45	0	0	0	0	0	47	0	47	6	0	0	6	0	49	3	52	105
Total	0	0	0	0	7	183	0	190	9	0	10	19	0	247	4	251	460
08:00	0	0	0	0	1	59	0	60	2	0	2	4	0	53	0	53	117
08:15	0	0	0	0	0	58	0	58	2	0	1	3	0	58	3	61	122
08:30	0	0	0	0	1	43	0	44	0	0	2	2	0	42	1	43	89
08:45	0	0	0	0	2	57	0	59	1	0	1	2	0	56	1	57	118
Total	0	0	0	0	4	217	0	221	5	0	6	11	0	209	5	214	446
*** BREAK ***																	
16:00	0	0	0	0	2	73	0	75	2	0	0	2	0	53	3	56	133
16:15	0	0	0	0	5	82	0	87	2	0	2	4	0	57	2	59	150
16:30	0	0	0	0	2	63	0	65	2	0	1	3	0	50	5	55	123
16:45	0	0	0	0	5	81	0	86	1	0	2	3	0	43	5	48	137
Total	0	0	0	0	14	299	0	313	7	0	5	12	0	203	15	218	543
17:00	0	0	0	0	3	72	0	75	2	0	0	2	0	55	5	60	137
17:15	0	0	0	0	5	88	0	93	8	0	1	9	0	57	8	65	167
17:30	0	0	0	0	1	67	0	68	3	0	3	6	0	61	4	65	139
17:45	0	0	0	0	2	70	0	72	3	0	1	4	0	55	5	60	136
Total	0	0	0	0	11	297	0	308	16	0	5	21	0	228	22	250	579
Grand Total	0	0	0	0	36	996	0	1032	37	0	26	63	0	887	46	933	2028
Apprch %	0	0	0	0	3.5	96.5	0		58.7	0	41.3		0	95.1	4.9		
Total %	0	0	0	0	1.8	49.1	0	50.9	1.8	0	1.3	3.1	0	43.7	2.3	46	
General Traffic	0	0	0	0	33	857	0	890	34	0	25	59	0	753	43	796	1745
% General Traffic																	
Truck Traffic	0	0	0	0	3	139	0	142	3	0	1	4	0	134	3	137	283
% Truck Traffic	0	0	0	0	8.3	14	0	13.8	8.1	0	3.8	6.3	0	15.1	6.5	14.7	14
U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 002
 Counted by: Gerardo
 Weather: Clear
 Location: SR 50 at CR 575

File Name : Sta 002_SR 50 at CR 575
 Site Code : 00205208
 Start Date : 2/7/2017
 Page No : 2

Start Time	Southbound				SR 50 (Cortez Bv) Westbound				CR 575 (Burwell Rd) Northbound				SR 50 (Cortez Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	0	0	0	0	3	49	0	52	1	0	4	5	0	77	1	78	135
07:45	0	0	0	0	0	47	0	47	6	0	0	6	0	49	3	52	105
08:00	0	0	0	0	1	59	0	60	2	0	2	4	0	53	0	53	117
08:15	0	0	0	0	0	58	0	58	2	0	1	3	0	58	3	61	122
Total Volume	0	0	0	0	4	213	0	217	11	0	7	18	0	237	7	244	479
% App. Total	0	0	0	0	1.8	98.2	0		61.1	0	38.9		0	97.1	2.9		
PHF	.000	.000	.000	.000	.333	.903	.000	.904	.458	.000	.438	.750	.000	.769	.583	.782	.887

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	0	0	0	0	5	81	0	86	1	0	2	3	0	43	5	48	137
17:00	0	0	0	0	3	72	0	75	2	0	0	2	0	55	5	60	137
17:15	0	0	0	0	5	88	0	93	8	0	1	9	0	57	8	65	167
17:30	0	0	0	0	1	67	0	68	3	0	3	6	0	61	4	65	139
Total Volume	0	0	0	0	14	308	0	322	14	0	6	20	0	216	22	238	580
% App. Total	0	0	0	0	4.3	95.7	0		70	0	30		0	90.8	9.2		
PHF	.000	.000	.000	.000	.700	.875	.000	.866	.438	.000	.500	.556	.000	.885	.688	.915	.868



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 003
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at CR 757

File Name : Sta 003_SR 50 at CR 757
 Site Code : 00032331
 Start Date : 1/10/2017
 Page No : 1

Groups Printed- Truck Traffic

Start Time	Southbound				SR 50 Westbound				CR 757 Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	5	0	5	0	0	0	0	0	6	0	6	11
07:15	0	0	0	0	0	6	0	6	0	0	0	0	0	3	0	3	9
07:30	0	0	0	0	0	10	0	10	0	0	0	0	0	4	1	5	15
07:45	0	0	0	0	0	5	0	5	0	0	0	0	0	5	0	5	10
Total	0	0	0	0	0	26	0	26	0	0	0	0	0	18	1	19	45
08:00	0	0	0	0	0	14	0	14	1	0	0	1	0	5	0	5	20
08:15	0	0	0	0	0	5	0	5	0	0	0	0	0	14	0	14	19
08:30	0	0	0	0	0	10	0	10	0	0	0	0	0	11	0	11	21
08:45	0	0	0	0	0	7	0	7	0	0	0	0	0	3	0	3	10
Total	0	0	0	0	0	36	0	36	1	0	0	1	0	33	0	33	70
*** BREAK ***																	
16:00	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
16:15	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
16:30	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
16:45	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
Total	0	0	0	0	0	11	0	11	0	0	0	0	0	9	0	9	20
17:00	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
17:15	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
17:30	0	0	0	0	0	4	0	4	0	0	1	1	0	5	0	5	10
17:45	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Total	0	0	0	0	0	11	0	11	0	0	1	1	0	10	0	10	22
Grand Total	0	0	0	0	0	84	0	84	1	0	1	2	0	70	1	71	157
Apprch %	0	0	0	0	0	100	0	100	50	0	50	50	0	98.6	1.4	98.6	
Total %	0	0	0	0	0	53.5	0	53.5	0.6	0	0.6	1.3	0	44.6	0.6	45.2	

SUMTER COUNTY, FLORIDA

PEDESTRIANS MOVEMENT SUMMARY

CODE / STATION NO.: 003
 NORTH / SOUTH: CR 757
 OBSERVER: Elaine
 WEATHER: Clear
 REMARKS: _____

CITY: Webster
 INTERSECTING ROUTE: SR 50

COUNTY: Sumter
 MILEPOST: X

FORM COMPLETED BY: Santiago

DATE: 1/10/2017

GPS COORDINATES

Latitude	Longitude
00° 00.000' N	000° 00.000' W

X

SB Street Name

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	0	0							0	0		0
	0	0							0	0		0
	0	0							0	0		0

Total

07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
Total	0	0	0

Total

07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
Total	0	0	0

SR 50
 EB Street Name

SR 50
 WB Street Name

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	0	0							0	0		0
	0	0							0	0		0
	0	0							0	0		0

CR 757
 NB Street Name



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 003
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at CR 757

File Name : Sta 003_SR 50 at CR 757
 Site Code : 00032331
 Start Date : 1/10/2017
 Page No : 1

Groups Printed- General Traffic

Start Time	Southbound				SR 50 Westbound				CR 757 Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	35	0	35	0	0	0	0	0	69	0	69	104
07:15	0	0	0	0	0	38	0	38	0	0	2	2	0	48	1	49	89
07:30	0	0	0	0	0	48	0	48	0	0	0	0	0	43	1	44	92
07:45	0	0	0	0	1	24	0	25	0	0	1	1	0	52	0	52	78
Total	0	0	0	0	1	145	0	146	0	0	3	3	0	212	2	214	363
08:00	0	0	0	0	0	52	0	52	0	0	0	0	0	39	0	39	91
08:15	0	0	0	0	0	42	0	42	1	0	1	2	0	55	0	55	99
08:30	0	0	0	0	1	29	0	30	0	0	0	0	0	56	0	56	86
08:45	0	0	0	0	0	53	0	53	0	0	0	0	0	45	0	45	98
Total	0	0	0	0	1	176	0	177	1	0	1	2	0	195	0	195	374
*** BREAK ***																	
16:00	0	0	0	0	2	60	0	62	0	0	2	2	0	54	1	55	119
16:15	0	0	0	0	0	65	0	65	0	0	0	0	0	46	0	46	111
16:30	0	0	0	0	1	61	0	62	0	0	0	0	0	49	0	49	111
16:45	0	0	0	0	1	67	0	68	0	0	0	0	0	49	0	49	117
Total	0	0	0	0	4	253	0	257	0	0	2	2	0	198	1	199	458
17:00	0	0	0	0	1	67	0	68	2	0	1	3	0	48	0	48	119
17:15	0	0	0	0	2	63	0	65	1	0	0	1	0	53	0	53	119
17:30	0	0	0	0	0	62	0	62	0	0	0	0	0	71	0	71	133
17:45	0	0	0	0	2	47	0	49	0	0	2	2	0	48	0	48	99
Total	0	0	0	0	5	239	0	244	3	0	3	6	0	220	0	220	470
Grand Total	0	0	0	0	11	813	0	824	4	0	9	13	0	825	3	828	1665
Apprch %	0	0	0		1.3	98.7	0		30.8	0	69.2		0	99.6	0.4		
Total %	0	0	0	0	0.7	48.8	0	49.5	0.2	0	0.5	0.8	0	49.5	0.2	49.7	

BICYCLES MOVEMENT SUMMARY

CODE / STATION NO.: 003
 NORTH / SOUTH: CR 757
 OBSERVER: Elaine
 WEATHER: Clear
 REMARKS: _____

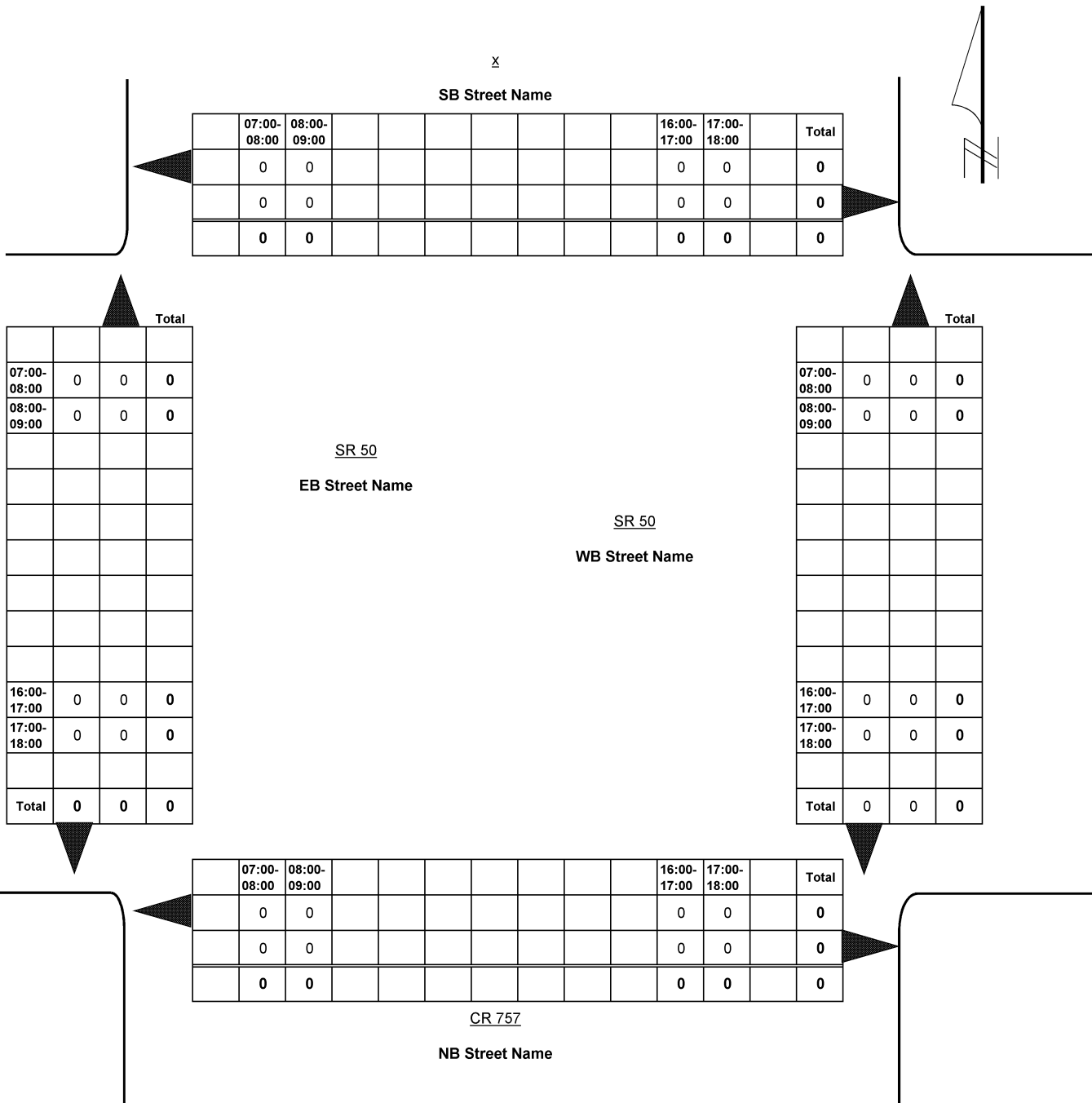
CITY: Webster
 INTERSECTING ROUTE: SR 50

COUNTY: Sumter
 MILEPOST: X

GPS COORDINATES	
Latitude	Longitude
00° 00.000' N	000° 00.000' W

FORM COMPLETED BY: Santiago

DATE: 1/10/2017





Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 003
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at CR 757

File Name : Sta 003_SR 50 at CR 757
 Site Code : 00032331
 Start Date : 1/10/2017
 Page No : 1

Groups Printed- General Traffic - Truck Traffic - Turn Traffic

Start Time	Southbound				SR 50 Westbound				CR 757 Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	40	0	40	0	0	0	0	0	75	0	75	115
07:15	0	0	0	0	0	44	0	44	0	0	2	2	0	51	1	52	98
07:30	0	0	0	0	0	58	0	58	0	0	0	0	0	47	2	49	107
07:45	0	0	0	0	1	29	0	30	0	0	1	1	0	57	0	57	88
Total	0	0	0	0	1	171	0	172	0	0	3	3	0	230	3	233	408
08:00	0	0	0	0	0	66	0	66	1	0	0	1	0	44	0	44	111
08:15	0	0	0	0	0	47	0	47	1	0	1	2	0	69	0	69	118
08:30	0	0	0	0	1	39	0	40	0	0	0	0	0	67	0	67	107
08:45	0	0	0	0	0	60	0	60	0	0	0	0	0	48	0	48	108
Total	0	0	0	0	1	212	0	213	2	0	1	3	0	228	0	228	444
*** BREAK ***																	
16:00	0	0	0	0	2	63	0	65	0	0	2	2	0	59	1	60	127
16:15	0	0	0	0	0	68	0	68	0	0	0	0	0	47	0	47	115
16:30	0	0	0	0	1	63	0	64	0	0	0	0	0	50	0	50	114
16:45	0	0	0	0	1	70	0	71	0	0	0	0	0	51	0	51	122
Total	0	0	0	0	4	264	0	268	0	0	2	2	0	207	1	208	478
17:00	0	0	0	0	1	71	0	72	2	0	1	3	0	50	0	50	125
17:15	0	0	0	0	2	65	0	67	1	0	0	1	0	54	0	54	122
17:30	0	0	0	0	0	66	0	66	0	0	1	1	0	76	0	76	143
17:45	0	0	0	0	2	48	0	50	0	0	2	2	0	50	0	50	102
Total	0	0	0	0	5	250	0	255	3	0	4	7	0	230	0	230	492
Grand Total	0	0	0	0	11	897	0	908	5	0	10	15	0	895	4	899	1822
Apprch %	0	0	0		1.2	98.8	0		33.3	0	66.7		0	99.6	0.4		
Total %	0	0	0	0	0.6	49.2	0	49.8	0.3	0	0.5	0.8	0	49.1	0.2	49.3	
General Traffic	0	0	0	0	11	813	0	824	4	0	9	13	0	825	3	828	1665
% General Traffic																	
Truck Traffic	0	0	0	0	0	84	0	84	1	0	1	2	0	70	1	71	157
% Truck Traffic	0	0	0	0	0	9.4	0	9.3	20	0	10	13.3	0	7.8	25	7.9	8.6
U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A

Oviedo, Florida 32765

info@accuratetraffic.com

Station: 003
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at CR 757

File Name : Sta 003_SR 50 at CR 757
 Site Code : 00032331
 Start Date : 1/10/2017
 Page No : 2

Start Time	Southbound				SR 50 Westbound				CR 757 Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	0	0	0	0	0	66	0	66	1	0	0	1	0	44	0	44	111
08:15	0	0	0	0	0	47	0	47	1	0	1	2	0	69	0	69	118
08:30	0	0	0	0	1	39	0	40	0	0	0	0	0	67	0	67	107
08:45	0	0	0	0	0	60	0	60	0	0	0	0	0	48	0	48	108
Total Volume	0	0	0	0	1	212	0	213	2	0	1	3	0	228	0	228	444
% App. Total	0	0	0	0	0.5	99.5	0		66.7	0	33.3		0	100	0		
PHF	.000	.000	.000	.000	.250	.803	.000	.807	.500	.000	.250	.375	.000	.826	.000	.826	.941

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	0	0	0	0	1	70	0	71	0	0	0	0	0	51	0	51	122
17:00	0	0	0	0	1	71	0	72	2	0	1	3	0	50	0	50	125
17:15	0	0	0	0	2	65	0	67	1	0	0	1	0	54	0	54	122
17:30	0	0	0	0	0	66	0	66	0	0	1	1	0	76	0	76	143
Total Volume	0	0	0	0	4	272	0	276	3	0	2	5	0	231	0	231	512
% App. Total	0	0	0	0	1.4	98.6	0		60	0	40		0	100	0		
PHF	.000	.000	.000	.000	.500	.958	.000	.958	.375	.000	.500	.417	.000	.760	.000	.760	.895



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 003
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at CR 757

File Name : Sta 003_SR 50 at CR 757
 Site Code : 00032331
 Start Date : 1/10/2017
 Page No : 1

Groups Printed- Turn Traffic

Start Time	Southbound				SR 50 Westbound				CR 757 Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
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 %																	



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 004
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at CR 755

File Name : Sta 004_SR 50 at CR 755
 Site Code : 00040968
 Start Date : 1/10/2017
 Page No : 1

Groups Printed- Truck Traffic

Start Time	CR 755 Southbound				SR 50 Westbound				Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	5	0	5	0	0	0	0	0	6	0	6	11
07:15	0	0	0	0	0	6	0	6	0	0	0	0	0	3	0	3	9
07:30	0	0	0	0	0	10	0	10	0	0	0	0	0	4	0	4	14
07:45	0	0	0	0	0	5	0	5	0	0	0	0	0	5	0	5	10
Total	0	0	0	0	0	26	0	26	0	0	0	0	0	18	0	18	44
08:00	0	0	0	0	0	14	0	14	0	0	0	0	1	4	0	5	19
08:15	0	0	0	0	0	5	0	5	0	0	0	0	0	14	0	14	19
08:30	0	0	0	0	0	10	0	10	0	0	0	0	0	11	0	11	21
08:45	0	0	0	0	0	7	0	7	0	0	0	0	0	3	0	3	10
Total	0	0	0	0	0	36	0	36	0	0	0	0	1	32	0	33	69
*** BREAK ***																	
16:00	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
16:15	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
16:30	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
16:45	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
Total	0	0	0	0	0	11	0	11	0	0	0	0	0	9	0	9	20
17:00	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
17:15	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
17:30	0	0	0	0	0	4	0	4	0	0	0	0	0	5	0	5	9
17:45	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	11	0	11	0	0	0	0	0	9	0	9	20
Grand Total	0	0	0	0	0	84	0	84	0	0	0	0	1	68	0	69	153
Apprch %	0	0	0	0	0	100	0	100	0	0	0	0	1.4	98.6	0	100	
Total %	0	0	0	0	0	54.9	0	54.9	0	0	0	0	0.7	44.4	0	45.1	

PEDESTRIANS MOVEMENT SUMMARY

CODE / STATION NO.: 004
 NORTH / SOUTH: CR 755
 OBSERVER: Elaine
 WEATHER: Clear
 REMARKS: _____

CITY: Webster
 INTERSECTING ROUTE: SR 50

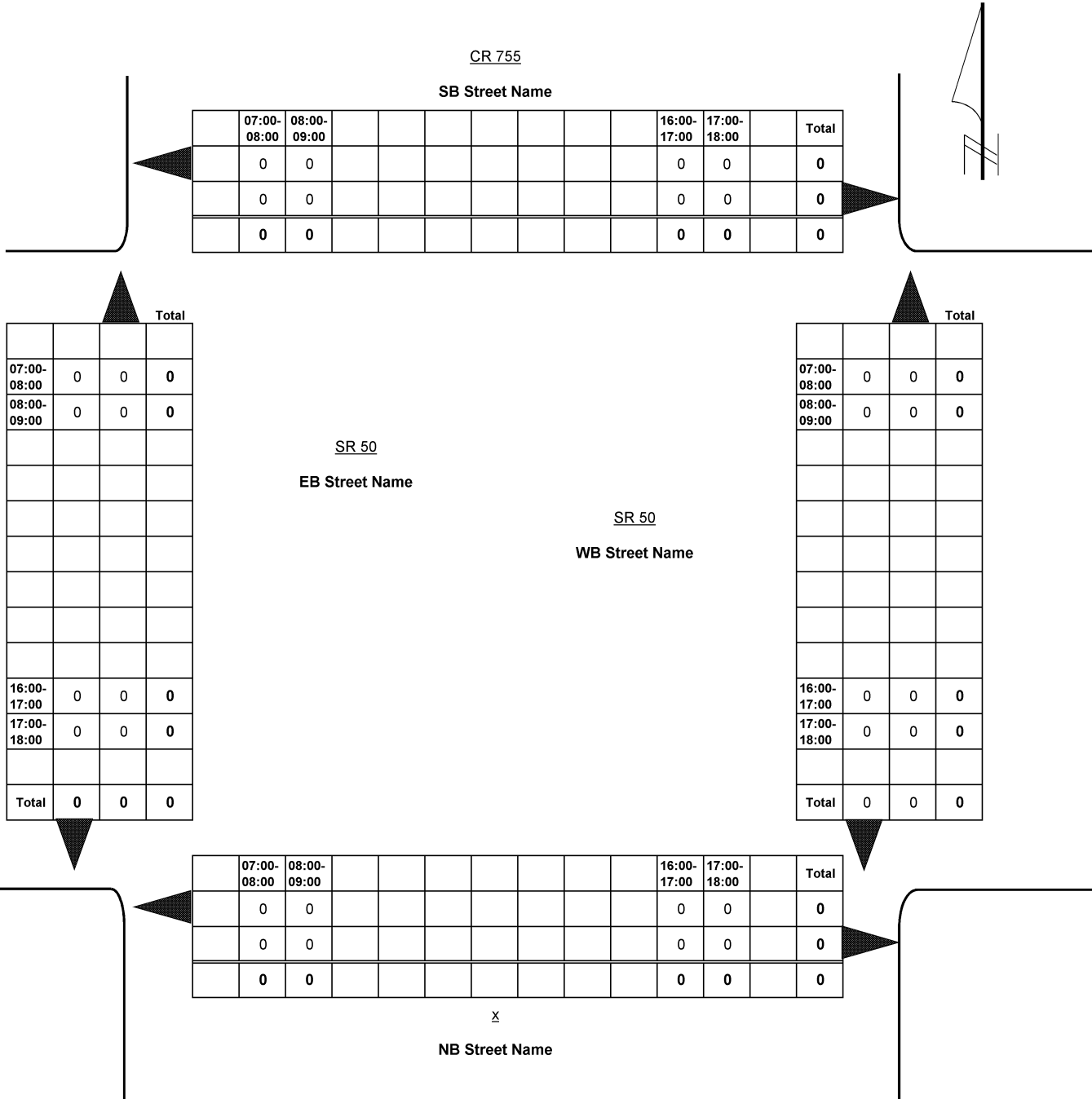
COUNTY: Sumter
 MILEPOST: X

GPS COORDINATES

Latitude	Longitude
00° 00.000' N	000° 00.000' W

FORM COMPLETED BY: Santiago

DATE: 1/10/2017





Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 004
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at CR 755

File Name : Sta 004_SR 50 at CR 755
 Site Code : 00040968
 Start Date : 1/10/2017
 Page No : 1

Groups Printed- General Traffic

Start Time	CR 755 Southbound				SR 50 Westbound				Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	2	2	0	33	0	33	0	0	0	0	8	61	0	69	104
07:15	0	0	4	4	0	34	0	34	0	0	0	0	5	43	0	48	86
07:30	0	0	1	1	0	47	0	47	0	0	0	0	0	43	0	43	91
07:45	0	0	1	1	0	24	0	24	0	0	0	0	2	50	0	52	77
Total	0	0	8	8	0	138	0	138	0	0	0	0	15	197	0	212	358
08:00	0	0	3	3	0	49	0	49	0	0	0	0	1	38	0	39	91
08:15	0	0	1	1	0	41	0	41	0	0	0	0	3	52	0	55	97
08:30	0	0	0	0	0	30	0	30	0	0	0	0	5	51	0	56	86
08:45	0	0	5	5	0	48	0	48	0	0	0	0	0	45	0	45	98
Total	0	0	9	9	0	168	0	168	0	0	0	0	9	186	0	195	372
*** BREAK ***																	
16:00	0	0	3	3	0	59	0	59	0	0	0	0	2	52	0	54	116
16:15	0	0	2	2	0	63	0	63	0	0	0	0	1	45	0	46	111
16:30	0	0	1	1	0	61	0	61	0	0	0	0	0	49	0	49	111
16:45	0	0	2	2	0	66	0	66	0	0	0	0	1	48	0	49	117
Total	0	0	8	8	0	249	0	249	0	0	0	0	4	194	0	198	455
17:00	0	0	2	2	0	66	0	66	0	0	0	0	2	46	0	48	116
17:15	0	0	0	0	0	65	0	65	0	0	0	0	3	50	0	53	118
17:30	0	0	1	1	0	61	0	61	0	0	0	0	6	65	0	71	133
17:45	0	0	1	1	0	48	0	48	0	0	0	0	3	45	0	48	97
Total	0	0	4	4	0	240	0	240	0	0	0	0	14	206	0	220	464
Grand Total	0	0	29	29	0	795	0	795	0	0	0	0	42	783	0	825	1649
Apprch %	0	0	100		0	100	0		0	0	0		5.1	94.9	0		
Total %	0	0	1.8	1.8	0	48.2	0	48.2	0	0	0	0	2.5	47.5	0	50	

BICYCLES MOVEMENT SUMMARY

CODE / STATION NO.: 004
 NORTH / SOUTH: CR 755
 OBSERVER: Elaine
 WEATHER: Clear
 REMARKS: _____

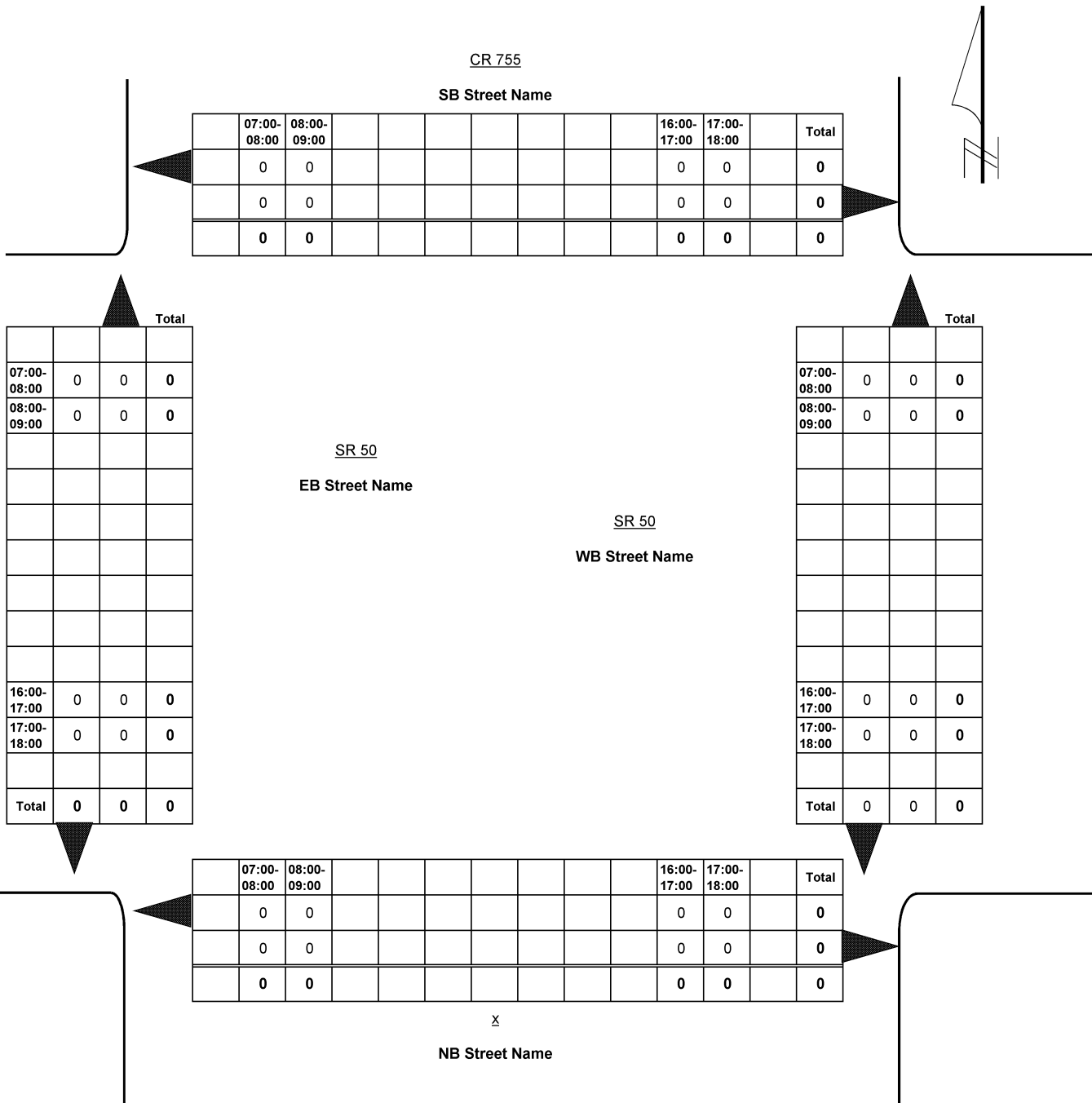
CITY: Webster
 INTERSECTING ROUTE: SR 50

COUNTY: Sumter
 MILEPOST: X

GPS COORDINATES	
Latitude	Longitude
00° 00.000' N	000° 00.000' W

FORM COMPLETED BY: Santiago

DATE: 1/10/2017





Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 004
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at CR 755

File Name : Sta 004_SR 50 at CR 755
 Site Code : 00040968
 Start Date : 1/10/2017
 Page No : 1

Groups Printed- General Traffic - Truck Traffic - Turn Traffic

Start Time	CR 755 Southbound				SR 50 Westbound				Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	2	2	0	38	0	38	0	0	0	0	8	67	0	75	115
07:15	0	0	4	4	0	40	0	40	0	0	0	0	5	46	0	51	95
07:30	0	0	1	1	0	57	0	57	0	0	0	0	0	47	0	47	105
07:45	0	0	1	1	0	29	0	29	0	0	0	0	2	55	0	57	87
Total	0	0	8	8	0	164	0	164	0	0	0	0	15	215	0	230	402
08:00	0	0	3	3	0	63	0	63	0	0	0	0	2	42	0	44	110
08:15	0	0	1	1	0	46	0	46	0	0	0	0	3	66	0	69	116
08:30	0	0	0	0	0	40	0	40	0	0	0	0	5	62	0	67	107
08:45	0	0	5	5	0	55	0	55	0	0	0	0	0	48	0	48	108
Total	0	0	9	9	0	204	0	204	0	0	0	0	10	218	0	228	441
*** BREAK ***																	
16:00	0	0	3	3	0	62	0	62	0	0	0	0	2	57	0	59	124
16:15	0	0	2	2	0	66	0	66	0	0	0	0	1	46	0	47	115
16:30	0	0	1	1	0	63	0	63	0	0	0	0	0	50	0	50	114
16:45	0	0	2	2	0	69	0	69	0	0	0	0	1	50	0	51	122
Total	0	0	8	8	0	260	0	260	0	0	0	0	4	203	0	207	475
17:00	0	0	2	2	0	70	0	70	0	0	0	0	2	48	0	50	122
17:15	0	0	0	0	0	67	0	67	0	0	0	0	3	51	0	54	121
17:30	0	0	1	1	0	65	0	65	0	0	0	0	6	70	0	76	142
17:45	0	0	1	1	0	49	0	49	0	0	0	0	3	46	0	49	99
Total	0	0	4	4	0	251	0	251	0	0	0	0	14	215	0	229	484
Grand Total	0	0	29	29	0	879	0	879	0	0	0	0	43	851	0	894	1802
Apprch %	0	0	100		0	100	0		0	0	0		4.8	95.2	0		
Total %	0	0	1.6	1.6	0	48.8	0	48.8	0	0	0	0	2.4	47.2	0	49.6	
General Traffic	0	0	29	29	0	795	0	795	0	0	0	0	42	783	0	825	1649
% General Traffic																	
Truck Traffic	0	0	0	0	0	84	0	84	0	0	0	0	1	68	0	69	153
% Truck Traffic	0	0	0	0	0	9.6	0	9.6	0	0	0	0	2.3	8	0	7.7	8.5
U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 004
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at CR 755

File Name : Sta 004_SR 50 at CR 755
 Site Code : 00040968
 Start Date : 1/10/2017
 Page No : 2

Start Time	CR 755 Southbound				SR 50 Westbound				Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	0	0	3	3	0	63	0	63	0	0	0	0	2	42	0	44	110
08:15	0	0	1	1	0	46	0	46	0	0	0	0	3	66	0	69	116
08:30	0	0	0	0	0	40	0	40	0	0	0	0	5	62	0	67	107
08:45	0	0	5	5	0	55	0	55	0	0	0	0	0	48	0	48	108
Total Volume	0	0	9	9	0	204	0	204	0	0	0	0	10	218	0	228	441
% App. Total	0	0	100		0	100	0		0	0	0		4.4	95.6	0		
PHF	.000	.000	.450	.450	.000	.810	.000	.810	.000	.000	.000	.000	.500	.826	.000	.826	.950

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	0	0	2	2	0	69	0	69	0	0	0	0	1	50	0	51	122
17:00	0	0	2	2	0	70	0	70	0	0	0	0	2	48	0	50	122
17:15	0	0	0	0	0	67	0	67	0	0	0	0	3	51	0	54	121
17:30	0	0	1	1	0	65	0	65	0	0	0	0	6	70	0	76	142
Total Volume	0	0	5	5	0	271	0	271	0	0	0	0	12	219	0	231	507
% App. Total	0	0	100		0	100	0		0	0	0		5.2	94.8	0		
PHF	.000	.000	.625	.625	.000	.968	.000	.968	.000	.000	.000	.000	.500	.782	.000	.760	.893



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 004
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at CR 755

File Name : Sta 004_SR 50 at CR 755
 Site Code : 00040968
 Start Date : 1/10/2017
 Page No : 1

Groups Printed- Turn Traffic

Start Time	CR 755 Southbound				SR 50 Westbound				Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
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 %																	



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 0005
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at CR 478A

File Name : Sta 005_SR 50 at CR 478A
 Site Code : 00050968
 Start Date : 1/10/2017
 Page No : 1

Groups Printed- Turn Traffic

Start Time	CR 478A Southbound				SR 50 Westbound				Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
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 %																	



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 0005
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at CR 478A

File Name : Sta 005_SR 50 at CR 478A
 Site Code : 00050968
 Start Date : 1/10/2017
 Page No : 1

Groups Printed- Truck Traffic

Start Time	CR 478A Southbound				SR 50 Westbound				Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	8	0	8	0	0	0	0	0	4	0	4	12
07:15	0	0	0	0	0	7	0	7	0	0	0	0	0	6	0	6	13
07:30	0	0	0	0	0	7	0	7	0	0	0	0	0	3	0	3	10
07:45	0	0	0	0	0	4	0	4	0	0	0	0	0	7	0	7	11
Total	0	0	0	0	0	26	0	26	0	0	0	0	0	20	0	20	46
08:00	0	0	0	0	0	12	0	12	0	0	0	0	0	3	0	3	15
08:15	0	0	0	0	0	5	0	5	0	0	0	0	0	8	0	8	13
08:30	0	0	0	0	0	9	0	9	0	0	0	0	0	12	0	12	21
08:45	0	0	0	0	0	11	0	11	0	0	0	0	0	2	0	2	13
Total	0	0	0	0	0	37	0	37	0	0	0	0	0	25	0	25	62
*** BREAK ***																	
16:00	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
16:15	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
16:30	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
16:45	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
Total	0	0	0	0	0	14	0	14	0	0	0	0	0	10	0	10	24
17:00	0	0	0	0	0	5	0	5	0	0	0	0	0	4	0	4	9
17:15	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
17:30	0	0	0	0	0	6	0	6	0	0	0	0	0	3	0	3	9
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	12	0	12	0	0	0	0	0	11	0	11	23
Grand Total	0	0	0	0	0	89	0	89	0	0	0	0	0	66	0	66	155
Apprch %	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100	
Total %	0	0	0	0	0	57.4	0	57.4	0	0	0	0	0	42.6	0	42.6	

SUMTER COUNTY, FLORIDA

PEDESTRIANS MOVEMENT SUMMARY

CODE / STATION NO.: 005
 NORTH / SOUTH: CR 478A
 OBSERVER: Elaine
 WEATHER: Clear
 REMARKS: _____

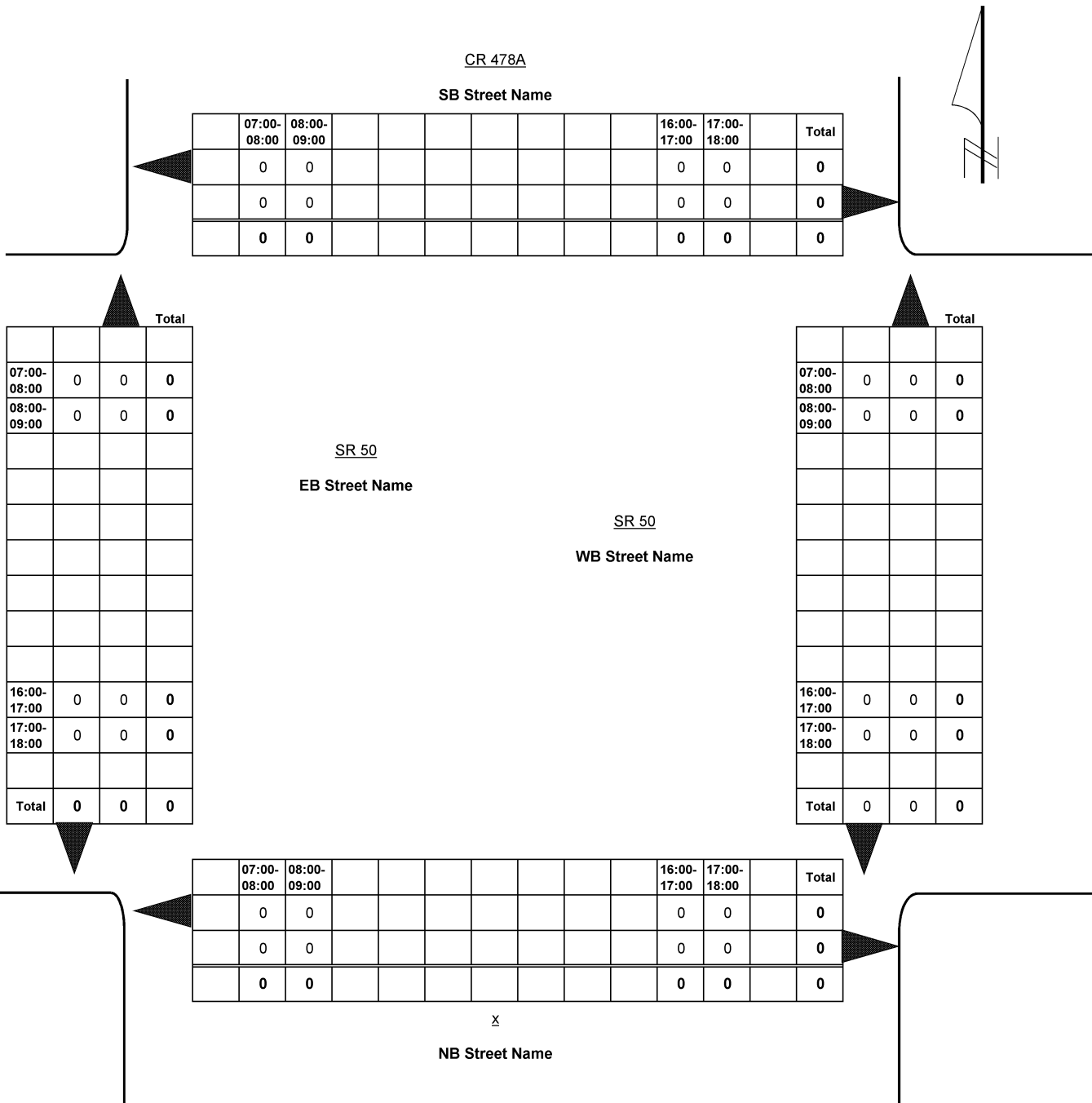
CITY: Webster
 INTERSECTING ROUTE: SR 50

COUNTY: Sumter
 MILEPOST: X

GPS COORDINATES	
Latitude	Longitude
00° 00.000' N	000° 00.000' W

FORM COMPLETED BY: Santiago

DATE: 1/10/2017





Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 0005
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at CR 478A

File Name : Sta 005_SR 50 at CR 478A
 Site Code : 00050968
 Start Date : 1/10/2017
 Page No : 1

Groups Printed- General Traffic

Start Time	CR 478A Southbound				SR 50 Westbound				Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	1	0	0	1	0	29	0	29	0	0	0	0	0	65	0	65	95
07:15	1	0	0	1	0	29	0	29	0	0	0	0	0	40	0	40	70
07:30	2	0	0	2	0	47	1	48	0	0	0	0	0	44	0	44	94
07:45	1	0	0	1	0	26	2	28	0	0	0	0	0	48	0	48	77
Total	5	0	0	5	0	131	3	134	0	0	0	0	0	197	0	197	336
08:00	1	0	0	1	0	51	2	53	0	0	0	0	0	40	0	40	94
08:15	2	0	0	2	0	42	0	42	0	0	0	0	0	57	0	57	101
08:30	0	0	0	0	0	31	0	31	0	0	0	0	0	50	0	50	81
08:45	1	0	0	1	0	44	1	45	0	0	0	0	0	40	0	40	86
Total	4	0	0	4	0	168	3	171	0	0	0	0	0	187	0	187	362
*** BREAK ***																	
16:00	1	0	0	1	0	60	1	61	0	0	0	0	0	58	0	58	120
16:15	1	0	0	1	0	64	2	66	0	0	0	0	0	47	0	47	114
16:30	1	0	0	1	0	59	1	60	0	0	0	0	0	46	0	46	107
16:45	1	0	1	2	0	62	1	63	0	0	0	0	0	48	0	48	113
Total	4	0	1	5	0	245	5	250	0	0	0	0	0	199	0	199	454
17:00	4	0	0	4	0	65	2	67	0	0	0	0	0	42	0	42	113
17:15	0	0	0	0	0	66	2	68	0	0	0	0	0	53	0	53	121
17:30	1	0	0	1	0	59	0	59	0	0	0	0	0	66	0	66	126
17:45	5	0	0	5	0	49	3	52	0	0	0	0	0	46	0	46	103
Total	10	0	0	10	0	239	7	246	0	0	0	0	0	207	0	207	463
Grand Total	23	0	1	24	0	783	18	801	0	0	0	0	0	790	0	790	1615
Apprch %	95.8	0	4.2		0	97.8	2.2		0	0	0		0	100	0		
Total %	1.4	0	0.1	1.5	0	48.5	1.1	49.6	0	0	0	0	0	48.9	0	48.9	

SUMTER COUNTY, FLORIDA

BICYCLES MOVEMENT SUMMARY

CODE / STATION NO.: 005
 NORTH / SOUTH: CR 478A
 OBSERVER: Elaine
 WEATHER: Clear
 REMARKS: _____

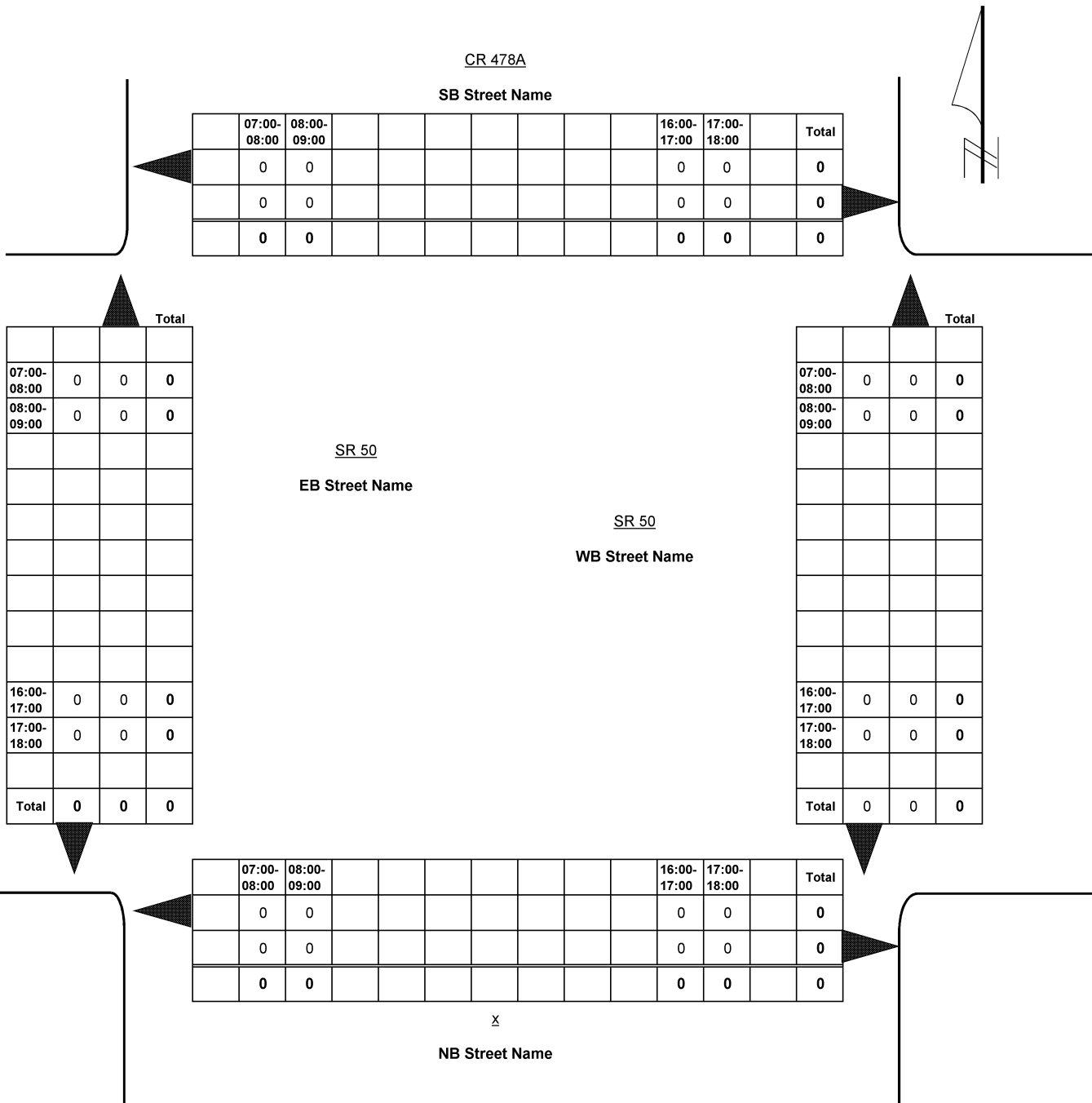
CITY: Webster
 INTERSECTING ROUTE: SR 50

COUNTY: Sumter
 MILEPOST: X

GPS COORDINATES	
Latitude	Longitude
00° 00.000' N	000° 00.000' W

FORM COMPLETED BY: Santiago

DATE: 1/10/2017





Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 0005
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at CR 478A

File Name : Sta 005_SR 50 at CR 478A
 Site Code : 00050968
 Start Date : 1/10/2017
 Page No : 1

Groups Printed- General Traffic - Truck Traffic - Turn Traffic

Start Time	CR 478A Southbound				SR 50 Westbound				Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	1	0	0	1	0	37	0	37	0	0	0	0	0	69	0	69	107
07:15	1	0	0	1	0	36	0	36	0	0	0	0	0	46	0	46	83
07:30	2	0	0	2	0	54	1	55	0	0	0	0	0	47	0	47	104
07:45	1	0	0	1	0	30	2	32	0	0	0	0	0	55	0	55	88
Total	5	0	0	5	0	157	3	160	0	0	0	0	0	217	0	217	382
08:00	1	0	0	1	0	63	2	65	0	0	0	0	0	43	0	43	109
08:15	2	0	0	2	0	47	0	47	0	0	0	0	0	65	0	65	114
08:30	0	0	0	0	0	40	0	40	0	0	0	0	0	62	0	62	102
08:45	1	0	0	1	0	55	1	56	0	0	0	0	0	42	0	42	99
Total	4	0	0	4	0	205	3	208	0	0	0	0	0	212	0	212	424
*** BREAK ***																	
16:00	1	0	0	1	0	63	1	64	0	0	0	0	0	62	0	62	127
16:15	1	0	0	1	0	68	2	70	0	0	0	0	0	49	0	49	120
16:30	1	0	0	1	0	62	1	63	0	0	0	0	0	47	0	47	111
16:45	1	0	1	2	0	66	1	67	0	0	0	0	0	51	0	51	120
Total	4	0	1	5	0	259	5	264	0	0	0	0	0	209	0	209	478
17:00	4	0	0	4	0	70	2	72	0	0	0	0	0	46	0	46	122
17:15	0	0	0	0	0	67	2	69	0	0	0	0	0	55	0	55	124
17:30	1	0	0	1	0	65	0	65	0	0	0	0	0	69	0	69	135
17:45	5	0	0	5	0	49	3	52	0	0	0	0	0	48	0	48	105
Total	10	0	0	10	0	251	7	258	0	0	0	0	0	218	0	218	486
Grand Total	23	0	1	24	0	872	18	890	0	0	0	0	0	856	0	856	1770
Apprch %	95.8	0	4.2		0	98	2		0	0	0		0	100	0		
Total %	1.3	0	0.1	1.4	0	49.3	1	50.3	0	0	0	0	0	48.4	0	48.4	
General Traffic	23	0	1	24	0	783	18	801	0	0	0	0	0	790	0	790	1615
% General Traffic																	
Truck Traffic	0	0	0	0	0	89	0	89	0	0	0	0	0	66	0	66	155
% Truck Traffic	0	0	0	0	0	10.2	0	10	0	0	0	0	0	7.7	0	7.7	8.8
U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 0005
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at CR 478A

File Name : Sta 005_SR 50 at CR 478A
 Site Code : 00050968
 Start Date : 1/10/2017
 Page No : 2

Start Time	CR 478A Southbound				SR 50 Westbound				Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	1	0	0	1	0	63	2	65	0	0	0	0	0	43	0	43	109
08:15	2	0	0	2	0	47	0	47	0	0	0	0	0	65	0	65	114
08:30	0	0	0	0	0	40	0	40	0	0	0	0	0	62	0	62	102
08:45	1	0	0	1	0	55	1	56	0	0	0	0	0	42	0	42	99
Total Volume	4	0	0	4	0	205	3	208	0	0	0	0	0	212	0	212	424
% App. Total	100	0	0	0	0	98.6	1.4	0	0	0	0	0	0	100	0	0	0
PHF	.500	.000	.000	.500	.000	.813	.375	.800	.000	.000	.000	.000	.000	.815	.000	.815	.930

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	1	0	1	2	0	66	1	67	0	0	0	0	0	51	0	51	120
17:00	4	0	0	4	0	70	2	72	0	0	0	0	0	46	0	46	122
17:15	0	0	0	0	0	67	2	69	0	0	0	0	0	55	0	55	124
17:30	1	0	0	1	0	65	0	65	0	0	0	0	0	69	0	69	135
Total Volume	6	0	1	7	0	268	5	273	0	0	0	0	0	221	0	221	501
% App. Total	85.7	0	14.3	0	0	98.2	1.8	0	0	0	0	0	0	100	0	0	0
PHF	.375	.000	.250	.438	.000	.957	.625	.948	.000	.000	.000	.000	.000	.801	.000	.801	.928



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765

info@accuratetraffic.com

Station: 006
 Counted by: Amaury
 Weather: Clear
 Location: SR 50 at CR 751

File Name : Sta 006_SR 50 at CR 751
 Site Code : 00062295
 Start Date : 2/7/2017
 Page No : 1

Groups Printed- Turn Traffic

Start Time	Southbound				SR 50 (Cortez Bv) at CR 751 Westbound				CR 751 Northbound				SR 50 (Cortez Bv) at CR 751 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
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 %																	



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 006
 Counted by: Amaury
 Weather: Clear
 Location: SR 50 at CR 751

File Name : Sta 006_SR 50 at CR 751
 Site Code : 00062295
 Start Date : 2/7/2017
 Page No : 1

Groups Printed- Truck Traffic

Start Time	Southbound				SR 50 (Cortez Bv) at CR 751 Westbound				CR 751 Northbound				SR 50 (Cortez Bv) at CR 751 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	10	0	10	1	0	0	1	0	7	0	7	18
07:15	0	0	0	0	0	6	0	6	0	0	0	0	0	12	0	12	18
07:30	0	0	0	0	0	7	0	7	0	0	0	0	0	11	1	12	19
07:45	0	0	0	0	0	18	0	18	1	0	0	1	0	21	1	22	41
Total	0	0	0	0	0	41	0	41	2	0	0	2	0	51	2	53	96
08:00	0	0	0	0	0	9	0	9	0	0	0	0	0	5	0	5	14
08:15	0	0	0	0	0	11	0	11	0	0	0	0	0	12	0	12	23
08:30	0	0	0	0	0	6	0	6	0	0	0	0	0	12	0	12	18
08:45	0	0	0	0	0	11	0	11	0	0	0	0	0	6	0	6	17
Total	0	0	0	0	0	37	0	37	0	0	0	0	0	35	0	35	72
*** BREAK ***																	
16:00	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
16:15	0	0	0	0	0	1	0	1	0	0	0	0	0	5	0	5	6
16:30	0	0	0	0	0	9	0	9	0	0	0	0	0	7	0	7	16
16:45	0	0	0	0	0	11	0	11	0	0	0	0	0	7	0	7	18
Total	0	0	0	0	0	22	0	22	0	0	0	0	0	21	0	21	43
17:00	0	0	0	0	0	8	0	8	0	0	0	0	0	6	0	6	14
17:15	0	0	0	0	0	8	0	8	0	0	0	0	0	2	0	2	10
17:30	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
17:45	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
Total	0	0	0	0	0	23	0	23	0	0	0	0	0	13	0	13	36
Grand Total	0	0	0	0	0	123	0	123	2	0	0	2	0	120	2	122	247
Apprch %	0	0	0	0	0	100	0	100	100	0	0	100	0	98.4	1.6	98.4	
Total %	0	0	0	0	0	49.8	0	49.8	0.8	0	0	0.8	0	48.6	0.8	49.4	

SUMTER COUNTY, FLORIDA

PEDESTRIANS MOVEMENT SUMMARY

CODE / STATION NO.: 006
 NORTH / SOUTH: CR 751
 OBSERVER: Amaury
 WEATHER: Clear
 REMARKS: _____

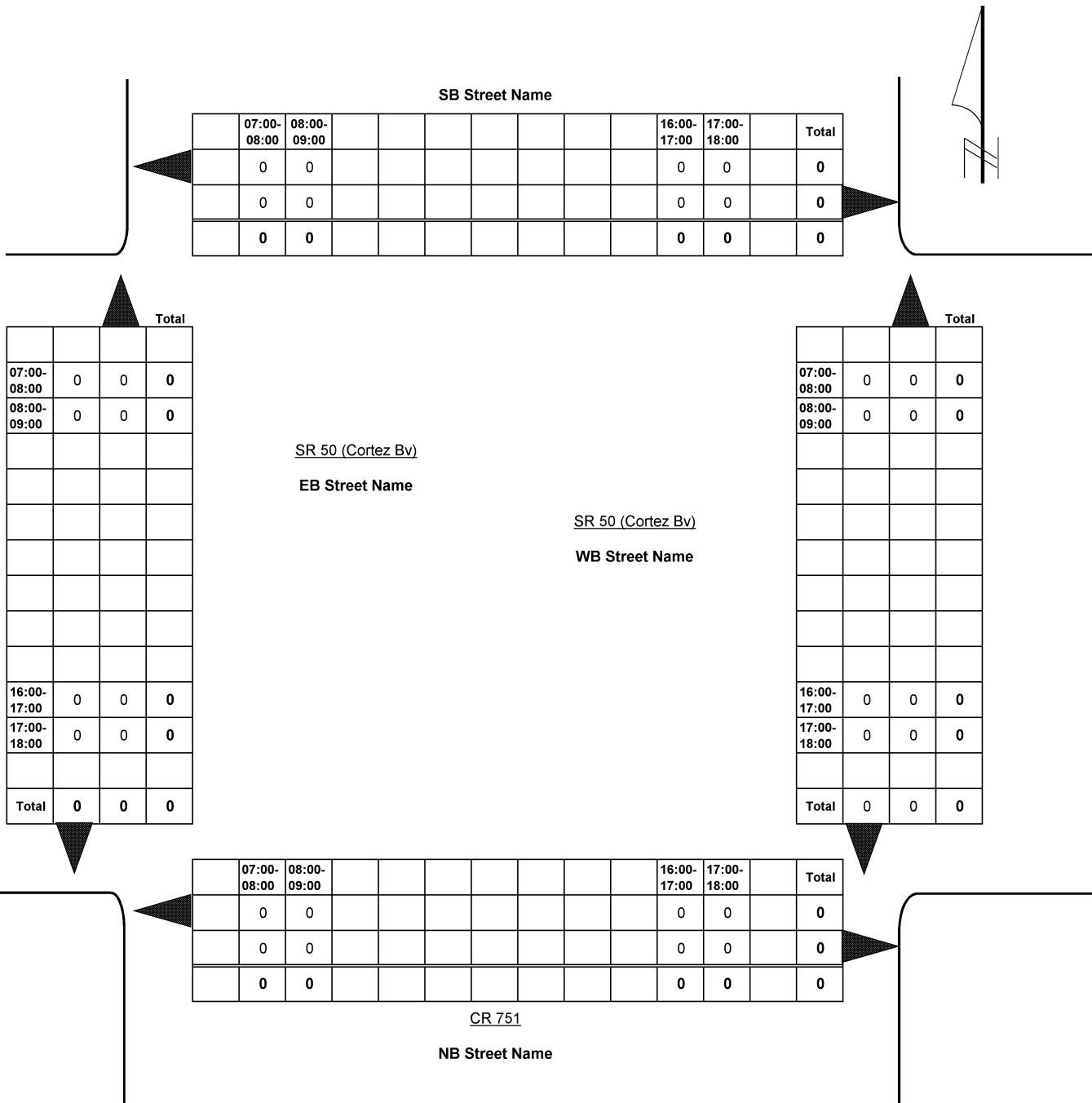
CITY: Webster
 INTERSECTING ROUTE: SR 50 (Cortez Bv)

COUNTY: SUMTER
 MILEPOST: X

GPS COORDINATES	
Latitude	Longitude
00° 00.000' N	000° 00.000' W

FORM COMPLETED BY: Santiago

DATE: 2/7/2017





Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 006
 Counted by: Amaury
 Weather: Clear
 Location: SR 50 at CR 751

File Name : Sta 006_SR 50 at CR 751
 Site Code : 00062295
 Start Date : 2/7/2017
 Page No : 1

Groups Printed- General Traffic

Start Time	Southbound				SR 50 (Cortez Bv) at CR 751 Westbound				CR 751 Northbound				SR 50 (Cortez Bv) at CR 751 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	36	0	36	0	0	3	3	0	53	1	54	93
07:15	0	0	0	0	1	33	0	34	0	0	3	3	0	64	1	65	102
07:30	0	0	0	0	0	40	0	40	0	0	0	0	0	57	0	57	97
07:45	0	0	0	0	0	36	0	36	0	0	1	1	0	48	0	48	85
Total	0	0	0	0	1	145	0	146	0	0	7	7	0	222	2	224	377
08:00	0	0	0	0	1	49	0	50	1	0	2	3	0	43	0	43	96
08:15	0	0	0	0	0	43	0	43	0	0	0	0	0	41	0	41	84
08:30	0	0	0	0	0	37	0	37	0	0	1	1	0	36	0	36	74
08:45	0	0	0	0	0	45	0	45	2	0	1	3	0	39	0	39	87
Total	0	0	0	0	1	174	0	175	3	0	4	7	0	159	0	159	341
*** BREAK ***																	
16:00	0	0	0	0	0	52	0	52	1	0	0	1	0	27	1	28	81
16:15	0	0	0	0	3	55	0	58	0	0	2	2	0	25	1	26	86
16:30	0	0	0	0	2	74	0	76	2	0	2	4	0	52	1	53	133
16:45	0	0	0	0	2	51	0	53	0	0	1	1	0	51	1	52	106
Total	0	0	0	0	7	232	0	239	3	0	5	8	0	155	4	159	406
17:00	0	0	0	0	0	79	0	79	0	0	1	1	0	48	0	48	128
17:15	0	0	0	0	0	72	0	72	0	0	0	0	0	41	0	41	113
17:30	0	0	0	0	2	70	0	72	1	0	1	2	0	63	1	64	138
17:45	0	0	0	0	0	60	0	60	0	0	1	1	0	40	0	40	101
Total	0	0	0	0	2	281	0	283	1	0	3	4	0	192	1	193	480
Grand Total	0	0	0	0	11	832	0	843	7	0	19	26	0	728	7	735	1604
Apprch %	0	0	0		1.3	98.7	0		26.9	0	73.1		0	99	1		
Total %	0	0	0	0	0.7	51.9	0	52.6	0.4	0	1.2	1.6	0	45.4	0.4	45.8	

BICYCLES MOVEMENT SUMMARY

CODE / STATION NO.: 006
 NORTH / SOUTH: CR 751
 OBSERVER: Amaury
 WEATHER: Clear
 REMARKS: _____

CITY: Webster
 INTERSECTING ROUTE: SR 50 (Cortez Bv)

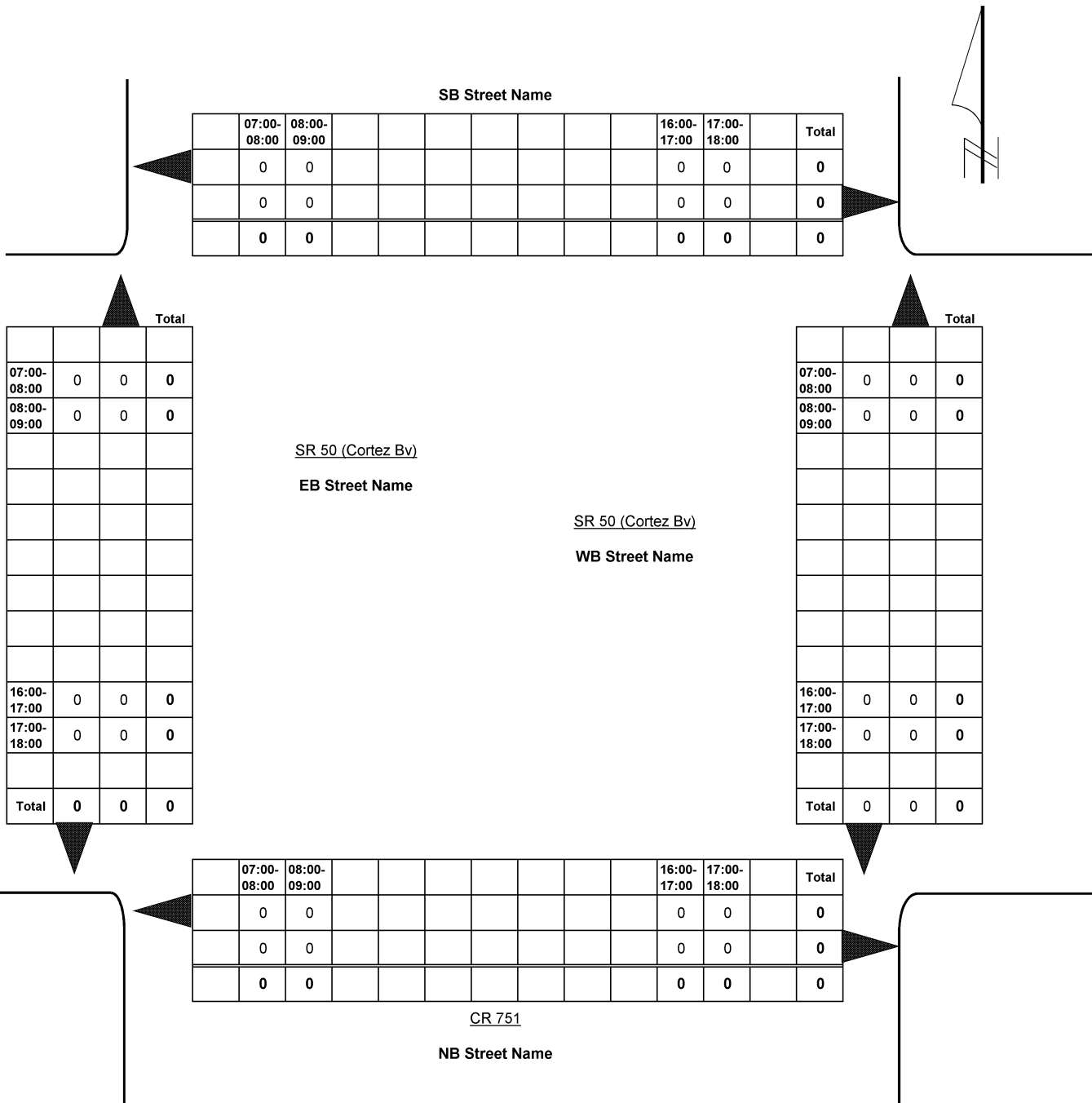
COUNTY: SUMTER
 MILEPOST: X

FORM COMPLETED BY: Santiago

DATE: 2/7/2017

GPS COORDINATES

Latitude	Longitude
00° 00.000' N	000° 00.000' W





Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 006
 Counted by: Amaury
 Weather: Clear
 Location: SR 50 at CR 751

File Name : Sta 006_SR 50 at CR 751
 Site Code : 00062295
 Start Date : 2/7/2017
 Page No : 1

Groups Printed- General Traffic - Truck Traffic - Turn Traffic

Start Time	Southbound				SR 50 (Cortez Bv) at CR 751 Westbound				CR 751 Northbound				SR 50 (Cortez Bv) at CR 751 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	46	0	46	1	0	3	4	0	60	1	61	111
07:15	0	0	0	0	1	39	0	40	0	0	3	3	0	76	1	77	120
07:30	0	0	0	0	0	47	0	47	0	0	0	0	0	68	1	69	116
07:45	0	0	0	0	0	54	0	54	1	0	1	2	0	69	1	70	126
Total	0	0	0	0	1	186	0	187	2	0	7	9	0	273	4	277	473
08:00	0	0	0	0	1	58	0	59	1	0	2	3	0	48	0	48	110
08:15	0	0	0	0	0	54	0	54	0	0	0	0	0	53	0	53	107
08:30	0	0	0	0	0	43	0	43	0	0	1	1	0	48	0	48	92
08:45	0	0	0	0	0	56	0	56	2	0	1	3	0	45	0	45	104
Total	0	0	0	0	1	211	0	212	3	0	4	7	0	194	0	194	413
*** BREAK ***																	
16:00	0	0	0	0	0	53	0	53	1	0	0	1	0	29	1	30	84
16:15	0	0	0	0	3	56	0	59	0	0	2	2	0	30	1	31	92
16:30	0	0	0	0	2	83	0	85	2	0	2	4	0	59	1	60	149
16:45	0	0	0	0	2	62	0	64	0	0	1	1	0	58	1	59	124
Total	0	0	0	0	7	254	0	261	3	0	5	8	0	176	4	180	449
17:00	0	0	0	0	0	87	0	87	0	0	1	1	0	54	0	54	142
17:15	0	0	0	0	0	80	0	80	0	0	0	0	0	43	0	43	123
17:30	0	0	0	0	2	74	0	76	1	0	1	2	0	67	1	68	146
17:45	0	0	0	0	0	63	0	63	0	0	1	1	0	41	0	41	105
Total	0	0	0	0	2	304	0	306	1	0	3	4	0	205	1	206	516
Grand Total	0	0	0	0	11	955	0	966	9	0	19	28	0	848	9	857	1851
Apprch %	0	0	0		1.1	98.9	0		32.1	0	67.9		0	98.9	1.1		
Total %	0	0	0	0	0.6	51.6	0	52.2	0.5	0	1	1.5	0	45.8	0.5	46.3	
General Traffic	0	0	0	0	11	832	0	843	7	0	19	26	0	728	7	735	1604
% General Traffic																	
Truck Traffic	0	0	0	0	0	123	0	123	2	0	0	2	0	120	2	122	247
% Truck Traffic	0	0	0	0	0	12.9	0	12.7	22.2	0	0	7.1	0	14.2	22.2	14.2	13.3
U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 006
 Counted by: Amaury
 Weather: Clear
 Location: SR 50 at CR 751

File Name : Sta 006_SR 50 at CR 751
 Site Code : 00062295
 Start Date : 2/7/2017
 Page No : 2

Start Time	Southbound				SR 50 (Cortez Bv) at CR 751 Westbound				CR 751 Northbound				SR 50 (Cortez Bv) at CR 751 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00																	
07:00	0	0	0	0	0	46	0	46	1	0	3	4	0	60	1	61	111
07:15	0	0	0	0	1	39	0	40	0	0	3	3	0	76	1	77	120
07:30	0	0	0	0	0	47	0	47	0	0	0	0	0	68	1	69	116
07:45	0	0	0	0	0	54	0	54	1	0	1	2	0	69	1	70	126
Total Volume	0	0	0	0	1	186	0	187	2	0	7	9	0	273	4	277	473
% App. Total	0	0	0	0	0.5	99.5	0	100.0	22.2	0	77.8	100.0	0	98.6	1.4	100.0	
PHF	.000	.000	.000	.000	.250	.861	.000	.866	.500	.000	.583	.563	.000	.898	1.00	.899	.938

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:30																	
16:30	0	0	0	0	2	83	0	85	2	0	2	4	0	59	1	60	149
16:45	0	0	0	0	2	62	0	64	0	0	1	1	0	58	1	59	124
17:00	0	0	0	0	0	87	0	87	0	0	1	1	0	54	0	54	142
17:15	0	0	0	0	0	80	0	80	0	0	0	0	0	43	0	43	123
Total Volume	0	0	0	0	4	312	0	316	2	0	4	6	0	214	2	216	538
% App. Total	0	0	0	0	1.3	98.7	0	100.0	33.3	0	66.7	100.0	0	99.1	0.9	100.0	
PHF	.000	.000	.000	.000	.500	.897	.000	.908	.250	.000	.500	.375	.000	.907	.500	.900	.903



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765

info@accuratetraffic.com

Station: 007
 Counted by: Gerardo
 Weather: Clear
 Location: SR 50 at CR 739

File Name : Sta 007_SR 50 at CR 739_NB-SB
 Site Code : 07012331
 Start Date : 2/7/2017
 Page No : 1

Groups Printed- Turn Traffic

Start Time	CR 739 Southbound				SR 50 Westbound				CR 739 Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
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 %																	



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 007
 Counted by: Gerardo
 Weather: Clear
 Location: SR 50 at CR 739

File Name : Sta 007_SR 50 at CR 739_NB-SB
 Site Code : 07012331
 Start Date : 2/7/2017
 Page No : 1

Groups Printed- Truck Traffic

Start Time	CR 739 Southbound				SR 50 Westbound				CR 739 Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	15	0	15	0	0	0	0	0	11	0	11	26
07:15	0	0	0	0	0	9	0	9	0	0	0	0	0	8	0	8	17
07:30	0	0	0	0	0	5	0	5	0	0	0	0	0	9	0	9	14
07:45	0	0	0	0	1	6	0	7	0	0	0	0	0	8	0	8	15
Total	0	0	0	0	1	35	0	36	0	0	0	0	0	36	0	36	72
08:00	0	0	0	0	0	8	0	8	0	0	0	0	0	15	0	15	23
08:15	0	0	0	0	0	6	0	6	0	0	0	0	0	12	0	12	18
08:30	0	0	0	0	0	9	0	9	0	0	0	0	0	6	0	6	15
08:45	0	0	0	0	0	6	0	6	0	0	0	0	0	7	0	7	13
Total	0	0	0	0	0	29	0	29	0	0	0	0	0	40	0	40	69
*** BREAK ***																	
16:00	0	0	0	0	0	8	0	8	0	0	0	0	0	9	1	10	18
16:15	0	0	0	0	0	2	0	2	1	0	0	1	0	12	0	12	15
16:30	0	0	0	0	0	9	0	9	0	0	0	0	0	6	0	6	15
16:45	0	0	0	0	0	10	0	10	0	0	0	0	0	6	0	6	16
Total	0	0	0	0	0	29	0	29	1	0	0	1	0	33	1	34	64
17:00	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
17:15	0	0	0	0	0	5	0	5	0	0	0	0	0	4	0	4	9
17:30	0	0	0	0	0	8	0	8	0	0	0	0	0	3	1	4	12
17:45	0	0	0	0	0	5	0	5	0	0	0	0	0	5	0	5	10
Total	0	0	0	0	0	22	0	22	0	0	0	0	0	15	1	16	38
Grand Total	0	0	0	0	1	115	0	116	1	0	0	1	0	124	2	126	243
Apprch %	0	0	0	0	0.9	99.1	0		100	0	0		0	98.4	1.6		
Total %	0	0	0	0	0.4	47.3	0	47.7	0.4	0	0	0.4	0	51	0.8	51.9	

PEDESTRIANS MOVEMENT SUMMARY

CODE / STATION NO.: 007
 NORTH / SOUTH: CR 739
 OBSERVER: Gerardo
 WEATHER: Clear
 REMARKS: _____

CITY: Webster
 INTERSECTING ROUTE: SR 50 (Cortez Bv)

COUNTY: SUMTER
 MILEPOST: X

FORM COMPLETED BY: Santiago

DATE: 2/7/2017

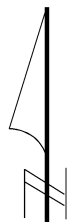
GPS COORDINATES

Latitude	Longitude
00° 00.000' N	000° 00.000' W

Homes

SB Street Name

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	0	0							0	0		0
	0	0							0	0		0
	0	0							0	0		0



Total

			Total
07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
Total	0	0	0

SR 50 (Cortez Bv)

EB Street Name

SR 50 (Cortez Bv)

WB Street Name

Total

			Total
07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
Total	0	0	0

Total

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	0	0							0	0		0
	0	0							0	0		0
	0	0							0	0		0

CR 739

NB Street Name



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
Oviedo, Florida 32765

info@accuratetraffic.com

Station: 007
Counted by: Gerardo
Weather: Clear
Location: SR 50 at CR 739

File Name : Sta 007_SR 50 at CR 739_NB-SB
Site Code : 07012331
Start Date : 2/7/2017
Page No : 1

Groups Printed- General Traffic

Start Time	CR 739 Southbound				SR 50 Westbound				CR 739 Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	33	0	33	1	0	2	3	0	49	0	49	85
07:15	0	0	0	0	0	28	0	28	2	0	1	3	0	60	0	60	91
07:30	0	0	0	0	0	28	0	28	0	0	1	1	0	72	1	73	102
07:45	0	0	0	0	0	42	0	42	1	0	1	2	0	53	2	55	99
Total	0	0	0	0	0	131	0	131	4	0	5	9	0	234	3	237	377
08:00	0	0	0	0	0	40	0	40	0	0	1	1	0	55	0	55	96
08:15	0	0	0	0	0	42	0	42	0	0	2	2	0	66	0	66	110
08:30	0	0	0	0	2	45	0	47	0	0	2	2	0	59	0	59	108
08:45	0	0	0	0	0	39	0	39	0	0	2	2	0	71	0	71	112
Total	0	0	0	0	2	166	0	168	0	0	7	7	0	251	0	251	426
*** BREAK ***																	
16:00	0	0	0	0	2	65	0	67	0	0	1	1	0	49	1	50	118
16:15	0	0	0	0	1	68	0	69	0	0	1	1	0	43	2	45	115
16:30	0	0	0	0	2	80	0	82	1	0	2	3	0	61	1	62	147
16:45	0	0	0	0	2	55	0	57	0	0	1	1	0	53	1	54	112
Total	0	0	0	0	7	268	0	275	1	0	5	6	0	206	5	211	492
17:00	0	0	0	0	5	80	0	85	0	0	0	0	0	41	0	41	126
17:15	0	0	0	0	2	72	0	74	2	0	4	6	0	51	2	53	133
17:30	0	0	0	0	1	71	0	72	0	0	1	1	0	56	0	56	129
17:45	0	0	0	0	3	44	0	47	1	0	1	2	0	58	3	61	110
Total	0	0	0	0	11	267	0	278	3	0	6	9	0	206	5	211	498
Grand Total	0	0	0	0	20	832	0	852	8	0	23	31	0	897	13	910	1793
Apprch %	0	0	0	0	2.3	97.7	0		25.8	0	74.2		0	98.6	1.4		
Total %	0	0	0	0	1.1	46.4	0	47.5	0.4	0	1.3	1.7	0	50	0.7	50.8	

BICYCLES MOVEMENT SUMMARY

CODE / STATION NO.: 007
 NORTH / SOUTH: CR 739
 OBSERVER: Gerardo
 WEATHER: Clear
 REMARKS: _____

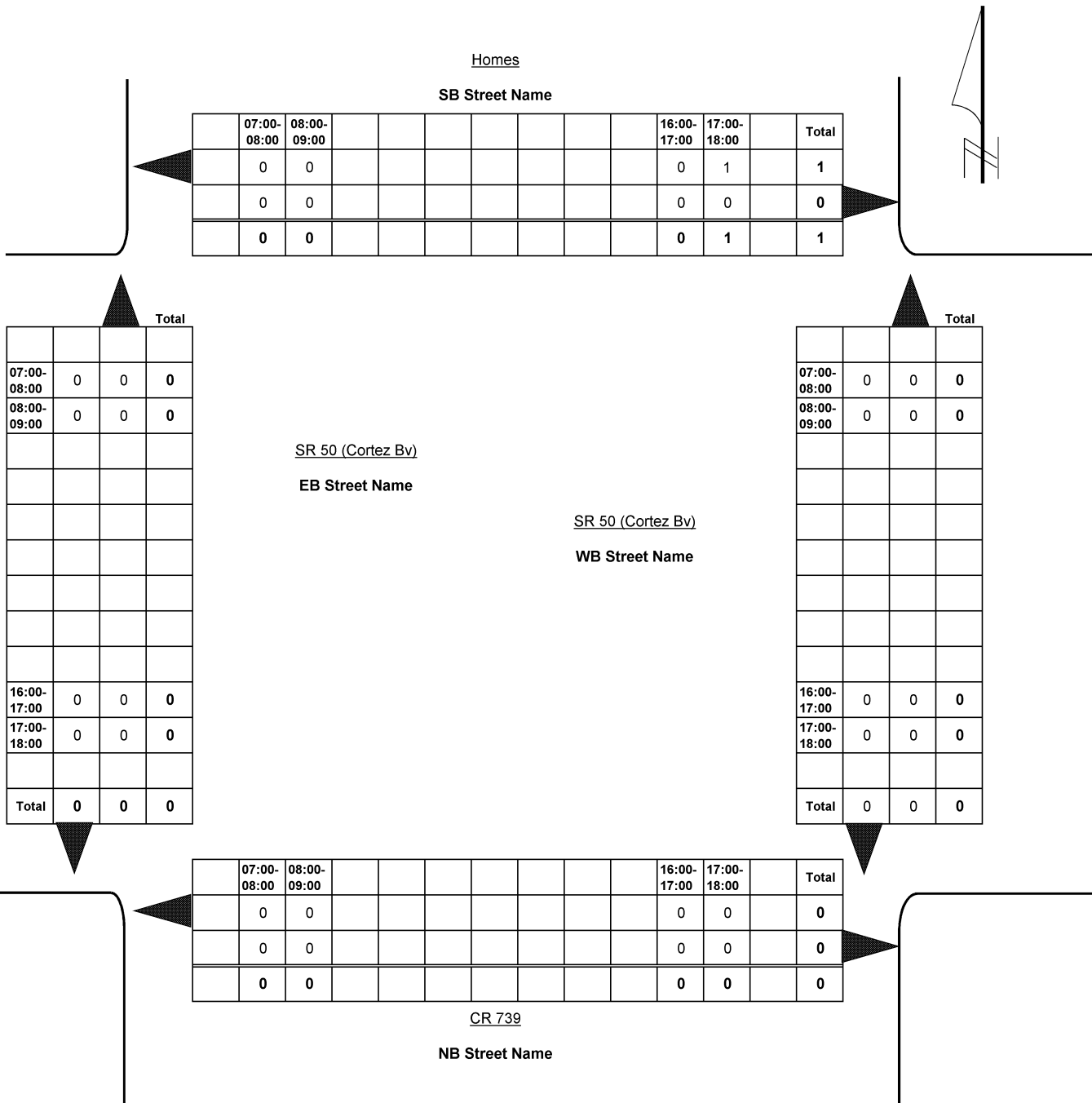
CITY: Webster
 INTERSECTING ROUTE: SR 50 (Cortez Bv)

COUNTY: SUMTER
 MILEPOST: X

GPS COORDINATES	
Latitude	Longitude
00° 00.000' N	000° 00.000' W

FORM COMPLETED BY: Santiago

DATE: 2/7/2017





Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
Oviedo, Florida 32765

info@accuratetraffic.com

Station: 007
Counted by: Gerardo
Weather: Clear
Location: SR 50 at CR 739

File Name : Sta 007_SR 50 at CR 739_NB-SB
Site Code : 07012331
Start Date : 2/7/2017
Page No : 1

Groups Printed- General Traffic - Truck Traffic - Turn Traffic

Start Time	CR 739 Southbound				SR 50 Westbound				CR 739 Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	48	0	48	1	0	2	3	0	60	0	60	111
07:15	0	0	0	0	0	37	0	37	2	0	1	3	0	68	0	68	108
07:30	0	0	0	0	0	33	0	33	0	0	1	1	0	81	1	82	116
07:45	0	0	0	0	1	48	0	49	1	0	1	2	0	61	2	63	114
Total	0	0	0	0	1	166	0	167	4	0	5	9	0	270	3	273	449
08:00	0	0	0	0	0	48	0	48	0	0	1	1	0	70	0	70	119
08:15	0	0	0	0	0	48	0	48	0	0	2	2	0	78	0	78	128
08:30	0	0	0	0	2	54	0	56	0	0	2	2	0	65	0	65	123
08:45	0	0	0	0	0	45	0	45	0	0	2	2	0	78	0	78	125
Total	0	0	0	0	2	195	0	197	0	0	7	7	0	291	0	291	495
*** BREAK ***																	
16:00	0	0	0	0	2	73	0	75	0	0	1	1	0	58	2	60	136
16:15	0	0	0	0	1	70	0	71	1	0	1	2	0	55	2	57	130
16:30	0	0	0	0	2	89	0	91	1	0	2	3	0	67	1	68	162
16:45	0	0	0	0	2	65	0	67	0	0	1	1	0	59	1	60	128
Total	0	0	0	0	7	297	0	304	2	0	5	7	0	239	6	245	556
17:00	0	0	0	0	5	84	0	89	0	0	0	0	0	44	0	44	133
17:15	0	0	0	0	2	77	0	79	2	0	4	6	0	55	2	57	142
17:30	0	0	0	0	1	79	0	80	0	0	1	1	0	59	1	60	141
17:45	0	0	0	0	3	49	0	52	1	0	1	2	0	63	3	66	120
Total	0	0	0	0	11	289	0	300	3	0	6	9	0	221	6	227	536
Grand Total	0	0	0	0	21	947	0	968	9	0	23	32	0	1021	15	1036	2036
Apprch %	0	0	0	0	2.2	97.8	0		28.1	0	71.9		0	98.6	1.4		
Total %	0	0	0	0	1	46.5	0	47.5	0.4	0	1.1	1.6	0	50.1	0.7	50.9	
General Traffic	0	0	0	0	20	832	0	852	8	0	23	31	0	897	13	910	1793
% General Traffic																	
Truck Traffic	0	0	0	0	1	115	0	116	1	0	0	1	0	124	2	126	243
% Truck Traffic	0	0	0	0	4.8	12.1	0	12	11.1	0	0	3.1	0	12.1	13.3	12.2	11.9
U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
Oviedo, Florida 32765

info@accuratetraffic.com

Station: 007
Counted by: Gerardo
Weather: Clear
Location: SR 50 at CR 739

File Name : Sta 007_SR 50 at CR 739_NB-SB
Site Code : 07012331
Start Date : 2/7/2017
Page No : 2

Start Time	CR 739 Southbound				SR 50 Westbound				CR 739 Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	0	0	0	0	0	48	0	48	0	0	1	1	0	70	0	70	119
08:15	0	0	0	0	0	48	0	48	0	0	2	2	0	78	0	78	128
08:30	0	0	0	0	2	54	0	56	0	0	2	2	0	65	0	65	123
08:45	0	0	0	0	0	45	0	45	0	0	2	2	0	78	0	78	125
Total Volume	0	0	0	0	2	195	0	197	0	0	7	7	0	291	0	291	495
% App. Total	0	0	0	0	1	99	0	100	0	0	100	100	0	100	0	100	100
PHF	.000	.000	.000	.000	.250	.903	.000	.879	.000	.000	.875	.875	.000	.933	.000	.933	.967

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:30																	
16:30	0	0	0	0	2	89	0	91	1	0	2	3	0	67	1	68	162
16:45	0	0	0	0	2	65	0	67	0	0	1	1	0	59	1	60	128
17:00	0	0	0	0	5	84	0	89	0	0	0	0	0	44	0	44	133
17:15	0	0	0	0	2	77	0	79	2	0	4	6	0	55	2	57	142
Total Volume	0	0	0	0	11	315	0	326	3	0	7	10	0	225	4	229	565
% App. Total	0	0	0	0	3.4	96.6	0	100	30	0	70	100	0	98.3	1.7	100	100
PHF	.000	.000	.000	.000	.550	.885	.000	.896	.375	.000	.438	.417	.000	.840	.500	.842	.872

PEDESTRIANS MOVEMENT SUMMARY

CODE / STATION NO.: 008
 NORTH / SOUTH: CR 737
 OBSERVER: Santiago
 WEATHER: Clear
 REMARKS: _____

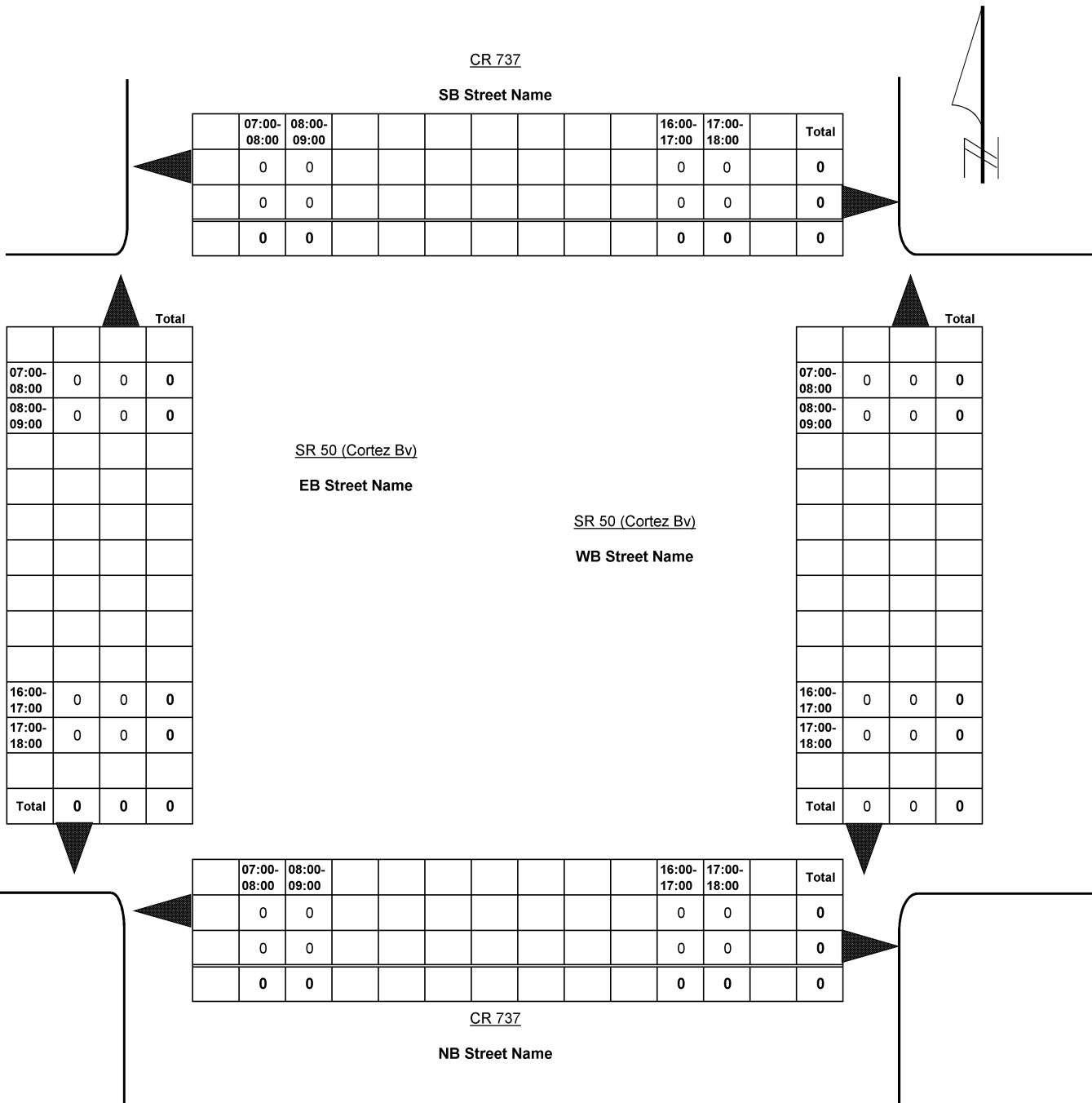
CITY: Webster
 INTERSECTING ROUTE: SR 50 (Cortez Bv)

COUNTY: SUMTER
 MILEPOST: X

GPS COORDINATES	
Latitude	Longitude
00° 00.000' N	000° 00.000' W

FORM COMPLETED BY: Santiago

DATE: 2/8/2017



BICYCLES MOVEMENT SUMMARY

CODE / STATION NO.: 008
 NORTH / SOUTH: CR 737
 OBSERVER: Santiago
 WEATHER: Clear
 REMARKS: _____

CITY: Webster
 INTERSECTING ROUTE: SR 50 (Cortez Bv)

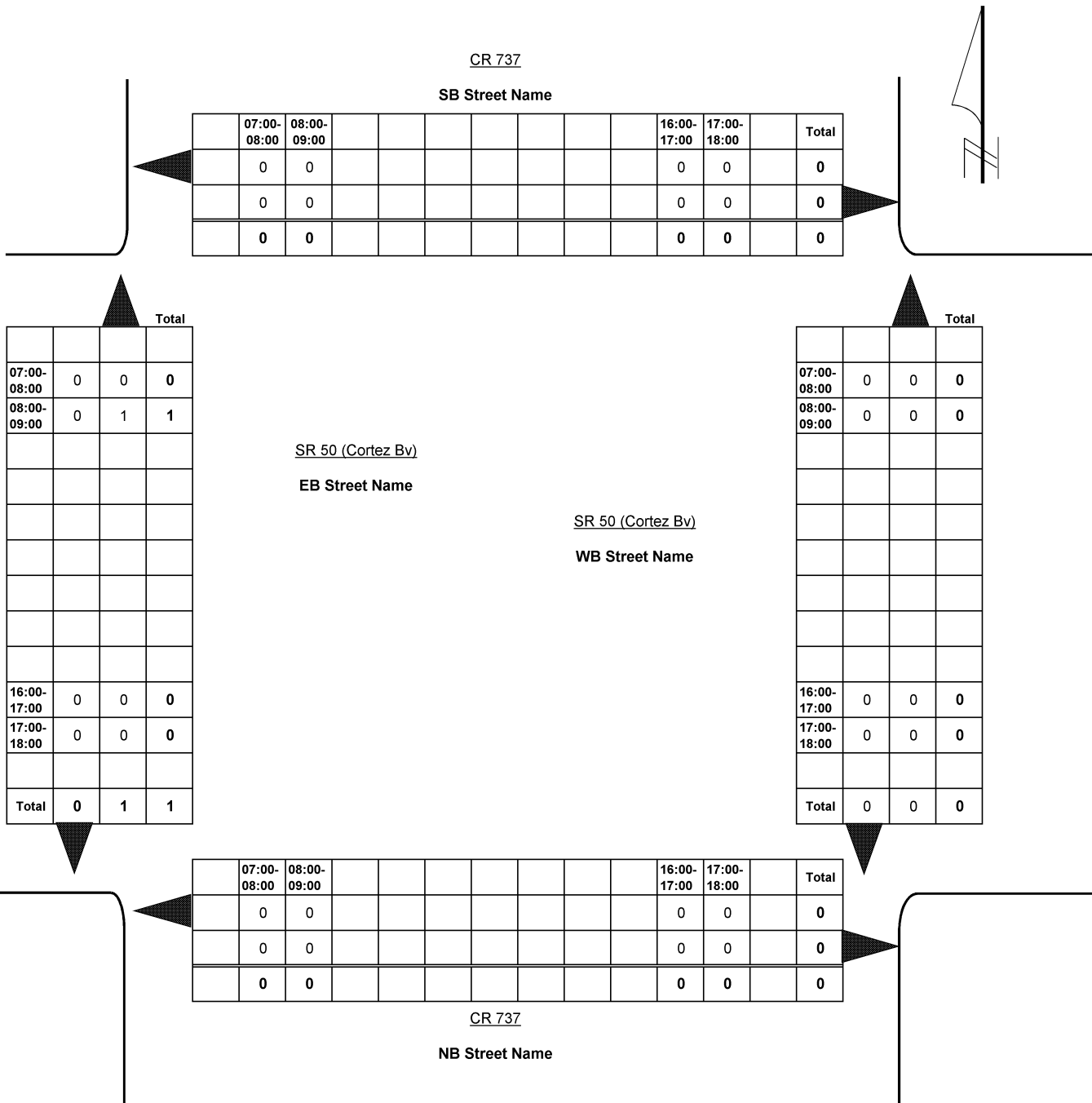
COUNTY: SUMTER
 MILEPOST: X

GPS COORDINATES

Latitude	Longitude
00° 00.000' N	000° 00.000' W

FORM COMPLETED BY: Santiago

DATE: 2/8/2017





Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 008
 Counted by: Darleny
 Weather: Clear
 Location: SR 50 at CR 737

File Name : sta 008_sr 50 at cr 737
 Site Code : 008-2295
 Start Date : 2/8/2017
 Page No : 1

Groups Printed- Turn Traffic

Start Time	CR 737 Southbound				SR 50 Westbound				CR 737 Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
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 %																	



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 008
 Counted by: Darleny
 Weather: Clear
 Location: SR 50 at CR 737

File Name : sta 008_sr 50 at cr 737
 Site Code : 008-2295
 Start Date : 2/8/2017
 Page No : 1

Groups Printed- Truck Traffic

Start Time	CR 737 Southbound				SR 50 Westbound				CR 737 Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	1	9	0	10	0	0	1	1	0	8	0	8	19
07:15	0	0	0	0	0	7	0	7	0	0	0	0	0	16	0	16	23
07:30	0	0	0	0	0	8	0	8	0	0	1	1	0	11	0	11	20
07:45	0	0	0	0	0	17	0	17	0	0	0	0	0	20	0	20	37
Total	0	0	0	0	1	41	0	42	0	0	2	2	0	55	0	55	99
08:00	0	0	0	0	0	9	0	9	0	0	1	1	0	7	0	7	17
08:15	0	0	0	0	1	13	0	14	0	0	0	0	0	13	0	13	27
08:30	0	0	0	0	0	7	0	7	0	0	1	1	0	16	0	16	24
08:45	0	0	0	0	1	11	1	13	0	0	0	0	0	11	0	11	24
Total	0	0	0	0	2	40	1	43	0	0	2	2	0	47	0	47	92
*** BREAK ***																	
16:00	0	0	0	0	0	9	0	9	0	0	0	0	0	6	0	6	15
16:15	0	0	0	0	1	6	0	7	0	0	1	1	0	7	0	7	15
16:30	0	0	0	0	0	4	0	4	0	0	0	0	0	12	0	12	16
16:45	0	0	0	0	1	12	0	13	0	0	0	0	0	7	0	7	20
Total	0	0	0	0	2	31	0	33	0	0	1	1	0	32	0	32	66
17:00	0	0	0	0	0	6	0	6	0	0	0	0	0	6	0	6	12
17:15	0	0	0	0	0	7	0	7	0	0	0	0	0	1	0	1	8
17:30	0	0	0	0	0	3	0	3	0	0	2	2	0	4	0	4	9
17:45	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
Total	0	0	0	0	0	20	0	20	0	0	2	2	0	12	0	12	34
Grand Total	0	0	0	0	5	132	1	138	0	0	7	7	0	146	0	146	291
Apprch %	0	0	0		3.6	95.7	0.7		0	0	100		0	100	0		
Total %	0	0	0	0	1.7	45.4	0.3	47.4	0	0	2.4	2.4	0	50.2	0	50.2	



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 008
 Counted by: Darleny
 Weather: Clear
 Location: SR 50 at CR 737

File Name : sta 008_sr 50 at cr 737
 Site Code : 008-2295
 Start Date : 2/8/2017
 Page No : 1

Groups Printed- General Traffic

Start Time	CR 737 Southbound				SR 50 Westbound				CR 737 Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	1	0	0	1	0	37	0	37	1	0	4	5	0	61	0	61	104
07:15	1	0	0	1	0	33	0	33	0	0	5	5	0	67	0	67	106
07:30	0	0	0	0	1	41	0	42	0	0	2	2	0	59	0	59	103
07:45	2	0	0	2	2	38	1	41	0	0	1	1	0	49	1	50	94
Total	4	0	0	4	3	149	1	153	1	0	12	13	0	236	1	237	407
08:00	0	0	1	1	2	50	1	53	0	0	3	3	0	42	0	42	99
08:15	0	0	0	0	3	30	0	33	0	0	1	1	0	41	0	41	75
08:30	0	0	0	0	1	34	1	36	0	0	1	1	0	38	0	38	75
08:45	1	0	0	1	1	42	1	44	0	0	2	2	0	41	0	41	88
Total	1	0	1	2	7	156	3	166	0	0	7	7	0	162	0	162	337
*** BREAK ***																	
16:00	1	0	0	1	2	50	1	53	0	0	0	0	0	34	0	34	88
16:15	1	0	0	1	4	63	1	68	0	0	5	5	0	31	0	31	105
16:30	1	1	0	2	5	77	1	83	0	0	0	0	0	53	1	54	139
16:45	0	0	0	0	5	57	0	62	0	1	3	4	0	54	0	54	120
Total	3	1	0	4	16	247	3	266	0	1	8	9	0	172	1	173	452
17:00	0	0	0	0	1	81	0	82	0	0	2	2	0	49	0	49	133
17:15	0	1	0	1	5	75	2	82	0	1	3	4	1	43	0	44	131
17:30	2	0	0	2	4	68	2	74	2	0	3	5	0	63	0	63	144
17:45	1	0	0	1	4	68	1	73	0	0	1	1	0	48	0	48	123
Total	3	1	0	4	14	292	5	311	2	1	9	12	1	203	0	204	531
Grand Total	11	2	1	14	40	844	12	896	3	2	36	41	1	773	2	776	1727
Apprch %	78.6	14.3	7.1		4.5	94.2	1.3		7.3	4.9	87.8		0.1	99.6	0.3		
Total %	0.6	0.1	0.1	0.8	2.3	48.9	0.7	51.9	0.2	0.1	2.1	2.4	0.1	44.8	0.1	44.9	



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 008
 Counted by: Darleny
 Weather: Clear
 Location: SR 50 at CR 737

File Name : sta 008_sr 50 at cr 737
 Site Code : 008-2295
 Start Date : 2/8/2017
 Page No : 1

Groups Printed- General Traffic - Truck Traffic - Turn Traffic

Start Time	CR 737 Southbound				SR 50 Westbound				CR 737 Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	1	0	0	1	1	46	0	47	1	0	5	6	0	69	0	69	123
07:15	1	0	0	1	0	40	0	40	0	0	5	5	0	83	0	83	129
07:30	0	0	0	0	1	49	0	50	0	0	3	3	0	70	0	70	123
07:45	2	0	0	2	2	55	1	58	0	0	1	1	0	69	1	70	131
Total	4	0	0	4	4	190	1	195	1	0	14	15	0	291	1	292	506
08:00	0	0	1	1	2	59	1	62	0	0	4	4	0	49	0	49	116
08:15	0	0	0	0	4	43	0	47	0	0	1	1	0	54	0	54	102
08:30	0	0	0	0	1	41	1	43	0	0	2	2	0	54	0	54	99
08:45	1	0	0	1	2	53	2	57	0	0	2	2	0	52	0	52	112
Total	1	0	1	2	9	196	4	209	0	0	9	9	0	209	0	209	429
*** BREAK ***																	
16:00	1	0	0	1	2	59	1	62	0	0	0	0	0	40	0	40	103
16:15	1	0	0	1	5	69	1	75	0	0	6	6	0	38	0	38	120
16:30	1	1	0	2	5	81	1	87	0	0	0	0	0	65	1	66	155
16:45	0	0	0	0	6	69	0	75	0	1	3	4	0	61	0	61	140
Total	3	1	0	4	18	278	3	299	0	1	9	10	0	204	1	205	518
17:00	0	0	0	0	1	87	0	88	0	0	2	2	0	55	0	55	145
17:15	0	1	0	1	5	82	2	89	0	1	3	4	1	44	0	45	139
17:30	2	0	0	2	4	71	2	77	2	0	5	7	0	67	0	67	153
17:45	1	0	0	1	4	72	1	77	0	0	1	1	0	49	0	49	128
Total	3	1	0	4	14	312	5	331	2	1	11	14	1	215	0	216	565
Grand Total	11	2	1	14	45	976	13	1034	3	2	43	48	1	919	2	922	2018
Apprch %	78.6	14.3	7.1		4.4	94.4	1.3		6.2	4.2	89.6		0.1	99.7	0.2		
Total %	0.5	0.1	0	0.7	2.2	48.4	0.6	51.2	0.1	0.1	2.1	2.4	0	45.5	0.1	45.7	
General Traffic	11	2	1	14	40	844	12	896	3	2	36	41	1	773	2	776	1727
% General Traffic																	
Truck Traffic	0	0	0	0	5	132	1	138	0	0	7	7	0	146	0	146	291
% Truck Traffic	0	0	0	0	11.1	13.5	7.7	13.3	0	0	16.3	14.6	0	15.9	0	15.8	14.4
U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 008
 Counted by: Darlery
 Weather: Clear
 Location: SR 50 at CR 737

File Name : sta 008_sr 50 at cr 737
 Site Code : 008-2295
 Start Date : 2/8/2017
 Page No : 2

Start Time	CR 737 Southbound				SR 50 Westbound				CR 737 Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00																	
07:00	1	0	0	1	1	46	0	47	1	0	5	6	0	69	0	69	123
07:15	1	0	0	1	0	40	0	40	0	0	5	5	0	83	0	83	129
07:30	0	0	0	0	1	49	0	50	0	0	3	3	0	70	0	70	123
07:45	2	0	0	2	2	55	1	58	0	0	1	1	0	69	1	70	131
Total Volume	4	0	0	4	4	190	1	195	1	0	14	15	0	291	1	292	506
% App. Total	100	0	0		2.1	97.4	0.5		6.7	0	93.3		0	99.7	0.3		
PHF	.500	.000	.000	.500	.500	.864	.250	.841	.250	.000	.700	.625	.000	.877	.250	.880	.966

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:30																	
16:30	1	1	0	2	5	81	1	87	0	0	0	0	0	65	1	66	155
16:45	0	0	0	0	6	69	0	75	0	1	3	4	0	61	0	61	140
17:00	0	0	0	0	1	87	0	88	0	0	2	2	0	55	0	55	145
17:15	0	1	0	1	5	82	2	89	0	1	3	4	1	44	0	45	139
Total Volume	1	2	0	3	17	319	3	339	0	2	8	10	1	225	1	227	579
% App. Total	33.3	66.7	0		5	94.1	0.9		0	20	80		0.4	99.1	0.4		
PHF	.250	.500	.000	.375	.708	.917	.375	.952	.000	.500	.667	.625	.250	.865	.250	.860	.934



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765

info@accuratetraffic.com

Station: 009
 Counted by: Gerardo
 Weather: Clear
 Location: SR 50/Cortez Bv at SR 471

File Name : Sta 009_SR 50 at SR 471
 Site Code : 00092295
 Start Date : 1/26/2017
 Page No : 1

Groups Printed- Turn Traffic

Start Time	SR 471 Southbound				SR 50 (Cortez Bv) Westbound				SR 471 Northbound				SR 50 (Cortez Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
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 %																	



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 009
 Counted by: Gerardo
 Weather: Clear
 Location: SR 50/Cortez Bv at SR 471

File Name : Sta 009_SR 50 at SR 471
 Site Code : 00092295
 Start Date : 1/26/2017
 Page No : 1

Groups Printed- Truck Traffic

Start Time	SR 471 Southbound				SR 50 (Cortez Bv) Westbound				SR 471 Northbound				SR 50 (Cortez Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	3	3	1	7	1	2	0	3	0	2	2	4	1	9	1	11	25
07:15	2	5	1	8	0	5	2	7	0	9	1	10	1	9	1	11	36
07:30	2	9	1	12	0	5	0	5	1	12	1	14	2	4	0	6	37
07:45	2	6	2	10	1	14	2	17	1	9	1	11	1	12	0	13	51
Total	9	23	5	37	2	26	4	32	2	32	5	39	5	34	2	41	149
08:00	2	12	0	14	0	10	1	11	0	7	0	7	1	12	2	15	47
08:15	3	3	1	7	1	8	2	11	0	5	0	5	0	8	1	9	32
08:30	0	13	0	13	1	6	2	9	2	10	2	14	0	9	0	9	45
08:45	0	9	1	10	0	6	3	9	0	12	0	12	0	7	1	8	39
Total	5	37	2	44	2	30	8	40	2	34	2	38	1	36	4	41	163
*** BREAK ***																	
16:00	0	4	0	4	1	10	0	11	0	4	2	6	1	4	2	7	28
16:15	1	6	1	8	0	1	1	2	0	9	0	9	1	2	0	3	22
16:30	0	2	0	2	1	5	2	8	0	2	1	3	1	3	0	4	17
16:45	1	7	0	8	0	3	1	4	1	4	0	5	0	5	0	5	22
Total	2	19	1	22	2	19	4	25	1	19	3	23	3	14	2	19	89
17:00	0	11	1	12	0	5	2	7	0	6	0	6	0	4	0	4	29
17:15	0	6	1	7	0	4	1	5	0	2	0	2	0	2	0	2	16
17:30	0	7	0	7	0	4	2	6	0	7	1	8	0	4	0	4	25
17:45	0	4	0	4	0	2	0	2	0	2	0	2	0	2	1	3	11
Total	0	28	2	30	0	15	5	20	0	17	1	18	0	12	1	13	81
Grand Total	16	107	10	133	6	90	21	117	5	102	11	118	9	96	9	114	482
Apprch %	12	80.5	7.5		5.1	76.9	17.9		4.2	86.4	9.3		7.9	84.2	7.9		
Total %	3.3	22.2	2.1	27.6	1.2	18.7	4.4	24.3	1	21.2	2.3	24.5	1.9	19.9	1.9	23.7	

PEDESTRIANS MOVEMENT SUMMARY

CODE / STATION NO.: 009
 NORTH / SOUTH: SR 471
 OBSERVER: Gerardo
 WEATHER: Clear
 REMARKS: _____

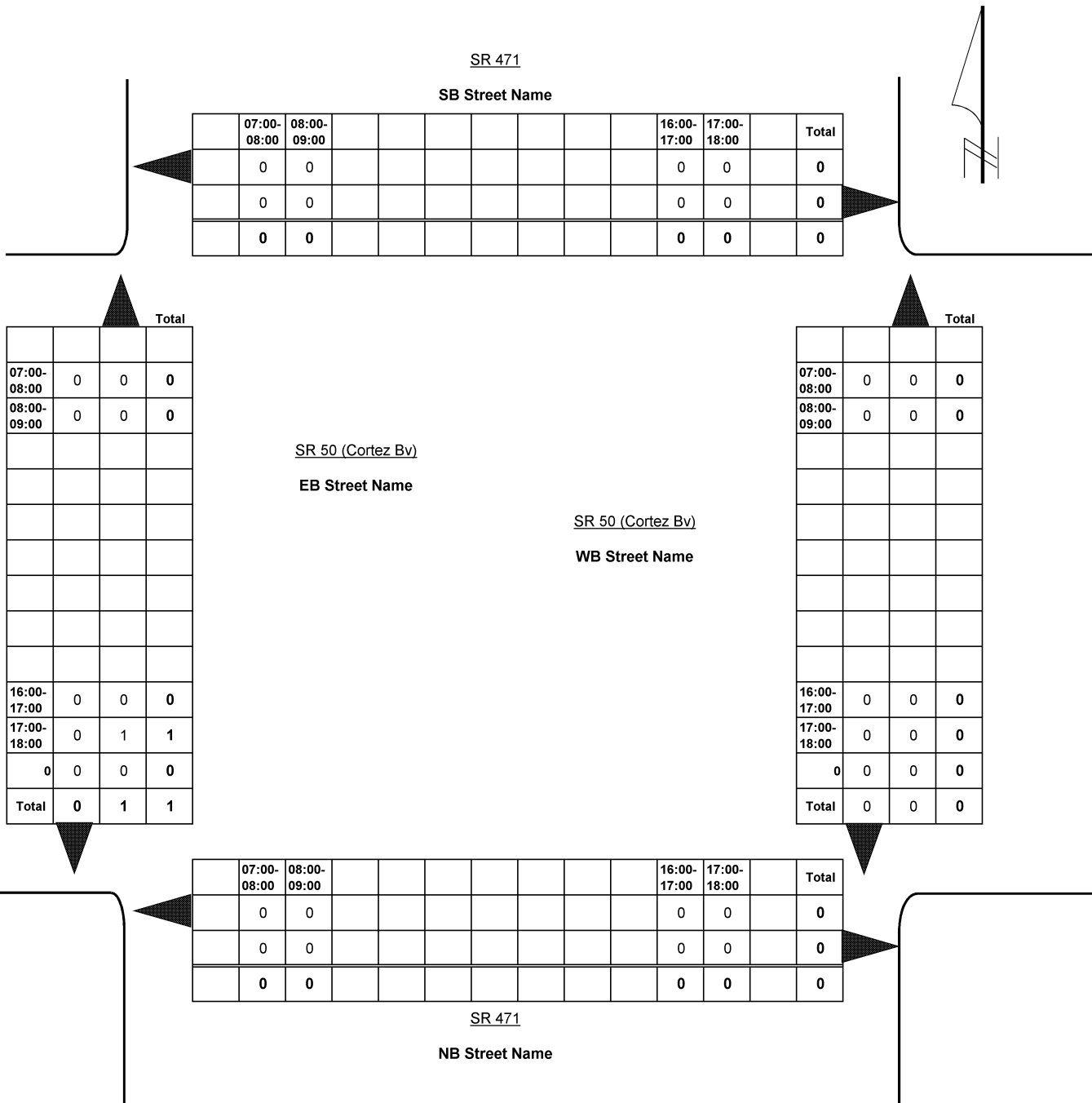
CITY: Webster
 INTERSECTING ROUTE: SR 50 (Cortez Bv)

COUNTY: Sumter
 MILEPOST: X

GPS COORDINATES	
Latitude	Longitude
00° 00.000' N	000° 00.000' W

FORM COMPLETED BY: Santiago

DATE: 1/26/2017





Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 009
 Counted by: Gerardo
 Weather: Clear
 Location: SR 50/Cortez Bv at SR 471

File Name : Sta 009_SR 50 at SR 471
 Site Code : 00092295
 Start Date : 1/26/2017
 Page No : 1

Groups Printed- General Traffic

Start Time	SR 471 Southbound				SR 50 (Cortez Bv) Westbound				SR 471 Northbound				SR 50 (Cortez Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	5	10	2	17	2	29	4	35	2	15	1	18	11	46	3	60	130
07:15	7	6	5	18	5	22	12	39	3	15	5	23	11	45	4	60	140
07:30	8	5	9	22	1	23	21	45	0	20	1	21	16	25	6	47	135
07:45	15	7	9	31	7	37	8	52	1	13	4	18	6	41	1	48	149
Total	35	28	25	88	15	111	45	171	6	63	11	80	44	157	14	215	554
08:00	8	4	12	24	3	15	5	23	2	9	3	14	7	38	5	50	111
08:15	6	6	4	16	0	28	8	36	3	15	1	19	4	43	6	53	124
08:30	5	6	5	16	2	25	4	31	3	40	2	45	7	44	4	55	147
08:45	9	7	5	21	2	26	5	33	3	19	2	24	2	56	2	60	138
Total	28	23	26	77	7	94	22	123	11	83	8	102	20	181	17	218	520
*** BREAK ***																	
16:00	8	15	5	28	1	47	11	59	4	16	5	25	7	53	4	64	176
16:15	6	16	13	35	5	56	8	69	4	27	2	33	2	50	2	54	191
16:30	9	20	5	34	4	44	14	62	6	20	4	30	9	41	3	53	179
16:45	8	12	8	28	6	67	15	88	3	14	4	21	8	53	2	63	200
Total	31	63	31	125	16	214	48	278	17	77	15	109	26	197	11	234	746
17:00	12	20	13	45	6	61	9	76	1	24	3	28	6	54	3	63	212
17:15	13	18	12	43	2	55	11	68	5	13	6	24	11	45	1	57	192
17:30	17	18	6	41	5	58	14	77	1	7	2	10	13	46	1	60	188
17:45	7	18	9	34	4	47	19	70	4	14	5	23	7	50	4	61	188
Total	49	74	40	163	17	221	53	291	11	58	16	85	37	195	9	241	780
Grand Total	143	188	122	453	55	640	168	863	45	281	50	376	127	730	51	908	2600
Apprch %	31.6	41.5	26.9		6.4	74.2	19.5		12	74.7	13.3		14	80.4	5.6		
Total %	5.5	7.2	4.7	17.4	2.1	24.6	6.5	33.2	1.7	10.8	1.9	14.5	4.9	28.1	2	34.9	

BICYCLES MOVEMENT SUMMARY

CODE / STATION NO.: 009
 NORTH / SOUTH: SR 471
 OBSERVER: Gerardo
 WEATHER: Clear
 REMARKS: _____

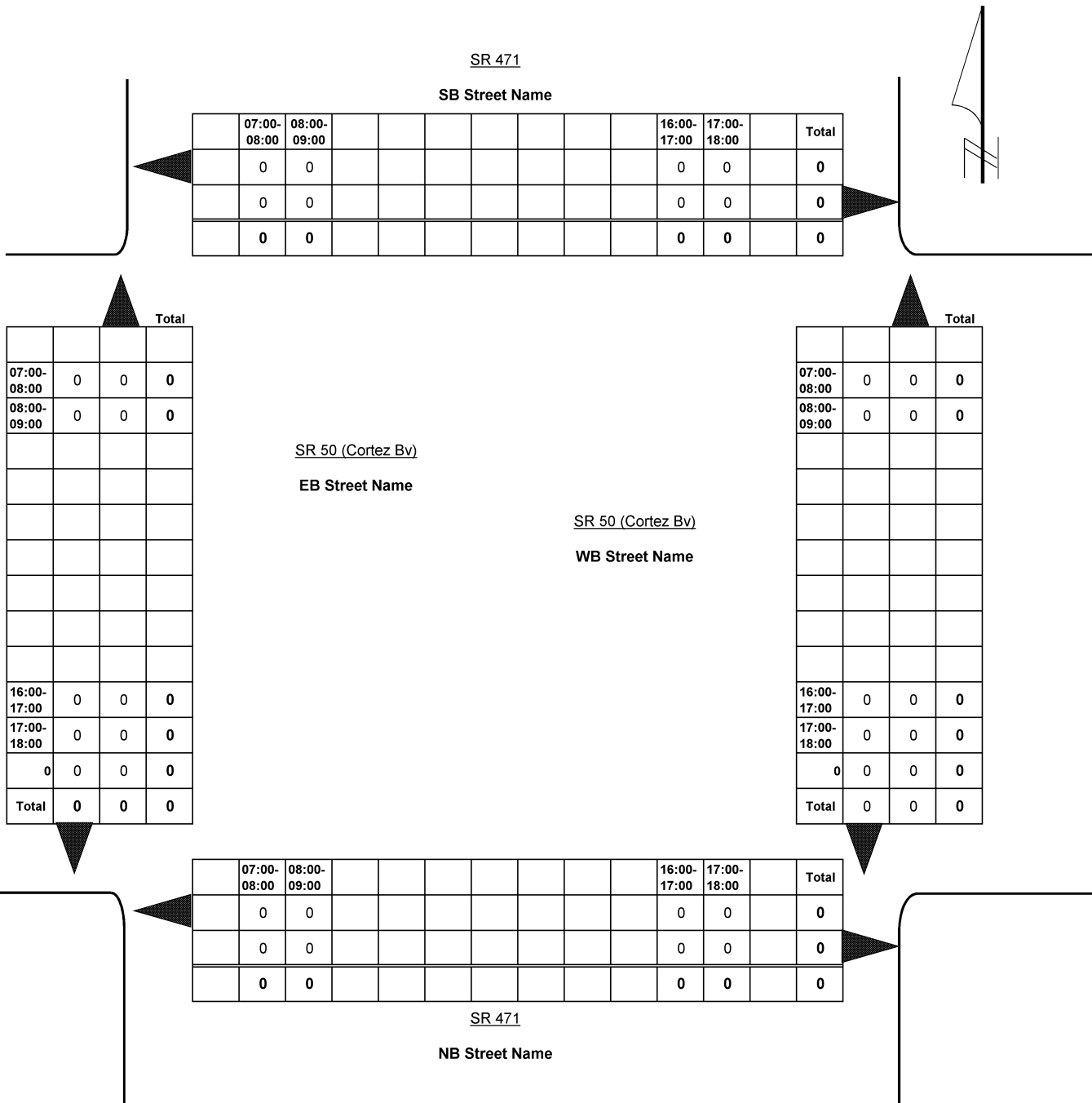
CITY: Webster
 INTERSECTING ROUTE: SR 50 (Cortez Bv)

COUNTY: Sumter
 MILEPOST: X

GPS COORDINATES	
Latitude	Longitude
00° 00.000' N	000° 00.000' W

FORM COMPLETED BY: Santiago

DATE: 1/26/2017





Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 009
 Counted by: Gerardo
 Weather: Clear
 Location: SR 50/Cortez Bv at SR 471

File Name : Sta 009_SR 50 at SR 471
 Site Code : 00092295
 Start Date : 1/26/2017
 Page No : 1

Groups Printed- General Traffic - Truck Traffic - Turn Traffic

Start Time	SR 471 Southbound				SR 50 (Cortez Bv) Westbound				SR 471 Northbound				SR 50 (Cortez Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	8	13	3	24	3	31	4	38	2	17	3	22	12	55	4	71	155
07:15	9	11	6	26	5	27	14	46	3	24	6	33	12	54	5	71	176
07:30	10	14	10	34	1	28	21	50	1	32	2	35	18	29	6	53	172
07:45	17	13	11	41	8	51	10	69	2	22	5	29	7	53	1	61	200
Total	44	51	30	125	17	137	49	203	8	95	16	119	49	191	16	256	703
08:00	10	16	12	38	3	25	6	34	2	16	3	21	8	50	7	65	158
08:15	9	9	5	23	1	36	10	47	3	20	1	24	4	51	7	62	156
08:30	5	19	5	29	3	31	6	40	5	50	4	59	7	53	4	64	192
08:45	9	16	6	31	2	32	8	42	3	31	2	36	2	63	3	68	177
Total	33	60	28	121	9	124	30	163	13	117	10	140	21	217	21	259	683
*** BREAK ***																	
16:00	8	19	5	32	2	57	11	70	4	20	7	31	8	57	6	71	204
16:15	7	22	14	43	5	57	9	71	4	36	2	42	3	52	2	57	213
16:30	9	22	5	36	5	49	16	70	6	22	5	33	10	44	3	57	196
16:45	9	19	8	36	6	70	16	92	4	18	4	26	8	58	2	68	222
Total	33	82	32	147	18	233	52	303	18	96	18	132	29	211	13	253	835
17:00	12	31	14	57	6	66	11	83	1	30	3	34	6	58	3	67	241
17:15	13	24	13	50	2	59	12	73	5	15	6	26	11	47	1	59	208
17:30	17	25	6	48	5	62	16	83	1	14	3	18	13	50	1	64	213
17:45	7	22	9	38	4	49	19	72	4	16	5	25	7	52	5	64	199
Total	49	102	42	193	17	236	58	311	11	75	17	103	37	207	10	254	861
Grand Total	159	295	132	586	61	730	189	980	50	383	61	494	136	826	60	1022	3082
Apprch %	27.1	50.3	22.5		6.2	74.5	19.3		10.1	77.5	12.3		13.3	80.8	5.9		
Total %	5.2	9.6	4.3	19	2	23.7	6.1	31.8	1.6	12.4	2	16	4.4	26.8	1.9	33.2	
General Traffic	143	188	122	453	55	640	168	863	45	281	50	376	127	730	51	908	2600
% General Traffic																	
Truck Traffic	16	107	10	133	6	90	21	117	5	102	11	118	9	96	9	114	482
% Truck Traffic	10.1	36.3	7.6	22.7	9.8	12.3	11.1	11.9	10	26.6	18	23.9	6.6	11.6	15	11.2	15.6
U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
Oviedo, Florida 32765

info@accuratetraffic.com

Station: 009
Counted by: Gerardo
Weather: Clear
Location: SR 50/Cortez Bv at SR 471

File Name : Sta 009_SR 50 at SR 471
Site Code : 00092295
Start Date : 1/26/2017
Page No : 2

Start Time	SR 471 Southbound				SR 50 (Cortez Bv) Westbound				SR 471 Northbound				SR 50 (Cortez Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15																	
07:15	9	11	6	26	5	27	14	46	3	24	6	33	12	54	5	71	176
07:30	10	14	10	34	1	28	21	50	1	32	2	35	18	29	6	53	172
07:45	17	13	11	41	8	51	10	69	2	22	5	29	7	53	1	61	200
08:00	10	16	12	38	3	25	6	34	2	16	3	21	8	50	7	65	158
Total Volume	46	54	39	139	17	131	51	199	8	94	16	118	45	186	19	250	706
% App. Total	33.1	38.8	28.1		8.5	65.8	25.6		6.8	79.7	13.6		18	74.4	7.6		
PHF	.676	.844	.813	.848	.531	.642	.607	.721	.667	.734	.667	.843	.625	.861	.679	.880	.883

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	9	19	8	36	6	70	16	92	4	18	4	26	8	58	2	68	222
17:00	12	31	14	57	6	66	11	83	1	30	3	34	6	58	3	67	241
17:15	13	24	13	50	2	59	12	73	5	15	6	26	11	47	1	59	208
17:30	17	25	6	48	5	62	16	83	1	14	3	18	13	50	1	64	213
Total Volume	51	99	41	191	19	257	55	331	11	77	16	104	38	213	7	258	884
% App. Total	26.7	51.8	21.5		5.7	77.6	16.6		10.6	74	15.4		14.7	82.6	2.7		
PHF	.750	.798	.732	.838	.792	.918	.859	.899	.550	.642	.667	.765	.731	.918	.583	.949	.917



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 010
 Counted by: Gerardo
 Weather: Clear
 Location: SR 50 at CR 727

File Name : Sta 010_SR 50 at CR 727
 Site Code : 01002331
 Start Date : 2/8/2017
 Page No : 1

Groups Printed- Turn Traffic

Start Time	CR 727 Southbound				SR 50 (Cortez Bv) Westbound				Northbound				SR 50 (Cortez Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
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 %																	



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 010
 Counted by: Gerardo
 Weather: Clear
 Location: SR 50 at CR 727

File Name : Sta 010_SR 50 at CR 727
 Site Code : 01002331
 Start Date : 2/8/2017
 Page No : 1

Groups Printed- Truck Traffic

Start Time	CR 727 Southbound				SR 50 (Cortez Bv) Westbound				Northbound				SR 50 (Cortez Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	14	1	15	0	0	0	0	0	12	0	12	27
07:15	0	0	0	0	0	6	0	6	0	0	0	0	0	18	0	18	24
07:30	0	0	0	0	0	10	0	10	0	0	0	0	1	14	0	15	25
07:45	0	0	0	0	0	16	0	16	0	0	0	0	0	17	0	17	33
Total	0	0	0	0	0	46	1	47	0	0	0	0	1	61	0	62	109
08:00	0	0	0	0	0	9	1	10	0	0	0	0	0	7	0	7	17
08:15	0	0	0	0	0	15	0	15	0	0	0	0	0	11	0	11	26
08:30	0	0	0	0	0	9	0	9	0	0	0	0	0	11	0	11	20
08:45	0	0	0	0	0	8	0	8	0	0	0	0	0	9	0	9	17
Total	0	0	0	0	0	41	1	42	0	0	0	0	0	38	0	38	80
*** BREAK ***																	
16:00	0	0	0	0	0	7	0	7	0	0	0	0	1	5	0	6	13
16:15	0	0	0	0	0	4	1	5	0	0	0	0	0	10	0	10	15
16:30	0	0	0	0	0	11	0	11	0	0	0	0	0	8	0	8	19
16:45	0	0	0	0	0	14	0	14	0	0	0	0	0	6	0	6	20
Total	0	0	0	0	0	36	1	37	0	0	0	0	1	29	0	30	67
17:00	0	0	0	0	0	9	0	9	0	0	0	0	0	7	0	7	16
17:15	0	0	0	0	0	9	0	9	0	0	0	0	0	2	0	2	11
17:30	0	0	0	0	0	3	0	3	0	0	0	0	1	5	0	6	9
17:45	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
Total	0	0	0	0	0	24	0	24	0	0	0	0	1	17	0	18	42
Grand Total	0	0	0	0	0	147	3	150	0	0	0	0	3	145	0	148	298
Apprch %	0	0	0	0	0	98	2	100	0	0	0	0	2	98	0	100	
Total %	0	0	0	0	0	49.3	1	50.3	0	0	0	0	1	48.7	0	49.7	

SUMTER COUNTY, FLORIDA

PEDESTRIANS MOVEMENT SUMMARY

CODE / STATION NO.: 010
 NORTH / SOUTH: CR 727
 OBSERVER: Gerardo
 WEATHER: Clear
 REMARKS: _____

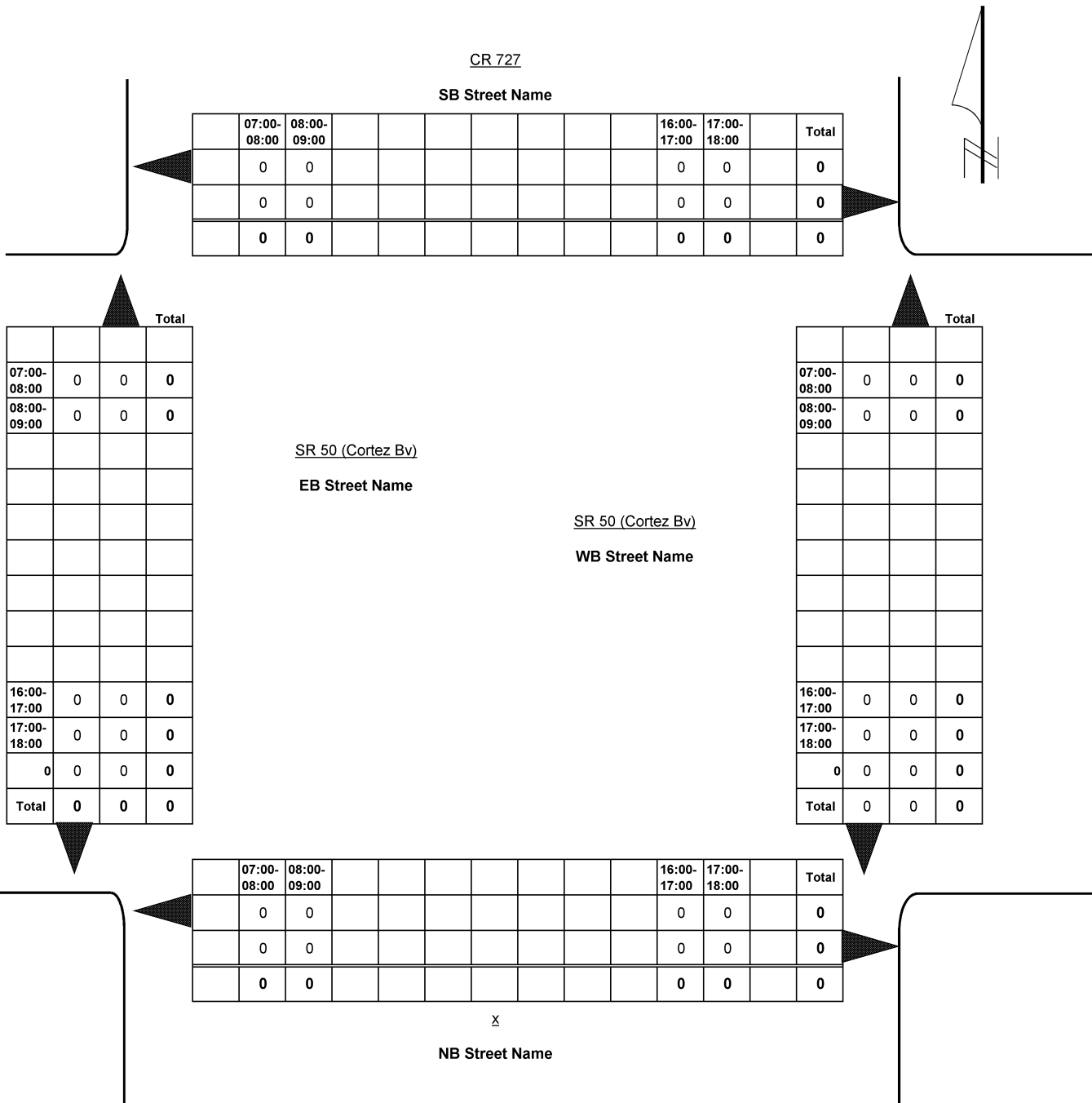
CITY: Webster
 INTERSECTING ROUTE: SR 50 (Cortez Bv)

COUNTY: Sumter
 MILEPOST: X

GPS COORDINATES	
Latitude	Longitude
00° 00.000' N	000° 00.000' W

FORM COMPLETED BY: Santiago

DATE: 2/8/2017





Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 010
 Counted by: Gerardo
 Weather: Clear
 Location: SR 50 at CR 727

File Name : Sta 010_SR 50 at CR 727
 Site Code : 01002331
 Start Date : 2/8/2017
 Page No : 1

Groups Printed- General Traffic

Start Time	CR 727 Southbound				SR 50 (Cortez Bv) Westbound				Northbound				SR 50 (Cortez Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	1	0	0	1	0	43	1	44	0	0	0	0	0	54	0	54	99
07:15	1	0	1	2	0	44	0	44	0	0	0	0	1	61	0	62	108
07:30	1	0	1	2	0	43	0	43	0	0	0	0	0	59	0	59	104
07:45	0	0	2	2	0	40	0	40	0	0	0	0	2	45	0	47	89
Total	3	0	4	7	0	170	1	171	0	0	0	0	3	219	0	222	400
08:00	1	0	1	2	0	56	0	56	0	0	0	0	0	50	0	50	108
08:15	0	0	0	0	0	28	0	28	0	0	0	0	1	54	0	55	83
08:30	1	0	1	2	0	44	0	44	0	0	0	0	1	38	0	39	85
08:45	0	0	0	0	0	49	0	49	0	0	0	0	0	48	0	48	97
Total	2	0	2	4	0	177	0	177	0	0	0	0	2	190	0	192	373
*** BREAK ***																	
16:00	0	0	1	1	0	64	0	64	0	0	0	0	1	45	0	46	111
16:15	0	0	0	0	0	69	2	71	0	0	0	0	0	38	0	38	109
16:30	0	0	1	1	0	76	1	77	0	0	0	0	0	52	0	52	130
16:45	0	0	1	1	0	65	1	66	0	0	0	0	2	54	0	56	123
Total	0	0	3	3	0	274	4	278	0	0	0	0	3	189	0	192	473
17:00	1	0	2	3	0	77	1	78	0	0	0	0	1	54	0	55	136
17:15	1	0	0	1	0	86	0	86	0	0	0	0	0	57	0	57	144
17:30	0	0	1	1	0	67	0	67	0	0	0	0	2	63	0	65	133
17:45	0	0	1	1	0	79	0	79	0	0	0	0	0	56	0	56	136
Total	2	0	4	6	0	309	1	310	0	0	0	0	3	230	0	233	549
Grand Total	7	0	13	20	0	930	6	936	0	0	0	0	11	828	0	839	1795
Apprch %	35	0	65		0	99.4	0.6		0	0	0		1.3	98.7	0		
Total %	0.4	0	0.7	1.1	0	51.8	0.3	52.1	0	0	0	0	0.6	46.1	0	46.7	

BICYCLES MOVEMENT SUMMARY

CODE / STATION NO.: 010
 NORTH / SOUTH: CR 727
 OBSERVER: Gerardo
 WEATHER: Clear
 REMARKS: _____

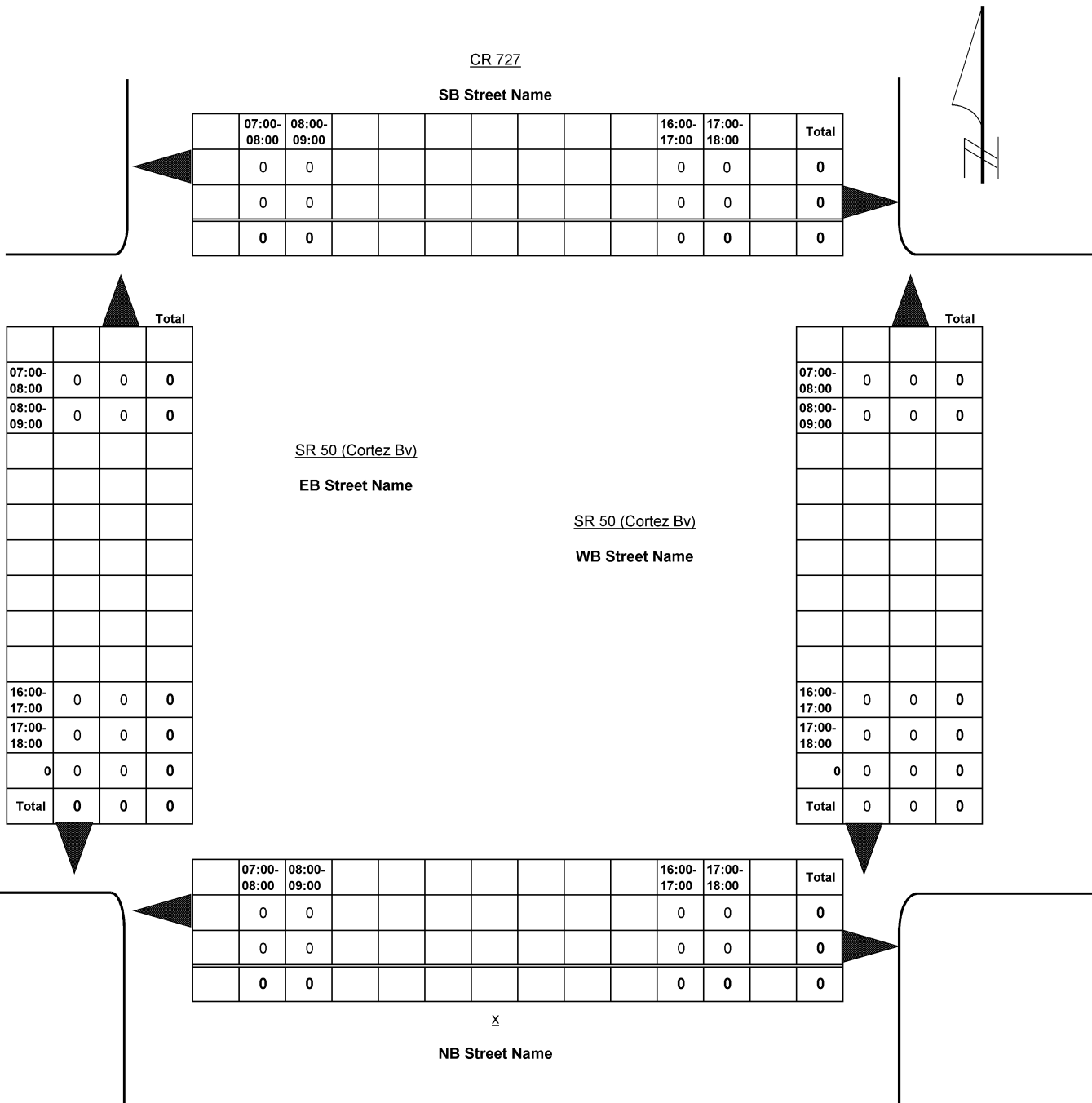
CITY: Webster
 INTERSECTING ROUTE: SR 50 (Cortez Bv)

COUNTY: Sumter
 MILEPOST: X

GPS COORDINATES	
Latitude	Longitude
00° 00.000' N	000° 00.000' W

FORM COMPLETED BY: Santiago

DATE: 2/8/2017





Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 010
 Counted by: Gerardo
 Weather: Clear
 Location: SR 50 at CR 727

File Name : Sta 010_SR 50 at CR 727
 Site Code : 01002331
 Start Date : 2/8/2017
 Page No : 1

Groups Printed- General Traffic - Truck Traffic - Turn Traffic

Start Time	CR 727 Southbound				SR 50 (Cortez Bv) Westbound				Northbound				SR 50 (Cortez Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	1	0	0	1	0	57	2	59	0	0	0	0	0	66	0	66	126
07:15	1	0	1	2	0	50	0	50	0	0	0	0	1	79	0	80	132
07:30	1	0	1	2	0	53	0	53	0	0	0	0	1	73	0	74	129
07:45	0	0	2	2	0	56	0	56	0	0	0	0	2	62	0	64	122
Total	3	0	4	7	0	216	2	218	0	0	0	0	4	280	0	284	509
08:00	1	0	1	2	0	65	1	66	0	0	0	0	0	57	0	57	125
08:15	0	0	0	0	0	43	0	43	0	0	0	0	1	65	0	66	109
08:30	1	0	1	2	0	53	0	53	0	0	0	0	1	49	0	50	105
08:45	0	0	0	0	0	57	0	57	0	0	0	0	0	57	0	57	114
Total	2	0	2	4	0	218	1	219	0	0	0	0	2	228	0	230	453
*** BREAK ***																	
16:00	0	0	1	1	0	71	0	71	0	0	0	0	2	50	0	52	124
16:15	0	0	0	0	0	73	3	76	0	0	0	0	0	48	0	48	124
16:30	0	0	1	1	0	87	1	88	0	0	0	0	0	60	0	60	149
16:45	0	0	1	1	0	79	1	80	0	0	0	0	2	60	0	62	143
Total	0	0	3	3	0	310	5	315	0	0	0	0	4	218	0	222	540
17:00	1	0	2	3	0	86	1	87	0	0	0	0	1	61	0	62	152
17:15	1	0	0	1	0	95	0	95	0	0	0	0	0	59	0	59	155
17:30	0	0	1	1	0	70	0	70	0	0	0	0	3	68	0	71	142
17:45	0	0	1	1	0	82	0	82	0	0	0	0	0	59	0	59	142
Total	2	0	4	6	0	333	1	334	0	0	0	0	4	247	0	251	591
Grand Total	7	0	13	20	0	1077	9	1086	0	0	0	0	14	973	0	987	2093
Apprch %	35	0	65		0	99.2	0.8		0	0	0		1.4	98.6	0		
Total %	0.3	0	0.6	1	0	51.5	0.4	51.9	0	0	0	0	0.7	46.5	0	47.2	
General Traffic	7	0	13	20	0	930	6	936	0	0	0	0	11	828	0	839	1795
% General Traffic																	
Truck Traffic	0	0	0	0	0	147	3	150	0	0	0	0	3	145	0	148	298
% Truck Traffic	0	0	0	0	0	13.6	33.3	13.8	0	0	0	0	21.4	14.9	0	15	14.2
U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 010
 Counted by: Gerardo
 Weather: Clear
 Location: SR 50 at CR 727

File Name : Sta 010_SR 50 at CR 727
 Site Code : 01002331
 Start Date : 2/8/2017
 Page No : 2

Start Time	CR 727 Southbound				SR 50 (Cortez Bv) Westbound				Northbound				SR 50 (Cortez Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00																	
07:00	1	0	0	1	0	57	2	59	0	0	0	0	0	66	0	66	126
07:15	1	0	1	2	0	50	0	50	0	0	0	0	1	79	0	80	132
07:30	1	0	1	2	0	53	0	53	0	0	0	0	1	73	0	74	129
07:45	0	0	2	2	0	56	0	56	0	0	0	0	2	62	0	64	122
Total Volume	3	0	4	7	0	216	2	218	0	0	0	0	4	280	0	284	509
% App. Total	42.9	0	57.1		0	99.1	0.9		0	0	0		1.4	98.6	0		
PHF	.750	.000	.500	.875	.000	.947	.250	.924	.000	.000	.000	.000	.500	.886	.000	.888	.964

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:30																	
16:30	0	0	1	1	0	87	1	88	0	0	0	0	0	60	0	60	149
16:45	0	0	1	1	0	79	1	80	0	0	0	0	2	60	0	62	143
17:00	1	0	2	3	0	86	1	87	0	0	0	0	1	61	0	62	152
17:15	1	0	0	1	0	95	0	95	0	0	0	0	0	59	0	59	155
Total Volume	2	0	4	6	0	347	3	350	0	0	0	0	3	240	0	243	599
% App. Total	33.3	0	66.7		0	99.1	0.9		0	0	0		1.2	98.8	0		
PHF	.500	.000	.500	.500	.000	.913	.750	.921	.000	.000	.000	.000	.375	.984	.000	.980	.966



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 011
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at CR 721

File Name : Sta 011_SR 50 at CR 721
 Site Code : 00110968
 Start Date : 1/10/2017
 Page No : 1

Groups Printed- Turn Traffic

Start Time	CR 721 Southbound				SR 50 (Cortez Bv) Westbound				Northbound				SR 50 (Cortez Bv) Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
*** BREAK ***																		
Grand Total	0	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 %																		



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 011
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at CR 721

File Name : Sta 011_SR 50 at CR 721
 Site Code : 00110968
 Start Date : 1/10/2017
 Page No : 1

Groups Printed- Truck Traffic

Start Time	CR 721 Southbound				SR 50 (Cortez Bv) Westbound				Northbound				SR 50 (Cortez Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	6	0	6	0	0	0	0	0	7	0	7	13
07:15	0	0	0	0	0	4	0	4	0	0	0	0	0	7	0	7	11
07:30	0	0	0	0	0	7	0	7	0	0	0	0	0	4	0	4	11
07:45	0	0	0	0	0	10	1	11	0	0	0	0	0	12	0	12	23
Total	0	0	0	0	0	27	1	28	0	0	0	0	0	30	0	30	58
08:00	0	0	0	0	0	12	0	12	0	0	0	0	1	3	0	4	16
08:15	0	0	0	0	0	6	0	6	0	0	0	0	0	2	0	2	8
08:30	0	0	0	0	0	6	0	6	0	0	0	0	0	7	0	7	13
08:45	0	0	0	0	0	7	0	7	0	0	0	0	0	6	0	6	13
Total	0	0	0	0	0	31	0	31	0	0	0	0	1	18	0	19	50
*** BREAK ***																	
16:00	0	0	0	0	0	5	0	5	0	0	0	0	0	3	0	3	8
16:15	0	0	0	0	0	6	0	6	0	0	0	0	0	2	0	2	8
16:30	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
16:45	0	0	0	0	0	5	0	5	0	0	0	0	0	3	0	3	8
Total	0	0	0	0	0	19	0	19	0	0	0	0	0	9	0	9	28
17:00	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
17:15	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
17:30	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
Total	0	0	0	0	0	7	0	7	0	0	0	0	0	12	0	12	19
Grand Total	0	0	0	0	0	84	1	85	0	0	0	0	1	69	0	70	155
Apprch %	0	0	0		0	98.8	1.2		0	0	0		1.4	98.6	0		
Total %	0	0	0		0	54.2	0.6	54.8	0	0	0		0.6	44.5	0	45.2	

PEDESTRIANS MOVEMENT SUMMARY

CODE / STATION NO.: 011
 NORTH / SOUTH: CR 721
 OBSERVER: Elaine
 WEATHER: Clear
 REMARKS: _____

CITY: Webster
 INTERSECTING ROUTE: SR 50 (Cortez Bv)

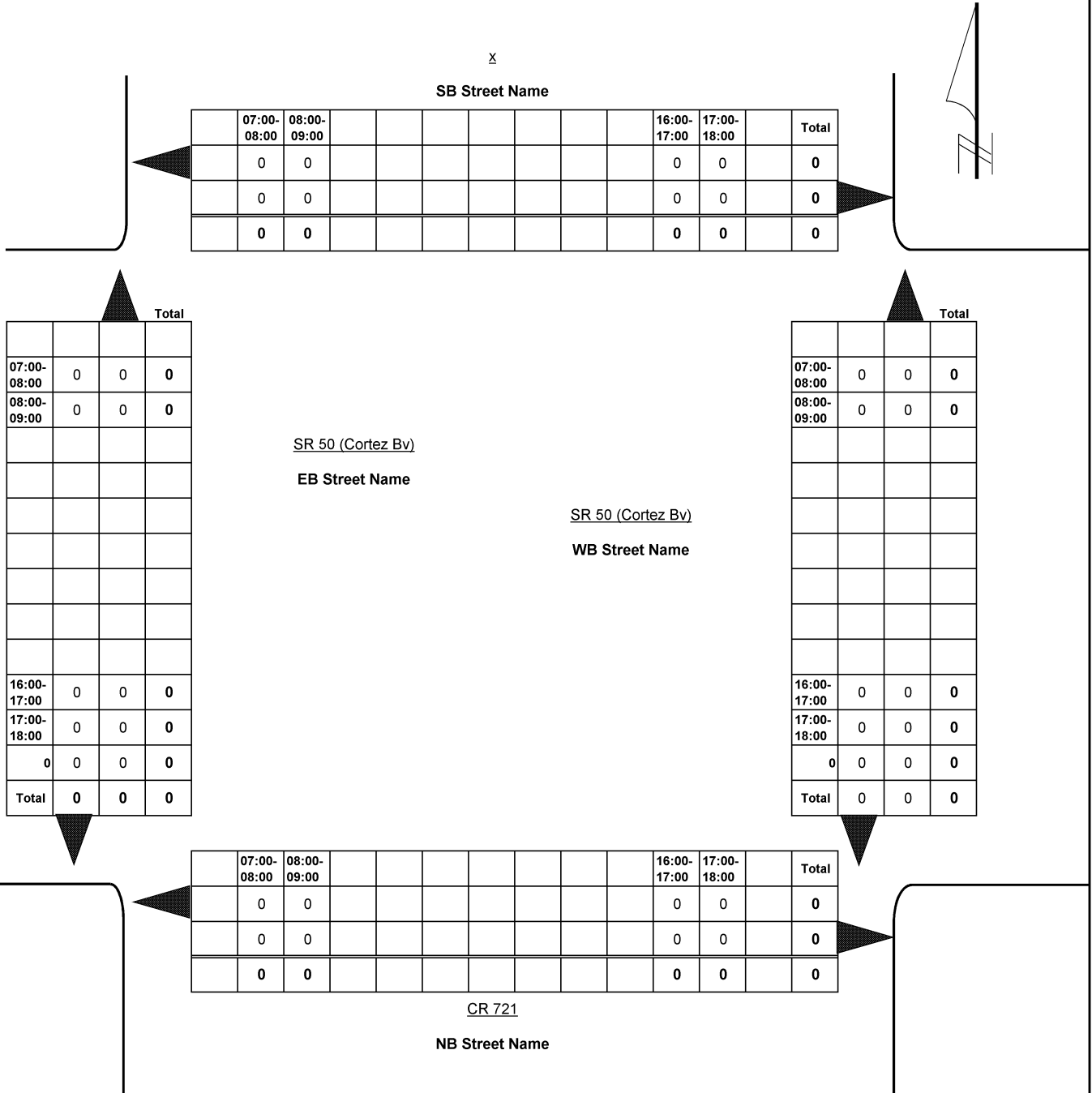
COUNTY: Sumter
 MILEPOST: X

FORM COMPLETED BY: Santiago

DATE: 1/10/2017

GPS COORDINATES

Latitude	Longitude
00° 00.000' N	000° 00.000' W





Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 011
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at CR 721

File Name : Sta 011_SR 50 at CR 721
 Site Code : 00110968
 Start Date : 1/10/2017
 Page No : 1

Groups Printed- General Traffic

Start Time	CR 721 Southbound				SR 50 (Cortez Bv) Westbound				Northbound				SR 50 (Cortez Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	34	2	36	0	0	0	0	2	51	0	53	89
07:15	2	0	0	2	0	46	5	51	0	0	0	0	0	49	0	49	102
07:30	1	0	1	2	0	48	2	50	0	0	0	0	0	58	0	58	110
07:45	2	0	2	4	0	46	0	46	0	0	0	0	1	43	0	44	94
Total	5	0	3	8	0	174	9	183	0	0	0	0	3	201	0	204	395
08:00	4	0	0	4	0	59	1	60	0	0	0	0	0	58	0	58	122
08:15	2	0	0	2	0	32	0	32	0	0	0	0	0	67	0	67	101
08:30	2	0	1	3	0	37	0	37	0	0	0	0	0	59	0	59	99
08:45	4	0	3	7	0	46	2	48	0	0	0	0	0	53	0	53	108
Total	12	0	4	16	0	174	3	177	0	0	0	0	0	237	0	237	430
*** BREAK ***																	
16:00	2	0	0	2	0	72	2	74	0	0	0	0	1	63	0	64	140
16:15	1	0	1	2	0	65	4	69	0	0	0	0	1	55	0	56	127
16:30	6	0	0	6	0	67	0	67	0	0	0	0	0	53	0	53	126
16:45	2	0	2	4	0	78	4	82	0	0	0	0	0	56	0	56	142
Total	11	0	3	14	0	282	10	292	0	0	0	0	2	227	0	229	535
17:00	11	0	1	12	0	64	4	68	0	0	0	0	0	64	0	64	144
17:15	2	0	3	5	0	86	0	86	0	0	0	0	2	55	0	57	148
17:30	5	0	0	5	0	66	4	70	0	0	0	0	2	62	0	64	139
17:45	1	0	0	1	0	58	3	61	0	0	0	0	1	46	0	47	109
Total	19	0	4	23	0	274	11	285	0	0	0	0	5	227	0	232	540
Grand Total	47	0	14	61	0	904	33	937	0	0	0	0	10	892	0	902	1900
Apprch %	77	0	23		0	96.5	3.5		0	0	0		1.1	98.9	0		
Total %	2.5	0	0.7	3.2	0	47.6	1.7	49.3	0	0	0	0	0.5	46.9	0	47.5	

BICYCLES MOVEMENT SUMMARY

CODE / STATION NO.: 011
 NORTH / SOUTH: CR 721
 OBSERVER: Elaine
 WEATHER: Clear
 REMARKS: _____

CITY: Webster
 INTERSECTING ROUTE: SR 50 (Cortez Bv)

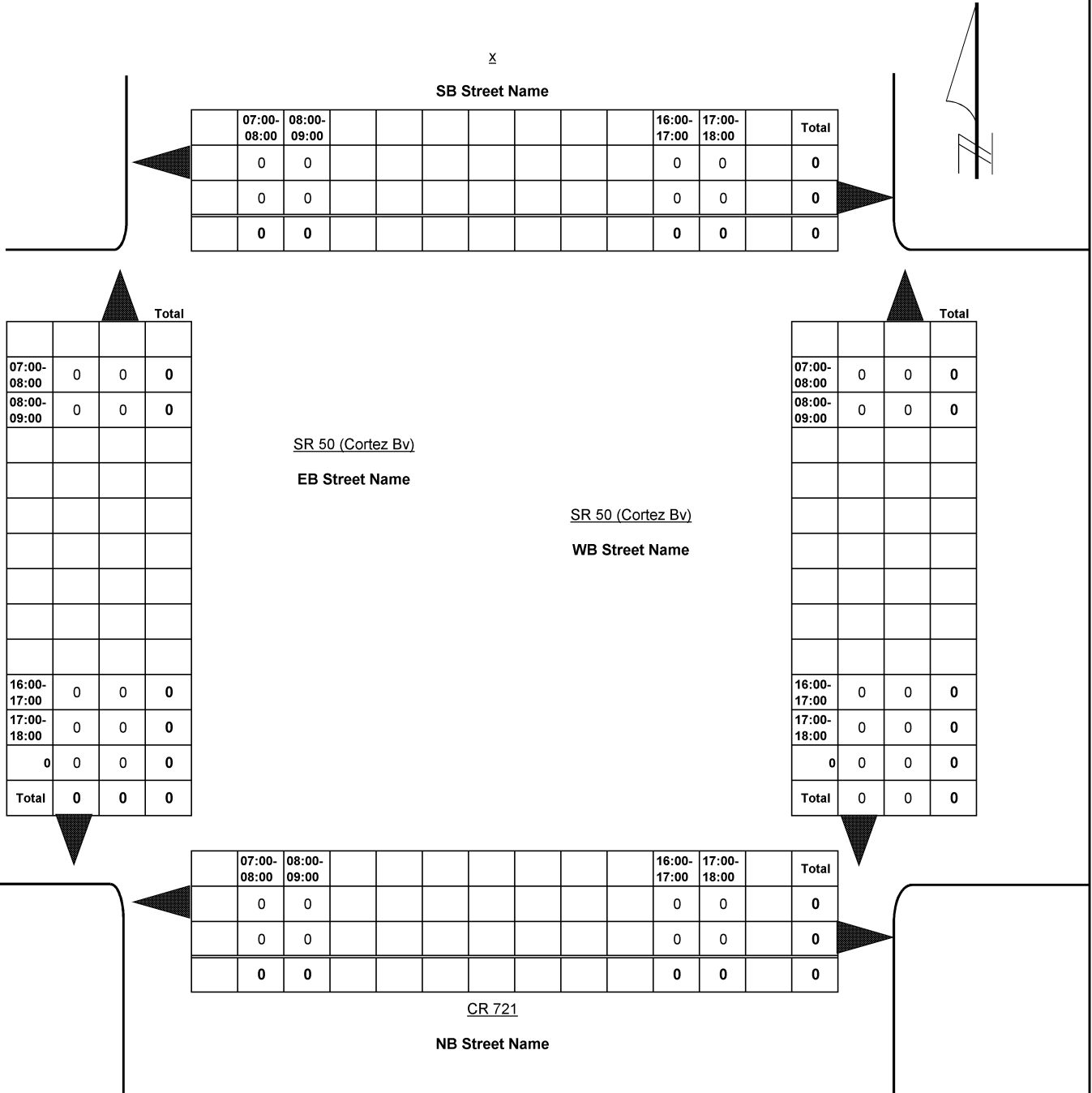
COUNTY: Sumter
 MILEPOST: X

FORM COMPLETED BY: Santiago

DATE: 1/10/2017

GPS COORDINATES

Latitude	Longitude
00° 00.000' N	000° 00.000' W





Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 011
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at CR 721

File Name : Sta 011_SR 50 at CR 721
 Site Code : 00110968
 Start Date : 1/10/2017
 Page No : 1

Groups Printed- General Traffic - Truck Traffic - Turn Traffic

Start Time	CR 721 Southbound				SR 50 (Cortez Bv) Westbound				Northbound				SR 50 (Cortez Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	40	2	42	0	0	0	0	2	58	0	60	102
07:15	2	0	0	2	0	50	5	55	0	0	0	0	0	56	0	56	113
07:30	1	0	1	2	0	55	2	57	0	0	0	0	0	62	0	62	121
07:45	2	0	2	4	0	56	1	57	0	0	0	0	1	55	0	56	117
Total	5	0	3	8	0	201	10	211	0	0	0	0	3	231	0	234	453
08:00	4	0	0	4	0	71	1	72	0	0	0	0	1	61	0	62	138
08:15	2	0	0	2	0	38	0	38	0	0	0	0	0	69	0	69	109
08:30	2	0	1	3	0	43	0	43	0	0	0	0	0	66	0	66	112
08:45	4	0	3	7	0	53	2	55	0	0	0	0	0	59	0	59	121
Total	12	0	4	16	0	205	3	208	0	0	0	0	1	255	0	256	480
*** BREAK ***																	
16:00	2	0	0	2	0	77	2	79	0	0	0	0	1	66	0	67	148
16:15	1	0	1	2	0	71	4	75	0	0	0	0	1	57	0	58	135
16:30	6	0	0	6	0	70	0	70	0	0	0	0	0	54	0	54	130
16:45	2	0	2	4	0	83	4	87	0	0	0	0	0	59	0	59	150
Total	11	0	3	14	0	301	10	311	0	0	0	0	2	236	0	238	563
17:00	11	0	1	12	0	66	4	70	0	0	0	0	0	68	0	68	150
17:15	2	0	3	5	0	89	0	89	0	0	0	0	2	57	0	59	153
17:30	5	0	0	5	0	68	4	72	0	0	0	0	2	65	0	67	144
17:45	1	0	0	1	0	58	3	61	0	0	0	0	1	49	0	50	112
Total	19	0	4	23	0	281	11	292	0	0	0	0	5	239	0	244	559
Grand Total	47	0	14	61	0	988	34	1022	0	0	0	0	11	961	0	972	2055
Apprch %	77	0	23		0	96.7	3.3		0	0	0		1.1	98.9	0		
Total %	2.3	0	0.7	3	0	48.1	1.7	49.7	0	0	0	0	0.5	46.8	0	47.3	
General Traffic	47	0	14	61	0	904	33	937	0	0	0	0	10	892	0	902	1900
% General Traffic																	
Truck Traffic	0	0	0	0	0	84	1	85	0	0	0	0	1	69	0	70	155
% Truck Traffic	0	0	0	0	0	8.5	2.9	8.3	0	0	0	0	9.1	7.2	0	7.2	7.5
U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A

Oviedo, Florida 32765

info@accuratetraffic.com

Station: 011
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at CR 721

File Name : Sta 011_SR 50 at CR 721
 Site Code : 00110968
 Start Date : 1/10/2017
 Page No : 2

Start Time	CR 721 Southbound				SR 50 (Cortez Bv) Westbound				Northbound				SR 50 (Cortez Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15																	
07:15	2	0	0	2	0	50	5	55	0	0	0	0	0	56	0	56	113
07:30	1	0	1	2	0	55	2	57	0	0	0	0	0	62	0	62	121
07:45	2	0	2	4	0	56	1	57	0	0	0	0	1	55	0	56	117
08:00	4	0	0	4	0	71	1	72	0	0	0	0	1	61	0	62	138
Total Volume	9	0	3	12	0	232	9	241	0	0	0	0	2	234	0	236	489
% App. Total	75	0	25		0	96.3	3.7		0	0	0		0.8	99.2	0		
PHF	.563	.000	.375	.750	.000	.817	.450	.837	.000	.000	.000	.000	.500	.944	.000	.952	.886

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	2	0	2	4	0	83	4	87	0	0	0	0	0	59	0	59	150
17:00	11	0	1	12	0	66	4	70	0	0	0	0	0	68	0	68	150
17:15	2	0	3	5	0	89	0	89	0	0	0	0	2	57	0	59	153
17:30	5	0	0	5	0	68	4	72	0	0	0	0	2	65	0	67	144
Total Volume	20	0	6	26	0	306	12	318	0	0	0	0	4	249	0	253	597
% App. Total	76.9	0	23.1		0	96.2	3.8		0	0	0		1.6	98.4	0		
PHF	.455	.000	.500	.542	.000	.860	.750	.893	.000	.000	.000	.000	.500	.915	.000	.930	.975



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765

info@accuratetraffic.com

Station: 012
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at CR 772

File Name : Sta 012_SR 50 at CR 772
 Site Code : 00120968
 Start Date : 1/25/2017
 Page No : 1

Groups Printed- Turn Traffic

Start Time	4284 SR 50 (Cortez Bv) Southbound				SR 50 (Cortez Bv) Westbound				CR 772 Northbound				SR 50 (Cortez Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
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 %																	



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 012
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at CR 772

File Name : Sta 012_SR 50 at CR 772
 Site Code : 00120968
 Start Date : 1/25/2017
 Page No : 1

Groups Printed- Truck Traffic

Start Time	4284 SR 50 (Cortez Bv) Southbound				SR 50 (Cortez Bv) Westbound				CR 772 Northbound				SR 50 (Cortez Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	6	0	6	1	0	0	1	0	5	0	5	12
07:15	0	0	0	0	0	9	0	9	0	0	0	0	0	5	0	5	14
07:30	0	0	0	0	0	11	0	11	0	0	0	0	0	12	0	12	23
07:45	0	0	0	0	0	14	0	14	0	0	1	1	0	7	1	8	23
Total	0	0	0	0	0	40	0	40	1	0	1	2	0	29	1	30	72
08:00	0	0	0	0	0	11	0	11	1	0	0	1	0	21	0	21	33
08:15	0	0	0	0	0	8	0	8	0	0	0	0	0	7	0	7	15
08:30	0	0	0	0	1	9	0	10	0	0	0	0	0	7	0	7	17
08:45	0	0	0	0	0	11	0	11	0	0	0	0	0	8	0	8	19
Total	0	0	0	0	1	39	0	40	1	0	0	1	0	43	0	43	84
*** BREAK ***																	
16:00	0	0	0	0	0	6	0	6	0	0	0	0	0	6	0	6	12
16:15	0	0	0	0	0	10	0	10	0	0	1	1	0	6	2	8	19
16:30	0	0	0	0	0	4	0	4	0	0	0	0	0	2	1	3	7
16:45	0	0	0	0	0	5	0	5	0	0	0	0	0	3	0	3	8
Total	0	0	0	0	0	25	0	25	0	0	1	1	0	17	3	20	46
17:00	0	0	0	0	0	4	0	4	0	0	0	0	0	6	0	6	10
17:15	0	0	0	0	0	5	0	5	0	0	0	0	0	4	1	5	10
17:30	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
17:45	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
Total	0	0	0	0	0	16	0	16	0	0	0	0	0	15	1	16	32
Grand Total	0	0	0	0	1	120	0	121	2	0	2	4	0	104	5	109	234
Apprch %	0	0	0		0.8	99.2	0		50	0	50		0	95.4	4.6		
Total %	0	0	0		0.4	51.3	0	51.7	0.9	0	0.9	1.7	0	44.4	2.1	46.6	

SUMTER COUNTY, FLORIDA

PEDESTRIANS MOVEMENT SUMMARY

CODE / STATION NO.: 012
 NORTH / SOUTH: CR 772
 OBSERVER: Elaine
 WEATHER: Clear
 REMARKS: _____

CITY: Webster
 INTERSECTING ROUTE: SR 50 (Cortez Bv)

COUNTY: Sumter
 MILEPOST: X

FORM COMPLETED BY: Santiago

DATE: 1/25/2017

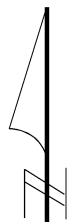
GPS COORDINATES

Latitude	Longitude
00° 00.000' N	000° 00.000' W

4284 SR 50 (Cortez Bv)

SB Street Name

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	0	0							0	0		0
	0	0							0	0		0
	0	0							0	0		0



Total

			Total
07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
	0	0	0
Total	0	0	0

SR 50 (Cortez Bv)

EB Street Name

SR 50 (Cortez Bv)

WB Street Name

Total

			Total
07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
	0	0	0
Total	0	0	0

Total

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	0	0							0	0		0
	0	0							0	0		0
	0	0							0	0		0

CR 772

NB Street Name



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 012
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at CR 772

File Name : Sta 012_SR 50 at CR 772
 Site Code : 00120968
 Start Date : 1/25/2017
 Page No : 1

Groups Printed- General Traffic

Start Time	4284 SR 50 (Cortez Bv) Southbound				SR 50 (Cortez Bv) Westbound				CR 772 Northbound				SR 50 (Cortez Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	30	0	30	1	0	0	1	0	51	0	51	82
07:15	0	0	0	0	0	44	0	44	3	0	1	4	0	58	1	59	107
07:30	0	0	0	0	0	38	0	38	4	0	2	6	0	46	1	47	91
07:45	0	0	0	0	0	47	0	47	0	0	0	0	0	57	2	59	106
Total	0	0	0	0	0	159	0	159	8	0	3	11	0	212	4	216	386
08:00	0	0	0	0	0	43	0	43	3	0	0	3	0	57	2	59	105
08:15	0	0	0	0	0	33	0	33	4	0	0	4	0	53	2	55	92
08:30	0	0	0	0	1	30	0	31	1	0	0	1	0	46	3	49	81
08:45	0	0	0	0	0	35	0	35	3	0	1	4	0	50	1	51	90
Total	0	0	0	0	1	141	0	142	11	0	1	12	0	206	8	214	368
*** BREAK ***																	
16:00	0	0	0	0	2	65	0	67	1	0	0	1	0	38	0	38	106
16:15	0	0	0	0	0	74	0	74	0	0	0	0	0	60	4	64	138
16:30	0	0	0	0	1	101	0	102	2	0	0	2	0	55	1	56	160
16:45	0	0	0	0	2	74	0	76	4	0	0	4	0	53	3	56	136
Total	0	0	0	0	5	314	0	319	7	0	0	7	0	206	8	214	540
17:00	0	0	0	0	1	60	0	61	3	0	0	3	1	60	3	64	128
17:15	0	0	0	0	0	72	0	72	0	0	2	2	0	59	2	61	135
17:30	0	0	1	1	0	74	0	74	2	0	0	2	0	52	6	58	135
17:45	1	0	0	1	3	87	1	91	4	0	1	5	0	62	3	65	162
Total	1	0	1	2	4	293	1	298	9	0	3	12	1	233	14	248	560
Grand Total	1	0	1	2	10	907	1	918	35	0	7	42	1	857	34	892	1854
Apprch %	50	0	50		1.1	98.8	0.1		83.3	0	16.7		0.1	96.1	3.8		
Total %	0.1	0	0.1	0.1	0.5	48.9	0.1	49.5	1.9	0	0.4	2.3	0.1	46.2	1.8	48.1	

BICYCLES MOVEMENT SUMMARY

CODE / STATION NO.: 012
 NORTH / SOUTH: CR 772
 OBSERVER: Elaine
 WEATHER: Clear
 REMARKS: _____

CITY: Webster
 INTERSECTING ROUTE: SR 50 (Cortez Bv)

COUNTY: Sumter
 MILEPOST: X

FORM COMPLETED BY: Santiago

DATE: 1/25/2017

GPS COORDINATES

Latitude	Longitude
00° 00.000' N	000° 00.000' W

4284 SR 50 (Cortez Bv)

SB Street Name

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	0	0							0	0		0
	0	0							0	0		0
	0	0							0	0		0



Total

			Total
07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
	0	0	0
Total	0	0	0

SR 50 (Cortez Bv)

EB Street Name

SR 50 (Cortez Bv)

WB Street Name

Total

			Total
07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
	0	0	0
Total	0	0	0

Total

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	0	0							0	0		0
	0	0							1	0		1
	0	0							1	0		1

CR 772

NB Street Name



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 012
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at CR 772

File Name : Sta 012_SR 50 at CR 772
 Site Code : 00120968
 Start Date : 1/25/2017
 Page No : 1

Groups Printed- General Traffic - Truck Traffic - Turn Traffic

Start Time	4284 SR 50 (Cortez Bv) Southbound				SR 50 (Cortez Bv) Westbound				CR 772 Northbound				SR 50 (Cortez Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	36	0	36	2	0	0	2	0	56	0	56	94
07:15	0	0	0	0	0	53	0	53	3	0	1	4	0	63	1	64	121
07:30	0	0	0	0	0	49	0	49	4	0	2	6	0	58	1	59	114
07:45	0	0	0	0	0	61	0	61	0	0	1	1	0	64	3	67	129
Total	0	0	0	0	0	199	0	199	9	0	4	13	0	241	5	246	458
08:00	0	0	0	0	0	54	0	54	4	0	0	4	0	78	2	80	138
08:15	0	0	0	0	0	41	0	41	4	0	0	4	0	60	2	62	107
08:30	0	0	0	0	2	39	0	41	1	0	0	1	0	53	3	56	98
08:45	0	0	0	0	0	46	0	46	3	0	1	4	0	58	1	59	109
Total	0	0	0	0	2	180	0	182	12	0	1	13	0	249	8	257	452
*** BREAK ***																	
16:00	0	0	0	0	2	71	0	73	1	0	0	1	0	44	0	44	118
16:15	0	0	0	0	0	84	0	84	0	0	1	1	0	66	6	72	157
16:30	0	0	0	0	1	105	0	106	2	0	0	2	0	57	2	59	167
16:45	0	0	0	0	2	79	0	81	4	0	0	4	0	56	3	59	144
Total	0	0	0	0	5	339	0	344	7	0	1	8	0	223	11	234	586
17:00	0	0	0	0	1	64	0	65	3	0	0	3	1	66	3	70	138
17:15	0	0	0	0	0	77	0	77	0	0	2	2	0	63	3	66	145
17:30	0	0	1	1	0	78	0	78	2	0	0	2	0	56	6	62	143
17:45	1	0	0	1	3	90	1	94	4	0	1	5	0	63	3	66	166
Total	1	0	1	2	4	309	1	314	9	0	3	12	1	248	15	264	592
Grand Total	1	0	1	2	11	1027	1	1039	37	0	9	46	1	961	39	1001	2088
Apprch %	50	0	50		1.1	98.8	0.1		80.4	0	19.6		0.1	96	3.9		
Total %	0	0	0	0.1	0.5	49.2	0	49.8	1.8	0	0.4	2.2	0	46	1.9	47.9	
General Traffic	1	0	1	2	10	907	1	918	35	0	7	42	1	857	34	892	1854
% General Traffic																	
Truck Traffic	0	0	0	0	1	120	0	121	2	0	2	4	0	104	5	109	234
% Truck Traffic	0	0	0	0	9.1	11.7	0	11.6	5.4	0	22.2	8.7	0	10.8	12.8	10.9	11.2
U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 012
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at CR 772

File Name : Sta 012_SR 50 at CR 772
 Site Code : 00120968
 Start Date : 1/25/2017
 Page No : 2

Start Time	4284 SR 50 (Cortez Bv) Southbound				SR 50 (Cortez Bv) Westbound				CR 772 Northbound				SR 50 (Cortez Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15																	
07:15	0	0	0	0	0	53	0	53	3	0	1	4	0	63	1	64	121
07:30	0	0	0	0	0	49	0	49	4	0	2	6	0	58	1	59	114
07:45	0	0	0	0	0	61	0	61	0	0	1	1	0	64	3	67	129
08:00	0	0	0	0	0	54	0	54	4	0	0	4	0	78	2	80	138
Total Volume	0	0	0	0	0	217	0	217	11	0	4	15	0	263	7	270	502
% App. Total	0	0	0	0	0	100	0	100	73.3	0	26.7	73.3	0	97.4	2.6	97.4	100
PHF	.000	.000	.000	.000	.000	.889	.000	.889	.688	.000	.500	.625	.000	.843	.583	.844	.909

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:15																	
16:15	0	0	0	0	0	84	0	84	0	0	1	1	0	66	6	72	157
16:30	0	0	0	0	1	105	0	106	2	0	0	2	0	57	2	59	167
16:45	0	0	0	0	2	79	0	81	4	0	0	4	0	56	3	59	144
17:00	0	0	0	0	1	64	0	65	3	0	0	3	1	66	3	70	138
Total Volume	0	0	0	0	4	332	0	336	9	0	1	10	1	245	14	260	606
% App. Total	0	0	0	0	1.2	98.8	0	98.8	90	0	10	90	0.4	94.2	5.4	94.2	100
PHF	.000	.000	.000	.000	.500	.790	.000	.792	.563	.000	.250	.625	.250	.928	.583	.903	.907



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 013
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at SE 48th Terrace

File Name : Sta 013_SR 50 at SE 48th Terrace
 Site Code : 00130968
 Start Date : 1/10/2017
 Page No : 1

Groups Printed- Truck Traffic

Start Time	SE 48th Terrace Southbound				SR 50 (Cortez Bv) Westbound				Northbound				SR 50 (Cortez Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	5	0	5	0	0	0	0	0	4	0	4	9
07:15	0	0	0	0	0	3	0	3	0	0	0	0	0	6	0	6	9
07:30	0	0	0	0	0	5	0	5	0	0	0	0	0	2	0	2	7
07:45	0	0	0	0	0	10	0	10	0	0	0	0	0	9	0	9	19
Total	0	0	0	0	0	23	0	23	0	0	0	0	0	21	0	21	44
08:00	0	0	0	0	0	7	0	7	0	0	0	0	0	4	0	4	11
08:15	0	0	0	0	0	5	0	5	0	0	0	0	0	7	0	7	12
08:30	0	0	0	0	0	9	0	9	0	0	0	0	0	9	0	9	18
08:45	0	0	0	0	0	8	0	8	0	0	0	0	0	7	0	7	15
Total	0	0	0	0	0	29	0	29	0	0	0	0	0	27	0	27	56
*** BREAK ***																	
16:00	0	0	0	0	0	4	0	4	0	0	0	0	0	8	0	8	12
16:15	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
16:30	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
16:45	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
Total	0	0	0	0	0	12	0	12	0	0	0	0	0	16	0	16	28
17:00	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
17:15	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
17:30	0	0	0	0	0	3	0	3	0	0	0	0	0	6	0	6	9
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	6	0	6	0	0	0	0	0	12	0	12	18
Grand Total	0	0	0	0	0	70	0	70	0	0	0	0	0	76	0	76	146
Apprch %	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100	
Total %	0	0	0	0	0	47.9	0	47.9	0	0	0	0	0	52.1	0	52.1	

SUMTER COUNTY, FLORIDA

PEDESTRIANS MOVEMENT SUMMARY

CODE / STATION NO.: 013
 NORTH / SOUTH: SE 48th Terrace
 OBSERVER: Elaine
 WEATHER: Clear
 REMARKS: _____

CITY: Webster
 INTERSECTING ROUTE: SR 50 (Cortez Bv)

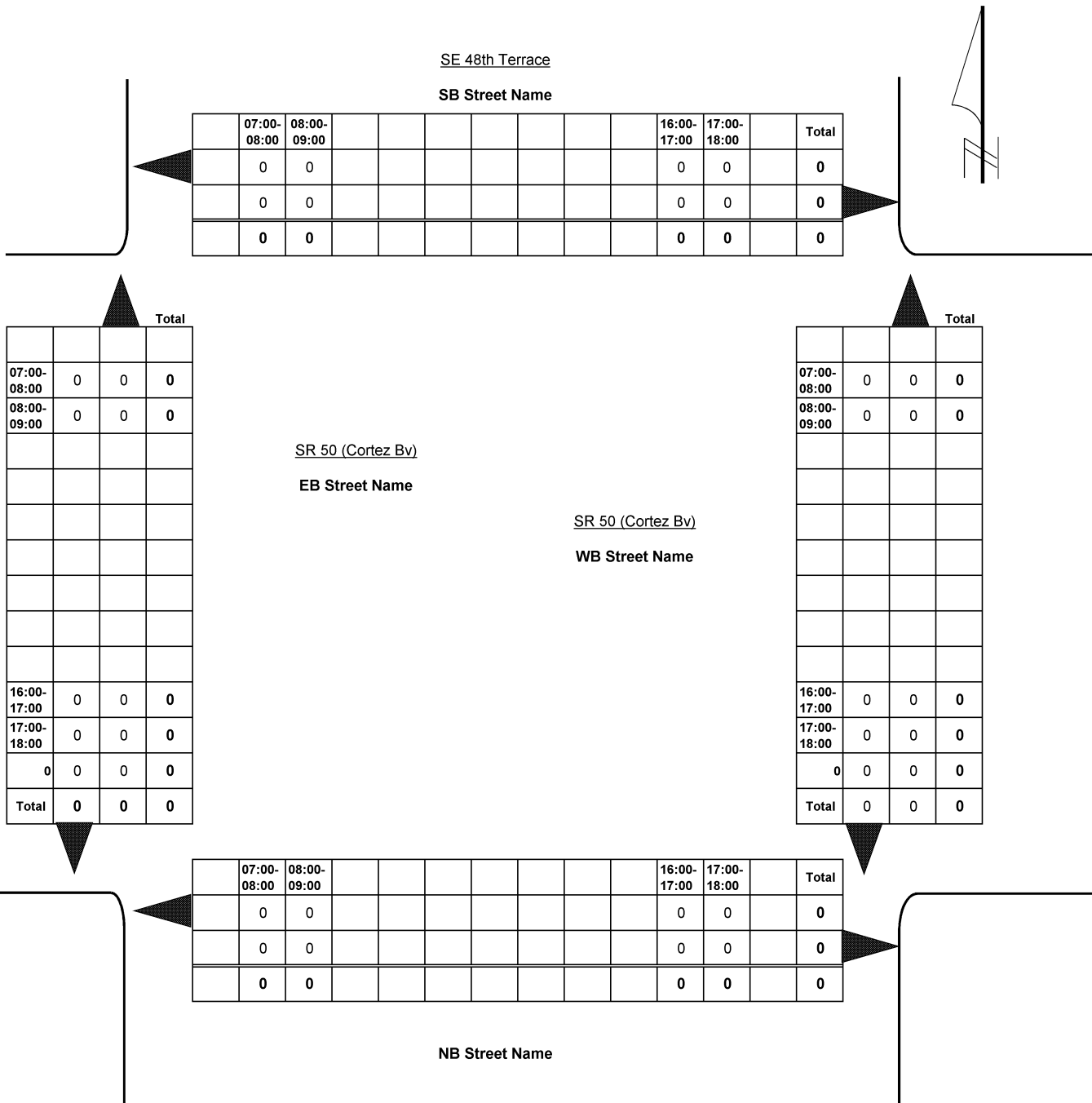
COUNTY: Sumter
 MILEPOST: X

GPS COORDINATES

Latitude	Longitude
00° 00.000' N	000° 00.000' W

FORM COMPLETED BY: Santiago

DATE: 1/10/2017





Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 013
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at SE 48th Terrace

File Name : Sta 013_SR 50 at SE 48th Terrace
 Site Code : 00130968
 Start Date : 1/10/2017
 Page No : 1

Groups Printed- General Traffic

Start Time	SE 48th Terrace Southbound				SR 50 (Cortez Bv) Westbound				Northbound				SR 50 (Cortez Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	1	1	0	39	0	39	0	0	0	0	0	59	0	59	99
07:15	0	0	0	0	0	43	0	43	0	0	0	0	0	51	0	51	94
07:30	0	0	0	0	0	52	0	52	0	0	0	0	0	61	0	61	113
07:45	0	0	0	0	0	44	0	44	0	0	0	0	0	49	0	49	93
Total	0	0	1	1	0	178	0	178	0	0	0	0	0	220	0	220	399
08:00	0	0	0	0	0	58	0	58	0	0	0	0	0	60	0	60	118
08:15	0	0	0	0	0	31	0	31	0	0	0	0	1	64	0	65	96
08:30	0	0	0	0	0	37	0	37	0	0	0	0	0	57	0	57	94
08:45	1	0	0	1	0	41	1	42	0	0	0	0	1	50	0	51	94
Total	1	0	0	1	0	167	1	168	0	0	0	0	2	231	0	233	402
*** BREAK ***																	
16:00	0	0	0	0	0	67	0	67	0	0	0	0	0	62	0	62	129
16:15	0	0	0	0	0	72	0	72	0	0	0	0	0	51	0	51	123
16:30	0	0	0	0	0	71	1	72	0	0	0	0	1	55	0	56	128
16:45	2	0	1	3	0	77	1	78	0	0	0	0	1	50	0	51	132
Total	2	0	1	3	0	287	2	289	0	0	0	0	2	218	0	220	512
17:00	0	0	1	1	0	67	1	68	0	0	0	0	0	71	0	71	140
17:15	0	0	1	1	0	88	0	88	0	0	0	0	0	57	0	57	146
17:30	0	0	0	0	0	71	0	71	0	0	0	0	0	62	0	62	133
17:45	1	0	0	1	0	63	2	65	0	0	0	0	1	40	0	41	107
Total	1	0	2	3	0	289	3	292	0	0	0	0	1	230	0	231	526
Grand Total	4	0	4	8	0	921	6	927	0	0	0	0	5	899	0	904	1839
Apprch %	50	0	50		0	99.4	0.6		0	0	0		0.6	99.4	0		
Total %	0.2	0	0.2	0.4	0	50.1	0.3	50.4	0	0	0	0	0.3	48.9	0	49.2	

BICYCLES MOVEMENT SUMMARY

CODE / STATION NO.: 013

CITY: Webster

COUNTY: Sumter

NORTH / SOUTH: SE 48th Terrace

INTERSECTING ROUTE: SR 50 (Cortez Bv)

MILEPOST: X

OBSERVER: Elaine

WEATHER: Clear

REMARKS:

GPS COORDINATES

Latitude	Longitude
00° 00.000' N	000° 00.000' W

FORM COMPLETED BY: Santiago

DATE: 1/10/2017

SE 48th Terrace

SB Street Name

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	0	0							0	0		0
	0	0							0	0		0
	0	0							0	0		0



Total

			Total
07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
	0	0	0
Total	0	0	0

SR 50 (Cortez Bv)

EB Street Name

SR 50 (Cortez Bv)

WB Street Name

Total

			Total
07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
	0	0	0
Total	0	0	0

Total

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	0	0							0	0		0
	0	0							0	0		0
	0	0							0	0		0

NB Street Name



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
Oviedo, Florida 32765

info@accuratetraffic.com

Station: 013
Counted by: Elaine
Weather: Clear
Location: SR 50 at SE 48th Terrace

File Name : Sta 013_SR 50 at SE 48th Terrace
Site Code : 00130968
Start Date : 1/10/2017
Page No : 1

Groups Printed- General Traffic - Truck Traffic - Turn Traffic

Start Time	SE 48th Terrace Southbound				SR 50 (Cortez Bv) Westbound				Northbound				SR 50 (Cortez Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	1	1	0	44	0	44	0	0	0	0	0	63	0	63	108
07:15	0	0	0	0	0	46	0	46	0	0	0	0	0	57	0	57	103
07:30	0	0	0	0	0	57	0	57	0	0	0	0	0	63	0	63	120
07:45	0	0	0	0	0	54	0	54	0	0	0	0	0	58	0	58	112
Total	0	0	1	1	0	201	0	201	0	0	0	0	0	241	0	241	443
08:00	0	0	0	0	0	65	0	65	0	0	0	0	0	64	0	64	129
08:15	0	0	0	0	0	36	0	36	0	0	0	0	1	71	0	72	108
08:30	0	0	0	0	0	46	0	46	0	0	0	0	0	66	0	66	112
08:45	1	0	0	1	0	49	1	50	0	0	0	0	1	57	0	58	109
Total	1	0	0	1	0	196	1	197	0	0	0	0	2	258	0	260	458
*** BREAK ***																	
16:00	0	0	0	0	0	71	0	71	0	0	0	0	0	70	0	70	141
16:15	0	0	0	0	0	75	0	75	0	0	0	0	0	54	0	54	129
16:30	0	0	0	0	0	72	1	73	0	0	0	0	1	56	0	57	130
16:45	2	0	1	3	0	81	1	82	0	0	0	0	1	54	0	55	140
Total	2	0	1	3	0	299	2	301	0	0	0	0	2	234	0	236	540
17:00	0	0	1	1	0	69	1	70	0	0	0	0	0	74	0	74	145
17:15	0	0	1	1	0	89	0	89	0	0	0	0	0	59	0	59	149
17:30	0	0	0	0	0	74	0	74	0	0	0	0	0	68	0	68	142
17:45	1	0	0	1	0	63	2	65	0	0	0	0	1	41	0	42	108
Total	1	0	2	3	0	295	3	298	0	0	0	0	1	242	0	243	544
Grand Total	4	0	4	8	0	991	6	997	0	0	0	0	5	975	0	980	1985
Apprch %	50	0	50		0	99.4	0.6		0	0	0		0.5	99.5	0		
Total %	0.2	0	0.2	0.4	0	49.9	0.3	50.2	0	0	0	0	0.3	49.1	0	49.4	
General Traffic	4	0	4	8	0	921	6	927	0	0	0	0	5	899	0	904	1839
% General Traffic																	
Truck Traffic	0	0	0	0	0	70	0	70	0	0	0	0	0	76	0	76	146
% Truck Traffic	0	0	0	0	0	7.1	0	7	0	0	0	0	0	7.8	0	7.8	7.4
U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
Oviedo, Florida 32765

info@accuratetraffic.com

Station: 013
Counted by: Elaine
Weather: Clear
Location: SR 50 at SE 48th Terrace

File Name : Sta 013_SR 50 at SE 48th Terrace
Site Code : 00130968
Start Date : 1/10/2017
Page No : 2

Start Time	SE 48th Terrace Southbound				SR 50 (Cortez Bv) Westbound				Northbound				SR 50 (Cortez Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	0	0	0	0	0	57	0	57	0	0	0	0	0	63	0	63	120
07:45	0	0	0	0	0	54	0	54	0	0	0	0	0	58	0	58	112
08:00	0	0	0	0	0	65	0	65	0	0	0	0	0	64	0	64	129
08:15	0	0	0	0	0	36	0	36	0	0	0	0	1	71	0	72	108
Total Volume	0	0	0	0	0	212	0	212	0	0	0	0	1	256	0	257	469
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0.4	99.6	0	100	469
PHF	.000	.000	.000	.000	.000	.815	.000	.815	.000	.000	.000	.000	.250	.901	.000	.892	.909

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	2	0	1	3	0	81	1	82	0	0	0	0	1	54	0	55	140
17:00	0	0	1	1	0	69	1	70	0	0	0	0	0	74	0	74	145
17:15	0	0	1	1	0	89	0	89	0	0	0	0	0	59	0	59	149
17:30	0	0	0	0	0	74	0	74	0	0	0	0	0	68	0	68	142
Total Volume	2	0	3	5	0	313	2	315	0	0	0	0	1	255	0	256	576
% App. Total	40	0	60	100	0	99.4	0.6	100	0	0	0	0	0.4	99.6	0	100	576
PHF	.250	.000	.750	.417	.000	.879	.500	.885	.000	.000	.000	.000	.250	.861	.000	.865	.966



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765

info@accuratetraffic.com

Station: 013
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at SE 48th Terrace

File Name : Sta 013_SR 50 at SE 48th Terrace
 Site Code : 00130968
 Start Date : 1/10/2017
 Page No : 1

Groups Printed- Turn Traffic

Start Time	SE 48th Terrace Southbound				SR 50 (Cortez Bv) Westbound				Northbound				SR 50 (Cortez Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
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 %																	

PEDESTRIANS MOVEMENT SUMMARY

CODE / STATION NO.: 014
 NORTH / SOUTH: SE 52nd Street
 OBSERVER: Elaine
 WEATHER: Clear
 REMARKS: _____

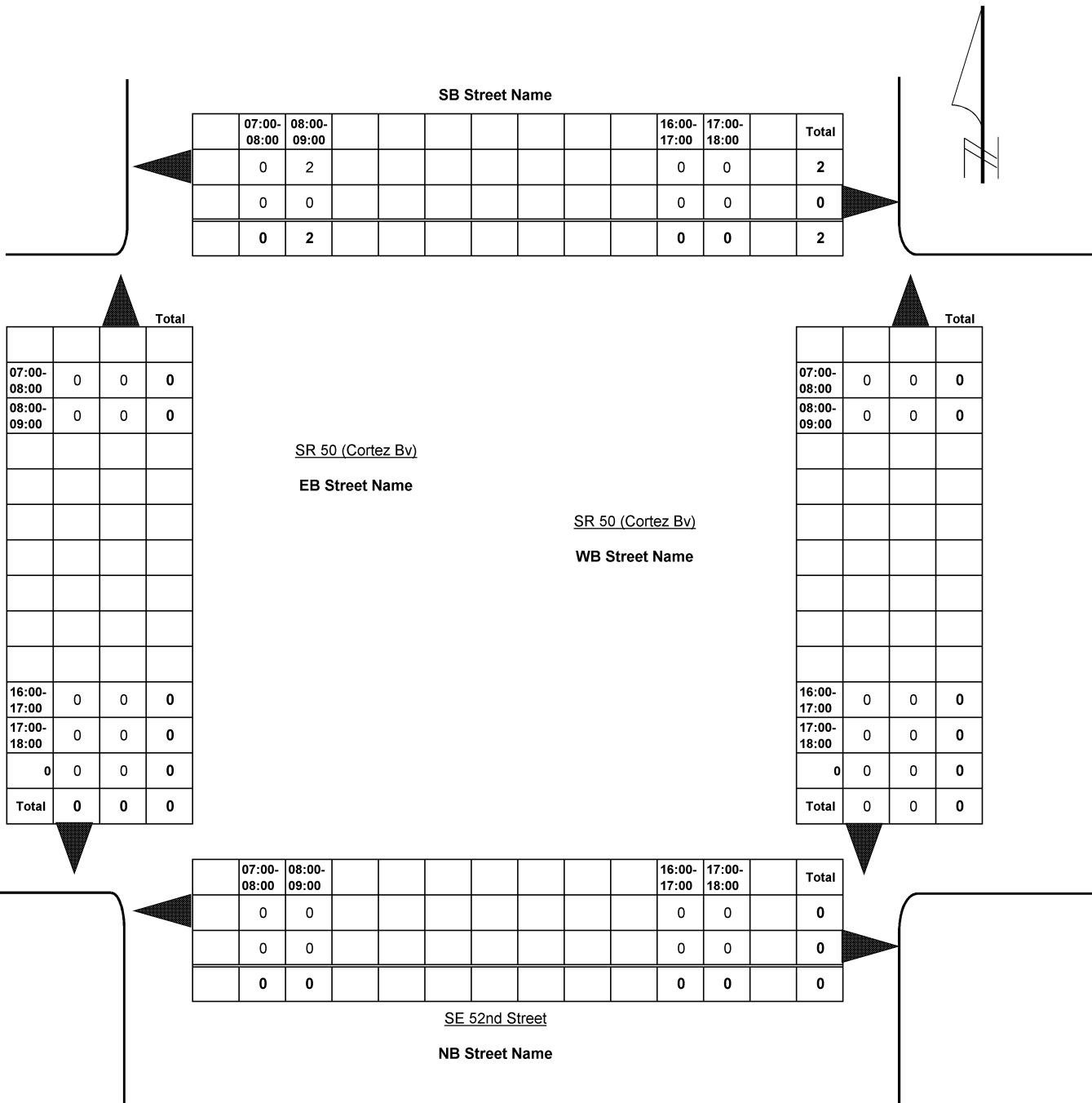
CITY: Webster
 INTERSECTING ROUTE: SR 50 (Cortez Bv)

COUNTY: Sumter
 MILEPOST: X

GPS COORDINATES	
Latitude	Longitude
00° 00.000' N	000° 00.000' W

FORM COMPLETED BY: Santiago

DATE: 1/10/2017



BICYCLES MOVEMENT SUMMARY

CODE / STATION NO.: 014
 NORTH / SOUTH: SE 52nd Street
 OBSERVER: Elaine
 WEATHER: Clear
 REMARKS: _____

CITY: Webster
 INTERSECTING ROUTE: SR 50 (Cortez Bv)

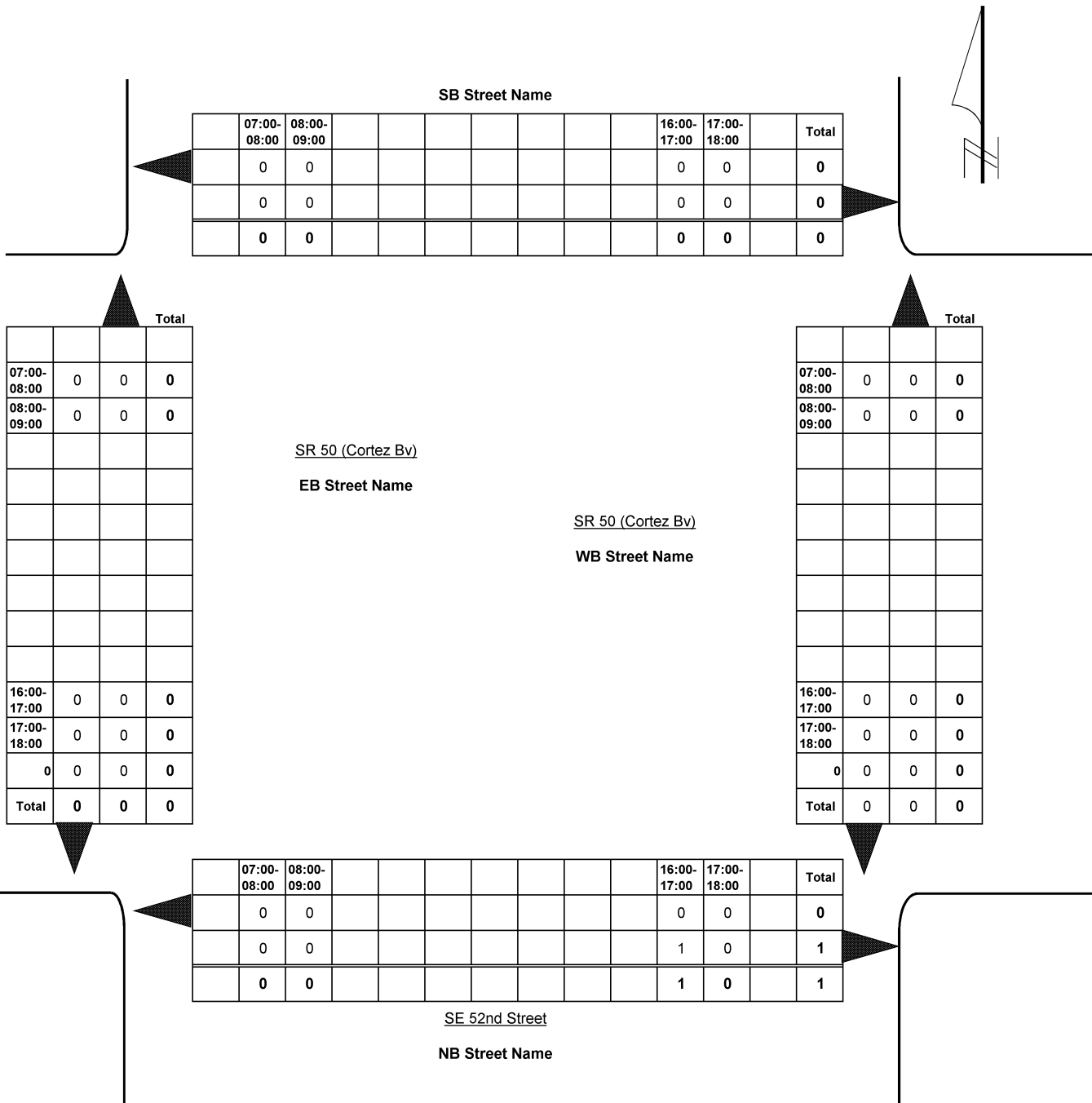
COUNTY: Sumter
 MILEPOST: X

FORM COMPLETED BY: Santiago

DATE: 1/10/2017

GPS COORDINATES

Latitude	Longitude
00° 00.000' N	000° 00.000' W





Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 014
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at 52nd Street

File Name : Sta 014_SR 50 at SE 52nd St
 Site Code : 00140968
 Start Date : 1/25/2017
 Page No : 1

Groups Printed- Turn Traffic

Start Time	Southbound				SR 50 Westbound				SE 52nd Street Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
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 %																	



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 014
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at 52nd Street

File Name : Sta 014_SR 50 at SE 52nd St
 Site Code : 00140968
 Start Date : 1/25/2017
 Page No : 1

Groups Printed- Truck Traffic

Start Time	Southbound				SR 50 Westbound				SE 52nd Street Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	7	0	7	0	0	0	0	0	6	0	6	13
07:15	0	0	0	0	0	9	0	9	0	0	0	0	0	5	0	5	14
07:30	0	0	0	0	0	10	0	10	0	0	0	0	0	10	0	10	20
07:45	0	0	0	0	0	14	0	14	0	0	0	0	0	8	0	8	22
Total	0	0	0	0	0	40	0	40	0	0	0	0	0	29	0	29	69
08:00	0	0	0	0	0	10	0	10	0	0	0	0	0	18	0	18	28
08:15	0	0	0	0	0	13	0	13	0	0	0	0	0	8	0	8	21
08:30	0	0	0	0	0	8	0	8	0	0	0	0	0	9	0	9	17
08:45	0	0	0	0	0	12	0	12	0	0	0	0	0	10	0	10	22
Total	0	0	0	0	0	43	0	43	0	0	0	0	0	45	0	45	88
*** BREAK ***																	
16:00	0	0	0	0	0	6	0	6	0	0	0	0	0	6	0	6	12
16:15	0	0	0	0	0	10	0	10	0	0	0	0	0	7	0	7	17
16:30	0	0	0	0	0	6	0	6	0	0	0	0	0	2	0	2	8
16:45	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
Total	0	0	0	0	0	25	0	25	0	0	0	0	0	19	0	19	44
17:00	0	0	0	0	0	4	0	4	0	0	0	0	0	5	0	5	9
17:15	0	0	0	0	0	5	0	5	0	0	0	0	0	6	0	6	11
17:30	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
17:45	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
Total	0	0	0	0	0	15	0	15	0	0	0	0	0	17	0	17	32
Grand Total	0	0	0	0	0	123	0	123	0	0	0	0	0	110	0	110	233
Apprch %	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100	
Total %	0	0	0	0	0	52.8	0	52.8	0	0	0	0	0	47.2	0	47.2	



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 014
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at 52nd Street

File Name : Sta 014_SR 50 at SE 52nd St
 Site Code : 00140968
 Start Date : 1/25/2017
 Page No : 1

Groups Printed- General Traffic

Start Time	Southbound				SR 50 Westbound				SE 52nd Street Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	28	0	28	0	0	1	1	0	52	0	52	81
07:15	0	0	0	0	0	44	0	44	3	0	0	3	0	61	0	61	108
07:30	0	0	0	0	0	38	0	38	0	0	0	0	0	46	0	46	84
07:45	0	0	0	0	0	46	0	46	0	0	0	0	0	61	0	61	107
Total	0	0	0	0	0	156	0	156	3	0	1	4	0	220	0	220	380
08:00	0	0	0	0	0	42	0	42	0	0	0	0	0	56	0	56	98
08:15	0	0	0	0	0	31	0	31	1	0	0	1	0	59	0	59	91
08:30	0	0	0	0	0	30	0	30	0	0	2	2	0	44	0	44	76
08:45	0	0	0	0	1	39	0	40	1	0	0	1	0	50	1	51	92
Total	0	0	0	0	1	142	0	143	2	0	2	4	0	209	1	210	357
*** BREAK ***																	
16:00	0	0	0	0	0	57	0	57	0	0	0	0	0	39	0	39	96
16:15	0	0	0	0	1	85	0	86	1	0	0	1	0	57	1	58	145
16:30	0	0	0	0	0	93	0	93	0	0	0	0	0	47	0	47	140
16:45	0	0	0	0	1	77	0	78	0	0	0	0	0	54	0	54	132
Total	0	0	0	0	2	312	0	314	1	0	0	1	0	197	1	198	513
17:00	0	0	0	0	0	67	0	67	0	0	0	0	0	55	0	55	122
17:15	0	0	0	0	0	70	0	70	0	0	1	1	0	62	0	62	133
17:30	0	0	0	0	0	71	0	71	1	0	0	1	0	50	2	52	124
17:45	0	0	0	0	0	88	0	88	0	0	0	0	0	59	0	59	147
Total	0	0	0	0	0	296	0	296	1	0	1	2	0	226	2	228	526
Grand Total	0	0	0	0	3	906	0	909	7	0	4	11	0	852	4	856	1776
Apprch %	0	0	0		0.3	99.7	0		63.6	0	36.4		0	99.5	0.5		
Total %	0	0	0		0.2	51	0	51.2	0.4	0	0.2	0.6	0	48	0.2	48.2	



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 014
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at 52nd Street

File Name : Sta 014_SR 50 at SE 52nd St
 Site Code : 00140968
 Start Date : 1/25/2017
 Page No : 1

Groups Printed- General Traffic - Truck Traffic - Turn Traffic

Start Time	Southbound				SR 50 Westbound				SE 52nd Street Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	35	0	35	0	0	1	1	0	58	0	58	94
07:15	0	0	0	0	0	53	0	53	3	0	0	3	0	66	0	66	122
07:30	0	0	0	0	0	48	0	48	0	0	0	0	0	56	0	56	104
07:45	0	0	0	0	0	60	0	60	0	0	0	0	0	69	0	69	129
Total	0	0	0	0	0	196	0	196	3	0	1	4	0	249	0	249	449
08:00	0	0	0	0	0	52	0	52	0	0	0	0	0	74	0	74	126
08:15	0	0	0	0	0	44	0	44	1	0	0	1	0	67	0	67	112
08:30	0	0	0	0	0	38	0	38	0	0	2	2	0	53	0	53	93
08:45	0	0	0	0	1	51	0	52	1	0	0	1	0	60	1	61	114
Total	0	0	0	0	1	185	0	186	2	0	2	4	0	254	1	255	445
*** BREAK ***																	
16:00	0	0	0	0	0	63	0	63	0	0	0	0	0	45	0	45	108
16:15	0	0	0	0	1	95	0	96	1	0	0	1	0	64	1	65	162
16:30	0	0	0	0	0	99	0	99	0	0	0	0	0	49	0	49	148
16:45	0	0	0	0	1	80	0	81	0	0	0	0	0	58	0	58	139
Total	0	0	0	0	2	337	0	339	1	0	0	1	0	216	1	217	557
17:00	0	0	0	0	0	71	0	71	0	0	0	0	0	60	0	60	131
17:15	0	0	0	0	0	75	0	75	0	0	1	1	0	68	0	68	144
17:30	0	0	0	0	0	74	0	74	1	0	0	1	0	53	2	55	130
17:45	0	0	0	0	0	91	0	91	0	0	0	0	0	62	0	62	153
Total	0	0	0	0	0	311	0	311	1	0	1	2	0	243	2	245	558
Grand Total	0	0	0	0	3	1029	0	1032	7	0	4	11	0	962	4	966	2009
Apprch %	0	0	0	0	0.3	99.7	0	99.7	63.6	0	36.4	63.6	0	99.6	0.4	99.6	63.6
Total %	0	0	0	0	0.1	51.2	0	51.4	0.3	0	0.2	0.5	0	47.9	0.2	48.1	0.3
General Traffic	0	0	0	0	3	906	0	909	7	0	4	11	0	852	4	856	1776
% General Traffic																	
Truck Traffic	0	0	0	0	0	123	0	123	0	0	0	0	0	110	0	110	233
% Truck Traffic	0	0	0	0	0	12	0	11.9	0	0	0	0	0	11.4	0	11.4	11.6
U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 014
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at 52nd Street

File Name : Sta 014_SR 50 at SE 52nd St
 Site Code : 00140968
 Start Date : 1/25/2017
 Page No : 2

Start Time	Southbound				SR 50 Westbound				SE 52nd Street Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15																	
07:15	0	0	0	0	0	53	0	53	3	0	0	3	0	66	0	66	122
07:30	0	0	0	0	0	48	0	48	0	0	0	0	0	56	0	56	104
07:45	0	0	0	0	0	60	0	60	0	0	0	0	0	69	0	69	129
08:00	0	0	0	0	0	52	0	52	0	0	0	0	0	74	0	74	126
Total Volume	0	0	0	0	0	213	0	213	3	0	0	3	0	265	0	265	481
% App. Total	0	0	0	0	0	100	0	100	100	0	0	100	0	100	0	100	481
PHF	.000	.000	.000	.000	.000	.888	.000	.888	.250	.000	.000	.250	.000	.895	.000	.895	.932

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:15																	
16:15	0	0	0	0	1	95	0	96	1	0	0	1	0	64	1	65	162
16:30	0	0	0	0	0	99	0	99	0	0	0	0	0	49	0	49	148
16:45	0	0	0	0	1	80	0	81	0	0	0	0	0	58	0	58	139
17:00	0	0	0	0	0	71	0	71	0	0	0	0	0	60	0	60	131
Total Volume	0	0	0	0	2	345	0	347	1	0	0	1	0	231	1	232	580
% App. Total	0	0	0	0	0.6	99.4	0	99.4	100	0	0	100	0	99.6	0.4	99.6	580
PHF	.000	.000	.000	.000	.500	.871	.000	.876	.250	.000	.000	.250	.000	.902	.250	.892	.895



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 015
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at CR 711

File Name : Sta 015_SR 50 at CR 711
 Site Code : 00152331
 Start Date : 1/10/2017
 Page No : 1

Groups Printed- Turn Traffic

Start Time	CR 711 Southbound				SR 50 Westbound				Cedar Hammock Rd Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
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 %																	



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 015
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at CR 711

File Name : Sta 015_SR 50 at CR 711
 Site Code : 00152331
 Start Date : 1/10/2017
 Page No : 1

Groups Printed- Truck Traffic

Start Time	CR 711 Southbound				SR 50 Westbound				Cedar Hammock Rd Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	9	0	9	0	0	0	0	0	10	0	10	19
07:15	0	0	0	0	0	10	0	10	0	0	0	0	0	6	0	6	16
07:30	0	0	0	0	0	7	0	7	0	0	0	0	0	7	0	7	14
07:45	0	0	0	0	0	10	0	10	0	0	0	0	0	11	0	11	21
Total	0	0	0	0	0	36	0	36	0	0	0	0	0	34	0	34	70
08:00	0	0	0	0	0	10	0	10	0	0	0	0	0	6	0	6	16
08:15	0	0	0	0	0	4	0	4	0	0	0	0	0	7	0	7	11
08:30	0	0	0	0	0	9	0	9	0	0	0	0	0	13	0	13	22
08:45	0	0	0	0	0	9	0	9	0	0	0	0	0	8	0	8	17
Total	0	0	0	0	0	32	0	32	0	0	0	0	0	34	0	34	66
*** BREAK ***																	
16:00	0	0	0	0	0	3	0	3	0	0	0	0	0	7	0	7	10
16:15	0	0	0	0	0	3	0	3	0	0	0	0	0	6	0	6	9
16:30	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
16:45	0	0	0	0	0	5	0	5	0	0	0	0	0	6	0	6	11
Total	0	0	0	0	0	13	0	13	0	0	0	0	0	20	0	20	33
17:00	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
17:15	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
17:30	0	0	0	0	0	3	0	3	0	0	0	0	0	6	0	6	9
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
Total	0	0	0	0	0	6	0	6	0	0	0	0	0	16	0	16	22
Grand Total	0	0	0	0	0	87	0	87	0	0	0	0	0	104	0	104	191
Apprch %	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100	
Total %	0	0	0	0	0	45.5	0	45.5	0	0	0	0	0	54.5	0	54.5	

SUMTER COUNTY, FLORIDA

PEDESTRIANS MOVEMENT SUMMARY

CODE / STATION NO.: 015

CITY: Webster

COUNTY: Sumter

NORTH / SOUTH: CR 711 / Cedar Hammock Rd

INTERSECTING ROUTE: SR 50 (Cortez Bv)

MILEPOST: X

OBSERVER: Elaine

WEATHER: Clear

REMARKS:

GPS COORDINATES

Latitude	Longitude
00° 00.000' N	000° 00.000' W

FORM COMPLETED BY: Santiago

DATE: 1/10/2017

CR 711

SB Street Name

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	0	0							0	0		0
	0	0							0	0		0
	0	0							0	0		0



Total

07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
	0	0	0
Total	0	0	0

SR 50 (Cortez Bv)

EB Street Name

SR 50 (Cortez Bv)

WB Street Name

Total

07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
	0	0	0
Total	0	0	0

Total

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	0	0							0	0		0
	0	0							0	0		0
	0	0							0	0		0

Cedar Hammock Rd

NB Street Name



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 015
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at CR 711

File Name : Sta 015_SR 50 at CR 711
 Site Code : 00152331
 Start Date : 1/10/2017
 Page No : 1

Groups Printed- General Traffic

Start Time	CR 711 Southbound				SR 50 Westbound				Cedar Hammock Rd Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	2	0	0	2	0	40	0	40	0	0	0	0	0	58	0	58	100
07:15	2	0	0	2	0	32	0	32	0	0	0	0	2	50	0	52	86
07:30	1	0	0	1	0	53	0	53	0	0	0	0	1	53	0	54	108
07:45	1	0	0	1	0	43	0	43	0	0	0	0	0	43	0	43	87
Total	6	0	0	6	0	168	0	168	0	0	0	0	3	204	0	207	381
08:00	0	0	0	0	0	53	0	53	0	0	0	0	1	58	0	59	112
08:15	2	0	3	5	0	30	1	31	0	0	0	0	0	60	0	60	96
08:30	2	0	1	3	0	35	1	36	0	0	0	0	0	58	0	58	97
08:45	0	0	0	0	0	42	0	42	0	0	0	0	0	48	0	48	90
Total	4	0	4	8	0	160	2	162	0	0	0	0	1	224	0	225	395
*** BREAK ***																	
16:00	0	0	1	1	0	63	2	65	0	0	0	0	0	63	0	63	129
16:15	0	0	0	0	0	69	1	70	1	0	0	1	1	46	0	47	118
16:30	1	0	1	2	0	70	2	72	0	0	0	0	2	50	0	52	126
16:45	0	0	1	1	0	85	3	88	1	0	0	1	0	49	1	50	140
Total	1	0	3	4	0	287	8	295	2	0	0	2	3	208	1	212	513
17:00	1	1	1	3	0	55	2	57	0	2	0	2	0	67	1	68	130
17:15	1	0	0	1	0	84	2	86	0	0	0	0	1	55	0	56	143
17:30	2	0	1	3	0	65	0	65	0	0	0	0	0	57	0	57	125
17:45	0	0	1	1	0	59	0	59	0	0	0	0	1	44	0	45	105
Total	4	1	3	8	0	263	4	267	0	2	0	2	2	223	1	226	503
Grand Total	15	1	10	26	0	878	14	892	2	2	0	4	9	859	2	870	1792
Apprch %	57.7	3.8	38.5		0	98.4	1.6		50	50	0		1	98.7	0.2		
Total %	0.8	0.1	0.6	1.5	0	49	0.8	49.8	0.1	0.1	0	0.2	0.5	47.9	0.1	48.5	

BICYCLES MOVEMENT SUMMARY

CODE / STATION NO.: 015

CITY: Webster

COUNTY: Sumter

NORTH / SOUTH: CR 711 / Cedar Hammock Rd

INTERSECTING ROUTE: SR 50 (Cortez Bv)

MILEPOST: X

OBSERVER: Elaine

WEATHER: Clear

REMARKS: _____

GPS COORDINATES

Latitude	Longitude
00° 00.000' N	000° 00.000' W

FORM COMPLETED BY: Santiago

DATE: 1/10/2017

CR 711

SB Street Name

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	0	0							0	0		0
	0	0							0	0		0
	0	0							0	0		0



Total

07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
	0	0	0
Total	0	0	0

SR 50 (Cortez Bv)

EB Street Name

SR 50 (Cortez Bv)

WB Street Name

Total

07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
	0	0	0
Total	0	0	0

Total

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	0	0							0	0		0
	0	0							0	0		0
	0	0							0	0		0

Cedar Hammock Rd

NB Street Name

Total



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 015
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at CR 711

File Name : Sta 015_SR 50 at CR 711
 Site Code : 00152331
 Start Date : 1/10/2017
 Page No : 1

Groups Printed- General Traffic - Truck Traffic - Turn Traffic

Start Time	CR 711 Southbound				SR 50 Westbound				Cedar Hammock Rd Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	2	0	0	2	0	49	0	49	0	0	0	0	0	68	0	68	119
07:15	2	0	0	2	0	42	0	42	0	0	0	0	2	56	0	58	102
07:30	1	0	0	1	0	60	0	60	0	0	0	0	1	60	0	61	122
07:45	1	0	0	1	0	53	0	53	0	0	0	0	0	54	0	54	108
Total	6	0	0	6	0	204	0	204	0	0	0	0	3	238	0	241	451
08:00	0	0	0	0	0	63	0	63	0	0	0	0	1	64	0	65	128
08:15	2	0	3	5	0	34	1	35	0	0	0	0	0	67	0	67	107
08:30	2	0	1	3	0	44	1	45	0	0	0	0	0	71	0	71	119
08:45	0	0	0	0	0	51	0	51	0	0	0	0	0	56	0	56	107
Total	4	0	4	8	0	192	2	194	0	0	0	0	1	258	0	259	461
*** BREAK ***																	
16:00	0	0	1	1	0	66	2	68	0	0	0	0	0	70	0	70	139
16:15	0	0	0	0	0	72	1	73	1	0	0	1	1	52	0	53	127
16:30	1	0	1	2	0	72	2	74	0	0	0	0	2	51	0	53	129
16:45	0	0	1	1	0	90	3	93	1	0	0	1	0	55	1	56	151
Total	1	0	3	4	0	300	8	308	2	0	0	2	3	228	1	232	546
17:00	1	1	1	3	0	57	2	59	0	2	0	2	0	70	1	71	135
17:15	1	0	0	1	0	85	2	87	0	0	0	0	1	59	0	60	148
17:30	2	0	1	3	0	68	0	68	0	0	0	0	0	63	0	63	134
17:45	0	0	1	1	0	59	0	59	0	0	0	0	1	47	0	48	108
Total	4	1	3	8	0	269	4	273	0	2	0	2	2	239	1	242	525
Grand Total	15	1	10	26	0	965	14	979	2	2	0	4	9	963	2	974	1983
Apprch %	57.7	3.8	38.5		0	98.6	1.4		50	50	0		0.9	98.9	0.2		
Total %	0.8	0.1	0.5	1.3	0	48.7	0.7	49.4	0.1	0.1	0	0.2	0.5	48.6	0.1	49.1	
General Traffic	15	1	10	26	0	878	14	892	2	2	0	4	9	859	2	870	1792
% General Traffic																	
Truck Traffic	0	0	0	0	0	87	0	87	0	0	0	0	0	104	0	104	191
% Truck Traffic	0	0	0	0	0	9	0	8.9	0	0	0	0	0	10.8	0	10.7	9.6
U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 015
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at CR 711

File Name : Sta 015_SR 50 at CR 711
 Site Code : 00152331
 Start Date : 1/10/2017
 Page No : 2

Start Time	CR 711 Southbound				SR 50 Westbound				Cedar Hammock Rd Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	1	0	0	1	0	60	0	60	0	0	0	0	1	60	0	61	122
07:45	1	0	0	1	0	53	0	53	0	0	0	0	0	54	0	54	108
08:00	0	0	0	0	0	63	0	63	0	0	0	0	1	64	0	65	128
08:15	2	0	3	5	0	34	1	35	0	0	0	0	0	67	0	67	107
Total Volume	4	0	3	7	0	210	1	211	0	0	0	0	2	245	0	247	465
% App. Total	57.1	0	42.9		0	99.5	0.5		0	0	0		0.8	99.2	0		
PHF	.500	.000	.250	.350	.000	.833	.250	.837	.000	.000	.000	.000	.500	.914	.000	.922	.908

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	0	0	1	1	0	90	3	93	1	0	0	1	0	55	1	56	151
17:00	1	1	1	3	0	57	2	59	0	2	0	2	0	70	1	71	135
17:15	1	0	0	1	0	85	2	87	0	0	0	0	1	59	0	60	148
17:30	2	0	1	3	0	68	0	68	0	0	0	0	0	63	0	63	134
Total Volume	4	1	3	8	0	300	7	307	1	2	0	3	1	247	2	250	568
% App. Total	50	12.5	37.5		0	97.7	2.3		33.3	66.7	0		0.4	98.8	0.8		
PHF	.500	.250	.750	.667	.000	.833	.583	.825	.250	.250	.000	.375	.250	.882	.500	.880	.940



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 016
 Counted by: Amaury
 Weather: Clear
 Location: SR 50 at Mine Access

File Name : Sta 016_SR 50 at Mine Access
 Site Code : 00162295
 Start Date : 2/8/2017
 Page No : 1

Groups Printed- Turn Traffic

Start Time	Mine Access Southbound				SR 50 Westbound				Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Aprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 016
 Counted by: Amaury
 Weather: Clear
 Location: SR 50 at Mine Access

File Name : Sta 016_SR 50 at Mine Access
 Site Code : 00162295
 Start Date : 2/8/2017
 Page No : 1

Groups Printed- Truck Traffic

Start Time	Mine Access Southbound				SR 50 Westbound				Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	2	0	0	2	0	7	1	8	0	0	0	0	5	8	0	13	23
07:15	2	0	0	2	0	13	1	14	0	0	0	0	3	12	0	15	31
07:30	4	0	1	5	0	11	1	12	0	0	0	0	3	14	0	17	34
07:45	3	0	0	3	0	6	0	6	0	0	0	0	2	13	0	15	24
Total	11	0	1	12	0	37	3	40	0	0	0	0	13	47	0	60	112
08:00	1	0	0	1	0	7	2	9	0	0	0	0	2	6	0	8	18
08:15	5	0	1	6	0	11	0	11	0	0	0	0	1	9	0	10	27
08:30	4	0	0	4	0	10	2	12	0	0	0	0	0	8	0	8	24
08:45	1	0	0	1	0	13	2	15	0	0	0	0	1	3	0	4	20
Total	11	0	1	12	0	41	6	47	0	0	0	0	4	26	0	30	89
*** BREAK ***																	
16:00	0	0	0	0	0	11	0	11	0	0	0	0	0	12	0	12	23
16:15	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
16:30	0	0	0	0	0	7	0	7	0	0	0	0	0	4	0	4	11
16:45	0	0	0	0	0	7	0	7	0	0	0	0	0	5	0	5	12
Total	0	0	0	0	0	29	0	29	0	0	0	0	0	23	0	23	52
17:00	0	0	0	0	0	8	0	8	0	0	0	0	0	6	0	6	14
17:15	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
17:30	0	0	0	0	0	3	0	3	0	0	0	0	0	6	0	6	9
17:45	0	0	0	0	0	5	0	5	0	0	0	0	0	4	0	4	9
Total	0	0	0	0	0	20	0	20	0	0	0	0	0	20	0	20	40
Grand Total	22	0	2	24	0	127	9	136	0	0	0	0	17	116	0	133	293
Apprch %	91.7	0	8.3		0	93.4	6.6		0	0	0		12.8	87.2	0		
Total %	7.5	0	0.7	8.2	0	43.3	3.1	46.4	0	0	0	0	5.8	39.6	0	45.4	

PEDESTRIANS MOVEMENT SUMMARY

CODE / STATION NO.: 016

CITY: Webster

COUNTY: Sumter

NORTH / SOUTH: Mine Access

INTERSECTING ROUTE: SR 50 (Cortez Bv)

MILEPOST: X

OBSERVER: Amaury

WEATHER: Clear

REMARKS: _____

GPS COORDINATES

Latitude	Longitude
00° 00.000' N	000° 00.000' W

FORM COMPLETED BY: Santiago

DATE: 2/8/2017

Mine Access

SB Street Name

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	0	0							0	0		0
	0	0							0	0		0
	0	0							0	0		0



Total

			Total
07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
	0	0	0
Total	0	0	0

SR 50 (Cortez Bv)

EB Street Name

SR 50 (Cortez Bv)

WB Street Name

Total

			Total
07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
	0	0	0
Total	0	0	0

Total

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	0	0							0	0		0
	0	0							0	0		0
	0	0							0	0		0

NB Street Name



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 016
 Counted by: Amaury
 Weather: Clear
 Location: SR 50 at Mine Access

File Name : Sta 016_SR 50 at Mine Access
 Site Code : 00162295
 Start Date : 2/8/2017
 Page No : 1

Groups Printed- General Traffic

Start Time	Mine Access Southbound				SR 50 Westbound				Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	27	0	27	0	0	0	0	4	38	0	42	69
07:15	0	0	0	0	0	48	2	50	0	0	0	0	1	53	0	54	104
07:30	0	0	0	0	0	39	0	39	0	0	0	0	2	53	0	55	94
07:45	0	0	1	1	0	45	0	45	0	0	0	0	0	55	0	55	101
Total	0	0	1	1	0	159	2	161	0	0	0	0	7	199	0	206	368
08:00	0	0	0	0	0	42	1	43	0	0	0	0	0	47	0	47	90
08:15	0	0	0	0	0	28	0	28	0	0	0	0	0	52	0	52	80
08:30	0	0	0	0	0	48	0	48	0	0	0	0	0	42	0	42	90
08:45	0	0	0	0	0	35	0	35	0	0	0	0	1	54	0	55	90
Total	0	0	0	0	0	153	1	154	0	0	0	0	1	195	0	196	350
*** BREAK ***																	
16:00	1	0	2	3	0	86	0	86	0	0	0	0	0	61	0	61	150
16:15	0	0	2	2	2	69	0	71	0	0	0	0	0	48	0	48	121
16:30	1	0	1	2	0	84	1	85	0	0	0	0	0	50	0	50	137
16:45	2	0	1	3	0	69	1	70	0	0	0	0	0	52	0	52	125
Total	4	0	6	10	2	308	2	312	0	0	0	0	0	211	0	211	533
17:00	1	0	4	5	0	90	0	90	0	0	0	0	0	61	0	61	156
17:15	0	0	1	1	0	84	1	85	0	0	0	0	0	43	0	43	129
17:30	0	0	0	0	0	82	0	82	0	0	0	0	1	56	0	57	139
17:45	0	0	0	0	0	96	0	96	0	0	0	0	0	62	0	62	158
Total	1	0	5	6	0	352	1	353	0	0	0	0	1	222	0	223	582
Grand Total	5	0	12	17	2	972	6	980	0	0	0	0	9	827	0	836	1833
Apprch %	29.4	0	70.6		0.2	99.2	0.6		0	0	0		1.1	98.9	0		
Total %	0.3	0	0.7	0.9	0.1	53	0.3	53.5	0	0	0	0	0.5	45.1	0	45.6	

BICYCLES MOVEMENT SUMMARY

CODE / STATION NO.: 016
 NORTH / SOUTH: Mine Access
 OBSERVER: Amaury
 WEATHER: Clear
 REMARKS: _____

CITY: Webster
 INTERSECTING ROUTE: SR 50 (Cortez Bv)

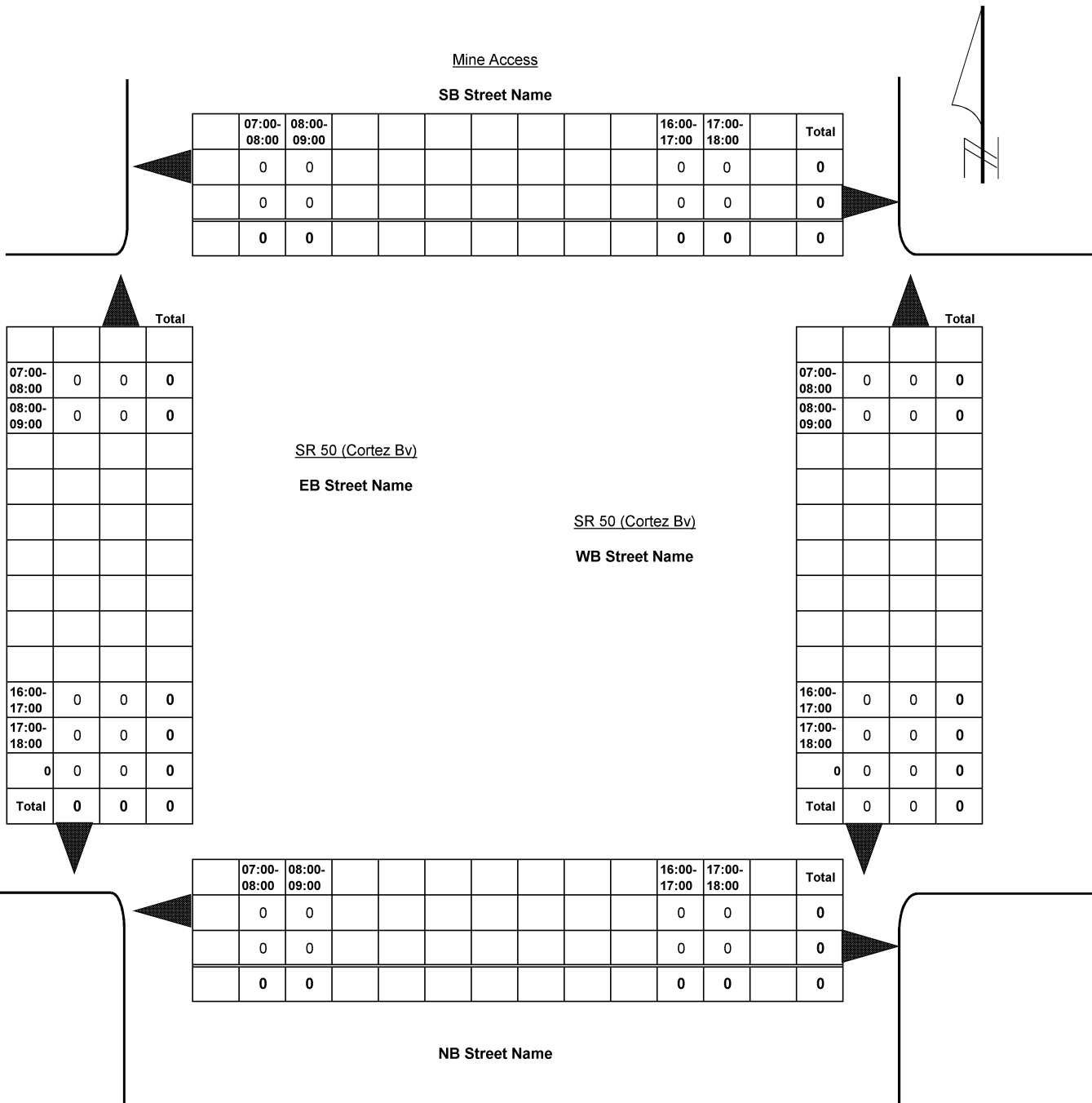
COUNTY: Sumter
 MILEPOST: X

GPS COORDINATES

Latitude	Longitude
00° 00.000' N	000° 00.000' W

FORM COMPLETED BY: Santiago

DATE: 2/8/2017





Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 016
 Counted by: Amaury
 Weather: Clear
 Location: SR 50 at Mine Access

File Name : Sta 016_SR 50 at Mine Access
 Site Code : 00162295
 Start Date : 2/8/2017
 Page No : 1

Groups Printed- General Traffic - Truck Traffic - Turn Traffic

Start Time	Mine Access Southbound				SR 50 Westbound				Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	2	0	0	2	0	34	1	35	0	0	0	0	9	46	0	55	92
07:15	2	0	0	2	0	61	3	64	0	0	0	0	4	65	0	69	135
07:30	4	0	1	5	0	50	1	51	0	0	0	0	5	67	0	72	128
07:45	3	0	1	4	0	51	0	51	0	0	0	0	2	68	0	70	125
Total	11	0	2	13	0	196	5	201	0	0	0	0	20	246	0	266	480
08:00	1	0	0	1	0	49	3	52	0	0	0	0	2	53	0	55	108
08:15	5	0	1	6	0	39	0	39	0	0	0	0	1	61	0	62	107
08:30	4	0	0	4	0	58	2	60	0	0	0	0	0	50	0	50	114
08:45	1	0	0	1	0	48	2	50	0	0	0	0	2	57	0	59	110
Total	11	0	1	12	0	194	7	201	0	0	0	0	5	221	0	226	439
*** BREAK ***																	
16:00	1	0	2	3	0	97	0	97	0	0	0	0	0	73	0	73	173
16:15	0	0	2	2	2	73	0	75	0	0	0	0	0	50	0	50	127
16:30	1	0	1	2	0	91	1	92	0	0	0	0	0	54	0	54	148
16:45	2	0	1	3	0	76	1	77	0	0	0	0	0	57	0	57	137
Total	4	0	6	10	2	337	2	341	0	0	0	0	0	234	0	234	585
17:00	1	0	4	5	0	98	0	98	0	0	0	0	0	67	0	67	170
17:15	0	0	1	1	0	88	1	89	0	0	0	0	0	47	0	47	137
17:30	0	0	0	0	0	85	0	85	0	0	0	0	1	62	0	63	148
17:45	0	0	0	0	0	101	0	101	0	0	0	0	0	66	0	66	167
Total	1	0	5	6	0	372	1	373	0	0	0	0	1	242	0	243	622
Grand Total	27	0	14	41	2	1099	15	1116	0	0	0	0	26	943	0	969	2126
Apprch %	65.9	0	34.1		0.2	98.5	1.3		0	0	0		2.7	97.3	0		
Total %	1.3	0	0.7	1.9	0.1	51.7	0.7	52.5	0	0	0	0	1.2	44.4	0	45.6	
General Traffic	5	0	12	17	2	972	6	980	0	0	0	0	9	827	0	836	1833
% General Traffic																	
Truck Traffic	22	0	2	24	0	127	9	136	0	0	0	0	17	116	0	133	293
% Truck Traffic	81.5	0	14.3	58.5	0	11.6	60	12.2	0	0	0	0	65.4	12.3	0	13.7	13.8
U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
Oviedo, Florida 32765

info@accuratetraffic.com

Station: 016
Counted by: Amaury
Weather: Clear
Location: SR 50 at Mine Access

File Name : Sta 016_SR 50 at Mine Access
Site Code : 00162295
Start Date : 2/8/2017
Page No : 2

Start Time	Mine Access Southbound				SR 50 Westbound				Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15																	
07:15	2	0	0	2	0	61	3	64	0	0	0	0	4	65	0	69	135
07:30	4	0	1	5	0	50	1	51	0	0	0	0	5	67	0	72	128
07:45	3	0	1	4	0	51	0	51	0	0	0	0	2	68	0	70	125
08:00	1	0	0	1	0	49	3	52	0	0	0	0	2	53	0	55	108
Total Volume	10	0	2	12	0	211	7	218	0	0	0	0	13	253	0	266	496
% App. Total	83.3	0	16.7		0	96.8	3.2		0	0	0		4.9	95.1	0		
PHF	.625	.000	.500	.600	.000	.865	.583	.852	.000	.000	.000	.000	.650	.930	.000	.924	.919

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	1	0	4	5	0	98	0	98	0	0	0	0	0	67	0	67	170
17:15	0	0	1	1	0	88	1	89	0	0	0	0	0	47	0	47	137
17:30	0	0	0	0	0	85	0	85	0	0	0	0	1	62	0	63	148
17:45	0	0	0	0	0	101	0	101	0	0	0	0	0	66	0	66	167
Total Volume	1	0	5	6	0	372	1	373	0	0	0	0	1	242	0	243	622
% App. Total	16.7	0	83.3		0	99.7	0.3		0	0	0		0.4	99.6	0		
PHF	.250	.000	.313	.300	.000	.921	.250	.923	.000	.000	.000	.000	.250	.903	.000	.907	.915



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765

info@accuratetraffic.com

Station: 017
 Counted by: Gerardo
 Weather: Clear
 Location: SR 50 at CR 773

File Name : Sta 017_SR 50 at CR 773
 Site Code : 00172295
 Start Date : 1/25/2017
 Page No : 1

Groups Printed- Turn Traffic

Start Time	Dirt Road Southbound				SR 50 Westbound				CR 773 Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
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 %																	



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 017
 Counted by: Gerardo
 Weather: Clear
 Location: SR 50 at CR 773

File Name : Sta 017_SR 50 at CR 773
 Site Code : 00172295
 Start Date : 1/25/2017
 Page No : 1

Groups Printed- Truck Traffic

Start Time	Dirt Road Southbound				SR 50 Westbound				CR 773 Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	12	0	12	0	0	0	0	0	17	1	18	30
07:15	0	0	0	0	0	12	0	12	0	0	0	0	0	12	0	12	24
07:30	0	0	0	0	0	24	0	24	0	0	0	0	0	13	0	13	37
07:45	0	0	0	0	0	15	0	15	0	0	0	0	0	17	0	17	32
Total	0	0	0	0	0	63	0	63	0	0	0	0	0	59	1	60	123
08:00	0	0	0	0	0	16	0	16	1	0	2	3	0	27	2	29	48
08:15	0	0	0	0	0	11	0	11	0	0	0	0	0	16	0	16	27
08:30	0	0	0	0	0	13	0	13	0	0	1	1	0	5	0	5	19
08:45	0	0	0	0	0	20	0	20	0	0	0	0	0	17	0	17	37
Total	0	0	0	0	0	60	0	60	1	0	3	4	0	65	2	67	131
*** BREAK ***																	
16:00	0	0	0	0	0	5	0	5	1	0	0	1	0	7	1	8	14
16:15	0	0	0	0	0	11	0	11	0	0	0	0	0	6	0	6	17
16:30	0	0	0	0	0	7	0	7	0	0	1	1	0	3	1	4	12
16:45	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
Total	0	0	0	0	0	26	0	26	1	0	1	2	0	19	2	21	49
17:00	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
17:15	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
17:30	0	0	0	0	0	4	0	4	0	0	0	0	0	5	0	5	9
17:45	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
Total	0	0	0	0	0	13	0	13	0	0	0	0	0	15	0	15	28
Grand Total	0	0	0	0	0	162	0	162	2	0	4	6	0	158	5	163	331
Apprch %	0	0	0	0	0	100	0	100	33.3	0	66.7	33.3	0	96.9	3.1	96.9	
Total %	0	0	0	0	0	48.9	0	48.9	0.6	0	1.2	0.6	0	47.7	1.5	49.2	

PEDESTRIANS MOVEMENT SUMMARY

CODE / STATION NO.: 017

CITY: Mabel

COUNTY: Sumter

NORTH / SOUTH: CR 773 (NB) - Dirt Rd (SB)

INTERSECTING ROUTE: SR 50 (Cortez Bv)

MILEPOST: X

OBSERVER: Gerardo

WEATHER: Clear

REMARKS:

GPS COORDINATES

Latitude	Longitude
00° 00.000' N	000° 00.000' W

FORM COMPLETED BY: Santiago

DATE: 1/25/2017

Dirt Rd

SB Street Name

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	2	0							0	0		2
	0	0							0	0		0
	2	0							0	0		2



Total

			Total
07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
Total	0	0	0

SR 50 (Cortez Bv)

EB Street Name

SR 50 (Cortez Bv)

WB Street Name

Total

			Total
07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
Total	0	0	0

Total

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	0	0							0	0		0
	0	0							0	0		0
	0	0							0	0		0

CR 773

NB Street Name



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 017
 Counted by: Gerardo
 Weather: Clear
 Location: SR 50 at CR 773

File Name : Sta 017_SR 50 at CR 773
 Site Code : 00172295
 Start Date : 1/25/2017
 Page No : 1

Groups Printed- General Traffic

Start Time	Dirt Road Southbound				SR 50 Westbound				CR 773 Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	31	0	31	0	0	1	1	0	52	0	52	84
07:15	0	0	0	0	0	39	0	39	0	0	1	1	0	56	0	56	96
07:30	0	0	0	0	0	48	0	48	0	0	3	3	0	46	0	46	97
07:45	0	0	0	0	0	41	0	41	0	0	0	0	0	62	0	62	103
Total	0	0	0	0	0	159	0	159	0	0	5	5	0	216	0	216	380
08:00	0	0	0	0	0	38	0	38	0	0	4	4	0	57	0	57	99
08:15	0	0	0	0	1	39	0	40	0	0	1	1	0	52	0	52	93
08:30	0	0	0	0	0	21	0	21	1	0	2	3	0	50	0	50	74
08:45	0	0	0	0	0	42	0	42	0	0	0	0	0	49	1	50	92
Total	0	0	0	0	1	140	0	141	1	0	7	8	0	208	1	209	358
*** BREAK ***																	
16:00	0	0	0	0	1	67	0	68	0	0	0	0	0	47	1	48	116
16:15	0	0	0	0	0	74	0	74	2	0	1	3	0	42	0	42	119
16:30	0	0	0	0	4	89	0	93	0	0	1	1	0	57	0	57	151
16:45	0	0	0	0	0	75	0	75	0	0	4	4	0	55	0	55	134
Total	0	0	0	0	5	305	0	310	2	0	6	8	0	201	1	202	520
17:00	0	0	0	0	2	65	0	67	0	0	0	0	0	53	1	54	121
17:15	0	0	0	0	2	69	0	71	1	0	1	2	0	56	0	56	129
17:30	0	0	0	0	1	70	0	71	0	0	1	1	0	57	0	57	129
17:45	0	0	0	0	0	83	0	83	1	0	0	1	0	57	0	57	141
Total	0	0	0	0	5	287	0	292	2	0	2	4	0	223	1	224	520
Grand Total	0	0	0	0	11	891	0	902	5	0	20	25	0	848	3	851	1778
Apprch %	0	0	0		1.2	98.8	0		20	0	80		0	99.6	0.4		
Total %	0	0	0		0.6	50.1	0	50.7	0.3	0	1.1	1.4	0	47.7	0.2	47.9	

SUMTER COUNTY, FLORIDA

BICYCLES MOVEMENT SUMMARY

CODE / STATION NO.: 017

CITY: Mabel

COUNTY: Sumter

NORTH / SOUTH: CR 773 (NB) - Dirt Rd (SB)

INTERSECTING ROUTE: SR 50 (Cortez Bv)

MILEPOST: X

OBSERVER: Gerardo

WEATHER: Clear

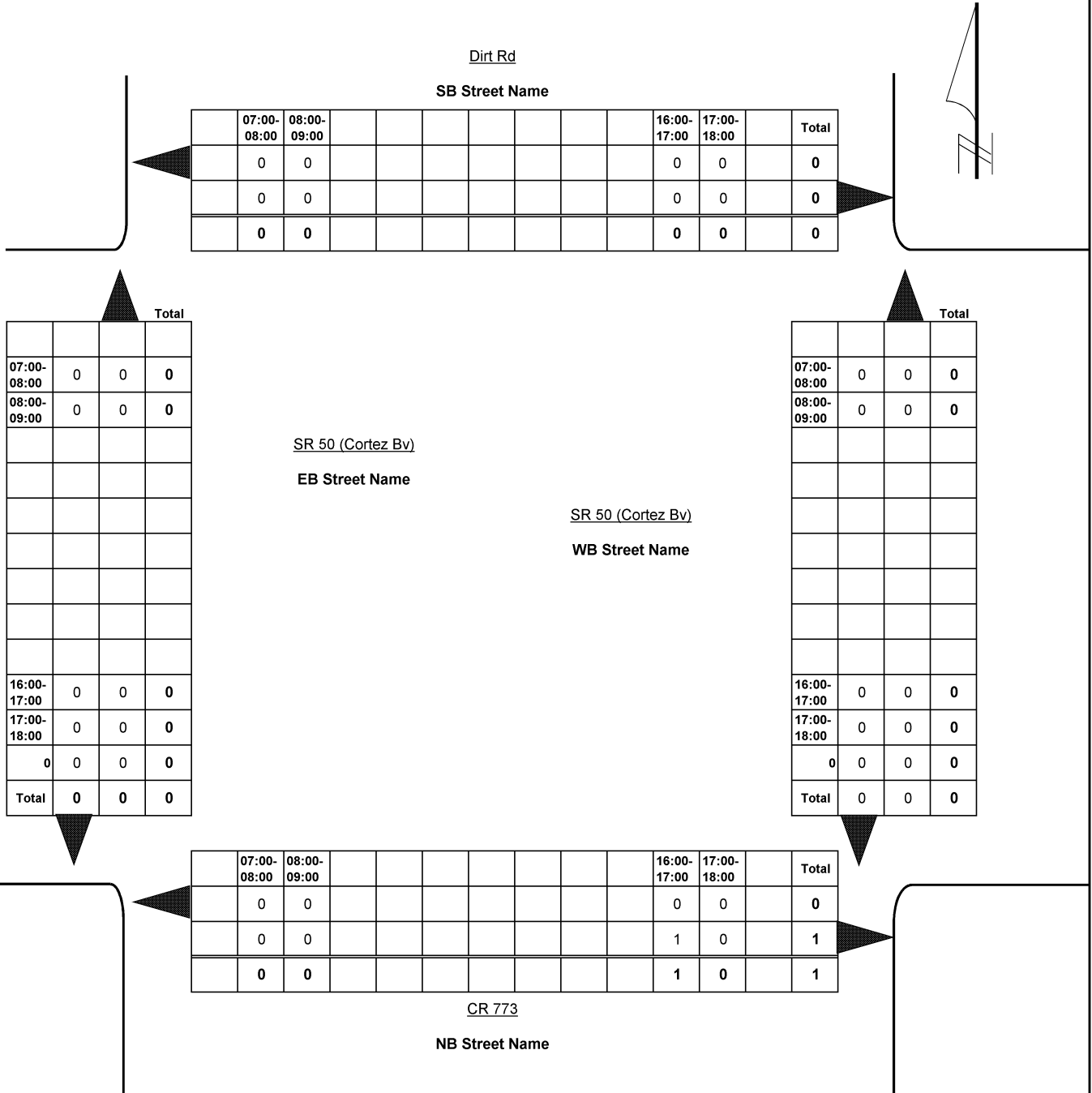
REMARKS:

GPS COORDINATES

Latitude	Longitude
00° 00.000' N	000° 00.000' W

FORM COMPLETED BY: Santiago

DATE: 1/25/2017





Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
Oviedo, Florida 32765

info@accuratetraffic.com

Station: 017
Counted by: Gerardo
Weather: Clear
Location: SR 50 at CR 773

File Name : Sta 017_SR 50 at CR 773
Site Code : 00172295
Start Date : 1/25/2017
Page No : 1

Groups Printed- General Traffic - Truck Traffic - Turn Traffic

Start Time	Dirt Road Southbound				SR 50 Westbound				CR 773 Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	43	0	43	0	0	1	1	0	69	1	70	114
07:15	0	0	0	0	0	51	0	51	0	0	1	1	0	68	0	68	120
07:30	0	0	0	0	0	72	0	72	0	0	3	3	0	59	0	59	134
07:45	0	0	0	0	0	56	0	56	0	0	0	0	0	79	0	79	135
Total	0	0	0	0	0	222	0	222	0	0	5	5	0	275	1	276	503
08:00	0	0	0	0	0	54	0	54	1	0	6	7	0	84	2	86	147
08:15	0	0	0	0	1	50	0	51	0	0	1	1	0	68	0	68	120
08:30	0	0	0	0	0	34	0	34	1	0	3	4	0	55	0	55	93
08:45	0	0	0	0	0	62	0	62	0	0	0	0	0	66	1	67	129
Total	0	0	0	0	1	200	0	201	2	0	10	12	0	273	3	276	489
*** BREAK ***																	
16:00	0	0	0	0	1	72	0	73	1	0	0	1	0	54	2	56	130
16:15	0	0	0	0	0	85	0	85	2	0	1	3	0	48	0	48	136
16:30	0	0	0	0	4	96	0	100	0	0	2	2	0	60	1	61	163
16:45	0	0	0	0	0	78	0	78	0	0	4	4	0	58	0	58	140
Total	0	0	0	0	5	331	0	336	3	0	7	10	0	220	3	223	569
17:00	0	0	0	0	2	68	0	70	0	0	0	0	0	57	1	58	128
17:15	0	0	0	0	2	73	0	75	1	0	1	2	0	60	0	60	137
17:30	0	0	0	0	1	74	0	75	0	0	1	1	0	62	0	62	138
17:45	0	0	0	0	0	85	0	85	1	0	0	1	0	59	0	59	145
Total	0	0	0	0	5	300	0	305	2	0	2	4	0	238	1	239	548
Grand Total	0	0	0	0	11	1053	0	1064	7	0	24	31	0	1006	8	1014	2109
Apprch %	0	0	0	0	1	99	0	100	22.6	0	77.4	100	0	99.2	0.8	100	
Total %	0	0	0	0	0.5	49.9	0	50.5	0.3	0	1.1	1.5	0	47.7	0.4	48.1	
General Traffic	0	0	0	0	11	891	0	902	5	0	20	25	0	848	3	851	1778
% General Traffic																	
Truck Traffic	0	0	0	0	0	162	0	162	2	0	4	6	0	158	5	163	331
% Truck Traffic	0	0	0	0	0	15.4	0	15.2	28.6	0	16.7	19.4	0	15.7	62.5	16.1	15.7
U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 017
 Counted by: Gerardo
 Weather: Clear
 Location: SR 50 at CR 773

File Name : Sta 017_SR 50 at CR 773
 Site Code : 00172295
 Start Date : 1/25/2017
 Page No : 2

Start Time	Dirt Road Southbound				SR 50 Westbound				CR 773 Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15																	
07:15	0	0	0	0	0	51	0	51	0	0	1	1	0	68	0	68	120
07:30	0	0	0	0	0	72	0	72	0	0	3	3	0	59	0	59	134
07:45	0	0	0	0	0	56	0	56	0	0	0	0	0	79	0	79	135
08:00	0	0	0	0	0	54	0	54	1	0	6	7	0	84	2	86	147
Total Volume	0	0	0	0	0	233	0	233	1	0	10	11	0	290	2	292	536
% App. Total	0	0	0	0	0	100	0	100	9.1	0	90.9	11	0	99.3	0.7	100	536
PHF	.000	.000	.000	.000	.000	.809	.000	.809	.250	.000	.417	.393	.000	.863	.250	.849	.912

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:00																	
16:00	0	0	0	0	1	72	0	73	1	0	0	1	0	54	2	56	130
16:15	0	0	0	0	0	85	0	85	2	0	1	3	0	48	0	48	136
16:30	0	0	0	0	4	96	0	100	0	0	2	2	0	60	1	61	163
16:45	0	0	0	0	0	78	0	78	0	0	4	4	0	58	0	58	140
Total Volume	0	0	0	0	5	331	0	336	3	0	7	10	0	220	3	223	569
% App. Total	0	0	0	0	1.5	98.5	0	100	30	0	70	10	0	98.7	1.3	100	569
PHF	.000	.000	.000	.000	.313	.862	.000	.840	.375	.000	.438	.625	.000	.917	.375	.914	.873



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 018
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at SE 121st Avenue

File Name : Sta 018_SR 50 at SE 121st Av
 Site Code : 00180968
 Start Date : 1/25/2017
 Page No : 1

Groups Printed- Turn Traffic

Start Time	Southbound				SR 50 Westbound				SE 121st Avenue Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
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 %																	



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 018
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at SE 121st Avenue

File Name : Sta 018_SR 50 at SE 121st Av
 Site Code : 00180968
 Start Date : 1/25/2017
 Page No : 1

Groups Printed- Truck Traffic

Start Time	Southbound				SR 50 Westbound				SE 121st Avenue Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	15	0	15	0	0	0	0	0	12	0	12	27
07:15	0	0	0	0	0	10	0	10	0	0	0	0	0	12	0	12	22
07:30	0	0	0	0	0	25	0	25	0	0	0	0	0	14	0	14	39
07:45	0	0	0	0	0	18	0	18	0	0	0	0	0	18	0	18	36
Total	0	0	0	0	0	68	0	68	0	0	0	0	0	56	0	56	124
08:00	0	0	0	0	0	13	0	13	0	0	0	0	0	29	0	29	42
08:15	0	0	0	0	0	13	0	13	0	0	0	0	0	17	0	17	30
08:30	0	0	0	0	0	14	0	14	0	0	0	0	0	6	0	6	20
08:45	0	0	0	0	0	21	0	21	0	0	0	0	0	17	0	17	38
Total	0	0	0	0	0	61	0	61	0	0	0	0	0	69	0	69	130
*** BREAK ***																	
16:00	0	0	0	0	0	4	0	4	0	0	0	0	0	5	0	5	9
16:15	0	0	0	0	0	14	0	14	0	0	0	0	0	8	0	8	22
16:30	0	0	0	0	0	7	0	7	0	0	0	0	0	4	0	4	11
16:45	0	0	0	0	0	4	0	4	0	0	0	0	0	5	0	5	9
Total	0	0	0	0	0	29	0	29	0	0	0	0	0	22	0	22	51
17:00	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
17:15	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
17:30	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
17:45	0	0	0	0	1	2	0	3	0	0	0	0	0	1	0	1	4
Total	0	0	0	0	1	11	0	12	0	0	0	0	0	13	0	13	25
Grand Total	0	0	0	0	1	169	0	170	0	0	0	0	0	160	0	160	330
Apprch %	0	0	0	0	0.6	99.4	0		0	0	0	0	0	100	0		
Total %	0	0	0	0	0.3	51.2	0	51.5	0	0	0	0	0	48.5	0	48.5	

SUMTER COUNTY, FLORIDA

PEDESTRIANS MOVEMENT SUMMARY

CODE / STATION NO.: 018

CITY: Mabel

COUNTY: Sumter

NORTH / SOUTH: SE 121st Avenue

INTERSECTING ROUTE: SR 50 (Cortez Bv)

MILEPOST: X

OBSERVER: Gerardo

WEATHER: Clear

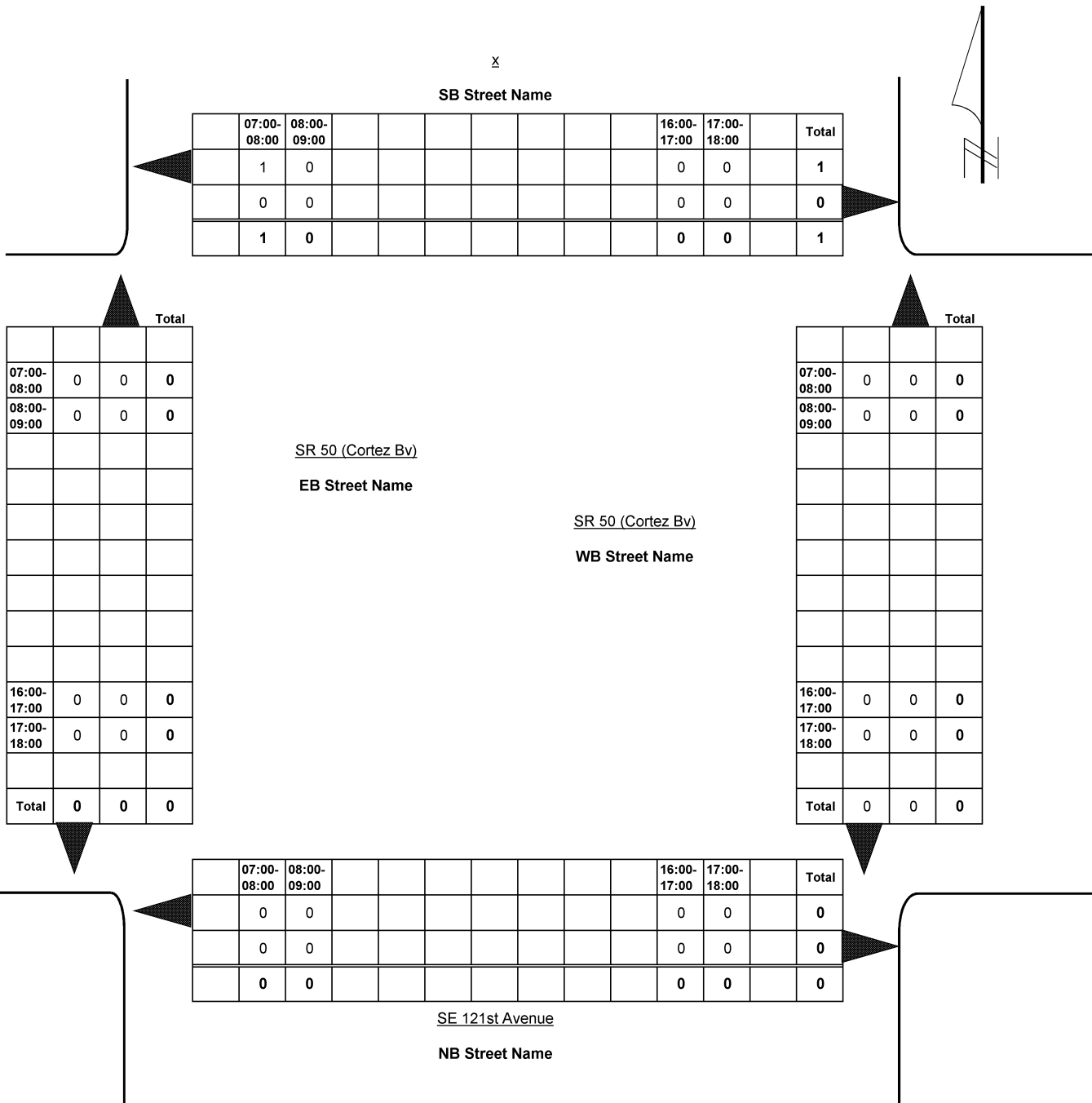
REMARKS:

GPS COORDINATES

Latitude	Longitude
00° 00.000' N	000° 00.000' W

FORM COMPLETED BY: Santiago

DATE: 1/25/2017





Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 018
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at SE 121st Avenue

File Name : Sta 018_SR 50 at SE 121st Av
 Site Code : 00180968
 Start Date : 1/25/2017
 Page No : 1

Groups Printed- General Traffic

Start Time	Southbound				SR 50 Westbound				SE 121st Avenue Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	29	0	29	0	0	0	0	0	56	0	56	85
07:15	0	0	0	0	0	40	0	40	0	0	0	0	0	50	0	50	90
07:30	0	0	0	0	0	45	0	45	0	0	0	0	0	56	0	56	101
07:45	0	0	0	0	0	44	0	44	0	0	1	1	0	60	0	60	105
Total	0	0	0	0	0	158	0	158	0	0	1	1	0	222	0	222	381
08:00	0	0	0	0	0	40	0	40	0	0	0	0	0	54	0	54	94
08:15	0	0	0	0	0	38	0	38	0	0	0	0	0	61	0	61	99
08:30	0	0	0	0	0	22	0	22	0	0	0	0	0	49	0	49	71
08:45	0	0	0	0	0	40	0	40	0	0	0	0	0	49	1	50	90
Total	0	0	0	0	0	140	0	140	0	0	0	0	0	213	1	214	354
*** BREAK ***																	
16:00	0	0	0	0	0	58	0	58	0	0	0	0	0	44	0	44	102
16:15	0	0	0	0	0	81	0	81	0	0	1	1	0	47	0	47	129
16:30	0	0	0	0	0	91	0	91	0	0	1	1	0	59	0	59	151
16:45	0	0	0	0	0	79	0	79	0	0	0	0	0	59	0	59	138
Total	0	0	0	0	0	309	0	309	0	0	2	2	0	209	0	209	520
17:00	0	0	0	0	0	63	0	63	0	0	1	1	0	54	0	54	118
17:15	0	0	0	0	0	74	0	74	0	0	1	1	0	58	0	58	133
17:30	0	0	0	0	1	72	0	73	0	0	0	0	0	59	0	59	132
17:45	0	0	0	0	0	81	0	81	0	0	0	0	0	57	0	57	138
Total	0	0	0	0	1	290	0	291	0	0	2	2	0	228	0	228	521
Grand Total	0	0	0	0	1	897	0	898	0	0	5	5	0	872	1	873	1776
Apprch %	0	0	0		0.1	99.9	0		0	0	100		0	99.9	0.1		
Total %	0	0	0		0.1	50.5	0	50.6	0	0	0.3	0.3	0	49.1	0.1	49.2	

BICYCLES MOVEMENT SUMMARY

CODE / STATION NO.: 018
 NORTH / SOUTH: SE 121st Avenue
 OBSERVER: Gerardo
 WEATHER: Clear
 REMARKS: _____

CITY: Mabel
 INTERSECTING ROUTE: SR 50 (Cortez Bv)

COUNTY: Sumter
 MILEPOST: X

FORM COMPLETED BY: Santiago

DATE: 1/25/2017

GPS COORDINATES

Latitude	Longitude
00° 00.000' N	000° 00.000' W

X

SB Street Name

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	0	0							0	0		0
	0	0							0	0		0
	0	0							0	0		0

Total

07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
Total	0	0	0

SR 50 (Cortez Bv)

EB Street Name

SR 50 (Cortez Bv)

WB Street Name

Total

07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
Total	0	0	0

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	0	0							0	0		0
	0	0							0	0		0
	0	0							0	0		0

SE 121st Avenue

NB Street Name



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
Oviedo, Florida 32765

info@accuratetraffic.com

Station: 018
Counted by: Elaine
Weather: Clear
Location: SR 50 at SE 121st Avenue

File Name : Sta 018_SR 50 at SE 121st Av
Site Code : 00180968
Start Date : 1/25/2017
Page No : 1

Groups Printed- General Traffic - Truck Traffic - Turn Traffic

Start Time	Southbound				SR 50 Westbound				SE 121st Avenue Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	44	0	44	0	0	0	0	0	68	0	68	112
07:15	0	0	0	0	0	50	0	50	0	0	0	0	0	62	0	62	112
07:30	0	0	0	0	0	70	0	70	0	0	0	0	0	70	0	70	140
07:45	0	0	0	0	0	62	0	62	0	0	1	1	0	78	0	78	141
Total	0	0	0	0	0	226	0	226	0	0	1	1	0	278	0	278	505
08:00	0	0	0	0	0	53	0	53	0	0	0	0	0	83	0	83	136
08:15	0	0	0	0	0	51	0	51	0	0	0	0	0	78	0	78	129
08:30	0	0	0	0	0	36	0	36	0	0	0	0	0	55	0	55	91
08:45	0	0	0	0	0	61	0	61	0	0	0	0	0	66	1	67	128
Total	0	0	0	0	0	201	0	201	0	0	0	0	0	282	1	283	484
*** BREAK ***																	
16:00	0	0	0	0	0	62	0	62	0	0	0	0	0	49	0	49	111
16:15	0	0	0	0	0	95	0	95	0	0	1	1	0	55	0	55	151
16:30	0	0	0	0	0	98	0	98	0	0	1	1	0	63	0	63	162
16:45	0	0	0	0	0	83	0	83	0	0	0	0	0	64	0	64	147
Total	0	0	0	0	0	338	0	338	0	0	2	2	0	231	0	231	571
17:00	0	0	0	0	0	66	0	66	0	0	1	1	0	56	0	56	123
17:15	0	0	0	0	0	77	0	77	0	0	1	1	0	63	0	63	141
17:30	0	0	0	0	1	75	0	76	0	0	0	0	0	64	0	64	140
17:45	0	0	0	0	1	83	0	84	0	0	0	0	0	58	0	58	142
Total	0	0	0	0	2	301	0	303	0	0	2	2	0	241	0	241	546
Grand Total	0	0	0	0	2	1066	0	1068	0	0	5	5	0	1032	1	1033	2106
Apprch %	0	0	0	0	0.2	99.8	0	100	0	0	100	100	0	99.9	0.1	100	
Total %	0	0	0	0	0.1	50.6	0	50.7	0	0	0.2	0.2	0	49	0	49.1	
General Traffic	0	0	0	0	1	897	0	898	0	0	5	5	0	872	1	873	1776
% General Traffic																	
Truck Traffic	0	0	0	0	1	169	0	170	0	0	0	0	0	160	0	160	330
% Truck Traffic	0	0	0	0	50	15.9	0	15.9	0	0	0	0	0	15.5	0	15.5	15.7
U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A

Oviedo, Florida 32765

info@accuratetraffic.com

Station: 018

Counted by: Elaine

Weather: Clear

Location: SR 50 at SE 121st Avenue

File Name : Sta 018_SR 50 at SE 121st Av

Site Code : 00180968

Start Date : 1/25/2017

Page No : 2

Start Time	Southbound				SR 50 Westbound				SE 121st Avenue Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	0	0	0	0	0	70	0	70	0	0	0	0	0	70	0	70	140
07:45	0	0	0	0	0	62	0	62	0	0	1	1	0	78	0	78	141
08:00	0	0	0	0	0	53	0	53	0	0	0	0	0	83	0	83	136
08:15	0	0	0	0	0	51	0	51	0	0	0	0	0	78	0	78	129
Total Volume	0	0	0	0	0	236	0	236	0	0	1	1	0	309	0	309	546
% App. Total	0	0	0	0	0	100	0	100	0	0	100	100	0	100	0	100	968
PHF	.000	.000	.000	.000	.000	.843	.000	.843	.000	.000	.250	.250	.000	.931	.000	.931	.968

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:15																	
16:15	0	0	0	0	0	95	0	95	0	0	1	1	0	55	0	55	151
16:30	0	0	0	0	0	98	0	98	0	0	1	1	0	63	0	63	162
16:45	0	0	0	0	0	83	0	83	0	0	0	0	0	64	0	64	147
17:00	0	0	0	0	0	66	0	66	0	0	1	1	0	56	0	56	123
Total Volume	0	0	0	0	0	342	0	342	0	0	3	3	0	238	0	238	583
% App. Total	0	0	0	0	0	100	0	100	0	0	100	100	0	100	0	100	900
PHF	.000	.000	.000	.000	.000	.872	.000	.872	.000	.000	.750	.750	.000	.930	.000	.930	.900



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station:
 Counted by:
 Weather:
 Location:

File Name : Sta 019_SR 50 at CR 469
 Site Code : 00190968
 Start Date : 1/11/2017
 Page No : 1

Groups Printed- Turn Traffic

Start Time	CR 469 Southbound				SR 50 Westbound				Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
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 %																	



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station:
 Counted by:
 Weather:
 Location:

File Name : Sta 019_SR 50 at CR 469
 Site Code : 00190968
 Start Date : 1/11/2017
 Page No : 1

Groups Printed- Truck Traffic

Start Time	CR 469 Southbound				SR 50 Westbound				Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	5	0	0	5	0	12	0	12	0	0	0	0	0	8	0	8	25
07:15	11	0	0	11	0	9	2	11	0	0	0	0	0	8	0	8	30
07:30	17	0	0	17	0	5	2	7	0	0	0	0	1	11	0	12	36
07:45	3	0	0	3	0	5	0	5	0	0	0	0	0	13	0	13	21
Total	36	0	0	36	0	31	4	35	0	0	0	0	1	40	0	41	112
08:00	2	0	0	2	0	6	2	8	0	0	0	0	0	6	0	6	16
08:15	2	0	1	3	0	4	2	6	0	0	0	0	1	7	0	8	17
08:30	2	0	0	2	0	3	3	6	0	0	0	0	0	11	0	11	19
08:45	4	0	0	4	0	11	1	12	0	0	0	0	0	5	0	5	21
Total	10	0	1	11	0	24	8	32	0	0	0	0	1	29	0	30	73
*** BREAK ***																	
16:00	1	0	0	1	0	5	8	13	0	0	0	0	0	1	0	1	15
16:15	1	0	1	2	0	6	7	13	0	0	0	0	0	5	0	5	20
16:30	1	0	0	1	0	8	3	11	0	0	0	0	1	6	0	7	19
16:45	0	0	0	0	0	3	6	9	0	0	0	0	0	1	0	1	10
Total	3	0	1	4	0	22	24	46	0	0	0	0	1	13	0	14	64
17:00	0	0	0	0	0	4	3	7	0	0	0	0	0	10	0	10	17
17:15	1	0	0	1	0	4	4	8	0	0	0	0	0	3	0	3	12
17:30	0	0	0	0	0	3	6	9	0	0	0	0	0	1	0	1	10
17:45	2	0	0	2	0	3	3	6	0	0	0	0	1	2	0	3	11
Total	3	0	0	3	0	14	16	30	0	0	0	0	1	16	0	17	50
Grand Total	52	0	2	54	0	91	52	143	0	0	0	0	4	98	0	102	299
Apprch %	96.3	0	3.7		0	63.6	36.4		0	0	0		3.9	96.1	0		
Total %	17.4	0	0.7	18.1	0	30.4	17.4	47.8	0	0	0	0	1.3	32.8	0	34.1	

SUMTER COUNTY, FLORIDA

PEDESTRIANS MOVEMENT SUMMARY

CODE / STATION NO.: 019
 NORTH / SOUTH: CR 469
 OBSERVER: Gerardo
 WEATHER: Clear
 REMARKS: _____

CITY: Mabel
 INTERSECTING ROUTE: SR 50 (Cortez Bv)

COUNTY: Sumter
 MILEPOST: X

FORM COMPLETED BY: Santiago

DATE: 1/11/2017

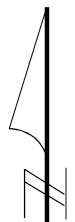
GPS COORDINATES

Latitude	Longitude
00° 00.000' N	000° 00.000' W

CR 469

SB Street Name

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	0	0							0	0		0
	0	0							0	0		0
	0	0							0	0		0



Total

			Total
07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
Total	0	0	0

SR 50 (Cortez Bv)

EB Street Name

SR 50 (Cortez Bv)

WB Street Name

Total

			Total
07:00-08:00	0	0	0
08:00-09:00	1	0	1
16:00-17:00	0	0	0
17:00-18:00	0	0	0
Total	1	0	1

Total

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	0	0							0	0		0
	0	0							0	0		0
	0	0							0	0		0

NB Street Name



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station:
 Counted by:
 Weather:
 Location:

File Name : Sta 019_SR 50 at CR 469
 Site Code : 00190968
 Start Date : 1/11/2017
 Page No : 1

Groups Printed- General Traffic

Start Time	CR 469 Southbound				SR 50 Westbound				Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	72	0	2	74	0	30	9	39	0	0	0	0	2	45	0	47	160
07:15	53	0	1	54	0	51	8	59	0	0	0	0	1	60	0	61	174
07:30	26	0	1	27	0	58	12	70	0	0	0	0	1	66	0	67	164
07:45	17	0	2	19	0	41	20	61	0	0	0	0	1	65	0	66	146
Total	168	0	6	174	0	180	49	229	0	0	0	0	5	236	0	241	644
08:00	10	0	1	11	0	52	14	66	0	0	0	0	3	71	0	74	151
08:15	15	0	1	16	0	37	5	42	0	0	0	0	0	56	0	56	114
08:30	8	0	1	9	0	34	19	53	0	0	0	0	1	72	0	73	135
08:45	16	0	0	16	0	40	9	49	0	0	0	0	1	52	0	53	118
Total	49	0	3	52	0	163	47	210	0	0	0	0	5	251	0	256	518
*** BREAK ***																	
16:00	11	0	2	13	0	69	17	86	0	0	0	0	2	52	0	54	153
16:15	16	0	3	19	0	83	24	107	0	0	0	0	2	35	0	37	163
16:30	15	0	2	17	0	62	18	80	0	0	0	0	1	59	0	60	157
16:45	12	0	2	14	0	83	18	101	0	0	0	0	1	48	0	49	164
Total	54	0	9	63	0	297	77	374	0	0	0	0	6	194	0	200	637
17:00	24	0	5	29	0	87	22	109	0	0	0	0	3	72	0	75	213
17:15	19	0	2	21	0	74	27	101	0	0	0	0	3	55	0	58	180
17:30	16	0	1	17	0	72	25	97	0	0	0	0	2	51	0	53	167
17:45	32	0	2	34	0	63	33	96	0	0	0	0	1	56	0	57	187
Total	91	0	10	101	0	296	107	403	0	0	0	0	9	234	0	243	747
Grand Total	362	0	28	390	0	936	280	1216	0	0	0	0	25	915	0	940	2546
Apprch %	92.8	0	7.2		0	77	23		0	0	0		2.7	97.3	0		
Total %	14.2	0	1.1	15.3	0	36.8	11	47.8	0	0	0	0	1	35.9	0	36.9	

BICYCLES MOVEMENT SUMMARY

CODE / STATION NO.: 019
 NORTH / SOUTH: CR 469
 OBSERVER: Gerardo
 WEATHER: Clear
 REMARKS: _____

CITY: Mabel
 INTERSECTING ROUTE: SR 50 (Cortez Bv)

COUNTY: Sumter
 MILEPOST: X

FORM COMPLETED BY: Santiago

DATE: 1/11/2017

GPS COORDINATES

Latitude	Longitude
00° 00.000' N	000° 00.000' W

CR 469

SB Street Name

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	0	0							0	0		0
	0	0							0	0		0
	0	0							0	0		0



Total

07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
Total	0	0	0

SR 50 (Cortez Bv)

EB Street Name

SR 50 (Cortez Bv)

WB Street Name

Total

07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
Total	0	0	0

Total

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	0	0							0	0		0
	0	0							0	0		0
	0	0							0	0		0

NB Street Name



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station:
 Counted by:
 Weather:
 Location:

File Name : Sta 019_SR 50 at CR 469
 Site Code : 00190968
 Start Date : 1/11/2017
 Page No : 1

Groups Printed- General Traffic - Truck Traffic - Turn Traffic

Start Time	CR 469 Southbound				SR 50 Westbound				Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	77	0	2	79	0	42	9	51	0	0	0	0	2	53	0	55	185
07:15	64	0	1	65	0	60	10	70	0	0	0	0	1	68	0	69	204
07:30	43	0	1	44	0	63	14	77	0	0	0	0	2	77	0	79	200
07:45	20	0	2	22	0	46	20	66	0	0	0	0	1	78	0	79	167
Total	204	0	6	210	0	211	53	264	0	0	0	0	6	276	0	282	756
08:00	12	0	1	13	0	58	16	74	0	0	0	0	3	77	0	80	167
08:15	17	0	2	19	0	41	7	48	0	0	0	0	1	63	0	64	131
08:30	10	0	1	11	0	37	22	59	0	0	0	0	1	83	0	84	154
08:45	20	0	0	20	0	51	10	61	0	0	0	0	1	57	0	58	139
Total	59	0	4	63	0	187	55	242	0	0	0	0	6	280	0	286	591
*** BREAK ***																	
16:00	12	0	2	14	0	74	25	99	0	0	0	0	2	53	0	55	168
16:15	17	0	4	21	0	89	31	120	0	0	0	0	2	40	0	42	183
16:30	16	0	2	18	0	70	21	91	0	0	0	0	2	65	0	67	176
16:45	12	0	2	14	0	86	24	110	0	0	0	0	1	49	0	50	174
Total	57	0	10	67	0	319	101	420	0	0	0	0	7	207	0	214	701
17:00	24	0	5	29	0	91	25	116	0	0	0	0	3	82	0	85	230
17:15	20	0	2	22	0	78	31	109	0	0	0	0	3	58	0	61	192
17:30	16	0	1	17	0	75	31	106	0	0	0	0	2	52	0	54	177
17:45	34	0	2	36	0	66	36	102	0	0	0	0	2	58	0	60	198
Total	94	0	10	104	0	310	123	433	0	0	0	0	10	250	0	260	797
Grand Total	414	0	30	444	0	1027	332	1359	0	0	0	0	29	1013	0	1042	2845
Apprch %	93.2	0	6.8		0	75.6	24.4		0	0	0		2.8	97.2	0		
Total %	14.6	0	1.1	15.6	0	36.1	11.7	47.8	0	0	0	0	1	35.6	0	36.6	
General Traffic	362	0	28	390	0	936	280	1216	0	0	0	0	25	915	0	940	2546
% General Traffic																	
Truck Traffic	52	0	2	54	0	91	52	143	0	0	0	0	4	98	0	102	299
% Truck Traffic	12.6	0	6.7	12.2	0	8.9	15.7	10.5	0	0	0	0	13.8	9.7	0	9.8	10.5
U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station:
 Counted by:
 Weather:
 Location:

File Name : Sta 019_SR 50 at CR 469
 Site Code : 00190968
 Start Date : 1/11/2017
 Page No : 2

Start Time	CR 469 Southbound				SR 50 Westbound				Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00																	
07:00	77	0	2	79	0	42	9	51	0	0	0	0	2	53	0	55	185
07:15	64	0	1	65	0	60	10	70	0	0	0	0	1	68	0	69	204
07:30	43	0	1	44	0	63	14	77	0	0	0	0	2	77	0	79	200
07:45	20	0	2	22	0	46	20	66	0	0	0	0	1	78	0	79	167
Total Volume	204	0	6	210	0	211	53	264	0	0	0	0	6	276	0	282	756
% App. Total	97.1	0	2.9		0	79.9	20.1		0	0	0	0	2.1	97.9	0		
PHF	.662	.000	.750	.665	.000	.837	.663	.857	.000	.000	.000	.000	.750	.885	.000	.892	.926

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	24	0	5	29	0	91	25	116	0	0	0	0	3	82	0	85	230
17:15	20	0	2	22	0	78	31	109	0	0	0	0	3	58	0	61	192
17:30	16	0	1	17	0	75	31	106	0	0	0	0	2	52	0	54	177
17:45	34	0	2	36	0	66	36	102	0	0	0	0	2	58	0	60	198
Total Volume	94	0	10	104	0	310	123	433	0	0	0	0	10	250	0	260	797
% App. Total	90.4	0	9.6		0	71.6	28.4		0	0	0	0	3.8	96.2	0		
PHF	.691	.000	.500	.722	.000	.852	.854	.933	.000	.000	.000	.000	.833	.762	.000	.765	.866



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765

info@accuratetraffic.com

Station: 020
 Counted by: Gerardo
 Weather: Clear
 Location: SR 50 at Sloans Ridge Rd

File Name : Sta 020_SR 50 at Sloans Ridge Rd
 Site Code : 00202294
 Start Date : 1/11/2017
 Page No : 1

Groups Printed- Turn Traffic

Start Time	Southbound				SR 50 Westbound				Sloans Ridge Rd Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
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 %																	



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 020
 Counted by: Gerardo
 Weather: Clear
 Location: SR 50 at Sloans Ridge Rd

File Name : Sta 020_SR 50 at Sloans Ridge Rd
 Site Code : 00202294
 Start Date : 1/11/2017
 Page No : 1

Groups Printed- Truck Traffic

Start Time	Southbound				SR 50 Westbound				Sloans Ridge Rd Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	19	0	19	0	0	0	0	0	21	1	22	41
07:15	0	0	0	0	2	13	0	15	0	0	0	0	0	25	0	25	40
07:30	0	0	0	0	0	10	0	10	0	0	0	0	0	31	2	33	43
07:45	0	0	0	0	0	12	0	12	0	0	0	0	0	21	0	21	33
Total	0	0	0	0	2	54	0	56	0	0	0	0	0	98	3	101	157
08:00	0	0	0	0	0	21	0	21	0	0	0	0	0	23	0	23	44
08:15	0	0	0	0	1	8	0	9	0	0	0	0	0	11	0	11	20
08:30	0	0	0	0	0	10	0	10	0	0	0	0	0	18	0	18	28
08:45	0	0	0	0	0	22	0	22	0	0	0	0	0	13	1	14	36
Total	0	0	0	0	1	61	0	62	0	0	0	0	0	65	1	66	128
*** BREAK ***																	
16:00	0	0	0	0	0	14	0	14	0	0	0	0	0	7	0	7	21
16:15	0	0	0	0	0	16	0	16	3	0	0	3	0	8	0	8	27
16:30	0	0	0	0	0	11	0	11	0	0	0	0	0	7	1	8	19
16:45	0	0	0	0	0	8	0	8	0	0	0	0	0	3	0	3	11
Total	0	0	0	0	0	49	0	49	3	0	0	3	0	25	1	26	78
17:00	0	0	0	0	0	9	0	9	0	0	0	0	0	12	0	12	21
17:15	0	0	0	0	0	8	0	8	0	0	0	0	0	4	0	4	12
17:30	0	0	0	0	0	11	0	11	0	0	0	0	0	3	0	3	14
17:45	0	0	0	0	0	6	0	6	0	0	0	0	0	4	2	6	12
Total	0	0	0	0	0	34	0	34	0	0	0	0	0	23	2	25	59
Grand Total	0	0	0	0	3	198	0	201	3	0	0	3	0	211	7	218	422
Apprch %	0	0	0	0	1.5	98.5	0		100	0	0		0	96.8	3.2		
Total %	0	0	0	0	0.7	46.9	0	47.6	0.7	0	0	0.7	0	50	1.7	51.7	

PEDESTRIANS MOVEMENT SUMMARY

CODE / STATION NO.: 020

CITY: Mabel

COUNTY: Sumter

NORTH / SOUTH: Sloans Ridge Rd (NB)

INTERSECTING ROUTE: SR 50 (Cortez Bv)

MILEPOST: X

OBSERVER: Gerardo

WEATHER: Clear

REMARKS:

GPS COORDINATES

Latitude	Longitude
00° 00.000' N	000° 00.000' W


FORM COMPLETED BY: Santiago

DATE: 1/11/2017

X

SB Street Name

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	0	0							0	0		0
	0	0							0	0		0
	0	0							0	0		0



Total

07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
Total	0	0	0

SR 50 (Cortez Bv)

EB Street Name

SR 50 (Cortez Bv)

WB Street Name

Total

07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
Total	0	0	0

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	0	0							0	0		0
	0	0							0	0		0
	0	0							0	0		0

Sloans Ridge Rd

NB Street Name



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
Oviedo, Florida 32765

info@accuratetraffic.com

Station: 020
Counted by: Gerardo
Weather: Clear
Location: SR 50 at Sloans Ridge Rd

File Name : Sta 020_SR 50 at Sloans Ridge Rd
Site Code : 00202294
Start Date : 1/11/2017
Page No : 1

Groups Printed- General Traffic

Start Time	Southbound				SR 50 Westbound				Sloans Ridge Rd Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	1	33	0	34	0	0	1	1	0	96	3	99	134
07:15	0	0	0	0	0	55	0	55	2	0	2	4	0	110	2	112	171
07:30	0	0	0	0	2	66	0	68	0	0	0	0	0	89	1	90	158
07:45	0	0	0	0	3	61	0	64	2	0	0	2	0	72	0	72	138
Total	0	0	0	0	6	215	0	221	4	0	3	7	0	367	6	373	601
08:00	0	0	0	0	0	49	0	49	2	0	2	4	0	69	1	70	123
08:15	0	0	0	0	0	34	0	34	0	0	3	3	0	69	1	70	107
08:30	0	0	0	0	2	49	0	51	1	0	1	2	0	66	0	66	119
08:45	0	0	0	0	0	42	0	42	1	0	1	2	0	63	3	66	110
Total	0	0	0	0	2	174	0	176	4	0	7	11	0	267	5	272	459
*** BREAK ***																	
16:00	0	0	0	0	2	74	0	76	1	0	1	2	0	52	0	52	130
16:15	0	0	0	0	1	108	0	109	2	0	1	3	0	54	3	57	169
16:30	0	0	0	0	0	87	0	87	1	0	0	1	0	66	3	69	157
16:45	0	0	0	0	0	98	0	98	2	0	0	2	0	60	3	63	163
Total	0	0	0	0	3	367	0	370	6	0	2	8	0	232	9	241	619
17:00	0	0	0	0	3	101	0	104	5	0	0	5	0	87	1	88	197
17:15	0	0	0	0	1	103	0	104	0	0	2	2	0	75	0	75	181
17:30	0	0	0	0	0	95	0	95	0	0	0	0	0	66	2	68	163
17:45	0	0	0	0	1	94	0	95	5	0	3	8	0	84	3	87	190
Total	0	0	0	0	5	393	0	398	10	0	5	15	0	312	6	318	731
Grand Total	0	0	0	0	16	1149	0	1165	24	0	17	41	0	1178	26	1204	2410
Apprch %	0	0	0		1.4	98.6	0		58.5	0	41.5		0	97.8	2.2		
Total %	0	0	0		0.7	47.7	0	48.3	1	0	0.7	1.7	0	48.9	1.1	50	

BICYCLES MOVEMENT SUMMARY

CODE / STATION NO.: 020

CITY: Mabel

COUNTY: Sumter

NORTH / SOUTH: Sloans Ridge Rd (NB)

INTERSECTING ROUTE: SR 50 (Cortez Bv)

MILEPOST: X

OBSERVER: Gerardo

WEATHER: Clear

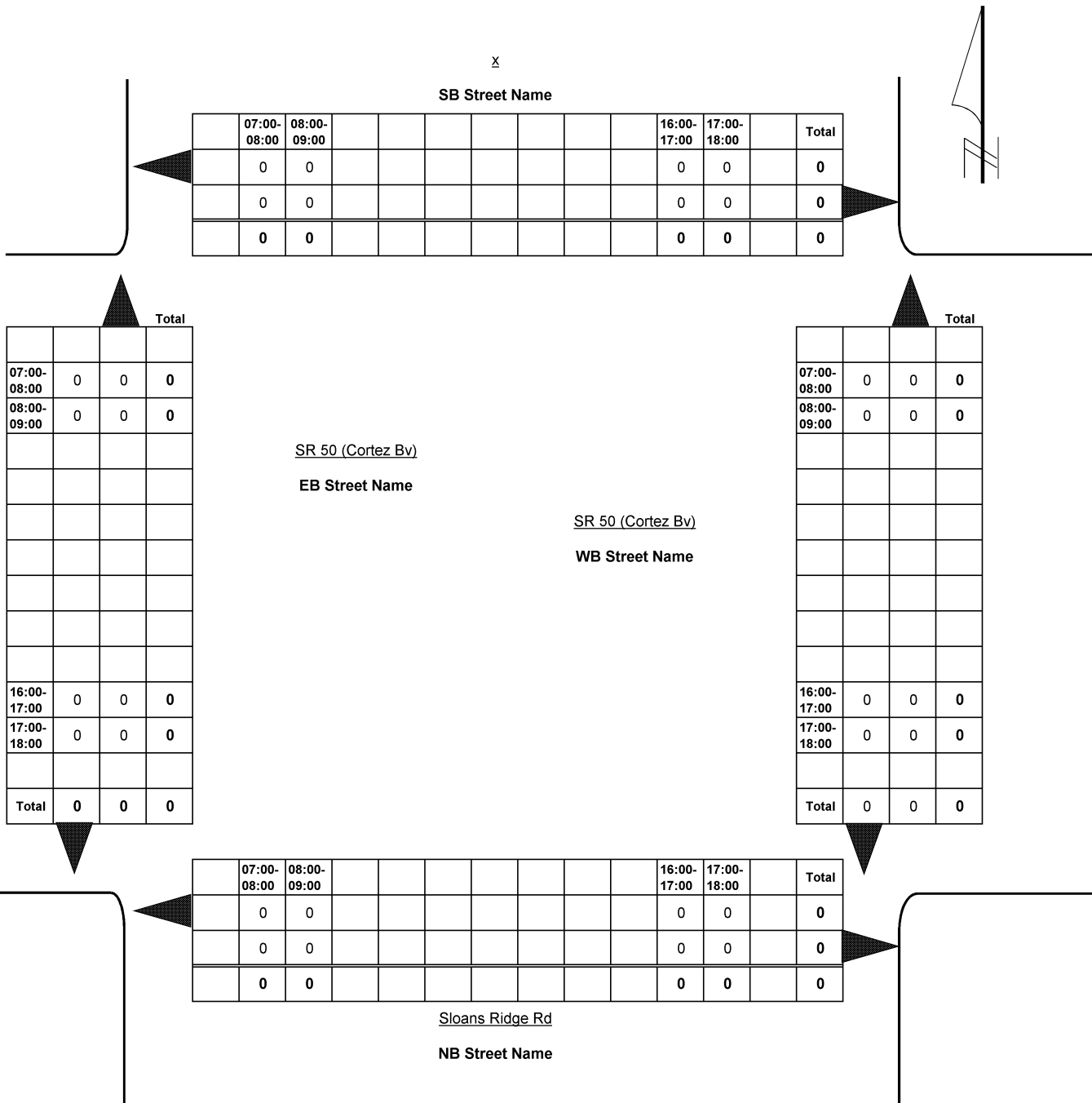
REMARKS:

GPS COORDINATES

Latitude	Longitude
00° 00.000' N	000° 00.000' W

FORM COMPLETED BY: Santiago

DATE: 1/11/2017





Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
Oviedo, Florida 32765

info@accuratetraffic.com

Station: 020
Counted by: Gerardo
Weather: Clear
Location: SR 50 at Sloans Ridge Rd

File Name : Sta 020_SR 50 at Sloans Ridge Rd
Site Code : 00202294
Start Date : 1/11/2017
Page No : 1

Groups Printed- General Traffic - Truck Traffic - Turn Traffic

Start Time	Southbound				SR 50 Westbound				Sloans Ridge Rd Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	1	52	0	53	0	0	1	1	0	117	4	121	175
07:15	0	0	0	0	2	68	0	70	2	0	2	4	0	135	2	137	211
07:30	0	0	0	0	2	76	0	78	0	0	0	0	0	120	3	123	201
07:45	0	0	0	0	3	73	0	76	2	0	0	2	0	93	0	93	171
Total	0	0	0	0	8	269	0	277	4	0	3	7	0	465	9	474	758
08:00	0	0	0	0	0	70	0	70	2	0	2	4	0	92	1	93	167
08:15	0	0	0	0	1	42	0	43	0	0	3	3	0	80	1	81	127
08:30	0	0	0	0	2	59	0	61	1	0	1	2	0	84	0	84	147
08:45	0	0	0	0	0	64	0	64	1	0	1	2	0	76	4	80	146
Total	0	0	0	0	3	235	0	238	4	0	7	11	0	332	6	338	587
*** BREAK ***																	
16:00	0	0	0	0	2	88	0	90	1	0	1	2	0	59	0	59	151
16:15	0	0	0	0	1	124	0	125	5	0	1	6	0	62	3	65	196
16:30	0	0	0	0	0	98	0	98	1	0	0	1	0	73	4	77	176
16:45	0	0	0	0	0	106	0	106	2	0	0	2	0	63	3	66	174
Total	0	0	0	0	3	416	0	419	9	0	2	11	0	257	10	267	697
17:00	0	0	0	0	3	110	0	113	5	0	0	5	0	99	1	100	218
17:15	0	0	0	0	1	111	0	112	0	0	2	2	0	79	0	79	193
17:30	0	0	0	0	0	106	0	106	0	0	0	0	0	69	2	71	177
17:45	0	0	0	0	1	100	0	101	5	0	3	8	0	88	5	93	202
Total	0	0	0	0	5	427	0	432	10	0	5	15	0	335	8	343	790
Grand Total	0	0	0	0	19	1347	0	1366	27	0	17	44	0	1389	33	1422	2832
Apprch %	0	0	0	0	1.4	98.6	0	98.6	61.4	0	38.6	61.4	0	97.7	2.3	97.7	98.6
Total %	0	0	0	0	0.7	47.6	0	48.2	1	0	0.6	1.6	0	49	1.2	50.2	48.2
General Traffic	0	0	0	0	16	1149	0	1165	24	0	17	41	0	1178	26	1204	2410
% General Traffic																	
Truck Traffic	0	0	0	0	3	198	0	201	3	0	0	3	0	211	7	218	422
% Truck Traffic	0	0	0	0	15.8	14.7	0	14.7	11.1	0	0	6.8	0	15.2	21.2	15.3	14.9
U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
Oviedo, Florida 32765

info@accuratetraffic.com

Station: 020
Counted by: Gerardo
Weather: Clear
Location: SR 50 at Sloans Ridge Rd

File Name : Sta 020_SR 50 at Sloans Ridge Rd
Site Code : 00202294
Start Date : 1/11/2017
Page No : 2

Start Time	Southbound				SR 50 Westbound				Sloans Ridge Rd Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00																	
07:00	0	0	0	0	1	52	0	53	0	0	1	1	0	117	4	121	175
07:15	0	0	0	0	2	68	0	70	2	0	2	4	0	135	2	137	211
07:30	0	0	0	0	2	76	0	78	0	0	0	0	0	120	3	123	201
07:45	0	0	0	0	3	73	0	76	2	0	0	2	0	93	0	93	171
Total Volume	0	0	0	0	8	269	0	277	4	0	3	7	0	465	9	474	758
% App. Total	0	0	0	0	2.9	97.1	0		57.1	0	42.9		0	98.1	1.9		
PHF	.000	.000	.000	.000	.667	.885	.000	.888	.500	.000	.375	.438	.000	.861	.563	.865	.898

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	0	0	0	0	3	110	0	113	5	0	0	5	0	99	1	100	218
17:15	0	0	0	0	1	111	0	112	0	0	2	2	0	79	0	79	193
17:30	0	0	0	0	0	106	0	106	0	0	0	0	0	69	2	71	177
17:45	0	0	0	0	1	100	0	101	5	0	3	8	0	88	5	93	202
Total Volume	0	0	0	0	5	427	0	432	10	0	5	15	0	335	8	343	790
% App. Total	0	0	0	0	1.2	98.8	0		66.7	0	33.3		0	97.7	2.3		
PHF	.000	.000	.000	.000	.417	.962	.000	.956	.500	.000	.417	.469	.000	.846	.400	.858	.906



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765

info@accuratetraffic.com

Station: 021 File Name : Sta 021_SR 50 at Clarence Lee Rd (West)_Nursery Property Access
 Counted by: Gerardo Site Code : 00212295
 Weather: Clear Start Date : 1/26/2017
 Location: SR 50 at Clarence Lee Rd Page No : 1

Groups Printed- Turn Traffic

Start Time	Clarence Lee Rd W Southbound				SR 50 Westbound				Triangle Nursery Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
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 %																	



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
Oviedo, Florida 32765

info@accuratetraffic.com

Station: 021

File Name : Sta 021_SR 50 at Clarence Lee Rd (West)_Nursery Property Access

Counted by: Gerardo

Site Code : 00212295

Weather: Clear

Start Date : 1/26/2017

Location: SR 50 at Clarence Lee Rd Page No : 1

Groups Printed- Truck Traffic

Start Time	Clarence Lee Rd W Southbound				SR 50 Westbound				Triangle Nursery Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	15	0	15	0	0	0	0	0	22	0	22	37
07:15	0	0	0	0	0	12	0	12	0	0	0	0	0	43	0	43	55
07:30	0	0	0	0	0	26	0	26	0	0	0	0	0	33	0	33	59
07:45	0	0	0	0	0	17	0	17	0	0	0	0	0	12	0	12	29
Total	0	0	0	0	0	70	0	70	0	0	0	0	0	110	0	110	180
08:00	0	0	0	0	0	20	0	20	0	0	0	0	0	26	0	26	46
08:15	0	0	0	0	0	12	0	12	0	0	0	0	0	31	0	31	43
08:30	0	0	0	0	0	15	0	15	0	0	0	0	0	21	0	21	36
08:45	0	0	0	0	0	19	0	19	0	0	0	0	0	16	0	16	35
Total	0	0	0	0	0	66	0	66	0	0	0	0	0	94	0	94	160
*** BREAK ***																	
16:00	0	0	0	0	0	7	0	7	0	0	0	0	0	10	0	10	17
16:15	0	0	0	0	0	6	0	6	0	0	0	0	0	5	0	5	11
16:30	0	0	0	0	0	12	0	12	0	0	0	0	0	2	0	2	14
16:45	0	0	0	0	0	12	0	12	0	0	0	0	0	7	0	7	19
Total	0	0	0	0	0	37	0	37	0	0	0	0	0	24	0	24	61
17:00	0	0	0	0	0	14	0	14	0	0	0	0	0	7	0	7	21
17:15	0	0	0	0	0	9	0	9	0	0	0	0	0	5	0	5	14
17:30	0	0	0	0	0	12	0	12	0	0	0	0	0	3	0	3	15
17:45	0	0	0	0	0	7	0	7	0	0	0	0	0	5	0	5	12
Total	0	0	0	0	0	42	0	42	0	0	0	0	0	20	0	20	62
Grand Total	0	0	0	0	0	215	0	215	0	0	0	0	0	248	0	248	463
Apprch %	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100	
Total %	0	0	0	0	0	46.4	0	46.4	0	0	0	0	0	53.6	0	53.6	



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
Oviedo, Florida 32765

info@accuratetraffic.com

Station: 021 File Name : Sta 021_SR 50 at Clarence Lee Rd (West)_Nursery Property Access
 Counted by: Gerardo Site Code : 00212295
 Weather: Clear Start Date : 1/26/2017
 Location: SR 50 at Clarence Lee Rd Page No : 1

Groups Printed- General Traffic

Start Time	Clarence Lee Rd W Southbound				SR 50 Westbound				Triangle Nursery Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	1	0	0	1	1	58	0	59	0	0	0	0	0	107	0	107	167
07:15	0	0	0	0	0	54	0	54	1	0	0	1	0	88	0	88	143
07:30	0	0	0	0	0	47	0	47	0	0	0	0	0	91	0	91	138
07:45	0	0	0	0	0	57	0	57	0	0	0	0	0	54	0	54	111
Total	1	0	0	1	1	216	0	217	1	0	0	1	0	340	0	340	559
08:00	0	0	0	0	0	33	0	33	0	0	0	0	0	75	0	75	108
08:15	0	0	0	0	0	47	0	47	0	0	0	0	0	59	0	59	106
08:30	0	0	0	0	0	38	0	38	0	0	0	0	0	66	0	66	104
08:45	0	0	0	0	0	38	0	38	0	0	0	0	0	72	0	72	110
Total	0	0	0	0	0	156	0	156	0	0	0	0	0	272	0	272	428
*** BREAK ***																	
16:00	0	0	0	0	1	79	0	80	0	0	0	0	0	79	1	80	160
16:15	0	0	0	0	0	88	0	88	0	0	0	0	0	71	0	71	159
16:30	0	0	0	0	0	83	0	83	0	0	1	1	1	78	0	79	163
16:45	0	0	0	0	0	103	0	103	0	0	0	0	0	73	0	73	176
Total	0	0	0	0	1	353	0	354	0	0	1	1	1	301	1	303	658
17:00	0	0	0	0	0	97	0	97	1	0	0	1	0	101	0	101	199
17:15	0	0	0	0	0	93	0	93	0	0	0	0	0	94	0	94	187
17:30	0	0	0	0	0	103	0	103	0	0	0	0	0	81	0	81	184
17:45	0	0	0	0	0	84	0	84	0	0	0	0	0	100	0	100	184
Total	0	0	0	0	0	377	0	377	1	0	0	1	0	376	0	376	754
Grand Total	1	0	0	1	2	1102	0	1104	2	0	1	3	1	1289	1	1291	2399
Apprch %	100	0	0		0.2	99.8	0		66.7	0	33.3		0.1	99.8	0.1		
Total %	0	0	0		0.1	45.9	0	46	0.1	0	0	0.1	0	53.7	0	53.8	



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
Oviedo, Florida 32765

info@accuratetraffic.com

Station: 021 File Name : Sta 021_SR 50 at Clarence Lee Rd (West)_Nursery Property Access
 Counted by: Gerardo Site Code : 00212295
 Weather: Clear Start Date : 1/26/2017
 Location: SR 50 at Clarence Lee Rd Page No : 1

Groups Printed- General Traffic - Truck Traffic - Turn Traffic

Start Time	Clarence Lee Rd W Southbound				SR 50 Westbound				Triangle Nursery Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	1	0	0	1	1	73	0	74	0	0	0	0	0	129	0	129	204
07:15	0	0	0	0	0	66	0	66	1	0	0	1	0	131	0	131	198
07:30	0	0	0	0	0	73	0	73	0	0	0	0	0	124	0	124	197
07:45	0	0	0	0	0	74	0	74	0	0	0	0	0	66	0	66	140
Total	1	0	0	1	1	286	0	287	1	0	0	1	0	450	0	450	739
08:00	0	0	0	0	0	53	0	53	0	0	0	0	0	101	0	101	154
08:15	0	0	0	0	0	59	0	59	0	0	0	0	0	90	0	90	149
08:30	0	0	0	0	0	53	0	53	0	0	0	0	0	87	0	87	140
08:45	0	0	0	0	0	57	0	57	0	0	0	0	0	88	0	88	145
Total	0	0	0	0	0	222	0	222	0	0	0	0	0	366	0	366	588
*** BREAK ***																	
16:00	0	0	0	0	1	86	0	87	0	0	0	0	0	89	1	90	177
16:15	0	0	0	0	0	94	0	94	0	0	0	0	0	76	0	76	170
16:30	0	0	0	0	0	95	0	95	0	0	1	1	1	80	0	81	177
16:45	0	0	0	0	0	115	0	115	0	0	0	0	0	80	0	80	195
Total	0	0	0	0	1	390	0	391	0	0	1	1	1	325	1	327	719
17:00	0	0	0	0	0	111	0	111	1	0	0	1	0	108	0	108	220
17:15	0	0	0	0	0	102	0	102	0	0	0	0	0	99	0	99	201
17:30	0	0	0	0	0	115	0	115	0	0	0	0	0	84	0	84	199
17:45	0	0	0	0	0	91	0	91	0	0	0	0	0	105	0	105	196
Total	0	0	0	0	0	419	0	419	1	0	0	1	0	396	0	396	816
Grand Total	1	0	0	1	2	1317	0	1319	2	0	1	3	1	1537	1	1539	2862
Apprch %	100	0	0		0.2	99.8	0		66.7	0	33.3		0.1	99.9	0.1		
Total %	0	0	0	0	0.1	46	0	46.1	0.1	0	0	0.1	0	53.7	0	53.8	
General Traffic	1	0	0	1	2	1102	0	1104	2	0	1	3	1	1289	1	1291	2399
% General Traffic																	
Truck Traffic	0	0	0	0	0	215	0	215	0	0	0	0	0	248	0	248	463
% Truck Traffic	0	0	0	0	0	16.3	0	16.3	0	0	0	0	0	16.1	0	16.1	16.2
U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A

Oviedo, Florida 32765

info@accuratetraffic.com

Station: 021

File Name : Sta 021_SR 50 at Clarence Lee Rd (West)_Nursery Property Access

Counted by: Gerardo

Site Code : 00212295

Weather: Clear

Start Date : 1/26/2017

Location: SR 50 at Clarence Lee Rd Page No : 2

Start Time	Clarence Lee Rd W Southbound				SR 50 Westbound				Triangle Nursery Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00																	
07:00	1	0	0	1	1	73	0	74	0	0	0	0	0	129	0	129	204
07:15	0	0	0	0	0	66	0	66	1	0	0	1	0	131	0	131	198
07:30	0	0	0	0	0	73	0	73	0	0	0	0	0	124	0	124	197
07:45	0	0	0	0	0	74	0	74	0	0	0	0	0	66	0	66	140
Total Volume	1	0	0	1	1	286	0	287	1	0	0	1	0	450	0	450	739
% App. Total	100	0	0		0.3	99.7	0		100	0	0		0	100	0		
PHF	.250	.000	.000	.250	.250	.966	.000	.970	.250	.000	.000	.250	.000	.859	.000	.859	.906

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	0	0	0	0	0	111	0	111	1	0	0	1	0	108	0	108	220
17:15	0	0	0	0	0	102	0	102	0	0	0	0	0	99	0	99	201
17:30	0	0	0	0	0	115	0	115	0	0	0	0	0	84	0	84	199
17:45	0	0	0	0	0	91	0	91	0	0	0	0	0	105	0	105	196
Total Volume	0	0	0	0	0	419	0	419	1	0	0	1	0	396	0	396	816
% App. Total	0	0	0		0	100	0		100	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.911	.000	.911	.250	.000	.000	.250	.000	.917	.000	.917	.927

PEDESTRIANS MOVEMENT SUMMARY

CODE / STATION NO.: 021

CITY: Groveland

COUNTY: LAKE

NORTH / SOUTH: Clarence Lee Rd W (Nursery Property)

INTERSECTING ROUTE: SR 50 (Cortez Bv)

MILEPOST: X

OBSERVER: Gerardo

WEATHER: Clear

REMARKS: _____

GPS COORDINATES

Latitude	Longitude
00° 00.000' N	000° 00.000' W

FORM COMPLETED BY: Santiago

DATE: 1/26/2017

Clarence Lee Rd W (Nursery Property Access)

SB Street Name

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	0	0							0	0		0
	0	0							0	0		0
	0	0							0	0		0



Total

07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
Total	0	0	0

SR 50 (Cortez Bv)

EB Street Name

SR 50 (Cortez Bv)

WB Street Name

Total

07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
Total	0	0	0

Total

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	0	0							0	0		0
	0	0							0	0		0
	0	0							0	0		0

Triangle Nursery

NB Street Name

BICYCLES MOVEMENT SUMMARY

CODE / STATION NO.: 021

CITY: Groveland

COUNTY: LAKE

NORTH / SOUTH: Clarence Lee Rd W (Nursery Property)

INTERSECTING ROUTE: SR 50 (Cortez Bv)

MILEPOST: X

OBSERVER: Gerardo

WEATHER: Clear

REMARKS: _____

GPS COORDINATES

Latitude	Longitude
00° 00.000' N	000° 00.000' W

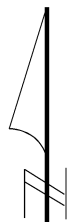
FORM COMPLETED BY: Santiago

DATE: 1/26/2017

Clarence Lee Rd W (Nursery Property Access)

SB Street Name

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	0	0							0	0		0
	0	0							0	0		0
	0	0							0	0		0



Total

07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
Total	0	0	0

SR 50 (Cortez Bv)

EB Street Name

SR 50 (Cortez Bv)

WB Street Name

Total

07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
Total	0	0	0

Total

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	0	0							0	0		0
	0	0							0	0		0
	0	0							0	0		0

Triangle Nursery

NB Street Name



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765

info@accuratetraffic.com

Station: 022 File Name : sta 022_sr 50 at clarence lee rd (east)_nursery property access_7-9 and 4-6
 Counted by: Elaine Site Code : 00220968
 Weather: Clear Start Date : 2/1/2017
 Location: SR 50 at Clarence Lee Rd Page No : 1

Groups Printed- Turn Traffic

Start Time	Marian Gardens Tree Farm Entrance Southbound				SR 50 Westbound				Dirt Road Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
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 %																	



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 022 File Name : sta 022_sr 50 at clarence lee rd (east)_nursery property access_7-9 and 4-6
 Counted by: Elaine Site Code : 00220968
 Weather: Clear Start Date : 2/1/2017
 Location: SR 50 at Clarence Lee Rd Page No: 1

Groups Printed- Truck Traffic

Start Time	Marian Gardens Tree Farm Entrance Southbound				SR 50 Westbound				Dirt Road Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	13	0	13	0	0	0	0	0	33	0	33	46
07:15	0	0	0	0	0	12	0	12	0	0	0	0	0	37	0	37	49
07:30	0	0	0	0	0	17	0	17	0	0	0	0	0	33	0	33	50
07:45	0	0	0	0	0	11	0	11	0	0	0	0	0	25	0	25	36
Total	0	0	0	0	0	53	0	53	0	0	0	0	0	128	0	128	181
08:00	0	0	0	0	0	17	0	17	0	0	0	0	0	11	0	11	28
08:15	0	0	0	0	0	13	0	13	0	0	0	0	0	8	0	8	21
08:30	0	0	0	0	0	18	0	18	0	0	0	0	0	12	0	12	30
08:45	0	0	0	0	0	10	0	10	0	0	0	0	0	13	0	13	23
Total	0	0	0	0	0	58	0	58	0	0	0	0	0	44	0	44	102
*** BREAK ***																	
16:00	0	0	0	0	0	18	0	18	0	0	0	0	0	9	0	9	27
16:15	0	0	0	0	0	13	0	13	0	0	0	0	0	7	0	7	20
16:30	0	0	0	0	0	12	0	12	0	0	0	0	0	5	0	5	17
16:45	0	0	0	0	0	18	0	18	0	0	0	0	0	10	0	10	28
Total	0	0	0	0	0	61	0	61	0	0	0	0	0	31	0	31	92
17:00	0	0	0	0	0	9	0	9	0	0	0	0	0	4	0	4	13
17:15	0	0	0	0	0	12	0	12	0	0	0	0	0	7	0	7	19
17:30	0	0	0	0	0	12	0	12	0	0	0	0	0	6	0	6	18
17:45	0	0	0	0	0	4	0	4	0	0	0	0	0	5	0	5	9
Total	0	0	0	0	0	37	0	37	0	0	0	0	0	22	0	22	59
Grand Total	0	0	0	0	0	209	0	209	0	0	0	0	0	225	0	225	434
Apprch %	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100	
Total %	0	0	0	0	0	48.2	0	48.2	0	0	0	0	0	51.8	0	51.8	

PEDESTRIANS MOVEMENT SUMMARY

CODE / STATION NO.: 022

CITY: Groveland

COUNTY: LAKE

NORTH / SOUTH: Clarence Lee Rd W (Nursery Property)

INTERSECTING ROUTE: SR 50 (Cortez Bv)

MILEPOST: X

OBSERVER: Elaine

WEATHER: Clear

REMARKS: _____

GPS COORDINATES

Latitude	Longitude
00° 00.000' N	000° 00.000' W

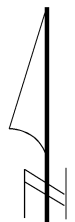
FORM COMPLETED BY: Santiago

DATE: 2/1/2017

Clarence Lee Rd W (Marian Gardens Tree Farm Entrance)

SB Street Name

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	1	0							0	0		1
	0	0							0	0		0
	1	0							0	0		1



Total

07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
Total	0	0	0

SR 50 (Cortez Bv)

EB Street Name

SR 50 (Cortez Bv)

WB Street Name

Total

07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
Total	0	0	0

Total

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	0	0							0	0		0
	0	0							0	0		0
	0	0							0	0		0

Dirt Rd

NB Street Name



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A

Oviedo, Florida 32765

info@accuratetraffic.com

Station: 022

File Name : sta 022_sr 50 at clarence lee rd (east)_nursery property access_7-9 and 4-6

Counted by: Elaine

Site Code : 00220968

Weather: Clear

Start Date : 2/1/2017

Location: SR 50 at Clarence Lee Rd
Page No : 1

Groups Printed- General Traffic

Start Time	Marian Gardens Tree Farm Entrance Southbound				SR 50 Westbound				Dirt Road Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	38	0	38	0	0	0	0	0	73	0	73	111
07:15	0	0	0	0	0	54	0	54	0	0	0	0	0	100	0	100	154
07:30	0	0	0	0	0	62	0	62	0	0	0	0	0	73	0	73	135
07:45	0	0	0	0	0	42	0	42	0	0	0	0	0	61	0	61	103
Total	0	0	0	0	0	196	0	196	0	0	0	0	0	307	0	307	503
08:00	0	0	0	0	0	39	0	39	0	0	0	0	0	60	0	60	99
08:15	0	0	0	0	0	44	0	44	0	0	0	0	0	66	0	66	110
08:30	0	0	0	0	0	43	0	43	0	0	0	0	0	62	0	62	105
08:45	0	0	0	0	0	36	0	36	0	0	0	0	0	56	0	56	92
Total	0	0	0	0	0	162	0	162	0	0	0	0	0	244	0	244	406
*** BREAK ***																	
16:00	0	0	0	0	0	102	0	102	0	0	0	0	0	76	0	76	178
16:15	0	0	0	0	0	75	0	75	0	0	0	0	0	63	0	63	138
16:30	0	0	0	0	0	86	0	86	0	0	0	0	0	51	0	51	137
16:45	0	0	0	0	0	86	0	86	0	0	0	0	0	77	0	77	163
Total	0	0	0	0	0	349	0	349	0	0	0	0	0	267	0	267	616
17:00	0	0	0	0	0	88	0	88	0	0	0	0	0	106	0	106	194
17:15	0	0	0	0	0	87	0	87	0	0	0	0	0	76	0	76	163
17:30	0	0	0	0	0	111	0	111	0	0	0	0	0	74	0	74	185
17:45	0	0	0	0	0	83	0	83	0	0	0	0	0	79	0	79	162
Total	0	0	0	0	0	369	0	369	0	0	0	0	0	335	0	335	704
Grand Total	0	0	0	0	0	1076	0	1076	0	0	0	0	0	1153	0	1153	2229
Apprch %	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100	
Total %	0	0	0	0	0	48.3	0	48.3	0	0	0	0	0	51.7	0	51.7	

BICYCLES MOVEMENT SUMMARY

CODE / STATION NO.: 022

CITY: Groveland

COUNTY: LAKE

NORTH / SOUTH: Clarence Lee Rd W (Nursery Property)

INTERSECTING ROUTE: SR 50 (Cortez Bv)

MILEPOST: X

OBSERVER: Elaine

WEATHER: Clear

REMARKS: _____

GPS COORDINATES

Latitude	Longitude
00° 00.000' N	000° 00.000' W

FORM COMPLETED BY: Santiago

DATE: 2/1/2017

Clarence Lee Rd W (Marian Gardens Tree Farm Entrance)

SB Street Name

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	0	0							0	0		0
	0	0							0	0		0
	0	0							0	0		0



Total

07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
Total	0	0	0

SR 50 (Cortez Bv)

EB Street Name

SR 50 (Cortez Bv)

WB Street Name

Total

07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
Total	0	0	0

Total

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	0	0							0	0		0
	0	0							0	0		0
	0	0							0	0		0

Dirt Rd

NB Street Name



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A

Oviedo, Florida 32765

info@accuratetraffic.com

Station: 022

File Name : sta 022_sr 50 at clarence lee rd (east)_nursery property access_7-9 and 4-6

Counted by: Elaine

Site Code : 00220968

Weather: Clear

Start Date : 2/1/2017

Location: SR 50 at Clarence Lee Rd Page No: 1

Groups Printed- General Traffic - Truck Traffic - Turn Traffic

Start Time	Marian Gardens Tree Farm Entrance Southbound				SR 50 Westbound				Dirt Road Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	51	0	51	0	0	0	0	0	106	0	106	157
07:15	0	0	0	0	0	66	0	66	0	0	0	0	0	137	0	137	203
07:30	0	0	0	0	0	79	0	79	0	0	0	0	0	106	0	106	185
07:45	0	0	0	0	0	53	0	53	0	0	0	0	0	86	0	86	139
Total	0	0	0	0	0	249	0	249	0	0	0	0	0	435	0	435	684
08:00	0	0	0	0	0	56	0	56	0	0	0	0	0	71	0	71	127
08:15	0	0	0	0	0	57	0	57	0	0	0	0	0	74	0	74	131
08:30	0	0	0	0	0	61	0	61	0	0	0	0	0	74	0	74	135
08:45	0	0	0	0	0	46	0	46	0	0	0	0	0	69	0	69	115
Total	0	0	0	0	0	220	0	220	0	0	0	0	0	288	0	288	508
*** BREAK ***																	
16:00	0	0	0	0	0	120	0	120	0	0	0	0	0	85	0	85	205
16:15	0	0	0	0	0	88	0	88	0	0	0	0	0	70	0	70	158
16:30	0	0	0	0	0	98	0	98	0	0	0	0	0	56	0	56	154
16:45	0	0	0	0	0	104	0	104	0	0	0	0	0	87	0	87	191
Total	0	0	0	0	0	410	0	410	0	0	0	0	0	298	0	298	708
17:00	0	0	0	0	0	97	0	97	0	0	0	0	0	110	0	110	207
17:15	0	0	0	0	0	99	0	99	0	0	0	0	0	83	0	83	182
17:30	0	0	0	0	0	123	0	123	0	0	0	0	0	80	0	80	203
17:45	0	0	0	0	0	87	0	87	0	0	0	0	0	84	0	84	171
Total	0	0	0	0	0	406	0	406	0	0	0	0	0	357	0	357	763
Grand Total	0	0	0	0	0	1285	0	1285	0	0	0	0	0	1378	0	1378	2663
Apprch %	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100	
Total %	0	0	0	0	0	48.3	0	48.3	0	0	0	0	0	51.7	0	51.7	
General Traffic	0	0	0	0	0	1076	0	1076	0	0	0	0	0	1153	0	1153	2229
% General Traffic																	
Truck Traffic	0	0	0	0	0	209	0	209	0	0	0	0	0	225	0	225	434
% Truck Traffic	0	0	0	0	0	16.3	0	16.3	0	0	0	0	0	16.3	0	16.3	16.3
U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
Oviedo, Florida 32765

info@accuratetraffic.com

Station: 022 File Name : sta 022_sr 50 at clarence lee rd (east)_nursery property access_7-9 and 4-6
 Counted by: Elaine Site Code : 00220968
 Weather: Clear Start Date : 2/1/2017
 Location: SR 50 at Clarence Lee Rd Page No : 2

Start Time	Marian Gardens Tree Farm Entrance Southbound				SR 50 Westbound				Dirt Road Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00																	
07:00	0	0	0	0	0	51	0	51	0	0	0	0	0	106	0	106	157
07:15	0	0	0	0	0	66	0	66	0	0	0	0	0	137	0	137	203
07:30	0	0	0	0	0	79	0	79	0	0	0	0	0	106	0	106	185
07:45	0	0	0	0	0	53	0	53	0	0	0	0	0	86	0	86	139
Total Volume	0	0	0	0	0	249	0	249	0	0	0	0	0	435	0	435	684
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100	
PHF	.000	.000	.000	.000	.000	.788	.000	.788	.000	.000	.000	.000	.000	.794	.000	.794	.842

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	0	0	0	0	0	104	0	104	0	0	0	0	0	87	0	87	191
17:00	0	0	0	0	0	97	0	97	0	0	0	0	0	110	0	110	207
17:15	0	0	0	0	0	99	0	99	0	0	0	0	0	83	0	83	182
17:30	0	0	0	0	0	123	0	123	0	0	0	0	0	80	0	80	203
Total Volume	0	0	0	0	0	423	0	423	0	0	0	0	0	360	0	360	783
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100	
PHF	.000	.000	.000	.000	.000	.860	.000	.860	.000	.000	.000	.000	.000	.818	.000	.818	.946



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 023
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at Lee Road

File Name : Sta 023_SR 50 at Lee Rd
 Site Code : 023V0968
 Start Date : 1/25/2017
 Page No : 1

Groups Printed- Turn Traffic

Start Time	Dirt Road Southbound				SR 50 Westbound				Lee Road Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
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 %																	



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 023
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at Lee Road

File Name : Sta 023_SR 50 at Lee Rd
 Site Code : 023V0968
 Start Date : 1/25/2017
 Page No : 1

Groups Printed- Truck Traffic

Start Time	Dirt Road Southbound				SR 50 Westbound				Lee Road Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	23	0	23	0	0	1	1	0	24	1	25	49
07:15	0	0	0	0	0	18	0	18	0	0	1	1	0	36	6	42	61
07:30	0	0	0	0	1	23	0	24	0	0	0	0	0	28	1	29	53
07:45	0	0	0	0	0	23	0	23	0	0	1	1	0	28	1	29	53
Total	0	0	0	0	1	87	0	88	0	0	3	3	0	116	9	125	216
08:00	0	0	0	0	0	12	0	12	1	0	0	1	0	24	0	24	37
08:15	0	0	0	0	0	15	0	15	1	0	3	4	0	29	1	30	49
08:30	0	0	0	0	0	19	0	19	0	0	0	0	0	12	0	12	31
08:45	0	0	0	0	0	15	0	15	0	1	0	1	0	18	0	18	34
Total	0	0	0	0	0	61	0	61	2	1	3	6	0	83	1	84	151
*** BREAK ***																	
16:00	0	0	0	0	0	9	0	9	0	0	0	0	0	5	0	5	14
16:15	0	0	0	0	1	12	0	13	0	0	0	0	0	5	1	6	19
16:30	0	0	0	0	0	18	0	18	0	0	0	0	0	8	0	8	26
16:45	0	0	0	0	1	20	0	21	1	0	0	1	0	4	1	5	27
Total	0	0	0	0	2	59	0	61	1	0	0	1	0	22	2	24	86
17:00	0	0	0	0	0	8	0	8	2	0	0	2	0	2	0	2	12
17:15	0	0	0	0	0	8	0	8	1	0	0	1	0	6	1	7	16
17:30	0	0	0	0	2	12	0	14	1	0	0	1	0	6	0	6	21
17:45	0	0	0	0	1	11	0	12	1	0	0	1	0	3	0	3	16
Total	0	0	0	0	3	39	0	42	5	0	0	5	0	17	1	18	65
Grand Total	0	0	0	0	6	246	0	252	8	1	6	15	0	238	13	251	518
Apprch %	0	0	0		2.4	97.6	0		53.3	6.7	40		0	94.8	5.2		
Total %	0	0	0	0	1.2	47.5	0	48.6	1.5	0.2	1.2	2.9	0	45.9	2.5	48.5	

PEDESTRIANS MOVEMENT SUMMARY

CODE / STATION NO.: 023

CITY: Groveland

COUNTY: LAKE

NORTH / SOUTH: Lee Road (NB) / Dirt Road (SB)

INTERSECTING ROUTE: SR 50 (Cortez Bv)

MILEPOST: X

OBSERVER: Elaine

WEATHER: Clear

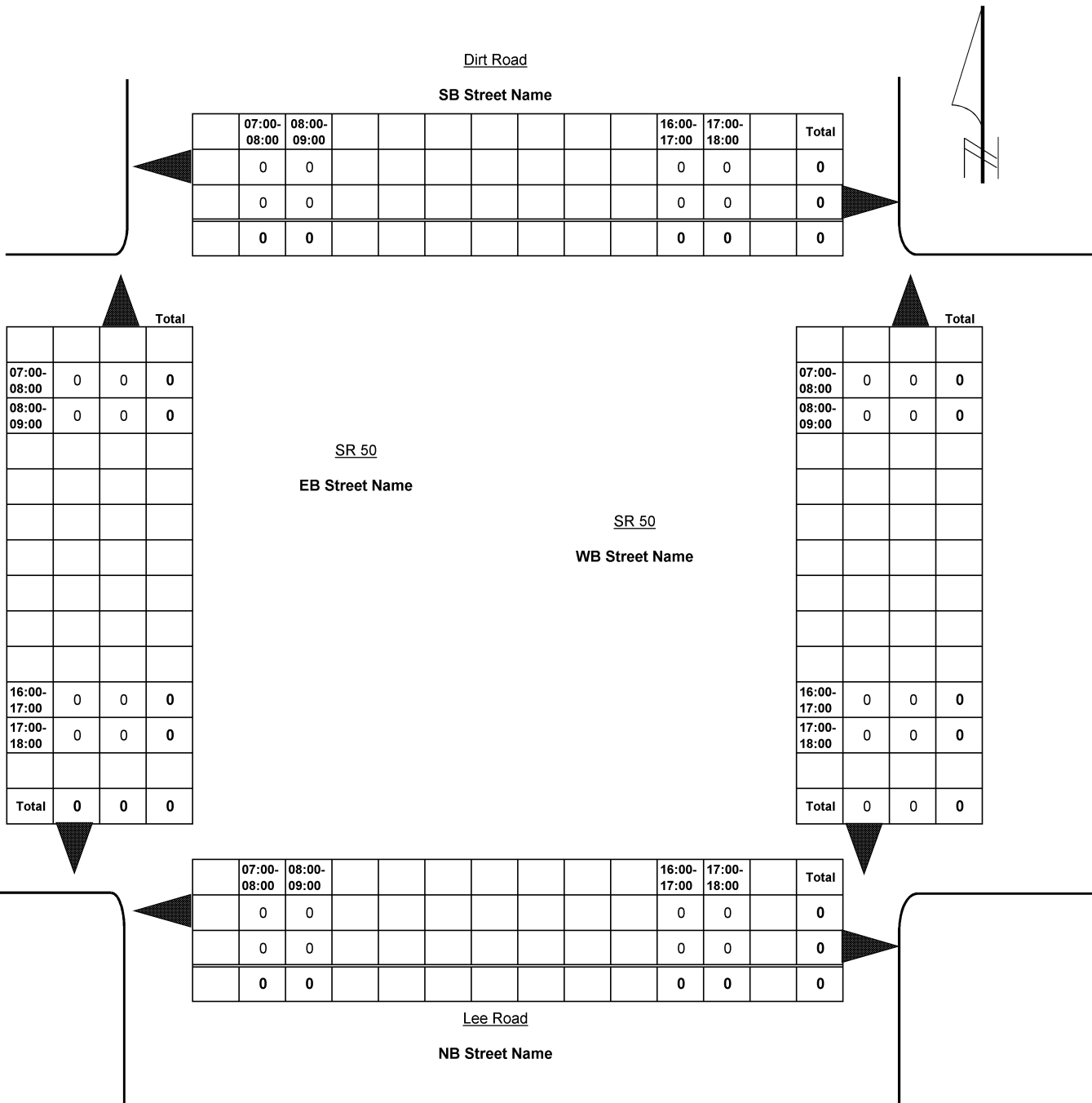
REMARKS: _____

GPS COORDINATES

Latitude	Longitude
00° 00.000' N	000° 00.000' W

FORM COMPLETED BY: Santiago

DATE: 1/25/2017





Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 023
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at Lee Road

File Name : Sta 023_SR 50 at Lee Rd
 Site Code : 023V0968
 Start Date : 1/25/2017
 Page No : 1

Groups Printed- General Traffic

Start Time	Dirt Road Southbound				SR 50 Westbound				Lee Road Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	45	0	45	1	0	5	6	0	81	1	82	133
07:15	0	0	0	0	0	55	0	55	1	0	4	5	0	97	1	98	158
07:30	0	0	0	0	1	57	0	58	1	0	6	7	0	67	2	69	134
07:45	0	0	0	0	0	51	0	51	0	0	5	5	0	71	0	71	127
Total	0	0	0	0	1	208	0	209	3	0	20	23	0	316	4	320	552
08:00	0	0	0	0	3	50	0	53	0	0	2	2	0	65	0	65	120
08:15	0	0	0	0	1	46	0	47	0	0	4	4	0	69	2	71	122
08:30	0	0	0	0	2	25	0	27	1	0	7	8	0	66	0	66	101
08:45	0	0	0	0	2	59	0	61	0	0	4	4	0	62	2	64	129
Total	0	0	0	0	8	180	0	188	1	0	17	18	0	262	4	266	472
*** BREAK ***																	
16:00	0	0	0	0	2	71	0	73	3	0	2	5	0	58	1	59	137
16:15	0	0	0	0	4	107	0	111	1	0	1	2	0	65	2	67	180
16:30	0	0	0	0	6	102	0	108	2	0	4	6	0	57	4	61	175
16:45	0	0	0	0	9	97	0	106	1	0	2	3	0	70	3	73	182
Total	0	0	0	0	21	377	0	398	7	0	9	16	0	250	10	260	674
17:00	0	0	0	0	1	72	0	73	5	0	2	7	0	81	1	82	162
17:15	0	0	0	0	7	110	0	117	6	0	5	11	0	82	4	86	214
17:30	0	0	0	0	4	104	0	108	5	0	2	7	0	77	2	79	194
17:45	0	0	0	0	8	93	0	101	4	0	2	6	0	90	1	91	198
Total	0	0	0	0	20	379	0	399	20	0	11	31	0	330	8	338	768
Grand Total	0	0	0	0	50	1144	0	1194	31	0	57	88	0	1158	26	1184	2466
Apprch %	0	0	0		4.2	95.8	0		35.2	0	64.8		0	97.8	2.2		
Total %	0	0	0	0	2	46.4	0	48.4	1.3	0	2.3	3.6	0	47	1.1	48	

BICYCLES MOVEMENT SUMMARY

CODE / STATION NO.: 023

CITY: Groveland

COUNTY: LAKE

NORTH / SOUTH: Lee Road (NB) / Dirt Road (SB)

INTERSECTING ROUTE: SR 50 (Cortez Bv)

MILEPOST: X

OBSERVER: Elaine

WEATHER: Clear

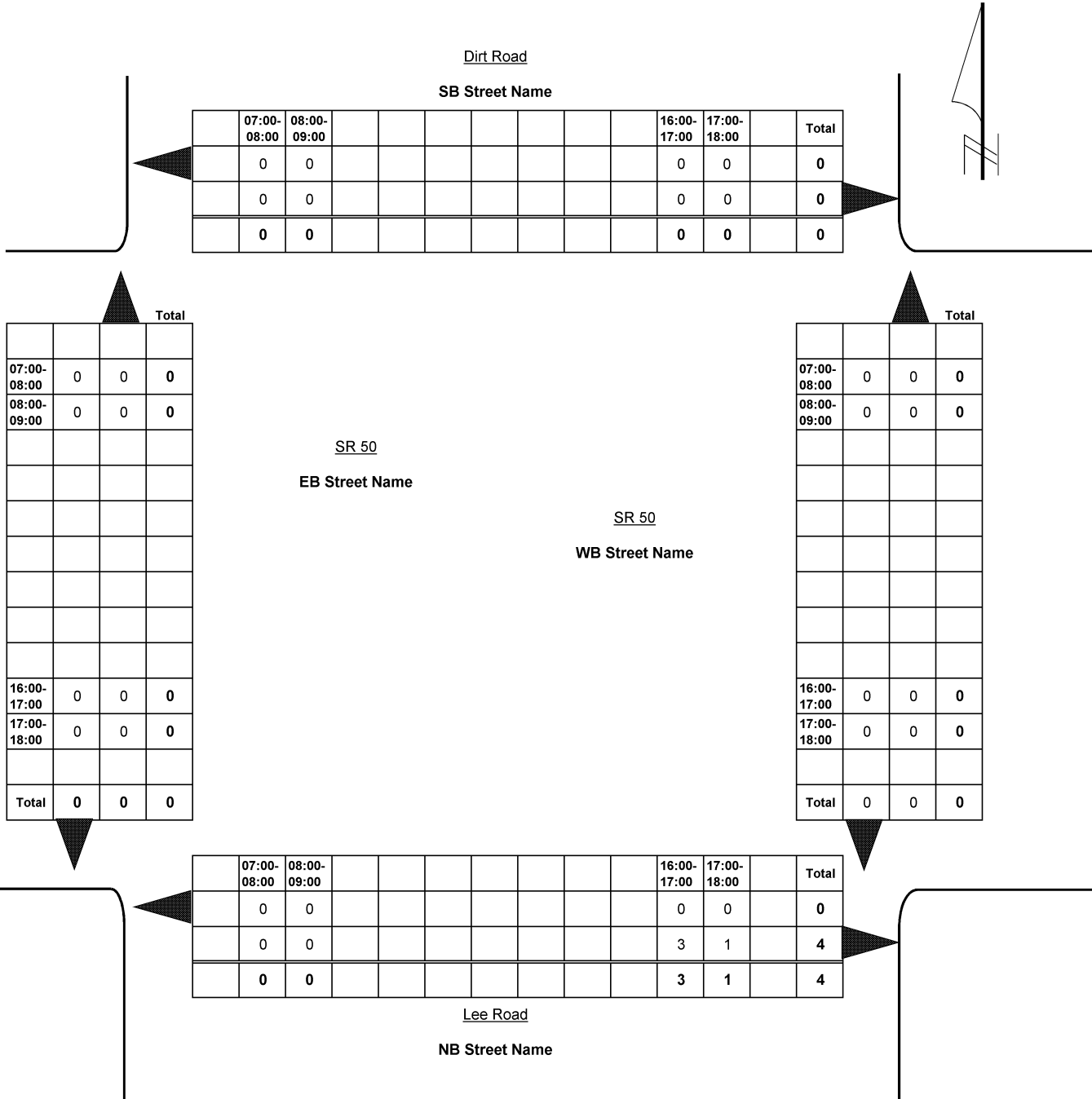
REMARKS: _____

GPS COORDINATES

Latitude	Longitude
00° 00.000' N	000° 00.000' W

FORM COMPLETED BY: Santiago

DATE: 1/25/2017





Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A

Oviedo, Florida 32765

info@accuratetraffic.com

Station: 023
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at Lee Road

File Name : Sta 023_SR 50 at Lee Rd
 Site Code : 023V0968
 Start Date : 1/25/2017
 Page No : 1

Groups Printed- General Traffic - Truck Traffic - Turn Traffic

Start Time	Dirt Road Southbound				SR 50 Westbound				Lee Road Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	68	0	68	1	0	6	7	0	105	2	107	182
07:15	0	0	0	0	0	73	0	73	1	0	5	6	0	133	7	140	219
07:30	0	0	0	0	2	80	0	82	1	0	6	7	0	95	3	98	187
07:45	0	0	0	0	0	74	0	74	0	0	6	6	0	99	1	100	180
Total	0	0	0	0	2	295	0	297	3	0	23	26	0	432	13	445	768
08:00	0	0	0	0	3	62	0	65	1	0	2	3	0	89	0	89	157
08:15	0	0	0	0	1	61	0	62	1	0	7	8	0	98	3	101	171
08:30	0	0	0	0	2	44	0	46	1	0	7	8	0	78	0	78	132
08:45	0	0	0	0	2	74	0	76	0	1	4	5	0	80	2	82	163
Total	0	0	0	0	8	241	0	249	3	1	20	24	0	345	5	350	623
*** BREAK ***																	
16:00	0	0	0	0	2	80	0	82	3	0	2	5	0	63	1	64	151
16:15	0	0	0	0	5	119	0	124	1	0	1	2	0	70	3	73	199
16:30	0	0	0	0	6	120	0	126	2	0	4	6	0	65	4	69	201
16:45	0	0	0	0	10	117	0	127	2	0	2	4	0	74	4	78	209
Total	0	0	0	0	23	436	0	459	8	0	9	17	0	272	12	284	760
17:00	0	0	0	0	1	80	0	81	7	0	2	9	0	83	1	84	174
17:15	0	0	0	0	7	118	0	125	7	0	5	12	0	88	5	93	230
17:30	0	0	0	0	6	116	0	122	6	0	2	8	0	83	2	85	215
17:45	0	0	0	0	9	104	0	113	5	0	2	7	0	93	1	94	214
Total	0	0	0	0	23	418	0	441	25	0	11	36	0	347	9	356	833
Grand Total	0	0	0	0	56	1390	0	1446	39	1	63	103	0	1396	39	1435	2984
Apprch %	0	0	0	0	3.9	96.1	0	100	37.9	1	61.2	100	0	97.3	2.7	100	
Total %	0	0	0	0	1.9	46.6	0	48.5	1.3	0	2.1	3.5	0	46.8	1.3	48.1	
General Traffic	0	0	0	0	50	1144	0	1194	31	0	57	88	0	1158	26	1184	2466
% General Traffic																	
Truck Traffic	0	0	0	0	6	246	0	252	8	1	6	15	0	238	13	251	518
% Truck Traffic	0	0	0	0	10.7	17.7	0	17.4	20.5	100	9.5	14.6	0	17	33.3	17.5	17.4
U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 023
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at Lee Road

File Name : Sta 023_SR 50 at Lee Rd
 Site Code : 023V0968
 Start Date : 1/25/2017
 Page No : 2

Start Time	Dirt Road Southbound				SR 50 Westbound				Lee Road Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00																	
07:00	0	0	0	0	0	68	0	68	1	0	6	7	0	105	2	107	182
07:15	0	0	0	0	0	73	0	73	1	0	5	6	0	133	7	140	219
07:30	0	0	0	0	2	80	0	82	1	0	6	7	0	95	3	98	187
07:45	0	0	0	0	0	74	0	74	0	0	6	6	0	99	1	100	180
Total Volume	0	0	0	0	2	295	0	297	3	0	23	26	0	432	13	445	768
% App. Total	0	0	0	0	0.7	99.3	0		11.5	0	88.5		0	97.1	2.9		
PHF	.000	.000	.000	.000	.250	.922	.000	.905	.750	.000	.958	.929	.000	.812	.464	.795	.877

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	0	0	0	0	1	80	0	81	7	0	2	9	0	83	1	84	174
17:15	0	0	0	0	7	118	0	125	7	0	5	12	0	88	5	93	230
17:30	0	0	0	0	6	116	0	122	6	0	2	8	0	83	2	85	215
17:45	0	0	0	0	9	104	0	113	5	0	2	7	0	93	1	94	214
Total Volume	0	0	0	0	23	418	0	441	25	0	11	36	0	347	9	356	833
% App. Total	0	0	0	0	5.2	94.8	0		69.4	0	30.6		0	97.5	2.5		
PHF	.000	.000	.000	.000	.639	.886	.000	.882	.893	.000	.550	.750	.000	.933	.450	.947	.905



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765

info@accuratetraffic.com

Station: 024
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at Stuckey Loop W

File Name : Sta 024_SR 50 at Stuckey W
 Site Code : 024V2331
 Start Date : 1/11/2017
 Page No : 1

Groups Printed- Turn Traffic

Start Time	Dirt Road Access Southbound				SR 50 Westbound				Stuckey Loop W Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
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 %																	



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 024
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at Stuckey Loop W

File Name : Sta 024_SR 50 at Stuckey W
 Site Code : 024V2331
 Start Date : 1/11/2017
 Page No : 1

Groups Printed- Truck Traffic

Start Time	Dirt Road Access Southbound				SR 50 Westbound				Stuckey Loop W Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	21	0	21	0	0	0	0	0	7	0	7	28
07:15	0	0	0	0	0	8	0	8	0	0	0	0	0	15	0	15	23
07:30	0	0	0	0	0	6	0	6	0	0	0	0	0	14	0	14	20
07:45	0	0	0	0	0	4	0	4	0	0	0	0	0	6	0	6	10
Total	0	0	0	0	0	39	0	39	0	0	0	0	0	42	0	42	81
08:00	0	0	0	0	0	12	0	12	0	0	0	0	0	12	0	12	24
08:15	0	0	0	0	0	8	0	8	0	0	0	0	0	10	0	10	18
08:30	0	0	0	0	0	4	0	4	0	0	0	0	0	8	0	8	12
08:45	0	0	0	0	0	18	0	18	0	0	0	0	0	9	0	9	27
Total	0	0	0	0	0	42	0	42	0	0	0	0	0	39	0	39	81
*** BREAK ***																	
16:00	0	0	0	0	0	7	0	7	0	0	0	0	0	2	0	2	9
16:15	0	0	0	0	0	7	0	7	0	0	0	0	0	4	0	4	11
16:30	0	0	0	0	0	12	0	12	0	0	0	0	0	6	0	6	18
16:45	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
Total	0	0	0	0	0	29	0	29	0	0	0	0	0	14	0	14	43
17:00	0	0	0	0	0	11	0	11	0	0	0	0	0	6	0	6	17
17:15	0	0	0	0	0	5	0	5	0	0	0	0	0	2	0	2	7
17:30	0	0	0	0	0	7	0	7	0	0	0	0	0	1	0	1	8
17:45	0	0	0	0	0	7	0	7	0	0	0	0	0	4	0	4	11
Total	0	0	0	0	0	30	0	30	0	0	0	0	0	13	0	13	43
Grand Total	0	0	0	0	0	140	0	140	0	0	0	0	0	108	0	108	248
Apprch %	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100	
Total %	0	0	0	0	0	56.5	0	56.5	0	0	0	0	0	43.5	0	43.5	

LAKE COUNTY, FLORIDA

PEDESTRIANS MOVEMENT SUMMARY

CODE / STATION NO.: 024

CITY: Groveland

COUNTY: LAKE

NORTH / SOUTH: Stuckey Loop W (NB) / Dirt Road (SB)

INTERSECTING ROUTE: SR 50 (Cortez Bv)

MILEPOST: X

OBSERVER: Elaine

WEATHER: Clear

REMARKS: _____

GPS COORDINATES

Latitude	Longitude
00° 00.000' N	000° 00.000' W

FORM COMPLETED BY: Santiago

DATE: 1/11/2017

Dirt Road

SB Street Name

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	0	0							0	0		0
	0	0							0	0		0
	0	0							0	0		0



Total

07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
Total	0	0	0

SR 50
EB Street Name

SR 50
WB Street Name

Total

07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
Total	0	0	0

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	0	0							0	0		0
	0	0							0	0		0
	0	0							0	0		0

Stuckey Loop W
NB Street Name



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 024
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at Stuckey Loop W

File Name : Sta 024_SR 50 at Stuckey W
 Site Code : 024V2331
 Start Date : 1/11/2017
 Page No : 1

Groups Printed- General Traffic

Start Time	Dirt Road Access Southbound				SR 50 Westbound				Stuckey Loop W Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	1	39	0	40	0	0	1	1	0	120	0	120	161
07:15	0	0	0	0	0	65	0	65	0	0	1	1	0	111	0	111	177
07:30	0	0	0	0	1	73	0	74	0	0	0	0	0	118	0	118	192
07:45	2	0	0	2	0	71	1	72	0	0	0	0	0	98	0	98	172
Total	2	0	0	2	2	248	1	251	0	0	2	2	0	447	0	447	702
08:00	0	0	0	0	1	52	0	53	0	0	1	1	0	84	0	84	138
08:15	0	0	0	0	1	44	0	45	0	0	0	0	0	88	0	88	133
08:30	0	0	0	0	1	59	0	60	0	0	1	1	0	66	0	66	127
08:45	0	0	0	0	0	49	0	49	0	0	0	0	0	80	0	80	129
Total	0	0	0	0	3	204	0	207	0	0	2	2	0	318	0	318	527
*** BREAK ***																	
16:00	0	0	0	0	1	90	0	91	1	0	1	2	0	60	0	60	153
16:15	0	0	0	0	0	113	0	113	0	0	2	2	0	60	1	61	176
16:30	0	0	0	0	0	97	0	97	1	0	0	1	0	64	1	65	163
16:45	2	0	0	2	0	99	2	101	0	1	1	2	0	74	0	74	179
Total	2	0	0	2	1	399	2	402	2	1	4	7	0	258	2	260	671
17:00	0	0	0	0	0	123	0	123	0	1	0	1	0	95	0	95	219
17:15	0	0	0	0	3	115	1	119	0	1	1	2	0	77	0	77	198
17:30	0	0	0	0	0	104	0	104	0	0	3	3	0	78	0	78	185
17:45	0	0	0	0	0	101	0	101	0	0	0	0	0	90	0	90	191
Total	0	0	0	0	3	443	1	447	0	2	4	6	0	340	0	340	793
Grand Total	4	0	0	4	9	1294	4	1307	2	3	12	17	0	1363	2	1365	2693
Apprch %	100	0	0		0.7	99	0.3		11.8	17.6	70.6		0	99.9	0.1		
Total %	0.1	0	0	0.1	0.3	48.1	0.1	48.5	0.1	0.1	0.4	0.6	0	50.6	0.1	50.7	

LAKE COUNTY, FLORIDA

BICYCLES MOVEMENT SUMMARY

CODE / STATION NO.: 024

CITY: Groveland

COUNTY: LAKE

NORTH / SOUTH: Stuckey Loop W (NB) / Dirt Road (SB)

INTERSECTING ROUTE: SR 50 (Cortez Bv)

MILEPOST: X

OBSERVER: Elaine

WEATHER: Clear

REMARKS:

GPS COORDINATES

Latitude	Longitude
00° 00.000' N	000° 00.000' W

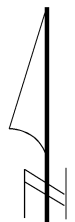
FORM COMPLETED BY: Santiago

DATE: 1/11/2017

Dirt Road

SB Street Name

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	0	0							0	0		0
	0	0							0	0		0
	0	0							0	0		0



Total

			Total
07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
Total	0	0	0

SR 50

EB Street Name

SR 50

WB Street Name

Total

			Total
07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
Total	0	0	0

Total

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	0	0							0	0		0
	0	0							0	0		0
	0	0							0	0		0

Stuckey Loop W

NB Street Name

Total



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 024
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at Stuckey Loop W

File Name : Sta 024_SR 50 at Stuckey W
 Site Code : 024V2331
 Start Date : 1/11/2017
 Page No : 1

Groups Printed- General Traffic - Truck Traffic - Turn Traffic

Start Time	Dirt Road Access Southbound				SR 50 Westbound				Stuckey Loop W Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	1	60	0	61	0	0	1	1	0	127	0	127	189
07:15	0	0	0	0	0	73	0	73	0	0	1	1	0	126	0	126	200
07:30	0	0	0	0	1	79	0	80	0	0	0	0	0	132	0	132	212
07:45	2	0	0	2	0	75	1	76	0	0	0	0	0	104	0	104	182
Total	2	0	0	2	2	287	1	290	0	0	2	2	0	489	0	489	783
08:00	0	0	0	0	1	64	0	65	0	0	1	1	0	96	0	96	162
08:15	0	0	0	0	1	52	0	53	0	0	0	0	0	98	0	98	151
08:30	0	0	0	0	1	63	0	64	0	0	1	1	0	74	0	74	139
08:45	0	0	0	0	0	67	0	67	0	0	0	0	0	89	0	89	156
Total	0	0	0	0	3	246	0	249	0	0	2	2	0	357	0	357	608
*** BREAK ***																	
16:00	0	0	0	0	1	97	0	98	1	0	1	2	0	62	0	62	162
16:15	0	0	0	0	0	120	0	120	0	0	2	2	0	64	1	65	187
16:30	0	0	0	0	0	109	0	109	1	0	0	1	0	70	1	71	181
16:45	2	0	0	2	0	102	2	104	0	1	1	2	0	76	0	76	184
Total	2	0	0	2	1	428	2	431	2	1	4	7	0	272	2	274	714
17:00	0	0	0	0	0	134	0	134	0	1	0	1	0	101	0	101	236
17:15	0	0	0	0	3	120	1	124	0	1	1	2	0	79	0	79	205
17:30	0	0	0	0	0	111	0	111	0	0	3	3	0	79	0	79	193
17:45	0	0	0	0	0	108	0	108	0	0	0	0	0	94	0	94	202
Total	0	0	0	0	3	473	1	477	0	2	4	6	0	353	0	353	836
Grand Total	4	0	0	4	9	1434	4	1447	2	3	12	17	0	1471	2	1473	2941
Apprch %	100	0	0		0.6	99.1	0.3		11.8	17.6	70.6		0	99.9	0.1		
Total %	0.1	0	0	0.1	0.3	48.8	0.1	49.2	0.1	0.1	0.4	0.6	0	50	0.1	50.1	
General Traffic	4	0	0	4	9	1294	4	1307	2	3	12	17	0	1363	2	1365	2693
% General Traffic																	
Truck Traffic	0	0	0	0	0	140	0	140	0	0	0	0	0	108	0	108	248
% Truck Traffic	0	0	0	0	0	9.8	0	9.7	0	0	0	0	0	7.3	0	7.3	8.4
U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 024
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at Stuckey Loop W

File Name : Sta 024_SR 50 at Stuckey W
 Site Code : 024V2331
 Start Date : 1/11/2017
 Page No : 2

Start Time	Dirt Road Access Southbound				SR 50 Westbound				Stuckey Loop W Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00																	
07:00	0	0	0	0	1	60	0	61	0	0	1	1	0	127	0	127	189
07:15	0	0	0	0	0	73	0	73	0	0	1	1	0	126	0	126	200
07:30	0	0	0	0	1	79	0	80	0	0	0	0	0	132	0	132	212
07:45	2	0	0	2	0	75	1	76	0	0	0	0	0	104	0	104	182
Total Volume	2	0	0	2	2	287	1	290	0	0	2	2	0	489	0	489	783
% App. Total	100	0	0	0.7	99	0.3	0.00	100	0	0	100	0.00	0	100	0	0.00	923
PHF	.250	.000	.000	.250	.500	.908	.250	.906	.000	.000	.500	.500	.000	.926	.000	.926	.923

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	0	0	0	0	0	134	0	134	0	1	0	1	0	101	0	101	236
17:15	0	0	0	0	3	120	1	124	0	1	1	2	0	79	0	79	205
17:30	0	0	0	0	0	111	0	111	0	0	3	3	0	79	0	79	193
17:45	0	0	0	0	0	108	0	108	0	0	0	0	0	94	0	94	202
Total Volume	0	0	0	0	3	473	1	477	0	2	4	6	0	353	0	353	836
% App. Total	0	0	0	0.6	99.2	0.2	0.00	100	0	33.3	66.7	0.00	0	100	0	0.00	886
PHF	.000	.000	.000	.000	.250	.882	.250	.890	.000	.500	.333	.500	.000	.874	.000	.874	.886



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 025
 Counted by: Gerardo
 Weather: Clear
 Location: SR 50 at Stuckey Loop E

File Name : Sta 025_Stuckey Loop E
 Site Code : 00252294
 Start Date : 1/11/2017
 Page No : 1

Groups Printed- Turn Traffic

Start Time	Southbound				SR 50 Westbound				Stuckey Loop E Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
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 %																	



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 025
 Counted by: Gerardo
 Weather: Clear
 Location: SR 50 at Stuckey Loop E

File Name : Sta 025_Stuckey Loop E
 Site Code : 00252294
 Start Date : 1/11/2017
 Page No : 1

Groups Printed- Truck Traffic

Start Time	Southbound				SR 50 Westbound				Stuckey Loop E Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	23	0	23	0	0	0	0	0	16	0	16	39
07:15	0	0	0	0	0	12	0	12	0	0	1	1	0	23	0	23	36
07:30	0	0	0	0	1	13	0	14	0	0	0	0	0	31	1	32	46
07:45	0	0	0	0	1	10	0	11	0	0	0	0	0	17	0	17	28
Total	0	0	0	0	2	58	0	60	0	0	1	1	0	87	1	88	149
08:00	0	0	0	0	0	19	0	19	0	0	0	0	0	18	0	18	37
08:15	0	0	0	0	0	13	0	13	0	0	0	0	0	18	0	18	31
08:30	0	0	0	0	0	9	0	9	0	0	1	1	0	13	0	13	23
08:45	0	0	0	0	0	22	0	22	0	0	0	0	0	16	0	16	38
Total	0	0	0	0	0	63	0	63	0	0	1	1	0	65	0	65	129
*** BREAK ***																	
16:00	0	0	0	0	0	16	0	16	0	0	0	0	0	7	0	7	23
16:15	0	0	0	0	0	10	0	10	0	0	0	0	0	6	0	6	16
16:30	0	0	0	0	0	15	0	15	0	0	0	0	0	9	0	9	24
16:45	0	0	0	0	0	9	0	9	0	0	0	0	0	5	0	5	14
Total	0	0	0	0	0	50	0	50	0	0	0	0	0	27	0	27	77
17:00	0	0	0	0	0	10	0	10	0	0	0	0	0	10	0	10	20
17:15	0	0	0	0	0	12	0	12	0	0	0	0	0	5	0	5	17
17:30	0	0	0	0	0	11	0	11	0	0	0	0	0	5	0	5	16
17:45	0	0	0	0	0	7	0	7	0	0	0	0	0	8	0	8	15
Total	0	0	0	0	0	40	0	40	0	0	0	0	0	28	0	28	68
Grand Total	0	0	0	0	2	211	0	213	0	0	2	2	0	207	1	208	423
Apprch %	0	0	0		0.9	99.1	0		0	0	100		0	99.5	0.5		
Total %	0	0	0		0.5	49.9	0	50.4	0	0	0.5	0.5	0	48.9	0.2	49.2	

PEDESTRIANS MOVEMENT SUMMARY

CODE / STATION NO.: 025

CITY: Groveland

COUNTY: LAKE

NORTH / SOUTH: Stuckey Loop E (NB)

INTERSECTING ROUTE: SR 50 (Cortez Bv)

MILEPOST: X

OBSERVER: Gerardo

WEATHER: Clear

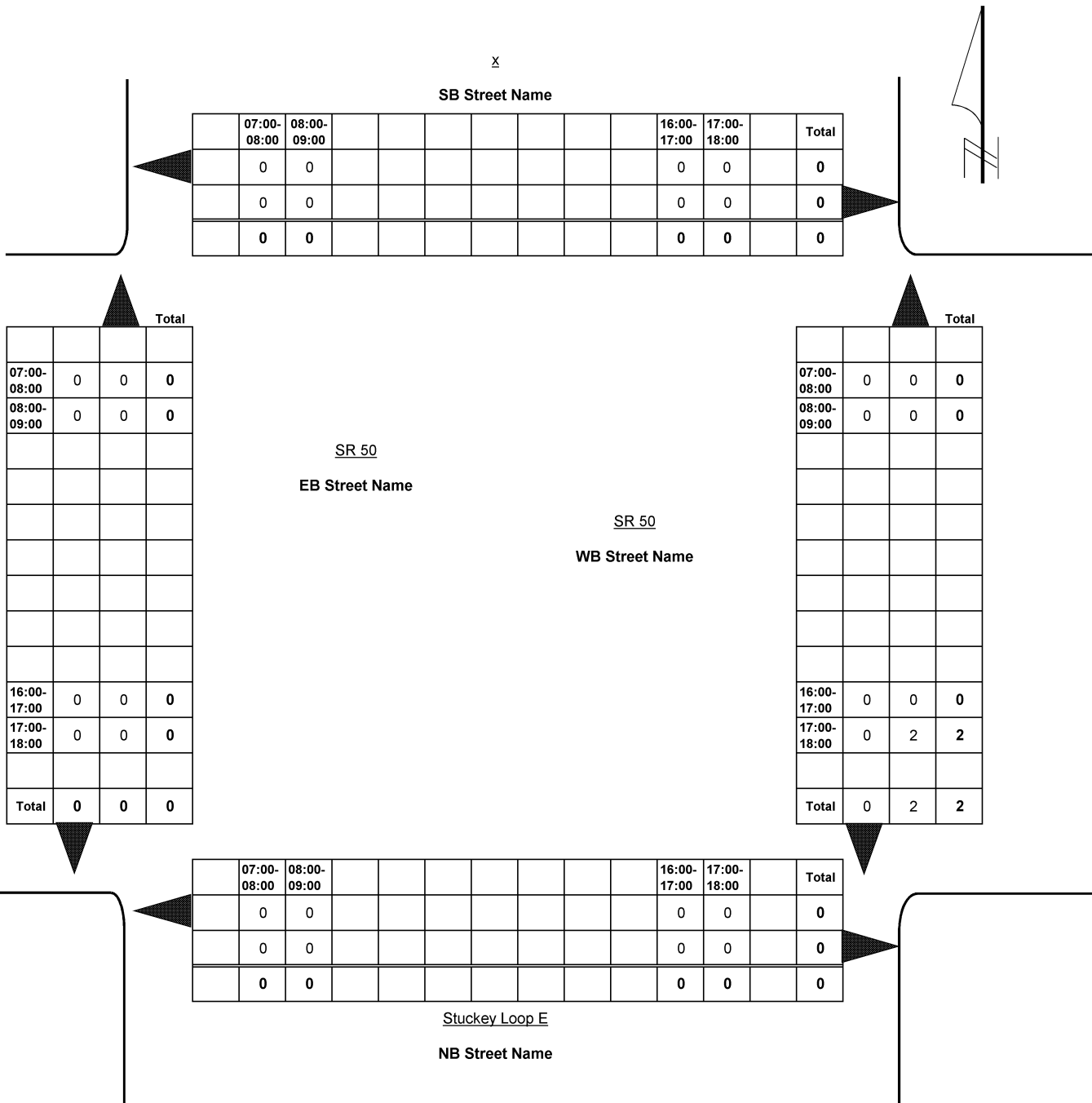
REMARKS: _____

GPS COORDINATES

Latitude	Longitude
00° 00.000' N	000° 00.000' W

FORM COMPLETED BY: Santiago

DATE: 1/11/2017





Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 025
 Counted by: Gerardo
 Weather: Clear
 Location: SR 50 at Stuckey Loop E

File Name : Sta 025_Stuckey Loop E
 Site Code : 00252294
 Start Date : 1/11/2017
 Page No : 1

Groups Printed- General Traffic

Start Time	Southbound				SR 50 Westbound				Stuckey Loop E Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	2	39	0	41	0	0	3	3	0	111	0	111	155
07:15	0	0	0	0	1	57	0	58	1	0	2	3	0	103	0	103	164
07:30	0	0	0	0	0	71	0	71	0	0	4	4	0	105	0	105	180
07:45	0	0	0	0	0	61	0	61	1	0	3	4	0	80	1	81	146
Total	0	0	0	0	3	228	0	231	2	0	12	14	0	399	1	400	645
08:00	0	0	0	0	2	46	0	48	0	0	2	2	0	77	0	77	127
08:15	0	0	0	0	2	40	0	42	0	0	0	0	0	80	0	80	122
08:30	0	0	0	0	2	54	0	56	0	0	2	2	0	62	0	62	120
08:45	0	0	0	0	1	45	0	46	0	0	1	1	0	73	0	73	120
Total	0	0	0	0	7	185	0	192	0	0	5	5	0	292	0	292	489
*** BREAK ***																	
16:00	0	0	0	0	4	91	0	95	0	0	5	5	0	66	0	66	166
16:15	0	0	0	0	4	102	0	106	0	0	2	2	0	49	0	49	157
16:30	0	0	0	0	5	96	0	101	0	0	3	3	0	60	0	60	164
16:45	0	0	0	0	5	108	0	113	0	0	3	3	0	74	1	75	191
Total	0	0	0	0	18	397	0	415	0	0	13	13	0	249	1	250	678
17:00	0	0	0	0	4	104	0	108	0	0	4	4	0	82	1	83	195
17:15	0	0	0	0	9	113	0	122	1	0	3	4	0	80	0	80	206
17:30	0	0	0	0	3	126	0	129	0	0	4	4	0	88	0	88	221
17:45	0	0	0	0	4	96	0	100	0	0	1	1	0	86	0	86	187
Total	0	0	0	0	20	439	0	459	1	0	12	13	0	336	1	337	809
Grand Total	0	0	0	0	48	1249	0	1297	3	0	42	45	0	1276	3	1279	2621
Apprch %	0	0	0		3.7	96.3	0		6.7	0	93.3		0	99.8	0.2		
Total %	0	0	0		1.8	47.7	0	49.5	0.1	0	1.6	1.7	0	48.7	0.1	48.8	

BICYCLES MOVEMENT SUMMARY

CODE / STATION NO.: 025

CITY: Groveland

COUNTY: LAKE

NORTH / SOUTH: Stuckey Loop E (NB)

INTERSECTING ROUTE: SR 50 (Cortez Bv)

MILEPOST: X

OBSERVER: Gerardo

WEATHER: Clear

REMARKS: _____

GPS COORDINATES

Latitude	Longitude
00° 00.000' N	000° 00.000' W


FORM COMPLETED BY: Santiago

DATE: 1/11/2017

X

SB Street Name

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	0	0							0	0		0
	0	0							0	0		0
	0	0							0	0		0



Total

07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
Total	0	0	0

SR 50
EB Street Name

SR 50
WB Street Name

Total

07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
Total	0	0	0

Stuckey Loop E
NB Street Name

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	0	0							0	0		0
	0	0							0	0		0
	0	0							0	0		0



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 025
 Counted by: Gerardo
 Weather: Clear
 Location: SR 50 at Stuckey Loop E

File Name : Sta 025_Stuckey Loop E
 Site Code : 00252294
 Start Date : 1/11/2017
 Page No : 1

Groups Printed- General Traffic - Truck Traffic - Turn Traffic

Start Time	Southbound				SR 50 Westbound				Stuckey Loop E Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	2	62	0	64	0	0	3	3	0	127	0	127	194
07:15	0	0	0	0	1	69	0	70	1	0	3	4	0	126	0	126	200
07:30	0	0	0	0	1	84	0	85	0	0	4	4	0	136	1	137	226
07:45	0	0	0	0	1	71	0	72	1	0	3	4	0	97	1	98	174
Total	0	0	0	0	5	286	0	291	2	0	13	15	0	486	2	488	794
08:00	0	0	0	0	2	65	0	67	0	0	2	2	0	95	0	95	164
08:15	0	0	0	0	2	53	0	55	0	0	0	0	0	98	0	98	153
08:30	0	0	0	0	2	63	0	65	0	0	3	3	0	75	0	75	143
08:45	0	0	0	0	1	67	0	68	0	0	1	1	0	89	0	89	158
Total	0	0	0	0	7	248	0	255	0	0	6	6	0	357	0	357	618
*** BREAK ***																	
16:00	0	0	0	0	4	107	0	111	0	0	5	5	0	73	0	73	189
16:15	0	0	0	0	4	112	0	116	0	0	2	2	0	55	0	55	173
16:30	0	0	0	0	5	111	0	116	0	0	3	3	0	69	0	69	188
16:45	0	0	0	0	5	117	0	122	0	0	3	3	0	79	1	80	205
Total	0	0	0	0	18	447	0	465	0	0	13	13	0	276	1	277	755
17:00	0	0	0	0	4	114	0	118	0	0	4	4	0	92	1	93	215
17:15	0	0	0	0	9	125	0	134	1	0	3	4	0	85	0	85	223
17:30	0	0	0	0	3	137	0	140	0	0	4	4	0	93	0	93	237
17:45	0	0	0	0	4	103	0	107	0	0	1	1	0	94	0	94	202
Total	0	0	0	0	20	479	0	499	1	0	12	13	0	364	1	365	877
Grand Total	0	0	0	0	50	1460	0	1510	3	0	44	47	0	1483	4	1487	3044
Apprch %	0	0	0	0	3.3	96.7	0		6.4	0	93.6		0	99.7	0.3		
Total %	0	0	0	0	1.6	48	0	49.6	0.1	0	1.4	1.5	0	48.7	0.1	48.9	
General Traffic	0	0	0	0	48	1249	0	1297	3	0	42	45	0	1276	3	1279	2621
% General Traffic																	
Truck Traffic	0	0	0	0	2	211	0	213	0	0	2	2	0	207	1	208	423
% Truck Traffic	0	0	0	0	4	14.5	0	14.1	0	0	4.5	4.3	0	14	25	14	13.9
U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 025
 Counted by: Gerardo
 Weather: Clear
 Location: SR 50 at Stuckey Loop E

File Name : Sta 025_Stuckey Loop E
 Site Code : 00252294
 Start Date : 1/11/2017
 Page No : 2

Start Time	Southbound				SR 50 Westbound				Stuckey Loop E Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00																	
07:00	0	0	0	0	2	62	0	64	0	0	3	3	0	127	0	127	194
07:15	0	0	0	0	1	69	0	70	1	0	3	4	0	126	0	126	200
07:30	0	0	0	0	1	84	0	85	0	0	4	4	0	136	1	137	226
07:45	0	0	0	0	1	71	0	72	1	0	3	4	0	97	1	98	174
Total Volume	0	0	0	0	5	286	0	291	2	0	13	15	0	486	2	488	794
% App. Total	0	0	0	0	1.7	98.3	0		13.3	0	86.7		0	99.6	0.4		
PHF	.000	.000	.000	.000	.625	.851	.000	.856	.500	.000	.813	.938	.000	.893	.500	.891	.878

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	0	0	0	0	5	117	0	122	0	0	3	3	0	79	1	80	205
17:00	0	0	0	0	4	114	0	118	0	0	4	4	0	92	1	93	215
17:15	0	0	0	0	9	125	0	134	1	0	3	4	0	85	0	85	223
17:30	0	0	0	0	3	137	0	140	0	0	4	4	0	93	0	93	237
Total Volume	0	0	0	0	21	493	0	514	1	0	14	15	0	349	2	351	880
% App. Total	0	0	0	0	4.1	95.9	0		6.7	0	93.3		0	99.4	0.6		
PHF	.000	.000	.000	.000	.583	.900	.000	.918	.250	.000	.875	.938	.000	.938	.500	.944	.928



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 026
 Counted by: Gerardo
 Weather: Clear
 Location: SR 50 at Douglass Road

File Name : sta 026_sr 50 at douglas rd
 Site Code : 00262295
 Start Date : 1/11/2017
 Page No : 1

Groups Printed- Turn Traffic

Start Time	Douglas Road Southbound				SR 50 Westbound				Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
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 %																	



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 026
 Counted by: Gerardo
 Weather: Clear
 Location: SR 50 at Douglass Road

File Name : sta 026_sr 50 at douglas rd
 Site Code : 00262295
 Start Date : 1/11/2017
 Page No : 1

Groups Printed- Truck Traffic

Start Time	Douglas Road Southbound				SR 50 Westbound				Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	23	0	23	0	0	0	0	2	14	0	16	39
07:15	1	0	2	3	0	10	0	10	0	0	0	0	1	23	0	24	37
07:30	0	0	0	0	0	14	1	15	0	0	0	0	0	31	0	31	46
07:45	2	0	0	2	0	11	0	11	0	0	0	0	0	17	0	17	30
Total	3	0	2	5	0	58	1	59	0	0	0	0	3	85	0	88	152
08:00	0	0	1	1	0	18	0	18	0	0	0	0	0	18	0	18	37
08:15	1	0	0	1	0	13	0	13	0	0	0	0	0	18	0	18	32
08:30	1	0	1	2	0	8	0	8	0	0	0	0	0	14	0	14	24
08:45	1	0	0	1	0	22	1	23	0	0	0	0	0	16	0	16	40
Total	3	0	2	5	0	61	1	62	0	0	0	0	0	66	0	66	133
*** BREAK ***																	
16:00	0	0	0	0	0	16	0	16	0	0	0	0	0	7	0	7	23
16:15	0	0	0	0	0	10	0	10	0	0	0	0	0	6	0	6	16
16:30	0	0	0	0	0	15	0	15	0	0	0	0	0	9	0	9	24
16:45	0	0	0	0	0	9	0	9	0	0	0	0	0	5	0	5	14
Total	0	0	0	0	0	50	0	50	0	0	0	0	0	27	0	27	77
17:00	0	0	0	0	0	10	0	10	0	0	0	0	0	10	0	10	20
17:15	0	0	0	0	0	12	0	12	0	0	0	0	0	5	0	5	17
17:30	0	0	0	0	0	11	0	11	0	0	0	0	0	5	0	5	16
17:45	0	0	0	0	0	7	0	7	0	0	0	0	0	8	0	8	15
Total	0	0	0	0	0	40	0	40	0	0	0	0	0	28	0	28	68
Grand Total	6	0	4	10	0	209	2	211	0	0	0	0	3	206	0	209	430
Apprch %	60	0	40		0	99.1	0.9		0	0	0		1.4	98.6	0		
Total %	1.4	0	0.9	2.3	0	48.6	0.5	49.1	0	0	0	0	0.7	47.9	0	48.6	

PEDESTRIANS MOVEMENT SUMMARY

CODE / STATION NO.: 026
 NORTH / SOUTH: Douglass Road
 OBSERVER: Gerardo
 WEATHER: Clear
 REMARKS: _____

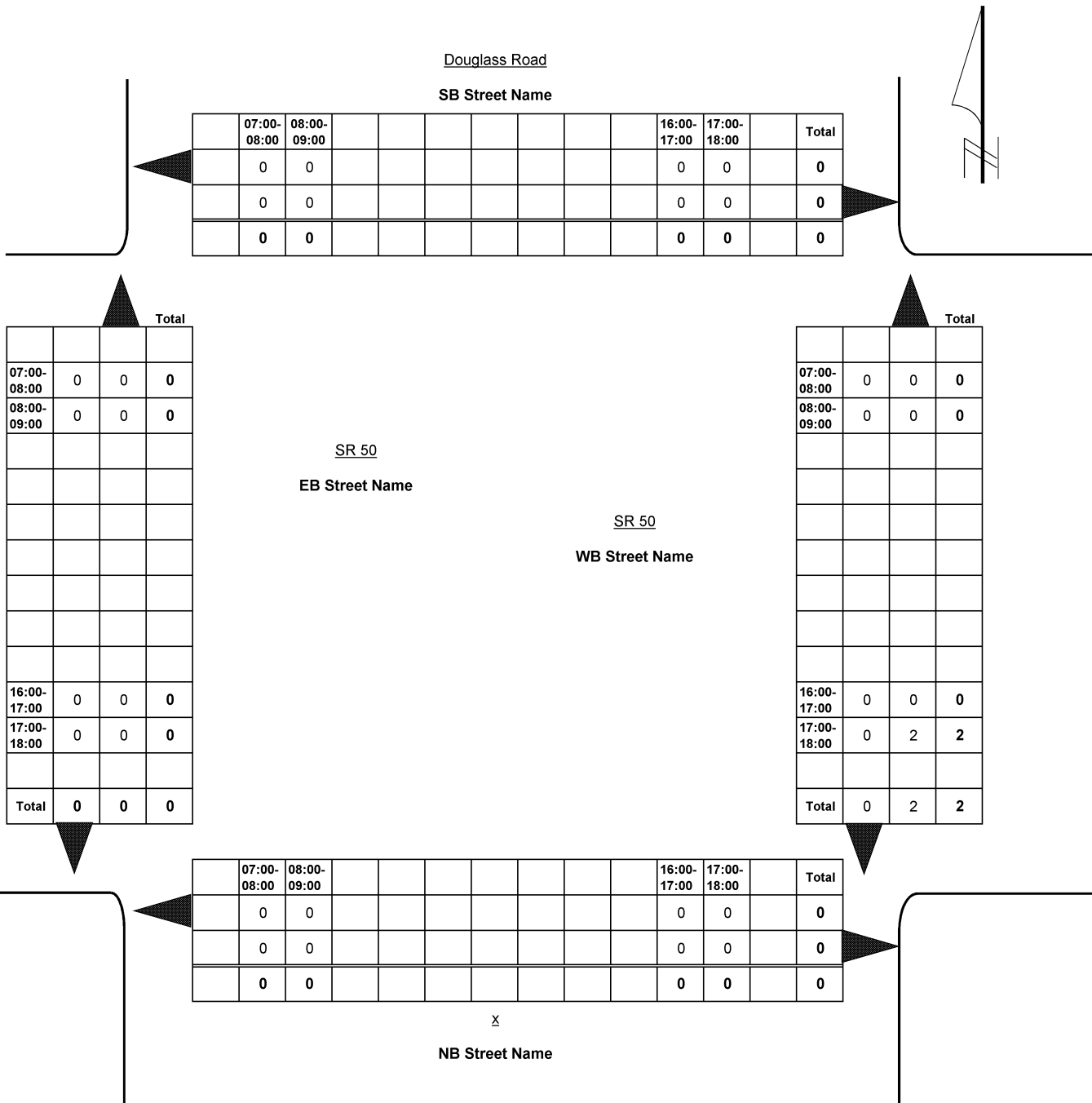
CITY: Groveland
 INTERSECTING ROUTE: SR 50 (Cortez Bv)

COUNTY: LAKE
 MILEPOST: X

GPS COORDINATES	
Latitude	Longitude
00° 00.000' N	000° 00.000' W

FORM COMPLETED BY: Santiago

DATE: 1/11/2017



Douglass Road

SB Street Name

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00	Total
	0	0							0	0	0
	0	0							0	0	0
	0	0							0	0	0

Total

07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
Total	0	0	0

Total

07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	2	2
Total	0	2	2

SR 50

EB Street Name

SR 50

WB Street Name

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00	Total
	0	0							0	0	0
	0	0							0	0	0
	0	0							0	0	0

X

NB Street Name



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 026
 Counted by: Gerardo
 Weather: Clear
 Location: SR 50 at Douglass Road

File Name : sta 026_sr 50 at douglas rd
 Site Code : 00262295
 Start Date : 1/11/2017
 Page No : 1

Groups Printed- General Traffic

Start Time	Douglas Road Southbound				SR 50 Westbound				Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	7	0	1	8	0	40	1	41	0	0	0	0	0	114	0	114	163
07:15	5	0	1	6	0	57	0	57	0	0	0	0	1	104	0	105	168
07:30	5	0	0	5	0	71	0	71	0	0	0	0	0	109	0	109	185
07:45	6	0	0	6	0	61	3	64	0	0	0	0	1	82	0	83	153
Total	23	0	2	25	0	229	4	233	0	0	0	0	2	409	0	411	669
08:00	5	0	2	7	0	46	3	49	0	0	0	0	1	78	0	79	135
08:15	1	0	2	3	0	40	2	42	0	0	0	0	0	80	0	80	125
08:30	2	0	1	3	0	55	3	58	0	0	0	0	1	63	0	64	125
08:45	1	0	0	1	0	46	2	48	0	0	0	0	0	74	0	74	123
Total	9	0	5	14	0	187	10	197	0	0	0	0	2	295	0	297	508
*** BREAK ***																	
16:00	4	0	3	7	1	92	2	95	0	0	0	0	3	68	0	71	173
16:15	3	0	0	3	0	106	2	108	0	0	0	0	0	51	0	51	162
16:30	1	0	1	2	0	100	3	103	0	0	0	0	1	62	0	63	168
16:45	4	0	0	4	0	113	1	114	0	0	0	0	2	75	0	77	195
Total	12	0	4	16	1	411	8	420	0	0	0	0	6	256	0	262	698
17:00	1	0	2	3	0	106	1	107	0	0	0	0	3	83	0	86	196
17:15	4	0	5	9	0	117	6	123	0	0	0	0	3	80	0	83	215
17:30	4	0	2	6	0	127	5	132	0	0	0	0	4	88	0	92	230
17:45	1	0	2	3	0	98	9	107	0	0	0	0	2	85	0	87	197
Total	10	0	11	21	0	448	21	469	0	0	0	0	12	336	0	348	838
Grand Total	54	0	22	76	1	1275	43	1319	0	0	0	0	22	1296	0	1318	2713
Apprch %	71.1	0	28.9		0.1	96.7	3.3		0	0	0		1.7	98.3	0		
Total %	2	0	0.8	2.8	0	47	1.6	48.6	0	0	0	0	0.8	47.8	0	48.6	

BICYCLES MOVEMENT SUMMARY

CODE / STATION NO.: 026
 NORTH / SOUTH: Douglass Road
 OBSERVER: Gerardo
 WEATHER: Clear
 REMARKS: _____

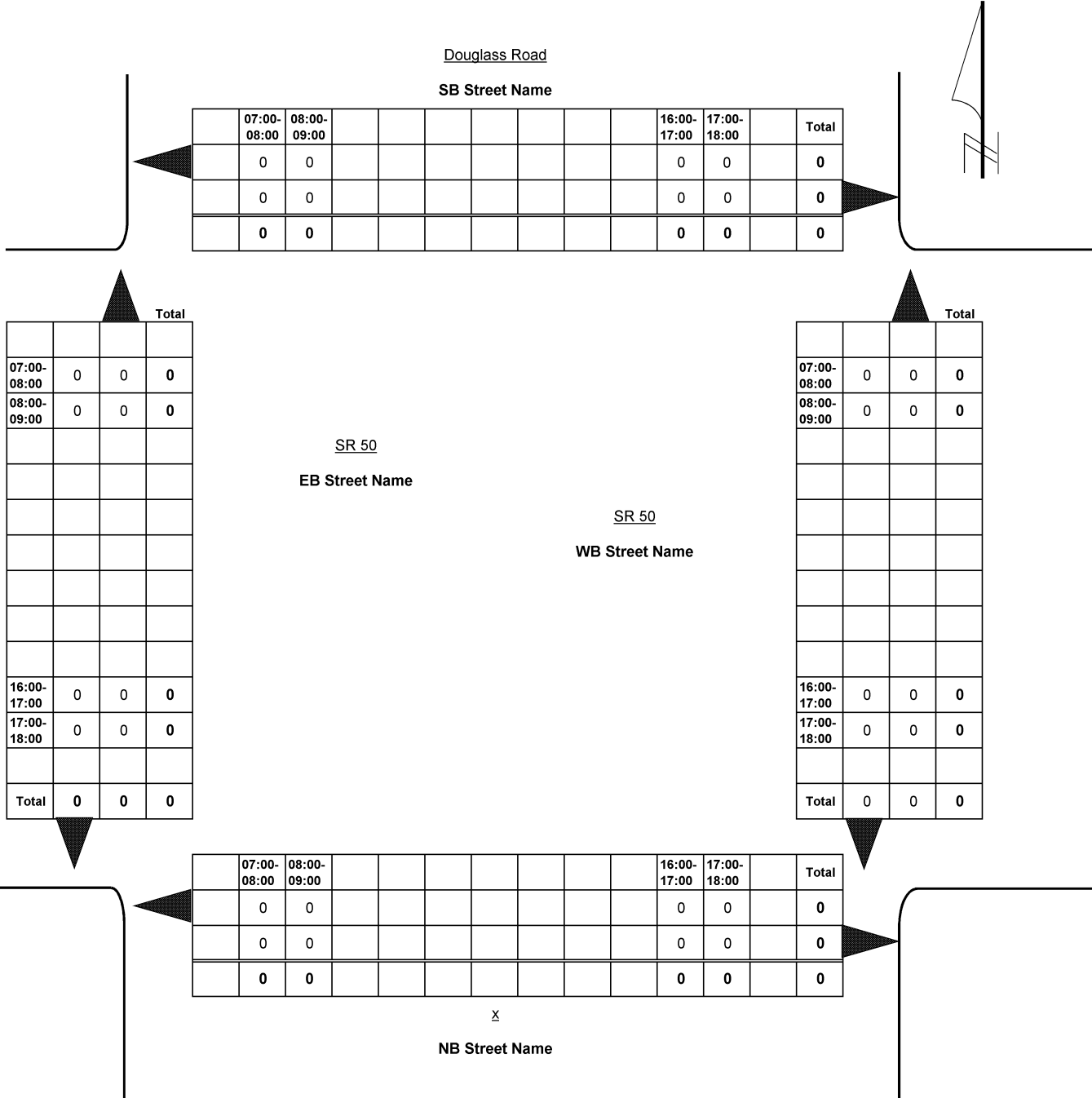
CITY: Groveland
 INTERSECTING ROUTE: SR 50 (Cortez Bv)

COUNTY: LAKE
 MILEPOST: X

GPS COORDINATES	
Latitude	Longitude
00° 00.000' N	000° 00.000' W

FORM COMPLETED BY: Santiago

DATE: 1/11/2017





Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 026
 Counted by: Gerardo
 Weather: Clear
 Location: SR 50 at Douglass Road

File Name : sta 026_sr 50 at douglas rd
 Site Code : 00262295
 Start Date : 1/11/2017
 Page No : 1

Groups Printed- General Traffic - Truck Traffic - Turn Traffic

Start Time	Douglas Road Southbound				SR 50 Westbound				Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	7	0	1	8	0	63	1	64	0	0	0	0	2	128	0	130	202
07:15	6	0	3	9	0	67	0	67	0	0	0	0	2	127	0	129	205
07:30	5	0	0	5	0	85	1	86	0	0	0	0	0	140	0	140	231
07:45	8	0	0	8	0	72	3	75	0	0	0	0	1	99	0	100	183
Total	26	0	4	30	0	287	5	292	0	0	0	0	5	494	0	499	821
08:00	5	0	3	8	0	64	3	67	0	0	0	0	1	96	0	97	172
08:15	2	0	2	4	0	53	2	55	0	0	0	0	0	98	0	98	157
08:30	3	0	2	5	0	63	3	66	0	0	0	0	1	77	0	78	149
08:45	2	0	0	2	0	68	3	71	0	0	0	0	0	90	0	90	163
Total	12	0	7	19	0	248	11	259	0	0	0	0	2	361	0	363	641
*** BREAK ***																	
16:00	4	0	3	7	1	108	2	111	0	0	0	0	3	75	0	78	196
16:15	3	0	0	3	0	116	2	118	0	0	0	0	0	57	0	57	178
16:30	1	0	1	2	0	115	3	118	0	0	0	0	1	71	0	72	192
16:45	4	0	0	4	0	122	1	123	0	0	0	0	2	80	0	82	209
Total	12	0	4	16	1	461	8	470	0	0	0	0	6	283	0	289	775
17:00	1	0	2	3	0	116	1	117	0	0	0	0	3	93	0	96	216
17:15	4	0	5	9	0	129	6	135	0	0	0	0	3	85	0	88	232
17:30	4	0	2	6	0	138	5	143	0	0	0	0	4	93	0	97	246
17:45	1	0	2	3	0	105	9	114	0	0	0	0	2	93	0	95	212
Total	10	0	11	21	0	488	21	509	0	0	0	0	12	364	0	376	906
Grand Total	60	0	26	86	1	1484	45	1530	0	0	0	0	25	1502	0	1527	3143
Apprch %	69.8	0	30.2		0.1	97	2.9		0	0	0		1.6	98.4	0		
Total %	1.9	0	0.8	2.7	0	47.2	1.4	48.7	0	0	0	0	0.8	47.8	0	48.6	
General Traffic	54	0	22	76	1	1275	43	1319	0	0	0	0	22	1296	0	1318	2713
% General Traffic																	
Truck Traffic	6	0	4	10	0	209	2	211	0	0	0	0	3	206	0	209	430
% Truck Traffic	10	0	15.4	11.6	0	14.1	4.4	13.8	0	0	0	0	12	13.7	0	13.7	13.7
U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A

Oviedo, Florida 32765

info@accuratetraffic.com

Station: 026

Counted by: Gerardo

Weather: Clear

Location: SR 50 at Douglass Road

File Name : sta 026_sr 50 at douglas rd

Site Code : 00262295

Start Date : 1/11/2017

Page No : 2

Start Time	Douglas Road Southbound				SR 50 Westbound				Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00																	
07:00	7	0	1	8	0	63	1	64	0	0	0	0	2	128	0	130	202
07:15	6	0	3	9	0	67	0	67	0	0	0	0	2	127	0	129	205
07:30	5	0	0	5	0	85	1	86	0	0	0	0	0	140	0	140	231
07:45	8	0	0	8	0	72	3	75	0	0	0	0	1	99	0	100	183
Total Volume	26	0	4	30	0	287	5	292	0	0	0	0	5	494	0	499	821
% App. Total	86.7	0	13.3		0	98.3	1.7		0	0	0		1	99	0		
PHF	.813	.000	.333	.833	.000	.844	.417	.849	.000	.000	.000	.000	.625	.882	.000	.891	.889

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	1	0	2	3	0	116	1	117	0	0	0	0	3	93	0	96	216
17:15	4	0	5	9	0	129	6	135	0	0	0	0	3	85	0	88	232
17:30	4	0	2	6	0	138	5	143	0	0	0	0	4	93	0	97	246
17:45	1	0	2	3	0	105	9	114	0	0	0	0	2	93	0	95	212
Total Volume	10	0	11	21	0	488	21	509	0	0	0	0	12	364	0	376	906
% App. Total	47.6	0	52.4		0	95.9	4.1		0	0	0		3.2	96.8	0		
PHF	.625	.000	.550	.583	.000	.884	.583	.890	.000	.000	.000	.000	.750	.978	.000	.969	.921



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 027
 Counted by: Gerardo
 Weather: Clear
 Location: SR 50 at Taylor Street

File Name : Sta 027_SR 50 at Taylor St
 Site Code : 02702295
 Start Date : 1/19/2017
 Page No : 1

Groups Printed- Truck Traffic

Start Time	Taylor Street Southbound				SR 50 Westbound				Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	12	1	13	0	0	0	0	0	14	0	14	27
07:15	0	0	0	0	0	6	0	6	0	0	0	0	0	31	0	31	37
07:30	0	0	0	0	0	14	0	14	0	0	0	0	0	37	0	37	51
07:45	0	0	0	0	0	19	1	20	0	0	0	0	0	14	0	14	34
Total	0	0	0	0	0	51	2	53	0	0	0	0	0	96	0	96	149
08:00	0	0	0	0	0	27	0	27	0	0	0	0	0	16	0	16	43
08:15	0	0	0	0	0	15	1	16	0	0	0	0	0	23	0	23	39
08:30	0	0	0	0	0	21	1	22	0	0	0	0	0	23	0	23	45
08:45	0	0	0	0	0	18	0	18	0	0	0	0	0	22	0	22	40
Total	0	0	0	0	0	81	2	83	0	0	0	0	0	84	0	84	167
*** BREAK ***																	
16:00	0	0	0	0	0	8	0	8	0	0	0	0	0	11	0	11	19
16:15	0	0	0	0	0	9	1	10	0	0	0	0	0	8	0	8	18
16:30	0	0	0	0	0	15	0	15	0	0	0	0	0	9	0	9	24
16:45	0	0	0	0	0	13	0	13	0	0	0	0	0	5	0	5	18
Total	0	0	0	0	0	45	1	46	0	0	0	0	0	33	0	33	79
17:00	0	0	0	0	0	13	0	13	0	0	0	0	0	6	0	6	19
17:15	0	0	0	0	0	10	0	10	0	0	0	0	0	6	0	6	16
17:30	0	0	0	0	0	12	0	12	0	0	0	0	0	8	0	8	20
17:45	0	0	0	0	0	8	0	8	0	0	0	0	0	3	0	3	11
Total	0	0	0	0	0	43	0	43	0	0	0	0	0	23	0	23	66
Grand Total	0	0	0	0	0	220	5	225	0	0	0	0	0	236	0	236	461
Apprch %	0	0	0	0	0	97.8	2.2		0	0	0	0	0	100	0		
Total %	0	0	0	0	0	47.7	1.1	48.8	0	0	0	0	0	51.2	0	51.2	



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 027
 Counted by: Gerardo
 Weather: Clear
 Location: SR 50 at Taylor Street

File Name : Sta 027_SR 50 at Taylor St
 Site Code : 02702295
 Start Date : 1/19/2017
 Page No : 1

Groups Printed- Turn Traffic

Start Time	Taylor Street Southbound				SR 50 Westbound				Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Aprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

PEDESTRIANS MOVEMENT SUMMARY

CODE / STATION NO.: 027
 NORTH / SOUTH: Taylor St
 OBSERVER: Gerardo
 WEATHER: Clear
 REMARKS: _____

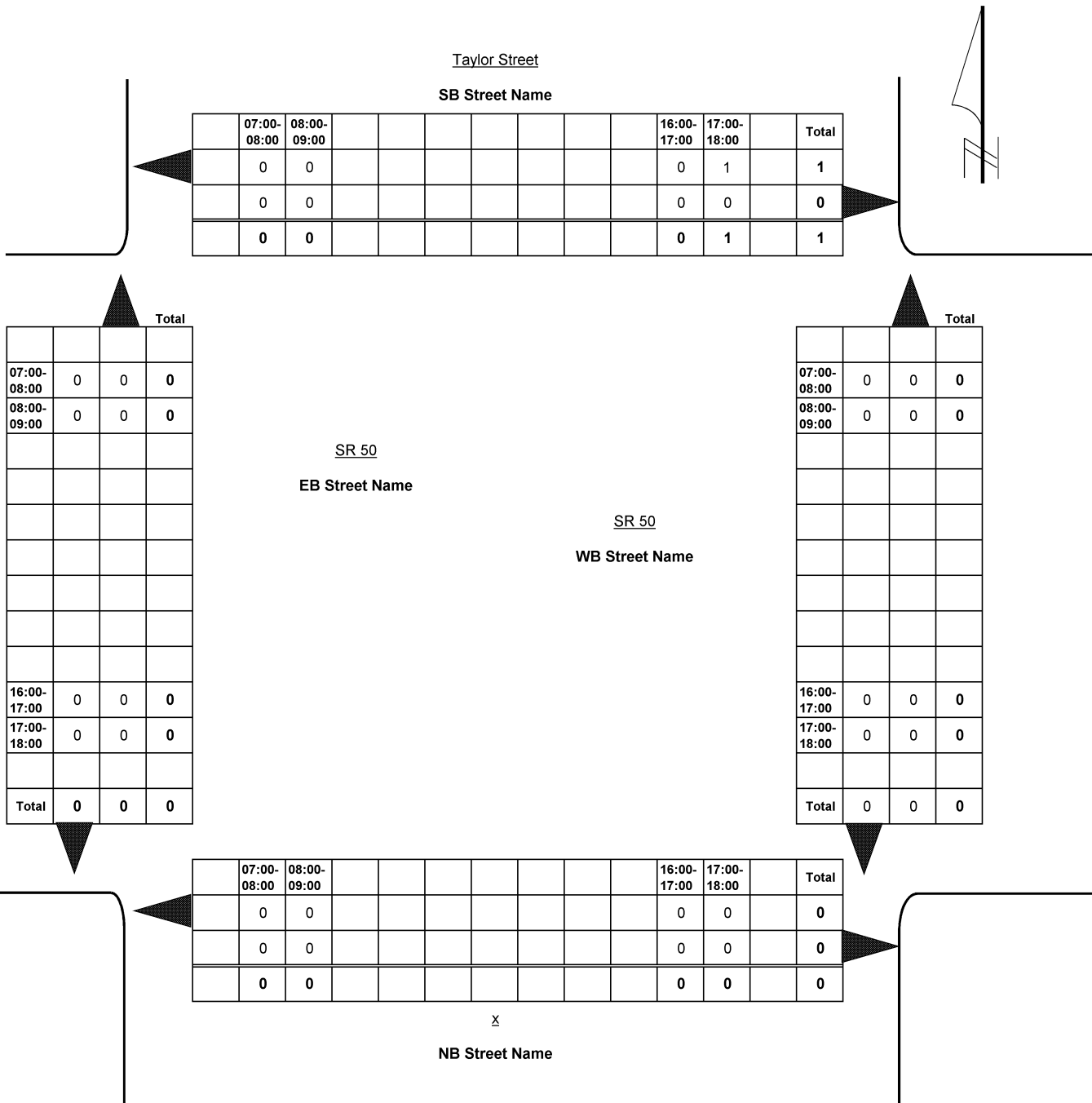
CITY: Mascotte
 INTERSECTING ROUTE: SR 50

COUNTY: LAKE
 MILEPOST: X

GPS COORDINATES	
Latitude	Longitude
00° 00.000' N	000° 00.000' W

FORM COMPLETED BY: Santiago

DATE: 1/19/2017





Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 027
 Counted by: Gerardo
 Weather: Clear
 Location: SR 50 at Taylor Street

File Name : Sta 027_SR 50 at Taylor St
 Site Code : 02702295
 Start Date : 1/19/2017
 Page No : 1

Groups Printed- General Traffic

Start Time	Taylor Street Southbound				SR 50 Westbound				Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	40	0	40	0	0	0	0	0	127	0	127	167
07:15	1	0	0	1	0	61	0	61	0	0	0	0	0	125	0	125	187
07:30	1	0	0	1	0	75	0	75	0	0	0	0	0	103	0	103	179
07:45	1	0	0	1	0	61	0	61	0	0	0	0	0	81	0	81	143
Total	3	0	0	3	0	237	0	237	0	0	0	0	0	436	0	436	676
08:00	0	0	0	0	0	56	0	56	0	0	0	0	0	87	0	87	143
08:15	1	0	0	1	0	57	0	57	0	0	0	0	0	79	0	79	137
08:30	0	0	0	0	0	47	0	47	0	0	0	0	1	83	0	84	131
08:45	0	0	0	0	0	61	0	61	0	0	0	0	0	84	0	84	145
Total	1	0	0	1	0	221	0	221	0	0	0	0	1	333	0	334	556
*** BREAK ***																	
16:00	0	0	0	0	0	128	0	128	0	0	0	0	0	95	0	95	223
16:15	0	0	0	0	0	103	2	105	0	0	0	0	0	93	0	93	198
16:30	1	0	0	1	0	106	0	106	0	0	0	0	0	86	0	86	193
16:45	2	0	0	2	0	119	1	120	0	0	0	0	0	87	0	87	209
Total	3	0	0	3	0	456	3	459	0	0	0	0	0	361	0	361	823
17:00	1	0	0	1	0	113	1	114	0	0	0	0	0	83	0	83	198
17:15	1	0	0	1	0	125	1	126	0	0	0	0	1	95	0	96	223
17:30	2	0	1	3	0	128	2	130	0	0	0	0	0	103	0	103	236
17:45	1	0	0	1	0	116	5	121	0	0	0	0	0	92	0	92	214
Total	5	0	1	6	0	482	9	491	0	0	0	0	1	373	0	374	871
Grand Total	12	0	1	13	0	1396	12	1408	0	0	0	0	2	1503	0	1505	2926
Apprch %	92.3	0	7.7		0	99.1	0.9		0	0	0		0.1	99.9	0		
Total %	0.4	0	0	0.4	0	47.7	0.4	48.1	0	0	0	0	0.1	51.4	0	51.4	

BICYCLES MOVEMENT SUMMARY

CODE / STATION NO.: 027
 NORTH / SOUTH: Taylor St
 OBSERVER: Gerardo
 WEATHER: Clear
 REMARKS: _____

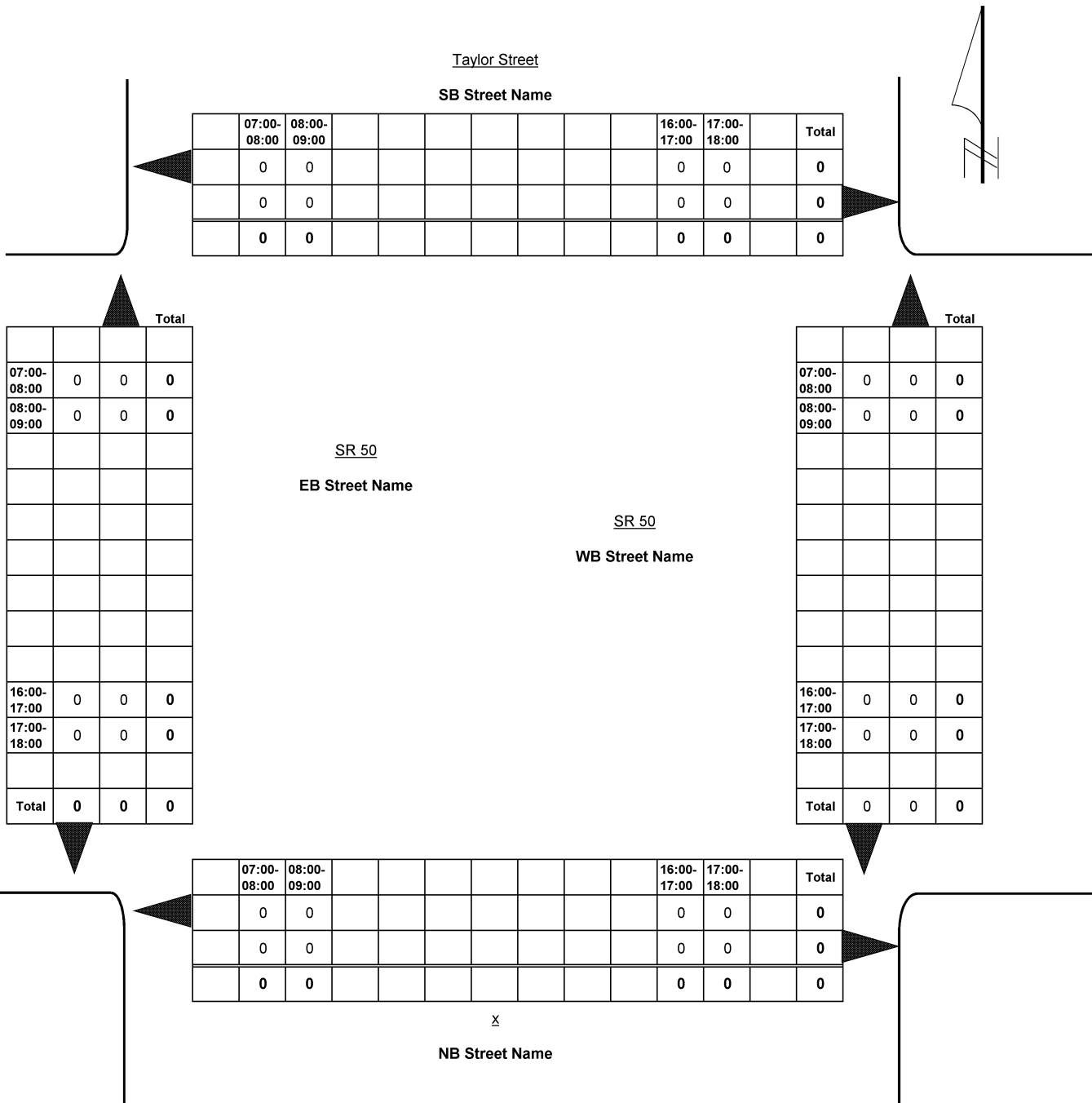
CITY: Mascotte
 INTERSECTING ROUTE: SR 50

COUNTY: LAKE
 MILEPOST: X

GPS COORDINATES	
Latitude	Longitude
00° 00.000' N	000° 00.000' W

FORM COMPLETED BY: Santiago

DATE: 1/19/2017





Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 027
 Counted by: Gerardo
 Weather: Clear
 Location: SR 50 at Taylor Street

File Name : Sta 027_SR 50 at Taylor St
 Site Code : 02702295
 Start Date : 1/19/2017
 Page No : 1

Groups Printed- General Traffic - Truck Traffic - Turn Traffic

Start Time	Taylor Street Southbound				SR 50 Westbound				Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	52	1	53	0	0	0	0	0	141	0	141	194
07:15	1	0	0	1	0	67	0	67	0	0	0	0	0	156	0	156	224
07:30	1	0	0	1	0	89	0	89	0	0	0	0	0	140	0	140	230
07:45	1	0	0	1	0	80	1	81	0	0	0	0	0	95	0	95	177
Total	3	0	0	3	0	288	2	290	0	0	0	0	0	532	0	532	825
08:00	0	0	0	0	0	83	0	83	0	0	0	0	0	103	0	103	186
08:15	1	0	0	1	0	72	1	73	0	0	0	0	0	102	0	102	176
08:30	0	0	0	0	0	68	1	69	0	0	0	0	1	106	0	107	176
08:45	0	0	0	0	0	79	0	79	0	0	0	0	0	106	0	106	185
Total	1	0	0	1	0	302	2	304	0	0	0	0	1	417	0	418	723
*** BREAK ***																	
16:00	0	0	0	0	0	136	0	136	0	0	0	0	0	106	0	106	242
16:15	0	0	0	0	0	112	3	115	0	0	0	0	0	101	0	101	216
16:30	1	0	0	1	0	121	0	121	0	0	0	0	0	95	0	95	217
16:45	2	0	0	2	0	132	1	133	0	0	0	0	0	92	0	92	227
Total	3	0	0	3	0	501	4	505	0	0	0	0	0	394	0	394	902
17:00	1	0	0	1	0	126	1	127	0	0	0	0	0	89	0	89	217
17:15	1	0	0	1	0	135	1	136	0	0	0	0	1	101	0	102	239
17:30	2	0	1	3	0	140	2	142	0	0	0	0	0	111	0	111	256
17:45	1	0	0	1	0	124	5	129	0	0	0	0	0	95	0	95	225
Total	5	0	1	6	0	525	9	534	0	0	0	0	1	396	0	397	937
Grand Total	12	0	1	13	0	1616	17	1633	0	0	0	0	2	1739	0	1741	3387
Apprch %	92.3	0	7.7		0	99	1		0	0	0		0.1	99.9	0		
Total %	0.4	0	0	0.4	0	47.7	0.5	48.2	0	0	0	0	0.1	51.3	0	51.4	
General Traffic	12	0	1	13	0	1396	12	1408	0	0	0	0	2	1503	0	1505	2926
% General Traffic																	
Truck Traffic	0	0	0	0	0	220	5	225	0	0	0	0	0	236	0	236	461
% Truck Traffic	0	0	0	0	0	13.6	29.4	13.8	0	0	0	0	0	13.6	0	13.6	13.6
U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 027
 Counted by: Gerardo
 Weather: Clear
 Location: SR 50 at Taylor Street

File Name : Sta 027_SR 50 at Taylor St
 Site Code : 02702295
 Start Date : 1/19/2017
 Page No : 2

Start Time	Taylor Street Southbound				SR 50 Westbound				Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00																	
07:00	0	0	0	0	0	52	1	53	0	0	0	0	0	141	0	141	194
07:15	1	0	0	1	0	67	0	67	0	0	0	0	0	156	0	156	224
07:30	1	0	0	1	0	89	0	89	0	0	0	0	0	140	0	140	230
07:45	1	0	0	1	0	80	1	81	0	0	0	0	0	95	0	95	177
Total Volume	3	0	0	3	0	288	2	290	0	0	0	0	0	532	0	532	825
% App. Total	100	0	0		0	99.3	0.7		0	0	0	0	0	100	0		
PHF	.750	.000	.000	.750	.000	.809	.500	.815	.000	.000	.000	.000	.000	.853	.000	.853	.897

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	2	0	0	2	0	132	1	133	0	0	0	0	0	92	0	92	227
17:00	1	0	0	1	0	126	1	127	0	0	0	0	0	89	0	89	217
17:15	1	0	0	1	0	135	1	136	0	0	0	0	1	101	0	102	239
17:30	2	0	1	3	0	140	2	142	0	0	0	0	0	111	0	111	256
Total Volume	6	0	1	7	0	533	5	538	0	0	0	0	1	393	0	394	939
% App. Total	85.7	0	14.3		0	99.1	0.9		0	0	0	0	0.3	99.7	0		
PHF	.750	.000	.250	.583	.000	.952	.625	.947	.000	.000	.000	.000	.250	.885	.000	.887	.917



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765

info@accuratetraffic.com

Station: 028
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at Palmwood Av

File Name : Sta 028_SR 50 at Palmwood Av
 Site Code : 00280968
 Start Date : 1/19/2017
 Page No : 1

Groups Printed- Turn Traffic

Start Time	Palmwood Avenue Southbound				SR 50 Westbound				Vacant Lot Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
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 %																	



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 028
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at Palmwood Av

File Name : Sta 028_SR 50 at Palmwood Av
 Site Code : 00280968
 Start Date : 1/19/2017
 Page No : 1

Groups Printed- Truck Traffic

Start Time	Palmwood Avenue Southbound				SR 50 Westbound				Vacant Lot Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	10	0	10	0	0	0	0	0	14	0	14	24
07:15	0	0	0	0	0	3	0	3	0	0	0	0	0	23	0	23	26
07:30	0	0	0	0	0	13	0	13	0	0	0	0	0	23	0	23	36
07:45	0	0	1	1	0	13	0	13	0	0	0	0	0	10	0	10	24
Total	0	0	1	1	0	39	0	39	0	0	0	0	0	70	0	70	110
08:00	0	0	0	0	0	18	0	18	0	0	0	0	0	11	0	11	29
08:15	0	0	0	0	0	16	0	16	0	0	0	0	0	10	0	10	26
08:30	0	0	1	1	0	19	0	19	0	0	0	0	0	12	0	12	32
08:45	0	0	0	0	0	17	0	17	0	0	0	0	0	20	0	20	37
Total	0	0	1	1	0	70	0	70	0	0	0	0	0	53	0	53	124
*** BREAK ***																	
16:00	0	0	0	0	0	8	0	8	0	0	0	0	0	11	0	11	19
16:15	1	0	1	2	0	13	0	13	0	0	0	0	0	8	0	8	23
16:30	0	0	0	0	0	15	0	15	0	0	0	0	0	9	0	9	24
16:45	0	0	0	0	0	14	0	14	0	0	0	0	0	4	0	4	18
Total	1	0	1	2	0	50	0	50	0	0	0	0	0	32	0	32	84
17:00	0	0	0	0	0	15	0	15	0	0	0	0	0	8	0	8	23
17:15	0	0	0	0	0	12	0	12	0	0	0	0	0	8	0	8	20
17:30	0	0	0	0	0	14	0	14	0	0	0	0	0	9	0	9	23
17:45	0	0	0	0	0	12	0	12	0	0	0	0	0	3	0	3	15
Total	0	0	0	0	0	53	0	53	0	0	0	0	0	28	0	28	81
Grand Total	1	0	3	4	0	212	0	212	0	0	0	0	0	183	0	183	399
Apprch %	25	0	75		0	100	0		0	0	0		0	100	0		
Total %	0.3	0	0.8	1	0	53.1	0	53.1	0	0	0	0	0	45.9	0	45.9	

PEDESTRIANS MOVEMENT SUMMARY

CODE / STATION NO.: 028

CITY: Mascotte

COUNTY: LAKE

NORTH / SOUTH: Palmwood Avenue

INTERSECTING ROUTE: SR 50

MILEPOST: X

OBSERVER: Elaine

WEATHER: Clear

REMARKS: _____

GPS COORDINATES

Latitude	Longitude
00° 00.000' N	000° 00.000' W

FORM COMPLETED BY: Santiago

DATE: 1/19/2017

Palmwood Avenue

SB Street Name

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	1	0							0	0		1
	1	1							1	0		3
	2	1							1	0		4



Total

07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
Total	0	0	0

SR 50

EB Street Name

SR 50

WB Street Name

Total

07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
Total	0	0	0

Total

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	0	0							0	1		1
	0	0							0	0		0
	0	0							0	1		1

Concrete Blind Driveway

NB Street Name

Total



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 028
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at Palmwood Av

File Name : Sta 028_SR 50 at Palmwood Av
 Site Code : 00280968
 Start Date : 1/19/2017
 Page No : 1

Groups Printed- General Traffic

Start Time	Palmwood Avenue Southbound				SR 50 Westbound				Vacant Lot Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	42	0	42	0	0	0	0	0	124	0	124	166
07:15	1	0	0	1	0	67	0	67	0	0	0	0	0	143	0	143	211
07:30	3	0	0	3	0	74	0	74	0	0	0	0	0	117	0	117	194
07:45	3	0	0	3	0	68	1	69	0	0	0	0	0	84	0	84	156
Total	7	0	0	7	0	251	1	252	0	0	0	0	0	468	0	468	727
08:00	1	0	0	1	0	65	0	65	0	0	0	0	0	98	0	98	164
08:15	1	0	0	1	0	57	0	57	0	0	0	0	0	85	0	85	143
08:30	0	0	0	0	0	48	0	48	0	0	0	0	0	101	0	101	149
08:45	2	0	0	2	0	61	2	63	0	0	0	0	0	81	0	81	146
Total	4	0	0	4	0	231	2	233	0	0	0	0	0	365	0	365	602
*** BREAK ***																	
16:00	1	0	0	1	0	127	0	127	0	0	0	0	0	102	0	102	230
16:15	1	0	0	1	0	107	0	107	0	0	0	0	1	99	0	100	208
16:30	1	0	1	2	0	97	0	97	0	0	0	0	0	75	0	75	174
16:45	0	0	0	0	0	115	0	115	0	0	0	0	0	98	0	98	213
Total	3	0	1	4	0	446	0	446	0	0	0	0	1	374	0	375	825
17:00	1	0	0	1	0	108	0	108	0	0	0	0	0	81	0	81	190
17:15	0	0	0	0	0	120	0	120	0	0	0	0	0	108	0	108	228
17:30	3	0	0	3	0	123	3	126	0	0	0	0	1	105	0	106	235
17:45	1	0	0	1	0	118	2	120	0	0	0	0	0	96	0	96	217
Total	5	0	0	5	0	469	5	474	0	0	0	0	1	390	0	391	870
Grand Total	19	0	1	20	0	1397	8	1405	0	0	0	0	2	1597	0	1599	3024
Apprch %	95	0	5		0	99.4	0.6		0	0	0		0.1	99.9	0		
Total %	0.6	0	0	0.7	0	46.2	0.3	46.5	0	0	0	0	0.1	52.8	0	52.9	

BICYCLES MOVEMENT SUMMARY

CODE / STATION NO.: 028

CITY: Mascotte

COUNTY: LAKE

NORTH / SOUTH: Palmwood Avenue

INTERSECTING ROUTE: SR 50

MILEPOST: X

OBSERVER: Elaine

WEATHER: Clear

REMARKS: _____

GPS COORDINATES

Latitude	Longitude
00° 00.000' N	000° 00.000' W

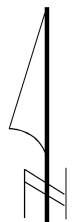
FORM COMPLETED BY: Santiago

DATE: 1/19/2017

Palmwood Avenue

SB Street Name

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	0	0							2	0		2
	0	0							0	0		0
	0	0							2	0		2



SR 50

EB Street Name

SR 50

WB Street Name

Total			
07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
Total	0	0	0

Total			
07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
Total	0	0	0

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	0	0							0	0		0
	0	0							0	1		1
	0	0							0	1		1

Concrete Blind Driveway

NB Street Name



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A

Oviedo, Florida 32765

info@accuratetraffic.com

Station: 028

Counted by: Elaine

Weather: Clear

Location: SR 50 at Palmwood Av

File Name : Sta 028_SR 50 at Palmwood Av

Site Code : 00280968

Start Date : 1/19/2017

Page No : 1

Groups Printed- General Traffic - Truck Traffic - Turn Traffic

Start Time	Palmwood Avenue Southbound				SR 50 Westbound				Vacant Lot Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	52	0	52	0	0	0	0	0	138	0	138	190
07:15	1	0	0	1	0	70	0	70	0	0	0	0	0	166	0	166	237
07:30	3	0	0	3	0	87	0	87	0	0	0	0	0	140	0	140	230
07:45	3	0	1	4	0	81	1	82	0	0	0	0	0	94	0	94	180
Total	7	0	1	8	0	290	1	291	0	0	0	0	0	538	0	538	837
08:00	1	0	0	1	0	83	0	83	0	0	0	0	0	109	0	109	193
08:15	1	0	0	1	0	73	0	73	0	0	0	0	0	95	0	95	169
08:30	0	0	1	1	0	67	0	67	0	0	0	0	0	113	0	113	181
08:45	2	0	0	2	0	78	2	80	0	0	0	0	0	101	0	101	183
Total	4	0	1	5	0	301	2	303	0	0	0	0	0	418	0	418	726
*** BREAK ***																	
16:00	1	0	0	1	0	135	0	135	0	0	0	0	0	113	0	113	249
16:15	2	0	1	3	0	120	0	120	0	0	0	0	1	107	0	108	231
16:30	1	0	1	2	0	112	0	112	0	0	0	0	0	84	0	84	198
16:45	0	0	0	0	0	129	0	129	0	0	0	0	0	102	0	102	231
Total	4	0	2	6	0	496	0	496	0	0	0	0	1	406	0	407	909
17:00	1	0	0	1	0	123	0	123	0	0	0	0	0	89	0	89	213
17:15	0	0	0	0	0	132	0	132	0	0	0	0	0	116	0	116	248
17:30	3	0	0	3	0	137	3	140	0	0	0	0	1	114	0	115	258
17:45	1	0	0	1	0	130	2	132	0	0	0	0	0	99	0	99	232
Total	5	0	0	5	0	522	5	527	0	0	0	0	1	418	0	419	951
Grand Total	20	0	4	24	0	1609	8	1617	0	0	0	0	2	1780	0	1782	3423
Apprch %	83.3	0	16.7		0	99.5	0.5		0	0	0		0.1	99.9	0		
Total %	0.6	0	0.1	0.7	0	47	0.2	47.2	0	0	0	0	0.1	52	0	52.1	
General Traffic	19	0	1	20	0	1397	8	1405	0	0	0	0	2	1597	0	1599	3024
% General Traffic																	
Truck Traffic	1	0	3	4	0	212	0	212	0	0	0	0	0	183	0	183	399
% Truck Traffic	5	0	75	16.7	0	13.2	0	13.1	0	0	0	0	0	10.3	0	10.3	11.7
U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
Oviedo, Florida 32765

info@accuratetraffic.com

Station: 028
Counted by: Elaine
Weather: Clear
Location: SR 50 at Palmwood Av

File Name : Sta 028_SR 50 at Palmwood Av
Site Code : 00280968
Start Date : 1/19/2017
Page No : 2

Start Time	Palmwood Avenue Southbound				SR 50 Westbound				Vacant Lot Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15																	
07:15	1	0	0	1	0	70	0	70	0	0	0	0	0	166	0	166	237
07:30	3	0	0	3	0	87	0	87	0	0	0	0	0	140	0	140	230
07:45	3	0	1	4	0	81	1	82	0	0	0	0	0	94	0	94	180
08:00	1	0	0	1	0	83	0	83	0	0	0	0	0	109	0	109	193
Total Volume	8	0	1	9	0	321	1	322	0	0	0	0	0	509	0	509	840
% App. Total	88.9	0	11.1		0	99.7	0.3		0	0	0	0	0	100	0		
PHF	.667	.000	.250	.563	.000	.922	.250	.925	.000	.000	.000	.000	.000	.767	.000	.767	.886

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	1	0	0	1	0	123	0	123	0	0	0	0	0	89	0	89	213
17:15	0	0	0	0	0	132	0	132	0	0	0	0	0	116	0	116	248
17:30	3	0	0	3	0	137	3	140	0	0	0	0	1	114	0	115	258
17:45	1	0	0	1	0	130	2	132	0	0	0	0	0	99	0	99	232
Total Volume	5	0	0	5	0	522	5	527	0	0	0	0	1	418	0	419	951
% App. Total	100	0	0		0	99.1	0.9		0	0	0	0	0.2	99.8	0		
PHF	.417	.000	.000	.417	.000	.953	.417	.941	.000	.000	.000	.000	.250	.901	.000	.903	.922



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765

info@accuratetraffic.com

Station: 029
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at Bishop Rd

File Name : Sta 029_SR 50 at Bishop Rd
 Site Code : 00290968
 Start Date : 1/26/2017
 Page No : 1

Groups Printed- Turn Traffic

Start Time	Southbound				SR 50 Westbound				Bishop Rd Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
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 %																	



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 029
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at Bishop Rd

File Name : Sta 029_SR 50 at Bishop Rd
 Site Code : 00290968
 Start Date : 1/26/2017
 Page No : 1

Groups Printed- Truck Traffic

Start Time	Southbound				SR 50 Westbound				Bishop Rd Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	1	14	0	15	0	0	0	0	0	26	0	26	41
07:15	0	0	0	0	0	14	0	14	0	0	0	0	0	42	0	42	56
07:30	0	0	0	0	0	32	0	32	0	0	0	0	0	38	0	38	70
07:45	0	0	0	0	0	16	0	16	0	0	0	0	0	12	0	12	28
Total	0	0	0	0	1	76	0	77	0	0	0	0	0	118	0	118	195
08:00	0	0	0	0	0	16	0	16	0	0	0	0	0	26	0	26	42
08:15	0	0	0	0	0	13	0	13	0	0	1	1	0	30	0	30	44
08:30	0	0	0	0	0	19	0	19	0	0	0	0	0	26	0	26	45
08:45	0	0	0	0	0	18	0	18	0	0	0	0	0	16	0	16	34
Total	0	0	0	0	0	66	0	66	0	0	1	1	0	98	0	98	165
*** BREAK ***																	
16:00	0	0	0	0	0	7	0	7	0	0	0	0	0	13	0	13	20
16:15	0	0	0	0	1	12	0	13	0	0	0	0	0	10	0	10	23
16:30	0	0	0	0	0	13	0	13	0	0	0	0	0	4	0	4	17
16:45	0	0	0	0	0	9	0	9	0	0	0	0	0	10	0	10	19
Total	0	0	0	0	1	41	0	42	0	0	0	0	0	37	0	37	79
17:00	0	0	0	0	0	16	0	16	0	0	0	0	0	8	0	8	24
17:15	0	0	0	0	0	9	0	9	0	0	0	0	0	4	0	4	13
17:30	0	0	0	0	0	15	0	15	0	0	0	0	0	5	0	5	20
17:45	0	0	0	0	0	11	0	11	0	0	0	0	0	3	0	3	14
Total	0	0	0	0	0	51	0	51	0	0	0	0	0	20	0	20	71
Grand Total	0	0	0	0	2	234	0	236	0	0	1	1	0	273	0	273	510
Apprch %	0	0	0	0	0.8	99.2	0		0	0	100		0	100	0		
Total %	0	0	0	0	0.4	45.9	0	46.3	0	0	0.2	0.2	0	53.5	0	53.5	

PEDESTRIANS MOVEMENT SUMMARY

CODE / STATION NO.: 029
 NORTH / SOUTH: Bishop Road
 OBSERVER: Elaine
 WEATHER: Clear
 REMARKS: _____

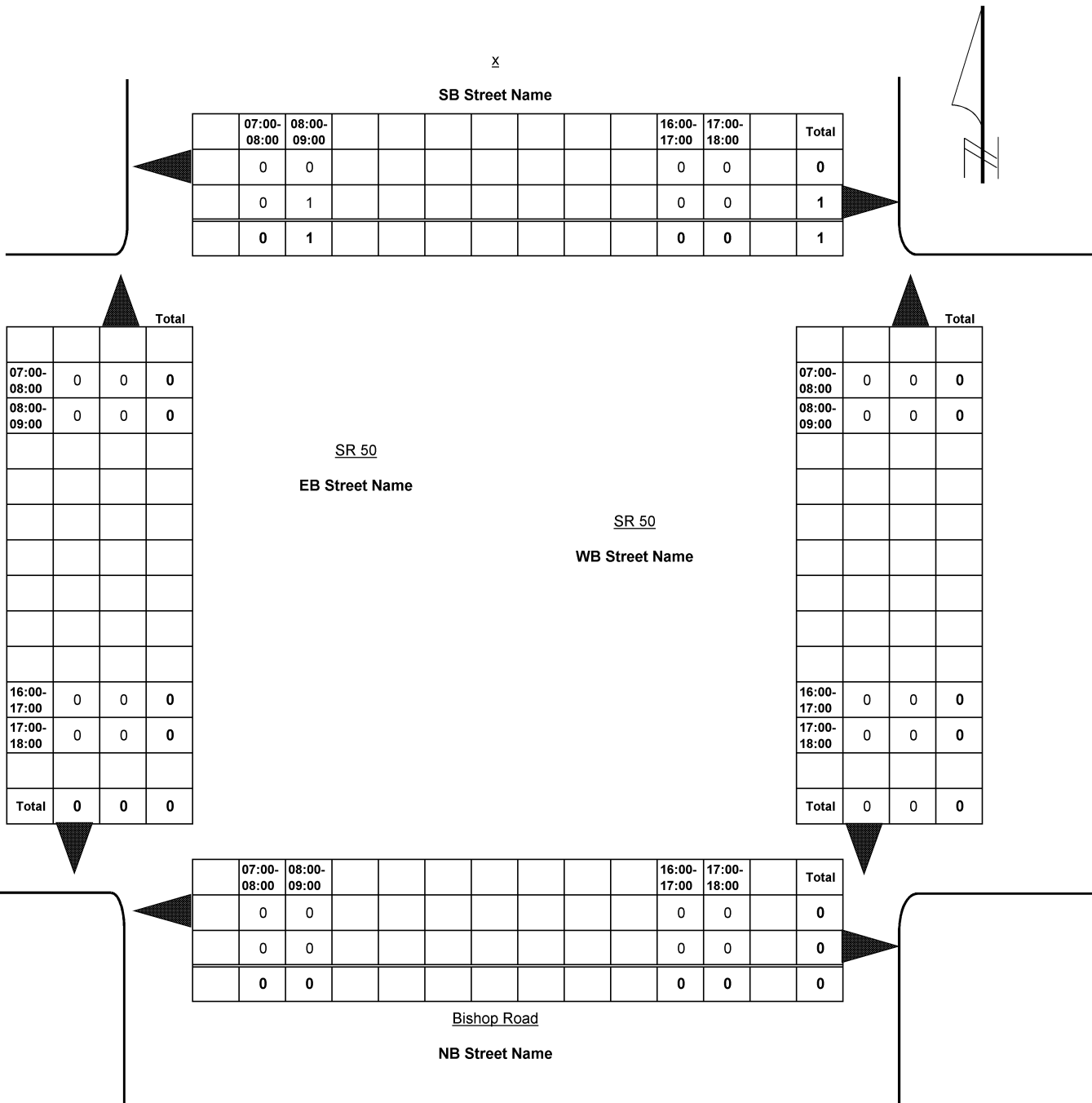
CITY: Mascotte
 INTERSECTING ROUTE: SR 50

COUNTY: LAKE
 MILEPOST: X

GPS COORDINATES	
Latitude	Longitude
00° 00.000' N	000° 00.000' W

FORM COMPLETED BY: Santiago

DATE: 1/26/2017





Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 029
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at Bishop Rd

File Name : Sta 029_SR 50 at Bishop Rd
 Site Code : 00290968
 Start Date : 1/26/2017
 Page No : 1

Groups Printed- General Traffic

Start Time	Southbound				SR 50 Westbound				Bishop Rd Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	52	0	52	0	0	0	0	0	136	0	136	188
07:15	0	0	0	0	0	55	0	55	0	0	0	0	0	104	0	104	159
07:30	0	0	0	0	1	58	0	59	0	0	0	0	0	108	0	108	167
07:45	0	0	0	0	0	52	0	52	0	0	1	1	0	84	1	85	138
Total	0	0	0	0	1	217	0	218	0	0	1	1	0	432	1	433	652
08:00	0	0	0	0	0	46	0	46	0	0	0	0	0	85	0	85	131
08:15	0	0	0	0	0	50	0	50	0	0	0	0	0	73	1	74	124
08:30	0	0	0	0	0	36	0	36	0	0	0	0	0	76	0	76	112
08:45	0	0	0	0	0	54	0	54	0	0	0	0	0	59	0	59	113
Total	0	0	0	0	0	186	0	186	0	0	0	0	0	293	1	294	480
*** BREAK ***																	
16:00	0	0	0	0	0	88	0	88	0	0	0	0	0	84	0	84	172
16:15	0	0	0	0	0	105	0	105	0	0	1	1	0	85	0	85	191
16:30	0	0	0	0	1	122	0	123	0	0	1	1	0	95	0	95	219
16:45	0	0	0	0	0	103	0	103	1	0	0	1	0	76	0	76	180
Total	0	0	0	0	1	418	0	419	1	0	2	3	0	340	0	340	762
17:00	0	0	0	0	0	106	0	106	1	0	3	4	0	104	0	104	214
17:15	0	0	0	0	0	118	0	118	0	0	0	0	0	109	0	109	227
17:30	0	0	0	0	0	118	0	118	0	0	0	0	0	103	0	103	221
17:45	0	0	0	0	0	95	0	95	0	0	0	0	0	96	0	96	191
Total	0	0	0	0	0	437	0	437	1	0	3	4	0	412	0	412	853
Grand Total	0	0	0	0	2	1258	0	1260	2	0	6	8	0	1477	2	1479	2747
Apprch %	0	0	0		0.2	99.8	0		25	0	75		0	99.9	0.1		
Total %	0	0	0		0.1	45.8	0	45.9	0.1	0	0.2	0.3	0	53.8	0.1	53.8	

BICYCLES MOVEMENT SUMMARY

CODE / STATION NO.: 029
 NORTH / SOUTH: Bishop Road
 OBSERVER: Elaine
 WEATHER: Clear
 REMARKS: _____

CITY: Mascotte
 INTERSECTING ROUTE: SR 50

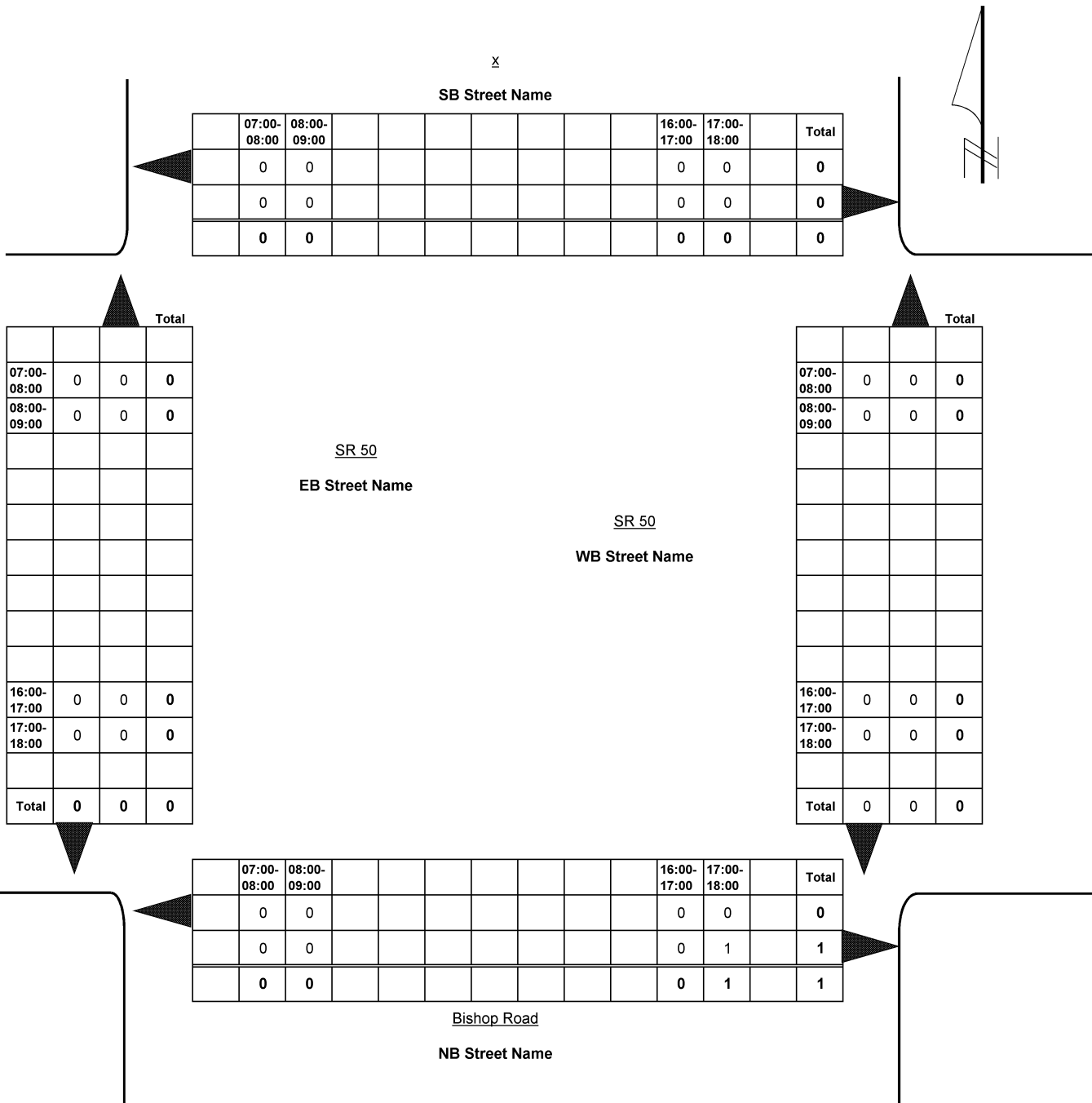
COUNTY: LAKE
 MILEPOST: X

GPS COORDINATES

Latitude	Longitude
00° 00.000' N	000° 00.000' W

FORM COMPLETED BY: Santiago

DATE: 1/26/2017





Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
Oviedo, Florida 32765

info@accuratetraffic.com

Station: 029
Counted by: Elaine
Weather: Clear
Location: SR 50 at Bishop Rd

File Name : Sta 029_SR 50 at Bishop Rd
Site Code : 00290968
Start Date : 1/26/2017
Page No : 1

Groups Printed- General Traffic - Truck Traffic - Turn Traffic

Start Time	Southbound				SR 50 Westbound				Bishop Rd Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	1	66	0	67	0	0	0	0	0	162	0	162	229
07:15	0	0	0	0	0	69	0	69	0	0	0	0	0	146	0	146	215
07:30	0	0	0	0	1	90	0	91	0	0	0	0	0	146	0	146	237
07:45	0	0	0	0	0	68	0	68	0	0	1	1	0	96	1	97	166
Total	0	0	0	0	2	293	0	295	0	0	1	1	0	550	1	551	847
08:00	0	0	0	0	0	62	0	62	0	0	0	0	0	111	0	111	173
08:15	0	0	0	0	0	63	0	63	0	0	1	1	0	103	1	104	168
08:30	0	0	0	0	0	55	0	55	0	0	0	0	0	102	0	102	157
08:45	0	0	0	0	0	72	0	72	0	0	0	0	0	75	0	75	147
Total	0	0	0	0	0	252	0	252	0	0	1	1	0	391	1	392	645
*** BREAK ***																	
16:00	0	0	0	0	0	95	0	95	0	0	0	0	0	97	0	97	192
16:15	0	0	0	0	1	117	0	118	0	0	1	1	0	95	0	95	214
16:30	0	0	0	0	1	135	0	136	0	0	1	1	0	99	0	99	236
16:45	0	0	0	0	0	112	0	112	1	0	0	1	0	86	0	86	199
Total	0	0	0	0	2	459	0	461	1	0	2	3	0	377	0	377	841
17:00	0	0	0	0	0	122	0	122	1	0	3	4	0	112	0	112	238
17:15	0	0	0	0	0	127	0	127	0	0	0	0	0	113	0	113	240
17:30	0	0	0	0	0	133	0	133	0	0	0	0	0	108	0	108	241
17:45	0	0	0	0	0	106	0	106	0	0	0	0	0	99	0	99	205
Total	0	0	0	0	0	488	0	488	1	0	3	4	0	432	0	432	924
Grand Total	0	0	0	0	4	1492	0	1496	2	0	7	9	0	1750	2	1752	3257
Apprch %	0	0	0		0.3	99.7	0		22.2	0	77.8		0	99.9	0.1		
Total %	0	0	0	0	0.1	45.8	0	45.9	0.1	0	0.2	0.3	0	53.7	0.1	53.8	
General Traffic	0	0	0	0	2	1258	0	1260	2	0	6	8	0	1477	2	1479	2747
% General Traffic																	
Truck Traffic	0	0	0	0	2	234	0	236	0	0	1	1	0	273	0	273	510
% Truck Traffic	0	0	0	0	50	15.7	0	15.8	0	0	14.3	11.1	0	15.6	0	15.6	15.7
U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
Oviedo, Florida 32765

info@accuratetraffic.com

Station: 029
Counted by: Elaine
Weather: Clear
Location: SR 50 at Bishop Rd

File Name : Sta 029_SR 50 at Bishop Rd
Site Code : 00290968
Start Date : 1/26/2017
Page No : 2

Start Time	Southbound				SR 50 Westbound				Bishop Rd Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00																	
07:00	0	0	0	0	1	66	0	67	0	0	0	0	0	162	0	162	229
07:15	0	0	0	0	0	69	0	69	0	0	0	0	0	146	0	146	215
07:30	0	0	0	0	1	90	0	91	0	0	0	0	0	146	0	146	237
07:45	0	0	0	0	0	68	0	68	0	0	1	1	0	96	1	97	166
Total Volume	0	0	0	0	2	293	0	295	0	0	1	1	0	550	1	551	847
% App. Total	0	0	0	0	0.7	99.3	0	100	0	0	100	100	0	99.8	0.2	100	100
PHF	.000	.000	.000	.000	.500	.814	.000	.810	.000	.000	.250	.250	.000	.849	.250	.850	.893

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	0	0	0	0	0	122	0	122	1	0	3	4	0	112	0	112	238
17:15	0	0	0	0	0	127	0	127	0	0	0	0	0	113	0	113	240
17:30	0	0	0	0	0	133	0	133	0	0	0	0	0	108	0	108	241
17:45	0	0	0	0	0	106	0	106	0	0	0	0	0	99	0	99	205
Total Volume	0	0	0	0	0	488	0	488	1	0	3	4	0	432	0	432	924
% App. Total	0	0	0	0	0	100	0	100	.25	0	.75	.75	0	100	0	100	100
PHF	.000	.000	.000	.000	.000	.917	.000	.917	.250	.000	.250	.250	.000	.956	.000	.956	.959



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765

info@accuratetraffic.com

Station: 030
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at Hibiscus Av

File Name : Sta 030_SR 50 at Hibiscus Av
 Site Code : 00302331
 Start Date : 1/19/2017
 Page No : 1

Groups Printed- Turn Traffic

Start Time	Hibiscus Avenue Southbound				SR 50 Westbound				Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
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 %																	



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 030
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at Hibiscus Av

File Name : Sta 030_SR 50 at Hibiscus Av
 Site Code : 00302331
 Start Date : 1/19/2017
 Page No : 1

Groups Printed- Truck Traffic

Start Time	Hibiscus Avenue Southbound				SR 50 Westbound				Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	11	0	11	0	0	0	0	0	18	0	18	29
07:15	0	0	0	0	0	8	0	8	0	0	0	0	0	34	0	34	42
07:30	0	0	0	0	0	17	0	17	0	0	0	0	0	35	0	35	52
07:45	0	0	0	0	0	19	1	20	0	0	0	0	0	9	0	9	29
Total	0	0	0	0	0	55	1	56	0	0	0	0	0	96	0	96	152
08:00	0	0	0	0	0	25	0	25	0	0	0	0	0	20	0	20	45
08:15	0	0	0	0	0	20	0	20	0	0	0	0	0	16	0	16	36
08:30	0	0	0	0	0	22	1	23	0	0	0	0	0	21	0	21	44
08:45	1	0	0	1	0	14	0	14	0	0	0	0	0	16	0	16	31
Total	1	0	0	1	0	81	1	82	0	0	0	0	0	73	0	73	156
*** BREAK ***																	
16:00	0	0	0	0	0	8	0	8	0	0	0	0	0	10	0	10	18
16:15	1	0	0	1	0	12	1	13	0	0	0	0	0	8	0	8	22
16:30	0	0	0	0	0	20	0	20	0	0	0	0	0	8	0	8	28
16:45	0	0	0	0	0	11	0	11	0	0	0	0	0	4	0	4	15
Total	1	0	0	1	0	51	1	52	0	0	0	0	0	30	0	30	83
17:00	0	0	0	0	0	16	0	16	0	0	0	0	0	8	0	8	24
17:15	1	0	0	1	0	10	1	11	0	0	0	0	0	8	0	8	20
17:30	0	0	0	0	0	15	0	15	0	0	0	0	0	9	0	9	24
17:45	0	0	0	0	0	15	0	15	0	0	0	0	0	3	0	3	18
Total	1	0	0	1	0	56	1	57	0	0	0	0	0	28	0	28	86
Grand Total	3	0	0	3	0	243	4	247	0	0	0	0	0	227	0	227	477
Apprch %	100	0	0		0	98.4	1.6		0	0	0		0	100	0		
Total %	0.6	0	0	0.6	0	50.9	0.8	51.8	0	0	0	0	0	47.6	0	47.6	

PEDESTRIANS MOVEMENT SUMMARY

CODE / STATION NO.: 030
 NORTH / SOUTH: Hibiscus Avenue
 OBSERVER: Elaine
 WEATHER: Clear
 REMARKS: _____

CITY: Mascotte
 INTERSECTING ROUTE: SR 50

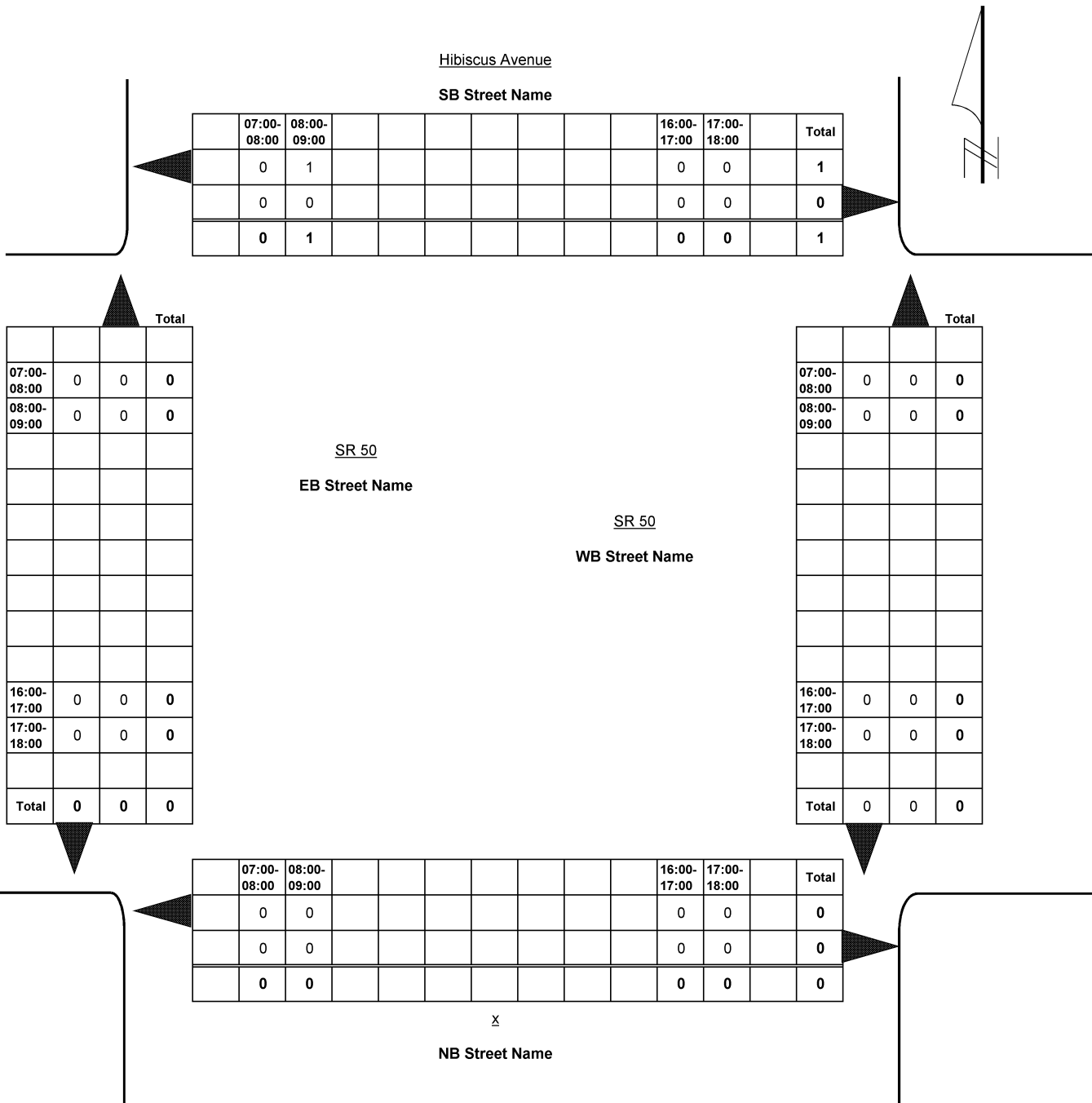
COUNTY: LAKE
 MILEPOST: X

GPS COORDINATES

Latitude	Longitude
00° 00.000' N	000° 00.000' W

FORM COMPLETED BY: Santiago

DATE: 1/19/2017





Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 030
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at Hibiscus Av

File Name : Sta 030_SR 50 at Hibiscus Av
 Site Code : 00302331
 Start Date : 1/19/2017
 Page No : 1

Groups Printed- General Traffic

Start Time	Hibiscus Avenue Southbound				SR 50 Westbound				Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	36	2	38	0	0	0	0	0	113	0	113	151
07:15	1	0	0	1	0	61	0	61	0	0	0	0	0	134	0	134	196
07:30	2	0	0	2	0	68	1	69	0	0	0	0	0	117	0	117	188
07:45	4	0	0	4	0	63	2	65	0	0	0	0	0	93	0	93	162
Total	7	0	0	7	0	228	5	233	0	0	0	0	0	457	0	457	697
08:00	1	0	0	1	0	54	1	55	0	0	0	0	0	87	0	87	143
08:15	1	0	0	1	0	53	2	55	0	0	0	0	0	84	0	84	140
08:30	1	0	0	1	0	42	1	43	0	0	0	0	0	92	0	92	136
08:45	3	0	0	3	0	65	1	66	0	0	0	0	0	91	0	91	160
Total	6	0	0	6	0	214	5	219	0	0	0	0	0	354	0	354	579
*** BREAK ***																	
16:00	3	0	1	4	0	119	2	121	0	0	0	0	0	104	0	104	229
16:15	3	0	0	3	0	104	0	104	0	0	0	0	0	91	0	91	198
16:30	0	0	0	0	0	103	2	105	0	0	0	0	0	81	0	81	186
16:45	6	0	0	6	0	112	1	113	0	0	0	0	0	105	0	105	224
Total	12	0	1	13	0	438	5	443	0	0	0	0	0	381	0	381	837
17:00	1	0	1	2	0	102	3	105	0	0	0	0	1	81	0	82	189
17:15	3	0	0	3	0	122	1	123	0	0	0	0	0	109	0	109	235
17:30	2	0	0	2	0	121	4	125	0	0	0	0	0	108	0	108	235
17:45	1	0	0	1	0	113	5	118	0	0	0	0	0	95	0	95	214
Total	7	0	1	8	0	458	13	471	0	0	0	0	1	393	0	394	873
Grand Total	32	0	2	34	0	1338	28	1366	0	0	0	0	1	1585	0	1586	2986
Apprch %	94.1	0	5.9		0	98	2		0	0	0		0.1	99.9	0		
Total %	1.1	0	0.1	1.1	0	44.8	0.9	45.7	0	0	0	0	0	53.1	0	53.1	

BICYCLES MOVEMENT SUMMARY

CODE / STATION NO.: 030
 NORTH / SOUTH: Hibiscus Avenue
 OBSERVER: Elaine
 WEATHER: Clear
 REMARKS: _____

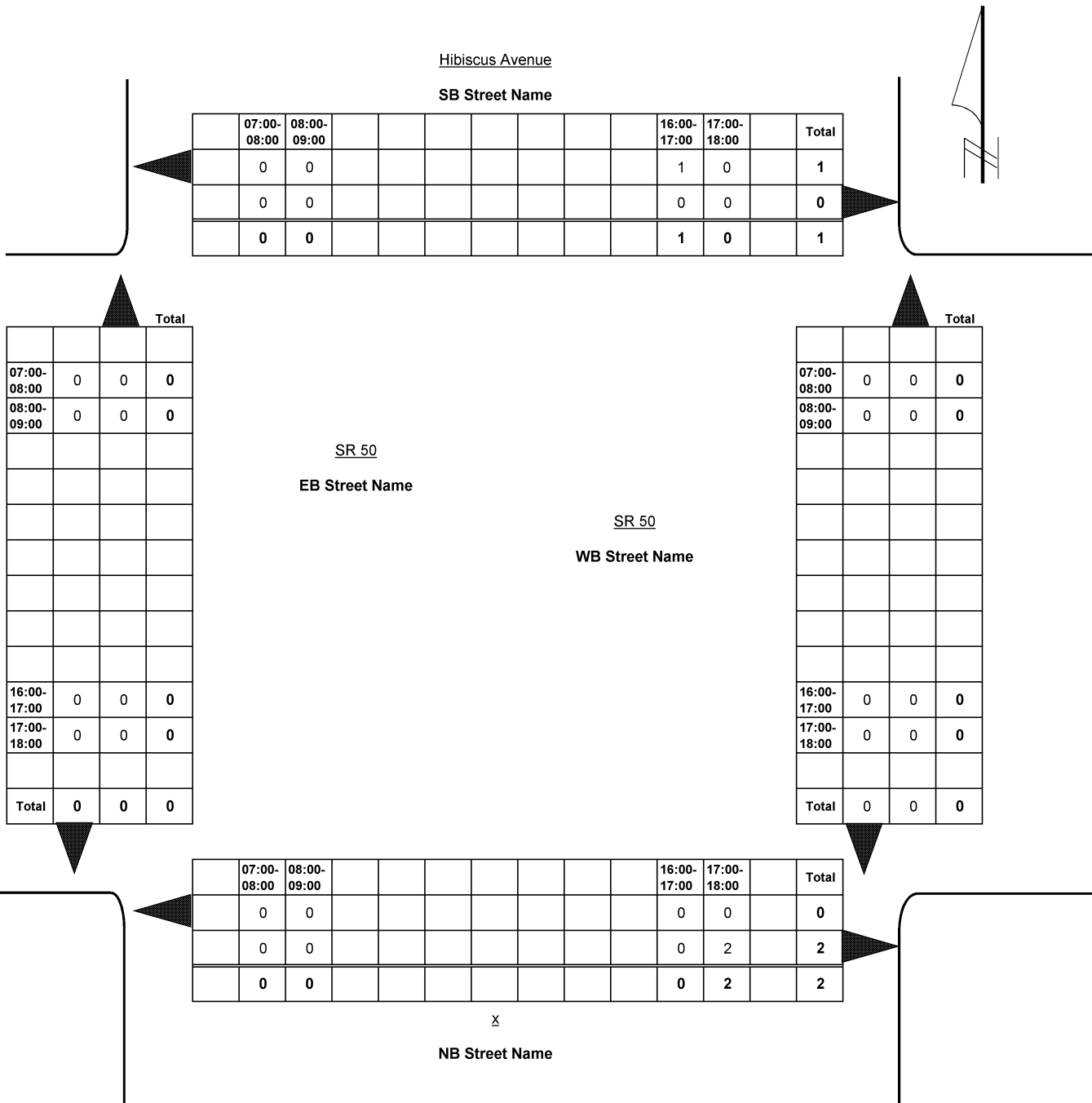
CITY: Mascotte
 INTERSECTING ROUTE: SR 50

COUNTY: LAKE
 MILEPOST: X

GPS COORDINATES	
Latitude	Longitude
00° 00.000' N	000° 00.000' W

FORM COMPLETED BY: Santiago

DATE: 1/19/2017





Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 030
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at Hibiscus Av

File Name : Sta 030_SR 50 at Hibiscus Av
 Site Code : 00302331
 Start Date : 1/19/2017
 Page No : 1

Groups Printed- General Traffic - Truck Traffic - Turn Traffic

Start Time	Hibiscus Avenue Southbound				SR 50 Westbound				Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	47	2	49	0	0	0	0	0	131	0	131	180
07:15	1	0	0	1	0	69	0	69	0	0	0	0	0	168	0	168	238
07:30	2	0	0	2	0	85	1	86	0	0	0	0	0	152	0	152	240
07:45	4	0	0	4	0	82	3	85	0	0	0	0	0	102	0	102	191
Total	7	0	0	7	0	283	6	289	0	0	0	0	0	553	0	553	849
08:00	1	0	0	1	0	79	1	80	0	0	0	0	0	107	0	107	188
08:15	1	0	0	1	0	73	2	75	0	0	0	0	0	100	0	100	176
08:30	1	0	0	1	0	64	2	66	0	0	0	0	0	113	0	113	180
08:45	4	0	0	4	0	79	1	80	0	0	0	0	0	107	0	107	191
Total	7	0	0	7	0	295	6	301	0	0	0	0	0	427	0	427	735
*** BREAK ***																	
16:00	3	0	1	4	0	127	2	129	0	0	0	0	0	114	0	114	247
16:15	4	0	0	4	0	116	1	117	0	0	0	0	0	99	0	99	220
16:30	0	0	0	0	0	123	2	125	0	0	0	0	0	89	0	89	214
16:45	6	0	0	6	0	123	1	124	0	0	0	0	0	109	0	109	239
Total	13	0	1	14	0	489	6	495	0	0	0	0	0	411	0	411	920
17:00	1	0	1	2	0	118	3	121	0	0	0	0	1	89	0	90	213
17:15	4	0	0	4	0	132	2	134	0	0	0	0	0	117	0	117	255
17:30	2	0	0	2	0	136	4	140	0	0	0	0	0	117	0	117	259
17:45	1	0	0	1	0	128	5	133	0	0	0	0	0	98	0	98	232
Total	8	0	1	9	0	514	14	528	0	0	0	0	1	421	0	422	959
Grand Total	35	0	2	37	0	1581	32	1613	0	0	0	0	1	1812	0	1813	3463
Apprch %	94.6	0	5.4		0	98	2		0	0	0		0.1	99.9	0		
Total %	1	0	0.1	1.1	0	45.7	0.9	46.6	0	0	0	0	0	52.3	0	52.4	
General Traffic	32	0	2	34	0	1338	28	1366	0	0	0	0	1	1585	0	1586	2986
% General Traffic																	
Truck Traffic	3	0	0	3	0	243	4	247	0	0	0	0	0	227	0	227	477
% Truck Traffic	8.6	0	0	8.1	0	15.4	12.5	15.3	0	0	0	0	0	12.5	0	12.5	13.8
U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
Oviedo, Florida 32765

info@accuratetraffic.com

Station: 030
Counted by: Elaine
Weather: Clear
Location: SR 50 at Hibiscus Av

File Name : Sta 030_SR 50 at Hibiscus Av
Site Code : 00302331
Start Date : 1/19/2017
Page No : 2

Start Time	Hibiscus Avenue Southbound				SR 50 Westbound				Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15																	
07:15	1	0	0	1	0	69	0	69	0	0	0	0	0	168	0	168	238
07:30	2	0	0	2	0	85	1	86	0	0	0	0	0	152	0	152	240
07:45	4	0	0	4	0	82	3	85	0	0	0	0	0	102	0	102	191
08:00	1	0	0	1	0	79	1	80	0	0	0	0	0	107	0	107	188
Total Volume	8	0	0	8	0	315	5	320	0	0	0	0	0	529	0	529	857
% App. Total	100	0	0		0	98.4	1.6		0	0	0	0	0	100	0		
PHF	.500	.000	.000	.500	.000	.926	.417	.930	.000	.000	.000	.000	.000	.787	.000	.787	.893

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	6	0	0	6	0	123	1	124	0	0	0	0	0	109	0	109	239
17:00	1	0	1	2	0	118	3	121	0	0	0	0	1	89	0	90	213
17:15	4	0	0	4	0	132	2	134	0	0	0	0	0	117	0	117	255
17:30	2	0	0	2	0	136	4	140	0	0	0	0	0	117	0	117	259
Total Volume	13	0	1	14	0	509	10	519	0	0	0	0	1	432	0	433	966
% App. Total	92.9	0	7.1		0	98.1	1.9		0	0	0	0	0.2	99.8	0		
PHF	.542	.000	.250	.583	.000	.936	.625	.927	.000	.000	.000	.000	.250	.923	.000	.925	.932



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 031
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at Bishop Av

File Name : sta 031_sr 50 at bishop av
 Site Code : 00310968
 Start Date : 1/19/2017
 Page No : 1

Groups Printed- Turn Traffic

Start Time	Southbound				SR 50 Westbound				Bishop Avenue Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
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 %																	



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 031
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at Bishop Av

File Name : sta 031_sr 50 at bishop av
 Site Code : 00310968
 Start Date : 1/19/2017
 Page No : 1

Groups Printed- Truck Traffic

Start Time	Southbound				SR 50 Westbound				Bishop Avenue Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	11	0	11	0	0	0	0	0	18	0	18	29
07:15	0	0	0	0	0	8	0	8	0	0	0	0	0	34	0	34	42
07:30	0	0	0	0	0	17	0	17	0	0	0	0	0	35	0	35	52
07:45	0	0	0	0	0	20	0	20	0	0	0	0	0	9	0	9	29
Total	0	0	0	0	0	56	0	56	0	0	0	0	0	96	0	96	152
08:00	0	0	0	0	0	25	0	25	0	0	0	0	0	20	0	20	45
08:15	0	0	0	0	0	20	0	20	0	0	0	0	0	16	0	16	36
08:30	0	0	0	0	0	23	0	23	0	0	0	0	0	21	0	21	44
08:45	0	0	0	0	0	14	0	14	0	0	0	0	0	17	0	17	31
Total	0	0	0	0	0	82	0	82	0	0	0	0	0	74	0	74	156
*** BREAK ***																	
16:00	0	0	0	0	0	8	0	8	0	0	0	0	0	10	0	10	18
16:15	0	0	0	0	0	13	0	13	0	0	0	0	0	9	0	9	22
16:30	0	0	0	0	0	20	0	20	0	0	0	0	0	8	0	8	28
16:45	0	0	0	0	0	11	0	11	0	0	0	0	0	4	0	4	15
Total	0	0	0	0	0	52	0	52	0	0	0	0	0	31	0	31	83
17:00	0	0	0	0	0	16	0	16	0	0	0	0	0	8	0	8	24
17:15	0	0	0	0	0	11	0	11	0	0	0	0	0	9	0	9	20
17:30	0	0	0	0	0	15	0	15	0	0	0	0	0	9	0	9	24
17:45	0	0	0	0	0	15	0	15	0	0	0	0	0	3	0	3	18
Total	0	0	0	0	0	57	0	57	0	0	0	0	0	29	0	29	86
Grand Total	0	0	0	0	0	247	0	247	0	0	0	0	0	230	0	230	477
Apprch %	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100	
Total %	0	0	0	0	0	51.8	0	51.8	0	0	0	0	0	48.2	0	48.2	

PEDESTRIANS MOVEMENT SUMMARY

CODE / STATION NO.: 031
 NORTH / SOUTH: Bishop Avenue
 OBSERVER: Elaine
 WEATHER: Clear
 REMARKS: _____

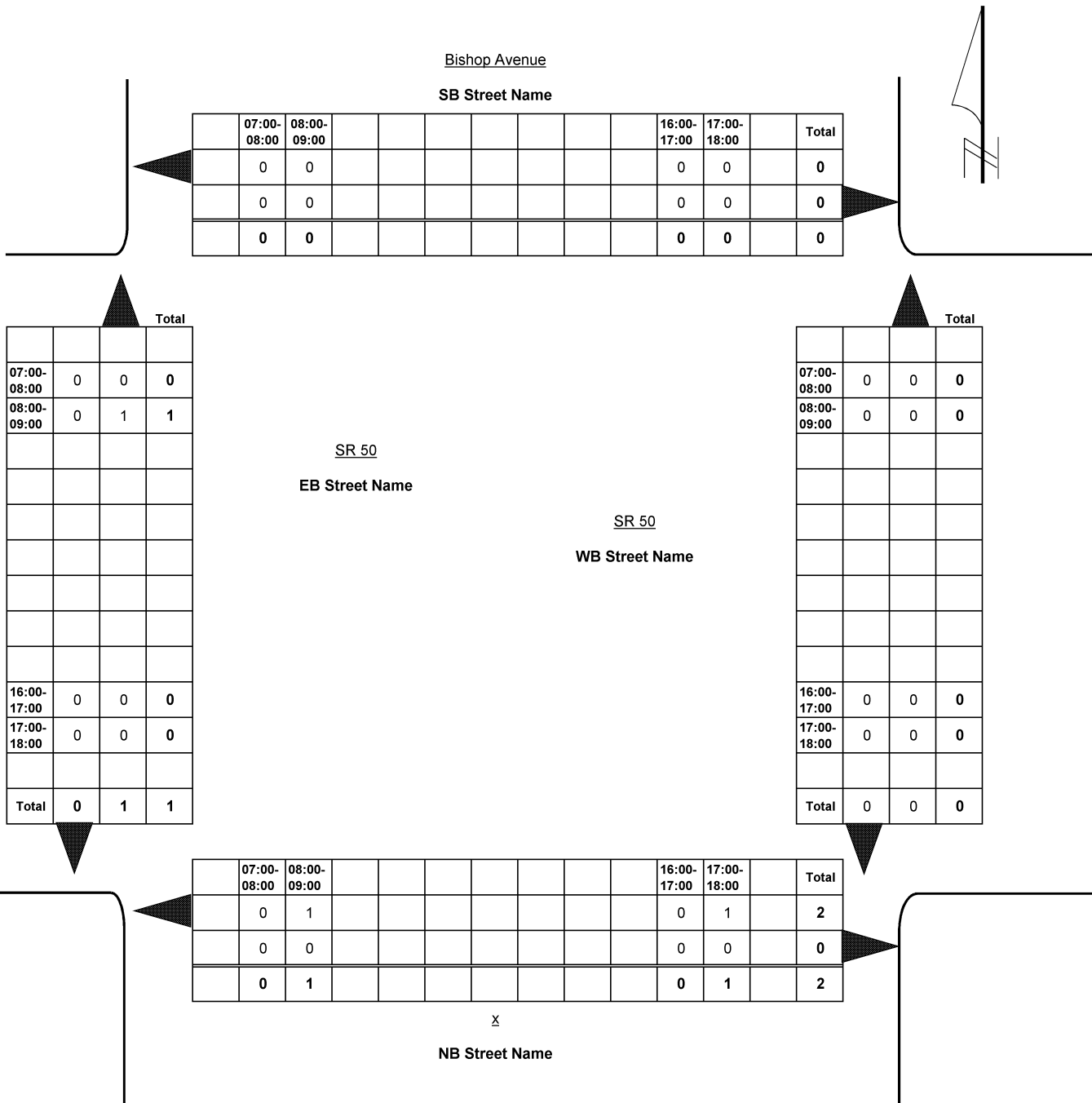
CITY: Mascotte
 INTERSECTING ROUTE: SR 50

COUNTY: LAKE
 MILEPOST: X

GPS COORDINATES	
Latitude	Longitude
00° 00.000' N	000° 00.000' W

FORM COMPLETED BY: Santiago

DATE: 1/19/2017





Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 031
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at Bishop Av

File Name : sta 031_sr 50 at bishop av
 Site Code : 00310968
 Start Date : 1/19/2017
 Page No : 1

Groups Printed- General Traffic

Start Time	Southbound				SR 50 Westbound				Bishop Avenue Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	40	0	40	0	0	0	0	0	113	0	113	153
07:15	0	0	0	0	0	61	0	61	0	0	0	0	0	134	0	134	195
07:30	0	0	0	0	0	70	0	70	0	0	0	0	0	117	0	117	187
07:45	0	0	0	0	0	67	0	67	0	0	0	0	0	94	0	94	161
Total	0	0	0	0	0	238	0	238	0	0	0	0	0	458	0	458	696
08:00	0	0	0	0	0	56	0	56	0	0	0	0	0	87	0	87	143
08:15	0	0	0	0	0	57	0	57	0	0	0	0	0	84	0	84	141
08:30	0	0	0	0	0	44	0	44	0	0	0	0	0	93	0	93	137
08:45	0	0	0	0	2	67	0	69	0	0	0	0	0	90	1	91	160
Total	0	0	0	0	2	224	0	226	0	0	0	0	0	354	1	355	581
*** BREAK ***																	
16:00	0	0	0	0	0	123	0	123	0	0	0	0	0	103	1	104	227
16:15	0	0	0	0	0	104	0	104	0	0	0	0	0	92	0	92	196
16:30	0	0	0	0	0	107	0	107	0	0	0	0	0	81	0	81	188
16:45	0	0	0	0	0	114	0	114	0	0	1	1	0	105	0	105	220
Total	0	0	0	0	0	448	0	448	0	0	1	1	0	381	1	382	831
17:00	0	0	0	0	1	108	0	109	0	0	0	0	0	81	0	81	190
17:15	0	0	0	0	0	123	0	123	1	0	0	1	0	109	1	110	234
17:30	0	0	0	0	0	129	0	129	0	0	0	0	0	108	0	108	237
17:45	0	0	0	0	0	123	0	123	0	0	1	1	0	95	0	95	219
Total	0	0	0	0	1	483	0	484	1	0	1	2	0	393	1	394	880
Grand Total	0	0	0	0	3	1393	0	1396	1	0	2	3	0	1586	3	1589	2988
Apprch %	0	0	0		0.2	99.8	0		33.3	0	66.7		0	99.8	0.2		
Total %	0	0	0		0.1	46.6	0		0	0	0.1	0.1	0	53.1	0.1	53.2	

BICYCLES MOVEMENT SUMMARY

CODE / STATION NO.: 031
 NORTH / SOUTH: Bishop Avenue
 OBSERVER: Elaine
 WEATHER: Clear
 REMARKS: _____

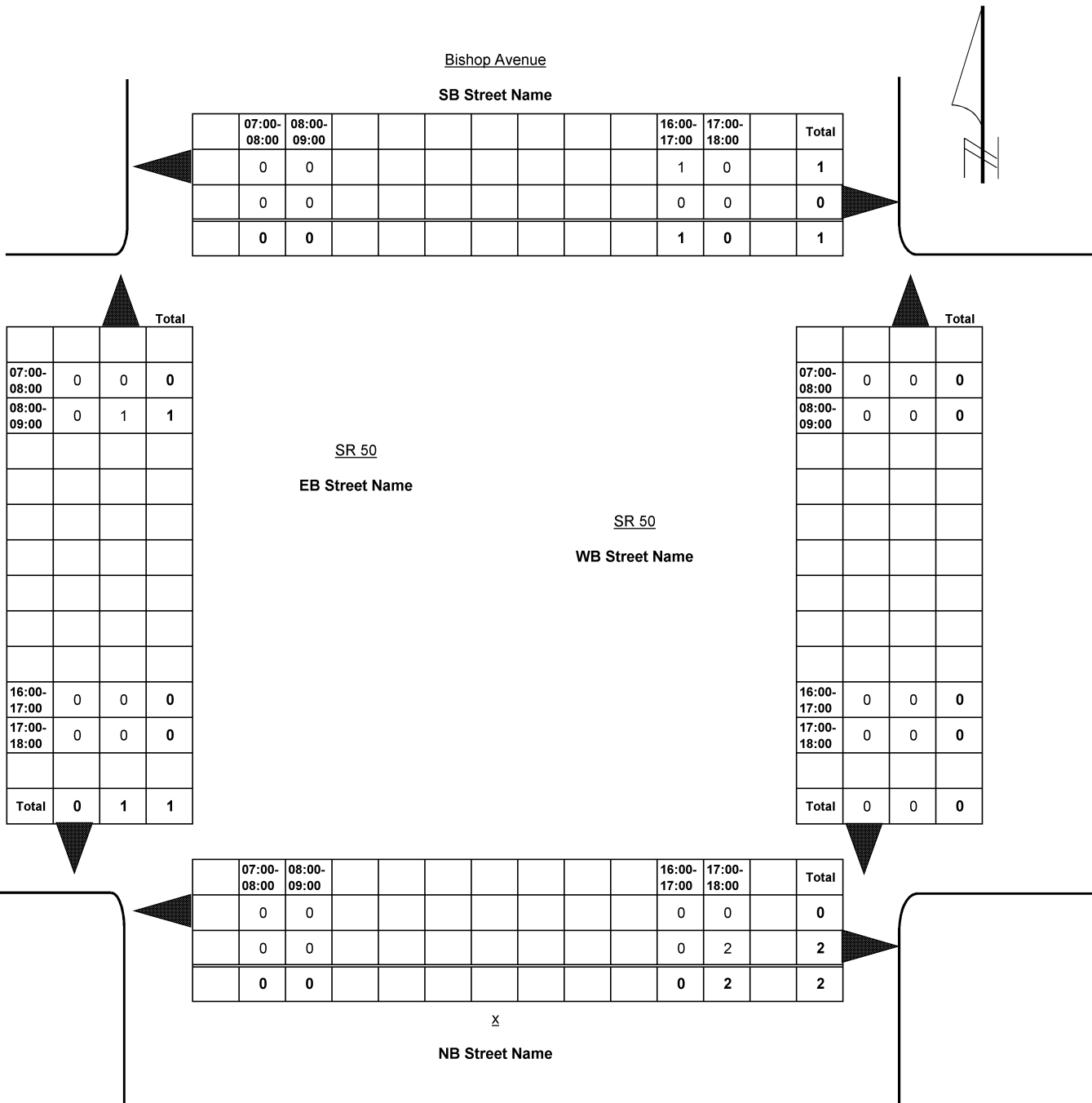
CITY: Mascotte
 INTERSECTING ROUTE: SR 50

COUNTY: LAKE
 MILEPOST: X

GPS COORDINATES	
Latitude	Longitude
00° 00.000' N	000° 00.000' W

FORM COMPLETED BY: Santiago

DATE: 1/19/2017





Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 031
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at Bishop Av

File Name : sta 031_sr 50 at bishop av
 Site Code : 00310968
 Start Date : 1/19/2017
 Page No : 1

Groups Printed- General Traffic - Truck Traffic - Turn Traffic

Start Time	Southbound				SR 50 Westbound				Bishop Avenue Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	51	0	51	0	0	0	0	0	131	0	131	182
07:15	0	0	0	0	0	69	0	69	0	0	0	0	0	168	0	168	237
07:30	0	0	0	0	0	87	0	87	0	0	0	0	0	152	0	152	239
07:45	0	0	0	0	0	87	0	87	0	0	0	0	0	103	0	103	190
Total	0	0	0	0	0	294	0	294	0	0	0	0	0	554	0	554	848
08:00	0	0	0	0	0	81	0	81	0	0	0	0	0	107	0	107	188
08:15	0	0	0	0	0	77	0	77	0	0	0	0	0	100	0	100	177
08:30	0	0	0	0	0	67	0	67	0	0	0	0	0	114	0	114	181
08:45	0	0	0	0	2	81	0	83	0	0	0	0	0	107	1	108	191
Total	0	0	0	0	2	306	0	308	0	0	0	0	0	428	1	429	737
*** BREAK ***																	
16:00	0	0	0	0	0	131	0	131	0	0	0	0	0	113	1	114	245
16:15	0	0	0	0	0	117	0	117	0	0	0	0	0	101	0	101	218
16:30	0	0	0	0	0	127	0	127	0	0	0	0	0	89	0	89	216
16:45	0	0	0	0	0	125	0	125	0	0	1	1	0	109	0	109	235
Total	0	0	0	0	0	500	0	500	0	0	1	1	0	412	1	413	914
17:00	0	0	0	0	1	124	0	125	0	0	0	0	0	89	0	89	214
17:15	0	0	0	0	0	134	0	134	1	0	0	1	0	118	1	119	254
17:30	0	0	0	0	0	144	0	144	0	0	0	0	0	117	0	117	261
17:45	0	0	0	0	0	138	0	138	0	0	1	1	0	98	0	98	237
Total	0	0	0	0	1	540	0	541	1	0	1	2	0	422	1	423	966
Grand Total	0	0	0	0	3	1640	0	1643	1	0	2	3	0	1816	3	1819	3465
Apprch %	0	0	0	0	0.2	99.8	0	99.8	33.3	0	66.7	0	0	99.8	0.2	99.8	
Total %	0	0	0	0	0.1	47.3	0	47.4	0	0	0.1	0.1	0	52.4	0.1	52.5	
General Traffic	0	0	0	0	3	1393	0	1396	1	0	2	3	0	1586	3	1589	2988
% General Traffic																	
Truck Traffic	0	0	0	0	0	247	0	247	0	0	0	0	0	230	0	230	477
% Truck Traffic	0	0	0	0	0	15.1	0	15	0	0	0	0	0	12.7	0	12.6	13.8
U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 031
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at Bishop Av

File Name : sta 031_sr 50 at bishop av
 Site Code : 00310968
 Start Date : 1/19/2017
 Page No : 2

Start Time	Southbound				SR 50 Westbound				Bishop Avenue Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15																	
07:15	0	0	0	0	0	69	0	69	0	0	0	0	0	168	0	168	237
07:30	0	0	0	0	0	87	0	87	0	0	0	0	0	152	0	152	239
07:45	0	0	0	0	0	87	0	87	0	0	0	0	0	103	0	103	190
08:00	0	0	0	0	0	81	0	81	0	0	0	0	0	107	0	107	188
Total Volume	0	0	0	0	0	324	0	324	0	0	0	0	0	530	0	530	854
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100	
PHF	.000	.000	.000	.000	.000	.931	.000	.931	.000	.000	.000	.000	.000	.789	.000	.789	.893

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	0	0	0	0	1	124	0	125	0	0	0	0	0	89	0	89	214
17:15	0	0	0	0	0	134	0	134	1	0	0	1	0	118	1	119	254
17:30	0	0	0	0	0	144	0	144	0	0	0	0	0	117	0	117	261
17:45	0	0	0	0	0	138	0	138	0	0	1	1	0	98	0	98	237
Total Volume	0	0	0	0	1	540	0	541	1	0	1	2	0	422	1	423	966
% App. Total	0	0	0	0	0.2	99.8	0	99.8	.50	0	.50	.500	0	99.8	0.2	99.8	
PHF	.000	.000	.000	.000	.250	.938	.000	.939	.250	.000	.250	.500	.000	.894	.250	.889	.925



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765

info@accuratetraffic.com

Station: 032
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at Tuscanooga Rd

File Name : Sta 032_SR 50 at Tuscanooga Rd
 Site Code : 00320968
 Start Date : 1/12/2017
 Page No : 1

Groups Printed- Turn Traffic

Start Time	Tuscanooga Rd Southbound				SR 50 Westbound				Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
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 %																	



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 032
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at Tuscanooga Rd

File Name : Sta 032_SR 50 at Tuscanooga Rd
 Site Code : 00320968
 Start Date : 1/12/2017
 Page No : 1

Groups Printed- Truck Traffic

Start Time	Tuscanooga Rd Southbound				SR 50 Westbound				Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	6	1	7	0	0	0	0	0	15	0	15	22
07:15	0	0	0	0	0	4	0	4	0	0	0	0	1	15	0	16	20
07:30	0	0	0	0	0	3	0	3	0	0	0	0	0	16	0	16	19
07:45	0	0	0	0	0	12	0	12	0	0	0	0	0	8	0	8	20
Total	0	0	0	0	0	25	1	26	0	0	0	0	1	54	0	55	81
08:00	1	0	0	1	0	8	0	8	0	0	0	0	0	5	0	5	14
08:15	1	0	0	1	0	7	0	7	0	0	0	0	0	9	0	9	17
08:30	0	0	0	0	0	20	1	21	0	0	0	0	0	7	0	7	28
08:45	0	0	0	0	0	8	2	10	0	0	0	0	0	9	0	9	19
Total	2	0	0	2	0	43	3	46	0	0	0	0	0	30	0	30	78
*** BREAK ***																	
16:00	0	0	0	0	0	3	2	5	0	0	0	0	0	5	0	5	10
16:15	0	0	0	0	0	4	0	4	0	0	0	0	0	6	0	6	10
16:30	2	0	0	2	0	3	1	4	0	0	0	0	0	4	0	4	10
16:45	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
Total	2	0	0	2	0	12	3	15	0	0	0	0	0	19	0	19	36
17:00	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
17:15	0	0	0	0	0	5	1	6	0	0	0	0	0	5	0	5	11
17:30	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
17:45	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
Total	0	0	0	0	0	13	1	14	0	0	0	0	0	14	0	14	28
Grand Total	4	0	0	4	0	93	8	101	0	0	0	0	1	117	0	118	223
Apprch %	100	0	0		0	92.1	7.9		0	0	0		0.8	99.2	0		
Total %	1.8	0	0	1.8	0	41.7	3.6	45.3	0	0	0	0	0.4	52.5	0	52.9	

PEDESTRIANS MOVEMENT SUMMARY

CODE / STATION NO.: 032
 NORTH / SOUTH: Tuscanooga Rd
 OBSERVER: Elaine
 WEATHER: Clear
 REMARKS: _____

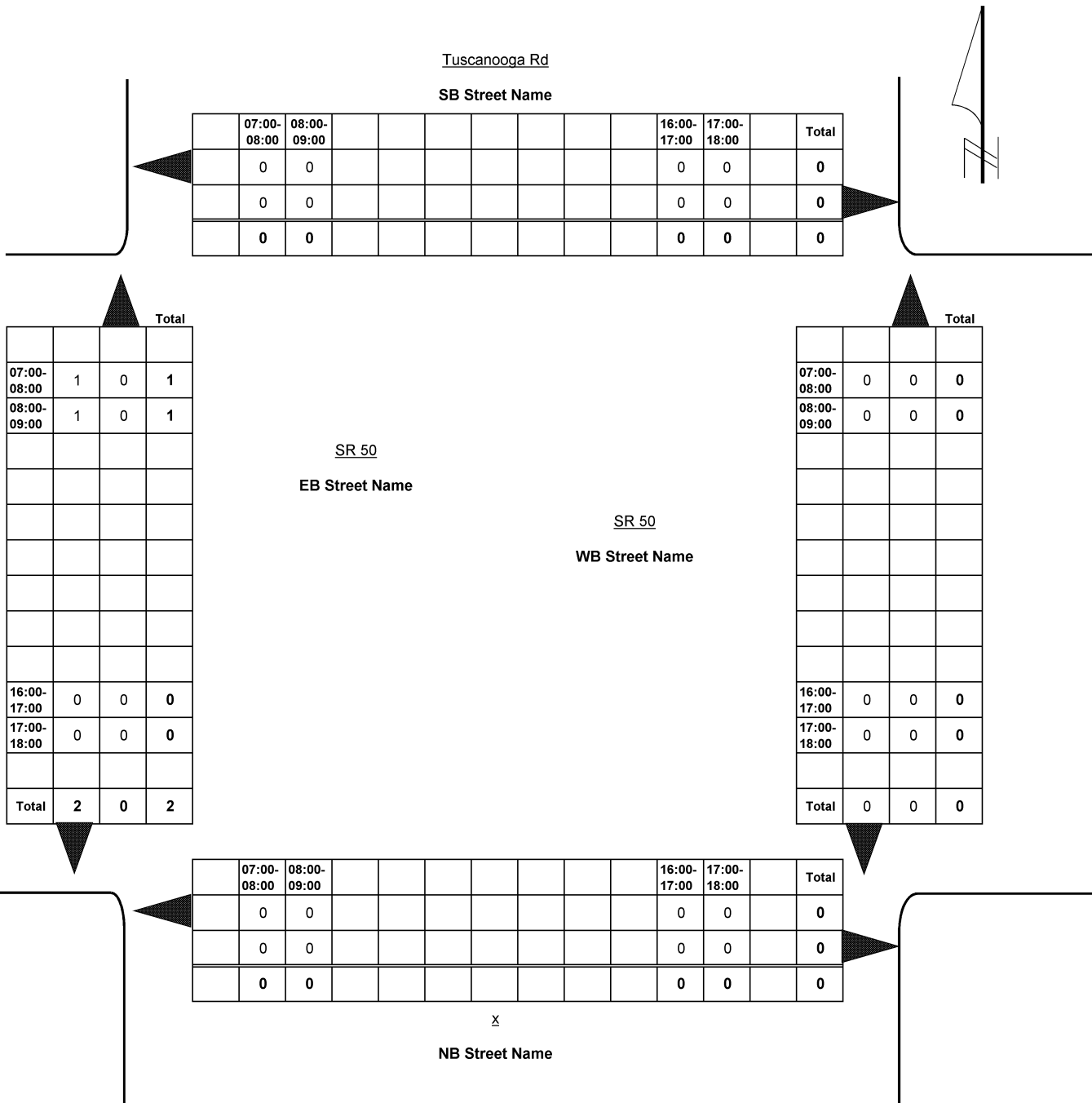
CITY: Mascotte
 INTERSECTING ROUTE: SR 50

COUNTY: LAKE
 MILEPOST: X

GPS COORDINATES	
Latitude	Longitude
00° 00.000' N	000° 00.000' W

FORM COMPLETED BY: Santiago

DATE: 1/12/2017





Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
Oviedo, Florida 32765

info@accuratetraffic.com

Station: 032
Counted by: Elaine
Weather: Clear
Location: SR 50 at Tuscanooga Rd

File Name : Sta 032_SR 50 at Tuscanooga Rd
Site Code : 00320968
Start Date : 1/12/2017
Page No : 1

Groups Printed- General Traffic

Start Time	Tuscanooga Rd Southbound				SR 50 Westbound				Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	27	0	0	27	0	52	13	65	0	0	0	0	0	99	0	99	191
07:15	34	0	1	35	0	74	12	86	0	0	0	0	0	129	0	129	250
07:30	26	0	0	26	0	77	11	88	0	0	0	0	1	131	0	132	246
07:45	32	0	1	33	0	69	8	77	0	0	0	0	1	112	0	113	223
Total	119	0	2	121	0	272	44	316	0	0	0	0	2	471	0	473	910
08:00	37	0	0	37	0	56	17	73	0	0	0	0	0	97	0	97	207
08:15	20	0	1	21	0	46	23	69	0	0	0	0	0	97	0	97	187
08:30	8	0	0	8	0	67	11	78	0	0	0	0	0	70	0	70	156
08:45	26	0	2	28	0	77	16	93	0	0	0	0	1	77	0	78	199
Total	91	0	3	94	0	246	67	313	0	0	0	0	1	341	0	342	749
*** BREAK ***																	
16:00	16	0	1	17	0	104	27	131	0	0	0	0	3	89	0	92	240
16:15	23	0	0	23	0	113	43	156	0	0	0	0	1	99	0	100	279
16:30	28	0	3	31	0	117	26	143	0	0	0	0	0	88	0	88	262
16:45	20	0	1	21	0	118	46	164	0	0	0	0	0	104	0	104	289
Total	87	0	5	92	0	452	142	594	0	0	0	0	4	380	0	384	1070
17:00	14	0	0	14	0	112	29	141	0	0	0	0	1	86	0	87	242
17:15	21	0	2	23	0	135	31	166	0	0	0	0	2	106	0	108	297
17:30	31	0	0	31	0	134	32	166	0	0	0	0	1	94	0	95	292
17:45	19	0	2	21	0	109	29	138	0	0	0	0	0	121	0	121	280
Total	85	0	4	89	0	490	121	611	0	0	0	0	4	407	0	411	1111
Grand Total	382	0	14	396	0	1460	374	1834	0	0	0	0	11	1599	0	1610	3840
Apprch %	96.5	0	3.5		0	79.6	20.4		0	0	0		0.7	99.3	0		
Total %	9.9	0	0.4	10.3	0	38	9.7	47.8	0	0	0	0	0.3	41.6	0	41.9	

BICYCLES MOVEMENT SUMMARY

CODE / STATION NO.: 032
 NORTH / SOUTH: Tuscanooga Rd
 OBSERVER: Elaine
 WEATHER: Clear
 REMARKS: _____

CITY: Mascotte
 INTERSECTING ROUTE: SR 50

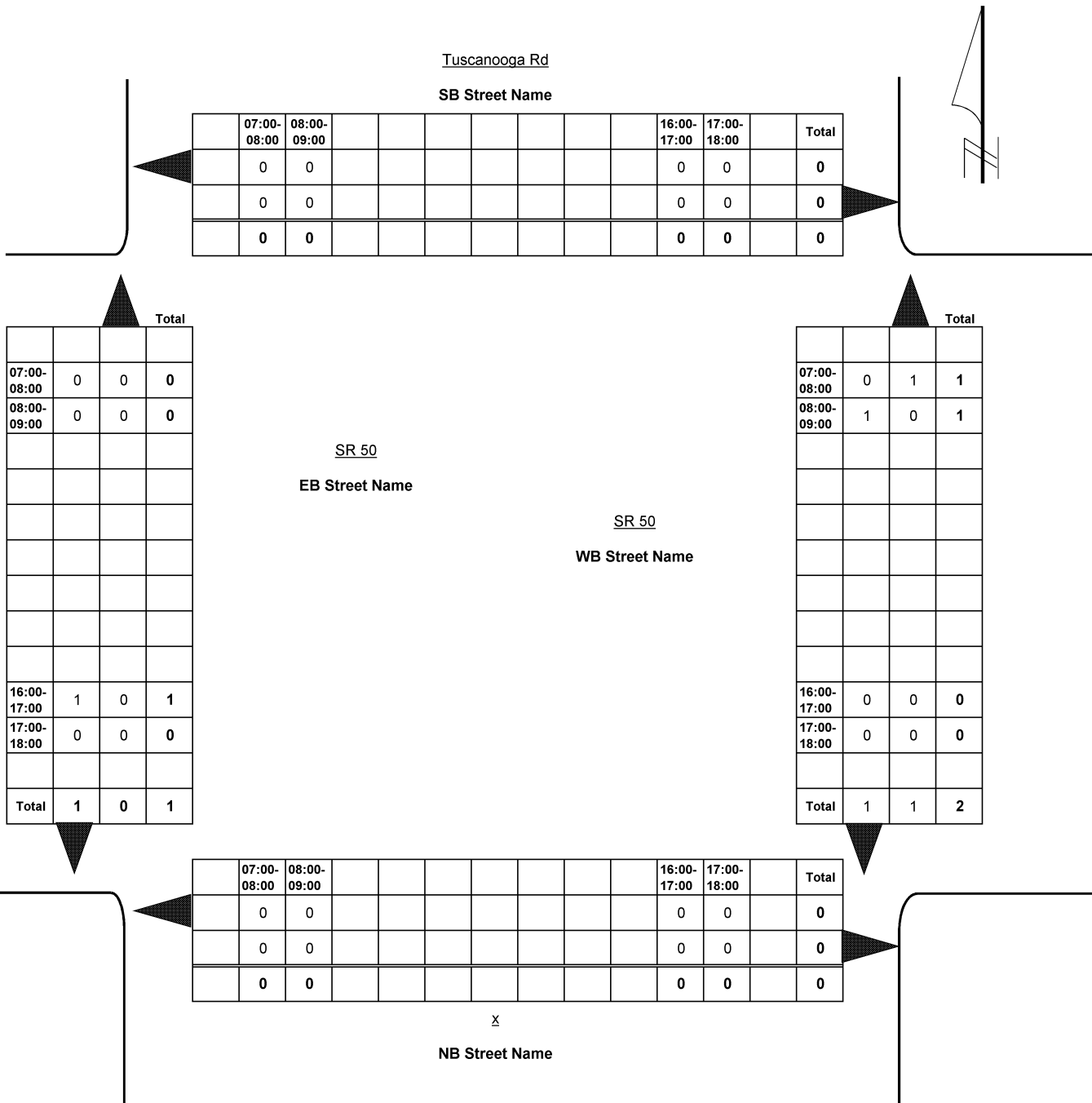
COUNTY: LAKE
 MILEPOST: X

GPS COORDINATES

Latitude	Longitude
00° 00.000' N	000° 00.000' W

FORM COMPLETED BY: Santiago

DATE: 1/12/2017





Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
Oviedo, Florida 32765

info@accuratetraffic.com

Station: 032
Counted by: Elaine
Weather: Clear
Location: SR 50 at Tuscanooga Rd

File Name : Sta 032_SR 50 at Tuscanooga Rd
Site Code : 00320968
Start Date : 1/12/2017
Page No : 1

Groups Printed- General Traffic - Truck Traffic - Turn Traffic

Start Time	Tuscanooga Rd Southbound				SR 50 Westbound				Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	27	0	0	27	0	58	14	72	0	0	0	0	0	114	0	114	213
07:15	34	0	1	35	0	78	12	90	0	0	0	0	1	144	0	145	270
07:30	26	0	0	26	0	80	11	91	0	0	0	0	1	147	0	148	265
07:45	32	0	1	33	0	81	8	89	0	0	0	0	1	120	0	121	243
Total	119	0	2	121	0	297	45	342	0	0	0	0	3	525	0	528	991
08:00	38	0	0	38	0	64	17	81	0	0	0	0	0	102	0	102	221
08:15	21	0	1	22	0	53	23	76	0	0	0	0	0	106	0	106	204
08:30	8	0	0	8	0	87	12	99	0	0	0	0	0	77	0	77	184
08:45	26	0	2	28	0	85	18	103	0	0	0	0	1	86	0	87	218
Total	93	0	3	96	0	289	70	359	0	0	0	0	1	371	0	372	827
*** BREAK ***																	
16:00	16	0	1	17	0	107	29	136	0	0	0	0	3	94	0	97	250
16:15	23	0	0	23	0	117	43	160	0	0	0	0	1	105	0	106	289
16:30	30	0	3	33	0	120	27	147	0	0	0	0	0	92	0	92	272
16:45	20	0	1	21	0	120	46	166	0	0	0	0	0	108	0	108	295
Total	89	0	5	94	0	464	145	609	0	0	0	0	4	399	0	403	1106
17:00	14	0	0	14	0	114	29	143	0	0	0	0	1	90	0	91	248
17:15	21	0	2	23	0	140	32	172	0	0	0	0	2	111	0	113	308
17:30	31	0	0	31	0	137	32	169	0	0	0	0	1	97	0	98	298
17:45	19	0	2	21	0	112	29	141	0	0	0	0	0	123	0	123	285
Total	85	0	4	89	0	503	122	625	0	0	0	0	4	421	0	425	1139
Grand Total	386	0	14	400	0	1553	382	1935	0	0	0	0	12	1716	0	1728	4063
Apprch %	96.5	0	3.5		0	80.3	19.7		0	0	0	0	0.7	99.3	0		
Total %	9.5	0	0.3	9.8	0	38.2	9.4	47.6	0	0	0	0	0.3	42.2	0	42.5	
General Traffic	382	0	14	396	0	1460	374	1834	0	0	0	0	11	1599	0	1610	3840
% General Traffic																	
Truck Traffic	4	0	0	4	0	93	8	101	0	0	0	0	1	117	0	118	223
% Truck Traffic	1	0	0	1	0	6	2.1	5.2	0	0	0	0	8.3	6.8	0	6.8	5.5
U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
Oviedo, Florida 32765

info@accuratetraffic.com

Station: 032
Counted by: Elaine
Weather: Clear
Location: SR 50 at Tuscanooga Rd

File Name : Sta 032_SR 50 at Tuscanooga Rd
Site Code : 00320968
Start Date : 1/12/2017
Page No : 2

Start Time	Tuscanooga Rd Southbound				SR 50 Westbound				Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15																	
07:15	34	0	1	35	0	78	12	90	0	0	0	0	1	144	0	145	270
07:30	26	0	0	26	0	80	11	91	0	0	0	0	1	147	0	148	265
07:45	32	0	1	33	0	81	8	89	0	0	0	0	1	120	0	121	243
08:00	38	0	0	38	0	64	17	81	0	0	0	0	0	102	0	102	221
Total Volume	130	0	2	132	0	303	48	351	0	0	0	0	3	513	0	516	999
% App. Total	98.5	0	1.5		0	86.3	13.7		0	0	0	0	0.6	99.4	0		
PHF	.855	.000	.500	.868	.000	.935	.706	.964	.000	.000	.000	.000	.750	.872	.000	.872	.925

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	20	0	1	21	0	120	46	166	0	0	0	0	0	108	0	108	295
17:00	14	0	0	14	0	114	29	143	0	0	0	0	1	90	0	91	248
17:15	21	0	2	23	0	140	32	172	0	0	0	0	2	111	0	113	308
17:30	31	0	0	31	0	137	32	169	0	0	0	0	1	97	0	98	298
Total Volume	86	0	3	89	0	511	139	650	0	0	0	0	4	406	0	410	1149
% App. Total	96.6	0	3.4		0	78.6	21.4		0	0	0	0	1	99	0		
PHF	.694	.000	.375	.718	.000	.913	.755	.945	.000	.000	.000	.000	.500	.914	.000	.907	.933



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765

info@accuratetraffic.com

Station: 033
 Counted by: Gerardo
 Weather: Clear
 Location: SR 50 at Elizabeth Avenue

File Name : Sta 033_SR 50 at Elizabeth Av
 Site Code : 00332295
 Start Date : 1/26/2017
 Page No : 1

Groups Printed- Turn Traffic

Start Time	Elizabeth Avenue Southbound				SR 50 Westbound				Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
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 %																	



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 033
 Counted by: Gerardo
 Weather: Clear
 Location: SR 50 at Elizabeth Avenue

File Name : Sta 033_SR 50 at Elizabeth Av
 Site Code : 00332295
 Start Date : 1/26/2017
 Page No : 1

Groups Printed- Truck Traffic

Start Time	Elizabeth Avenue Southbound				SR 50 Westbound				Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	16	0	16	0	0	0	0	0	25	0	25	41
07:15	0	0	0	0	0	16	0	16	0	0	0	0	0	39	0	39	55
07:30	0	0	0	0	0	32	0	32	0	0	0	0	0	36	0	36	68
07:45	0	0	0	0	0	18	0	18	0	0	0	0	0	12	0	12	30
Total	0	0	0	0	0	82	0	82	0	0	0	0	0	112	0	112	194
08:00	0	0	0	0	0	18	0	18	0	0	0	0	0	25	0	25	43
08:15	0	0	0	0	0	14	0	14	0	0	0	0	0	30	0	30	44
08:30	0	0	0	0	0	24	0	24	0	0	0	0	0	23	0	23	47
08:45	0	0	0	0	0	23	0	23	0	0	0	0	0	20	0	20	43
Total	0	0	0	0	0	79	0	79	0	0	0	0	0	98	0	98	177
*** BREAK ***																	
16:00	0	0	0	0	0	14	0	14	0	0	0	0	0	14	0	14	28
16:15	0	0	0	0	0	17	0	17	0	0	0	0	0	10	0	10	27
16:30	0	0	0	0	0	12	0	12	0	0	0	0	0	5	0	5	17
16:45	0	0	0	0	0	9	0	9	0	0	0	0	0	8	0	8	17
Total	0	0	0	0	0	52	0	52	0	0	0	0	0	37	0	37	89
17:00	0	0	0	0	0	11	0	11	0	0	0	0	0	3	0	3	14
17:15	0	0	0	0	0	8	0	8	0	0	0	0	0	2	0	2	10
17:30	0	0	0	0	0	11	0	11	0	0	0	0	0	5	0	5	16
17:45	0	0	0	0	0	10	0	10	0	0	0	0	0	3	0	3	13
Total	0	0	0	0	0	40	0	40	0	0	0	0	0	13	0	13	53
Grand Total	0	0	0	0	0	253	0	253	0	0	0	0	0	260	0	260	513
Apprch %	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100	
Total %	0	0	0	0	0	49.3	0	49.3	0	0	0	0	0	50.7	0	50.7	

PEDESTRIANS MOVEMENT SUMMARY

CODE / STATION NO.: 033
 NORTH / SOUTH: Elizabeth Avenue
 OBSERVER: Gerardo
 WEATHER: Clear
 REMARKS: _____

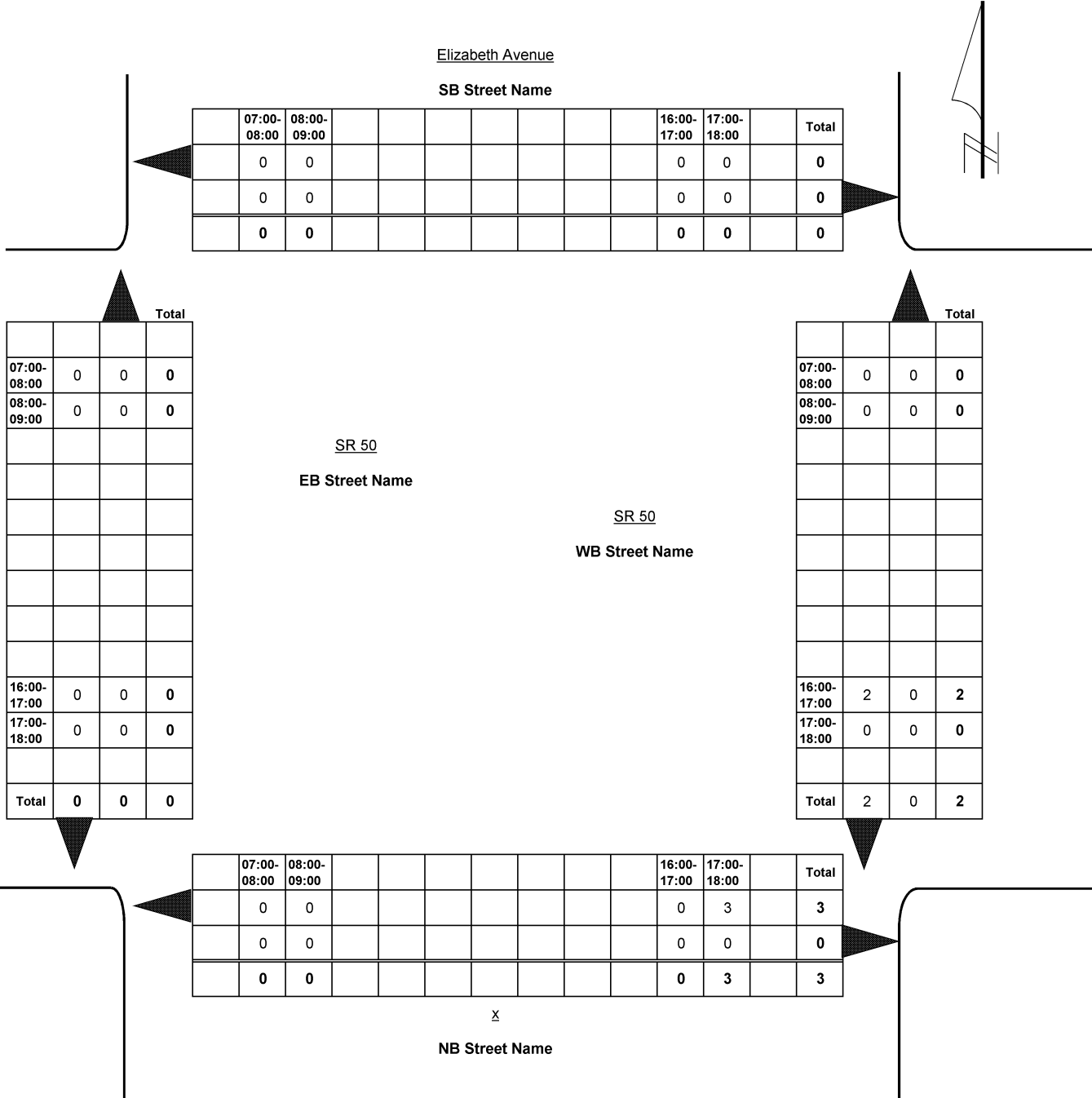
CITY: Mascotte
 INTERSECTING ROUTE: SR 50

COUNTY: LAKE
 MILEPOST: X

GPS COORDINATES	
Latitude	Longitude
00° 00.000' N	000° 00.000' W

FORM COMPLETED BY: Santiago

DATE: 1/26/2017





Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 033
 Counted by: Gerardo
 Weather: Clear
 Location: SR 50 at Elizabeth Avenue

File Name : Sta 033_SR 50 at Elizabeth Av
 Site Code : 00332295
 Start Date : 1/26/2017
 Page No : 1

Groups Printed- General Traffic

Start Time	Elizabeth Avenue Southbound				SR 50 Westbound				Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	4	0	0	4	0	56	2	58	0	0	0	0	1	158	0	159	221
07:15	1	0	0	1	0	71	1	72	0	0	0	0	0	142	0	142	215
07:30	4	0	1	5	0	73	1	74	0	0	0	0	1	132	0	133	212
07:45	9	0	0	9	0	75	1	76	0	0	0	0	1	140	0	141	226
Total	18	0	1	19	0	275	5	280	0	0	0	0	3	572	0	575	874
08:00	3	0	0	3	0	54	0	54	0	0	0	0	0	131	0	131	188
08:15	2	0	0	2	0	66	2	68	0	0	0	0	0	97	0	97	167
08:30	1	0	1	2	0	45	1	46	0	0	0	0	1	93	0	94	142
08:45	3	0	1	4	0	55	0	55	0	0	0	0	0	74	0	74	133
Total	9	0	2	11	0	220	3	223	0	0	0	0	1	395	0	396	630
*** BREAK ***																	
16:00	3	0	0	3	0	128	6	134	0	0	0	0	0	122	0	122	259
16:15	1	0	0	1	0	121	3	124	0	0	0	0	1	98	0	99	224
16:30	2	0	0	2	0	157	1	158	0	0	0	0	0	125	0	125	285
16:45	1	0	0	1	0	130	2	132	0	0	0	0	1	110	0	111	244
Total	7	0	0	7	0	536	12	548	0	0	0	0	2	455	0	457	1012
17:00	2	0	1	3	0	146	2	148	0	0	0	0	0	128	0	128	279
17:15	1	0	0	1	1	151	2	154	0	0	0	0	0	129	0	129	284
17:30	6	0	0	6	0	166	6	172	0	0	0	0	1	137	0	138	316
17:45	3	0	1	4	0	118	5	123	0	0	0	0	0	121	0	121	248
Total	12	0	2	14	1	581	15	597	0	0	0	0	1	515	0	516	1127
Grand Total	46	0	5	51	1	1612	35	1648	0	0	0	0	7	1937	0	1944	3643
Apprch %	90.2	0	9.8		0.1	97.8	2.1		0	0	0		0.4	99.6	0		
Total %	1.3	0	0.1	1.4	0	44.2	1	45.2	0	0	0	0	0.2	53.2	0	53.4	

BICYCLES MOVEMENT SUMMARY

CODE / STATION NO.: 033
 NORTH / SOUTH: Elizabeth Avenue
 OBSERVER: Gerardo
 WEATHER: Clear
 REMARKS: _____

CITY: Mascotte
 INTERSECTING ROUTE: SR 50

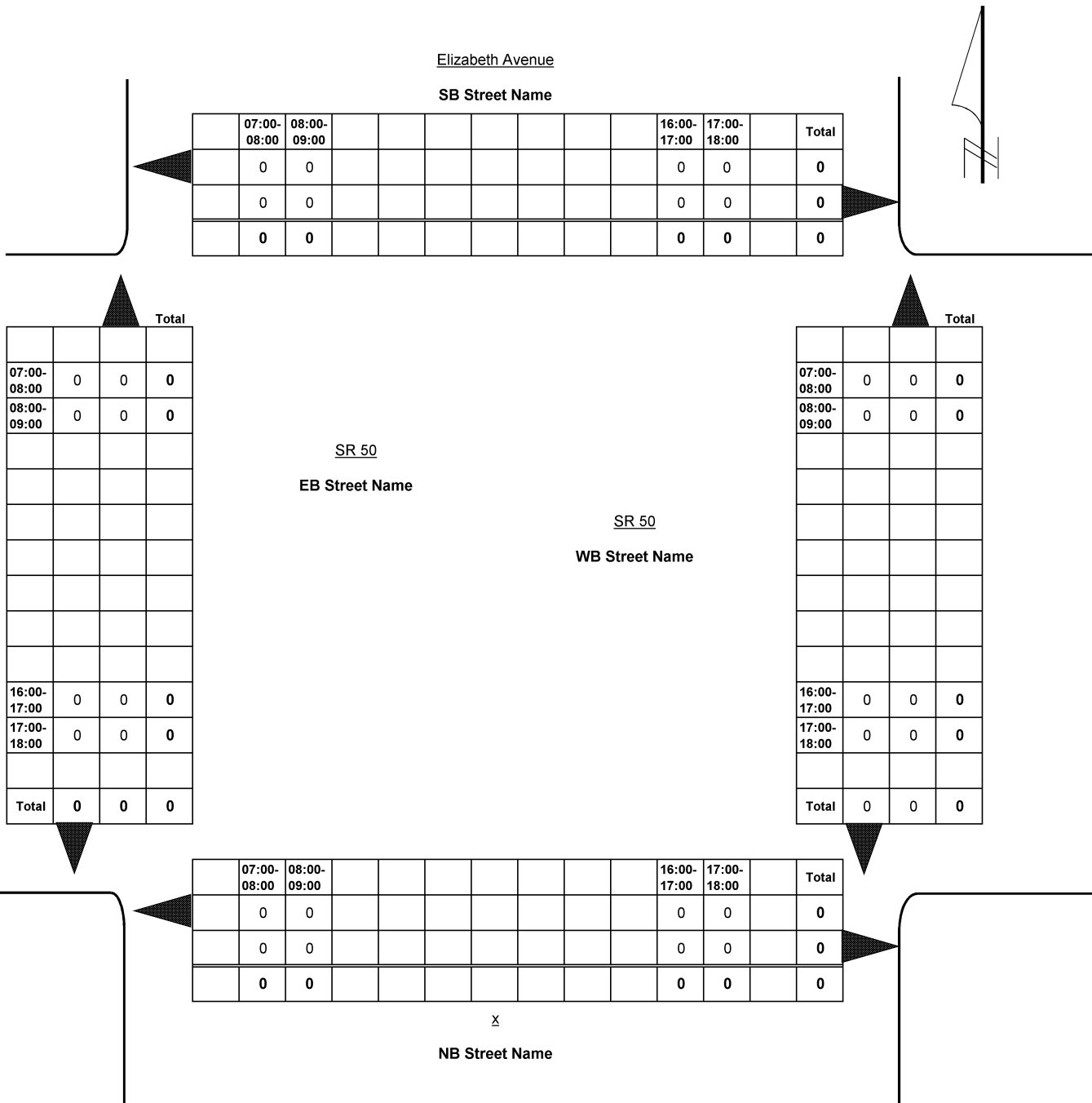
COUNTY: LAKE
 MILEPOST: X

GPS COORDINATES

Latitude	Longitude
00° 00.000' N	000° 00.000' W

FORM COMPLETED BY: Santiago

DATE: 1/26/2017





Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 033
 Counted by: Gerardo
 Weather: Clear
 Location: SR 50 at Elizabeth Avenue

File Name : Sta 033_SR 50 at Elizabeth Av
 Site Code : 00332295
 Start Date : 1/26/2017
 Page No : 1

Groups Printed- General Traffic - Truck Traffic - Turn Traffic

Start Time	Elizabeth Avenue Southbound				SR 50 Westbound				Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	4	0	0	4	0	72	2	74	0	0	0	0	1	183	0	184	262
07:15	1	0	0	1	0	87	1	88	0	0	0	0	0	181	0	181	270
07:30	4	0	1	5	0	105	1	106	0	0	0	0	1	168	0	169	280
07:45	9	0	0	9	0	93	1	94	0	0	0	0	1	152	0	153	256
Total	18	0	1	19	0	357	5	362	0	0	0	0	3	684	0	687	1068
08:00	3	0	0	3	0	72	0	72	0	0	0	0	0	156	0	156	231
08:15	2	0	0	2	0	80	2	82	0	0	0	0	0	127	0	127	211
08:30	1	0	1	2	0	69	1	70	0	0	0	0	1	116	0	117	189
08:45	3	0	1	4	0	78	0	78	0	0	0	0	0	94	0	94	176
Total	9	0	2	11	0	299	3	302	0	0	0	0	1	493	0	494	807
*** BREAK ***																	
16:00	3	0	0	3	0	142	6	148	0	0	0	0	0	136	0	136	287
16:15	1	0	0	1	0	138	3	141	0	0	0	0	1	108	0	109	251
16:30	2	0	0	2	0	169	1	170	0	0	0	0	0	130	0	130	302
16:45	1	0	0	1	0	139	2	141	0	0	0	0	1	118	0	119	261
Total	7	0	0	7	0	588	12	600	0	0	0	0	2	492	0	494	1101
17:00	2	0	1	3	0	157	2	159	0	0	0	0	0	131	0	131	293
17:15	1	0	0	1	1	159	2	162	0	0	0	0	0	131	0	131	294
17:30	6	0	0	6	0	177	6	183	0	0	0	0	1	142	0	143	332
17:45	3	0	1	4	0	128	5	133	0	0	0	0	0	124	0	124	261
Total	12	0	2	14	1	621	15	637	0	0	0	0	1	528	0	529	1180
Grand Total	46	0	5	51	1	1865	35	1901	0	0	0	0	7	2197	0	2204	4156
Apprch %	90.2	0	9.8		0.1	98.1	1.8		0	0	0		0.3	99.7	0		
Total %	1.1	0	0.1	1.2	0	44.9	0.8	45.7	0	0	0	0	0.2	52.9	0	53	
General Traffic	46	0	5	51	1	1612	35	1648	0	0	0	0	7	1937	0	1944	3643
% General Traffic																	
Truck Traffic	0	0	0	0	0	253	0	253	0	0	0	0	0	260	0	260	513
% Truck Traffic	0	0	0	0	0	13.6	0	13.3	0	0	0	0	0	11.8	0	11.8	12.3
U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A

Oviedo, Florida 32765

info@accuratetraffic.com

Station: 033

Counted by: Gerardo

Weather: Clear

Location: SR 50 at Elizabeth Avenue

File Name : Sta 033_SR 50 at Elizabeth Av

Site Code : 00332295

Start Date : 1/26/2017

Page No : 2

Start Time	Elizabeth Avenue Southbound				SR 50 Westbound				Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00																	
07:00	4	0	0	4	0	72	2	74	0	0	0	0	1	183	0	184	262
07:15	1	0	0	1	0	87	1	88	0	0	0	0	0	181	0	181	270
07:30	4	0	1	5	0	105	1	106	0	0	0	0	1	168	0	169	280
07:45	9	0	0	9	0	93	1	94	0	0	0	0	1	152	0	153	256
Total Volume	18	0	1	19	0	357	5	362	0	0	0	0	3	684	0	687	1068
% App. Total	94.7	0	5.3		0	98.6	1.4		0	0	0		0.4	99.6	0		
PHF	.500	.000	.250	.528	.000	.850	.625	.854	.000	.000	.000	.000	.750	.934	.000	.933	.954

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	1	0	0	1	0	139	2	141	0	0	0	0	1	118	0	119	261
17:00	2	0	1	3	0	157	2	159	0	0	0	0	0	131	0	131	293
17:15	1	0	0	1	1	159	2	162	0	0	0	0	0	131	0	131	294
17:30	6	0	0	6	0	177	6	183	0	0	0	0	1	142	0	143	332
Total Volume	10	0	1	11	1	632	12	645	0	0	0	0	2	522	0	524	1180
% App. Total	90.9	0	9.1		0.2	98	1.9		0	0	0		0.4	99.6	0		
PHF	.417	.000	.250	.458	.250	.893	.500	.881	.000	.000	.000	.000	.500	.919	.000	.916	.889



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 034
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at Carol Avenue

File Name : Sta 034_SR 50 at Carol Av
 Site Code : 00340968
 Start Date : 1/19/2017
 Page No : 1

Groups Printed- Turn Traffic

Start Time	N Carol Avenue Southbound				SR 50 Westbound				S Carol Avenue Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
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 %																	



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 034
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at Carol Avenue

File Name : Sta 034_SR 50 at Carol Av
 Site Code : 00340968
 Start Date : 1/19/2017
 Page No : 1

Groups Printed- Truck Traffic

Start Time	N Carol Avenue Southbound				SR 50 Westbound				S Carol Avenue Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	12	0	12	0	0	0	0	0	20	0	20	32
07:15	0	0	0	0	0	8	0	8	0	0	0	0	0	36	0	36	44
07:30	0	0	0	0	0	18	0	18	0	0	0	0	0	32	0	32	50
07:45	0	0	0	0	0	19	0	19	0	0	0	0	0	11	0	11	30
Total	0	0	0	0	0	57	0	57	0	0	0	0	0	99	0	99	156
08:00	0	0	0	0	0	25	0	25	0	0	0	0	0	21	0	21	46
08:15	0	0	0	0	0	20	0	20	0	0	0	0	0	17	0	17	37
08:30	0	0	0	0	0	20	0	20	0	0	1	1	0	24	0	24	45
08:45	0	0	0	0	0	16	0	16	0	0	1	1	0	20	0	20	37
Total	0	0	0	0	0	81	0	81	0	0	2	2	0	82	0	82	165
*** BREAK ***																	
16:00	0	0	0	0	1	11	0	12	0	0	0	0	0	13	0	13	25
16:15	0	0	0	0	0	16	0	16	0	0	0	0	0	8	0	8	24
16:30	0	0	0	0	0	14	0	14	0	0	0	0	0	12	0	12	26
16:45	0	0	0	0	0	12	0	12	0	0	0	0	0	5	0	5	17
Total	0	0	0	0	1	53	0	54	0	0	0	0	0	38	0	38	92
17:00	0	0	0	0	0	15	1	16	0	0	0	0	0	9	0	9	25
17:15	0	0	0	0	0	13	0	13	0	0	0	0	0	11	0	11	24
17:30	0	0	0	0	0	16	0	16	0	0	0	0	0	9	0	9	25
17:45	0	0	0	0	0	15	0	15	0	0	0	0	0	3	0	3	18
Total	0	0	0	0	0	59	1	60	0	0	0	0	0	32	0	32	92
Grand Total	0	0	0	0	1	250	1	252	0	0	2	2	0	251	0	251	505
Apprch %	0	0	0	0	0.4	99.2	0.4		0	0	100		0	100	0		
Total %	0	0	0	0	0.2	49.5	0.2	49.9	0	0	0.4	0.4	0	49.7	0	49.7	

PEDESTRIANS MOVEMENT SUMMARY

CODE / STATION NO.: 034
 NORTH / SOUTH: Carol Avenue
 OBSERVER: Elaine
 WEATHER: Clear
 REMARKS: _____

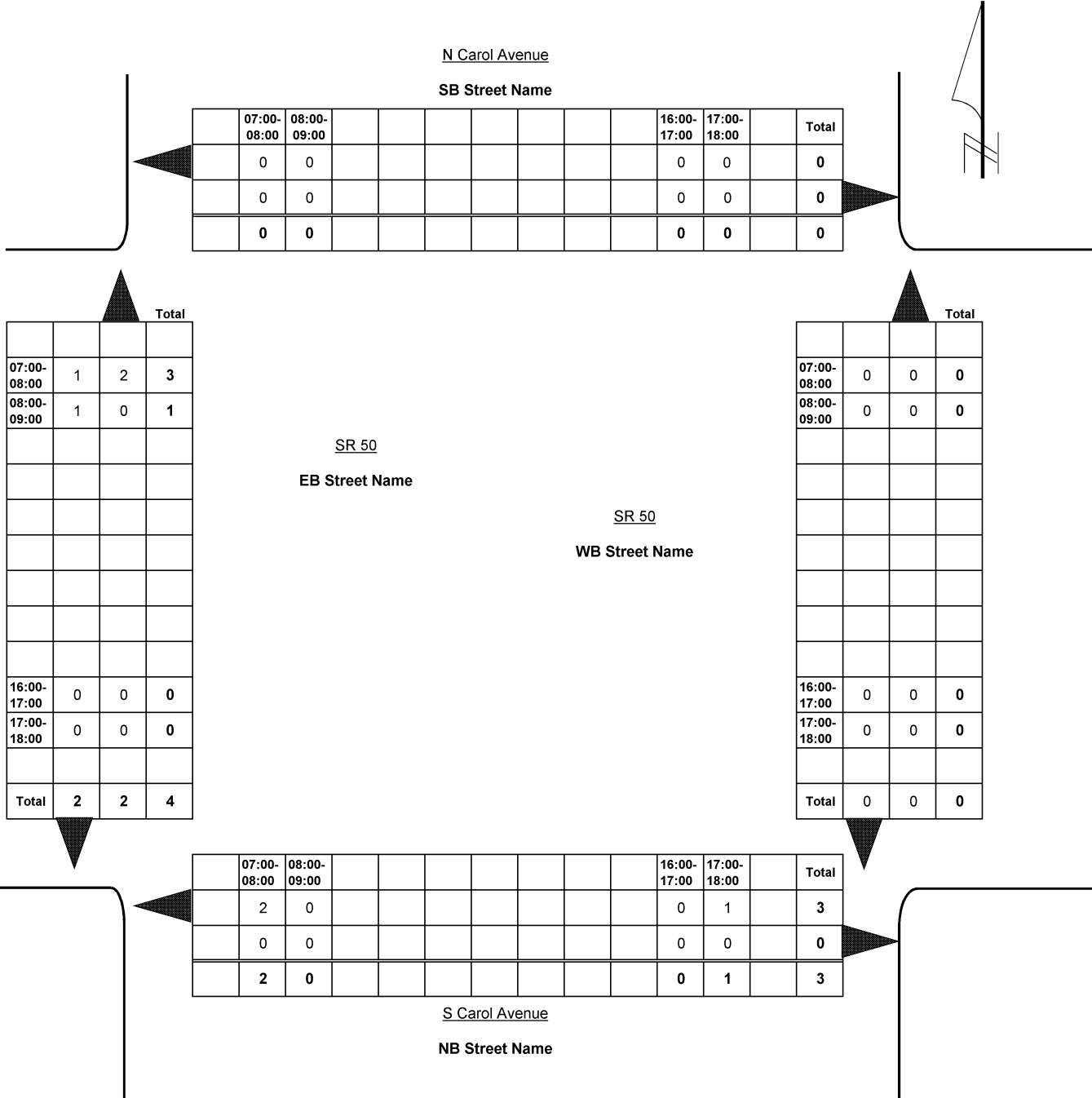
CITY: Mascotte
 INTERSECTING ROUTE: SR 50

COUNTY: LAKE
 MILEPOST: X

GPS COORDINATES	
Latitude	Longitude
00° 00.000' N	000° 00.000' W

FORM COMPLETED BY: Santiago

DATE: 1/19/2017





Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 034
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at Carol Avenue

File Name : Sta 034_SR 50 at Carol Av
 Site Code : 00340968
 Start Date : 1/19/2017
 Page No : 1

Groups Printed- General Traffic

Start Time	N Carol Avenue Southbound				SR 50 Westbound				S Carol Avenue Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	51	0	51	0	0	1	1	0	138	0	138	190
07:15	0	0	0	0	0	68	0	68	0	0	1	1	0	161	0	161	230
07:30	2	0	0	2	0	90	0	90	0	0	3	3	0	150	0	150	245
07:45	1	0	0	1	0	86	0	86	0	0	4	4	0	141	0	141	232
Total	3	0	0	3	0	295	0	295	0	0	9	9	0	590	0	590	897
08:00	1	0	0	1	1	74	1	76	0	0	0	0	0	122	0	122	199
08:15	1	0	0	1	1	79	0	80	0	0	1	1	0	105	0	105	187
08:30	1	0	0	1	0	67	3	70	0	0	3	3	0	119	0	119	193
08:45	0	0	0	0	1	69	2	72	0	0	2	2	0	98	0	98	172
Total	3	0	0	3	3	289	6	298	0	0	6	6	0	444	0	444	751
*** BREAK ***																	
16:00	0	0	1	1	0	164	0	164	0	0	0	0	0	112	0	112	277
16:15	0	0	0	0	1	146	1	148	0	0	0	0	0	111	0	111	259
16:30	1	0	0	1	0	146	0	146	0	0	1	1	0	116	0	116	264
16:45	2	0	0	2	0	140	1	141	0	0	1	1	0	126	1	127	271
Total	3	0	1	4	1	596	2	599	0	0	2	2	0	465	1	466	1071
17:00	0	0	0	0	1	135	1	137	0	0	3	3	0	95	0	95	235
17:15	1	0	0	1	0	151	0	151	0	0	1	1	0	128	1	129	282
17:30	0	0	0	0	1	154	0	155	0	0	2	2	0	124	0	124	281
17:45	0	0	0	0	1	154	2	157	0	0	1	1	0	117	0	117	275
Total	1	0	0	1	3	594	3	600	0	0	7	7	0	464	1	465	1073
Grand Total	10	0	1	11	7	1774	11	1792	0	0	24	24	0	1963	2	1965	3792
Apprch %	90.9	0	9.1		0.4	99	0.6		0	0	100		0	99.9	0.1		
Total %	0.3	0	0	0.3	0.2	46.8	0.3	47.3	0	0	0.6	0.6	0	51.8	0.1	51.8	

BICYCLES MOVEMENT SUMMARY

CODE / STATION NO.: 034
 NORTH / SOUTH: Carol Avenue
 OBSERVER: Elaine
 WEATHER: Clear
 REMARKS: _____

CITY: Mascotte
 INTERSECTING ROUTE: SR 50

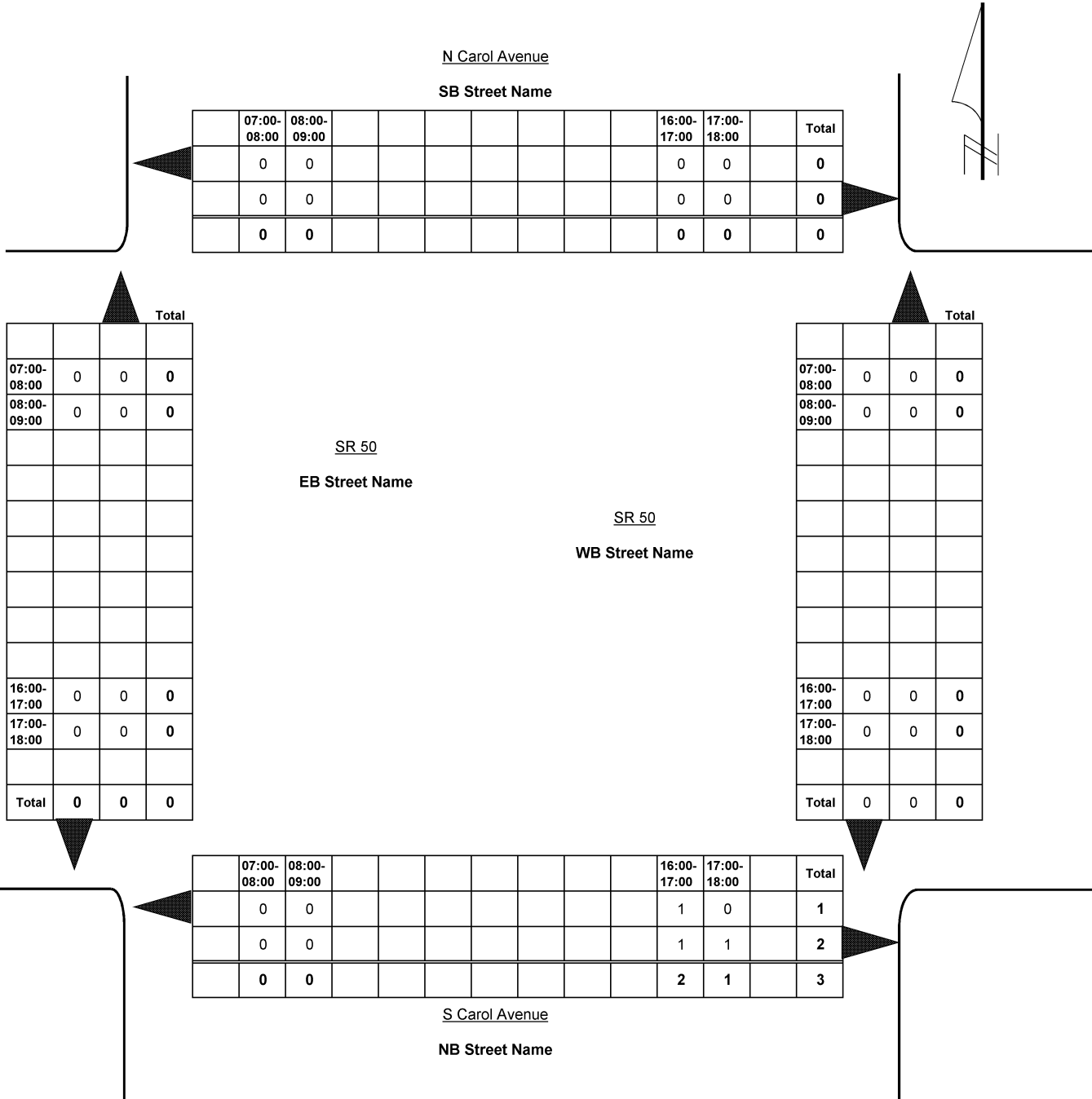
COUNTY: LAKE
 MILEPOST: X

FORM COMPLETED BY: Santiago

DATE: 1/19/2017

GPS COORDINATES

Latitude	Longitude
00° 00.000' N	000° 00.000' W





Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 034
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at Carol Avenue

File Name : Sta 034_SR 50 at Carol Av
 Site Code : 00340968
 Start Date : 1/19/2017
 Page No : 1

Groups Printed- General Traffic - Truck Traffic - Turn Traffic

Start Time	N Carol Avenue Southbound				SR 50 Westbound				S Carol Avenue Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	63	0	63	0	0	1	1	0	158	0	158	222
07:15	0	0	0	0	0	76	0	76	0	0	1	1	0	197	0	197	274
07:30	2	0	0	2	0	108	0	108	0	0	3	3	0	182	0	182	295
07:45	1	0	0	1	0	105	0	105	0	0	4	4	0	152	0	152	262
Total	3	0	0	3	0	352	0	352	0	0	9	9	0	689	0	689	1053
08:00	1	0	0	1	1	99	1	101	0	0	0	0	0	143	0	143	245
08:15	1	0	0	1	1	99	0	100	0	0	1	1	0	122	0	122	224
08:30	1	0	0	1	0	87	3	90	0	0	4	4	0	143	0	143	238
08:45	0	0	0	0	1	85	2	88	0	0	3	3	0	118	0	118	209
Total	3	0	0	3	3	370	6	379	0	0	8	8	0	526	0	526	916
*** BREAK ***																	
16:00	0	0	1	1	1	175	0	176	0	0	0	0	0	125	0	125	302
16:15	0	0	0	0	1	162	1	164	0	0	0	0	0	119	0	119	283
16:30	1	0	0	1	0	160	0	160	0	0	1	1	0	128	0	128	290
16:45	2	0	0	2	0	152	1	153	0	0	1	1	0	131	1	132	288
Total	3	0	1	4	2	649	2	653	0	0	2	2	0	503	1	504	1163
17:00	0	0	0	0	1	150	2	153	0	0	3	3	0	104	0	104	260
17:15	1	0	0	1	0	164	0	164	0	0	1	1	0	139	1	140	306
17:30	0	0	0	0	1	170	0	171	0	0	2	2	0	133	0	133	306
17:45	0	0	0	0	1	169	2	172	0	0	1	1	0	120	0	120	293
Total	1	0	0	1	3	653	4	660	0	0	7	7	0	496	1	497	1165
Grand Total	10	0	1	11	8	2024	12	2044	0	0	26	26	0	2214	2	2216	4297
Apprch %	90.9	0	9.1		0.4	99	0.6		0	0	100		0	99.9	0.1		
Total %	0.2	0	0	0.3	0.2	47.1	0.3	47.6	0	0	0.6	0.6	0	51.5	0	51.6	
General Traffic	10	0	1	11	7	1774	11	1792	0	0	24	24	0	1963	2	1965	3792
% General Traffic																	
Truck Traffic	0	0	0	0	1	250	1	252	0	0	2	2	0	251	0	251	505
% Truck Traffic	0	0	0	0	12.5	12.4	8.3	12.3	0	0	7.7	7.7	0	11.3	0	11.3	11.8
U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 034
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at Carol Avenue

File Name : Sta 034_SR 50 at Carol Av
 Site Code : 00340968
 Start Date : 1/19/2017
 Page No : 2

Start Time	N Carol Avenue Southbound				SR 50 Westbound				S Carol Avenue Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15																	
07:15	0	0	0	0	0	76	0	76	0	0	1	1	0	197	0	197	274
07:30	2	0	0	2	0	108	0	108	0	0	3	3	0	182	0	182	295
07:45	1	0	0	1	0	105	0	105	0	0	4	4	0	152	0	152	262
08:00	1	0	0	1	1	99	1	101	0	0	0	0	0	143	0	143	245
Total Volume	4	0	0	4	1	388	1	390	0	0	8	8	0	674	0	674	1076
% App. Total	100	0	0		0.3	99.5	0.3		0	0	100		0	100	0		
PHF	.500	.000	.000	.500	.250	.898	.250	.903	.000	.000	.500	.500	.000	.855	.000	.855	.912

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	0	0	0	0	1	150	2	153	0	0	3	3	0	104	0	104	260
17:15	1	0	0	1	0	164	0	164	0	0	1	1	0	139	1	140	306
17:30	0	0	0	0	1	170	0	171	0	0	2	2	0	133	0	133	306
17:45	0	0	0	0	1	169	2	172	0	0	1	1	0	120	0	120	293
Total Volume	1	0	0	1	3	653	4	660	0	0	7	7	0	496	1	497	1165
% App. Total	100	0	0		0.5	98.9	0.6		0	0	100		0	99.8	0.2		
PHF	.250	.000	.000	.250	.750	.960	.500	.959	.000	.000	.583	.583	.000	.892	.250	.888	.952



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 035
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at Bay Lake Road

File Name : Sta 035_SR 50 at Bay Lake Rd
 Site Code : 00350968
 Start Date : 1/12/2017
 Page No : 1

Groups Printed- Turn Traffic

Start Time	N Bay Lake Road Southbound				SR 50 Westbound				S Bay Lake Road Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
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 %																	



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 035
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at Bay Lake Road

File Name : Sta 035_SR 50 at Bay Lake Rd
 Site Code : 00350968
 Start Date : 1/12/2017
 Page No : 1

Groups Printed- Truck Traffic

Start Time	N Bay Lake Road Southbound				SR 50 Westbound				S Bay Lake Road Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	7	0	7	0	0	2	2	0	12	0	12	21
07:15	0	0	0	0	0	7	0	7	1	0	0	1	0	18	0	18	26
07:30	0	0	0	0	0	6	0	6	0	0	1	1	0	24	0	24	31
07:45	0	0	0	0	0	12	0	12	0	0	1	1	0	8	0	8	21
Total	0	0	0	0	0	32	0	32	1	0	4	5	0	62	0	62	99
08:00	0	0	0	0	0	5	0	5	1	0	2	3	0	12	0	12	20
08:15	0	0	0	0	0	5	0	5	0	0	1	1	0	16	0	16	22
08:30	0	0	0	0	1	18	0	19	0	0	0	0	0	4	0	4	23
08:45	0	0	0	0	0	12	0	12	1	0	1	2	0	10	0	10	24
Total	0	0	0	0	1	40	0	41	2	0	4	6	0	42	0	42	89
*** BREAK ***																	
16:00	0	0	0	0	0	7	0	7	0	0	0	0	0	2	0	2	9
16:15	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
16:30	0	0	0	0	0	9	0	9	0	0	0	0	0	6	1	7	16
16:45	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
Total	0	0	0	0	0	24	0	24	0	0	0	0	0	15	1	16	40
17:00	0	0	0	0	0	5	0	5	1	0	0	1	0	4	0	4	10
17:15	0	0	0	0	0	13	0	13	1	0	0	1	0	5	0	5	19
17:30	0	0	0	0	0	5	0	5	0	0	0	0	0	6	0	6	11
17:45	0	0	0	0	0	6	0	6	0	0	0	0	0	4	0	4	10
Total	0	0	0	0	0	29	0	29	2	0	0	2	0	19	0	19	50
Grand Total	0	0	0	0	1	125	0	126	5	0	8	13	0	138	1	139	278
Apprch %	0	0	0	0	0.8	99.2	0		38.5	0	61.5		0	99.3	0.7		
Total %	0	0	0	0	0.4	45	0	45.3	1.8	0	2.9	4.7	0	49.6	0.4	50	

LAKE COUNTY, FLORIDA

PEDESTRIANS MOVEMENT SUMMARY

CODE / STATION NO.: 035
 NORTH / SOUTH: Bay Lake Road
 OBSERVER: Elaine
 WEATHER: Clear
 REMARKS: _____

CITY: Mascotte
 INTERSECTING ROUTE: SR 50

COUNTY: LAKE
 MILEPOST: X

GPS COORDINATES

Latitude	Longitude
00° 00.000' N	000° 00.000' W

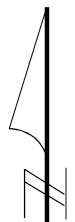
FORM COMPLETED BY: Santiago

DATE: 1/12/2017

N Bay Lake Road

SB Street Name

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	2	0							0	0		2
	0	0							0	0		0
	2	0							0	0		2



SR 50

EB Street Name

SR 50

WB Street Name

Total			
07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
Total	0	0	0

Total			
07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
Total	0	0	0

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	0	0							1	0		1
	1	1							0	1		3
	1	1							1	1		4

S Bay Lake Road

NB Street Name



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 035
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at Bay Lake Road

File Name : Sta 035_SR 50 at Bay Lake Rd
 Site Code : 00350968
 Start Date : 1/12/2017
 Page No : 1

Groups Printed- General Traffic

Start Time	N Bay Lake Road Southbound				SR 50 Westbound				S Bay Lake Road Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	8	68	0	76	1	0	21	22	0	136	1	137	235
07:15	0	0	0	0	5	75	0	80	0	0	25	25	0	153	4	157	262
07:30	0	0	0	0	9	80	0	89	2	0	22	24	0	148	2	150	263
07:45	0	0	0	0	6	78	1	85	1	0	23	24	0	140	4	144	253
Total	0	0	0	0	28	301	1	330	4	0	91	95	0	577	11	588	1013
08:00	0	0	0	0	18	69	0	87	3	0	23	26	0	133	2	135	248
08:15	1	0	0	1	17	78	0	95	2	0	24	26	0	121	0	121	243
08:30	0	0	0	0	5	79	0	84	0	0	16	16	0	84	2	86	186
08:45	0	0	0	0	6	91	0	97	1	0	16	17	0	106	1	107	221
Total	1	0	0	1	46	317	0	363	6	0	79	85	0	444	5	449	898
*** BREAK ***																	
16:00	0	1	1	2	12	131	0	143	2	0	15	17	0	109	0	109	271
16:15	0	0	0	0	21	149	1	171	2	0	13	15	2	123	2	127	313
16:30	0	0	0	0	28	148	0	176	2	0	23	25	0	125	2	127	328
16:45	0	0	0	0	23	157	0	180	1	0	14	15	0	118	0	118	313
Total	0	1	1	2	84	585	1	670	7	0	65	72	2	475	4	481	1225
17:00	2	0	0	2	17	132	2	151	5	0	18	23	0	106	2	108	284
17:15	0	0	1	1	30	157	0	187	4	1	14	19	0	130	4	134	341
17:30	0	1	0	1	22	166	0	188	3	0	12	15	0	118	1	119	323
17:45	0	0	0	0	24	144	0	168	1	0	15	16	0	145	0	145	329
Total	2	1	1	4	93	599	2	694	13	1	59	73	0	499	7	506	1277
Grand Total	3	2	2	7	251	1802	4	2057	30	1	294	325	2	1995	27	2024	4413
Apprch %	42.9	28.6	28.6		12.2	87.6	0.2		9.2	0.3	90.5		0.1	98.6	1.3		
Total %	0.1	0	0	0.2	5.7	40.8	0.1	46.6	0.7	0	6.7	7.4	0	45.2	0.6	45.9	

BICYCLES MOVEMENT SUMMARY

CODE / STATION NO.: 035
 NORTH / SOUTH: Bay Lake Road
 OBSERVER: Elaine
 WEATHER: Clear
 REMARKS: _____

CITY: Mascotte
 INTERSECTING ROUTE: SR 50

COUNTY: LAKE
 MILEPOST: X

GPS COORDINATES

Latitude	Longitude
00° 00.000' N	000° 00.000' W

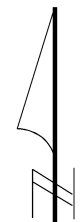
FORM COMPLETED BY: Santiago

DATE: 1/12/2017

N Bay Lake Road

SB Street Name

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	0	0							0	0		0
	1	0							0	0		1
	1	0							0	0		1



SR 50

EB Street Name

SR 50

WB Street Name

Total			
07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
Total	0	0	0

Total			
07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	1	1
17:00-18:00	0	0	0
Total	0	1	1

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	1	0							0	0		1
	0	2							1	0		3
	1	2							1	0		4

S Bay Lake Road

NB Street Name



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
Oviedo, Florida 32765

info@accuratetraffic.com

Station: 035
Counted by: Elaine
Weather: Clear
Location: SR 50 at Bay Lake Road

File Name : Sta 035_SR 50 at Bay Lake Rd
Site Code : 00350968
Start Date : 1/12/2017
Page No : 1

Groups Printed- General Traffic - Truck Traffic - Turn Traffic

Start Time	N Bay Lake Road Southbound				SR 50 Westbound				S Bay Lake Road Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	8	75	0	83	1	0	23	24	0	148	1	149	256
07:15	0	0	0	0	5	82	0	87	1	0	25	26	0	171	4	175	288
07:30	0	0	0	0	9	86	0	95	2	0	23	25	0	172	2	174	294
07:45	0	0	0	0	6	90	1	97	1	0	24	25	0	148	4	152	274
Total	0	0	0	0	28	333	1	362	5	0	95	100	0	639	11	650	1112
08:00	0	0	0	0	18	74	0	92	4	0	25	29	0	145	2	147	268
08:15	1	0	0	1	17	83	0	100	2	0	25	27	0	137	0	137	265
08:30	0	0	0	0	6	97	0	103	0	0	16	16	0	88	2	90	209
08:45	0	0	0	0	6	103	0	109	2	0	17	19	0	116	1	117	245
Total	1	0	0	1	47	357	0	404	8	0	83	91	0	486	5	491	987
*** BREAK ***																	
16:00	0	1	1	2	12	138	0	150	2	0	15	17	0	111	0	111	280
16:15	0	0	0	0	21	153	1	175	2	0	13	15	2	127	2	131	321
16:30	0	0	0	0	28	157	0	185	2	0	23	25	0	131	3	134	344
16:45	0	0	0	0	23	161	0	184	1	0	14	15	0	121	0	121	320
Total	0	1	1	2	84	609	1	694	7	0	65	72	2	490	5	497	1265
17:00	2	0	0	2	17	137	2	156	6	0	18	24	0	110	2	112	294
17:15	0	0	1	1	30	170	0	200	5	1	14	20	0	135	4	139	360
17:30	0	1	0	1	22	171	0	193	3	0	12	15	0	124	1	125	334
17:45	0	0	0	0	24	150	0	174	1	0	15	16	0	149	0	149	339
Total	2	1	1	4	93	628	2	723	15	1	59	75	0	518	7	525	1327
Grand Total	3	2	2	7	252	1927	4	2183	35	1	302	338	2	2133	28	2163	4691
Apprch %	42.9	28.6	28.6		11.5	88.3	0.2		10.4	0.3	89.3		0.1	98.6	1.3		
Total %	0.1	0	0	0.1	5.4	41.1	0.1	46.5	0.7	0	6.4	7.2	0	45.5	0.6	46.1	
General Traffic	3	2	2	7	251	1802	4	2057	30	1	294	325	2	1995	27	2024	4413
% General Traffic																	
Truck Traffic	0	0	0	0	1	125	0	126	5	0	8	13	0	138	1	139	278
% Truck Traffic	0	0	0	0	0.4	6.5	0	5.8	14.3	0	2.6	3.8	0	6.5	3.6	6.4	5.9
U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
Oviedo, Florida 32765

info@accuratetraffic.com

Station: 035
Counted by: Elaine
Weather: Clear
Location: SR 50 at Bay Lake Road

File Name : Sta 035_SR 50 at Bay Lake Rd
Site Code : 00350968
Start Date : 1/12/2017
Page No : 2

Start Time	N Bay Lake Road Southbound				SR 50 Westbound				S Bay Lake Road Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15																	
07:15	0	0	0	0	5	82	0	87	1	0	25	26	0	171	4	175	288
07:30	0	0	0	0	9	86	0	95	2	0	23	25	0	172	2	174	294
07:45	0	0	0	0	6	90	1	97	1	0	24	25	0	148	4	152	274
08:00	0	0	0	0	18	74	0	92	4	0	25	29	0	145	2	147	268
Total Volume	0	0	0	0	38	332	1	371	8	0	97	105	0	636	12	648	1124
% App. Total	0	0	0	0	10.2	89.5	0.3	92.4	7.6	0	92.4	90.5	0	98.1	1.9	92.6	95.6
PHF	.000	.000	.000	.000	.528	.922	.250	.956	.500	.000	.970	.905	.000	.924	.750	.926	.956

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	2	0	0	2	17	137	2	156	6	0	18	24	0	110	2	112	294
17:15	0	0	1	1	30	170	0	200	5	1	14	20	0	135	4	139	360
17:30	0	1	0	1	22	171	0	193	3	0	12	15	0	124	1	125	334
17:45	0	0	0	0	24	150	0	174	1	0	15	16	0	149	0	149	339
Total Volume	2	1	1	4	93	628	2	723	15	1	59	75	0	518	7	525	1327
% App. Total	50	25	25	50	12.9	86.9	0.3	90.4	20	1.3	78.7	78.1	0	98.7	1.3	92.2	92.2
PHF	.250	.250	.250	.500	.775	.918	.250	.904	.625	.250	.819	.781	.000	.869	.438	.881	.922



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 036
 Counted by: Gerardo
 Weather: Clear
 Location: SR 50 at Fiske Av

File Name : Sta 036_SR 50 at Fiske Av
 Site Code : 03602294
 Start Date : 2/8/2017
 Page No : 1

Groups Printed- Turn Traffic

Start Time	One Story House Southbound				SR 50 Westbound				Fiske Avenue Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
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 %																	



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 036
 Counted by: Gerardo
 Weather: Clear
 Location: SR 50 at Fiske Av

File Name : Sta 036_SR 50 at Fiske Av
 Site Code : 03602294
 Start Date : 2/8/2017
 Page No : 1

Groups Printed- Truck Traffic

Start Time	One Story House Southbound				SR 50 Westbound				Fiske Avenue Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	18	0	18	0	0	0	0	0	31	0	31	49
07:15	0	0	0	0	0	15	0	15	0	0	0	0	0	35	0	35	50
07:30	0	0	0	0	0	18	0	18	0	0	0	0	0	41	0	41	59
07:45	0	0	0	0	0	14	0	14	0	0	0	0	0	29	0	29	43
Total	0	0	0	0	0	65	0	65	0	0	0	0	0	136	0	136	201
08:00	0	0	0	0	0	13	0	13	0	0	0	0	0	16	0	16	29
08:15	0	0	0	0	0	15	0	15	0	0	0	0	0	16	0	16	31
08:30	0	0	0	0	0	18	0	18	0	0	0	0	0	19	0	19	37
08:45	0	0	0	0	0	15	0	15	0	0	0	0	0	17	0	17	32
Total	0	0	0	0	0	61	0	61	0	0	0	0	0	68	0	68	129
*** BREAK ***																	
16:00	0	0	0	0	0	15	0	15	0	0	0	0	0	10	0	10	25
16:15	0	0	0	0	0	14	0	14	0	0	0	0	0	12	0	12	26
16:30	0	0	0	0	0	11	0	11	0	0	0	0	0	10	0	10	21
16:45	0	0	0	0	0	16	0	16	0	0	0	0	0	4	0	4	20
Total	0	0	0	0	0	56	0	56	0	0	0	0	0	36	0	36	92
17:00	0	0	0	0	0	20	0	20	0	0	0	0	0	8	0	8	28
17:15	0	0	0	0	0	10	0	10	0	0	0	0	0	2	0	2	12
17:30	0	0	0	0	0	14	0	14	0	0	0	0	0	8	0	8	22
17:45	0	0	0	0	0	10	0	10	0	0	0	0	0	6	0	6	16
Total	0	0	0	0	0	54	0	54	0	0	0	0	0	24	0	24	78
Grand Total	0	0	0	0	0	236	0	236	0	0	0	0	0	264	0	264	500
Apprch %	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100	
Total %	0	0	0	0	0	47.2	0	47.2	0	0	0	0	0	52.8	0	52.8	

PEDESTRIANS MOVEMENT SUMMARY

CODE / STATION NO.: 036
 NORTH / SOUTH: Fiske Av
 OBSERVER: Gerardo
 WEATHER: Clear
 REMARKS: _____

CITY: Mascotte
 INTERSECTING ROUTE: SR 50

COUNTY: LAKE
 MILEPOST: X

FORM COMPLETED BY: Santiago

DATE: 2/8/2017

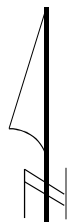
GPS COORDINATES

Latitude	Longitude
00° 00.000' N	000°00.000' W

One Story House

SB Street Name

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
▶	0	0							0	0		0
	1	0							0	0		1
	1	0							0	0		1



Total			
07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
Total	0	0	0

Total			
07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
Total	0	0	0

SR 50

EB Street Name

SR 50

WB Street Name

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
▶	0	3							1	2		6
	0	0							2	0		2
	0	3							3	2		8

Taylor Avenue

NB Street Name





Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 036
 Counted by: Gerardo
 Weather: Clear
 Location: SR 50 at Fiske Av

File Name : Sta 036_SR 50 at Fiske Av
 Site Code : 03602294
 Start Date : 2/8/2017
 Page No : 1

Groups Printed- General Traffic

Start Time	One Story House Southbound				SR 50 Westbound				Fiske Avenue Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	1	75	0	76	0	0	2	2	0	157	0	157	235
07:15	0	0	0	0	0	73	0	73	0	0	0	0	0	162	0	162	235
07:30	0	0	0	0	0	72	0	72	0	0	1	1	0	169	0	169	242
07:45	0	0	0	0	0	76	0	76	0	0	0	0	0	186	0	186	262
Total	0	0	0	0	1	296	0	297	0	0	3	3	0	674	0	674	974
08:00	0	0	0	0	0	81	0	81	0	0	0	0	1	140	0	141	222
08:15	0	0	0	0	0	85	0	85	0	0	0	0	0	133	0	133	218
08:30	0	0	0	0	0	73	0	73	0	0	0	0	0	102	0	102	175
08:45	0	0	0	0	1	56	0	57	0	0	0	0	0	109	0	109	166
Total	0	0	0	0	1	295	0	296	0	0	0	0	1	484	0	485	781
*** BREAK ***																	
16:00	0	0	0	0	0	141	0	141	0	0	0	0	0	137	0	137	278
16:15	0	0	0	0	1	184	0	185	0	0	0	0	0	146	0	146	331
16:30	0	0	0	0	0	174	0	174	0	0	0	0	0	113	0	113	287
16:45	0	0	0	0	1	176	0	177	0	0	0	0	0	124	1	125	302
Total	0	0	0	0	2	675	0	677	0	0	0	0	0	520	1	521	1198
17:00	0	0	0	0	0	169	0	169	0	0	1	1	0	141	0	141	311
17:15	0	0	0	0	0	181	0	181	0	0	0	0	0	149	0	149	330
17:30	0	0	0	0	0	162	0	162	0	0	1	1	0	110	0	110	273
17:45	0	0	0	0	0	179	0	179	0	0	0	0	0	125	0	125	304
Total	0	0	0	0	0	691	0	691	0	0	2	2	0	525	0	525	1218
Grand Total	0	0	0	0	4	1957	0	1961	0	0	5	5	1	2203	1	2205	4171
Apprch %	0	0	0		0.2	99.8	0		0	0	100		0	99.9	0		
Total %	0	0	0		0.1	46.9	0	47	0	0	0.1	0.1	0	52.8	0	52.9	

BICYCLES MOVEMENT SUMMARY

CODE / STATION NO.: 036
 NORTH / SOUTH: Fiske Av
 OBSERVER: Gerardo
 WEATHER: Clear
 REMARKS: _____

CITY: Mascotte
 INTERSECTING ROUTE: SR 50

COUNTY: LAKE
 MILEPOST: X

GPS COORDINATES	
Latitude	Longitude
00° 00.000' N	000° 00.000' W

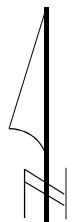
FORM COMPLETED BY: Santiago

DATE: 2/8/2017

One Story House

SB Street Name

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	0	0							1	0		1
	0	0							1	2		3
	0	0							2	2		4



Total			
07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
Total	0	0	0

SR 50

EB Street Name

SR 50

WB Street Name

Total			
07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
Total	0	0	0



	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	0	2							1	0		3
	0	1							2	2		5
	0	3							3	2		8

Taylor Avenue

NB Street Name



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 036
 Counted by: Gerardo
 Weather: Clear
 Location: SR 50 at Fiske Av

File Name : Sta 036_SR 50 at Fiske Av
 Site Code : 03602294
 Start Date : 2/8/2017
 Page No : 1

Groups Printed- General Traffic - Truck Traffic - Turn Traffic

Start Time	One Story House Southbound				SR 50 Westbound				Fiske Avenue Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	1	93	0	94	0	0	2	2	0	188	0	188	284
07:15	0	0	0	0	0	88	0	88	0	0	0	0	0	197	0	197	285
07:30	0	0	0	0	0	90	0	90	0	0	1	1	0	210	0	210	301
07:45	0	0	0	0	0	90	0	90	0	0	0	0	0	215	0	215	305
Total	0	0	0	0	1	361	0	362	0	0	3	3	0	810	0	810	1175
08:00	0	0	0	0	0	94	0	94	0	0	0	0	1	156	0	157	251
08:15	0	0	0	0	0	100	0	100	0	0	0	0	0	149	0	149	249
08:30	0	0	0	0	0	91	0	91	0	0	0	0	0	121	0	121	212
08:45	0	0	0	0	1	71	0	72	0	0	0	0	0	126	0	126	198
Total	0	0	0	0	1	356	0	357	0	0	0	0	1	552	0	553	910
*** BREAK ***																	
16:00	0	0	0	0	0	156	0	156	0	0	0	0	0	147	0	147	303
16:15	0	0	0	0	1	198	0	199	0	0	0	0	0	158	0	158	357
16:30	0	0	0	0	0	185	0	185	0	0	0	0	0	123	0	123	308
16:45	0	0	0	0	1	192	0	193	0	0	0	0	0	128	1	129	322
Total	0	0	0	0	2	731	0	733	0	0	0	0	0	556	1	557	1290
17:00	0	0	0	0	0	189	0	189	0	0	1	1	0	149	0	149	339
17:15	0	0	0	0	0	191	0	191	0	0	0	0	0	151	0	151	342
17:30	0	0	0	0	0	176	0	176	0	0	1	1	0	118	0	118	295
17:45	0	0	0	0	0	189	0	189	0	0	0	0	0	131	0	131	320
Total	0	0	0	0	0	745	0	745	0	0	2	2	0	549	0	549	1296
Grand Total	0	0	0	0	4	2193	0	2197	0	0	5	5	1	2467	1	2469	4671
Apprch %	0	0	0		0.2	99.8	0		0	0	100		0	99.9	0		
Total %	0	0	0	0	0.1	46.9	0	47	0	0	0.1	0.1	0	52.8	0	52.9	
General Traffic	0	0	0	0	4	1957	0	1961	0	0	5	5	1	2203	1	2205	4171
% General Traffic																	
Truck Traffic	0	0	0	0	0	236	0	236	0	0	0	0	0	264	0	264	500
% Truck Traffic	0	0	0	0	0	10.8	0	10.7	0	0	0	0	0	10.7	0	10.7	10.7
U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A

Oviedo, Florida 32765

info@accuratetraffic.com

Station: 036
 Counted by: Gerardo
 Weather: Clear
 Location: SR 50 at Fiske Av

File Name : Sta 036_SR 50 at Fiske Av
 Site Code : 03602294
 Start Date : 2/8/2017
 Page No : 2

Start Time	One Story House Southbound				SR 50 Westbound				Fiske Avenue Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00																	
07:00	0	0	0	0	1	93	0	94	0	0	2	2	0	188	0	188	284
07:15	0	0	0	0	0	88	0	88	0	0	0	0	0	197	0	197	285
07:30	0	0	0	0	0	90	0	90	0	0	1	1	0	210	0	210	301
07:45	0	0	0	0	0	90	0	90	0	0	0	0	0	215	0	215	305
Total Volume	0	0	0	0	1	361	0	362	0	0	3	3	0	810	0	810	1175
% App. Total	0	0	0	0	0.3	99.7	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.250	.970	.000	.963	.000	.000	.375	.375	.000	.942	.000	.942	.963

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:15																	
16:15	0	0	0	0	1	198	0	199	0	0	0	0	0	158	0	158	357
16:30	0	0	0	0	0	185	0	185	0	0	0	0	0	123	0	123	308
16:45	0	0	0	0	1	192	0	193	0	0	0	0	0	128	1	129	322
17:00	0	0	0	0	0	189	0	189	0	0	1	1	0	149	0	149	339
Total Volume	0	0	0	0	2	764	0	766	0	0	1	1	0	558	1	559	1326
% App. Total	0	0	0	0	0.3	99.7	0		0	0	100		0	99.8	0.2		
PHF	.000	.000	.000	.000	.500	.965	.000	.962	.000	.000	.250	.250	.000	.883	.250	.884	.929



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 037
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at Howard Ave

File Name : Sta 037_SR 50 at Howard Av
 Site Code : 00370968
 Start Date : 1/19/2017
 Page No : 1

Groups Printed- Turn Traffic

Start Time	Burger Ct Southbound				SR 50 (W Myers Bv) Westbound				Howard Ave Northbound				SR 50 (W Myers Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
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 %																	



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 037
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at Howard Ave

File Name : Sta 037_SR 50 at Howard Av
 Site Code : 00370968
 Start Date : 1/19/2017
 Page No : 1

Groups Printed- Truck Traffic

Start Time	Burger Ct Southbound				SR 50 (W Myers Bv) Westbound				Howard Ave Northbound				SR 50 (W Myers Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	12	0	12	0	0	1	1	0	20	1	21	34
07:15	0	0	0	0	0	8	0	8	0	0	0	0	0	37	0	37	45
07:30	0	0	0	0	0	21	0	21	0	0	0	0	0	33	0	33	54
07:45	0	0	0	0	0	19	0	19	0	0	0	0	0	11	0	11	30
Total	0	0	0	0	0	60	0	60	0	0	1	1	0	101	1	102	163
08:00	0	0	0	0	0	27	0	27	0	0	0	0	0	25	0	25	52
08:15	0	0	0	0	0	23	0	23	0	0	0	0	0	16	0	16	39
08:30	0	0	0	0	0	21	0	21	0	0	0	0	0	27	0	27	48
08:45	0	0	0	0	0	23	0	23	0	0	0	0	0	23	0	23	46
Total	0	0	0	0	0	94	0	94	0	0	0	0	0	91	0	91	185
*** BREAK ***																	
16:00	0	0	0	0	0	11	0	11	0	0	0	0	0	13	0	13	24
16:15	0	0	0	0	0	18	0	18	0	0	0	0	0	8	0	8	26
16:30	0	0	0	0	0	13	0	13	0	0	0	0	0	12	0	12	25
16:45	0	0	0	0	0	13	0	13	0	0	0	0	0	4	0	4	17
Total	0	0	0	0	0	55	0	55	0	0	0	0	0	37	0	37	92
17:00	0	0	0	0	0	19	0	19	0	0	0	0	0	7	0	7	26
17:15	0	0	0	0	0	12	0	12	0	0	0	0	0	11	0	11	23
17:30	0	0	0	0	0	19	0	19	0	0	0	0	0	9	0	9	28
17:45	0	0	0	0	0	20	0	20	0	0	0	0	0	8	0	8	28
Total	0	0	0	0	0	70	0	70	0	0	0	0	0	35	0	35	105
Grand Total	0	0	0	0	0	279	0	279	0	0	1	1	0	264	1	265	545
Apprch %	0	0	0	0	0	100	0	100	0	0	100	100	0	99.6	0.4	100	
Total %	0	0	0	0	0	51.2	0	51.2	0	0	0.2	0.2	0	48.4	0.2	48.6	

PEDESTRIANS MOVEMENT SUMMARY

CODE / STATION NO.: 037

CITY: Mascotte

COUNTY: LAKE

NORTH / SOUTH: Berger Ct (N) / Howard Av (S)

INTERSECTING ROUTE: SR 50

MILEPOST: X

OBSERVER: Elaine

WEATHER: Clear

REMARKS: _____

GPS COORDINATES

Latitude	Longitude
00° 00.000' N	000° 00.000' W

FORM COMPLETED BY: Santiago

DATE: 1/19/2017

Burger Ct

SB Street Name

	07:00-08:00	08:00-09:00						16:00-17:00	17:00-18:00		Total
	0	0						2	2		4
	0	1						0	1		2
	0	1						2	3		6



Total

			Total
07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	2	0	2
17:00-18:00	0	0	0
Total	2	0	2

Total

			Total
07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
Total	0	0	0

SR 50 (W Myers Bv)

EB Street Name

SR 50 (W Myers Bv)

WB Street Name

	07:00-08:00	08:00-09:00						16:00-17:00	17:00-18:00		Total
	3	0						2	1		6
	1	0						3	0		4
	4	0						5	1		10

Howard Avenue

NB Street Name



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 037
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at Howard Ave

File Name : Sta 037_SR 50 at Howard Av
 Site Code : 00370968
 Start Date : 1/19/2017
 Page No : 1

Groups Printed- General Traffic

Start Time	Burger Ct Southbound				SR 50 (W Myers Bv) Westbound				Howard Ave Northbound				SR 50 (W Myers Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	1	1	1	61	0	62	0	0	2	2	0	149	2	151	216
07:15	0	0	0	0	0	76	0	76	0	0	3	3	0	184	0	184	263
07:30	0	0	0	0	1	90	2	93	0	0	1	1	0	170	0	170	264
07:45	0	0	0	0	0	88	4	92	0	0	6	6	1	172	0	173	271
Total	0	0	1	1	2	315	6	323	0	0	12	12	1	675	2	678	1014
08:00	1	0	0	1	5	79	1	85	0	0	5	5	1	144	0	145	236
08:15	0	0	0	0	2	97	1	100	0	0	3	3	0	130	0	130	233
08:30	1	0	1	2	1	67	2	70	0	0	0	0	0	129	0	129	201
08:45	2	0	0	2	3	86	1	90	0	0	2	2	0	121	1	122	216
Total	4	0	1	5	11	329	5	345	0	0	10	10	1	524	1	526	886
*** BREAK ***																	
16:00	1	0	0	1	3	177	0	180	2	0	1	3	0	127	1	128	312
16:15	0	0	0	0	6	164	1	171	0	0	2	2	0	129	1	130	303
16:30	2	0	0	2	3	171	0	174	2	0	2	4	0	129	0	129	309
16:45	1	0	0	1	2	167	0	169	0	0	1	1	0	131	1	132	303
Total	4	0	0	4	14	679	1	694	4	0	6	10	0	516	3	519	1227
17:00	3	0	0	3	4	154	2	160	2	0	3	5	0	115	0	115	283
17:15	4	0	3	7	2	182	0	184	1	0	1	2	0	153	0	153	346
17:30	0	0	0	0	2	179	0	181	1	0	0	1	0	141	1	142	324
17:45	1	0	0	1	2	182	2	186	0	0	2	2	0	130	0	130	319
Total	8	0	3	11	10	697	4	711	4	0	6	10	0	539	1	540	1272
Grand Total	16	0	5	21	37	2020	16	2073	8	0	34	42	2	2254	7	2263	4399
Apprch %	76.2	0	23.8		1.8	97.4	0.8		19	0	81		0.1	99.6	0.3		
Total %	0.4	0	0.1	0.5	0.8	45.9	0.4	47.1	0.2	0	0.8	1	0	51.2	0.2	51.4	

BICYCLES MOVEMENT SUMMARY

CODE / STATION NO.: 037

CITY: Mascotte

COUNTY: LAKE

NORTH / SOUTH: Berger Ct (N) / Howard Av (S)

INTERSECTING ROUTE: SR 50

MILEPOST: X

OBSERVER: Elaine

WEATHER: Clear

REMARKS: _____

GPS COORDINATES

Latitude	Longitude
00° 00.000' N	000° 00.000' W

FORM COMPLETED BY: Santiago

DATE: 1/19/2017

Burger Ct

SB Street Name

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	0	0							0	0		0
	1	0							0	0		1
	1	0							0	0		1



Total

07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
Total	0	0	0

Total

07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
Total	0	0	0

SR 50 (W Myers Bv)

EB Street Name

SR 50 (W Myers Bv)

WB Street Name

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	3	0							3	2		8
	1	1							4	2		8
	4	1							7	4		16

Howard Avenue

NB Street Name



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 037
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at Howard Ave

File Name : Sta 037_SR 50 at Howard Av
 Site Code : 00370968
 Start Date : 1/19/2017
 Page No : 1

Groups Printed- General Traffic - Truck Traffic - Turn Traffic

Start Time	Burger Ct Southbound				SR 50 (W Myers Bv) Westbound				Howard Ave Northbound				SR 50 (W Myers Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	1	1	1	73	0	74	0	0	3	3	0	169	3	172	250
07:15	0	0	0	0	0	84	0	84	0	0	3	3	0	221	0	221	308
07:30	0	0	0	0	1	111	2	114	0	0	1	1	0	203	0	203	318
07:45	0	0	0	0	0	107	4	111	0	0	6	6	1	183	0	184	301
Total	0	0	1	1	2	375	6	383	0	0	13	13	1	776	3	780	1177
08:00	1	0	0	1	5	106	1	112	0	0	5	5	1	169	0	170	288
08:15	0	0	0	0	2	120	1	123	0	0	3	3	0	146	0	146	272
08:30	1	0	1	2	1	88	2	91	0	0	0	0	0	156	0	156	249
08:45	2	0	0	2	3	109	1	113	0	0	2	2	0	144	1	145	262
Total	4	0	1	5	11	423	5	439	0	0	10	10	1	615	1	617	1071
*** BREAK ***																	
16:00	1	0	0	1	3	188	0	191	2	0	1	3	0	140	1	141	336
16:15	0	0	0	0	6	182	1	189	0	0	2	2	0	137	1	138	329
16:30	2	0	0	2	3	184	0	187	2	0	2	4	0	141	0	141	334
16:45	1	0	0	1	2	180	0	182	0	0	1	1	0	135	1	136	320
Total	4	0	0	4	14	734	1	749	4	0	6	10	0	553	3	556	1319
17:00	3	0	0	3	4	173	2	179	2	0	3	5	0	122	0	122	309
17:15	4	0	3	7	2	194	0	196	1	0	1	2	0	164	0	164	369
17:30	0	0	0	0	2	198	0	200	1	0	0	1	0	150	1	151	352
17:45	1	0	0	1	2	202	2	206	0	0	2	2	0	138	0	138	347
Total	8	0	3	11	10	767	4	781	4	0	6	10	0	574	1	575	1377
Grand Total	16	0	5	21	37	2299	16	2352	8	0	35	43	2	2518	8	2528	4944
Apprch %	76.2	0	23.8		1.6	97.7	0.7		18.6	0	81.4		0.1	99.6	0.3		
Total %	0.3	0	0.1	0.4	0.7	46.5	0.3	47.6	0.2	0	0.7	0.9	0	50.9	0.2	51.1	
General Traffic	16	0	5	21	37	2020	16	2073	8	0	34	42	2	2254	7	2263	4399
% General Traffic																	
Truck Traffic	0	0	0	0	0	279	0	279	0	0	1	1	0	264	1	265	545
% Truck Traffic	0	0	0	0	0	12.1	0	11.9	0	0	2.9	2.3	0	10.5	12.5	10.5	11
U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 037
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at Howard Ave

File Name : Sta 037_SR 50 at Howard Av
 Site Code : 00370968
 Start Date : 1/19/2017
 Page No : 2

Start Time	Burger Ct Southbound				SR 50 (W Myers Bv) Westbound				Howard Ave Northbound				SR 50 (W Myers Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15																	
07:15	0	0	0	0	0	84	0	84	0	0	3	3	0	221	0	221	308
07:30	0	0	0	0	1	111	2	114	0	0	1	1	0	203	0	203	318
07:45	0	0	0	0	0	107	4	111	0	0	6	6	1	183	0	184	301
08:00	1	0	0	1	5	106	1	112	0	0	5	5	1	169	0	170	288
Total Volume	1	0	0	1	6	408	7	421	0	0	15	15	2	776	0	778	1215
% App. Total	100	0	0		1.4	96.9	1.7		0	0	100		0.3	99.7	0		
PHF	.250	.000	.000	.250	.300	.919	.438	.923	.000	.000	.625	.625	.500	.878	.000	.880	.955

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	3	0	0	3	4	173	2	179	2	0	3	5	0	122	0	122	309
17:15	4	0	3	7	2	194	0	196	1	0	1	2	0	164	0	164	369
17:30	0	0	0	0	2	198	0	200	1	0	0	1	0	150	1	151	352
17:45	1	0	0	1	2	202	2	206	0	0	2	2	0	138	0	138	347
Total Volume	8	0	3	11	10	767	4	781	4	0	6	10	0	574	1	575	1377
% App. Total	72.7	0	27.3		1.3	98.2	0.5		40	0	60		0	99.8	0.2		
PHF	.500	.000	.250	.393	.625	.949	.500	.948	.500	.000	.500	.500	.000	.875	.250	.877	.933



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 038
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at Barry Ave

File Name : Sta 038_SR 50 at Barry Av
 Site Code : 00380968
 Start Date : 1/18/2017
 Page No : 1

Groups Printed- Turn Traffic

Start Time	Barry Av Southbound				SR 50 (W Myers Bv) Westbound				One Story House Northbound				SR 50 (W Myers Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
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 %																	



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 038
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at Barry Ave

File Name : Sta 038_SR 50 at Barry Av
 Site Code : 00380968
 Start Date : 1/18/2017
 Page No : 1

Groups Printed- Truck Traffic

Start Time	Barry Av Southbound				SR 50 (W Myers Bv) Westbound				One Story House Northbound				SR 50 (W Myers Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	8	0	8	0	0	0	0	0	28	0	28	36
07:15	0	0	0	0	0	11	0	11	0	0	0	0	0	40	0	40	51
07:30	1	0	1	2	0	11	0	11	0	0	0	0	0	26	0	26	39
07:45	0	0	0	0	0	11	0	11	0	0	0	0	0	16	0	16	27
Total	1	0	1	2	0	41	0	41	0	0	0	0	0	110	0	110	153
08:00	0	0	0	0	0	9	1	10	0	0	0	0	0	22	0	22	32
08:15	0	0	0	0	0	9	0	9	0	0	0	0	0	15	0	15	24
08:30	0	0	0	0	0	13	0	13	0	0	0	0	0	12	0	12	25
08:45	0	0	0	0	0	13	0	13	0	0	0	0	0	14	0	14	27
Total	0	0	0	0	0	44	1	45	0	0	0	0	0	63	0	63	108
*** BREAK ***																	
16:00	0	0	0	0	0	9	0	9	0	0	0	0	0	3	0	3	12
16:15	0	0	0	0	0	6	0	6	0	0	0	0	0	3	0	3	9
16:30	0	0	0	0	0	8	0	8	0	0	0	0	1	5	0	6	14
16:45	0	0	0	0	0	8	0	8	0	0	0	0	0	7	0	7	15
Total	0	0	0	0	0	31	0	31	0	0	0	0	1	18	0	19	50
17:00	0	0	0	0	0	10	0	10	0	0	0	0	0	9	0	9	19
17:15	0	0	1	1	0	7	1	8	0	0	0	0	0	5	0	5	14
17:30	0	0	0	0	0	10	0	10	0	0	0	0	0	2	0	2	12
17:45	0	0	0	0	0	14	0	14	0	0	0	0	0	3	0	3	17
Total	0	0	1	1	0	41	1	42	0	0	0	0	0	19	0	19	62
Grand Total	1	0	2	3	0	157	2	159	0	0	0	0	1	210	0	211	373
Apprch %	33.3	0	66.7		0	98.7	1.3		0	0	0		0.5	99.5	0		
Total %	0.3	0	0.5	0.8	0	42.1	0.5	42.6	0	0	0	0	0.3	56.3	0	56.6	

LAKE COUNTY, FLORIDA

PEDESTRIANS MOVEMENT SUMMARY

CODE / STATION NO.: 038

CITY: Mascotte

COUNTY: LAKE

NORTH / SOUTH: Barry Avenue (N) / One Story House (S) INTERSECTING ROUTE: SR 50 (W Myers Bv)

MILEPOST: X

OBSERVER: Elaine

WEATHER: Clear

REMARKS: _____

GPS COORDINATES

Latitude	Longitude
00° 00.000' N	000° 00.000' W

FORM COMPLETED BY: Santiago

DATE: 1/18/2017

Barry Avenue

SB Street Name

	07:00-08:00	08:00-09:00						16:00-17:00	17:00-18:00		Total
	0	0						0	1		1
	0	0						0	2		2
	0	0						0	3		3



Total

07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	1	3	4
Total	1	3	4

SR 50 (W Myers Bv)

EB Street Name

SR 50 (W Myers Bv)

WB Street Name

Total

07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
Total	0	0	0



Total

	07:00-08:00	08:00-09:00						16:00-17:00	17:00-18:00		Total
	2	1						5	2		10
	1	2						5	0		8
	3	3						10	2		18

One Story House

NB Street Name



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 038
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at Barry Ave

File Name : Sta 038_SR 50 at Barry Av
 Site Code : 00380968
 Start Date : 1/18/2017
 Page No : 1

Groups Printed- General Traffic

Start Time	Barry Av Southbound				SR 50 (W Myers Bv) Westbound				One Story House Northbound				SR 50 (W Myers Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	1	0	0	1	0	60	2	62	0	0	0	0	1	167	0	168	231
07:15	0	0	2	2	0	88	1	89	0	0	0	0	1	141	0	142	233
07:30	2	0	0	2	0	115	0	115	0	0	0	0	0	183	0	183	300
07:45	1	0	2	3	0	102	0	102	0	0	0	0	0	175	0	175	280
Total	4	0	4	8	0	365	3	368	0	0	0	0	2	666	0	668	1044
08:00	3	0	0	3	0	85	1	86	0	0	0	0	1	149	0	150	239
08:15	0	0	0	0	0	102	2	104	0	0	0	0	0	154	0	154	258
08:30	2	0	0	2	0	81	2	83	0	0	0	0	0	115	0	115	200
08:45	1	0	1	2	0	78	0	78	0	0	0	0	0	125	0	125	205
Total	6	0	1	7	0	346	5	351	0	0	0	0	1	543	0	544	902
*** BREAK ***																	
16:00	3	0	1	4	0	145	5	150	0	0	0	0	1	105	0	106	260
16:15	4	0	1	5	1	170	8	179	0	0	0	0	3	125	0	128	312
16:30	3	0	3	6	0	182	3	185	0	0	0	0	0	140	0	140	331
16:45	1	0	1	2	0	176	1	177	0	0	1	1	1	124	0	125	305
Total	11	0	6	17	1	673	17	691	0	0	1	1	5	494	0	499	1208
17:00	2	0	5	7	0	136	9	145	0	0	0	0	0	145	0	145	297
17:15	5	0	6	11	0	179	5	184	0	0	0	0	2	159	0	161	356
17:30	1	0	3	4	0	197	4	201	0	0	0	0	1	143	0	144	349
17:45	3	0	3	6	0	160	4	164	0	0	0	0	3	126	0	129	299
Total	11	0	17	28	0	672	22	694	0	0	0	0	6	573	0	579	1301
Grand Total	32	0	28	60	1	2056	47	2104	0	0	1	1	14	2276	0	2290	4455
Apprch %	53.3	0	46.7		0	97.7	2.2		0	0	100		0.6	99.4	0		
Total %	0.7	0	0.6	1.3	0	46.2	1.1	47.2	0	0	0	0	0.3	51.1	0	51.4	

BICYCLES MOVEMENT SUMMARY

CODE / STATION NO.: 038

CITY: Mascotte

COUNTY: LAKE

NORTH / SOUTH: Barry Avenue (N) / One Story House (S) INTERSECTING ROUTE: SR 50 (W Myers Bv)

MILEPOST: X

OBSERVER: Elaine

WEATHER: Clear

REMARKS: _____

GPS COORDINATES

Latitude	Longitude
00° 00.000' N	000° 00.000' W

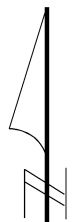
FORM COMPLETED BY: Santiago

DATE: 1/18/2017

Barry Avenue

SB Street Name

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	0	0							1	1		2
	0	0							1	0		1
	0	0							2	1		3



Total

07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	1	1
17:00-18:00	1	0	1
Total	1	1	2

SR 50 (W Myers Bv)

EB Street Name

SR 50 (W Myers Bv)

WB Street Name

Total

07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
Total	0	0	0

Total

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	0	1							1	1		3
	0	3							0	1		4
	0	4							1	2		7

One Story House

NB Street Name



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 038
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at Barry Ave

File Name : Sta 038_SR 50 at Barry Av
 Site Code : 00380968
 Start Date : 1/18/2017
 Page No : 1

Groups Printed- General Traffic - Truck Traffic - Turn Traffic

Start Time	Barry Av Southbound				SR 50 (W Myers Bv) Westbound				One Story House Northbound				SR 50 (W Myers Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	1	0	0	1	0	68	2	70	0	0	0	0	1	195	0	196	267
07:15	0	0	2	2	0	99	1	100	0	0	0	0	1	181	0	182	284
07:30	3	0	1	4	0	126	0	126	0	0	0	0	0	209	0	209	339
07:45	1	0	2	3	0	113	0	113	0	0	0	0	0	191	0	191	307
Total	5	0	5	10	0	406	3	409	0	0	0	0	2	776	0	778	1197
08:00	3	0	0	3	0	94	2	96	0	0	0	0	1	171	0	172	271
08:15	0	0	0	0	0	111	2	113	0	0	0	0	0	169	0	169	282
08:30	2	0	0	2	0	94	2	96	0	0	0	0	0	127	0	127	225
08:45	1	0	1	2	0	91	0	91	0	0	0	0	0	139	0	139	232
Total	6	0	1	7	0	390	6	396	0	0	0	0	1	606	0	607	1010
*** BREAK ***																	
16:00	3	0	1	4	0	154	5	159	0	0	0	0	1	108	0	109	272
16:15	4	0	1	5	1	176	8	185	0	0	0	0	3	128	0	131	321
16:30	3	0	3	6	0	190	3	193	0	0	0	0	1	145	0	146	345
16:45	1	0	1	2	0	184	1	185	0	0	1	1	1	131	0	132	320
Total	11	0	6	17	1	704	17	722	0	0	1	1	6	512	0	518	1258
17:00	2	0	5	7	0	146	9	155	0	0	0	0	0	154	0	154	316
17:15	5	0	7	12	0	186	6	192	0	0	0	0	2	164	0	166	370
17:30	1	0	3	4	0	207	4	211	0	0	0	0	1	145	0	146	361
17:45	3	0	3	6	0	174	4	178	0	0	0	0	3	129	0	132	316
Total	11	0	18	29	0	713	23	736	0	0	0	0	6	592	0	598	1363
Grand Total	33	0	30	63	1	2213	49	2263	0	0	1	1	15	2486	0	2501	4828
Apprch %	52.4	0	47.6		0	97.8	2.2		0	0	100		0.6	99.4	0		
Total %	0.7	0	0.6	1.3	0	45.8	1	46.9	0	0	0	0	0.3	51.5	0	51.8	
General Traffic	32	0	28	60	1	2056	47	2104	0	0	1	1	14	2276	0	2290	4455
% General Traffic																	
Truck Traffic	1	0	2	3	0	157	2	159	0	0	0	0	1	210	0	211	373
% Truck Traffic	3	0	6.7	4.8	0	7.1	4.1	7	0	0	0	0	6.7	8.4	0	8.4	7.7
U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A

Oviedo, Florida 32765

info@accuratetraffic.com

Station: 038
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at Barry Ave

File Name : Sta 038_SR 50 at Barry Av
 Site Code : 00380968
 Start Date : 1/18/2017
 Page No : 2

Start Time	Barry Av Southbound				SR 50 (W Myers Bv) Westbound				One Story House Northbound				SR 50 (W Myers Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15																	
07:15	0	0	2	2	0	99	1	100	0	0	0	0	1	181	0	182	284
07:30	3	0	1	4	0	126	0	126	0	0	0	0	0	209	0	209	339
07:45	1	0	2	3	0	113	0	113	0	0	0	0	0	191	0	191	307
08:00	3	0	0	3	0	94	2	96	0	0	0	0	1	171	0	172	271
Total Volume	7	0	5	12	0	432	3	435	0	0	0	0	2	752	0	754	1201
% App. Total	58.3	0	41.7		0	99.3	0.7		0	0	0		0.3	99.7	0		
PHF	.583	.000	.625	.750	.000	.857	.375	.863	.000	.000	.000	.000	.500	.900	.000	.902	.886

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	1	0	1	2	0	184	1	185	0	0	1	1	1	131	0	132	320
17:00	2	0	5	7	0	146	9	155	0	0	0	0	0	154	0	154	316
17:15	5	0	7	12	0	186	6	192	0	0	0	0	2	164	0	166	370
17:30	1	0	3	4	0	207	4	211	0	0	0	0	1	145	0	146	361
Total Volume	9	0	16	25	0	723	20	743	0	0	1	1	4	594	0	598	1367
% App. Total	36	0	64		0	97.3	2.7		0	0	100		0.7	99.3	0		
PHF	.450	.000	.571	.521	.000	.873	.556	.880	.000	.000	.250	.250	.500	.905	.000	.901	.924



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765

info@accuratetraffic.com

Station:
 Counted by:
 Weather:
 Location:

File Name : Sta 039_SR 50 at Sunset Av
 Site Code : 00392331
 Start Date : 1/12/2017
 Page No : 1

Groups Printed- Turn Traffic

Start Time	N Sunset Av Southbound				SR 50 (W Myers Bv) Westbound				S Sunset Av Northbound				SR 50 (W Myers Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
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 %																	



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station:
 Counted by:
 Weather:
 Location:

File Name : Sta 039_SR 50 at Sunset Av
 Site Code : 00392331
 Start Date : 1/12/2017
 Page No : 1

Groups Printed- Truck Traffic

Start Time	N Sunset Av Southbound				SR 50 (W Myers Bv) Westbound				S Sunset Av Northbound				SR 50 (W Myers Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	1	1	0	11	0	11	0	0	0	0	2	16	0	18	30
07:15	0	0	0	0	0	8	0	8	0	0	1	1	0	27	1	28	37
07:30	0	0	0	0	0	8	1	9	0	0	0	0	1	23	0	24	33
07:45	0	0	0	0	0	17	1	18	0	0	0	0	0	12	0	12	30
Total	0	0	1	1	0	44	2	46	0	0	1	1	3	78	1	82	130
08:00	0	0	0	0	0	9	0	9	0	0	0	0	0	13	3	16	25
08:15	0	0	0	0	0	9	0	9	0	0	0	0	0	14	0	14	23
08:30	0	0	1	1	0	21	0	21	0	0	0	0	0	6	1	7	29
08:45	0	0	1	1	0	14	0	14	0	0	1	1	0	15	0	15	31
Total	0	0	2	2	0	53	0	53	0	0	1	1	0	48	4	52	108
*** BREAK ***																	
16:00	0	0	1	1	0	10	0	10	0	0	0	0	0	3	1	4	15
16:15	0	0	0	0	0	8	0	8	0	0	0	0	0	5	0	5	13
16:30	0	0	0	0	0	8	0	8	0	0	0	0	0	2	0	2	10
16:45	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Total	0	0	1	1	0	28	0	28	0	0	0	0	0	11	1	12	41
17:00	0	0	0	0	0	9	1	10	0	0	0	0	0	2	0	2	12
17:15	0	0	0	0	0	10	0	10	0	0	0	0	0	4	0	4	14
17:30	0	0	0	0	0	6	0	6	0	0	0	0	0	4	0	4	10
17:45	0	0	0	0	0	5	0	5	0	0	0	0	0	4	0	4	9
Total	0	0	0	0	0	30	1	31	0	0	0	0	0	14	0	14	45
Grand Total	0	0	4	4	0	155	3	158	0	0	2	2	3	151	6	160	324
Apprch %	0	0	100		0	98.1	1.9		0	0	100		1.9	94.4	3.8		
Total %	0	0	1.2	1.2	0	47.8	0.9	48.8	0	0	0.6	0.6	0.9	46.6	1.9	49.4	

PEDESTRIANS MOVEMENT SUMMARY

CODE / STATION NO.: 039
 NORTH / SOUTH: Sunset Avenue
 OBSERVER: Elaine
 WEATHER: Clear
 REMARKS: _____

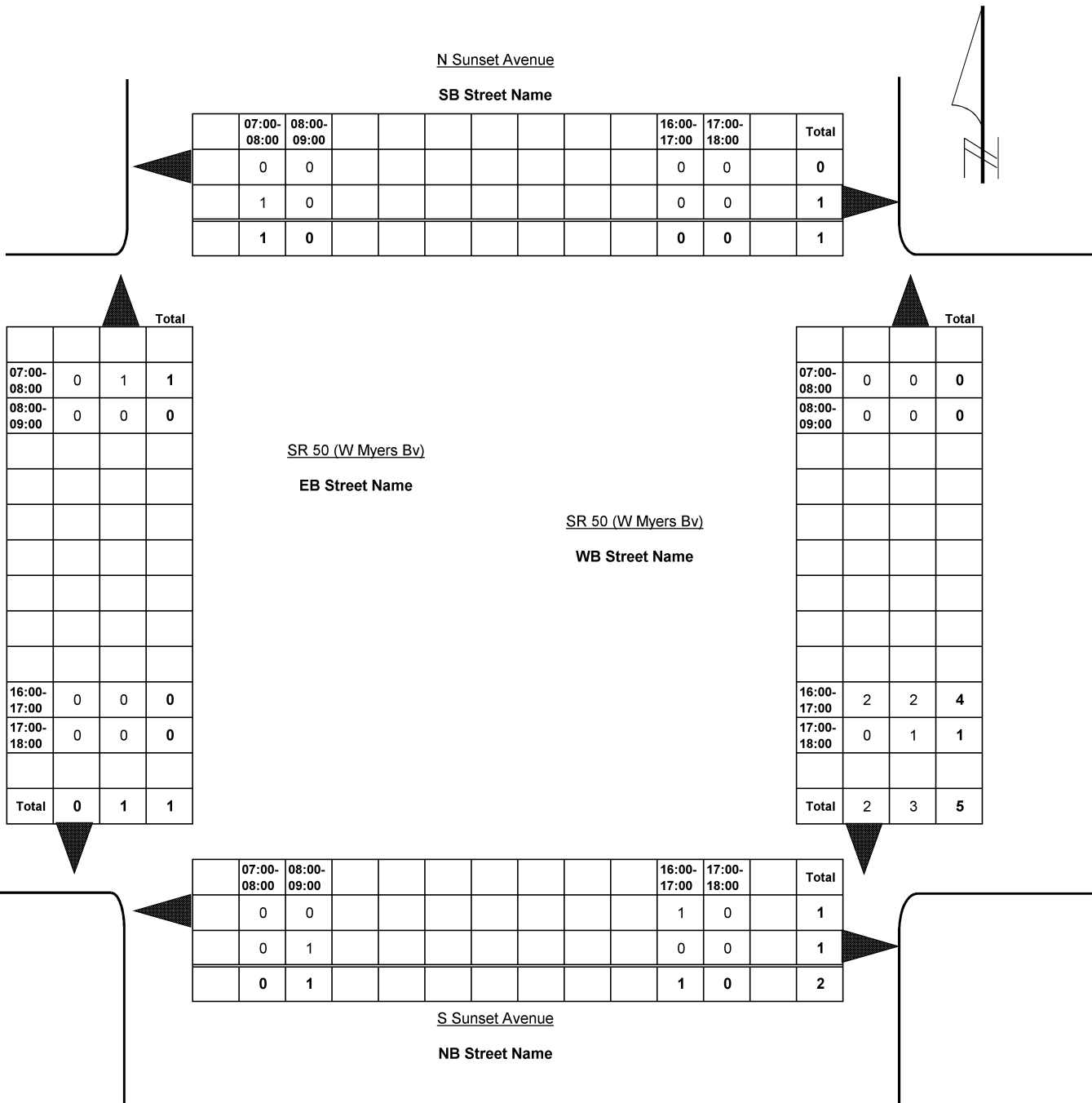
CITY: Mascotte
 INTERSECTING ROUTE: SR 50 (W Myers Bv)

COUNTY: LAKE
 MILEPOST: X

GPS COORDINATES	
Latitude	Longitude
00° 00.000' N	000° 00.000' W

FORM COMPLETED BY: Santiago

DATE: 1/12/2017





Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station:
 Counted by:
 Weather:
 Location:

File Name : Sta 039_SR 50 at Sunset Av
 Site Code : 00392331
 Start Date : 1/12/2017
 Page No : 1

Groups Printed- General Traffic

Start Time	N Sunset Av Southbound				SR 50 (W Myers Bv) Westbound				S Sunset Av Northbound				SR 50 (W Myers Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	1	3	4	8	0	48	1	49	5	0	0	5	4	153	2	159	221
07:15	1	1	3	5	1	81	3	85	5	2	1	8	8	154	5	167	265
07:30	1	0	5	6	0	86	0	86	2	2	0	4	11	172	0	183	279
07:45	2	0	7	9	0	76	4	80	4	4	2	10	11	159	2	172	271
Total	5	4	19	28	1	291	8	300	16	8	3	27	34	638	9	681	1036
08:00	3	1	4	8	1	67	2	70	15	3	0	18	7	154	6	167	263
08:15	2	4	4	10	0	88	3	91	11	7	1	19	9	135	5	149	269
08:30	0	0	4	4	0	85	3	88	2	1	1	4	6	99	1	106	202
08:45	2	0	6	8	0	82	2	84	4	0	1	5	7	112	2	121	218
Total	7	5	18	30	1	322	10	333	32	11	3	46	29	500	14	543	952
*** BREAK ***																	
16:00	2	2	10	14	2	151	1	154	7	3	0	10	12	111	9	132	310
16:15	2	2	15	19	1	141	1	143	6	2	3	11	5	128	9	142	315
16:30	6	0	15	21	3	173	2	178	3	3	1	7	10	140	8	158	364
16:45	1	0	14	15	3	160	3	166	8	1	0	9	6	121	6	133	323
Total	11	4	54	69	9	625	7	641	24	9	4	37	33	500	32	565	1312
17:00	4	3	11	18	3	139	2	144	6	1	1	8	6	124	5	135	305
17:15	3	2	11	16	1	177	2	180	4	3	1	8	12	131	6	149	353
17:30	2	1	14	17	1	171	5	177	8	5	1	14	4	122	8	134	342
17:45	5	0	16	21	4	160	10	174	7	3	0	10	6	153	4	163	368
Total	14	6	52	72	9	647	19	675	25	12	3	40	28	530	23	581	1368
Grand Total	37	19	143	199	20	1885	44	1949	97	40	13	150	124	2168	78	2370	4668
Apprch %	18.6	9.5	71.9		1	96.7	2.3		64.7	26.7	8.7		5.2	91.5	3.3		
Total %	0.8	0.4	3.1	4.3	0.4	40.4	0.9	41.8	2.1	0.9	0.3	3.2	2.7	46.4	1.7	50.8	

BICYCLES MOVEMENT SUMMARY

CODE / STATION NO.: 039
 NORTH / SOUTH: Sunset Avenue
 OBSERVER: Elaine
 WEATHER: Clear
 REMARKS: _____

CITY: Mascotte
 INTERSECTING ROUTE: SR 50 (W Myers Bv)

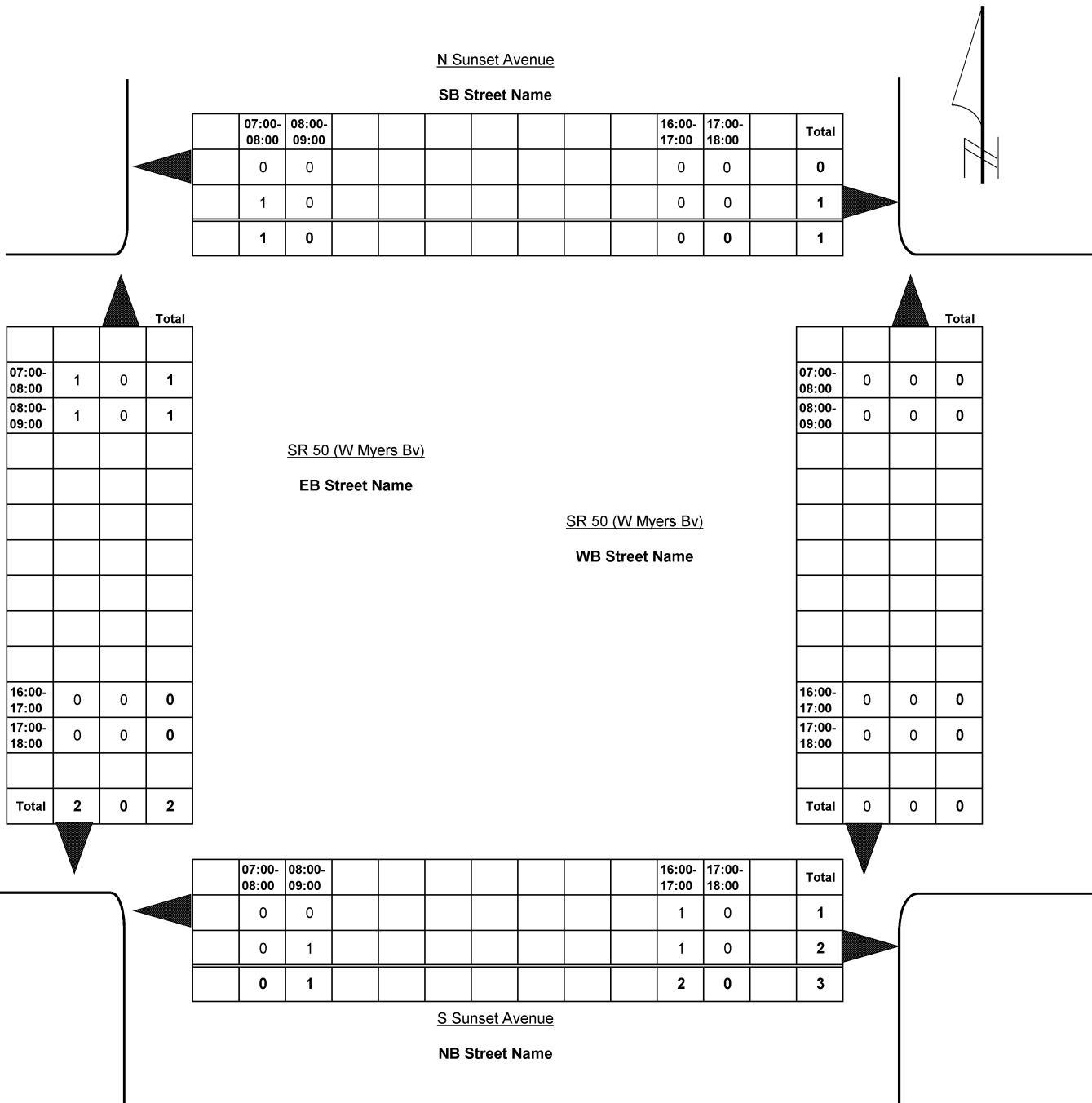
COUNTY: LAKE
 MILEPOST: X

GPS COORDINATES

Latitude	Longitude
00° 00.000' N	000° 00.000' W

FORM COMPLETED BY: Santiago

DATE: 1/12/2017





Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station:
 Counted by:
 Weather:
 Location:

File Name : Sta 039_SR 50 at Sunset Av
 Site Code : 00392331
 Start Date : 1/12/2017
 Page No : 1

Groups Printed- General Traffic - Truck Traffic - Turn Traffic

Start Time	N Sunset Av Southbound				SR 50 (W Myers Bv) Westbound				S Sunset Av Northbound				SR 50 (W Myers Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	1	3	5	9	0	59	1	60	5	0	0	5	6	169	2	177	251
07:15	1	1	3	5	1	89	3	93	5	2	2	9	8	181	6	195	302
07:30	1	0	5	6	0	94	1	95	2	2	0	4	12	195	0	207	312
07:45	2	0	7	9	0	93	5	98	4	4	2	10	11	171	2	184	301
Total	5	4	20	29	1	335	10	346	16	8	4	28	37	716	10	763	1166
08:00	3	1	4	8	1	76	2	79	15	3	0	18	7	167	9	183	288
08:15	2	4	4	10	0	97	3	100	11	7	1	19	9	149	5	163	292
08:30	0	0	5	5	0	106	3	109	2	1	1	4	6	105	2	113	231
08:45	2	0	7	9	0	96	2	98	4	0	2	6	7	127	2	136	249
Total	7	5	20	32	1	375	10	386	32	11	4	47	29	548	18	595	1060
*** BREAK ***																	
16:00	2	2	11	15	2	161	1	164	7	3	0	10	12	114	10	136	325
16:15	2	2	15	19	1	149	1	151	6	2	3	11	5	133	9	147	328
16:30	6	0	15	21	3	181	2	186	3	3	1	7	10	142	8	160	374
16:45	1	0	14	15	3	162	3	168	8	1	0	9	6	122	6	134	326
Total	11	4	55	70	9	653	7	669	24	9	4	37	33	511	33	577	1353
17:00	4	3	11	18	3	148	3	154	6	1	1	8	6	126	5	137	317
17:15	3	2	11	16	1	187	2	190	4	3	1	8	12	135	6	153	367
17:30	2	1	14	17	1	177	5	183	8	5	1	14	4	126	8	138	352
17:45	5	0	16	21	4	165	10	179	7	3	0	10	6	157	4	167	377
Total	14	6	52	72	9	677	20	706	25	12	3	40	28	544	23	595	1413
Grand Total	37	19	147	203	20	2040	47	2107	97	40	15	152	127	2319	84	2530	4992
Apprch %	18.2	9.4	72.4		0.9	96.8	2.2		63.8	26.3	9.9		5	91.7	3.3		
Total %	0.7	0.4	2.9	4.1	0.4	40.9	0.9	42.2	1.9	0.8	0.3	3	2.5	46.5	1.7	50.7	
General Traffic	37	19	143	199	20	1885	44	1949	97	40	13	150	124	2168	78	2370	4668
% General Traffic																	
Truck Traffic	0	0	4	4	0	155	3	158	0	0	2	2	3	151	6	160	324
% Truck Traffic	0	0	2.7	2	0	7.6	6.4	7.5	0	0	13.3	1.3	2.4	6.5	7.1	6.3	6.5
U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station:
 Counted by:
 Weather:
 Location:

File Name : Sta 039_SR 50 at Sunset Av
 Site Code : 00392331
 Start Date : 1/12/2017
 Page No : 2

Start Time	N Sunset Av Southbound				SR 50 (W Myers Bv) Westbound				S Sunset Av Northbound				SR 50 (W Myers Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15																	
07:15	1	1	3	5	1	89	3	93	5	2	2	9	8	181	6	195	302
07:30	1	0	5	6	0	94	1	95	2	2	0	4	12	195	0	207	312
07:45	2	0	7	9	0	93	5	98	4	4	2	10	11	171	2	184	301
08:00	3	1	4	8	1	76	2	79	15	3	0	18	7	167	9	183	288
Total Volume	7	2	19	28	2	352	11	365	26	11	4	41	38	714	17	769	1203
% App. Total	25	7.1	67.9		0.5	96.4	3		63.4	26.8	9.8		4.9	92.8	2.2		
PHF	.583	.500	.679	.778	.500	.936	.550	.931	.433	.688	.500	.569	.792	.915	.472	.929	.964

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	4	3	11	18	3	148	3	154	6	1	1	8	6	126	5	137	317
17:15	3	2	11	16	1	187	2	190	4	3	1	8	12	135	6	153	367
17:30	2	1	14	17	1	177	5	183	8	5	1	14	4	126	8	138	352
17:45	5	0	16	21	4	165	10	179	7	3	0	10	6	157	4	167	377
Total Volume	14	6	52	72	9	677	20	706	25	12	3	40	28	544	23	595	1413
% App. Total	19.4	8.3	72.2		1.3	95.9	2.8		62.5	30	7.5		4.7	91.4	3.9		
PHF	.700	.500	.813	.857	.563	.905	.500	.929	.781	.600	.750	.714	.583	.866	.719	.891	.937



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765

info@accuratetraffic.com

Station: 040
 Counted by: Gerardo
 Weather: Clear
 Location: SR 50 at Talbot Ave

File Name : Sta 040_SR 50 at Talbott Av
 Site Code : 00402295
 Start Date : 1/18/2017
 Page No : 1

Groups Printed- Turn Traffic

Start Time	N Talbott Av Southbound				SR 50 (E Myers Bv) Westbound				S Talbott Av Northbound				SR 50 (E Myers Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
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 %																	



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 040
 Counted by: Gerardo
 Weather: Clear
 Location: SR 50 at Talbot Ave

File Name : Sta 040_SR 50 at Talbot Av
 Site Code : 00402295
 Start Date : 1/18/2017
 Page No : 1

Groups Printed- Truck Traffic

Start Time	N Talbott Av Southbound				SR 50 (E Myers Bv) Westbound				S Talbott Av Northbound				SR 50 (E Myers Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	13	0	13	0	0	0	0	0	25	0	25	38
07:15	0	0	0	0	0	19	0	19	0	0	0	0	0	27	0	27	46
07:30	0	0	0	0	0	24	0	24	0	0	0	0	0	27	0	27	51
07:45	0	0	0	0	0	20	0	20	0	0	0	0	0	20	0	20	40
Total	0	0	0	0	0	76	0	76	0	0	0	0	0	99	0	99	175
08:00	0	0	0	0	0	14	0	14	0	0	0	0	0	23	0	23	37
08:15	0	0	0	0	0	19	0	19	0	0	0	0	0	22	0	22	41
08:30	0	0	0	0	0	23	0	23	0	0	0	0	0	28	0	28	51
08:45	0	0	0	0	0	19	0	19	0	0	0	0	0	37	0	37	56
Total	0	0	0	0	0	75	0	75	0	0	0	0	0	110	0	110	185
*** BREAK ***																	
16:00	0	0	0	0	0	9	0	9	0	0	0	0	0	8	0	8	17
16:15	0	0	0	0	0	16	0	16	0	0	0	0	0	7	0	7	23
16:30	0	0	0	0	0	12	0	12	0	0	0	0	0	10	0	10	22
16:45	0	0	0	0	0	16	0	16	0	0	0	0	0	9	0	9	25
Total	0	0	0	0	0	53	0	53	0	0	0	0	0	34	0	34	87
17:00	0	0	0	0	0	14	0	14	0	0	0	0	0	13	0	13	27
17:15	0	0	0	0	0	8	0	8	0	0	0	0	0	7	0	7	15
17:30	0	0	0	0	0	10	0	10	0	0	0	0	0	5	0	5	15
17:45	0	0	0	0	0	18	0	18	0	0	0	0	0	4	0	4	22
Total	0	0	0	0	0	50	0	50	0	0	0	0	0	29	0	29	79
Grand Total	0	0	0	0	0	254	0	254	0	0	0	0	0	272	0	272	526
Apprch %	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100	
Total %	0	0	0	0	0	48.3	0	48.3	0	0	0	0	0	51.7	0	51.7	

PEDESTRIANS MOVEMENT SUMMARY

CODE / STATION NO.: 040
 NORTH / SOUTH: Talbot Avenue
 OBSERVER: Gerardo
 WEATHER: Clear
 REMARKS: _____

CITY: Mascotte
 INTERSECTING ROUTE: SR 50 (W Myers Bv)

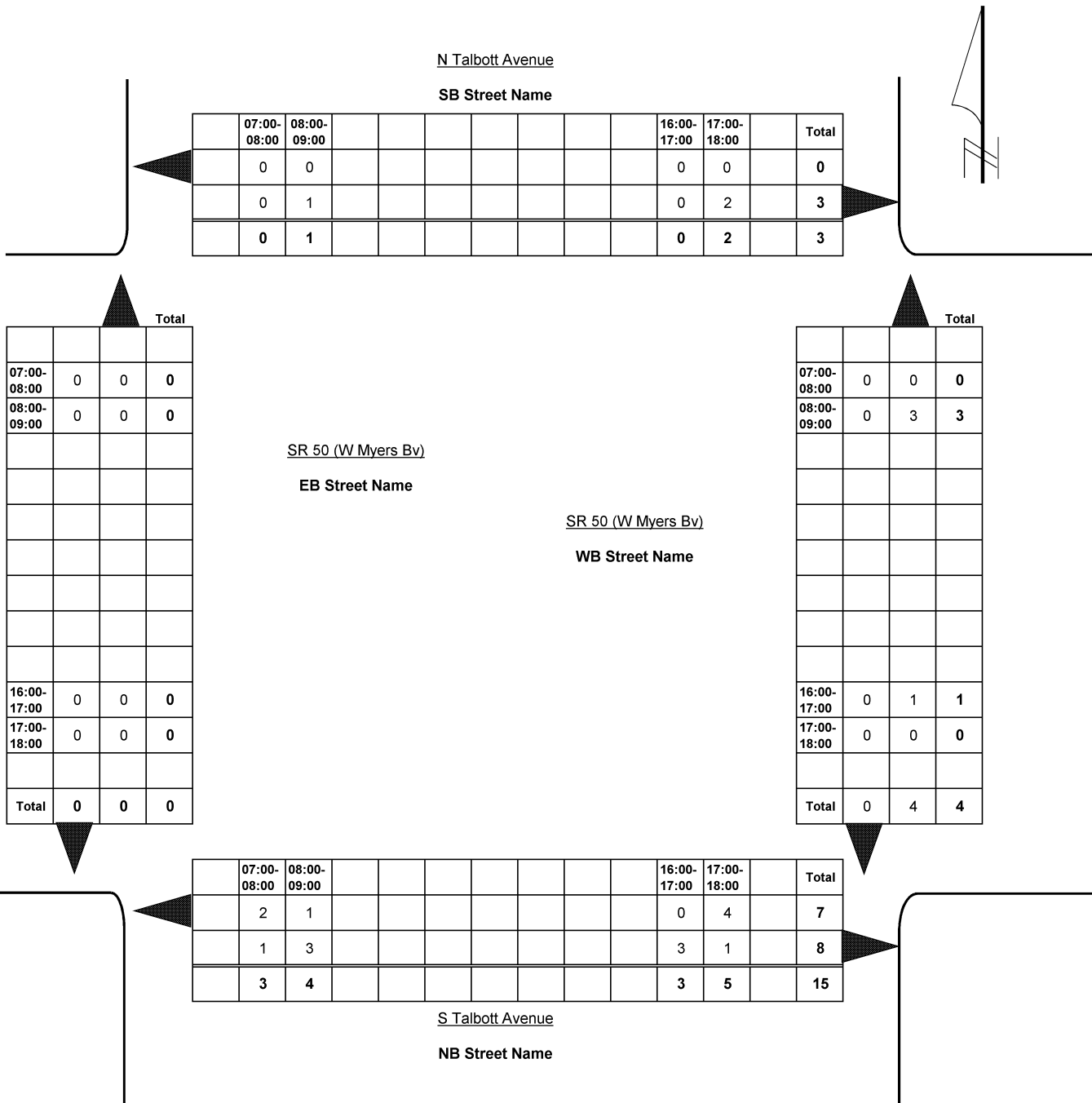
COUNTY: LAKE
 MILEPOST: X

GPS COORDINATES

Latitude	Longitude
00° 00.000' N	000° 00.000' W

FORM COMPLETED BY: Santiago

DATE: 1/18/2017





Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 040
 Counted by: Gerardo
 Weather: Clear
 Location: SR 50 at Talbot Ave

File Name : Sta 040_SR 50 at Talbott Av
 Site Code : 00402295
 Start Date : 1/18/2017
 Page No : 1

Groups Printed- General Traffic

Start Time	N Talbott Av Southbound				SR 50 (E Myers Bv) Westbound				S Talbott Av Northbound				SR 50 (E Myers Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	1	49	0	50	0	0	1	1	0	171	0	171	222
07:15	0	0	0	0	0	78	0	78	0	0	0	0	0	137	1	138	216
07:30	0	1	0	1	1	124	0	125	0	0	1	1	0	193	0	193	320
07:45	0	0	0	0	0	64	0	64	0	0	0	0	0	147	1	148	212
Total	0	1	0	1	2	315	0	317	0	0	2	2	0	648	2	650	970
08:00	0	0	0	0	0	60	0	60	2	0	0	2	0	123	0	123	185
08:15	0	0	0	0	0	76	0	76	2	0	0	2	0	143	0	143	221
08:30	0	0	0	0	0	69	0	69	1	0	0	1	0	100	0	100	170
08:45	0	0	0	0	0	65	0	65	0	1	0	1	0	104	1	105	171
Total	0	0	0	0	0	270	0	270	5	1	0	6	0	470	1	471	747
*** BREAK ***																	
16:00	0	0	0	0	0	140	0	140	0	1	0	1	0	102	0	102	243
16:15	0	0	0	0	0	151	0	151	1	0	0	1	1	122	1	124	276
16:30	0	0	0	0	0	168	0	168	0	0	1	1	0	118	0	118	287
16:45	0	0	0	0	1	153	0	154	2	0	1	3	0	121	0	121	278
Total	0	0	0	0	1	612	0	613	3	1	2	6	1	463	1	465	1084
17:00	0	0	0	0	0	121	0	121	0	0	0	0	0	123	0	123	244
17:15	0	0	0	0	0	175	0	175	0	0	0	0	0	151	0	151	326
17:30	0	0	0	0	0	180	0	180	1	0	1	2	0	139	0	139	321
17:45	0	0	0	0	0	151	0	151	1	0	1	2	0	113	9	122	275
Total	0	0	0	0	0	627	0	627	2	0	2	4	0	526	9	535	1166
Grand Total	0	1	0	1	3	1824	0	1827	10	2	6	18	1	2107	13	2121	3967
Apprch %	0	100	0		0.2	99.8	0		55.6	11.1	33.3		0	99.3	0.6		
Total %	0	0	0	0	0.1	46	0	46.1	0.3	0.1	0.2	0.5	0	53.1	0.3	53.5	

BICYCLES MOVEMENT SUMMARY

CODE / STATION NO.: 040
 NORTH / SOUTH: Talbot Avenue
 OBSERVER: Gerardo
 WEATHER: Clear
 REMARKS: _____

CITY: Mascotte
 INTERSECTING ROUTE: SR 50 (W Myers Bv)

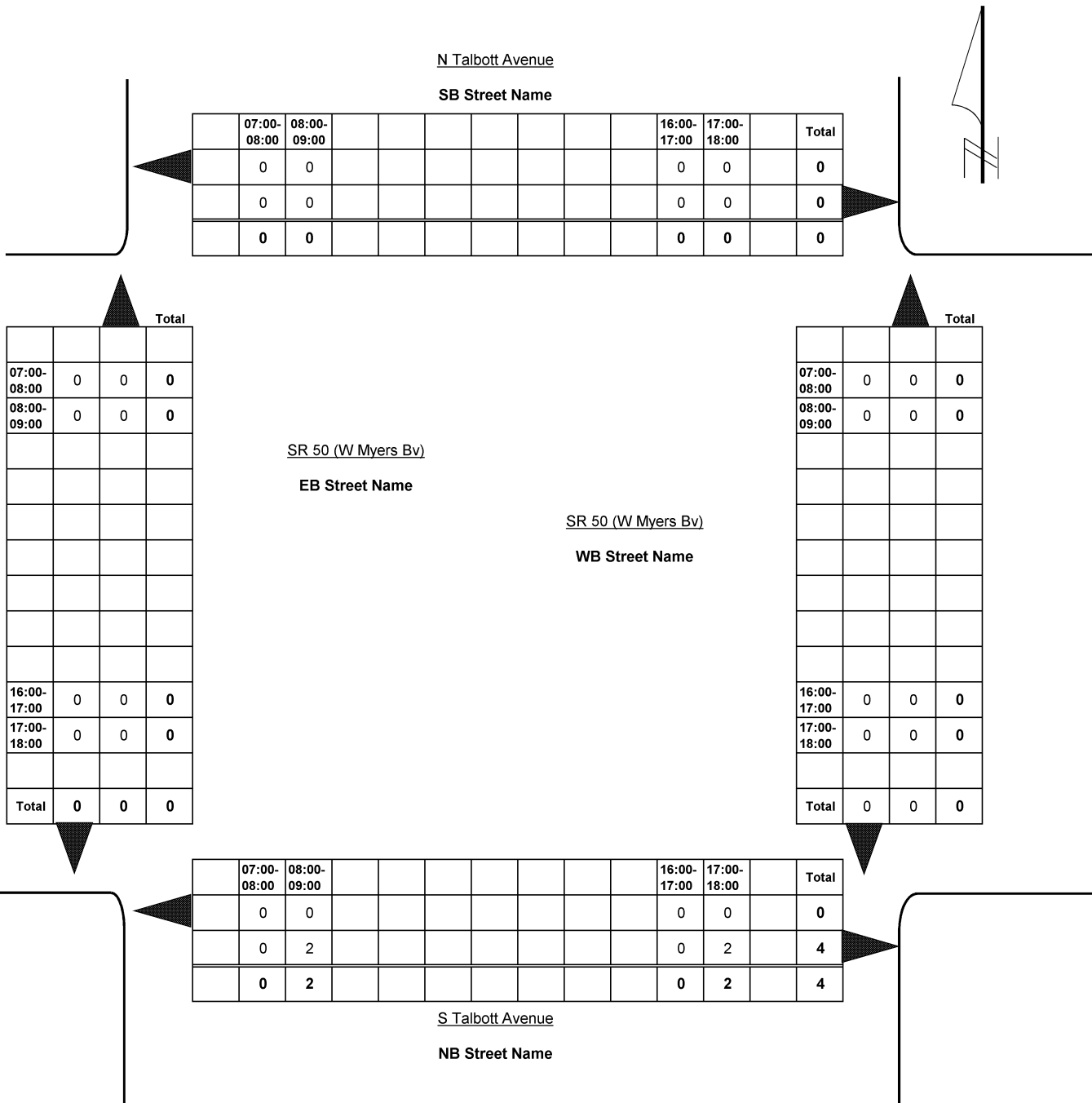
COUNTY: LAKE
 MILEPOST: X

GPS COORDINATES

Latitude	Longitude
00° 00.000' N	000° 00.000' W

FORM COMPLETED BY: Santiago

DATE: 1/18/2017





Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
Oviedo, Florida 32765

info@accuratetraffic.com

Station: 040
Counted by: Gerardo
Weather: Clear
Location: SR 50 at Talbot Ave

File Name : Sta 040_SR 50 at Talbott Av
Site Code : 00402295
Start Date : 1/18/2017
Page No : 1

Groups Printed- General Traffic - Truck Traffic - Turn Traffic

Start Time	N Talbott Av Southbound				SR 50 (E Myers Bv) Westbound				S Talbott Av Northbound				SR 50 (E Myers Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	1	62	0	63	0	0	1	1	0	196	0	196	260
07:15	0	0	0	0	0	97	0	97	0	0	0	0	0	164	1	165	262
07:30	0	1	0	1	1	148	0	149	0	0	1	1	0	220	0	220	371
07:45	0	0	0	0	0	84	0	84	0	0	0	0	0	167	1	168	252
Total	0	1	0	1	2	391	0	393	0	0	2	2	0	747	2	749	1145
08:00	0	0	0	0	0	74	0	74	2	0	0	2	0	146	0	146	222
08:15	0	0	0	0	0	95	0	95	2	0	0	2	0	165	0	165	262
08:30	0	0	0	0	0	92	0	92	1	0	0	1	0	128	0	128	221
08:45	0	0	0	0	0	84	0	84	0	1	0	1	0	141	1	142	227
Total	0	0	0	0	0	345	0	345	5	1	0	6	0	580	1	581	932
*** BREAK ***																	
16:00	0	0	0	0	0	149	0	149	0	1	0	1	0	110	0	110	260
16:15	0	0	0	0	0	167	0	167	1	0	0	1	1	129	1	131	299
16:30	0	0	0	0	0	180	0	180	0	0	1	1	0	128	0	128	309
16:45	0	0	0	0	1	169	0	170	2	0	1	3	0	130	0	130	303
Total	0	0	0	0	1	665	0	666	3	1	2	6	1	497	1	499	1171
17:00	0	0	0	0	0	135	0	135	0	0	0	0	0	136	0	136	271
17:15	0	0	0	0	0	183	0	183	0	0	0	0	0	158	0	158	341
17:30	0	0	0	0	0	190	0	190	1	0	1	2	0	144	0	144	336
17:45	0	0	0	0	0	169	0	169	1	0	1	2	0	117	9	126	297
Total	0	0	0	0	0	677	0	677	2	0	2	4	0	555	9	564	1245
Grand Total	0	1	0	1	3	2078	0	2081	10	2	6	18	1	2379	13	2393	4493
Apprch %	0	100	0		0.1	99.9	0		55.6	11.1	33.3		0	99.4	0.5		
Total %	0	0	0	0	0.1	46.2	0	46.3	0.2	0	0.1	0.4	0	52.9	0.3	53.3	
General Traffic	0	1	0	1	3	1824	0	1827	10	2	6	18	1	2107	13	2121	3967
% General Traffic																	
Truck Traffic	0	0	0	0	0	254	0	254	0	0	0	0	0	272	0	272	526
% Truck Traffic	0	0	0	0	0	12.2	0	12.2	0	0	0	0	0	11.4	0	11.4	11.7
U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
Oviedo, Florida 32765

info@accuratetraffic.com

Station: 040
Counted by: Gerardo
Weather: Clear
Location: SR 50 at Talbot Ave

File Name : Sta 040_SR 50 at Talbott Av
Site Code : 00402295
Start Date : 1/18/2017
Page No : 2

Start Time	N Talbott Av Southbound				SR 50 (E Myers Bv) Westbound				S Talbott Av Northbound				SR 50 (E Myers Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00																	
07:00	0	0	0	0	1	62	0	63	0	0	1	1	0	196	0	196	260
07:15	0	0	0	0	0	97	0	97	0	0	0	0	0	164	1	165	262
07:30	0	1	0	1	1	148	0	149	0	0	1	1	0	220	0	220	371
07:45	0	0	0	0	0	84	0	84	0	0	0	0	0	167	1	168	252
Total Volume	0	1	0	1	2	391	0	393	0	0	2	2	0	747	2	749	1145
% App. Total	0	100	0	0	0.5	99.5	0	100	0	0	100	0	0	99.7	0.3	100	
PHF	.000	.250	.000	.250	.500	.660	.000	.659	.000	.000	.500	.500	.000	.849	.500	.851	.772

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	0	0	0	0	1	169	0	170	2	0	1	3	0	130	0	130	303
17:00	0	0	0	0	0	135	0	135	0	0	0	0	0	136	0	136	271
17:15	0	0	0	0	0	183	0	183	0	0	0	0	0	158	0	158	341
17:30	0	0	0	0	0	190	0	190	1	0	1	2	0	144	0	144	336
Total Volume	0	0	0	0	1	677	0	678	3	0	2	5	0	568	0	568	1251
% App. Total	0	0	0	0	0.1	99.9	0	100	.60	0	40	0	0	100	0	100	
PHF	.000	.000	.000	.000	.250	.891	.000	.892	.375	.000	.500	.417	.000	.899	.000	.899	.917



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765

info@accuratetraffic.com

Station: 041
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at Hickory Av

File Name : Sta 041_SR 50 at Hickory Av
 Site Code : 00410968
 Start Date : 1/18/2017
 Page No : 1

Groups Printed- Turn Traffic

Start Time	Hickory Av Southbound				SR 50 (E Myers Bv) Westbound				Northbound				SR 50 (E Myers Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
17:45	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Apprch %	0	0	0		100	0	0		0	0	0		0	0	0		
Total %	0	0	0	0	100	0	0	100	0	0	0	0	0	0	0	0	



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 041
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at Hickory Av

File Name : Sta 041_SR 50 at Hickory Av
 Site Code : 00410968
 Start Date : 1/18/2017
 Page No : 1

Groups Printed- Truck Traffic

Start Time	Hickory Av Southbound				SR 50 (E Myers Bv) Westbound				Northbound				SR 50 (E Myers Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	9	0	9	0	0	0	0	0	13	0	13	22
07:15	0	0	0	0	0	9	0	9	0	0	0	0	0	20	0	20	29
07:30	0	0	0	0	0	12	0	12	0	0	0	0	0	10	0	10	22
07:45	0	0	0	0	0	14	0	14	0	0	0	0	0	8	0	8	22
Total	0	0	0	0	0	44	0	44	0	0	0	0	0	51	0	51	95
08:00	0	0	0	0	0	6	0	6	0	0	0	0	0	11	0	11	17
08:15	0	0	0	0	0	11	0	11	0	0	0	0	0	14	0	14	25
08:30	0	0	0	0	0	9	0	9	0	0	0	0	0	9	0	9	18
08:45	0	0	0	0	0	14	0	14	0	0	0	0	0	18	0	18	32
Total	0	0	0	0	0	40	0	40	0	0	0	0	0	52	0	52	92
*** BREAK ***																	
16:00	0	0	0	0	0	6	0	6	0	0	0	0	0	8	0	8	14
16:15	0	0	0	0	0	16	0	16	0	0	0	0	0	4	0	4	20
16:30	0	0	0	0	0	11	0	11	0	0	0	0	0	2	0	2	13
16:45	0	0	0	0	0	15	0	15	0	0	0	0	0	5	0	5	20
Total	0	0	0	0	0	48	0	48	0	0	0	0	0	19	0	19	67
17:00	0	0	0	0	0	7	0	7	0	0	0	0	0	9	0	9	16
17:15	0	0	0	0	0	8	0	8	0	0	0	0	0	2	0	2	10
17:30	0	0	0	0	0	13	0	13	0	0	0	0	0	2	0	2	15
17:45	0	0	0	0	0	16	0	16	0	0	0	0	0	3	0	3	19
Total	0	0	0	0	0	44	0	44	0	0	0	0	0	16	0	16	60
Grand Total	0	0	0	0	0	176	0	176	0	0	0	0	0	138	0	138	314
Apprch %	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100	
Total %	0	0	0	0	0	56.1	0	56.1	0	0	0	0	0	43.9	0	43.9	

PEDESTRIANS MOVEMENT SUMMARY

CODE / STATION NO.: 041
 NORTH / SOUTH: Hickory Av
 OBSERVER: Elaine
 WEATHER: Clear
 REMARKS: _____

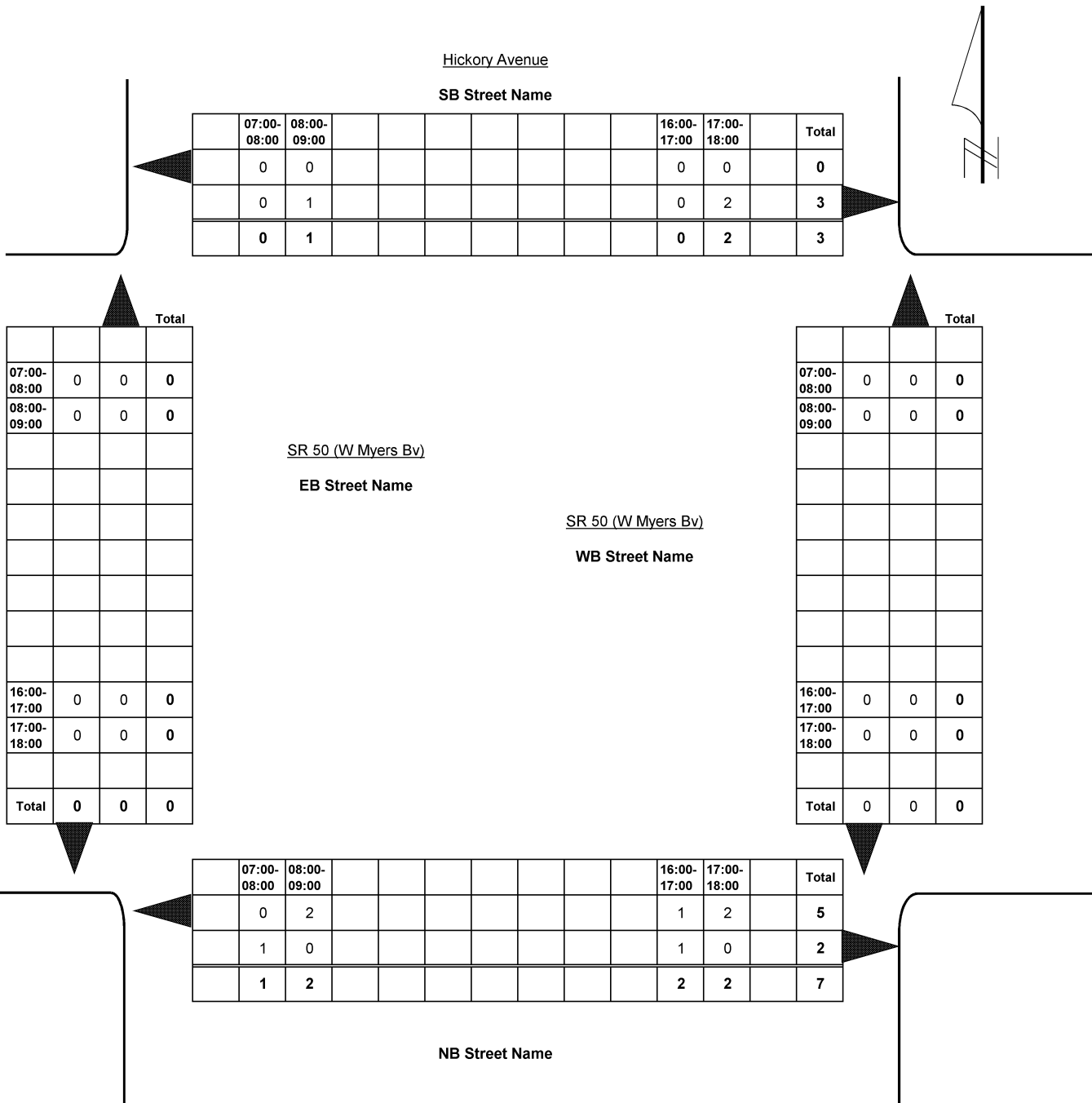
CITY: Mascotte
 INTERSECTING ROUTE: SR 50 (W Myers Bv)

COUNTY: LAKE
 MILEPOST: X

GPS COORDINATES	
Latitude	Longitude
00° 00.000' N	000° 00.000' W

FORM COMPLETED BY: Santiago

DATE: 1/18/2017





Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 041
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at Hickory Av

File Name : Sta 041_SR 50 at Hickory Av
 Site Code : 00410968
 Start Date : 1/18/2017
 Page No : 1

Groups Printed- General Traffic

Start Time	Hickory Av Southbound				SR 50 (E Myers Bv) Westbound				Northbound				SR 50 (E Myers Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	2	0	1	3	0	59	1	60	0	0	0	0	1	188	0	189	252
07:15	0	0	1	1	0	78	0	78	0	0	0	0	0	139	0	139	218
07:30	5	0	0	5	0	112	1	113	0	0	0	0	0	189	0	189	307
07:45	3	0	2	5	0	87	0	87	0	0	0	0	1	171	0	172	264
Total	10	0	4	14	0	336	2	338	0	0	0	0	2	687	0	689	1041
08:00	1	0	0	1	0	68	0	68	0	0	0	0	0	149	0	149	218
08:15	2	0	0	2	0	87	1	88	0	0	0	0	1	151	0	152	242
08:30	2	0	2	4	0	77	0	77	0	0	0	0	1	120	0	121	202
08:45	2	0	1	3	0	71	3	74	0	0	0	0	3	119	0	122	199
Total	7	0	3	10	0	303	4	307	0	0	0	0	5	539	0	544	861
*** BREAK ***																	
16:00	2	0	0	2	0	144	0	144	0	0	0	0	0	101	0	101	247
16:15	1	0	3	4	0	146	4	150	0	0	0	0	3	124	0	127	281
16:30	1	0	0	1	0	174	2	176	0	0	0	0	1	130	0	131	308
16:45	0	0	0	0	0	148	2	150	0	0	0	0	1	128	0	129	279
Total	4	0	3	7	0	612	8	620	0	0	0	0	5	483	0	488	1115
17:00	1	0	2	3	0	129	2	131	0	0	0	0	1	126	0	127	261
17:15	2	0	0	2	0	174	0	174	0	0	0	0	1	159	0	160	336
17:30	3	0	2	5	0	176	0	176	0	0	0	0	0	145	0	145	326
17:45	3	0	0	3	0	155	0	155	0	0	0	0	0	112	0	112	270
Total	9	0	4	13	0	634	2	636	0	0	0	0	2	542	0	544	1193
Grand Total	30	0	14	44	0	1885	16	1901	0	0	0	0	14	2251	0	2265	4210
Apprch %	68.2	0	31.8		0	99.2	0.8		0	0	0		0.6	99.4	0		
Total %	0.7	0	0.3	1	0	44.8	0.4	45.2	0	0	0	0	0.3	53.5	0	53.8	

BICYCLES MOVEMENT SUMMARY

CODE / STATION NO.: 041
 NORTH / SOUTH: Hickory Av
 OBSERVER: Elaine
 WEATHER: Clear
 REMARKS: _____

CITY: Mascotte
 INTERSECTING ROUTE: SR 50 (W Myers Bv)

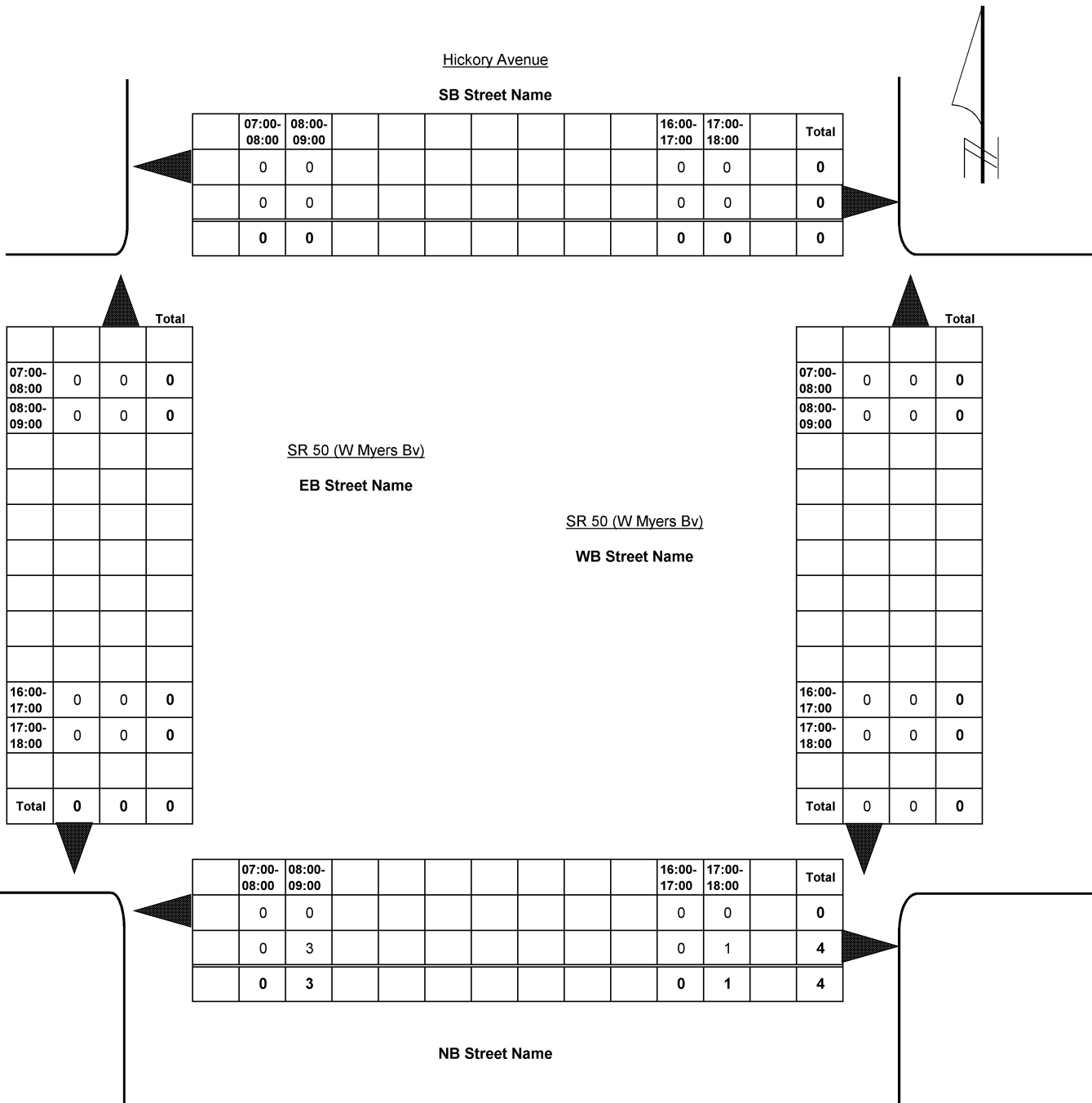
COUNTY: LAKE
 MILEPOST: X

GPS COORDINATES

Latitude	Longitude
00° 00.000' N	000° 00.000' W

FORM COMPLETED BY: Santiago

DATE: 1/18/2017





Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 041
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at Hickory Av

File Name : Sta 041_SR 50 at Hickory Av
 Site Code : 00410968
 Start Date : 1/18/2017
 Page No : 1

Groups Printed- General Traffic - Truck Traffic - Turn Traffic

Start Time	Hickory Av Southbound				SR 50 (E Myers Bv) Westbound				Northbound				SR 50 (E Myers Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	2	0	1	3	0	68	1	69	0	0	0	0	1	201	0	202	274
07:15	0	0	1	1	0	87	0	87	0	0	0	0	0	159	0	159	247
07:30	5	0	0	5	0	124	1	125	0	0	0	0	0	199	0	199	329
07:45	3	0	2	5	0	101	0	101	0	0	0	0	1	179	0	180	286
Total	10	0	4	14	0	380	2	382	0	0	0	0	2	738	0	740	1136
08:00	1	0	0	1	0	74	0	74	0	0	0	0	0	160	0	160	235
08:15	2	0	0	2	0	98	1	99	0	0	0	0	1	165	0	166	267
08:30	2	0	2	4	0	86	0	86	0	0	0	0	1	129	0	130	220
08:45	2	0	1	3	0	85	3	88	0	0	0	0	3	137	0	140	231
Total	7	0	3	10	0	343	4	347	0	0	0	0	5	591	0	596	953
*** BREAK ***																	
16:00	2	0	0	2	0	150	0	150	0	0	0	0	0	109	0	109	261
16:15	1	0	3	4	0	162	4	166	0	0	0	0	3	128	0	131	301
16:30	1	0	0	1	0	185	2	187	0	0	0	0	1	132	0	133	321
16:45	0	0	0	0	0	163	2	165	0	0	0	0	1	133	0	134	299
Total	4	0	3	7	0	660	8	668	0	0	0	0	5	502	0	507	1182
17:00	1	0	2	3	0	136	2	138	0	0	0	0	1	135	0	136	277
17:15	2	0	0	2	0	182	0	182	0	0	0	0	1	161	0	162	346
17:30	3	0	2	5	0	189	0	189	0	0	0	0	0	147	0	147	341
17:45	3	0	0	3	1	171	0	172	0	0	0	0	0	115	0	115	290
Total	9	0	4	13	1	678	2	681	0	0	0	0	2	558	0	560	1254
Grand Total	30	0	14	44	1	2061	16	2078	0	0	0	0	14	2389	0	2403	4525
Apprch %	68.2	0	31.8		0	99.2	0.8		0	0	0		0.6	99.4	0		
Total %	0.7	0	0.3	1	0	45.5	0.4	45.9	0	0	0	0	0.3	52.8	0	53.1	
General Traffic	30	0	14	44	0	1885	16	1901	0	0	0	0	14	2251	0	2265	4210
% General Traffic																	
Truck Traffic	0	0	0	0	0	176	0	176	0	0	0	0	0	138	0	138	314
% Truck Traffic	0	0	0	0	0	8.5	0	8.5	0	0	0	0	0	5.8	0	5.7	6.9
U-Turn Traffic	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
% U-Turn Traffic	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 041
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 at Hickory Av

File Name : Sta 041_SR 50 at Hickory Av
 Site Code : 00410968
 Start Date : 1/18/2017
 Page No : 2

Start Time	Hickory Av Southbound				SR 50 (E Myers Bv) Westbound				Northbound				SR 50 (E Myers Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00																	
07:00	2	0	1	3	0	68	1	69	0	0	0	0	1	201	0	202	274
07:15	0	0	1	1	0	87	0	87	0	0	0	0	0	159	0	159	247
07:30	5	0	0	5	0	124	1	125	0	0	0	0	0	199	0	199	329
07:45	3	0	2	5	0	101	0	101	0	0	0	0	1	179	0	180	286
Total Volume	10	0	4	14	0	380	2	382	0	0	0	0	2	738	0	740	1136
% App. Total	71.4	0	28.6		0	99.5	0.5		0	0	0		0.3	99.7	0		
PHF	.500	.000	.500	.700	.000	.766	.500	.764	.000	.000	.000	.000	.500	.918	.000	.916	.863

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	0	0	0	0	0	163	2	165	0	0	0	0	1	133	0	134	299
17:00	1	0	2	3	0	136	2	138	0	0	0	0	1	135	0	136	277
17:15	2	0	0	2	0	182	0	182	0	0	0	0	1	161	0	162	346
17:30	3	0	2	5	0	189	0	189	0	0	0	0	0	147	0	147	341
Total Volume	6	0	4	10	0	670	4	674	0	0	0	0	3	576	0	579	1263
% App. Total	60	0	40		0	99.4	0.6		0	0	0		0.5	99.5	0		
PHF	.500	.000	.500	.500	.000	.886	.500	.892	.000	.000	.000	.000	.750	.894	.000	.894	.913



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
Oviedo, Florida 32765

info@accuratetraffic.com

Station: 042
Counted by: Elaine
Weather: Clear
Location: SR 50 at CR 33

File Name : Sta 042_SR 50 at CR 33 - Putnam St
Site Code : 00420968
Start Date : 1/18/2017
Page No : 1

Groups Printed- Turn Traffic

Start Time	CR 33 (Bluff Lake Rd) Southbound				SR 50 (E Myers Bv) Westbound				Putnam St Northbound				SR 50 (E Myers Bv) Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
*** BREAK ***																		
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***																		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***																		
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Apprch %	0	0	0		0	0	0		0	0	0		0	100	0	0		
Total %	0	0	0		0	0	0		0	0	0		0	100	0	0	100	



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
Oviedo, Florida 32765

info@accuratetraffic.com

Station: 042
Counted by: Elaine
Weather: Clear
Location: SR 50 at CR 33

File Name : Sta 042_SR 50 at CR 33 - Putnam St
Site Code : 00420968
Start Date : 1/18/2017
Page No : 1

Groups Printed- Truck Traffic

Start Time	CR 33 (Bluff Lake Rd) Southbound				SR 50 (E Myers Bv) Westbound				Putnam St Northbound				SR 50 (E Myers Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	2	0	1	3	0	5	1	6	0	0	0	0	0	16	0	16	25
07:15	0	0	0	0	0	7	3	10	0	0	0	0	0	10	0	10	20
07:30	0	1	0	1	0	14	1	15	1	0	0	1	0	17	0	17	34
07:45	3	1	0	4	0	9	1	10	0	0	0	0	0	8	0	8	22
Total	5	2	1	8	0	35	6	41	1	0	0	1	0	51	0	51	101
08:00	0	0	0	0	0	5	1	6	0	0	0	0	0	11	0	11	17
08:15	1	0	0	1	0	10	4	14	0	0	1	1	0	7	0	7	23
08:30	3	0	0	3	0	10	3	13	0	0	0	0	1	11	0	12	28
08:45	4	0	0	4	0	11	5	16	0	0	0	0	0	13	0	13	33
Total	8	0	0	8	0	36	13	49	0	0	1	1	1	42	0	43	101
*** BREAK ***																	
16:00	2	0	0	2	0	11	2	13	0	0	0	0	0	2	0	2	17
16:15	0	0	0	0	0	12	0	12	0	1	0	1	0	2	0	2	15
16:30	4	0	0	4	0	9	2	11	0	0	0	0	0	6	0	6	21
16:45	3	0	1	4	0	9	1	10	0	0	0	0	0	3	0	3	17
Total	9	0	1	10	0	41	5	46	0	1	0	1	0	13	0	13	70
17:00	2	0	0	2	0	9	3	12	0	0	0	0	0	2	0	2	16
17:15	5	0	0	5	0	4	1	5	0	0	0	0	0	6	0	6	16
17:30	0	0	0	0	0	12	3	15	0	1	0	1	0	2	0	2	18
17:45	0	0	0	0	0	12	3	15	0	0	0	0	0	1	0	1	16
Total	7	0	0	7	0	37	10	47	0	1	0	1	0	11	0	11	66
Grand Total	29	2	2	33	0	149	34	183	1	2	1	4	1	117	0	118	338
Apprch %	87.9	6.1	6.1		0	81.4	18.6		25	50	25		0.8	99.2	0		
Total %	8.6	0.6	0.6	9.8	0	44.1	10.1	54.1	0.3	0.6	0.3	1.2	0.3	34.6	0	34.9	

PEDESTRIANS MOVEMENT SUMMARY

CODE / STATION NO.: 042

CITY: Mascotte

COUNTY: LAKE

NORTH / SOUTH: CR 33 (N) / Putnam St (S)

INTERSECTING ROUTE: SR 50 (W Myers Bv)

MILEPOST: X

OBSERVER: Elaine

WEATHER: Clear

REMARKS: _____

GPS COORDINATES

Latitude	Longitude
00° 00.000' N	000° 00.000' W

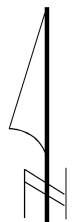
FORM COMPLETED BY: Santiago

DATE: 1/18/2017

CR 33 / Bluff Lake Rd

SB Street Name

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	0	0							0	0		0
	0	1							0	1		2
	0	1							0	1		2



Total

07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
Total	0	0	0

Total

07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
Total	0	0	0

SR 50 (W Myers Bv)

EB Street Name

SR 50 (W Myers Bv)

WB Street Name

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	2	3							1	3		9
	1	0							2	1		4
	3	3							3	4		13

Putnam St

NB Street Name



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
Oviedo, Florida 32765

info@accuratetraffic.com

Station: 042
Counted by: Elaine
Weather: Clear
Location: SR 50 at CR 33

File Name : Sta 042_SR 50 at CR 33 - Putnam St
Site Code : 00420968
Start Date : 1/18/2017
Page No : 1

Groups Printed- General Traffic

Start Time	CR 33 (Bluff Lake Rd) Southbound				SR 50 (E Myers Bv) Westbound				Putnam St Northbound				SR 50 (E Myers Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	46	1	1	48	0	58	41	99	3	0	2	5	2	191	0	193	345
07:15	46	0	1	47	1	79	38	118	1	2	2	5	1	139	0	140	310
07:30	62	1	0	63	1	111	29	141	0	2	4	6	3	176	1	180	390
07:45	59	1	2	62	1	80	31	112	2	1	2	5	2	166	1	169	348
Total	213	3	4	220	3	328	139	470	6	5	10	21	8	672	2	682	1393
08:00	57	0	2	59	0	71	34	105	0	1	2	3	4	146	1	151	318
08:15	43	0	1	44	1	84	41	126	0	1	1	2	0	154	1	155	327
08:30	35	0	1	36	2	73	38	113	2	2	5	9	3	107	2	112	270
08:45	37	2	2	41	2	81	38	121	0	3	0	3	1	122	0	123	288
Total	172	2	6	180	5	309	151	465	2	7	8	17	8	529	4	541	1203
*** BREAK ***																	
16:00	39	2	1	42	5	135	58	198	4	3	7	14	5	96	3	104	358
16:15	40	5	1	46	8	151	52	211	7	2	7	16	3	114	0	117	390
16:30	38	0	1	39	6	169	57	232	4	1	4	9	0	120	5	125	405
16:45	41	3	3	47	4	159	49	212	3	2	3	8	1	123	4	128	395
Total	158	10	6	174	23	614	216	853	18	8	21	47	9	453	12	474	1548
17:00	48	7	0	55	7	119	47	173	6	3	4	13	2	114	4	120	361
17:15	47	6	1	54	10	166	56	232	10	4	5	19	1	153	8	162	467
17:30	47	2	1	50	4	180	37	221	11	4	7	22	1	140	8	149	442
17:45	35	2	4	41	7	150	44	201	7	1	3	11	1	106	8	115	368
Total	177	17	6	200	28	615	184	827	34	12	19	65	5	513	28	546	1638
Grand Total	720	32	22	774	59	1866	690	2615	60	32	58	150	30	2167	46	2243	5782
Apprch %	93	4.1	2.8		2.3	71.4	26.4		40	21.3	38.7		1.3	96.6	2.1		
Total %	12.5	0.6	0.4	13.4	1	32.3	11.9	45.2	1	0.6	1	2.6	0.5	37.5	0.8	38.8	

BICYCLES MOVEMENT SUMMARY

CODE / STATION NO.: 042

CITY: Mascotte

COUNTY: LAKE

NORTH / SOUTH: CR 33 (N) / Putnam St (S)

INTERSECTING ROUTE: SR 50 (W Myers Bv)

MILEPOST: X

OBSERVER: Elaine

WEATHER: Clear

REMARKS: _____

GPS COORDINATES

Latitude	Longitude
00° 00.000' N	000° 00.000' W

FORM COMPLETED BY: Santiago

DATE: 1/18/2017

CR 33 / Bluff Lake Rd

SB Street Name

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	0	0							0	0		0
	0	0							0	0		0
	0	0							0	0		0



Total

07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
Total	0	0	0

Total

07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
Total	0	0	0

SR 50 (W Myers Bv)

EB Street Name

SR 50 (W Myers Bv)

WB Street Name

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	0	0							0	2		2
	0	3							0	1		4
	0	3							0	3		6

Putnam St

NB Street Name



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
Oviedo, Florida 32765

info@accuratetraffic.com

Station: 042
Counted by: Elaine
Weather: Clear
Location: SR 50 at CR 33

File Name : Sta 042_SR 50 at CR 33 - Putnam St
Site Code : 00420968
Start Date : 1/18/2017
Page No : 1

Groups Printed- General Traffic - Truck Traffic - Turn Traffic

Start Time	CR 33 (Bluff Lake Rd) Southbound				SR 50 (E Myers Bv) Westbound				Putnam St Northbound				SR 50 (E Myers Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	48	1	2	51	0	63	42	105	3	0	2	5	2	207	0	209	370
07:15	46	0	1	47	1	86	41	128	1	2	2	5	1	149	0	150	330
07:30	62	2	0	64	1	125	30	156	1	2	4	7	3	193	1	197	424
07:45	62	2	2	66	1	89	32	122	2	1	2	5	2	174	1	177	370
Total	218	5	5	228	3	363	145	511	7	5	10	22	8	723	2	733	1494
08:00	57	0	2	59	0	76	35	111	0	1	2	3	4	157	1	162	335
08:15	44	0	1	45	1	94	45	140	0	1	2	3	0	161	1	162	350
08:30	38	0	1	39	2	83	41	126	2	2	5	9	4	118	2	124	298
08:45	41	2	2	45	2	92	43	137	0	3	0	3	1	135	0	136	321
Total	180	2	6	188	5	345	164	514	2	7	9	18	9	571	4	584	1304
*** BREAK ***																	
16:00	41	2	1	44	5	146	60	211	4	3	7	14	6	98	3	107	376
16:15	40	5	1	46	8	163	52	223	7	3	7	17	3	116	0	119	405
16:30	42	0	1	43	6	178	59	243	4	1	4	9	0	126	5	131	426
16:45	44	3	4	51	4	168	50	222	3	2	3	8	1	126	4	131	412
Total	167	10	7	184	23	655	221	899	18	9	21	48	10	466	12	488	1619
17:00	50	7	0	57	7	128	50	185	6	3	4	13	2	116	4	122	377
17:15	52	6	1	59	10	170	57	237	10	4	5	19	1	159	8	168	483
17:30	47	2	1	50	4	192	40	236	11	5	7	23	1	142	8	151	460
17:45	35	2	4	41	7	162	47	216	7	1	3	11	2	107	8	117	385
Total	184	17	6	207	28	652	194	874	34	13	19	66	6	524	28	558	1705
Grand Total	749	34	24	807	59	2015	724	2798	61	34	59	154	33	2284	46	2363	6122
Apprch %	92.8	4.2	3		2.1	72	25.9		39.6	22.1	38.3		1.4	96.7	1.9		
Total %	12.2	0.6	0.4	13.2	1	32.9	11.8	45.7	1	0.6	1	2.5	0.5	37.3	0.8	38.6	
General Traffic	720	32	22	774	59	1866	690	2615	60	32	58	150	30	2167	46	2243	5782
% General Traffic																	
Truck Traffic	29	2	2	33	0	149	34	183	1	2	1	4	1	117	0	118	338
% Truck Traffic	3.9	5.9	8.3	4.1	0	7.4	4.7	6.5	1.6	5.9	1.7	2.6	3	5.1	0	5	5.5
U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
% U-Turn Traffic	0	0	0	0	0	0	0	0	0	0	0	0	6.1	0	0	0.1	0



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
Oviedo, Florida 32765

info@accuratetraffic.com

Station: 042
Counted by: Elaine
Weather: Clear
Location: SR 50 at CR 33

File Name : Sta 042_SR 50 at CR 33 - Putnam St
Site Code : 00420968
Start Date : 1/18/2017
Page No : 2

Start Time	CR 33 (Bluff Lake Rd) Southbound				SR 50 (E Myers Bv) Westbound				Putnam St Northbound				SR 50 (E Myers Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00																	
07:00	48	1	2	51	0	63	42	105	3	0	2	5	2	207	0	209	370
07:15	46	0	1	47	1	86	41	128	1	2	2	5	1	149	0	150	330
07:30	62	2	0	64	1	125	30	156	1	2	4	7	3	193	1	197	424
07:45	62	2	2	66	1	89	32	122	2	1	2	5	2	174	1	177	370
Total Volume	218	5	5	228	3	363	145	511	7	5	10	22	8	723	2	733	1494
% App. Total	95.6	2.2	2.2		0.6	71	28.4		31.8	22.7	45.5		1.1	98.6	0.3		
PHF	.879	.625	.625	.864	.750	.726	.863	.819	.583	.625	.625	.786	.667	.873	.500	.877	.881

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	44	3	4	51	4	168	50	222	3	2	3	8	1	126	4	131	412
17:00	50	7	0	57	7	128	50	185	6	3	4	13	2	116	4	122	377
17:15	52	6	1	59	10	170	57	237	10	4	5	19	1	159	8	168	483
17:30	47	2	1	50	4	192	40	236	11	5	7	23	1	142	8	151	460
Total Volume	193	18	6	217	25	658	197	880	30	14	19	63	5	543	24	572	1732
% App. Total	88.9	8.3	2.8		2.8	74.8	22.4		47.6	22.2	30.2		0.9	94.9	4.2		
PHF	.928	.643	.375	.919	.625	.857	.864	.928	.682	.700	.679	.685	.625	.854	.750	.851	.896



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 042
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 (E Myers Bv) at Midway Av

File Name : Sta 043_SR 50 at Midway Av
 Site Code : 00430968
 Start Date : 1/18/2017
 Page No : 1

Groups Printed- Turn Traffic

Start Time	Southbound				SR 50 (E Myers Bv) Westbound				Midway Av Northbound				SR 50 (E Myers Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
08:15	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
16:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Grand Total	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
Apprch %	0	0	0		100	0	0		0	0	0		0	0	0		
Total %	0	0	0	0	100	0	0	100	0	0	0	0	0	0	0	0	



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 042
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 (E Myers Bv) at Midway Av

File Name : Sta 043_SR 50 at Midway Av
 Site Code : 00430968
 Start Date : 1/18/2017
 Page No : 1

Groups Printed- Truck Traffic

Start Time	Southbound				SR 50 (E Myers Bv) Westbound				Midway Av Northbound				SR 50 (E Myers Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	0	5	1	6	0	0	0	0	0	25	0	25	31
07:15	0	0	0	0	0	6	1	7	0	0	0	0	0	9	0	9	16
07:30	0	0	0	0	0	10	1	11	0	0	0	0	0	13	0	13	24
07:45	0	0	0	0	0	10	0	10	0	0	0	0	0	10	0	10	20
Total	0	0	0	0	0	31	3	34	0	0	0	0	0	57	0	57	91
08:00	0	0	0	0	0	11	1	12	0	0	0	0	0	12	0	12	24
08:15	0	0	0	0	0	9	3	12	0	0	0	0	0	19	0	19	31
08:30	0	0	0	0	0	13	3	16	0	0	0	0	0	13	0	13	29
08:45	0	0	0	0	0	10	4	14	0	0	0	0	0	18	0	18	32
Total	0	0	0	0	0	43	11	54	0	0	0	0	0	62	0	62	116
*** BREAK ***																	
16:00	0	0	0	0	0	11	4	15	0	0	0	0	0	4	0	4	19
16:15	0	0	0	0	0	14	2	16	0	0	0	0	0	3	0	3	19
16:30	0	0	0	0	0	12	4	16	0	0	0	0	0	10	0	10	26
16:45	0	0	0	0	0	14	4	18	0	0	0	0	0	10	0	10	28
Total	0	0	0	0	0	51	14	65	0	0	0	0	0	27	0	27	92
17:00	0	0	0	0	0	13	4	17	0	0	0	0	0	13	0	13	30
17:15	0	0	0	0	0	7	4	11	0	0	0	0	0	20	0	20	31
17:30	0	0	0	0	0	15	4	19	0	0	0	0	0	5	0	5	24
17:45	0	0	0	0	0	12	5	17	0	0	0	0	0	6	0	6	23
Total	0	0	0	0	0	47	17	64	0	0	0	0	0	44	0	44	108
Grand Total	0	0	0	0	0	172	45	217	0	0	0	0	0	190	0	190	407
Apprch %	0	0	0	0	0	79.3	20.7		0	0	0	0	0	100	0		
Total %	0	0	0	0	0	42.3	11.1	53.3	0	0	0	0	0	46.7	0	46.7	

PEDESTRIANS MOVEMENT SUMMARY

CODE / STATION NO.: 043

CITY: Mascotte

COUNTY: LAKE

NORTH / SOUTH: Midway Avenue

INTERSECTING ROUTE: SR 50 (W Myers Bv)

MILEPOST: X

OBSERVER: Elaine

WEATHER: Clear

REMARKS: _____

GPS COORDINATES

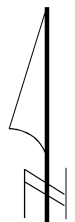
Latitude	Longitude
00° 00.000' N	000° 00.000' W

FORM COMPLETED BY: Santiago

DATE: 1/18/2017

SB Street Name

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	0	0							0	0		0
	0	0							0	0		0
	0	0							0	0		0



Total

07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
Total	0	0	0

SR 50 (W Myers Bv)

EB Street Name

SR 50 (W Myers Bv)

WB Street Name

Total

07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	2	0	2
Total	2	0	2

Total

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00		Total
	3	1							1	5		10
	0	2							2	1		5
	3	3							3	6		15

Midway Avenue

NB Street Name



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 042
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 (E Myers Bv) at Midway Av

File Name : Sta 043_SR 50 at Midway Av
 Site Code : 00430968
 Start Date : 1/18/2017
 Page No : 1

Groups Printed- General Traffic

Start Time	Southbound				SR 50 (E Myers Bv) Westbound				Midway Av Northbound				SR 50 (E Myers Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	1	57	39	97	0	0	0	0	0	224	3	227	324
07:15	0	0	0	0	0	86	39	125	0	0	1	1	0	187	1	188	314
07:30	0	0	0	0	0	114	27	141	0	0	0	0	0	249	1	250	391
07:45	0	0	0	0	0	79	31	110	0	0	0	0	0	226	1	227	337
Total	0	0	0	0	1	336	136	473	0	0	1	1	0	886	6	892	1366
08:00	0	0	0	0	0	71	35	106	0	0	0	0	0	206	2	208	314
08:15	0	0	0	0	0	81	42	123	0	0	0	0	0	182	3	185	308
08:30	0	0	0	0	0	75	42	117	0	0	0	0	0	156	0	156	273
08:45	0	0	0	0	0	81	36	117	0	0	1	1	0	151	0	151	269
Total	0	0	0	0	0	308	155	463	0	0	1	1	0	695	5	700	1164
*** BREAK ***																	
16:00	0	0	0	0	1	140	55	196	0	0	1	1	0	144	0	144	341
16:15	0	0	0	0	0	155	51	206	0	0	0	0	0	159	0	159	365
16:30	0	0	0	0	0	167	53	220	0	0	3	3	0	155	0	155	378
16:45	0	0	0	0	0	149	46	195	0	0	1	1	0	162	3	165	361
Total	0	0	0	0	1	611	205	817	0	0	5	5	0	620	3	623	1445
17:00	0	0	0	0	2	136	41	179	0	0	0	0	0	159	1	160	339
17:15	0	0	0	0	0	163	54	217	0	0	2	2	0	191	0	191	410
17:30	0	0	0	0	0	173	33	206	0	0	1	1	0	189	2	191	398
17:45	0	0	0	0	1	153	39	193	0	0	2	2	0	137	1	138	333
Total	0	0	0	0	3	625	167	795	0	0	5	5	0	676	4	680	1480
Grand Total	0	0	0	0	5	1880	663	2548	0	0	12	12	0	2877	18	2895	5455
Apprch %	0	0	0		0.2	73.8	26		0	0	100		0	99.4	0.6		
Total %	0	0	0	0	0.1	34.5	12.2	46.7	0	0	0.2	0.2	0	52.7	0.3	53.1	

BICYCLES MOVEMENT SUMMARY

CODE / STATION NO.: 043
 NORTH / SOUTH: Midway Avenue
 OBSERVER: Elaine
 WEATHER: Clear
 REMARKS: _____

CITY: Mascotte
 INTERSECTING ROUTE: SR 50 (W Myers Bv)

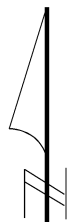
COUNTY: LAKE
 MILEPOST: X

FORM COMPLETED BY: Santiago

DATE: 1/18/2017

GPS COORDINATES

Latitude	Longitude
00° 00.000' N	000° 00.000' W



SB Street Name

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00	Total
	0	0							0	0	0
	0	0							0	0	0
	0	0							0	0	0



SR 50 (W Myers Bv)

EB Street Name

SR 50 (W Myers Bv)

WB Street Name

	Total		
07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
Total	0	0	0

	Total		
07:00-08:00	0	0	0
08:00-09:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
Total	0	0	0



Midway Avenue

NB Street Name

	07:00-08:00	08:00-09:00							16:00-17:00	17:00-18:00	Total
	0	0							0	0	0
	0	3							0	0	3
	0	3							0	0	3



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
Oviedo, Florida 32765

info@accuratetraffic.com

Station: 042
Counted by: Elaine
Weather: Clear
Location: SR 50 (E Myers Bv) at Midway Av

File Name : Sta 043_SR 50 at Midway Av
Site Code : 00430968
Start Date : 1/18/2017
Page No : 1

Groups Printed- General Traffic - Truck Traffic - Turn Traffic

Start Time	Southbound				SR 50 (E Myers Bv) Westbound				Midway Av Northbound				SR 50 (E Myers Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	0	0	0	1	62	40	103	0	0	0	0	0	249	3	252	355
07:15	0	0	0	0	0	92	40	132	0	0	1	1	0	196	1	197	330
07:30	0	0	0	0	0	124	28	152	0	0	0	0	0	262	1	263	415
07:45	0	0	0	0	0	89	31	120	0	0	0	0	0	236	1	237	357
Total	0	0	0	0	1	367	139	507	0	0	1	1	0	943	6	949	1457
08:00	0	0	0	0	0	82	36	118	0	0	0	0	0	218	2	220	338
08:15	0	0	0	0	1	90	45	136	0	0	0	0	0	201	3	204	340
08:30	0	0	0	0	0	88	45	133	0	0	0	0	0	169	0	169	302
08:45	0	0	0	0	0	91	40	131	0	0	1	1	0	169	0	169	301
Total	0	0	0	0	1	351	166	518	0	0	1	1	0	757	5	762	1281
*** BREAK ***																	
16:00	0	0	0	0	2	151	59	212	0	0	1	1	0	148	0	148	361
16:15	0	0	0	0	0	169	53	222	0	0	0	0	0	162	0	162	384
16:30	0	0	0	0	0	179	57	236	0	0	3	3	0	165	0	165	404
16:45	0	0	0	0	0	163	50	213	0	0	1	1	0	172	3	175	389
Total	0	0	0	0	2	662	219	883	0	0	5	5	0	647	3	650	1538
17:00	0	0	0	0	2	149	45	196	0	0	0	0	0	172	1	173	369
17:15	0	0	0	0	0	170	58	228	0	0	2	2	0	211	0	211	441
17:30	0	0	0	0	0	188	37	225	0	0	1	1	0	194	2	196	422
17:45	0	0	0	0	1	165	44	210	0	0	2	2	0	143	1	144	356
Total	0	0	0	0	3	672	184	859	0	0	5	5	0	720	4	724	1588
Grand Total	0	0	0	0	7	2052	708	2767	0	0	12	12	0	3067	18	3085	5864
Apprch %	0	0	0		0.3	74.2	25.6		0	0	100		0	99.4	0.6		
Total %	0	0	0	0	0.1	35	12.1	47.2	0	0	0.2	0.2	0	52.3	0.3	52.6	
General Traffic	0	0	0	0	5	1880	663	2548	0	0	12	12	0	2877	18	2895	5455
% General Traffic																	
Truck Traffic	0	0	0	0	0	172	45	217	0	0	0	0	0	190	0	190	407
% Truck Traffic	0	0	0	0	0	8.4	6.4	7.8	0	0	0	0	0	6.2	0	6.2	6.9
U-Turn Traffic	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
% U-Turn Traffic	0	0	0	0	28.6	0	0	0.1	0	0	0	0	0	0	0	0	0



Accurate Traffic Counts, Inc.

798 Executive Drive, Suite A
 Oviedo, Florida 32765
info@accuratetraffic.com

Station: 042
 Counted by: Elaine
 Weather: Clear
 Location: SR 50 (E Myers Bv) at Midway Av

File Name : Sta 043_SR 50 at Midway Av
 Site Code : 00430968
 Start Date : 1/18/2017
 Page No : 2

Start Time	Southbound				SR 50 (E Myers Bv) Westbound				Midway Av Northbound				SR 50 (E Myers Bv) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00																	
07:00	0	0	0	0	1	62	40	103	0	0	0	0	0	249	3	252	355
07:15	0	0	0	0	0	92	40	132	0	0	1	1	0	196	1	197	330
07:30	0	0	0	0	0	124	28	152	0	0	0	0	0	262	1	263	415
07:45	0	0	0	0	0	89	31	120	0	0	0	0	0	236	1	237	357
Total Volume	0	0	0	0	1	367	139	507	0	0	1	1	0	943	6	949	1457
% App. Total	0	0	0	0	0.2	72.4	27.4		0	0	100		0	99.4	0.6		
PHF	.000	.000	.000	.000	.250	.740	.869	.834	.000	.000	.250	.250	.000	.900	.500	.902	.878

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	0	0	0	0	0	163	50	213	0	0	1	1	0	172	3	175	389
17:00	0	0	0	0	2	149	45	196	0	0	0	0	0	172	1	173	369
17:15	0	0	0	0	0	170	58	228	0	0	2	2	0	211	0	211	441
17:30	0	0	0	0	0	188	37	225	0	0	1	1	0	194	2	196	422
Total Volume	0	0	0	0	2	670	190	862	0	0	4	4	0	749	6	755	1621
% App. Total	0	0	0	0	0.2	77.7	22		0	0	100		0	99.2	0.8		
PHF	.000	.000	.000	.000	.250	.891	.819	.945	.000	.000	.500	.500	.000	.887	.500	.895	.919

**APPENDIX C – FDOT SEASONAL FACTOR AND AXLE
ADJUSTMENT FACTOR REPORTS**

County: 08 - HERNANDO

Week	Dates	0801 SR700, BRKSVLE-CITRU	0802 HERNANDO COUNTYWIDE	0805 SR50 BYPASS	0806 SR45, PASCO-CR 480
1	01/01/2015 - 01/03/2015	0.97	0.98	0.89	0.94
2	01/04/2015 - 01/10/2015	0.97	0.98	0.89	0.94
3	01/11/2015 - 01/17/2015	0.97	0.98	0.89	0.94
4	01/18/2015 - 01/24/2015	0.97	0.97	0.89	0.94
5	01/25/2015 - 01/31/2015	0.97	0.96	0.89	0.94
6	02/01/2015 - 02/07/2015	0.97	0.96	0.89	0.94
7	02/08/2015 - 02/14/2015	0.97	0.95	0.89	0.94
8	02/15/2015 - 02/21/2015	0.97	0.94	0.89	0.94
9	02/22/2015 - 02/28/2015	0.97	0.93	0.89	0.94
10	03/01/2015 - 03/07/2015	0.97	0.93	0.89	0.94
11	03/08/2015 - 03/14/2015	0.97	0.92	0.89	0.94
12	03/15/2015 - 03/21/2015	0.97	0.91	0.89	0.94
13	03/22/2015 - 03/28/2015	0.96	0.90	0.89	0.94
14	03/29/2015 - 04/04/2015	0.95	0.90	0.89	0.94
15	04/05/2015 - 04/11/2015	0.94	0.89	0.89	0.94
16	04/12/2015 - 04/18/2015	0.93	0.88	0.89	0.94
17	04/19/2015 - 04/25/2015	0.94	0.88	0.89	0.94
18	04/26/2015 - 05/02/2015	0.95	0.89	0.89	0.94
19	05/03/2015 - 05/09/2015	0.96	0.89	0.89	0.94
20	05/10/2015 - 05/16/2015	0.97	0.89	0.89	0.94
21	05/17/2015 - 05/23/2015	0.97	0.89	0.89	0.94
22	05/24/2015 - 05/30/2015	0.97	0.90	0.89	0.94
23	05/31/2015 - 06/06/2015	0.96	0.90	0.89	0.94
24	06/07/2015 - 06/13/2015	0.96	0.90	0.89	0.94
25	06/14/2015 - 06/20/2015	0.96	0.90	0.89	0.94
26	06/21/2015 - 06/27/2015	0.96	0.91	0.89	0.94
27	06/28/2015 - 07/04/2015	0.96	0.91	0.89	0.94
28	07/05/2015 - 07/11/2015	0.96	0.91	0.89	0.94
29	07/12/2015 - 07/18/2015	0.96	0.92	0.89	0.94
30	07/19/2015 - 07/25/2015	0.96	0.92	0.89	0.94
31	07/26/2015 - 08/01/2015	0.97	0.92	0.89	0.94
32	08/02/2015 - 08/08/2015	0.97	0.92	0.89	0.94
33	08/09/2015 - 08/15/2015	0.97	0.93	0.89	0.94
34	08/16/2015 - 08/22/2015	0.97	0.93	0.89	0.94
35	08/23/2015 - 08/29/2015	0.97	0.93	0.89	0.94
36	08/30/2015 - 09/05/2015	0.97	0.93	0.89	0.94
37	09/06/2015 - 09/12/2015	0.97	0.94	0.89	0.94
38	09/13/2015 - 09/19/2015	0.97	0.94	0.89	0.94
39	09/20/2015 - 09/26/2015	0.97	0.94	0.89	0.94
40	09/27/2015 - 10/03/2015	0.97	0.94	0.89	0.94
41	10/04/2015 - 10/10/2015	0.97	0.95	0.89	0.94
42	10/11/2015 - 10/17/2015	0.97	0.95	0.89	0.94
43	10/18/2015 - 10/24/2015	0.97	0.95	0.89	0.94
44	10/25/2015 - 10/31/2015	0.97	0.96	0.89	0.94
45	11/01/2015 - 11/07/2015	0.97	0.96	0.89	0.94
46	11/08/2015 - 11/14/2015	0.97	0.96	0.89	0.94
47	11/15/2015 - 11/21/2015	0.97	0.96	0.89	0.94
48	11/22/2015 - 11/28/2015	0.97	0.97	0.89	0.94
49	11/29/2015 - 12/05/2015	0.97	0.97	0.89	0.94
50	12/06/2015 - 12/12/2015	0.97	0.97	0.89	0.94
51	12/13/2015 - 12/19/2015	0.97	0.97	0.89	0.94
52	12/20/2015 - 12/26/2015	0.97	0.98	0.89	0.94
53	12/27/2015 - 12/31/2015	0.97	0.98	0.89	0.94

County: 08 - HERNANDO

Week	Dates	SR45, CR480	0807 - CITRUS	US19	0808	US301	0809	0810 SR50, US19 - SR50A
1	01/01/2015 - 01/03/2015		0.97		0.98		0.91	0.97
2	01/04/2015 - 01/10/2015		0.97		0.98		0.91	0.97
3	01/11/2015 - 01/17/2015		0.97		0.97		0.91	0.97
4	01/18/2015 - 01/24/2015		0.97		0.97		0.91	0.97
5	01/25/2015 - 01/31/2015		0.97		0.97		0.91	0.97
6	02/01/2015 - 02/07/2015		0.97		0.97		0.91	0.97
7	02/08/2015 - 02/14/2015		0.97		0.97		0.91	0.96
8	02/15/2015 - 02/21/2015		0.97		0.97		0.91	0.96
9	02/22/2015 - 02/28/2015		0.97		0.97		0.91	0.96
10	03/01/2015 - 03/07/2015		0.97		0.98		0.91	0.96
11	03/08/2015 - 03/14/2015		0.97		0.98		0.91	0.96
12	03/15/2015 - 03/21/2015		0.97		0.98		0.91	0.96
13	03/22/2015 - 03/28/2015		0.97		0.98		0.91	0.95
14	03/29/2015 - 04/04/2015		0.96		0.98		0.91	0.95
15	04/05/2015 - 04/11/2015		0.96		0.97		0.91	0.95
16	04/12/2015 - 04/18/2015		0.95		0.97		0.91	0.95
17	04/19/2015 - 04/25/2015		0.96		0.97		0.91	0.95
18	04/26/2015 - 05/02/2015		0.96		0.97		0.91	0.95
19	05/03/2015 - 05/09/2015		0.97		0.97		0.91	0.95
20	05/10/2015 - 05/16/2015		0.97		0.97		0.91	0.95
21	05/17/2015 - 05/23/2015		0.97		0.97		0.91	0.95
22	05/24/2015 - 05/30/2015		0.97		0.97		0.91	0.95
23	05/31/2015 - 06/06/2015		0.96		0.97		0.91	0.95
24	06/07/2015 - 06/13/2015		0.96		0.97		0.91	0.95
25	06/14/2015 - 06/20/2015		0.96		0.97		0.91	0.95
26	06/21/2015 - 06/27/2015		0.96		0.97		0.91	0.96
27	06/28/2015 - 07/04/2015		0.96		0.97		0.91	0.96
28	07/05/2015 - 07/11/2015		0.96		0.97		0.91	0.96
29	07/12/2015 - 07/18/2015		0.96		0.97		0.91	0.96
30	07/19/2015 - 07/25/2015		0.96		0.97		0.91	0.96
31	07/26/2015 - 08/01/2015		0.97		0.97		0.91	0.96
32	08/02/2015 - 08/08/2015		0.97		0.97		0.91	0.96
33	08/09/2015 - 08/15/2015		0.97		0.97		0.91	0.96
34	08/16/2015 - 08/22/2015		0.97		0.97		0.91	0.96
35	08/23/2015 - 08/29/2015		0.97		0.97		0.91	0.96
36	08/30/2015 - 09/05/2015		0.97		0.97		0.91	0.96
37	09/06/2015 - 09/12/2015		0.97		0.97		0.91	0.96
38	09/13/2015 - 09/19/2015		0.97		0.97		0.91	0.96
39	09/20/2015 - 09/26/2015		0.97		0.97		0.91	0.96
40	09/27/2015 - 10/03/2015		0.97		0.97		0.91	0.96
41	10/04/2015 - 10/10/2015		0.97		0.97		0.91	0.96
42	10/11/2015 - 10/17/2015		0.97		0.97		0.91	0.96
43	10/18/2015 - 10/24/2015		0.97		0.97		0.91	0.96
44	10/25/2015 - 10/31/2015		0.97		0.97		0.91	0.97
45	11/01/2015 - 11/07/2015		0.97		0.98		0.91	0.97
46	11/08/2015 - 11/14/2015		0.97		0.98		0.91	0.97
47	11/15/2015 - 11/21/2015		0.97		0.98		0.91	0.97
48	11/22/2015 - 11/28/2015		0.97		0.98		0.91	0.97
49	11/29/2015 - 12/05/2015		0.97		0.98		0.91	0.97
50	12/06/2015 - 12/12/2015		0.97		0.98		0.91	0.97
51	12/13/2015 - 12/19/2015		0.97		0.98		0.91	0.97
52	12/20/2015 - 12/26/2015		0.97		0.98		0.91	0.97
53	12/27/2015 - 12/31/2015		0.97		0.97		0.91	0.97

County: 08 - HERNANDO

Week	Dates	0811 SR50, CR41 - SR700	I75	0812	0813 SR50, CR41-CR575	0814 SR50A, SR50-SR700
1	01/01/2015 - 01/03/2015	0.93		0.81	0.84	0.90
2	01/04/2015 - 01/10/2015	0.93		0.81	0.84	0.90
3	01/11/2015 - 01/17/2015	0.93		0.81	0.84	0.90
4	01/18/2015 - 01/24/2015	0.93		0.81	0.84	0.90
5	01/25/2015 - 01/31/2015	0.93		0.81	0.84	0.90
6	02/01/2015 - 02/07/2015	0.93		0.81	0.84	0.90
7	02/08/2015 - 02/14/2015	0.93		0.81	0.84	0.90
8	02/15/2015 - 02/21/2015	0.93		0.81	0.84	0.90
9	02/22/2015 - 02/28/2015	0.93		0.81	0.84	0.90
10	03/01/2015 - 03/07/2015	0.93		0.81	0.84	0.90
11	03/08/2015 - 03/14/2015	0.93		0.81	0.84	0.90
12	03/15/2015 - 03/21/2015	0.93		0.81	0.84	0.90
13	03/22/2015 - 03/28/2015	0.93		0.81	0.84	0.90
14	03/29/2015 - 04/04/2015	0.93		0.81	0.84	0.90
15	04/05/2015 - 04/11/2015	0.93		0.81	0.84	0.90
16	04/12/2015 - 04/18/2015	0.93		0.81	0.84	0.90
17	04/19/2015 - 04/25/2015	0.93		0.81	0.84	0.90
18	04/26/2015 - 05/02/2015	0.93		0.81	0.84	0.90
19	05/03/2015 - 05/09/2015	0.93		0.81	0.84	0.90
20	05/10/2015 - 05/16/2015	0.93		0.81	0.84	0.90
21	05/17/2015 - 05/23/2015	0.93		0.81	0.84	0.90
22	05/24/2015 - 05/30/2015	0.93		0.81	0.84	0.90
23	05/31/2015 - 06/06/2015	0.93		0.81	0.84	0.90
24	06/07/2015 - 06/13/2015	0.93		0.81	0.84	0.90
25	06/14/2015 - 06/20/2015	0.93		0.81	0.84	0.90
26	06/21/2015 - 06/27/2015	0.93		0.81	0.84	0.90
27	06/28/2015 - 07/04/2015	0.93		0.81	0.84	0.90
28	07/05/2015 - 07/11/2015	0.93		0.81	0.84	0.90
29	07/12/2015 - 07/18/2015	0.93		0.81	0.84	0.90
30	07/19/2015 - 07/25/2015	0.93		0.81	0.84	0.90
31	07/26/2015 - 08/01/2015	0.93		0.81	0.84	0.90
32	08/02/2015 - 08/08/2015	0.93		0.81	0.84	0.90
33	08/09/2015 - 08/15/2015	0.93		0.81	0.84	0.90
34	08/16/2015 - 08/22/2015	0.93		0.81	0.84	0.90
35	08/23/2015 - 08/29/2015	0.93		0.81	0.84	0.90
36	08/30/2015 - 09/05/2015	0.93		0.81	0.84	0.90
37	09/06/2015 - 09/12/2015	0.93		0.81	0.84	0.90
38	09/13/2015 - 09/19/2015	0.93		0.81	0.84	0.90
39	09/20/2015 - 09/26/2015	0.93		0.81	0.84	0.90
40	09/27/2015 - 10/03/2015	0.93		0.81	0.84	0.90
41	10/04/2015 - 10/10/2015	0.93		0.81	0.84	0.90
42	10/11/2015 - 10/17/2015	0.93		0.81	0.84	0.90
43	10/18/2015 - 10/24/2015	0.93		0.81	0.84	0.90
44	10/25/2015 - 10/31/2015	0.93		0.81	0.84	0.90
45	11/01/2015 - 11/07/2015	0.93		0.81	0.84	0.90
46	11/08/2015 - 11/14/2015	0.93		0.81	0.84	0.90
47	11/15/2015 - 11/21/2015	0.93		0.81	0.84	0.90
48	11/22/2015 - 11/28/2015	0.93		0.81	0.84	0.90
49	11/29/2015 - 12/05/2015	0.93		0.81	0.84	0.90
50	12/06/2015 - 12/12/2015	0.93		0.81	0.84	0.90
51	12/13/2015 - 12/19/2015	0.93		0.81	0.84	0.90
52	12/20/2015 - 12/26/2015	0.93		0.81	0.84	0.90
53	12/27/2015 - 12/31/2015	0.93		0.81	0.84	0.90

County: 08 - HERNANDO

Week	Dates	0815 HERNANDO HPMS EASTERN 1	0816 HERNANDO EASTERN HPMS 2	0817 HERNANDO HPMS CENTRAL	0818 HERNANDO HPMS EASTERN
1	01/01/2015 - 01/03/2015	0.00	0.00	0.00	0.00
2	01/04/2015 - 01/10/2015	0.00	0.00	0.00	0.00
3	01/11/2015 - 01/17/2015	0.00	0.00	0.00	0.00
4	01/18/2015 - 01/24/2015	0.00	0.00	0.00	0.00
5	01/25/2015 - 01/31/2015	0.00	0.00	0.00	0.00
6	02/01/2015 - 02/07/2015	0.00	0.00	0.00	0.00
7	02/08/2015 - 02/14/2015	0.00	0.00	0.00	0.00
8	02/15/2015 - 02/21/2015	0.00	0.00	0.00	0.00
9	02/22/2015 - 02/28/2015	0.00	0.00	0.00	0.00
10	03/01/2015 - 03/07/2015	0.00	0.00	0.00	0.00
11	03/08/2015 - 03/14/2015	0.00	0.00	0.00	0.00
12	03/15/2015 - 03/21/2015	0.00	0.00	0.00	0.00
13	03/22/2015 - 03/28/2015	0.00	0.00	0.00	0.00
14	03/29/2015 - 04/04/2015	0.00	0.00	0.00	0.00
15	04/05/2015 - 04/11/2015	0.00	0.00	0.00	0.00
16	04/12/2015 - 04/18/2015	0.00	0.00	0.00	0.00
17	04/19/2015 - 04/25/2015	0.00	0.00	0.00	0.00
18	04/26/2015 - 05/02/2015	0.00	0.00	0.00	0.00
19	05/03/2015 - 05/09/2015	0.00	0.00	0.00	0.00
20	05/10/2015 - 05/16/2015	0.00	0.00	0.00	0.00
21	05/17/2015 - 05/23/2015	0.00	0.00	0.00	0.00
22	05/24/2015 - 05/30/2015	0.00	0.00	0.00	0.00
23	05/31/2015 - 06/06/2015	0.00	0.00	0.00	0.00
24	06/07/2015 - 06/13/2015	0.00	0.00	0.00	0.00
25	06/14/2015 - 06/20/2015	0.00	0.00	0.00	0.00
26	06/21/2015 - 06/27/2015	0.00	0.00	0.00	0.00
27	06/28/2015 - 07/04/2015	0.00	0.00	0.00	0.00
28	07/05/2015 - 07/11/2015	0.00	0.00	0.00	0.00
29	07/12/2015 - 07/18/2015	0.00	0.00	0.00	0.00
30	07/19/2015 - 07/25/2015	0.00	0.00	0.00	0.00
31	07/26/2015 - 08/01/2015	0.00	0.00	0.00	0.00
32	08/02/2015 - 08/08/2015	0.00	0.00	0.00	0.00
33	08/09/2015 - 08/15/2015	0.00	0.00	0.00	0.00
34	08/16/2015 - 08/22/2015	0.00	0.00	0.00	0.00
35	08/23/2015 - 08/29/2015	0.00	0.00	0.00	0.00
36	08/30/2015 - 09/05/2015	0.00	0.00	0.00	0.00
37	09/06/2015 - 09/12/2015	0.00	0.00	0.00	0.00
38	09/13/2015 - 09/19/2015	0.00	0.00	0.00	0.00
39	09/20/2015 - 09/26/2015	0.00	0.00	0.00	0.00
40	09/27/2015 - 10/03/2015	0.00	0.00	0.00	0.00
41	10/04/2015 - 10/10/2015	0.00	0.00	0.00	0.00
42	10/11/2015 - 10/17/2015	0.00	0.00	0.00	0.00
43	10/18/2015 - 10/24/2015	0.00	0.00	0.00	0.00
44	10/25/2015 - 10/31/2015	0.00	0.00	0.00	0.00
45	11/01/2015 - 11/07/2015	0.00	0.00	0.00	0.00
46	11/08/2015 - 11/14/2015	0.00	0.00	0.00	0.00
47	11/15/2015 - 11/21/2015	0.00	0.00	0.00	0.00
48	11/22/2015 - 11/28/2015	0.00	0.00	0.00	0.00
49	11/29/2015 - 12/05/2015	0.00	0.00	0.00	0.00
50	12/06/2015 - 12/12/2015	0.00	0.00	0.00	0.00
51	12/13/2015 - 12/19/2015	0.00	0.00	0.00	0.00
52	12/20/2015 - 12/26/2015	0.00	0.00	0.00	0.00
53	12/27/2015 - 12/31/2015	0.00	0.00	0.00	0.00

Week	Dates	SF	MOCF: 0.95 PSCF
1	01/01/2015 - 01/03/2015	0.95	1.00
2	01/04/2015 - 01/10/2015	1.00	1.05
3	01/11/2015 - 01/17/2015	1.04	1.09
4	01/18/2015 - 01/24/2015	1.02	1.07
5	01/25/2015 - 01/31/2015	1.00	1.05
* 6	02/01/2015 - 02/07/2015	0.98	1.03
* 7	02/08/2015 - 02/14/2015	0.96	1.01
* 8	02/15/2015 - 02/21/2015	0.95	1.00
* 9	02/22/2015 - 02/28/2015	0.94	0.99
*10	03/01/2015 - 03/07/2015	0.93	0.98
*11	03/08/2015 - 03/14/2015	0.91	0.96
*12	03/15/2015 - 03/21/2015	0.92	0.97
*13	03/22/2015 - 03/28/2015	0.94	0.99
*14	03/29/2015 - 04/04/2015	0.95	1.00
*15	04/05/2015 - 04/11/2015	0.96	1.01
*16	04/12/2015 - 04/18/2015	0.97	1.02
*17	04/19/2015 - 04/25/2015	0.98	1.03
*18	04/26/2015 - 05/02/2015	0.99	1.04
19	05/03/2015 - 05/09/2015	1.00	1.05
20	05/10/2015 - 05/16/2015	1.01	1.06
21	05/17/2015 - 05/23/2015	1.02	1.07
22	05/24/2015 - 05/30/2015	1.04	1.09
23	05/31/2015 - 06/06/2015	1.05	1.11
24	06/07/2015 - 06/13/2015	1.06	1.12
25	06/14/2015 - 06/20/2015	1.07	1.13
26	06/21/2015 - 06/27/2015	1.08	1.14
27	06/28/2015 - 07/04/2015	1.09	1.15
28	07/05/2015 - 07/11/2015	1.10	1.16
29	07/12/2015 - 07/18/2015	1.10	1.16
30	07/19/2015 - 07/25/2015	1.09	1.15
31	07/26/2015 - 08/01/2015	1.09	1.15
32	08/02/2015 - 08/08/2015	1.08	1.14
33	08/09/2015 - 08/15/2015	1.08	1.14
34	08/16/2015 - 08/22/2015	1.07	1.13
35	08/23/2015 - 08/29/2015	1.07	1.13
36	08/30/2015 - 09/05/2015	1.06	1.12
37	09/06/2015 - 09/12/2015	1.05	1.11
38	09/13/2015 - 09/19/2015	1.04	1.09
39	09/20/2015 - 09/26/2015	1.03	1.08
40	09/27/2015 - 10/03/2015	1.02	1.07
41	10/04/2015 - 10/10/2015	1.01	1.06
42	10/11/2015 - 10/17/2015	0.99	1.04
43	10/18/2015 - 10/24/2015	0.99	1.04
44	10/25/2015 - 10/31/2015	0.98	1.03
45	11/01/2015 - 11/07/2015	0.97	1.02
46	11/08/2015 - 11/14/2015	0.96	1.01
47	11/15/2015 - 11/21/2015	0.96	1.01
48	11/22/2015 - 11/28/2015	0.96	1.01
49	11/29/2015 - 12/05/2015	0.96	1.01
50	12/06/2015 - 12/12/2015	0.95	1.00
51	12/13/2015 - 12/19/2015	0.98	1.03
52	12/20/2015 - 12/26/2015	1.01	1.06
53	12/27/2015 - 12/31/2015	1.04	1.09

* Peak Season

MOCF: 0.98

Week	Dates	SF	PSCF
1	01/01/2015 - 01/03/2015	0.95	0.97
2	01/04/2015 - 01/10/2015	1.01	1.03
3	01/11/2015 - 01/17/2015	1.07	1.09
4	01/18/2015 - 01/24/2015	1.06	1.08
5	01/25/2015 - 01/31/2015	1.05	1.07
6	02/01/2015 - 02/07/2015	1.03	1.05
7	02/08/2015 - 02/14/2015	1.02	1.04
8	02/15/2015 - 02/21/2015	1.00	1.02
9	02/22/2015 - 02/28/2015	0.99	1.01
10	03/01/2015 - 03/07/2015	0.97	0.99
11	03/08/2015 - 03/14/2015	0.95	0.97
12	03/15/2015 - 03/21/2015	0.96	0.98
13	03/22/2015 - 03/28/2015	0.96	0.98
14	03/29/2015 - 04/04/2015	0.97	0.99
15	04/05/2015 - 04/11/2015	0.97	0.99
16	04/12/2015 - 04/18/2015	0.98	1.00
17	04/19/2015 - 04/25/2015	0.99	1.01
18	04/26/2015 - 05/02/2015	1.00	1.02
19	05/03/2015 - 05/09/2015	1.01	1.03
20	05/10/2015 - 05/16/2015	1.02	1.04
21	05/17/2015 - 05/23/2015	1.02	1.04
22	05/24/2015 - 05/30/2015	1.02	1.04
23	05/31/2015 - 06/06/2015	1.01	1.03
24	06/07/2015 - 06/13/2015	1.01	1.03
25	06/14/2015 - 06/20/2015	1.01	1.03
26	06/21/2015 - 06/27/2015	1.02	1.04
27	06/28/2015 - 07/04/2015	1.02	1.04
28	07/05/2015 - 07/11/2015	1.02	1.04
29	07/12/2015 - 07/18/2015	1.03	1.05
30	07/19/2015 - 07/25/2015	1.04	1.06
31	07/26/2015 - 08/01/2015	1.04	1.06
32	08/02/2015 - 08/08/2015	1.05	1.07
33	08/09/2015 - 08/15/2015	1.06	1.08
34	08/16/2015 - 08/22/2015	1.06	1.08
35	08/23/2015 - 08/29/2015	1.06	1.08
36	08/30/2015 - 09/05/2015	1.06	1.08
37	09/06/2015 - 09/12/2015	1.06	1.08
38	09/13/2015 - 09/19/2015	1.05	1.07
39	09/20/2015 - 09/26/2015	1.03	1.05
*40	09/27/2015 - 10/03/2015	1.02	1.04
*41	10/04/2015 - 10/10/2015	1.00	1.02
*42	10/11/2015 - 10/17/2015	0.99	1.01
*43	10/18/2015 - 10/24/2015	0.98	1.00
*44	10/25/2015 - 10/31/2015	0.98	1.00
*45	11/01/2015 - 11/07/2015	0.97	0.99
*46	11/08/2015 - 11/14/2015	0.96	0.98
*47	11/15/2015 - 11/21/2015	0.96	0.98
*48	11/22/2015 - 11/28/2015	0.96	0.98
*49	11/29/2015 - 12/05/2015	0.95	0.97
*50	12/06/2015 - 12/12/2015	0.95	0.97
*51	12/13/2015 - 12/19/2015	0.99	1.01
*52	12/20/2015 - 12/26/2015	1.03	1.05
53	12/27/2015 - 12/31/2015	1.07	1.09

* Peak Season

County: 11 - LAKE

Week	Dates	1101 LAKE COUNTYWIDE	1102 SR33,POLK CO TO SR50	1104 SR19, US-27 - US-441	1105 US27,POLK CO. TO C33
1	01/01/2015 - 01/03/2015	0.97	0.75	0.93	0.93
2	01/04/2015 - 01/10/2015	0.97	0.75	0.93	0.93
3	01/11/2015 - 01/17/2015	0.97	0.75	0.93	0.93
4	01/18/2015 - 01/24/2015	0.97	0.75	0.93	0.93
5	01/25/2015 - 01/31/2015	0.97	0.75	0.93	0.93
6	02/01/2015 - 02/07/2015	0.97	0.75	0.93	0.93
7	02/08/2015 - 02/14/2015	0.97	0.75	0.93	0.93
8	02/15/2015 - 02/21/2015	0.97	0.75	0.93	0.93
9	02/22/2015 - 02/28/2015	0.97	0.75	0.93	0.93
10	03/01/2015 - 03/07/2015	0.97	0.75	0.93	0.93
11	03/08/2015 - 03/14/2015	0.96	0.75	0.93	0.93
12	03/15/2015 - 03/21/2015	0.96	0.75	0.93	0.93
13	03/22/2015 - 03/28/2015	0.96	0.75	0.93	0.93
14	03/29/2015 - 04/04/2015	0.96	0.75	0.93	0.93
15	04/05/2015 - 04/11/2015	0.96	0.75	0.93	0.93
16	04/12/2015 - 04/18/2015	0.96	0.75	0.93	0.93
17	04/19/2015 - 04/25/2015	0.96	0.75	0.93	0.93
18	04/26/2015 - 05/02/2015	0.96	0.75	0.93	0.93
19	05/03/2015 - 05/09/2015	0.96	0.75	0.93	0.93
20	05/10/2015 - 05/16/2015	0.96	0.75	0.93	0.93
21	05/17/2015 - 05/23/2015	0.96	0.75	0.93	0.93
22	05/24/2015 - 05/30/2015	0.96	0.75	0.93	0.93
23	05/31/2015 - 06/06/2015	0.96	0.75	0.93	0.93
24	06/07/2015 - 06/13/2015	0.96	0.75	0.93	0.93
25	06/14/2015 - 06/20/2015	0.96	0.75	0.93	0.93
26	06/21/2015 - 06/27/2015	0.95	0.75	0.93	0.93
27	06/28/2015 - 07/04/2015	0.94	0.75	0.93	0.93
28	07/05/2015 - 07/11/2015	0.92	0.75	0.93	0.93
29	07/12/2015 - 07/18/2015	0.91	0.75	0.93	0.93
30	07/19/2015 - 07/25/2015	0.92	0.75	0.93	0.93
31	07/26/2015 - 08/01/2015	0.94	0.75	0.93	0.93
32	08/02/2015 - 08/08/2015	0.95	0.75	0.93	0.93
33	08/09/2015 - 08/15/2015	0.96	0.75	0.93	0.93
34	08/16/2015 - 08/22/2015	0.96	0.75	0.93	0.93
35	08/23/2015 - 08/29/2015	0.96	0.75	0.93	0.93
36	08/30/2015 - 09/05/2015	0.96	0.75	0.93	0.93
37	09/06/2015 - 09/12/2015	0.96	0.75	0.93	0.93
38	09/13/2015 - 09/19/2015	0.96	0.75	0.93	0.93
39	09/20/2015 - 09/26/2015	0.96	0.75	0.93	0.93
40	09/27/2015 - 10/03/2015	0.96	0.75	0.93	0.93
41	10/04/2015 - 10/10/2015	0.96	0.75	0.93	0.93
42	10/11/2015 - 10/17/2015	0.96	0.75	0.93	0.93
43	10/18/2015 - 10/24/2015	0.96	0.75	0.93	0.93
44	10/25/2015 - 10/31/2015	0.96	0.75	0.93	0.93
45	11/01/2015 - 11/07/2015	0.97	0.75	0.93	0.93
46	11/08/2015 - 11/14/2015	0.97	0.75	0.93	0.93
47	11/15/2015 - 11/21/2015	0.97	0.75	0.93	0.93
48	11/22/2015 - 11/28/2015	0.97	0.75	0.93	0.93
49	11/29/2015 - 12/05/2015	0.97	0.75	0.93	0.93
50	12/06/2015 - 12/12/2015	0.97	0.75	0.93	0.93
51	12/13/2015 - 12/19/2015	0.97	0.75	0.93	0.93
52	12/20/2015 - 12/26/2015	0.97	0.75	0.93	0.93
53	12/27/2015 - 12/31/2015	0.97	0.75	0.93	0.93

County: 11 - LAKE

Week	Dates	1106 SR50,SR33 TO US-27	1107 SR44,SR441-VOLUSIA	1109 US441,CR25 TO SUMTER	1110 SR19,S.BD IN EUSTIS
1	01/01/2015 - 01/03/2015	0.95	0.96	0.96	0.95
2	01/04/2015 - 01/10/2015	0.95	0.96	0.96	0.95
3	01/11/2015 - 01/17/2015	0.95	0.96	0.96	0.95
4	01/18/2015 - 01/24/2015	0.95	0.96	0.96	0.95
5	01/25/2015 - 01/31/2015	0.95	0.96	0.96	0.95
6	02/01/2015 - 02/07/2015	0.95	0.97	0.96	0.95
7	02/08/2015 - 02/14/2015	0.95	0.97	0.96	0.95
8	02/15/2015 - 02/21/2015	0.95	0.97	0.96	0.95
9	02/22/2015 - 02/28/2015	0.95	0.97	0.96	0.95
10	03/01/2015 - 03/07/2015	0.95	0.97	0.96	0.95
11	03/08/2015 - 03/14/2015	0.95	0.96	0.96	0.95
12	03/15/2015 - 03/21/2015	0.95	0.96	0.96	0.95
13	03/22/2015 - 03/28/2015	0.95	0.96	0.96	0.95
14	03/29/2015 - 04/04/2015	0.95	0.96	0.96	0.95
15	04/05/2015 - 04/11/2015	0.95	0.95	0.96	0.95
16	04/12/2015 - 04/18/2015	0.95	0.95	0.96	0.95
17	04/19/2015 - 04/25/2015	0.95	0.95	0.96	0.95
18	04/26/2015 - 05/02/2015	0.95	0.95	0.96	0.95
19	05/03/2015 - 05/09/2015	0.95	0.95	0.96	0.95
20	05/10/2015 - 05/16/2015	0.95	0.95	0.96	0.95
21	05/17/2015 - 05/23/2015	0.95	0.95	0.96	0.95
22	05/24/2015 - 05/30/2015	0.95	0.95	0.96	0.95
23	05/31/2015 - 06/06/2015	0.95	0.95	0.96	0.95
24	06/07/2015 - 06/13/2015	0.95	0.95	0.96	0.95
25	06/14/2015 - 06/20/2015	0.95	0.96	0.96	0.95
26	06/21/2015 - 06/27/2015	0.95	0.96	0.96	0.95
27	06/28/2015 - 07/04/2015	0.95	0.96	0.96	0.95
28	07/05/2015 - 07/11/2015	0.95	0.96	0.96	0.95
29	07/12/2015 - 07/18/2015	0.95	0.96	0.96	0.95
30	07/19/2015 - 07/25/2015	0.95	0.96	0.96	0.95
31	07/26/2015 - 08/01/2015	0.95	0.96	0.96	0.95
32	08/02/2015 - 08/08/2015	0.95	0.96	0.96	0.95
33	08/09/2015 - 08/15/2015	0.95	0.96	0.96	0.95
34	08/16/2015 - 08/22/2015	0.95	0.96	0.96	0.95
35	08/23/2015 - 08/29/2015	0.95	0.96	0.96	0.95
36	08/30/2015 - 09/05/2015	0.95	0.96	0.96	0.95
37	09/06/2015 - 09/12/2015	0.95	0.96	0.96	0.95
38	09/13/2015 - 09/19/2015	0.95	0.96	0.96	0.95
39	09/20/2015 - 09/26/2015	0.95	0.96	0.96	0.95
40	09/27/2015 - 10/03/2015	0.95	0.96	0.96	0.95
41	10/04/2015 - 10/10/2015	0.95	0.96	0.96	0.95
42	10/11/2015 - 10/17/2015	0.95	0.96	0.96	0.95
43	10/18/2015 - 10/24/2015	0.95	0.96	0.96	0.95
44	10/25/2015 - 10/31/2015	0.95	0.96	0.96	0.95
45	11/01/2015 - 11/07/2015	0.95	0.96	0.96	0.95
46	11/08/2015 - 11/14/2015	0.95	0.96	0.96	0.95
47	11/15/2015 - 11/21/2015	0.95	0.96	0.96	0.95
48	11/22/2015 - 11/28/2015	0.95	0.96	0.96	0.95
49	11/29/2015 - 12/05/2015	0.95	0.96	0.96	0.95
50	12/06/2015 - 12/12/2015	0.95	0.96	0.96	0.95
51	12/13/2015 - 12/19/2015	0.95	0.96	0.96	0.95
52	12/20/2015 - 12/26/2015	0.95	0.96	0.96	0.95
53	12/27/2015 - 12/31/2015	0.95	0.96	0.96	0.95

County: 11 - LAKE

Week	Dates	1111 SR19,CR452 TO CR42	1112 SR19,N.BD IN EUSTIS	SR46	1113	1114 US27/441,US-441 TO C25A
1	01/01/2015 - 01/03/2015	0.95	0.94		0.96	0.99
2	01/04/2015 - 01/10/2015	0.95	0.94		0.96	0.99
3	01/11/2015 - 01/17/2015	0.95	0.94		0.96	0.99
4	01/18/2015 - 01/24/2015	0.95	0.94		0.96	0.99
5	01/25/2015 - 01/31/2015	0.95	0.94		0.96	0.99
6	02/01/2015 - 02/07/2015	0.95	0.94		0.96	0.99
7	02/08/2015 - 02/14/2015	0.95	0.94		0.96	0.99
8	02/15/2015 - 02/21/2015	0.95	0.94		0.96	0.99
9	02/22/2015 - 02/28/2015	0.95	0.94		0.96	0.99
10	03/01/2015 - 03/07/2015	0.95	0.94		0.96	0.99
11	03/08/2015 - 03/14/2015	0.95	0.94		0.96	0.99
12	03/15/2015 - 03/21/2015	0.95	0.94		0.96	0.99
13	03/22/2015 - 03/28/2015	0.95	0.94		0.96	0.99
14	03/29/2015 - 04/04/2015	0.96	0.94		0.96	0.99
15	04/05/2015 - 04/11/2015	0.96	0.94		0.96	0.99
16	04/12/2015 - 04/18/2015	0.96	0.94		0.96	0.99
17	04/19/2015 - 04/25/2015	0.96	0.94		0.96	0.99
18	04/26/2015 - 05/02/2015	0.96	0.94		0.96	0.99
19	05/03/2015 - 05/09/2015	0.95	0.94		0.96	0.99
20	05/10/2015 - 05/16/2015	0.95	0.94		0.96	0.99
21	05/17/2015 - 05/23/2015	0.95	0.94		0.96	0.99
22	05/24/2015 - 05/30/2015	0.95	0.94		0.96	0.99
23	05/31/2015 - 06/06/2015	0.95	0.94		0.96	0.99
24	06/07/2015 - 06/13/2015	0.95	0.94		0.96	0.99
25	06/14/2015 - 06/20/2015	0.95	0.94		0.96	0.99
26	06/21/2015 - 06/27/2015	0.95	0.94		0.96	0.99
27	06/28/2015 - 07/04/2015	0.95	0.94		0.96	0.99
28	07/05/2015 - 07/11/2015	0.94	0.94		0.96	0.99
29	07/12/2015 - 07/18/2015	0.94	0.94		0.96	0.99
30	07/19/2015 - 07/25/2015	0.94	0.94		0.96	0.99
31	07/26/2015 - 08/01/2015	0.95	0.94		0.96	0.99
32	08/02/2015 - 08/08/2015	0.95	0.94		0.96	0.99
33	08/09/2015 - 08/15/2015	0.95	0.94		0.96	0.99
34	08/16/2015 - 08/22/2015	0.95	0.94		0.96	0.99
35	08/23/2015 - 08/29/2015	0.95	0.94		0.96	0.99
36	08/30/2015 - 09/05/2015	0.95	0.94		0.96	0.99
37	09/06/2015 - 09/12/2015	0.95	0.94		0.96	0.99
38	09/13/2015 - 09/19/2015	0.95	0.94		0.96	0.99
39	09/20/2015 - 09/26/2015	0.95	0.94		0.96	0.99
40	09/27/2015 - 10/03/2015	0.95	0.94		0.96	0.99
41	10/04/2015 - 10/10/2015	0.95	0.94		0.96	0.99
42	10/11/2015 - 10/17/2015	0.95	0.94		0.96	0.99
43	10/18/2015 - 10/24/2015	0.95	0.94		0.96	0.99
44	10/25/2015 - 10/31/2015	0.95	0.94		0.96	0.99
45	11/01/2015 - 11/07/2015	0.95	0.94		0.96	0.99
46	11/08/2015 - 11/14/2015	0.95	0.94		0.96	0.99
47	11/15/2015 - 11/21/2015	0.95	0.94		0.96	0.99
48	11/22/2015 - 11/28/2015	0.95	0.94		0.96	0.99
49	11/29/2015 - 12/05/2015	0.95	0.94		0.96	0.99
50	12/06/2015 - 12/12/2015	0.95	0.94		0.96	0.99
51	12/13/2015 - 12/19/2015	0.95	0.94		0.96	0.99
52	12/20/2015 - 12/26/2015	0.95	0.94		0.96	0.99
53	12/27/2015 - 12/31/2015	0.95	0.94		0.96	0.99

County: 11 - LAKE

Week	Dates	1115 US-27, C-33 TO US-441	1116 US-441, US27 TO CR44	1117 SR50, SUMTER TO SR-33	1118 SR-50, US-27 TO ORANGE
1	01/01/2015 - 01/03/2015	0.94	0.98	0.85	0.95
2	01/04/2015 - 01/10/2015	0.94	0.98	0.85	0.95
3	01/11/2015 - 01/17/2015	0.94	0.98	0.85	0.95
4	01/18/2015 - 01/24/2015	0.94	0.98	0.85	0.95
5	01/25/2015 - 01/31/2015	0.94	0.98	0.85	0.95
6	02/01/2015 - 02/07/2015	0.94	0.98	0.85	0.95
7	02/08/2015 - 02/14/2015	0.94	0.98	0.85	0.95
8	02/15/2015 - 02/21/2015	0.94	0.98	0.85	0.95
9	02/22/2015 - 02/28/2015	0.94	0.98	0.85	0.95
10	03/01/2015 - 03/07/2015	0.94	0.98	0.85	0.95
11	03/08/2015 - 03/14/2015	0.94	0.98	0.85	0.95
12	03/15/2015 - 03/21/2015	0.94	0.98	0.85	0.95
13	03/22/2015 - 03/28/2015	0.94	0.98	0.85	0.95
14	03/29/2015 - 04/04/2015	0.94	0.98	0.85	0.95
15	04/05/2015 - 04/11/2015	0.94	0.98	0.85	0.95
16	04/12/2015 - 04/18/2015	0.94	0.98	0.85	0.95
17	04/19/2015 - 04/25/2015	0.94	0.98	0.85	0.95
18	04/26/2015 - 05/02/2015	0.94	0.98	0.85	0.95
19	05/03/2015 - 05/09/2015	0.94	0.98	0.85	0.95
20	05/10/2015 - 05/16/2015	0.94	0.98	0.85	0.95
21	05/17/2015 - 05/23/2015	0.94	0.98	0.85	0.95
22	05/24/2015 - 05/30/2015	0.94	0.98	0.85	0.95
23	05/31/2015 - 06/06/2015	0.94	0.98	0.85	0.95
24	06/07/2015 - 06/13/2015	0.94	0.98	0.85	0.95
25	06/14/2015 - 06/20/2015	0.94	0.98	0.85	0.95
26	06/21/2015 - 06/27/2015	0.94	0.98	0.85	0.95
27	06/28/2015 - 07/04/2015	0.94	0.98	0.85	0.95
28	07/05/2015 - 07/11/2015	0.94	0.98	0.85	0.95
29	07/12/2015 - 07/18/2015	0.94	0.98	0.85	0.95
30	07/19/2015 - 07/25/2015	0.94	0.98	0.85	0.95
31	07/26/2015 - 08/01/2015	0.94	0.98	0.85	0.95
32	08/02/2015 - 08/08/2015	0.94	0.98	0.85	0.95
33	08/09/2015 - 08/15/2015	0.94	0.98	0.85	0.95
34	08/16/2015 - 08/22/2015	0.94	0.98	0.85	0.95
35	08/23/2015 - 08/29/2015	0.94	0.98	0.85	0.95
36	08/30/2015 - 09/05/2015	0.94	0.98	0.85	0.95
37	09/06/2015 - 09/12/2015	0.94	0.98	0.85	0.95
38	09/13/2015 - 09/19/2015	0.94	0.98	0.85	0.95
39	09/20/2015 - 09/26/2015	0.94	0.98	0.85	0.95
40	09/27/2015 - 10/03/2015	0.94	0.98	0.85	0.95
41	10/04/2015 - 10/10/2015	0.94	0.98	0.85	0.95
42	10/11/2015 - 10/17/2015	0.94	0.98	0.85	0.95
43	10/18/2015 - 10/24/2015	0.94	0.98	0.85	0.95
44	10/25/2015 - 10/31/2015	0.94	0.98	0.85	0.95
45	11/01/2015 - 11/07/2015	0.94	0.98	0.85	0.95
46	11/08/2015 - 11/14/2015	0.94	0.98	0.85	0.95
47	11/15/2015 - 11/21/2015	0.94	0.98	0.85	0.95
48	11/22/2015 - 11/28/2015	0.94	0.98	0.85	0.95
49	11/29/2015 - 12/05/2015	0.94	0.98	0.85	0.95
50	12/06/2015 - 12/12/2015	0.94	0.98	0.85	0.95
51	12/13/2015 - 12/19/2015	0.94	0.98	0.85	0.95
52	12/20/2015 - 12/26/2015	0.94	0.98	0.85	0.95
53	12/27/2015 - 12/31/2015	0.94	0.98	0.85	0.95

County: 11 - LAKE

Week	Dates	1119 SR-19, SR-50 TO US-27	1120 US-441, CR44 TO ORANGE CO	1121 SR19, C42 TO MARION	1122 SR-530
1	01/01/2015 - 01/03/2015	0.85	0.98	0.89	0.97
2	01/04/2015 - 01/10/2015	0.85	0.98	0.89	0.97
3	01/11/2015 - 01/17/2015	0.85	0.98	0.89	0.97
4	01/18/2015 - 01/24/2015	0.85	0.98	0.89	0.97
5	01/25/2015 - 01/31/2015	0.85	0.98	0.89	0.97
6	02/01/2015 - 02/07/2015	0.85	0.98	0.89	0.97
7	02/08/2015 - 02/14/2015	0.85	0.98	0.89	0.97
8	02/15/2015 - 02/21/2015	0.85	0.98	0.89	0.97
9	02/22/2015 - 02/28/2015	0.85	0.98	0.89	0.97
10	03/01/2015 - 03/07/2015	0.85	0.97	0.89	0.97
11	03/08/2015 - 03/14/2015	0.85	0.97	0.89	0.97
12	03/15/2015 - 03/21/2015	0.85	0.96	0.89	0.97
13	03/22/2015 - 03/28/2015	0.85	0.96	0.89	0.97
14	03/29/2015 - 04/04/2015	0.85	0.97	0.89	0.97
15	04/05/2015 - 04/11/2015	0.85	0.97	0.89	0.97
16	04/12/2015 - 04/18/2015	0.85	0.97	0.89	0.97
17	04/19/2015 - 04/25/2015	0.85	0.97	0.89	0.97
18	04/26/2015 - 05/02/2015	0.85	0.97	0.89	0.97
19	05/03/2015 - 05/09/2015	0.85	0.97	0.89	0.97
20	05/10/2015 - 05/16/2015	0.85	0.97	0.89	0.97
21	05/17/2015 - 05/23/2015	0.85	0.97	0.89	0.97
22	05/24/2015 - 05/30/2015	0.85	0.97	0.89	0.97
23	05/31/2015 - 06/06/2015	0.85	0.97	0.89	0.97
24	06/07/2015 - 06/13/2015	0.85	0.97	0.89	0.97
25	06/14/2015 - 06/20/2015	0.85	0.97	0.89	0.97
26	06/21/2015 - 06/27/2015	0.85	0.97	0.89	0.97
27	06/28/2015 - 07/04/2015	0.85	0.97	0.89	0.97
28	07/05/2015 - 07/11/2015	0.85	0.96	0.89	0.97
29	07/12/2015 - 07/18/2015	0.85	0.96	0.89	0.97
30	07/19/2015 - 07/25/2015	0.85	0.96	0.89	0.97
31	07/26/2015 - 08/01/2015	0.85	0.97	0.89	0.97
32	08/02/2015 - 08/08/2015	0.85	0.97	0.89	0.97
33	08/09/2015 - 08/15/2015	0.85	0.97	0.89	0.97
34	08/16/2015 - 08/22/2015	0.85	0.97	0.89	0.97
35	08/23/2015 - 08/29/2015	0.85	0.97	0.89	0.97
36	08/30/2015 - 09/05/2015	0.85	0.97	0.89	0.97
37	09/06/2015 - 09/12/2015	0.85	0.97	0.89	0.97
38	09/13/2015 - 09/19/2015	0.85	0.97	0.89	0.97
39	09/20/2015 - 09/26/2015	0.85	0.97	0.89	0.97
40	09/27/2015 - 10/03/2015	0.85	0.97	0.89	0.97
41	10/04/2015 - 10/10/2015	0.85	0.97	0.89	0.97
42	10/11/2015 - 10/17/2015	0.85	0.97	0.89	0.97
43	10/18/2015 - 10/24/2015	0.85	0.97	0.89	0.97
44	10/25/2015 - 10/31/2015	0.85	0.97	0.89	0.97
45	11/01/2015 - 11/07/2015	0.85	0.98	0.89	0.97
46	11/08/2015 - 11/14/2015	0.85	0.98	0.89	0.97
47	11/15/2015 - 11/21/2015	0.85	0.98	0.89	0.97
48	11/22/2015 - 11/28/2015	0.85	0.98	0.89	0.97
49	11/29/2015 - 12/05/2015	0.85	0.98	0.89	0.97
50	12/06/2015 - 12/12/2015	0.85	0.98	0.89	0.97
51	12/13/2015 - 12/19/2015	0.85	0.98	0.89	0.97
52	12/20/2015 - 12/26/2015	0.85	0.98	0.89	0.97
53	12/27/2015 - 12/31/2015	0.85	0.98	0.89	0.97

County: 11 - LAKE

Week	Dates	SR-40	1123	SR44, CR44 TO SR500	1124	SR-44B	1125	US-192	1126
1	01/01/2015 - 01/03/2015		0.92		0.92		0.96		0.96
2	01/04/2015 - 01/10/2015		0.92		0.92		0.96		0.96
3	01/11/2015 - 01/17/2015		0.92		0.92		0.96		0.96
4	01/18/2015 - 01/24/2015		0.92		0.92		0.96		0.96
5	01/25/2015 - 01/31/2015		0.92		0.92		0.96		0.96
6	02/01/2015 - 02/07/2015		0.92		0.92		0.96		0.96
7	02/08/2015 - 02/14/2015		0.92		0.92		0.96		0.96
8	02/15/2015 - 02/21/2015		0.92		0.92		0.96		0.96
9	02/22/2015 - 02/28/2015		0.92		0.92		0.96		0.96
10	03/01/2015 - 03/07/2015		0.92		0.92		0.96		0.96
11	03/08/2015 - 03/14/2015		0.92		0.92		0.96		0.96
12	03/15/2015 - 03/21/2015		0.92		0.92		0.96		0.96
13	03/22/2015 - 03/28/2015		0.92		0.92		0.96		0.96
14	03/29/2015 - 04/04/2015		0.92		0.92		0.96		0.96
15	04/05/2015 - 04/11/2015		0.92		0.92		0.96		0.96
16	04/12/2015 - 04/18/2015		0.92		0.92		0.96		0.96
17	04/19/2015 - 04/25/2015		0.92		0.92		0.96		0.96
18	04/26/2015 - 05/02/2015		0.92		0.92		0.96		0.96
19	05/03/2015 - 05/09/2015		0.92		0.92		0.96		0.96
20	05/10/2015 - 05/16/2015		0.92		0.92		0.96		0.96
21	05/17/2015 - 05/23/2015		0.92		0.92		0.96		0.96
22	05/24/2015 - 05/30/2015		0.92		0.92		0.96		0.96
23	05/31/2015 - 06/06/2015		0.92		0.92		0.96		0.96
24	06/07/2015 - 06/13/2015		0.92		0.92		0.96		0.96
25	06/14/2015 - 06/20/2015		0.92		0.92		0.96		0.96
26	06/21/2015 - 06/27/2015		0.92		0.92		0.96		0.96
27	06/28/2015 - 07/04/2015		0.92		0.92		0.96		0.96
28	07/05/2015 - 07/11/2015		0.92		0.92		0.96		0.96
29	07/12/2015 - 07/18/2015		0.92		0.92		0.96		0.96
30	07/19/2015 - 07/25/2015		0.92		0.92		0.96		0.96
31	07/26/2015 - 08/01/2015		0.92		0.92		0.96		0.96
32	08/02/2015 - 08/08/2015		0.92		0.92		0.96		0.96
33	08/09/2015 - 08/15/2015		0.92		0.92		0.96		0.96
34	08/16/2015 - 08/22/2015		0.92		0.92		0.96		0.96
35	08/23/2015 - 08/29/2015		0.92		0.92		0.96		0.96
36	08/30/2015 - 09/05/2015		0.92		0.92		0.96		0.96
37	09/06/2015 - 09/12/2015		0.92		0.92		0.96		0.96
38	09/13/2015 - 09/19/2015		0.92		0.92		0.96		0.96
39	09/20/2015 - 09/26/2015		0.92		0.92		0.96		0.96
40	09/27/2015 - 10/03/2015		0.92		0.92		0.96		0.96
41	10/04/2015 - 10/10/2015		0.92		0.92		0.96		0.96
42	10/11/2015 - 10/17/2015		0.92		0.92		0.96		0.96
43	10/18/2015 - 10/24/2015		0.92		0.92		0.96		0.96
44	10/25/2015 - 10/31/2015		0.92		0.92		0.96		0.96
45	11/01/2015 - 11/07/2015		0.92		0.92		0.96		0.96
46	11/08/2015 - 11/14/2015		0.92		0.92		0.96		0.96
47	11/15/2015 - 11/21/2015		0.92		0.92		0.96		0.96
48	11/22/2015 - 11/28/2015		0.92		0.92		0.96		0.96
49	11/29/2015 - 12/05/2015		0.92		0.92		0.96		0.96
50	12/06/2015 - 12/12/2015		0.92		0.92		0.96		0.96
51	12/13/2015 - 12/19/2015		0.92		0.92		0.96		0.96
52	12/20/2015 - 12/26/2015		0.92		0.92		0.96		0.96
53	12/27/2015 - 12/31/2015		0.92		0.92		0.96		0.96

Week	Dates	SF	MOCF: 0.96 PSCF
1	01/01/2015 - 01/03/2015	0.98	1.02
2	01/04/2015 - 01/10/2015	1.00	1.04
3	01/11/2015 - 01/17/2015	1.03	1.07
4	01/18/2015 - 01/24/2015	1.01	1.05
* 5	01/25/2015 - 01/31/2015	0.99	1.03
* 6	02/01/2015 - 02/07/2015	0.97	1.01
* 7	02/08/2015 - 02/14/2015	0.95	0.99
* 8	02/15/2015 - 02/21/2015	0.95	0.99
* 9	02/22/2015 - 02/28/2015	0.94	0.98
*10	03/01/2015 - 03/07/2015	0.94	0.98
*11	03/08/2015 - 03/14/2015	0.93	0.97
*12	03/15/2015 - 03/21/2015	0.94	0.98
*13	03/22/2015 - 03/28/2015	0.95	0.99
*14	03/29/2015 - 04/04/2015	0.96	1.00
*15	04/05/2015 - 04/11/2015	0.97	1.01
*16	04/12/2015 - 04/18/2015	0.98	1.02
*17	04/19/2015 - 04/25/2015	0.99	1.03
18	04/26/2015 - 05/02/2015	1.00	1.04
19	05/03/2015 - 05/09/2015	1.01	1.05
20	05/10/2015 - 05/16/2015	1.02	1.06
21	05/17/2015 - 05/23/2015	1.03	1.07
22	05/24/2015 - 05/30/2015	1.04	1.08
23	05/31/2015 - 06/06/2015	1.05	1.09
24	06/07/2015 - 06/13/2015	1.06	1.10
25	06/14/2015 - 06/20/2015	1.07	1.11
26	06/21/2015 - 06/27/2015	1.08	1.13
27	06/28/2015 - 07/04/2015	1.08	1.13
28	07/05/2015 - 07/11/2015	1.09	1.14
29	07/12/2015 - 07/18/2015	1.09	1.14
30	07/19/2015 - 07/25/2015	1.08	1.13
31	07/26/2015 - 08/01/2015	1.07	1.11
32	08/02/2015 - 08/08/2015	1.06	1.10
33	08/09/2015 - 08/15/2015	1.06	1.10
34	08/16/2015 - 08/22/2015	1.05	1.09
35	08/23/2015 - 08/29/2015	1.05	1.09
36	08/30/2015 - 09/05/2015	1.04	1.08
37	09/06/2015 - 09/12/2015	1.04	1.08
38	09/13/2015 - 09/19/2015	1.02	1.06
39	09/20/2015 - 09/26/2015	1.01	1.05
40	09/27/2015 - 10/03/2015	1.00	1.04
41	10/04/2015 - 10/10/2015	0.99	1.03
42	10/11/2015 - 10/17/2015	0.98	1.02
43	10/18/2015 - 10/24/2015	0.98	1.02
44	10/25/2015 - 10/31/2015	0.99	1.03
45	11/01/2015 - 11/07/2015	0.99	1.03
46	11/08/2015 - 11/14/2015	0.99	1.03
47	11/15/2015 - 11/21/2015	0.99	1.03
48	11/22/2015 - 11/28/2015	0.99	1.03
49	11/29/2015 - 12/05/2015	0.98	1.02
50	12/06/2015 - 12/12/2015	0.98	1.02
51	12/13/2015 - 12/19/2015	0.99	1.03
52	12/20/2015 - 12/26/2015	1.01	1.05
53	12/27/2015 - 12/31/2015	1.03	1.07

* Peak Season

County: 18 - SUMTER

Week	Dates	1801 SUMTER COUNTYWIDE	1802 I75,SR-50 TO SR44	1803 SR35, SR48, SR-475	1804 SR471, SR-50 TO SR-35
1	01/01/2015 - 01/03/2015	0.83	0.83	0.94	0.79
2	01/04/2015 - 01/10/2015	0.83	0.83	0.94	0.79
3	01/11/2015 - 01/17/2015	0.83	0.82	0.94	0.79
4	01/18/2015 - 01/24/2015	0.83	0.82	0.94	0.79
5	01/25/2015 - 01/31/2015	0.83	0.82	0.94	0.79
6	02/01/2015 - 02/07/2015	0.83	0.82	0.94	0.79
7	02/08/2015 - 02/14/2015	0.83	0.82	0.94	0.79
8	02/15/2015 - 02/21/2015	0.83	0.82	0.94	0.79
9	02/22/2015 - 02/28/2015	0.83	0.82	0.94	0.79
10	03/01/2015 - 03/07/2015	0.83	0.83	0.94	0.79
11	03/08/2015 - 03/14/2015	0.83	0.83	0.94	0.79
12	03/15/2015 - 03/21/2015	0.83	0.83	0.94	0.79
13	03/22/2015 - 03/28/2015	0.83	0.83	0.94	0.79
14	03/29/2015 - 04/04/2015	0.83	0.83	0.94	0.79
15	04/05/2015 - 04/11/2015	0.83	0.82	0.94	0.79
16	04/12/2015 - 04/18/2015	0.83	0.82	0.94	0.79
17	04/19/2015 - 04/25/2015	0.83	0.82	0.94	0.79
18	04/26/2015 - 05/02/2015	0.83	0.81	0.94	0.79
19	05/03/2015 - 05/09/2015	0.83	0.81	0.94	0.79
20	05/10/2015 - 05/16/2015	0.83	0.80	0.94	0.79
21	05/17/2015 - 05/23/2015	0.83	0.81	0.94	0.79
22	05/24/2015 - 05/30/2015	0.83	0.81	0.94	0.79
23	05/31/2015 - 06/06/2015	0.83	0.82	0.94	0.79
24	06/07/2015 - 06/13/2015	0.83	0.82	0.94	0.79
25	06/14/2015 - 06/20/2015	0.83	0.83	0.94	0.79
26	06/21/2015 - 06/27/2015	0.83	0.83	0.94	0.79
27	06/28/2015 - 07/04/2015	0.83	0.83	0.94	0.79
28	07/05/2015 - 07/11/2015	0.83	0.83	0.94	0.79
29	07/12/2015 - 07/18/2015	0.83	0.83	0.94	0.79
30	07/19/2015 - 07/25/2015	0.83	0.83	0.94	0.79
31	07/26/2015 - 08/01/2015	0.83	0.83	0.94	0.79
32	08/02/2015 - 08/08/2015	0.83	0.82	0.94	0.79
33	08/09/2015 - 08/15/2015	0.83	0.82	0.94	0.79
34	08/16/2015 - 08/22/2015	0.83	0.82	0.94	0.79
35	08/23/2015 - 08/29/2015	0.83	0.82	0.94	0.79
36	08/30/2015 - 09/05/2015	0.83	0.81	0.94	0.79
37	09/06/2015 - 09/12/2015	0.83	0.81	0.94	0.79
38	09/13/2015 - 09/19/2015	0.83	0.81	0.94	0.79
39	09/20/2015 - 09/26/2015	0.83	0.81	0.94	0.79
40	09/27/2015 - 10/03/2015	0.83	0.82	0.94	0.79
41	10/04/2015 - 10/10/2015	0.83	0.82	0.94	0.79
42	10/11/2015 - 10/17/2015	0.83	0.82	0.94	0.79
43	10/18/2015 - 10/24/2015	0.83	0.82	0.94	0.79
44	10/25/2015 - 10/31/2015	0.83	0.82	0.94	0.79
45	11/01/2015 - 11/07/2015	0.83	0.83	0.94	0.79
46	11/08/2015 - 11/14/2015	0.83	0.83	0.94	0.79
47	11/15/2015 - 11/21/2015	0.83	0.83	0.94	0.79
48	11/22/2015 - 11/28/2015	0.83	0.83	0.94	0.79
49	11/29/2015 - 12/05/2015	0.83	0.83	0.94	0.79
50	12/06/2015 - 12/12/2015	0.83	0.83	0.94	0.79
51	12/13/2015 - 12/19/2015	0.83	0.83	0.94	0.79
52	12/20/2015 - 12/26/2015	0.83	0.83	0.94	0.79
53	12/27/2015 - 12/31/2015	0.83	0.82	0.94	0.79

County: 18 - SUMTER

Week	Dates	1805	1806	1807	1808
			SR-44 E OF I-75	POLK TO SR-50	SR500, LAKE CO-MARION
1	01/01/2015 - 01/03/2015	0.82	0.91	0.67	0.97
2	01/04/2015 - 01/10/2015	0.82	0.91	0.67	0.97
3	01/11/2015 - 01/17/2015	0.82	0.91	0.67	0.97
4	01/18/2015 - 01/24/2015	0.82	0.91	0.67	0.97
5	01/25/2015 - 01/31/2015	0.82	0.91	0.67	0.97
6	02/01/2015 - 02/07/2015	0.82	0.91	0.67	0.97
7	02/08/2015 - 02/14/2015	0.82	0.91	0.67	0.97
8	02/15/2015 - 02/21/2015	0.82	0.91	0.67	0.97
9	02/22/2015 - 02/28/2015	0.82	0.91	0.67	0.97
10	03/01/2015 - 03/07/2015	0.82	0.91	0.67	0.97
11	03/08/2015 - 03/14/2015	0.82	0.91	0.67	0.97
12	03/15/2015 - 03/21/2015	0.82	0.91	0.67	0.97
13	03/22/2015 - 03/28/2015	0.82	0.91	0.67	0.97
14	03/29/2015 - 04/04/2015	0.82	0.91	0.67	0.97
15	04/05/2015 - 04/11/2015	0.82	0.91	0.67	0.97
16	04/12/2015 - 04/18/2015	0.82	0.91	0.67	0.97
17	04/19/2015 - 04/25/2015	0.82	0.91	0.67	0.97
18	04/26/2015 - 05/02/2015	0.82	0.91	0.67	0.97
19	05/03/2015 - 05/09/2015	0.82	0.91	0.67	0.97
20	05/10/2015 - 05/16/2015	0.82	0.91	0.67	0.97
21	05/17/2015 - 05/23/2015	0.82	0.91	0.67	0.97
22	05/24/2015 - 05/30/2015	0.82	0.91	0.67	0.97
23	05/31/2015 - 06/06/2015	0.82	0.91	0.67	0.97
24	06/07/2015 - 06/13/2015	0.82	0.91	0.67	0.97
25	06/14/2015 - 06/20/2015	0.82	0.91	0.67	0.97
26	06/21/2015 - 06/27/2015	0.82	0.91	0.67	0.97
27	06/28/2015 - 07/04/2015	0.82	0.91	0.67	0.97
28	07/05/2015 - 07/11/2015	0.82	0.91	0.67	0.97
29	07/12/2015 - 07/18/2015	0.82	0.91	0.67	0.97
30	07/19/2015 - 07/25/2015	0.82	0.91	0.67	0.97
31	07/26/2015 - 08/01/2015	0.82	0.91	0.67	0.97
32	08/02/2015 - 08/08/2015	0.82	0.91	0.67	0.97
33	08/09/2015 - 08/15/2015	0.82	0.91	0.67	0.97
34	08/16/2015 - 08/22/2015	0.82	0.91	0.67	0.97
35	08/23/2015 - 08/29/2015	0.82	0.91	0.67	0.97
36	08/30/2015 - 09/05/2015	0.82	0.91	0.67	0.97
37	09/06/2015 - 09/12/2015	0.82	0.91	0.67	0.97
38	09/13/2015 - 09/19/2015	0.82	0.91	0.67	0.97
39	09/20/2015 - 09/26/2015	0.82	0.91	0.67	0.97
40	09/27/2015 - 10/03/2015	0.82	0.91	0.67	0.97
41	10/04/2015 - 10/10/2015	0.82	0.91	0.67	0.97
42	10/11/2015 - 10/17/2015	0.82	0.91	0.67	0.97
43	10/18/2015 - 10/24/2015	0.82	0.91	0.67	0.97
44	10/25/2015 - 10/31/2015	0.82	0.91	0.67	0.97
45	11/01/2015 - 11/07/2015	0.82	0.91	0.67	0.97
46	11/08/2015 - 11/14/2015	0.82	0.91	0.67	0.97
47	11/15/2015 - 11/21/2015	0.82	0.91	0.67	0.97
48	11/22/2015 - 11/28/2015	0.82	0.91	0.67	0.97
49	11/29/2015 - 12/05/2015	0.82	0.91	0.67	0.97
50	12/06/2015 - 12/12/2015	0.82	0.91	0.67	0.97
51	12/13/2015 - 12/19/2015	0.82	0.91	0.67	0.97
52	12/20/2015 - 12/26/2015	0.82	0.91	0.67	0.97
53	12/27/2015 - 12/31/2015	0.82	0.91	0.67	0.97

County: 18 - SUMTER

Week	Dates	1809 SR-44, WEST OF I-75	1810 I-75 REST AREAS	1811 US-301 SUMTER COUNTY
1	01/01/2015 - 01/03/2015	0.94	0.77	0.92
2	01/04/2015 - 01/10/2015	0.94	0.77	0.92
3	01/11/2015 - 01/17/2015	0.94	0.77	0.92
4	01/18/2015 - 01/24/2015	0.94	0.77	0.92
5	01/25/2015 - 01/31/2015	0.94	0.77	0.92
6	02/01/2015 - 02/07/2015	0.94	0.77	0.92
7	02/08/2015 - 02/14/2015	0.94	0.77	0.92
8	02/15/2015 - 02/21/2015	0.94	0.77	0.92
9	02/22/2015 - 02/28/2015	0.94	0.77	0.92
10	03/01/2015 - 03/07/2015	0.94	0.77	0.92
11	03/08/2015 - 03/14/2015	0.94	0.77	0.92
12	03/15/2015 - 03/21/2015	0.94	0.77	0.92
13	03/22/2015 - 03/28/2015	0.94	0.77	0.92
14	03/29/2015 - 04/04/2015	0.94	0.77	0.92
15	04/05/2015 - 04/11/2015	0.94	0.77	0.92
16	04/12/2015 - 04/18/2015	0.94	0.77	0.92
17	04/19/2015 - 04/25/2015	0.94	0.77	0.92
18	04/26/2015 - 05/02/2015	0.94	0.77	0.92
19	05/03/2015 - 05/09/2015	0.94	0.77	0.92
20	05/10/2015 - 05/16/2015	0.94	0.77	0.92
21	05/17/2015 - 05/23/2015	0.94	0.77	0.92
22	05/24/2015 - 05/30/2015	0.94	0.77	0.92
23	05/31/2015 - 06/06/2015	0.94	0.77	0.92
24	06/07/2015 - 06/13/2015	0.94	0.77	0.92
25	06/14/2015 - 06/20/2015	0.94	0.77	0.92
26	06/21/2015 - 06/27/2015	0.94	0.77	0.92
27	06/28/2015 - 07/04/2015	0.94	0.77	0.92
28	07/05/2015 - 07/11/2015	0.94	0.77	0.92
29	07/12/2015 - 07/18/2015	0.94	0.77	0.92
30	07/19/2015 - 07/25/2015	0.94	0.77	0.92
31	07/26/2015 - 08/01/2015	0.94	0.77	0.92
32	08/02/2015 - 08/08/2015	0.94	0.77	0.92
33	08/09/2015 - 08/15/2015	0.94	0.77	0.92
34	08/16/2015 - 08/22/2015	0.94	0.77	0.92
35	08/23/2015 - 08/29/2015	0.94	0.77	0.92
36	08/30/2015 - 09/05/2015	0.94	0.77	0.92
37	09/06/2015 - 09/12/2015	0.94	0.77	0.92
38	09/13/2015 - 09/19/2015	0.94	0.77	0.92
39	09/20/2015 - 09/26/2015	0.94	0.77	0.92
40	09/27/2015 - 10/03/2015	0.94	0.77	0.92
41	10/04/2015 - 10/10/2015	0.94	0.77	0.92
42	10/11/2015 - 10/17/2015	0.94	0.77	0.92
43	10/18/2015 - 10/24/2015	0.94	0.77	0.92
44	10/25/2015 - 10/31/2015	0.94	0.77	0.92
45	11/01/2015 - 11/07/2015	0.94	0.77	0.92
46	11/08/2015 - 11/14/2015	0.94	0.77	0.92
47	11/15/2015 - 11/21/2015	0.94	0.77	0.92
48	11/22/2015 - 11/28/2015	0.94	0.77	0.92
49	11/29/2015 - 12/05/2015	0.94	0.77	0.92
50	12/06/2015 - 12/12/2015	0.94	0.77	0.92
51	12/13/2015 - 12/19/2015	0.94	0.77	0.92
52	12/20/2015 - 12/26/2015	0.94	0.77	0.92
53	12/27/2015 - 12/31/2015	0.94	0.77	0.92

Week	Dates	SF	MOCF: 0.95 PSCF
1	01/01/2015 - 01/03/2015	0.97	1.02
2	01/04/2015 - 01/10/2015	1.02	1.07
3	01/11/2015 - 01/17/2015	1.06	1.12
4	01/18/2015 - 01/24/2015	1.05	1.11
5	01/25/2015 - 01/31/2015	1.04	1.09
6	02/01/2015 - 02/07/2015	1.02	1.07
7	02/08/2015 - 02/14/2015	1.01	1.06
* 8	02/15/2015 - 02/21/2015	0.98	1.03
* 9	02/22/2015 - 02/28/2015	0.95	1.00
*10	03/01/2015 - 03/07/2015	0.92	0.97
*11	03/08/2015 - 03/14/2015	0.89	0.94
*12	03/15/2015 - 03/21/2015	0.90	0.95
*13	03/22/2015 - 03/28/2015	0.91	0.96
*14	03/29/2015 - 04/04/2015	0.92	0.97
*15	04/05/2015 - 04/11/2015	0.93	0.98
*16	04/12/2015 - 04/18/2015	0.95	1.00
*17	04/19/2015 - 04/25/2015	0.96	1.01
*18	04/26/2015 - 05/02/2015	0.98	1.03
*19	05/03/2015 - 05/09/2015	0.99	1.04
*20	05/10/2015 - 05/16/2015	1.01	1.06
21	05/17/2015 - 05/23/2015	1.00	1.05
22	05/24/2015 - 05/30/2015	1.00	1.05
23	05/31/2015 - 06/06/2015	0.99	1.04
24	06/07/2015 - 06/13/2015	0.98	1.03
25	06/14/2015 - 06/20/2015	0.98	1.03
26	06/21/2015 - 06/27/2015	0.98	1.03
27	06/28/2015 - 07/04/2015	0.98	1.03
28	07/05/2015 - 07/11/2015	0.98	1.03
29	07/12/2015 - 07/18/2015	1.00	1.05
30	07/19/2015 - 07/25/2015	1.02	1.07
31	07/26/2015 - 08/01/2015	1.04	1.09
32	08/02/2015 - 08/08/2015	1.06	1.12
33	08/09/2015 - 08/15/2015	1.08	1.14
34	08/16/2015 - 08/22/2015	1.09	1.15
35	08/23/2015 - 08/29/2015	1.10	1.16
36	08/30/2015 - 09/05/2015	1.11	1.17
37	09/06/2015 - 09/12/2015	1.12	1.18
38	09/13/2015 - 09/19/2015	1.10	1.16
39	09/20/2015 - 09/26/2015	1.08	1.14
40	09/27/2015 - 10/03/2015	1.06	1.12
41	10/04/2015 - 10/10/2015	1.04	1.09
42	10/11/2015 - 10/17/2015	1.02	1.07
43	10/18/2015 - 10/24/2015	1.01	1.06
44	10/25/2015 - 10/31/2015	1.01	1.06
45	11/01/2015 - 11/07/2015	1.00	1.05
46	11/08/2015 - 11/14/2015	0.99	1.04
47	11/15/2015 - 11/21/2015	0.99	1.04
48	11/22/2015 - 11/28/2015	0.98	1.03
49	11/29/2015 - 12/05/2015	0.98	1.03
50	12/06/2015 - 12/12/2015	0.97	1.02
51	12/13/2015 - 12/19/2015	1.00	1.05
52	12/20/2015 - 12/26/2015	1.03	1.08
53	12/27/2015 - 12/31/2015	1.06	1.12

* Peak Season

Week	Dates	SF	MOCF: 0.98 PSCF
1	01/01/2015 - 01/03/2015	0.92	0.94
2	01/04/2015 - 01/10/2015	1.02	1.04
3	01/11/2015 - 01/17/2015	1.11	1.13
4	01/18/2015 - 01/24/2015	1.10	1.12
5	01/25/2015 - 01/31/2015	1.10	1.12
6	02/01/2015 - 02/07/2015	1.09	1.11
7	02/08/2015 - 02/14/2015	1.08	1.10
8	02/15/2015 - 02/21/2015	1.04	1.06
9	02/22/2015 - 02/28/2015	1.00	1.02
*10	03/01/2015 - 03/07/2015	0.95	0.97
*11	03/08/2015 - 03/14/2015	0.91	0.93
*12	03/15/2015 - 03/21/2015	0.93	0.95
*13	03/22/2015 - 03/28/2015	0.95	0.97
*14	03/29/2015 - 04/04/2015	0.97	0.99
*15	04/05/2015 - 04/11/2015	0.99	1.01
*16	04/12/2015 - 04/18/2015	0.99	1.01
*17	04/19/2015 - 04/25/2015	1.00	1.02
*18	04/26/2015 - 05/02/2015	1.00	1.02
*19	05/03/2015 - 05/09/2015	1.01	1.03
*20	05/10/2015 - 05/16/2015	1.01	1.03
*21	05/17/2015 - 05/23/2015	1.00	1.02
*22	05/24/2015 - 05/30/2015	0.99	1.01
23	05/31/2015 - 06/06/2015	0.97	0.99
24	06/07/2015 - 06/13/2015	0.96	0.98
25	06/14/2015 - 06/20/2015	0.96	0.98
26	06/21/2015 - 06/27/2015	0.95	0.97
27	06/28/2015 - 07/04/2015	0.95	0.97
28	07/05/2015 - 07/11/2015	0.94	0.96
29	07/12/2015 - 07/18/2015	0.97	0.99
30	07/19/2015 - 07/25/2015	1.00	1.02
31	07/26/2015 - 08/01/2015	1.04	1.06
32	08/02/2015 - 08/08/2015	1.07	1.09
33	08/09/2015 - 08/15/2015	1.10	1.12
34	08/16/2015 - 08/22/2015	1.11	1.13
35	08/23/2015 - 08/29/2015	1.13	1.15
36	08/30/2015 - 09/05/2015	1.14	1.16
37	09/06/2015 - 09/12/2015	1.15	1.17
38	09/13/2015 - 09/19/2015	1.13	1.15
39	09/20/2015 - 09/26/2015	1.11	1.13
40	09/27/2015 - 10/03/2015	1.08	1.10
41	10/04/2015 - 10/10/2015	1.06	1.08
42	10/11/2015 - 10/17/2015	1.04	1.06
43	10/18/2015 - 10/24/2015	1.01	1.03
44	10/25/2015 - 10/31/2015	0.98	1.00
45	11/01/2015 - 11/07/2015	0.95	0.97
46	11/08/2015 - 11/14/2015	0.92	0.94
47	11/15/2015 - 11/21/2015	0.92	0.94
48	11/22/2015 - 11/28/2015	0.92	0.94
49	11/29/2015 - 12/05/2015	0.92	0.94
50	12/06/2015 - 12/12/2015	0.92	0.94
51	12/13/2015 - 12/19/2015	0.98	1.00
52	12/20/2015 - 12/26/2015	1.05	1.07
53	12/27/2015 - 12/31/2015	1.11	1.13

* Peak Season

Week	Dates	SF	MOCF: 0.96 PSCF
1	01/01/2015 - 01/03/2015	0.95	0.99
2	01/04/2015 - 01/10/2015	1.02	1.06
3	01/11/2015 - 01/17/2015	1.09	1.14
4	01/18/2015 - 01/24/2015	1.08	1.13
5	01/25/2015 - 01/31/2015	1.07	1.11
6	02/01/2015 - 02/07/2015	1.06	1.10
7	02/08/2015 - 02/14/2015	1.05	1.09
8	02/15/2015 - 02/21/2015	1.01	1.05
* 9	02/22/2015 - 02/28/2015	0.97	1.01
*10	03/01/2015 - 03/07/2015	0.94	0.98
*11	03/08/2015 - 03/14/2015	0.90	0.94
*12	03/15/2015 - 03/21/2015	0.92	0.96
*13	03/22/2015 - 03/28/2015	0.93	0.97
*14	03/29/2015 - 04/04/2015	0.95	0.99
*15	04/05/2015 - 04/11/2015	0.96	1.00
*16	04/12/2015 - 04/18/2015	0.97	1.01
*17	04/19/2015 - 04/25/2015	0.98	1.02
*18	04/26/2015 - 05/02/2015	0.99	1.03
*19	05/03/2015 - 05/09/2015	1.00	1.04
*20	05/10/2015 - 05/16/2015	1.01	1.05
*21	05/17/2015 - 05/23/2015	1.00	1.04
22	05/24/2015 - 05/30/2015	0.99	1.03
23	05/31/2015 - 06/06/2015	0.98	1.02
24	06/07/2015 - 06/13/2015	0.97	1.01
25	06/14/2015 - 06/20/2015	0.97	1.01
26	06/21/2015 - 06/27/2015	0.97	1.01
27	06/28/2015 - 07/04/2015	0.96	1.00
28	07/05/2015 - 07/11/2015	0.96	1.00
29	07/12/2015 - 07/18/2015	0.99	1.03
30	07/19/2015 - 07/25/2015	1.01	1.05
31	07/26/2015 - 08/01/2015	1.04	1.08
32	08/02/2015 - 08/08/2015	1.06	1.10
33	08/09/2015 - 08/15/2015	1.09	1.14
34	08/16/2015 - 08/22/2015	1.10	1.15
35	08/23/2015 - 08/29/2015	1.11	1.16
36	08/30/2015 - 09/05/2015	1.12	1.17
37	09/06/2015 - 09/12/2015	1.14	1.19
38	09/13/2015 - 09/19/2015	1.11	1.16
39	09/20/2015 - 09/26/2015	1.09	1.14
40	09/27/2015 - 10/03/2015	1.07	1.11
41	10/04/2015 - 10/10/2015	1.05	1.09
42	10/11/2015 - 10/17/2015	1.03	1.07
43	10/18/2015 - 10/24/2015	1.01	1.05
44	10/25/2015 - 10/31/2015	0.99	1.03
45	11/01/2015 - 11/07/2015	0.97	1.01
46	11/08/2015 - 11/14/2015	0.96	1.00
47	11/15/2015 - 11/21/2015	0.95	0.99
48	11/22/2015 - 11/28/2015	0.95	0.99
49	11/29/2015 - 12/05/2015	0.95	0.99
50	12/06/2015 - 12/12/2015	0.95	0.99
51	12/13/2015 - 12/19/2015	0.99	1.03
52	12/20/2015 - 12/26/2015	1.04	1.08
53	12/27/2015 - 12/31/2015	1.09	1.14

* Peak Season

APPENDIX D – SIGNAL TIMING PLANS

PHASE VEHICLE BASIC TIMING DATA

2-21-17

DATE:
AGENCY
INTERSECTION NAME:

SUMNER COUNTY
SRSD C SR 471

DIRECTION
PHASE
MINIMUM GREEN
PASSAGE
MAXIMUM 1
MAXIMUM 2
YELLOW CHANGE
RED CLEARANCE

DIRECTION	1	2	3	4	5	6	7	8
EBL		W/B		N/B	W/B	EB		SB
1		2		4	5	6		8
6		2.5		8	6	2.5		8
4.0		3.0		4.5	4.0	3.0		4.5
2.0		5.3		2.5	2.0	5.3		3.0
3.0		3.0		3.0	3.0	3.0		3.0
4.8		4.8		4.8	4.8	4.8		4.8
2.0		2.0		2.3	2.0	2.0		2.3

RECALL

PHASE
WALK
PEDESTRIAN CLEAR
FLASHING WALK
EXTENDED PED CLEAR
ACT REST IN WALK

1	2	3	4	5	6	7	8

LAKE COUNTY - TRAFFIC SIGNAL OPERATIONS

CARTEGRAPH ID: MA-S-279		DATE: 05/18/2015						
INTERSECTION NAME AND ID#: SR 50 & CR 33 022								
PHASE	1	2	3	4	5	6	7	8
		WB		NB		EB		SB
INITIAL		17		8		17		8
PASSAGE		3		3		3		3
YELLOW		4.0		4.0		4.1		4.0
RED CLEAR		2.9		2.9		2.8		2.7
MAX 1		50		25		50		35
MAX 2								
WALK		7		7		7		7
DON'T WALK		25		23		25		23
RECALL		Min				Min		
DET. FUNC.		L				L		
PREEMPTION TIMING								
	COORD.+ PREEMPT.	DELAY (Sec.)	MIN. DURATION (Sec.)	MAX. PRESENCE (Sec.)	MIN. GREEN (Sec.)	TRACK GREEN (Sec.)	MIN. DWELL (Sec.)	
	OFF		10	60	10		10	
SYSTEM TIMING								
	CYCLE Sec.	OFFSET Sec.	COORDINATED		BASE DAY 1		BASE DAY 2	
PATTERN			Phase	Sequence	Mon.- Fri.		Sat.- Sun.	
SPLIT ALLOCATION - Sec.								
PHASE	1	2	3	4	5	6	7	8
NOTES: Naztec 980								

APPENDIX E – EXISTING (2017) INTERSECTION REPORTS

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↘	
Traffic Vol, veh/h	2	246	185	3	2	1
Future Vol, veh/h	2	246	185	3	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	50	20	18	100	100	100
Mvmt Flow	2	262	197	3	2	1

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	200	0	464
Stage 1	-	-	198
Stage 2	-	-	266
Critical Hdwy	4.6	-	7.4
Critical Hdwy Stg 1	-	-	6.4
Critical Hdwy Stg 2	-	-	6.4
Follow-up Hdwy	2.65	-	4.4
Pot Cap-1 Maneuver	1131	-	413
Stage 1	-	-	648
Stage 2	-	-	597
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1131	-	412
Mov Cap-2 Maneuver	-	-	412
Stage 1	-	-	648
Stage 2	-	-	596

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	12.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1131	-	-	-	469
HCM Lane V/C Ratio	0.002	-	-	-	0.007
HCM Control Delay (s)	8.2	0	-	-	12.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection

Int Delay, s/veh 0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	242	4	7	179	9	10
Future Vol, veh/h	242	4	7	179	9	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	21	25	0	20	11	0
Mvmt Flow	285	5	8	211	11	12

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	289
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1284
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1284
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	11.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	609	-	-	1284	-
HCM Lane V/C Ratio	0.037	-	-	0.006	-
HCM Control Delay (s)	11.1	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection

Int Delay, s/veh 0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	235	3	1	174	0	3
Future Vol, veh/h	235	3	1	174	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	8	33	0	15	0	0
Mvmt Flow	264	3	1	196	0	3

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	267
Stage 1	-	-	266
Stage 2	-	-	198
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1308
Stage 1	-	-	783
Stage 2	-	-	840
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1308
Mov Cap-2 Maneuver	-	-	559
Stage 1	-	-	783
Stage 2	-	-	839

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	778	-	-	1308	-
HCM Lane V/C Ratio	0.004	-	-	0.001	-
HCM Control Delay (s)	9.6	-	-	7.8	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	15	219	167	0	0	8
Future Vol, veh/h	15	219	167	0	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	8	16	0	0	0
Mvmt Flow	17	252	192	0	0	9

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	192	0	192
Stage 1	-	-	192
Stage 2	-	-	286
Critical Hdwy	4.1	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	3.5
Pot Cap-1 Maneuver	1394	-	855
Stage 1	-	-	845
Stage 2	-	-	767
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1394	-	855
Mov Cap-2 Maneuver	-	-	542
Stage 1	-	-	845
Stage 2	-	-	756

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1394	-	-	-	855
HCM Lane V/C Ratio	0.012	-	-	-	0.011
HCM Control Delay (s)	7.6	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↘	
Traffic Vol, veh/h	0	221	160	3	5	0
Future Vol, veh/h	0	221	160	3	5	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	9	17	0	0	0
Mvmt Flow	0	248	180	3	6	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	183	0	181
Stage 1	-	-	181
Stage 2	-	-	248
Critical Hdwy	4.1	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	3.5
Pot Cap-1 Maneuver	1404	-	867
Stage 1	-	-	855
Stage 2	-	-	798
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1404	-	867
Mov Cap-2 Maneuver	-	-	587
Stage 1	-	-	855
Stage 2	-	-	798

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1404	-	-	-	587
HCM Lane V/C Ratio	-	-	-	-	0.01
HCM Control Delay (s)	0	-	-	-	11.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection

Int Delay, s/veh 0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	278	4	1	190	2	7
Future Vol, veh/h	278	4	1	190	2	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	19	50	0	22	100	0
Mvmt Flow	296	4	1	202	2	7

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	300
Stage 1	-	-	298
Stage 2	-	-	204
Critical Hdwy	-	4.1	7.4
Critical Hdwy Stg 1	-	-	6.4
Critical Hdwy Stg 2	-	-	6.4
Follow-up Hdwy	-	2.2	4.4
Pot Cap-1 Maneuver	-	1273	390
Stage 1	-	-	575
Stage 2	-	-	643
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1273	390
Mov Cap-2 Maneuver	-	-	390
Stage 1	-	-	575
Stage 2	-	-	642

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	620	-	-	1273	-
HCM Lane V/C Ratio	0.015	-	-	0.001	-
HCM Control Delay (s)	10.9	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection

Int Delay, s/veh 0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	275	3	1	169	4	5
Future Vol, veh/h	275	3	1	169	4	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	13	0	100	21	0	0
Mvmt Flow	284	3	1	174	4	5

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	287
Stage 1	-	-	285
Stage 2	-	-	176
Critical Hdwy	-	-	5.1
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	-	-	3.1
Pot Cap-1 Maneuver	-	-	873
Stage 1	-	-	768
Stage 2	-	-	859
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	873
Mov Cap-2 Maneuver	-	-	561
Stage 1	-	-	768
Stage 2	-	-	858

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	656	-	-	873	-
HCM Lane V/C Ratio	0.014	-	-	0.001	-
HCM Control Delay (s)	10.6	-	-	9.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	294	1	4	192	1	1	0	14	4	0	0
Future Vol, veh/h	0	294	1	4	192	1	1	0	14	4	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	19	0	25	22	0	0	0	14	0	0	0
Mvmt Flow	0	303	1	4	198	1	1	0	14	4	0	0

Major/Minor	Major1	Major2	Minor1	Minor2								
Conflicting Flow All	199	0	0	304	0	0	511	511	304	518	511	198
Stage 1	-	-	-	-	-	-	304	304	-	207	207	-
Stage 2	-	-	-	-	-	-	207	207	-	311	304	-
Critical Hdwy	4.1	-	-	4.35	-	-	7.1	6.5	6.34	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.425	-	-	3.5	4	3.426	3.5	4	3.3
Pot Cap-1 Maneuver	1385	-	-	1137	-	-	476	469	708	471	469	848
Stage 1	-	-	-	-	-	-	710	667	-	800	734	-
Stage 2	-	-	-	-	-	-	800	734	-	704	667	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1385	-	-	1137	-	-	475	467	708	460	467	848
Mov Cap-2 Maneuver	-	-	-	-	-	-	475	467	-	460	467	-
Stage 1	-	-	-	-	-	-	710	667	-	800	731	-
Stage 2	-	-	-	-	-	-	797	731	-	690	667	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	10.4	12.9
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	686	1385	-	-	1137	-	-	460
HCM Lane V/C Ratio	0.023	-	-	-	0.004	-	-	0.009
HCM Control Delay (s)	10.4	0	-	-	8.2	0	-	12.9
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

HCM 2010 Signalized Intersection Summary
9: SR 471 & SR 50

2017 AM
04/27/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	199	17	18	142	51	8	99	17	46	53	31
Future Volume (veh/h)	51	199	17	18	142	51	8	99	17	46	53	31
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.84		1.00	0.85		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1727	1610	1681	1696	1597	1759	1900	1428	1900	1900	1424	1624
Adj Flow Rate, veh/h	58	226	0	20	161	0	9	112	19	52	60	35
Adj No. of Lanes	1	1	1	1	1	1	0	1	0	0	1	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	10	18	13	12	19	8	34	34	34	45	45	17
Cap, veh/h	572	744	660	504	683	640	72	178	29	160	133	214
Arrive On Green	0.06	0.46	0.00	0.03	0.43	0.00	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1645	1610	1429	1616	1597	1495	39	1152	187	452	859	1380
Grp Volume(v), veh/h	58	226	0	20	161	0	140	0	0	112	0	35
Grp Sat Flow(s),veh/h/ln	1645	1610	1429	1616	1597	1495	1378	0	0	1310	0	1380
Q Serve(g_s), s	1.1	5.1	0.0	0.4	3.7	0.0	0.5	0.0	0.0	0.0	0.0	1.3
Cycle Q Clear(g_c), s	1.1	5.1	0.0	0.4	3.7	0.0	5.5	0.0	0.0	4.3	0.0	1.3
Prop In Lane	1.00		1.00	1.00		1.00	0.06		0.14	0.46		1.00
Lane Grp Cap(c), veh/h	572	744	660	504	683	640	279	0	0	293	0	214
V/C Ratio(X)	0.10	0.30	0.00	0.04	0.24	0.00	0.50	0.00	0.00	0.38	0.00	0.16
Avail Cap(c_a), veh/h	841	1275	1131	823	1264	1184	485	0	0	569	0	542
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.0	9.8	0.0	8.8	10.6	0.0	23.2	0.0	0.0	22.6	0.0	21.4
Incr Delay (d2), s/veh	0.1	0.3	0.0	0.0	0.2	0.0	2.4	0.0	0.0	1.4	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.3	0.0	0.2	1.7	0.0	2.3	0.0	0.0	1.8	0.0	0.5
LnGrp Delay(d),s/veh	8.1	10.2	0.0	8.9	10.8	0.0	25.5	0.0	0.0	24.0	0.0	22.0
LnGrp LOS	A	B		A	B		C			C		C
Approach Vol, veh/h		284			181			140				147
Approach Delay, s/veh		9.7			10.6			25.5				23.5
Approach LOS		A			B			C				C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		16.1	8.5	33.8		16.1	10.5	31.8				
Change Period (Y+Rc), s		* 7.1	6.8	6.8		* 7.1	6.8	6.8				
Max Green Setting (Gmax), s		* 18	13.2	46.2		* 23	13.2	46.2				
Max Q Clear Time (g_c+I1), s		7.5	2.4	7.1		6.3	3.1	5.7				
Green Ext Time (p_c), s		1.6	0.0	2.8		2.1	0.1	2.8				
Intersection Summary												
HCM 2010 Ctrl Delay				15.6								
HCM 2010 LOS				B								
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↘	
Traffic Vol, veh/h	4	283	218	2	3	4
Future Vol, veh/h	4	283	218	2	3	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	25	22	21	50	0	0
Mvmt Flow	4	295	227	2	3	4

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	229	0	531
Stage 1	-	-	228
Stage 2	-	-	303
Critical Hdwy	4.35	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.425	-	3.5
Pot Cap-1 Maneuver	1215	-	512
Stage 1	-	-	815
Stage 2	-	-	754
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1215	-	510
Mov Cap-2 Maneuver	-	-	510
Stage 1	-	-	815
Stage 2	-	-	751

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1215	-	-	-	649
HCM Lane V/C Ratio	0.003	-	-	-	0.011
HCM Control Delay (s)	8	0	-	-	10.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	3	236	205	10	5	3
Future Vol, veh/h	3	236	205	10	5	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	13	13	10	0	0
Mvmt Flow	3	251	218	11	5	3

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	229	0	480
Stage 1	-	-	223
Stage 2	-	-	257
Critical Hdwy	4.1	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	3.5
Pot Cap-1 Maneuver	1351	-	548
Stage 1	-	-	819
Stage 2	-	-	791
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1351	-	546
Mov Cap-2 Maneuver	-	-	546
Stage 1	-	-	819
Stage 2	-	-	789

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	10.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1351	-	-	-	625
HCM Lane V/C Ratio	0.002	-	-	-	0.014
HCM Control Delay (s)	7.7	0	-	-	10.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection

Int Delay, s/veh 0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	251	5	0	207	9	4
Future Vol, veh/h	251	5	0	207	9	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	12	20	0	20	11	25
Mvmt Flow	282	6	0	233	10	4

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	288	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	4.1	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	2.2	-
Pot Cap-1 Maneuver	-	-	1286	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	1286	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	550	-	-	1286	-
HCM Lane V/C Ratio	0.027	-	-	-	-
HCM Control Delay (s)	11.7	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection

Int Delay, s/veh 0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	246	0	0	205	0	0
Future Vol, veh/h	246	0	0	205	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	0	0	11	0	0
Mvmt Flow	267	0	0	223	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	267
Stage 1	-	-	267
Stage 2	-	-	223
Critical Hdwy	-	4.1	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	-	2.2	3.5
Pot Cap-1 Maneuver	-	1308	541
Stage 1	-	-	782
Stage 2	-	-	819
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1308	541
Mov Cap-2 Maneuver	-	-	541
Stage 1	-	-	782
Stage 2	-	-	819

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1308	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection

Int Delay, s/veh 0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	259	0	0	204	3	1
Future Vol, veh/h	259	0	0	204	3	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	12	0	0	20	0	0
Mvmt Flow	298	0	0	234	3	1

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	298
Stage 1	-	-	298
Stage 2	-	-	234
Critical Hdwy	-	4.1	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	-	2.2	3.5
Pot Cap-1 Maneuver	-	1275	512
Stage 1	-	-	758
Stage 2	-	-	810
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1275	512
Mov Cap-2 Maneuver	-	-	512
Stage 1	-	-	758
Stage 2	-	-	810

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	556	-	-	1275	-
HCM Lane V/C Ratio	0.008	-	-	-	-
HCM Control Delay (s)	11.5	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	243	0	0	208	0	0	0	0	6	0	0
Future Vol, veh/h	3	243	0	0	208	0	0	0	0	6	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	14	0	0	18	0	0	0	0	0	0	0
Mvmt Flow	3	264	0	0	226	0	0	0	0	7	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	226	0	0	264	0	0	497	497	264	497	497	226
Stage 1	-	-	-	-	-	-	271	271	-	226	226	-
Stage 2	-	-	-	-	-	-	226	226	-	271	271	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1354	-	-	1312	-	-	487	477	780	487	477	818
Stage 1	-	-	-	-	-	-	739	689	-	781	721	-
Stage 2	-	-	-	-	-	-	781	721	-	739	689	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1354	-	-	1312	-	-	486	476	780	486	476	818
Mov Cap-2 Maneuver	-	-	-	-	-	-	486	476	-	486	476	-
Stage 1	-	-	-	-	-	-	737	687	-	779	721	-
Stage 2	-	-	-	-	-	-	781	721	-	737	687	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0			0			12.5		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	1354	-	-	1312	-	-	486				
HCM Lane V/C Ratio	-	0.002	-	-	-	-	-	0.013				
HCM Control Delay (s)	0	7.7	0	-	0	-	-	12.5				
HCM Lane LOS	A	A	A	-	A	-	-	B				
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0				

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↑	↗	↘	
Traffic Vol, veh/h	20	248	198	5	11	2
Future Vol, veh/h	20	248	198	5	11	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	65	19	19	60	100	50
Mvmt Flow	22	279	222	6	12	2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	222	0	222
Stage 1	-	-	222
Stage 2	-	-	324
Critical Hdwy	4.75	-	6.7
Critical Hdwy Stg 1	-	-	6.4
Critical Hdwy Stg 2	-	-	6.4
Follow-up Hdwy	2.785	-	3.75
Pot Cap-1 Maneuver	1050	-	711
Stage 1	-	-	630
Stage 2	-	-	557
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1050	-	711
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	630
Stage 2	-	-	543

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	14.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1050	-	-	-	386
HCM Lane V/C Ratio	0.021	-	-	-	0.038
HCM Control Delay (s)	8.5	0	-	-	14.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection

Int Delay, s/veh 0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	286	1	0	231	0	5
Future Vol, veh/h	286	1	0	231	0	5
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	21	100	0	28	0	0
Mvmt Flow	308	1	0	248	0	5

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	311
Stage 1	-	-	310
Stage 2	-	-	248
Critical Hdwy	-	4.1	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	-	2.2	3.5
Pot Cap-1 Maneuver	-	1261	494
Stage 1	-	-	748
Stage 2	-	-	798
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1261	493
Mov Cap-2 Maneuver	-	-	493
Stage 1	-	-	747
Stage 2	-	-	798

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	734	-	-	1261	-
HCM Lane V/C Ratio	0.007	-	-	-	-
HCM Control Delay (s)	9.9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection

Int Delay, s/veh 0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	289	0	0	235	0	1
Future Vol, veh/h	289	0	0	235	0	1
Conflicting Peds, #/hr	0	1	1	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	20	0	0	30	0	0
Mvmt Flow	321	0	0	261	0	1

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	322
Stage 1	-	-	322
Stage 2	-	-	261
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1249
Stage 1	-	-	739
Stage 2	-	-	787
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1249
Mov Cap-2 Maneuver	-	-	478
Stage 1	-	-	738
Stage 2	-	-	787

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	723	-	-	1249	-
HCM Lane V/C Ratio	0.002	-	-	-	-
HCM Control Delay (s)	10	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection

Int Delay, s/veh 5.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↑	↗	↘	
Traffic Vol, veh/h	6	293	224	56	216	6
Future Vol, veh/h	6	293	224	56	216	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	17	14	15	8	18	0
Mvmt Flow	6	315	241	60	232	6

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	241	0	241
Stage 1	-	-	241
Stage 2	-	-	328
Critical Hdwy	4.27	-	6.2
Critical Hdwy Stg 1	-	-	5.58
Critical Hdwy Stg 2	-	-	5.58
Follow-up Hdwy	2.353	-	3.3
Pot Cap-1 Maneuver	1242	-	803
Stage 1	-	-	763
Stage 2	-	-	695
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1242	-	803
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	763
Stage 2	-	-	691

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	21
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1242	-	-	-	460
HCM Lane V/C Ratio	0.005	-	-	-	0.519
HCM Control Delay (s)	7.9	0	-	-	21
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	2.9

Intersection

Int Delay, s/veh 0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	479	9	8	277	4	3
Future Vol, veh/h	479	9	8	277	4	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	21	33	25	20	0	0
Mvmt Flow	532	10	9	308	4	3

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	542
Stage 1	-	-	537
Stage 2	-	-	326
Critical Hdwy	-	-	4.35
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	-	-	2.425
Pot Cap-1 Maneuver	-	-	921
Stage 1	-	-	590
Stage 2	-	-	736
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	921
Mov Cap-2 Maneuver	-	-	324
Stage 1	-	-	590
Stage 2	-	-	727

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	14.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	393	-	-	921	-
HCM Lane V/C Ratio	0.02	-	-	0.01	-
HCM Control Delay (s)	14.3	-	-	8.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	446	0	1	283	0	1	0	0	1	0	0
Future Vol, veh/h	0	446	0	1	283	0	1	0	0	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	24	0	0	24	0	0	0	0	0	0	0
Mvmt Flow	0	490	0	1	311	0	1	0	0	1	0	0

Major/Minor	Major1	Major2	Minor1	Minor2								
Conflicting Flow All	311	0	0	490	0	0	803	803	490	803	803	311
Stage 1	-	-	-	-	-	-	490	490	-	313	313	-
Stage 2	-	-	-	-	-	-	313	313	-	490	490	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1261	-	-	1084	-	-	304	319	582	304	319	734
Stage 1	-	-	-	-	-	-	564	552	-	702	661	-
Stage 2	-	-	-	-	-	-	702	661	-	564	552	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1261	-	-	1084	-	-	304	319	582	304	319	734
Mov Cap-2 Maneuver	-	-	-	-	-	-	304	319	-	304	319	-
Stage 1	-	-	-	-	-	-	564	552	-	702	660	-
Stage 2	-	-	-	-	-	-	701	660	-	564	552	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	16.9	16.9
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	304	1261	-	-	1084	-	-	304
HCM Lane V/C Ratio	0.004	-	-	-	0.001	-	-	0.004
HCM Control Delay (s)	16.9	0	-	-	8.3	0	-	16.9
HCM Lane LOS	C	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	0	422	242	0	0	0
Future Vol, veh/h	0	422	242	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	29	21	0	0	0
Mvmt Flow	0	502	288	0	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	288	0	288
Stage 1	-	-	288
Stage 2	-	-	502
Critical Hdwy	4.1	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	3.5
Pot Cap-1 Maneuver	1286	-	756
Stage 1	-	-	766
Stage 2	-	-	612
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1286	-	756
Mov Cap-2 Maneuver	-	-	362
Stage 1	-	-	766
Stage 2	-	-	612

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1286	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection

Int Delay, s/veh 0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	428	13	2	292	3	23
Future Vol, veh/h	428	13	2	292	3	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	27	69	50	29	0	13
Mvmt Flow	486	15	2	332	3	26

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	830
Stage 1	-	-	494
Stage 2	-	-	336
Critical Hdwy	-	4.6	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	-	2.65	3.5
Pot Cap-1 Maneuver	-	856	343
Stage 1	-	-	617
Stage 2	-	-	728
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	856	342
Mov Cap-2 Maneuver	-	-	342
Stage 1	-	-	617
Stage 2	-	-	726

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	12.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	517	-	-	856	-
HCM Lane V/C Ratio	0.057	-	-	0.003	-
HCM Control Delay (s)	12.4	-	-	9.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection

Int Delay, s/veh 0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	504	0	2	296	0	2
Future Vol, veh/h	504	0	2	296	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	0	0	14	0	0
Mvmt Flow	548	0	2	322	0	2

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	548
Stage 1	-	-	548
Stage 2	-	-	326
Critical Hdwy	-	4.1	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	-	2.2	3.5
Pot Cap-1 Maneuver	-	1032	323
Stage 1	-	-	583
Stage 2	-	-	736
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1032	322
Mov Cap-2 Maneuver	-	-	322
Stage 1	-	-	583
Stage 2	-	-	735

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	11.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	540	-	-	1032	-
HCM Lane V/C Ratio	0.004	-	-	0.002	-
HCM Control Delay (s)	11.7	-	-	8.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection

Int Delay, s/veh 0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↔	↔	
Traffic Vol, veh/h	501	2	5	295	2	13
Future Vol, veh/h	501	2	5	295	2	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	80	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	18	50	40	20	0	8
Mvmt Flow	569	2	6	335	2	15

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	572
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.5
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.56
Pot Cap-1 Maneuver	-	-	837
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	837
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	13
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	467	-	-	837	-
HCM Lane V/C Ratio	0.036	-	-	0.007	-
HCM Control Delay (s)	13	-	-	9.3	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗	↖		↖	
Traffic Vol, veh/h	5	509	296	5	27	4
Future Vol, veh/h	5	509	296	5	27	4
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	80	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	60	17	20	20	12	50
Mvmt Flow	6	572	333	6	30	4

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	338	0	919
Stage 1	-	-	335
Stage 2	-	-	584
Critical Hdwy	4.7	-	6.52
Critical Hdwy Stg 1	-	-	5.52
Critical Hdwy Stg 2	-	-	5.52
Follow-up Hdwy	2.74	-	3.608
Pot Cap-1 Maneuver	958	-	289
Stage 1	-	-	703
Stage 2	-	-	538
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	958	-	287
Mov Cap-2 Maneuver	-	-	287
Stage 1	-	-	703
Stage 2	-	-	535

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	18.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	958	-	-	-	308
HCM Lane V/C Ratio	0.006	-	-	-	0.113
HCM Control Delay (s)	8.8	-	-	-	18.2
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	0	537	291	2	3	0
Future Vol, veh/h	0	537	291	2	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	18	18	100	0	0
Mvmt Flow	0	597	323	2	3	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	326	0	324
Stage 1	-	-	324
Stage 2	-	-	597
Critical Hdwy	4.1	-	6.2
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	3.3
Pot Cap-1 Maneuver	1245	-	722
Stage 1	-	-	738
Stage 2	-	-	554
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1245	-	722
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	738
Stage 2	-	-	554

Approach	EB	WB	SB
HCM Control Delay, s	0	0	17
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1245	-	-	-	303
HCM Lane V/C Ratio	-	-	-	-	0.011
HCM Control Delay (s)	0	-	-	-	17
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	0	543	293	1	7	1
Future Vol, veh/h	0	543	293	1	7	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	13	13	0	0	100
Mvmt Flow	0	617	333	1	8	1

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	334	0	951
Stage 1	-	-	334
Stage 2	-	-	617
Critical Hdwy	4.1	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	3.5
Pot Cap-1 Maneuver	1237	-	291
Stage 1	-	-	730
Stage 2	-	-	542
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1237	-	291
Mov Cap-2 Maneuver	-	-	291
Stage 1	-	-	730
Stage 2	-	-	542

Approach	EB	WB	SB
HCM Control Delay, s	0	0	17
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1237	-	-	-	308
HCM Lane V/C Ratio	-	-	-	-	0.03
HCM Control Delay (s)	0	-	-	-	17
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection

Int Delay, s/veh 0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	545	1	2	290	0	1
Future Vol, veh/h	545	1	2	290	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	21	0	50	26	0	0
Mvmt Flow	612	1	2	326	0	1

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	613	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	4.6	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	2.65	-
Pot Cap-1 Maneuver	-	-	771	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	771	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	12.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	496	-	-	771	-
HCM Lane V/C Ratio	0.002	-	-	0.003	-
HCM Control Delay (s)	12.3	-	-	9.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	0	559	286	6	7	0
Future Vol, veh/h	0	559	286	6	7	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	17	19	17	0	0
Mvmt Flow	0	635	325	7	8	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	332	0	963
Stage 1	-	-	328
Stage 2	-	-	635
Critical Hdwy	4.1	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	3.5
Pot Cap-1 Maneuver	1239	-	286
Stage 1	-	-	734
Stage 2	-	-	532
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1239	-	286
Mov Cap-2 Maneuver	-	-	286
Stage 1	-	-	734
Stage 2	-	-	532

Approach	EB	WB	SB
HCM Control Delay, s	0	0	17.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1239	-	-	-	286
HCM Lane V/C Ratio	-	-	-	-	0.028
HCM Control Delay (s)	0	-	-	-	17.9
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection

Int Delay, s/veh 0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	560	0	0	297	0	0
Future Vol, veh/h	560	0	0	297	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	17	0	0	19	0	0
Mvmt Flow	629	0	0	334	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	629
Stage 1	-	-	629
Stage 2	-	-	334
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	963
Stage 1	-	-	535
Stage 2	-	-	730
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	963
Mov Cap-2 Maneuver	-	-	286
Stage 1	-	-	535
Stage 2	-	-	730

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	963	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection

Int Delay, s/veh 3.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↖	↗
Traffic Vol, veh/h	3	541	306	46	123	2
Future Vol, veh/h	3	541	306	46	123	2
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	33	10	8	2	0	0
Mvmt Flow	3	588	333	50	134	2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	383	0	954
Stage 1	-	-	358
Stage 2	-	-	596
Critical Hdwy	4.43	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.497	-	3.5
Pot Cap-1 Maneuver	1025	-	289
Stage 1	-	-	712
Stage 2	-	-	554
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1025	-	288
Mov Cap-2 Maneuver	-	-	288
Stage 1	-	-	712
Stage 2	-	-	552

Approach	EB	WB	SB
HCM Control Delay, s	0	0	27.8
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1025	-	-	-	291
HCM Lane V/C Ratio	0.003	-	-	-	0.467
HCM Control Delay (s)	8.5	0	-	-	27.8
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	2.3

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	3	677	353	5	18	1
Future Vol, veh/h	3	677	353	5	18	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	16	23	0	0	0
Mvmt Flow	3	713	372	5	19	1

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	377	0	1093
Stage 1	-	-	374
Stage 2	-	-	719
Critical Hdwy	4.1	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	3.5
Pot Cap-1 Maneuver	1193	-	239
Stage 1	-	-	700
Stage 2	-	-	486
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1193	-	238
Mov Cap-2 Maneuver	-	-	238
Stage 1	-	-	700
Stage 2	-	-	484

Approach	EB	WB	SB
HCM Control Delay, s	0	0	20.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1193	-	-	-	246
HCM Lane V/C Ratio	0.003	-	-	-	0.081
HCM Control Delay (s)	8	0	-	-	20.9
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	696	0	0	356	0	0	0	9	3	0	0
Future Vol, veh/h	0	696	0	0	356	0	0	0	9	3	0	0
Conflicting Peds, #/hr	2	0	0	0	0	2	0	0	3	3	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	14	0	0	16	0	0	0	0	0	0	0
Mvmt Flow	0	782	0	0	400	0	0	0	10	3	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	402	0	0	782	0	0	1182	1184	785	1192	1184	402
Stage 1	-	-	-	-	-	-	782	782	-	402	402	-
Stage 2	-	-	-	-	-	-	400	402	-	790	782	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1168	-	-	845	-	-	168	191	396	166	191	653
Stage 1	-	-	-	-	-	-	390	408	-	629	604	-
Stage 2	-	-	-	-	-	-	630	604	-	386	408	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1168	-	-	843	-	-	168	191	395	161	191	652
Mov Cap-2 Maneuver	-	-	-	-	-	-	168	191	-	161	191	-
Stage 1	-	-	-	-	-	-	390	408	-	628	603	-
Stage 2	-	-	-	-	-	-	630	603	-	375	408	-

Approach	EB		WB		NB		SB
HCM Control Delay, s	0		0		14.4		27.8
HCM LOS					B		D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	395	1168	-	-	843	-	-	161
HCM Lane V/C Ratio	0.026	-	-	-	-	-	-	0.021
HCM Control Delay (s)	14.4	0	-	-	0	-	-	27.8
HCM Lane LOS	B	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection

Int Delay, s/veh 1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↑	↑		↕				↕	
Traffic Vol, veh/h	0	658	11	29	343	1	5	0	98	0	0	0
Future Vol, veh/h	0	658	11	29	343	1	5	0	98	0	0	0
Conflicting Peds, #/hr	1	0	2	2	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	10	0	0	10	0	20	0	4	0	0	0
Mvmt Flow	0	693	12	31	361	1	5	0	103	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	363	0	0	706	0	0	1123	1124	700	1174	1130	363
Stage 1	-	-	-	-	-	-	700	700	-	424	424	-
Stage 2	-	-	-	-	-	-	423	424	-	750	706	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.3	6.5	6.24	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.3	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.3	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.68	4	3.336	3.5	4	3.3
Pot Cap-1 Maneuver	1207	-	-	902	-	-	169	207	436	170	205	686
Stage 1	-	-	-	-	-	-	402	444	-	612	590	-
Stage 2	-	-	-	-	-	-	575	590	-	407	442	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1207	-	-	902	-	-	164	199	435	126	197	685
Mov Cap-2 Maneuver	-	-	-	-	-	-	164	199	-	126	197	-
Stage 1	-	-	-	-	-	-	401	443	-	611	569	-
Stage 2	-	-	-	-	-	-	555	569	-	310	441	-

Approach	EB		WB		NB		SB
HCM Control Delay, s	0		0.7		17.2		0
HCM LOS					C		A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	403	1207	-	-	902	-	-	-
HCM Lane V/C Ratio	0.269	-	-	-	0.034	-	-	-
HCM Control Delay (s)	17.2	0	-	-	9.1	-	-	0
HCM Lane LOS	C	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	1.1	0	-	-	0.1	-	-	-

Intersection

Int Delay, s/veh 0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↔	↔	
Traffic Vol, veh/h	770	0	1	343	0	3
Future Vol, veh/h	770	0	1	343	0	3
Conflicting Peds, #/hr	0	1	1	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	125	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	17	0	0	18	0	0
Mvmt Flow	802	0	1	357	0	3

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	803	1162
Stage 1	-	-	803
Stage 2	-	-	359
Critical Hdwy	-	4.1	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	-	2.2	3.5
Pot Cap-1 Maneuver	-	830	218
Stage 1	-	-	444
Stage 2	-	-	711
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	830	218
Mov Cap-2 Maneuver	-	-	218
Stage 1	-	-	444
Stage 2	-	-	710

Approach	EB	WB	NB
HCM Control Delay, s	0	0	14.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	387	-	-	830	-
HCM Lane V/C Ratio	0.008	-	-	0.001	-
HCM Control Delay (s)	14.4	-	-	9.3	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔		↔	↔			↕			↕	
Traffic Vol, veh/h	1	784	3	2	379	6	0	0	13	0	0	1
Future Vol, veh/h	1	784	3	2	379	6	0	0	13	0	0	1
Conflicting Peds, #/hr	4	0	0	0	0	4	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	215	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	13	33	0	16	0	0	0	8	0	0	0
Mvmt Flow	1	843	3	2	408	6	0	0	14	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	418	0	0	846	0	0	1263	1269	845	1273	1267	415
Stage 1	-	-	-	-	-	-	847	847	-	419	419	-
Stage 2	-	-	-	-	-	-	416	422	-	854	848	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.28	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.372	3.5	4	3.3
Pot Cap-1 Maneuver	1152	-	-	800	-	-	148	170	354	146	170	642
Stage 1	-	-	-	-	-	-	359	381	-	616	593	-
Stage 2	-	-	-	-	-	-	618	592	-	356	380	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1152	-	-	800	-	-	147	169	354	139	169	640
Mov Cap-2 Maneuver	-	-	-	-	-	-	147	169	-	139	169	-
Stage 1	-	-	-	-	-	-	359	381	-	613	589	-
Stage 2	-	-	-	-	-	-	615	588	-	342	380	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	15.6	10.6
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	354	1152	-	-	800	-	-	640
HCM Lane V/C Ratio	0.039	0.001	-	-	0.003	-	-	0.002
HCM Control Delay (s)	15.6	8.1	-	-	9.5	-	-	10.6
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	784	0	0	410	3	0	0	0	5	0	5
Future Vol, veh/h	2	784	0	0	410	3	0	0	0	5	0	5
Conflicting Peds, #/hr	3	0	0	0	0	3	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	14	0	0	10	0	0	0	0	20	0	20
Mvmt Flow	2	891	0	0	466	3	0	0	0	6	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	472	0	0	891	0	0	1365	1367	891	1366	1366	471
Stage 1	-	-	-	-	-	-	895	895	-	471	471	-
Stage 2	-	-	-	-	-	-	470	472	-	895	895	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.3	6.5	6.4
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.3	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.3	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.68	4	3.48
Pot Cap-1 Maneuver	1100	-	-	769	-	-	126	148	344	114	149	557
Stage 1	-	-	-	-	-	-	338	362	-	541	563	-
Stage 2	-	-	-	-	-	-	578	562	-	312	362	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1100	-	-	769	-	-	124	147	344	113	148	555
Mov Cap-2 Maneuver	-	-	-	-	-	-	124	147	-	113	148	-
Stage 1	-	-	-	-	-	-	337	361	-	537	561	-
Stage 2	-	-	-	-	-	-	572	560	-	311	361	-

Approach	EB		WB		NB		SB
HCM Control Delay, s	0		0		0		25.4
HCM LOS					A		D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1100	-	-	769	-	-	188
HCM Lane V/C Ratio	-	0.002	-	-	-	-	-	0.06
HCM Control Delay (s)	0	8.3	0	-	0	-	-	25.4
HCM Lane LOS	A	A	A	-	A	-	-	D
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.2

Intersection

Int Delay, s/veh 1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷			↕			↕	
Traffic Vol, veh/h	38	737	10	1	345	10	16	8	4	5	4	21
Future Vol, veh/h	38	737	10	1	345	10	16	8	4	5	4	21
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	210	-	-	135	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	8	11	10	0	13	20	0	0	25	0	0	5
Mvmt Flow	41	792	11	1	371	11	17	9	4	5	4	23

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	382	0	0	804
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.18	-	-	4.1
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.272	-	-	2.2
Pot Cap-1 Maneuver	1144	-	-	829
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1144	-	-	828
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	33.5	17.4
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	156	1144	-	-	828	-	-	323
HCM Lane V/C Ratio	0.193	0.036	-	-	0.001	-	-	0.1
HCM Control Delay (s)	33.5	8.3	-	-	9.4	-	-	17.4
HCM Lane LOS	D	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.7	0.1	-	-	0	-	-	0.3

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	754	2	2	395	0	0	0	2	0	1	0
Future Vol, veh/h	0	754	2	2	395	0	0	0	2	0	1	0
Conflicting Peds, #/hr	3	0	0	0	0	3	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	0	13	0	0	19	0	0	0	0	0	0	0
Mvmt Flow	0	979	3	3	513	0	0	0	3	0	1	0

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	516	0	0	982
Stage 1	-	-	-	981
Stage 2	-	-	-	519
Critical Hdwy	4.1	-	-	4.1
Critical Hdwy Stg 1	-	-	-	6.1
Critical Hdwy Stg 2	-	-	-	6.1
Follow-up Hdwy	2.2	-	-	2.2
Pot Cap-1 Maneuver	1060	-	-	711
Stage 1	-	-	-	303
Stage 2	-	-	-	544
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1060	-	-	711
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	303
Stage 2	-	-	-	539

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	16.9	34.8
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	305	1060	-	-	711	-	-	122
HCM Lane V/C Ratio	0.009	-	-	-	0.004	-	-	0.011
HCM Control Delay (s)	16.9	0	-	-	10.1	0	-	34.8
HCM Lane LOS	C	A	-	-	B	A	-	D
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↑	↗	↘	
Traffic Vol, veh/h	2	745	384	2	10	4
Future Vol, veh/h	2	745	384	2	10	4
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	7	12	0	0	0
Mvmt Flow	2	866	447	2	12	5






















Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	448	0	448
Stage 1	-	-	448
Stage 2	-	-	871
Critical Hdwy	4.1	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	3.5
Pot Cap-1 Maneuver	1123	-	615
Stage 1	-	-	648
Stage 2	-	-	413
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1123	-	614
Mov Cap-2 Maneuver	-	-	174
Stage 1	-	-	647
Stage 2	-	-	411

Approach	EB	WB	SB
HCM Control Delay, s	0	0	22.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1123	-	-	-	219
HCM Lane V/C Ratio	0.002	-	-	-	0.074
HCM Control Delay (s)	8.2	0	-	-	22.8
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2

HCM 2010 Signalized Intersection Summary
42: CR 33 / Putnam St & SR 50

2017 AM
04/27/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	730	2	3	367	146	7	5	10	220	5	5
Future Volume (veh/h)	8	730	2	3	367	146	7	5	10	220	5	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1776	1900	1900	1727	1827	1900	1759	1900	1900	1840	1900
Adj Flow Rate, veh/h	9	830	2	3	417	0	8	6	11	250	6	6
Adj No. of Lanes	1	2	0	1	2	1	0	1	1	0	1	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	7	7	0	10	4	0	0	0	40	40	40
Cap, veh/h	435	1394	3	267	1325	627	45	33	74	332	8	8
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.00	0.05	0.05	0.05	0.20	0.20	0.20
Sat Flow, veh/h	983	3453	8	669	3282	1553	977	733	1615	1669	40	40
Grp Volume(v), veh/h	9	406	426	3	417	0	14	0	11	262	0	0
Grp Sat Flow(s),veh/h/ln	983	1687	1774	669	1641	1553	1710	0	1615	1749	0	0
Q Serve(g_s), s	0.4	11.0	11.0	0.2	5.1	0.0	0.5	0.0	0.4	8.2	0.0	0.0
Cycle Q Clear(g_c), s	5.4	11.0	11.0	11.2	5.1	0.0	0.5	0.0	0.4	8.2	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	0.57		1.00	0.95		0.02
Lane Grp Cap(c), veh/h	435	681	716	267	1325	627	78	0	74	348	0	0
V/C Ratio(X)	0.02	0.60	0.60	0.01	0.31	0.00	0.18	0.00	0.15	0.75	0.00	0.00
Avail Cap(c_a), veh/h	765	1247	1311	492	2425	1148	880	0	831	900	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.7	13.6	13.6	18.0	11.9	0.0	26.8	0.0	26.7	22.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.8	0.8	0.0	0.1	0.0	1.1	0.0	0.9	3.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	5.2	5.5	0.0	2.3	0.0	0.2	0.0	0.2	4.2	0.0	0.0
LnGrp Delay(d),s/veh	13.8	14.5	14.4	18.1	12.0	0.0	27.9	0.0	27.7	25.3	0.0	0.0
LnGrp LOS	B	B	B	B	B		C		C	C		
Approach Vol, veh/h		841			420			25			262	
Approach Delay, s/veh		14.5			12.1			27.8			25.3	
Approach LOS		B			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		9.6		30.4		18.3		30.4				
Change Period (Y+Rc), s		6.9		* 6.9		6.7		6.9				
Max Green Setting (Gmax), s		30.0		* 43		30.0		43.1				
Max Q Clear Time (g_c+I1), s		2.5		13.0		10.2		13.2				
Green Ext Time (p_c), s		0.1		9.9		1.6		9.9				
Intersection Summary												
HCM 2010 Ctrl Delay				15.9								
HCM 2010 LOS				B								
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection

Int Delay, s/veh 0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑		↑
Traffic Vol, veh/h	952	6	1	371	0	1
Future Vol, veh/h	952	6	1	371	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	None
Storage Length	-	-	185	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	0	0	8	0	0
Mvmt Flow	1082	7	1	422	0	1

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	544
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	4.1	6.9
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	2.2	3.3
Pot Cap-1 Maneuver	-	648	488
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	648	488
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	12.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	488	-	-	648	-
HCM Lane V/C Ratio	0.002	-	-	0.002	-
HCM Control Delay (s)	12.4	-	-	10.6	-
HCM Lane LOS	B	-	-	B	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	1	224	305	0	0	6
Future Vol, veh/h	1	224	305	0	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	8	11	0	0	0
Mvmt Flow	1	243	332	0	0	7

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	332	0	332
Stage 1	-	-	332
Stage 2	-	-	246
Critical Hdwy	4.1	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	3.5
Pot Cap-1 Maneuver	1239	-	714
Stage 1	-	-	731
Stage 2	-	-	800
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1239	-	714
Mov Cap-2 Maneuver	-	-	481
Stage 1	-	-	731
Stage 2	-	-	799

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1239	-	-	-	714
HCM Lane V/C Ratio	0.001	-	-	-	0.009
HCM Control Delay (s)	7.9	0	-	-	10.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection

Int Delay, s/veh 0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	212	22	14	302	14	6
Future Vol, veh/h	212	22	14	302	14	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	8	5	7	9	7	0
Mvmt Flow	244	25	16	347	16	7

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	269
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.17
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.263
Pot Cap-1 Maneuver	-	-	1266
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1266
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	12.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	496	-	-	1266	-
HCM Lane V/C Ratio	0.046	-	-	0.013	-
HCM Control Delay (s)	12.6	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection

Int Delay, s/veh 0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	236	0	4	277	3	2
Future Vol, veh/h	236	0	4	277	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	0	0	5	0	50
Mvmt Flow	262	0	4	308	3	2

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	262
Stage 1	-	-	262
Stage 2	-	-	317
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1314
Stage 1	-	-	786
Stage 2	-	-	743
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1314
Mov Cap-2 Maneuver	-	-	479
Stage 1	-	-	786
Stage 2	-	-	740

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	11.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	542	-	-	1314	-
HCM Lane V/C Ratio	0.01	-	-	0.003	-
HCM Control Delay (s)	11.7	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	12	223	276	0	0	5
Future Vol, veh/h	12	223	276	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	5	5	0	0	0
Mvmt Flow	13	251	310	0	0	6

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	310	0	588
Stage 1	-	-	310
Stage 2	-	-	278
Critical Hdwy	4.1	-	7.1
Critical Hdwy Stg 1	-	-	6.1
Critical Hdwy Stg 2	-	-	6.1
Follow-up Hdwy	2.2	-	3.5
Pot Cap-1 Maneuver	1262	-	423
Stage 1	-	-	705
Stage 2	-	-	733
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1262	-	419
Mov Cap-2 Maneuver	-	-	419
Stage 1	-	-	697
Stage 2	-	-	724

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1262	-	-	-	735
HCM Lane V/C Ratio	0.011	-	-	-	0.008
HCM Control Delay (s)	7.9	0	-	-	9.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	0	225	273	5	6	1
Future Vol, veh/h	0	225	273	5	6	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	5	6	0	0	0
Mvmt Flow	0	242	294	5	6	1

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	299	0	538
Stage 1	-	-	296
Stage 2	-	-	242
Critical Hdwy	4.1	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	3.5
Pot Cap-1 Maneuver	1274	-	508
Stage 1	-	-	759
Stage 2	-	-	803
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1274	-	508
Mov Cap-2 Maneuver	-	-	508
Stage 1	-	-	759
Stage 2	-	-	803

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1274	-	-	-	532
HCM Lane V/C Ratio	-	-	-	-	0.014
HCM Control Delay (s)	0	-	-	-	11.9
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection

Int Delay, s/veh 0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	226	2	4	309	1	3
Future Vol, veh/h	226	2	4	309	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	0	0	10	0	0
Mvmt Flow	246	2	4	336	1	3

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	248
Stage 1	-	-	247
Stage 2	-	-	345
Critical Hdwy	-	4.1	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	-	2.2	3.5
Pot Cap-1 Maneuver	-	1330	472
Stage 1	-	-	799
Stage 2	-	-	722
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1330	470
Mov Cap-2 Maneuver	-	-	470
Stage 1	-	-	799
Stage 2	-	-	719

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	679	-	-	1330	-
HCM Lane V/C Ratio	0.006	-	-	0.003	-
HCM Control Delay (s)	10.3	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection

Int Delay, s/veh 0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	221	4	10	311	2	6
Future Vol, veh/h	221	4	10	311	2	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	7	25	0	9	0	0
Mvmt Flow	230	4	10	324	2	6

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	234
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1345
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1345
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	691	-	-	1345	-
HCM Lane V/C Ratio	0.012	-	-	0.008	-
HCM Control Delay (s)	10.3	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	229	0	16	312	4	2	2	13	2	1	0
Future Vol, veh/h	1	229	0	16	312	4	2	2	13	2	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	8	0	6	9	0	0	0	15	0	0	0
Mvmt Flow	1	244	0	17	332	4	2	2	14	2	1	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	336	0	0	244	0	0	615	616	244	622	614	334
Stage 1	-	-	-	-	-	-	246	246	-	368	368	-
Stage 2	-	-	-	-	-	-	369	370	-	254	246	-
Critical Hdwy	4.1	-	-	4.16	-	-	7.1	6.5	6.35	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.254	-	-	3.5	4	3.435	3.5	4	3.3
Pot Cap-1 Maneuver	1235	-	-	1299	-	-	406	409	764	402	410	712
Stage 1	-	-	-	-	-	-	762	706	-	656	625	-
Stage 2	-	-	-	-	-	-	655	624	-	755	706	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1235	-	-	1299	-	-	400	402	764	388	403	712
Mov Cap-2 Maneuver	-	-	-	-	-	-	400	402	-	388	403	-
Stage 1	-	-	-	-	-	-	761	705	-	655	615	-
Stage 2	-	-	-	-	-	-	643	614	-	738	705	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.4			10.9			14.2		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	630	1235	-	-	1299	-	-	393				
HCM Lane V/C Ratio	0.029	0.001	-	-	0.013	-	-	0.008				
HCM Control Delay (s)	10.9	7.9	0	-	7.8	0	-	14.2				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0				

HCM 2010 Signalized Intersection Summary
 9: SR 471 & SR 50

2017 PM
 04/27/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	222	7	20	267	57	11	80	17	53	103	43
Future Volume (veh/h)	40	222	7	20	267	57	11	80	17	53	103	43
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1776	1900	1900	1792	1712	1900	1578	1900	1900	1569	1810
Adj Flow Rate, veh/h	43	241	0	22	290	0	12	87	18	58	112	47
Adj No. of Lanes	1	1	1	1	1	1	0	1	0	0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	7	0	0	6	11	25	25	25	31	31	5
Cap, veh/h	431	649	590	461	622	505	77	382	73	190	321	488
Arrive On Green	0.05	0.37	0.00	0.03	0.35	0.00	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1810	1776	1615	1810	1792	1455	68	1201	231	387	1009	1536
Grp Volume(v), veh/h	43	241	0	22	290	0	117	0	0	170	0	47
Grp Sat Flow(s),veh/h/ln	1810	1776	1615	1810	1792	1455	1500	0	0	1396	0	1536
Q Serve(g_s), s	1.1	7.2	0.0	0.6	9.1	0.0	0.0	0.0	0.0	2.3	0.0	1.6
Cycle Q Clear(g_c), s	1.1	7.2	0.0	0.6	9.1	0.0	4.1	0.0	0.0	6.3	0.0	1.6
Prop In Lane	1.00		1.00	1.00		1.00	0.10		0.15	0.34		1.00
Lane Grp Cap(c), veh/h	431	649	590	461	622	505	532	0	0	511	0	488
V/C Ratio(X)	0.10	0.37	0.00	0.05	0.47	0.00	0.22	0.00	0.00	0.33	0.00	0.10
Avail Cap(c_a), veh/h	676	1138	1035	739	1149	933	532	0	0	511	0	488
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.1	16.8	0.0	14.4	18.3	0.0	18.2	0.0	0.0	18.8	0.0	17.3
Incr Delay (d2), s/veh	0.1	0.5	0.0	0.1	0.5	0.0	1.0	0.0	0.0	1.7	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	3.6	0.0	0.3	4.5	0.0	1.9	0.0	0.0	2.8	0.0	0.7
LnGrp Delay(d),s/veh	14.2	17.3	0.0	14.5	18.9	0.0	19.1	0.0	0.0	20.6	0.0	17.7
LnGrp LOS	B	B		B	B		B			C		B
Approach Vol, veh/h		284			312			117				217
Approach Delay, s/veh		16.8			18.6			19.1				20.0
Approach LOS		B			B			B				B
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		30.0	8.9	33.1		30.0	10.3	31.8				
Change Period (Y+Rc), s		* 7.1	6.8	6.8		* 7.1	6.8	6.8				
Max Green Setting (Gmax), s		* 23	13.2	46.2		* 23	13.2	46.2				
Max Q Clear Time (g_c+I1), s		6.1	2.6	9.2		8.3	3.1	11.1				
Green Ext Time (p_c), s		2.7	0.0	4.3		2.5	0.0	4.2				
Intersection Summary												
HCM 2010 Ctrl Delay			18.4									
HCM 2010 LOS			B									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↘	
Traffic Vol, veh/h	6	250	333	2	2	4
Future Vol, veh/h	6	250	333	2	2	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	17	8	11	0	0	0
Mvmt Flow	6	263	351	2	2	4

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	353	0	628
Stage 1	-	-	352
Stage 2	-	-	276
Critical Hdwy	4.27	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.353	-	3.5
Pot Cap-1 Maneuver	1127	-	450
Stage 1	-	-	716
Stage 2	-	-	775
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1127	-	447
Mov Cap-2 Maneuver	-	-	447
Stage 1	-	-	716
Stage 2	-	-	770

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	11.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1127	-	-	-	587
HCM Lane V/C Ratio	0.006	-	-	-	0.011
HCM Control Delay (s)	8.2	0	-	-	11.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↗		↖	
Traffic Vol, veh/h	4	254	312	12	20	6
Future Vol, veh/h	4	254	312	12	20	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	5	4	0	0	0
Mvmt Flow	4	259	318	12	20	6

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	331	0	591
Stage 1	-	-	324
Stage 2	-	-	267
Critical Hdwy	4.1	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	3.5
Pot Cap-1 Maneuver	1240	-	473
Stage 1	-	-	738
Stage 2	-	-	782
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1240	-	471
Mov Cap-2 Maneuver	-	-	471
Stage 1	-	-	738
Stage 2	-	-	779

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	12.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1240	-	-	-	512
HCM Lane V/C Ratio	0.003	-	-	-	0.052
HCM Control Delay (s)	7.9	0	-	-	12.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection

Int Delay, s/veh 0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	251	16	3	310	9	2
Future Vol, veh/h	251	16	3	310	9	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	7	7	0	6	0	0
Mvmt Flow	256	16	3	316	9	2

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	272
Stage 1	-	-	264
Stage 2	-	-	322
Critical Hdwy	-	4.1	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	-	2.2	3.5
Pot Cap-1 Maneuver	-	1303	476
Stage 1	-	-	785
Stage 2	-	-	739
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1303	475
Mov Cap-2 Maneuver	-	-	475
Stage 1	-	-	785
Stage 2	-	-	737

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	12.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	511	-	-	1303	-
HCM Lane V/C Ratio	0.022	-	-	0.002	-
HCM Control Delay (s)	12.2	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection

Int Delay, s/veh 0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	260	0	0	319	0	0
Future Vol, veh/h	260	0	0	319	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	6	0	0	3	0	0
Mvmt Flow	268	0	0	329	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	268
Stage 1	-	-	268
Stage 2	-	-	329
Critical Hdwy	-	4.1	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	-	2.2	3.5
Pot Cap-1 Maneuver	-	1307	469
Stage 1	-	-	782
Stage 2	-	-	734
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1307	469
Mov Cap-2 Maneuver	-	-	469
Stage 1	-	-	782
Stage 2	-	-	734

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1307	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection

Int Delay, s/veh 0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗			↖	↘	
Traffic Vol, veh/h	249	2	1	312	1	1
Future Vol, veh/h	249	2	1	312	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	8	0	0	5	0	0
Mvmt Flow	265	2	1	332	1	1

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	267
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1308
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1308
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	584	-	-	1308	-
HCM Lane V/C Ratio	0.004	-	-	0.001	-
HCM Control Delay (s)	11.2	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	1	252	2	0	306	7	1	2	0	4	1	3
Future Vol, veh/h	1	252	2	0	306	7	1	2	0	4	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	8	0	0	4	0	0	0	0	0	0	0
Mvmt Flow	1	268	2	0	326	7	1	2	0	4	1	3
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	333	0	0	270	0	0	602	604	269	601	601	329
Stage 1	-	-	-	-	-	-	271	271	-	329	329	-
Stage 2	-	-	-	-	-	-	331	333	-	272	272	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1238	-	-	1305	-	-	414	415	775	415	417	717
Stage 1	-	-	-	-	-	-	739	689	-	688	650	-
Stage 2	-	-	-	-	-	-	687	647	-	738	688	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1238	-	-	1305	-	-	411	415	775	413	417	717
Mov Cap-2 Maneuver	-	-	-	-	-	-	411	415	-	413	417	-
Stage 1	-	-	-	-	-	-	738	688	-	687	650	-
Stage 2	-	-	-	-	-	-	683	647	-	735	687	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			13.8			12.4		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	414	1238	-	-	1305	-	-	492				
HCM Lane V/C Ratio	0.008	0.001	-	-	-	-	-	0.017				
HCM Control Delay (s)	13.8	7.9	0	-	0	-	-	12.4				
HCM Lane LOS	B	A	A	-	A	-	-	B				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1				

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↑	↗	↘	
Traffic Vol, veh/h	1	235	350	2	3	6
Future Vol, veh/h	1	235	350	2	3	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	9	6	0	0	0
Mvmt Flow	1	270	402	2	3	7

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	402	0	402
Stage 1	-	-	402
Stage 2	-	-	272
Critical Hdwy	4.1	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	3.5
Pot Cap-1 Maneuver	1168	-	653
Stage 1	-	-	680
Stage 2	-	-	778
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1168	-	653
Mov Cap-2 Maneuver	-	-	423
Stage 1	-	-	680
Stage 2	-	-	777

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1168	-	-	-	553
HCM Lane V/C Ratio	0.001	-	-	-	0.019
HCM Control Delay (s)	8.1	0	-	-	11.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection

Int Delay, s/veh 0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	246	1	5	305	1	6
Future Vol, veh/h	246	1	5	305	1	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	7	0	0	5	0	0
Mvmt Flow	254	1	5	314	1	6

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	255
Stage 1	-	-	254
Stage 2	-	-	325
Critical Hdwy	-	4.1	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	-	2.2	3.5
Pot Cap-1 Maneuver	-	1322	481
Stage 1	-	-	793
Stage 2	-	-	737
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1322	479
Mov Cap-2 Maneuver	-	-	479
Stage 1	-	-	793
Stage 2	-	-	733

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	723	-	-	1322	-
HCM Lane V/C Ratio	0.01	-	-	0.004	-
HCM Control Delay (s)	10	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection

Int Delay, s/veh 0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	257	0	1	313	0	2
Future Vol, veh/h	257	0	1	313	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	7	0	0	4	0	0
Mvmt Flow	273	0	1	333	0	2

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	273
Stage 1	-	-	273
Stage 2	-	-	335
Critical Hdwy	-	4.1	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	-	2.2	3.5
Pot Cap-1 Maneuver	-	1302	462
Stage 1	-	-	778
Stage 2	-	-	729
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1302	462
Mov Cap-2 Maneuver	-	-	462
Stage 1	-	-	778
Stage 2	-	-	728

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	771	-	-	1302	-
HCM Lane V/C Ratio	0.003	-	-	0.001	-
HCM Control Delay (s)	9.7	-	-	7.8	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection

Int Delay, s/veh 1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↑	↗	↘	
Traffic Vol, veh/h	10	255	350	118	76	11
Future Vol, veh/h	10	255	350	118	76	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	6	4	17	1	0
Mvmt Flow	12	304	417	140	90	13

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	417	0	417
Stage 1	-	-	417
Stage 2	-	-	327
Critical Hdwy	4.1	-	6.2
Critical Hdwy Stg 1	-	-	5.41
Critical Hdwy Stg 2	-	-	5.41
Follow-up Hdwy	2.2	-	3.3
Pot Cap-1 Maneuver	1153	-	640
Stage 1	-	-	667
Stage 2	-	-	733
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1153	-	640
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	667
Stage 2	-	-	723

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	17.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1153	-	-	-	400
HCM Lane V/C Ratio	0.01	-	-	-	0.259
HCM Control Delay (s)	8.2	0	-	-	17.1
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	1

Intersection

Int Delay, s/veh 0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	319	6	4	446	7	2
Future Vol, veh/h	319	6	4	446	7	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	7	0	0	8	0	0
Mvmt Flow	367	7	5	513	8	2

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	374
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1196
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1196
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	17.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	306	-	-	1196	-
HCM Lane V/C Ratio	0.034	-	-	0.004	-
HCM Control Delay (s)	17.2	-	-	8	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	367	0	0	439	0	1	0	0	0	0	0
Future Vol, veh/h	0	367	0	0	439	0	1	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	6	0	0	11	0	0	0	0	0	0	0
Mvmt Flow	0	395	0	0	472	0	1	0	0	0	0	0

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	472	0	0	395
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.1	-	-	4.1
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.2	-	-	2.2
Pot Cap-1 Maneuver	1100	-	-	1175
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1100	-	-	1175
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	18.1	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	275	1100	-	-	1175	-	-	-
HCM Lane V/C Ratio	0.004	-	-	-	-	-	-	-
HCM Control Delay (s)	18.1	0	-	-	0	-	-	0
HCM Lane LOS	C	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	0	349	410	0	0	0
Future Vol, veh/h	0	349	410	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	8	12	0	0	0
Mvmt Flow	0	367	432	0	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	432	0	799
Stage 1	-	-	432
Stage 2	-	-	367
Critical Hdwy	4.1	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	3.5
Pot Cap-1 Maneuver	1138	-	357
Stage 1	-	-	659
Stage 2	-	-	705
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1138	-	357
Mov Cap-2 Maneuver	-	-	357
Stage 1	-	-	659
Stage 2	-	-	705

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1138	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection

Int Delay, s/veh 0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	325	12	24	427	22	11
Future Vol, veh/h	325	12	24	427	22	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	17	13	11	23	0
Mvmt Flow	361	13	27	474	24	12

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	374
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.23
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.317
Pot Cap-1 Maneuver	-	-	1127
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1127
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	16.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	345	-	-	1127	-
HCM Lane V/C Ratio	0.106	-	-	0.024	-
HCM Control Delay (s)	16.7	-	-	8.3	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Intersection

Int Delay, s/veh 0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	345	0	3	481	0	5
Future Vol, veh/h	345	0	3	481	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	3	0	0	6	0	0
Mvmt Flow	397	0	3	553	0	6

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	397
Stage 1	-	-	397
Stage 2	-	-	560
Critical Hdwy	-	4.1	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	-	2.2	3.5
Pot Cap-1 Maneuver	-	1173	288
Stage 1	-	-	683
Stage 2	-	-	576
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1173	287
Mov Cap-2 Maneuver	-	-	287
Stage 1	-	-	683
Stage 2	-	-	574

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	10.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	657	-	-	1173	-
HCM Lane V/C Ratio	0.009	-	-	0.003	-
HCM Control Delay (s)	10.5	-	-	8.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection

Int Delay, s/veh 0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↔	↔	
Traffic Vol, veh/h	359	2	22	508	1	14
Future Vol, veh/h	359	2	22	508	1	14
Conflicting Peds, #/hr	0	0	0	0	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	80	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	7	0	0	9	0	0
Mvmt Flow	386	2	24	546	1	15

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	388
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1182
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1182
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	11.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	589	-	-	1182	-
HCM Lane V/C Ratio	0.027	-	-	0.02	-
HCM Control Delay (s)	11.3	-	-	8.1	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗	↖		↖	
Traffic Vol, veh/h	12	362	520	13	13	9
Future Vol, veh/h	12	362	520	13	13	9
Conflicting Peds, #/hr	0	0	0	0	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	80	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	7	8	0	0	0
Mvmt Flow	13	393	565	14	14	10

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	579	0	993
Stage 1	-	-	572
Stage 2	-	-	421
Critical Hdwy	4.1	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	3.5
Pot Cap-1 Maneuver	1005	-	274
Stage 1	-	-	569
Stage 2	-	-	667
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1004	-	270
Mov Cap-2 Maneuver	-	-	270
Stage 1	-	-	569
Stage 2	-	-	658

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	16.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1004	-	-	-	337
HCM Lane V/C Ratio	0.013	-	-	-	0.071
HCM Control Delay (s)	8.6	-	-	-	16.5
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↘	
Traffic Vol, veh/h	1	397	538	5	6	1
Future Vol, veh/h	1	397	538	5	6	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	6	9	0	0	0
Mvmt Flow	1	432	585	5	7	1

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	590	0	588
Stage 1	-	-	588
Stage 2	-	-	434
Critical Hdwy	4.1	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	3.5
Pot Cap-1 Maneuver	995	-	513
Stage 1	-	-	559
Stage 2	-	-	658
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	995	-	513
Mov Cap-2 Maneuver	-	-	264
Stage 1	-	-	559
Stage 2	-	-	657

Approach	EB	WB	SB
HCM Control Delay, s	0	0	18
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	995	-	-	-	284
HCM Lane V/C Ratio	0.001	-	-	-	0.027
HCM Control Delay (s)	8.6	0	-	-	18
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	1	425	526	3	4	0
Future Vol, veh/h	1	425	526	3	4	0
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	7	11	0	0	0
Mvmt Flow	1	462	572	3	4	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	576	0	1038
Stage 1	-	-	574
Stage 2	-	-	464
Critical Hdwy	4.1	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	3.5
Pot Cap-1 Maneuver	1007	-	258
Stage 1	-	-	567
Stage 2	-	-	637
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1007	-	257
Mov Cap-2 Maneuver	-	-	257
Stage 1	-	-	566
Stage 2	-	-	636

Approach	EB	WB	SB
HCM Control Delay, s	0	0	19.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1007	-	-	-	257
HCM Lane V/C Ratio	0.001	-	-	-	0.017
HCM Control Delay (s)	8.6	0	-	-	19.2
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection

Int Delay, s/veh 0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	415	0	0	489	2	3
Future Vol, veh/h	415	0	0	489	2	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	6	0	0	10	0	0
Mvmt Flow	437	0	0	515	2	3

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	437
Stage 1	-	-	437
Stage 2	-	-	515
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1134
Stage 1	-	-	655
Stage 2	-	-	604
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1134
Mov Cap-2 Maneuver	-	-	290
Stage 1	-	-	655
Stage 2	-	-	604

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	427	-	-	1134	-
HCM Lane V/C Ratio	0.012	-	-	-	-
HCM Control Delay (s)	13.5	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	1	436	514	10	13	1
Future Vol, veh/h	1	436	514	10	13	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	7	10	10	8	0
Mvmt Flow	1	469	553	11	14	1

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	563	0	1029
Stage 1	-	-	558
Stage 2	-	-	471
Critical Hdwy	4.1	-	6.48
Critical Hdwy Stg 1	-	-	5.48
Critical Hdwy Stg 2	-	-	5.48
Follow-up Hdwy	2.2	-	3.572
Pot Cap-1 Maneuver	1019	-	252
Stage 1	-	-	561
Stage 2	-	-	616
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1019	-	252
Mov Cap-2 Maneuver	-	-	252
Stage 1	-	-	561
Stage 2	-	-	615

Approach	EB	WB	SB
HCM Control Delay, s	0	0	19.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1019	-	-	-	262
HCM Lane V/C Ratio	0.001	-	-	-	0.057
HCM Control Delay (s)	8.5	0	-	-	19.6
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection

Int Delay, s/veh 0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	437	1	1	532	1	1
Future Vol, veh/h	437	1	1	532	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	0	0	10	0	0
Mvmt Flow	475	1	1	578	1	1

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	476
Stage 1	-	-	476
Stage 2	-	-	580
Critical Hdwy	-	4.1	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	-	2.2	3.5
Pot Cap-1 Maneuver	-	1097	252
Stage 1	-	-	629
Stage 2	-	-	564
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1097	252
Mov Cap-2 Maneuver	-	-	252
Stage 1	-	-	629
Stage 2	-	-	563

Approach	EB	WB	NB
HCM Control Delay, s	0	0	15.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	354	-	-	1097	-
HCM Lane V/C Ratio	0.006	-	-	0.001	-
HCM Control Delay (s)	15.2	-	-	8.3	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection

Int Delay, s/veh 2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↘	
Traffic Vol, veh/h	4	418	526	143	89	3
Future Vol, veh/h	4	418	526	143	89	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	4	2	1	0	0
Mvmt Flow	4	449	566	154	96	3

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	719	0	1100
Stage 1	-	-	642
Stage 2	-	-	458
Critical Hdwy	4.1	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	3.5
Pot Cap-1 Maneuver	892	-	237
Stage 1	-	-	528
Stage 2	-	-	641
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	892	-	236
Mov Cap-2 Maneuver	-	-	236
Stage 1	-	-	528
Stage 2	-	-	637

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	30.1
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	892	-	-	-	240
HCM Lane V/C Ratio	0.005	-	-	-	0.412
HCM Control Delay (s)	9.1	0	-	-	30.1
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	1.9

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↘	
Traffic Vol, veh/h	2	517	626	12	10	1
Future Vol, veh/h	2	517	626	12	10	1
Conflicting Peds, #/hr	3	0	0	3	0	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	3	6	0	0	0
Mvmt Flow	2	581	703	13	11	1

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	720	0	1298
Stage 1	-	-	713
Stage 2	-	-	585
Critical Hdwy	4.1	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	3.5
Pot Cap-1 Maneuver	891	-	180
Stage 1	-	-	489
Stage 2	-	-	561
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	889	-	178
Mov Cap-2 Maneuver	-	-	178
Stage 1	-	-	488
Stage 2	-	-	558

Approach	EB	WB	SB
HCM Control Delay, s	0	0	25.5
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	889	-	-	-	188
HCM Lane V/C Ratio	0.003	-	-	-	0.066
HCM Control Delay (s)	9.1	0	-	-	25.5
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	512	2	2	642	3	0	0	7	3	0	0
Future Vol, veh/h	0	512	2	2	642	3	0	0	7	3	0	0
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	7	0	0	9	33	0	0	0	0	0	0
Mvmt Flow	0	539	2	2	676	3	0	0	7	3	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	680	0	0	541	0	0	1222	1224	540	1227	1224	678
Stage 1	-	-	-	-	-	-	540	540	-	683	683	-
Stage 2	-	-	-	-	-	-	682	684	-	544	541	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	922	-	-	1038	-	-	158	181	546	157	181	456
Stage 1	-	-	-	-	-	-	530	524	-	442	452	-
Stage 2	-	-	-	-	-	-	443	452	-	527	524	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	922	-	-	1038	-	-	158	180	546	154	180	456
Mov Cap-2 Maneuver	-	-	-	-	-	-	158	180	-	154	180	-
Stage 1	-	-	-	-	-	-	530	524	-	442	450	-
Stage 2	-	-	-	-	-	-	442	450	-	520	524	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	11.7	28.9
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	546	922	-	-	1038	-	-	154
HCM Lane V/C Ratio	0.013	-	-	-	0.002	-	-	0.021
HCM Control Delay (s)	11.7	0	-	-	8.5	0	-	28.9
HCM Lane LOS	B	A	-	-	A	A	-	D
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection

Int Delay, s/veh 2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↑	↑			↔			↔	
Traffic Vol, veh/h	0	505	7	95	658	2	15	1	60	2	1	1
Future Vol, veh/h	0	505	7	95	658	2	15	1	60	2	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	4	0	0	4	0	13	0	0	0	0	0
Mvmt Flow	0	555	8	104	723	2	16	1	66	2	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	725	0	0	563	0	0	1493	1493	559	1525	1496	724
Stage 1	-	-	-	-	-	-	559	559	-	933	933	-
Stage 2	-	-	-	-	-	-	934	934	-	592	563	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.23	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.23	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.23	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.617	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	887	-	-	1019	-	-	96	124	532	97	124	429
Stage 1	-	-	-	-	-	-	494	514	-	322	348	-
Stage 2	-	-	-	-	-	-	305	347	-	496	512	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	887	-	-	1019	-	-	88	111	532	78	111	429
Mov Cap-2 Maneuver	-	-	-	-	-	-	88	111	-	78	111	-
Stage 1	-	-	-	-	-	-	494	514	-	322	312	-
Stage 2	-	-	-	-	-	-	272	312	-	434	512	-

Approach	EB		WB		NB		SB
HCM Control Delay, s	0		1.1		25.3		39.7
HCM LOS					D		E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	260	887	-	-	1019	-	-	108
HCM Lane V/C Ratio	0.321	-	-	-	0.102	-	-	0.041
HCM Control Delay (s)	25.3	0	-	-	8.9	-	-	39.7
HCM Lane LOS	D	A	-	-	A	-	-	E
HCM 95th %tile Q(veh)	1.3	0	-	-	0.3	-	-	0.1

Intersection

Int Delay, s/veh 0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↖	↗	↖	
Traffic Vol, veh/h	519	1	1	711	0	2
Future Vol, veh/h	519	1	1	711	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	125	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	0	0	8	0	0
Mvmt Flow	546	1	1	748	0	2

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	547
Stage 1	-	-	547
Stage 2	-	-	751
Critical Hdwy	-	4.1	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	-	2.2	3.5
Pot Cap-1 Maneuver	-	1033	180
Stage 1	-	-	584
Stage 2	-	-	470
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1033	180
Mov Cap-2 Maneuver	-	-	180
Stage 1	-	-	584
Stage 2	-	-	470

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	541	-	-	1033	-
HCM Lane V/C Ratio	0.004	-	-	0.001	-
HCM Control Delay (s)	11.7	-	-	8.5	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	0	577	2	10	752	2	4	0	5	8	0	3
Future Vol, veh/h	0	577	2	10	752	2	4	0	5	8	0	3
Conflicting Peds, #/hr	1	0	3	3	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	215	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	5	0	0	8	0	0	0	0	0	0	0
Mvmt Flow	0	634	2	11	826	2	4	0	5	9	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	830	0	0	639	0	0	1489	1490	638	1488	1489	828
Stage 1	-	-	-	-	-	-	638	638	-	850	850	-
Stage 2	-	-	-	-	-	-	851	852	-	638	639	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	811	-	-	955	-	-	103	125	480	103	125	374
Stage 1	-	-	-	-	-	-	468	474	-	358	380	-
Stage 2	-	-	-	-	-	-	358	379	-	468	474	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	811	-	-	955	-	-	101	123	479	101	123	374
Mov Cap-2 Maneuver	-	-	-	-	-	-	101	123	-	101	123	-
Stage 1	-	-	-	-	-	-	467	473	-	358	375	-
Stage 2	-	-	-	-	-	-	351	374	-	463	473	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	26.2	36.6
HCM LOS			D	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	180	811	-	-	955	-	-	126
HCM Lane V/C Ratio	0.055	-	-	-	0.012	-	-	0.096
HCM Control Delay (s)	26.2	0	-	-	8.8	-	-	36.6
HCM Lane LOS	D	A	-	-	A	-	-	E
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.3

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	600	0	0	730	20	0	0	1	9	0	16
Future Vol, veh/h	4	600	0	0	730	20	0	0	1	9	0	16
Conflicting Peds, #/hr	2	0	2	2	0	2	0	0	3	3	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	4	0	0	5	5	0	0	0	0	0	6
Mvmt Flow	4	652	0	0	793	22	0	0	1	10	0	17

Major/Minor	Major1	Major2	Minor1	Minor2								
Conflicting Flow All	817	0	0	654	0	0	1476	1480	657	1470	1469	806
Stage 1	-	-	-	-	-	-	663	663	-	806	806	-
Stage 2	-	-	-	-	-	-	813	817	-	664	663	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.354
Pot Cap-1 Maneuver	820	-	-	943	-	-	105	127	468	106	129	376
Stage 1	-	-	-	-	-	-	454	462	-	379	398	-
Stage 2	-	-	-	-	-	-	375	393	-	453	462	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	820	-	-	940	-	-	99	126	466	105	127	375
Mov Cap-2 Maneuver	-	-	-	-	-	-	99	126	-	105	127	-
Stage 1	-	-	-	-	-	-	450	457	-	375	397	-
Stage 2	-	-	-	-	-	-	358	392	-	447	457	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	12.7	26.4
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	466	820	-	-	940	-	-	195
HCM Lane V/C Ratio	0.002	0.005	-	-	-	-	-	0.139
HCM Control Delay (s)	12.7	9.4	0	-	0	-	-	26.4
HCM Lane LOS	B	A	A	-	A	-	-	D
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.5

Intersection

Int Delay, s/veh 3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	29	524	26	8	694	13	27	10	3	10	6	52
Future Vol, veh/h	29	524	26	8	694	13	27	10	3	10	6	52
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	210	-	-	135	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	2	0	0	4	8	0	0	0	0	0	0
Mvmt Flow	31	563	28	9	746	14	29	11	3	11	6	56

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	760	0	0	591	0	0	1442	1417	577	1417	1424	753
Stage 1	-	-	-	-	-	-	640	640	-	770	770	-
Stage 2	-	-	-	-	-	-	802	777	-	647	654	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	861	-	-	995	-	-	111	138	520	116	137	413
Stage 1	-	-	-	-	-	-	467	473	-	396	413	-
Stage 2	-	-	-	-	-	-	381	410	-	463	466	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	861	-	-	995	-	-	89	132	520	104	131	413
Mov Cap-2 Maneuver	-	-	-	-	-	-	89	132	-	104	131	-
Stage 1	-	-	-	-	-	-	450	456	-	382	409	-
Stage 2	-	-	-	-	-	-	321	406	-	433	449	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.1	62.1	24.8
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	104	861	-	-	995	-	-	254
HCM Lane V/C Ratio	0.414	0.036	-	-	0.009	-	-	0.288
HCM Control Delay (s)	62.1	9.3	-	-	8.7	-	-	24.8
HCM Lane LOS	F	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	1.7	0.1	-	-	0	-	-	1.2

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	574	0	1	684	0	3	0	2	0	0	0
Future Vol, veh/h	0	574	0	1	684	0	3	0	2	0	0	0
Conflicting Peds, #/hr	4	0	2	2	0	4	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	6	0	0	7	0	0	0	0	0	0	0
Mvmt Flow	0	624	0	1	743	0	3	0	2	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	747	0	0	626	0	0	1372	1376	626	1375	1376	747
Stage 1	-	-	-	-	-	-	626	626	-	750	750	-
Stage 2	-	-	-	-	-	-	746	750	-	625	626	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	870	-	-	965	-	-	124	146	488	124	146	416
Stage 1	-	-	-	-	-	-	475	480	-	407	422	-
Stage 2	-	-	-	-	-	-	409	422	-	476	480	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	870	-	-	965	-	-	124	145	487	123	145	414
Mov Cap-2 Maneuver	-	-	-	-	-	-	124	145	-	123	145	-
Stage 1	-	-	-	-	-	-	474	479	-	405	420	-
Stage 2	-	-	-	-	-	-	408	420	-	474	479	-

Approach	EB		WB		NB		SB
HCM Control Delay, s	0		0		26		0
HCM LOS					D		A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	177	870	-	-	965	-	-	-
HCM Lane V/C Ratio	0.031	-	-	-	0.001	-	-	-
HCM Control Delay (s)	26	0	-	-	8.7	0	-	0
HCM Lane LOS	D	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↑	↗	↘	
Traffic Vol, veh/h	3	582	677	4	6	4
Future Vol, veh/h	3	582	677	4	6	4
Conflicting Peds, #/hr	2	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	3	6	0	0	0
Mvmt Flow	3	640	744	4	7	4






















Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	746	0	1392
Stage 1	-	-	746
Stage 2	-	-	646
Critical Hdwy	4.1	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	3.5
Pot Cap-1 Maneuver	871	-	158
Stage 1	-	-	472
Stage 2	-	-	526
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	871	-	157
Mov Cap-2 Maneuver	-	-	157
Stage 1	-	-	471
Stage 2	-	-	522

Approach	EB	WB	SB
HCM Control Delay, s	0	0	23.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	871	-	-	-	209
HCM Lane V/C Ratio	0.004	-	-	-	0.053
HCM Control Delay (s)	9.1	0	-	-	23.2
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2

HCM 2010 Signalized Intersection Summary
42: CR 33 / Putnam St & SR 50

2017 PM
04/27/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	548	24	25	665	199	30	14	19	195	18	6
Future Volume (veh/h)	5	548	24	25	665	199	30	14	19	195	18	6
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1864	1900	1900	1810	1827	1900	1858	1900	1900	1811	1900
Adj Flow Rate, veh/h	6	609	27	28	739	0	33	16	21	217	20	7
Adj No. of Lanes	1	2	0	1	2	1	0	1	1	0	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	2	2	0	5	4	7	7	0	0	0	0
Cap, veh/h	284	1368	61	330	1362	615	109	53	146	284	26	9
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.00	0.09	0.09	0.09	0.19	0.19	0.19
Sat Flow, veh/h	730	3455	153	803	3438	1553	1210	587	1615	1534	141	49
Grp Volume(v), veh/h	6	312	324	28	739	0	49	0	21	244	0	0
Grp Sat Flow(s),veh/h/ln	730	1771	1837	803	1719	1553	1797	0	1615	1725	0	0
Q Serve(g_s), s	0.4	8.1	8.1	1.7	10.3	0.0	1.6	0.0	0.7	8.4	0.0	0.0
Cycle Q Clear(g_c), s	10.7	8.1	8.1	9.7	10.3	0.0	1.6	0.0	0.7	8.4	0.0	0.0
Prop In Lane	1.00		0.08	1.00		1.00	0.67		1.00	0.89		0.03
Lane Grp Cap(c), veh/h	284	701	727	330	1362	615	162	0	146	319	0	0
V/C Ratio(X)	0.02	0.44	0.45	0.08	0.54	0.00	0.30	0.00	0.14	0.76	0.00	0.00
Avail Cap(c_a), veh/h	499	1224	1269	567	2376	1073	865	0	777	830	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.6	13.8	13.8	17.4	14.5	0.0	26.5	0.0	26.2	24.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.4	0.1	0.3	0.0	1.0	0.0	0.4	3.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	4.0	4.1	0.4	4.9	0.0	0.8	0.0	0.4	4.3	0.0	0.0
LnGrp Delay(d),s/veh	18.6	14.2	14.2	17.5	14.8	0.0	27.6	0.0	26.6	27.9	0.0	0.0
LnGrp LOS	B	B	B	B	B		C		C	C		
Approach Vol, veh/h		642			767			70			244	
Approach Delay, s/veh		14.3			14.9			27.3			27.9	
Approach LOS		B			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		12.5		31.6		18.2		31.6				
Change Period (Y+Rc), s		6.9		* 6.9		6.7		6.9				
Max Green Setting (Gmax), s		30.0		* 43		30.0		43.1				
Max Q Clear Time (g_c+I1), s		3.6		12.7		10.4		12.3				
Green Ext Time (p_c), s		0.3		11.6		1.3		11.6				
Intersection Summary												
HCM 2010 Ctrl Delay				17.0								
HCM 2010 LOS				B								
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection

Int Delay, s/veh 0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑		↑
Traffic Vol, veh/h	756	6	2	677	0	4
Future Vol, veh/h	756	6	2	677	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	185	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	6	0	0	7	0	0
Mvmt Flow	822	7	2	736	0	4

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	828	414
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	4.1	6.9
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	2.2	3.3
Pot Cap-1 Maneuver	-	812	593
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	812	593
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	593	-	-	812	-
HCM Lane V/C Ratio	0.007	-	-	0.003	-
HCM Control Delay (s)	11.1	-	-	9.4	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

APPENDIX F – EXISTING (2017) SEGMENT REPORTS

Existing (2017) Segment Analysis - Input Summary

Segment	Limits	Directional Volumes ¹				% Trucks ²		PHF ³		Length ⁴	Lane Width ⁵	Shoulder Width ⁵	No Passing Zones ⁴			
		AM		PM		AM	PM	AM	PM				EB		WB	
		EB	WB	EB	WB								Length (mi)	Percent	Length (mi)	Percent
1	SR 50, SR 35/US 301 to CR 757	250	210	220	270	21	15	0.94	0.88	7.1	12	4	1.6	22%	1.7	24%
2	SR 50, CR 757 to CR 469	260	240	250	280	24	17	0.97	0.98	8.2	12	5	2.9	35%	3.3	41%
3	SR 50, CR 469 to Tuscanooga Road	530	330	370	450	24	17	0.89	0.98	3.7	12	4	3.2	85%	3.0	82%
4	SR 50, Tuscanooga Road to CR 33/Bluff Lake Road	720	410	500	650	15	9	0.92	0.97	0.9	12	4	0.9	100%	0.9	100%

Source:

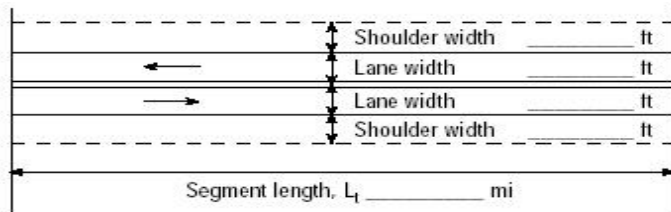
1 Obtained from taking an average of 2017 seasonally adjusted traffic counts located within the segment

2 Heavy vehicle percentages are based upon a combination of FDOT counts and vehicle classification data collected as part of the Multimodal Corridor Planning Study that immediately preceded the PD&E Study

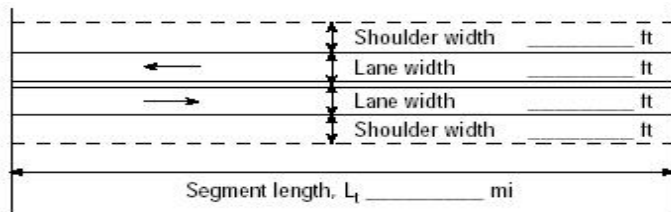
3 Calculated for the system peak hour, using an average of traffic counts located within the segment

4 Google Earth

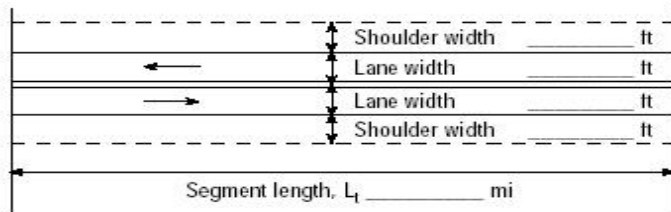

5 FDOT SLD with field verification

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	
Analyst	JXP	Highway / Direction of Travel	SR 50 - EB
Agency or Company	KAI	From/To	US 301 to CR 757
Date Performed	3/1/17	Jurisdiction	District 5/7
Analysis Time Period	AM Peak Hour (7:00 - 8:00 AM)	Analysis Year	2017
Project Description: West SR 50 PD&E Study			
Input Data			
		<input checked="" type="checkbox"/> Class I highway <input type="checkbox"/> Class II highway <input type="checkbox"/> Class III highway Terrain <input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling Grade Length mi Up/down Peak-hour factor, PHF 0.94 No-passing zone 22% % Trucks and Buses, P _T 21 % % Recreational vehicles, P _R 0% Access points mi 3/mi	
Analysis direction vol., V _d	250veh/h		
Opposing direction vol., V _o	210veh/h		
Shoulder width ft	4.0		
Lane Width ft	12.0		
Segment Length mi	7.1		
Average Travel Speed			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-11 or 15-12)	1.4	1.5	
Passenger-car equivalents for RVs, E _R (Exhibit 15-11 or 15-13)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV,ATS} =1/ (1+ P _T (E _T -1)+P _R (E _R -1))	0.923	0.905	
Grade adjustment factor ¹ , f _{g,ATS} (Exhibit 15-9)	1.00	1.00	
Demand flow rate ² , v _i (pc/h) v _i =V _i / (PHF* f _{g,ATS} * f _{HV,ATS})	288	247	
Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample ³ , S _{FM}	Base free-flow speed ⁴ , BFFS 70.0 mi/h		
Total demand flow rate, both directions, v	Adj. for lane and shoulder width, ⁴ f _{LS} (Exhibit 15-7) 1.3 mi/h		
Free-flow speed, FFS=S _{FM} +0.00776(v/ f _{HV,ATS})	Adj. for access points ⁴ , f _A (Exhibit 15-8) 0.8 mi/h		
Adj. for no-passing zones, f _{np,ATS} (Exhibit 15-15) 2.2 mi/h	Free-flow speed, FFS (FFS=BFFS-f _{LS} -f _A) 67.9 mi/h		
	Average travel speed, ATS _d =FFS-0.00776(v _{d,ATS} + V _{o,ATS}) - f _{np,ATS} 61.6 mi/h		
	Percent free flow speed, PFFS 90.7 %		
Percent Time-Spent-Following			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-18 or 15-19)	1.1	1.1	
Passenger-car equivalents for RVs, E _R (Exhibit 15-18 or 15-19)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV} =1/ (1+ P _T (E _T -1)+P _R (E _R -1))	0.979	0.979	
Grade adjustment factor ¹ , f _{g,PTSF} (Exhibit 15-16 or Ex 15-17)	1.00	1.00	
Directional flow rate ² , v _i (pc/h) v _i =V _i / (PHF* f _{HV,PTSF} * f _{g,PTSF})	272	228	
Base percent time-spent-following ⁴ , BPTSF _d (%)=100(1-e ^{-av_d})	28.6		
Adj. for no-passing zone, f _{np,PTSF} (Exhibit 15-21)	39.2		
Percent time-spent-following, PTSF _d (%)=BPTSF _d +f _{np,PTSF} *(v _{d,PTSF} / v _{d,PTSF} + V _{o,PTSF})	49.9		
Level of Service and Other Performance Measures			
Level of service, LOS (Exhibit 15-3)	B		
Volume to capacity ratio, v/c	0.53		

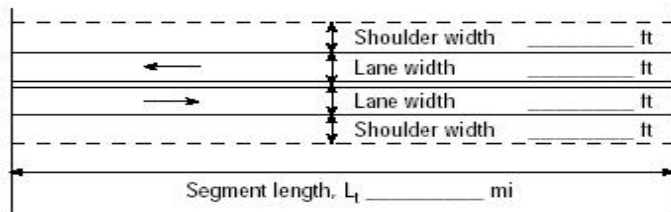

Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	90.7
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	266.0
Effective width, W_v (Eq. 15-29) ft	16.00
Effective speed factor, S_t (Eq. 15-30)	4.94
Bicycle level of service score, BLOS (Eq. 15-31)	12.38
Bicycle level of service (Exhibit 15-4)	F
Notes	
<p>1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.</p> <p>2. If $v_i(v_d \text{ or } v_o) \geq 1,700$ pc/h, terminate analysis--the LOS is F.</p> <p>3. For the analysis direction only and for $v > 200$ veh/h.</p> <p>4. For the analysis direction only</p> <p>5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.</p> <p>6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.</p>	

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	
Analyst	JXP	Highway / Direction of Travel	SR 50 - WB
Agency or Company	KAI	From/To	CR 757 to US 301
Date Performed	3/1/17	Jurisdiction	District 5/7
Analysis Time Period	AM Peak Hour (7:00 - 8:00 AM)	Analysis Year	2017
Project Description: <i>West SR 50 PD&E Study</i>			
Input Data			
		<input checked="" type="checkbox"/> Class I highway <input type="checkbox"/> Class II highway <input type="checkbox"/> Class III highway Terrain <input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling Grade Length mi Up/down Peak-hour factor, PHF 0.94 No-passing zone 24% % Trucks and Buses, P _T 21 % % Recreational vehicles, P _R 0% Access points <i>mi</i> 3/mi	
Analysis direction vol., V _d	210veh/h		
Opposing direction vol., V _o	250veh/h		
Shoulder width ft	4.0		
Lane Width ft	12.0		
Segment Length mi	7.1		
Average Travel Speed			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-11 or 15-12)	1.5	1.4	
Passenger-car equivalents for RVs, E _R (Exhibit 15-11 or 15-13)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV,ATS} =1/(1+P _T (E _T -1)+P _R (E _R -1))	0.905	0.923	
Grade adjustment factor ¹ , f _{g,ATS} (Exhibit 15-9)	1.00	1.00	
Demand flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{g,ATS} *f _{HV,ATS})	247	288	
Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample ³ , S _{FM}	Base free-flow speed ⁴ , BFFS 70.0 mi/h		
Total demand flow rate, both directions, v	Adj. for lane and shoulder width, ⁴ f _{LS} (Exhibit 15-7) 1.3 mi/h		
Free-flow speed, FFS=S _{FM} +0.00776(v/f _{HV,ATS})	Adj. for access points ⁴ , f _A (Exhibit 15-8) 0.8 mi/h		
Adj. for no-passing zones, f _{np,ATS} (Exhibit 15-15) 2.1 mi/h	Free-flow speed, FFS (FFS=BFFS-f _{LS} -f _A) 67.9 mi/h		
	Average travel speed, ATS _d =FFS-0.00776(v _{d,ATS} + V _{o,ATS}) - f _{np,ATS} 61.7 mi/h		
	Percent free flow speed, PFFS 90.8 %		
Percent Time-Spent-Following			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-18 or 15-19)	1.1	1.1	
Passenger-car equivalents for RVs, E _R (Exhibit 15-18 or 15-19)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV} =1/(1+P _T (E _T -1)+P _R (E _R -1))	0.979	0.979	
Grade adjustment factor ¹ , f _{g,PTSF} (Exhibit 15-16 or Ex 15-17)	1.00	1.00	
Directional flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{HV,PTSF} *f _{g,PTSF})	228	272	
Base percent time-spent-following ⁴ , BPTSF _d (%)=100(1-e ^{-av_d})	26.2		
Adj. for no-passing zone, f _{np,PTSF} (Exhibit 15-21)	40.2		
Percent time-spent-following, PTSF _d (%)=BPTSF _d +f _{np,PTSF} *(v _{d,PTSF} /v _{d,PTSF} +V _{o,PTSF})	44.5		
Level of Service and Other Performance Measures			
Level of service, LOS (Exhibit 15-3)	B		
Volume to capacity ratio, v/c	0.53		

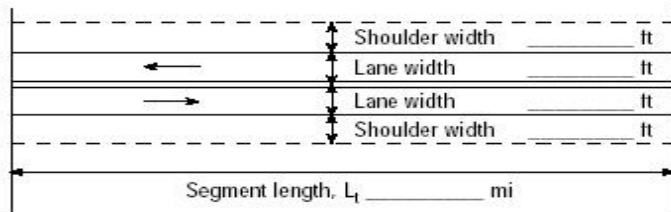
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	90.8
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	223.4
Effective width, W_v (Eq. 15-29) ft	16.00
Effective speed factor, S_t (Eq. 15-30)	4.94
Bicycle level of service score, BLOS (Eq. 15-31)	12.29
Bicycle level of service (Exhibit 15-4)	F
Notes	
<p>1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.</p> <p>2. If $v_i(v_d \text{ or } v_o) \geq 1,700$ pc/h, terminate analysis--the LOS is F.</p> <p>3. For the analysis direction only and for $v > 200$ veh/h.</p> <p>4. For the analysis direction only</p> <p>5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.</p> <p>6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.</p>	

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	
Analyst	JXP	Highway / Direction of Travel	SR 50 - EB
Agency or Company	Kittelson & Associates, Inc.	From/To	US 301 to CR 757
Date Performed	3/1/17	Jurisdiction	District 5/7
Analysis Time Period	PM Peak Hour (4:45 - 5:45 PM)	Analysis Year	2017
Project Description: West SR 50 PD&E Study			
Input Data			
		<input checked="" type="checkbox"/> Class I highway <input type="checkbox"/> Class II highway <input type="checkbox"/> Class III highway Terrain <input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling Grade Length mi Up/down Peak-hour factor, PHF 0.88 No-passing zone 22% % Trucks and Buses, P _T 15 % % Recreational vehicles, P _R 0% Access points <i>mi</i> 3/mi	
Analysis direction vol., V _d	220veh/h	 Show North Arrow	
Opposing direction vol., V _o	270veh/h		
Shoulder width ft	4.0		
Lane Width ft	12.0		
Segment Length mi	7.1		
Average Travel Speed			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-11 or 15-12)	1.4	1.4	
Passenger-car equivalents for RVs, E _R (Exhibit 15-11 or 15-13)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV,ATS} =1/(1+P _T (E _T -1)+P _R (E _R -1))	0.943	0.943	
Grade adjustment factor ¹ , f _{g,ATS} (Exhibit 15-9)	1.00	1.00	
Demand flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{g,ATS} *f _{HV,ATS})	265	325	
Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample ³ , S _{FM}	Base free-flow speed ⁴ , BFFS 70.0 mi/h		
Total demand flow rate, both directions, v	Adj. for lane and shoulder width, ⁴ f _{LS} (Exhibit 15-7) 1.3 mi/h		
Free-flow speed, FFS=S _{FM} +0.00776(v/f _{HV,ATS})	Adj. for access points ⁴ , f _A (Exhibit 15-8) 0.8 mi/h		
Adj. for no-passing zones, f _{np,ATS} (Exhibit 15-15) 1.9 mi/h	Free-flow speed, FFS (FFS=BFFS-f _{LS} -f _A) 67.9 mi/h		
	Average travel speed, ATS _d =FFS-0.00776(v _{d,ATS} + V _{o,ATS}) - f _{np,ATS} 61.5 mi/h		
	Percent free flow speed, PFFS 90.5 %		
Percent Time-Spent-Following			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-18 or 15-19)	1.1	1.1	
Passenger-car equivalents for RVs, E _R (Exhibit 15-18 or 15-19)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV} =1/(1+P _T (E _T -1)+P _R (E _R -1))	0.985	0.985	
Grade adjustment factor ¹ , f _{g,PTSF} (Exhibit 15-16 or Ex 15-17)	1.00	1.00	
Directional flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{HV,PTSF} *f _{g,PTSF})	254	311	
Base percent time-spent-following ⁴ , BPTSF _d (%)=100(1-e ^{-av_d})	28.6		
Adj. for no-passing zone, f _{np,PTSF} (Exhibit 15-21)	38.6		
Percent time-spent-following, PTSF _d (%)=BPTSF _d +f _{np,PTSF} *(v _{d,PTSF} /v _{d,PTSF} +V _{o,PTSF})	46.0		
Level of Service and Other Performance Measures			
Level of service, LOS (Exhibit 15-3)	B		
Volume to capacity ratio, v/c	0.53		

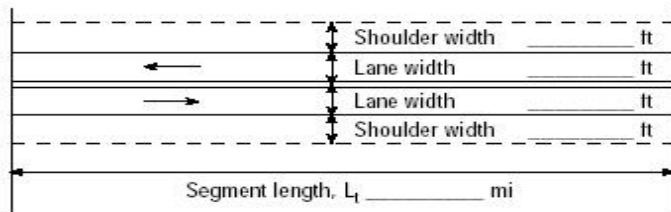
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	90.5
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	250.0
Effective width, W_v (Eq. 15-29) ft	16.00
Effective speed factor, S_t (Eq. 15-30)	4.94
Bicycle level of service score, BLOS (Eq. 15-31)	8.82
Bicycle level of service (Exhibit 15-4)	F
Notes	
<p>1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.</p> <p>2. If $v_i(v_d \text{ or } v_o) \geq 1,700$ pc/h, terminate analysis--the LOS is F.</p> <p>3. For the analysis direction only and for $v > 200$ veh/h.</p> <p>4. For the analysis direction only</p> <p>5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.</p> <p>6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.</p>	

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	
Analyst	JXP	Highway / Direction of Travel	SR 50 - WB
Agency or Company	Kittelson & Associates, Inc.	From/To	CR 757 to US 301
Date Performed	3/1/17	Jurisdiction	District 5/7
Analysis Time Period	PM Peak Hour (4:45 - 5:45 PM)	Analysis Year	2017
Project Description: West SR 50 PD&E Study			
Input Data			
		<input checked="" type="checkbox"/> Class I highway <input type="checkbox"/> Class II highway <input type="checkbox"/> Class III highway Terrain <input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling Grade Length mi Up/down Peak-hour factor, PHF 0.88 No-passing zone 24% % Trucks and Buses, P _T 15 % % Recreational vehicles, P _R 0% Access points mi 3/mi	
Analysis direction vol., V _d	270veh/h	 Show North Arrow	
Opposing direction vol., V _o	220veh/h		
Shoulder width ft	4.0		
Lane Width ft	12.0		
Segment Length mi	7.1		
Average Travel Speed			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-11 or 15-12)	1.4	1.4	
Passenger-car equivalents for RVs, E _R (Exhibit 15-11 or 15-13)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV,ATS} =1/(1+ P _T (E _T -1)+P _R (E _R -1))	0.943	0.943	
Grade adjustment factor ¹ , f _{g,ATS} (Exhibit 15-9)	1.00	1.00	
Demand flow rate ² , v _i (pc/h) v _i =V _i /(PHF* f _{g,ATS} * f _{HV,ATS})	325	265	
Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample ³ , S _{FM}		Base free-flow speed ⁴ , BFFS	70.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width, ⁴ f _{LS} (Exhibit 15-7)	1.3 mi/h
Free-flow speed, FFS=S _{FM} +0.00776(v/ f _{HV,ATS})		Adj. for access points ⁴ , f _A (Exhibit 15-8)	0.8 mi/h
Adj. for no-passing zones, f _{np,ATS} (Exhibit 15-15)	2.2 mi/h	Free-flow speed, FFS (FFS=BFFS-f _{LS} -f _A)	67.9 mi/h
		Average travel speed, ATS _d =FFS-0.00776(v _{d,ATS} + V _{o,ATS}) - f _{np,ATS}	61.2 mi/h
		Percent free flow speed, PFFS	90.0 %
Percent Time-Spent-Following			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-18 or 15-19)	1.1	1.1	
Passenger-car equivalents for RVs, E _R (Exhibit 15-18 or 15-19)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV} =1/(1+ P _T (E _T -1)+P _R (E _R -1))	0.985	0.985	
Grade adjustment factor ¹ , f _{g,PTSF} (Exhibit 15-16 or Ex 15-17)	1.00	1.00	
Directional flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{HV,PTSF} * f _{g,PTSF})	311	254	
Base percent time-spent-following ⁴ , BPTSF _d (%)=100(1-e ^{-av_d})		32.7	
Adj. for no-passing zone, f _{np,PTSF} (Exhibit 15-21)		39.5	
Percent time-spent-following, PTSF _d (%)=BPTSF _d +f _{np,PTSF} *(v _{d,PTSF} / v _{d,PTSF} + V _{o,PTSF})		54.4	
Level of Service and Other Performance Measures			
Level of service, LOS (Exhibit 15-3)	C		
Volume to capacity ratio, v/c	0.53		

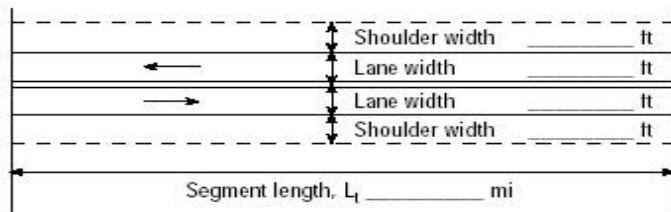
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	90.0
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	306.8
Effective width, W_v (Eq. 15-29) ft	16.00
Effective speed factor, S_t (Eq. 15-30)	4.94
Bicycle level of service score, BLOS (Eq. 15-31)	8.90
Bicycle level of service (Exhibit 15-4)	F
Notes	
<p>1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.</p> <p>2. If $v_i(v_d \text{ or } v_o) \geq 1,700$ pc/h, terminate analysis--the LOS is F.</p> <p>3. For the analysis direction only and for $v > 200$ veh/h.</p> <p>4. For the analysis direction only</p> <p>5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.</p> <p>6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.</p>	

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	
Analyst	JXP	Highway / Direction of Travel	SR 50 - EB
Agency or Company	KAI	From/To	CR 757 to CR 469
Date Performed	3/2/17	Jurisdiction	District 5
Analysis Time Period	AM Peak Hour (7:00 - 8:00 AM)	Analysis Year	2017
Project Description: West SR 50 PD&E Study			
Input Data			
		<input checked="" type="checkbox"/> Class I highway <input type="checkbox"/> Class II highway <input type="checkbox"/> Class III highway Terrain <input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling Grade Length mi Up/down Peak-hour factor, PHF 0.97 No-passing zone 35% % Trucks and Buses, P _T 24 % % Recreational vehicles, P _R 0% Access points mi 7/mi	
Analysis direction vol., V _d	260veh/h		
Opposing direction vol., V _o	240veh/h		
Shoulder width ft	5.0		
Lane Width ft	12.0		
Segment Length mi	8.2		
Average Travel Speed			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-11 or 15-12)	1.4	1.5	
Passenger-car equivalents for RVs, E _R (Exhibit 15-11 or 15-13)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV,ATS} =1/(1+P _T (E _T -1)+P _R (E _R -1))	0.912	0.893	
Grade adjustment factor ¹ , f _{g,ATS} (Exhibit 15-9)	1.00	1.00	
Demand flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{g,ATS} *f _{HV,ATS})	294	277	
Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample ³ , S _{FM}	Base free-flow speed ⁴ , BFFS 65.0 mi/h		
Total demand flow rate, both directions, v	Adj. for lane and shoulder width, ⁴ f _{LS} (Exhibit 15-7) 1.3 mi/h		
Free-flow speed, FFS=S _{FM} +0.00776(v/f _{HV,ATS})	Adj. for access points ⁴ , f _A (Exhibit 15-8) 1.8 mi/h		
Adj. for no-passing zones, f _{np,ATS} (Exhibit 15-15) 2.5 mi/h	Free-flow speed, FFS (FFS=BFFS*f _{LS} *f _A) 62.0 mi/h		
	Average travel speed, ATS _d =FFS-0.00776(v _{d,ATS} + V _{o,ATS}) - f _{np,ATS} 55.0 mi/h		
	Percent free flow speed, PFFS 88.9 %		
Percent Time-Spent-Following			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-18 or 15-19)	1.1	1.1	
Passenger-car equivalents for RVs, E _R (Exhibit 15-18 or 15-19)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV} =1/(1+P _T (E _T -1)+P _R (E _R -1))	0.977	0.977	
Grade adjustment factor ¹ , f _{g,PTSF} (Exhibit 15-16 or Ex 15-17)	1.00	1.00	
Directional flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{HV,PTSF} *f _{g,PTSF})	274	253	
Base percent time-spent-following ⁴ , BPTSF _d (%)=100(1-e ^{-av_d})	29.5		
Adj. for no-passing zone, f _{np,PTSF} (Exhibit 15-21)	46.4		
Percent time-spent-following, PTSF _d (%)=BPTSF _d +f _{np,PTSF} *(v _{d,PTSF} /v _{d,PTSF} +V _{o,PTSF})	53.6		
Level of Service and Other Performance Measures			
Level of service, LOS (Exhibit 15-3)	C		
Volume to capacity ratio, v/c	0.53		

Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	88.9
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	268.0
Effective width, W_v (Eq. 15-29) ft	22.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	12.93
Bicycle level of service (Exhibit 15-4)	F
Notes	
<p>1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.</p> <p>2. If $v_i(v_d \text{ or } v_o) \geq 1,700$ pc/h, terminate analysis--the LOS is F.</p> <p>3. For the analysis direction only and for $v > 200$ veh/h.</p> <p>4. For the analysis direction only</p> <p>5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.</p> <p>6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.</p>	

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	
Analyst	JXP	Highway / Direction of Travel	SR 50 - WB
Agency or Company	KAI	From/To	CR 469 to CR 757
Date Performed	3/2/17	Jurisdiction	District 5
Analysis Time Period	AM Peak Hour (7:00 - 8:00 AM)	Analysis Year	2017
Project Description: West SR 50 PD&E Study			
Input Data			
		<input checked="" type="checkbox"/> Class I highway <input type="checkbox"/> Class II highway <input type="checkbox"/> Class III highway Terrain <input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling Grade Length mi Up/down Peak-hour factor, PHF 0.97 No-passing zone 41% % Trucks and Buses, P _T 24 % % Recreational vehicles, P _R 0% Access points mi 7/mi	
Analysis direction vol., V _d	240veh/h		
Opposing direction vol., V _o	260veh/h		
Shoulder width ft	5.0		
Lane Width ft	12.0		
Segment Length mi	8.2		
Average Travel Speed			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-11 or 15-12)	1.5	1.4	
Passenger-car equivalents for RVs, E _R (Exhibit 15-11 or 15-13)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV,ATS} =1/(1+P _T (E _T -1)+P _R (E _R -1))	0.893	0.912	
Grade adjustment factor ¹ , f _{g,ATS} (Exhibit 15-9)	1.00	1.00	
Demand flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{g,ATS} *f _{HV,ATS})	277	294	
Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample ³ , S _{FM}	Base free-flow speed ⁴ , BFFS 65.0 mi/h		
Total demand flow rate, both directions, v	Adj. for lane and shoulder width, ⁴ f _{LS} (Exhibit 15-7) 1.3 mi/h		
Free-flow speed, FFS=S _{FM} +0.00776(v/f _{HV,ATS})	Adj. for access points ⁴ , f _A (Exhibit 15-8) 1.8 mi/h		
Adj. for no-passing zones, f _{np,ATS} (Exhibit 15-15) 2.6 mi/h	Free-flow speed, FFS (FFS=BFFS-f _{LS} -f _A) 62.0 mi/h		
	Average travel speed, ATS _d =FFS-0.00776(v _{d,ATS} + V _{o,ATS}) - f _{np,ATS} 54.9 mi/h		
	Percent free flow speed, PFFS 88.6 %		
Percent Time-Spent-Following			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-18 or 15-19)	1.1	1.1	
Passenger-car equivalents for RVs, E _R (Exhibit 15-18 or 15-19)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV} =1/(1+P _T (E _T -1)+P _R (E _R -1))	0.977	0.977	
Grade adjustment factor ¹ , f _{g,PTSF} (Exhibit 15-16 or Ex 15-17)	1.00	1.00	
Directional flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{HV,PTSF} *f _{g,PTSF})	253	274	
Base percent time-spent-following ⁴ , BPTSF _d (%)=100(1-e ^{-av_d^b})	28.4		
Adj. for no-passing zone, f _{np,PTSF} (Exhibit 15-21)	49.3		
Percent time-spent-following, PTSF _d (%)=BPTSF _d +f _{np,PTSF} *(v _{d,PTSF} /v _{d,PTSF} +V _{o,PTSF})	52.1		
Level of Service and Other Performance Measures			
Level of service, LOS (Exhibit 15-3)	C		
Volume to capacity ratio, v/c	0.53		

Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	88.6
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	247.4
Effective width, Wv (Eq. 15-29) ft	22.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	12.89
Bicycle level of service (Exhibit 15-4)	F
Notes	
<p>1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.</p> <p>2. If $v_i(v_d \text{ or } v_o) \geq 1,700$ pc/h, terminate analysis--the LOS is F.</p> <p>3. For the analysis direction only and for $v > 200$ veh/h.</p> <p>4. For the analysis direction only</p> <p>5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.</p> <p>6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.</p>	

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	
Analyst	JXP	Highway / Direction of Travel	SR 50 - EB
Agency or Company	KAI	From/To	CR 757 to CR 469
Date Performed	3/2/17	Jurisdiction	District 5
Analysis Time Period	PM Peak Hour (4:45 - 5:45 PM)	Analysis Year	2017
Project Description: West SR 50 PD&E Study			
Input Data			
		<input checked="" type="checkbox"/> Class I highway <input type="checkbox"/> Class II highway <input type="checkbox"/> Class III highway Terrain <input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling Grade Length mi Up/down Peak-hour factor, PHF 0.98 No-passing zone 35% % Trucks and Buses, P _T 17 % % Recreational vehicles, P _R 0% Access points mi 7/mi	
Analysis direction vol., V _d	250veh/h		
Opposing direction vol., V _o	280veh/h		
Shoulder width ft	5.0		
Lane Width ft	12.0		
Segment Length mi	8.2		
Average Travel Speed			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-11 or 15-12)	1.4	1.4	
Passenger-car equivalents for RVs, E _R (Exhibit 15-11 or 15-13)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV,ATS} =1/(1+P _T (E _T -1)+P _R (E _R -1))	0.936	0.936	
Grade adjustment factor ¹ , f _{g,ATS} (Exhibit 15-9)	1.00	1.00	
Demand flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{g,ATS} *f _{HV,ATS})	273	305	
Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample ³ , S _{FM}		Base free-flow speed ⁴ , BFFS 65.0 mi/h	
Total demand flow rate, both directions, v		Adj. for lane and shoulder width, ⁴ f _{LS} (Exhibit 15-7) 1.3 mi/h	
Free-flow speed, FFS=S _{FM} +0.00776(v/f _{HV,ATS})		Adj. for access points ⁴ , f _A (Exhibit 15-8) 1.8 mi/h	
Adj. for no-passing zones, f _{np,ATS} (Exhibit 15-15) 2.4 mi/h		Free-flow speed, FFS (FFS=BFFS-f _{LS} -f _A) 62.0 mi/h	
		Average travel speed, ATS _d =FFS-0.00776(v _{d,ATS} + V _{o,ATS}) - f _{np,ATS} 55.1 mi/h	
		Percent free flow speed, PFFS 89.0 %	
Percent Time-Spent-Following			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-18 or 15-19)	1.1	1.1	
Passenger-car equivalents for RVs, E _R (Exhibit 15-18 or 15-19)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV} =1/(1+P _T (E _T -1)+P _R (E _R -1))	0.983	0.983	
Grade adjustment factor ¹ , f _{g,PTSF} (Exhibit 15-16 or Ex 15-17)	1.00	1.00	
Directional flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{HV,PTSF} *f _{g,PTSF})	259	291	
Base percent time-spent-following ⁴ , BPTSF _d (%)=100(1-e ^{-av_d})		29.7	
Adj. for no-passing zone, f _{np,PTSF} (Exhibit 15-21)		45.5	
Percent time-spent-following, PTSF _d (%)=BPTSF _d +f _{np,PTSF} *(v _{d,PTSF} /v _{d,PTSF} +V _{o,PTSF})		51.1	
Level of Service and Other Performance Measures			
Level of service, LOS (Exhibit 15-3)		C	
Volume to capacity ratio, v/c		0.53	

Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	89.0
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	255.1
Effective width, W_v (Eq. 15-29) ft	22.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	8.55
Bicycle level of service (Exhibit 15-4)	F
Notes	
<p>1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.</p> <p>2. If $v_i(v_d \text{ or } v_o) \geq 1,700$ pc/h, terminate analysis--the LOS is F.</p> <p>3. For the analysis direction only and for $v > 200$ veh/h.</p> <p>4. For the analysis direction only</p> <p>5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.</p> <p>6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.</p>	

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	JXP	Highway / Direction of Travel	SR 50 - WB
Agency or Company	KAI	From/To	CR 469 to CR 757
Date Performed	3/2/17	Jurisdiction	District 5
Analysis Time Period	PM Peak Hour (4:45 - 5:45 PM)	Analysis Year	2017

Project Description: West SR 50 PD&E Study

Input Data

Segment length, L_1 _____ mi

Class I highway Class II highway
 Class III highway

Terrain Level Rolling

Grade Length _____ mi Up/down

Peak-hour factor, PHF 0.98

No-passing zone 41%

% Trucks and Buses, P_T 17%

% Recreational vehicles, P_R 0%

Access points *mi* 7/mi

Analysis direction vol., V_d	280veh/h
Oposing direction vol., V_o	250veh/h
Shoulder width ft	5.0
Lane Width ft	12.0
Segment Length mi	8.2

Average Travel Speed

	Analysis Direction (d)	Oposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	1.4	1.4
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS} = 1 / (1 + P_T(E_T - 1) + P_R(E_R - 1))$	0.936	0.936
Grade adjustment factor ¹ , $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate ² , v_i (pc/h) $v_i = V_i / (PHF * f_{g,ATS} * f_{HV,ATS})$	305	273
Free-Flow Speed from Field Measurement	Estimated Free-Flow Speed	
Mean speed of sample ³ , S_{FM}	Base free-flow speed ⁴ , BFFS 65.0 mi/h	
Total demand flow rate, both directions, v	Adj. for lane and shoulder width ⁴ , f_{LS} (Exhibit 15-7) 1.3 mi/h	
Free-flow speed, $FFS = S_{FM} + 0.00776(v / f_{HV,ATS})$	Adj. for access points ⁴ , f_A (Exhibit 15-8) 1.8 mi/h	
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15) 2.7 mi/h	Free-flow speed, FFS ($FFS = BFFS * f_{LS} * f_A$) 62.0 mi/h	
	Average travel speed, $ATS_d = FFS - 0.00776(v_{d,ATS} + V_{o,ATS}) * f_{np,ATS}$ 54.7 mi/h	
	Percent free flow speed, PFFS 88.3 %	

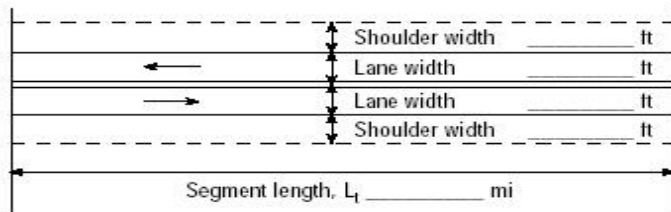
Percent Time-Spent-Following

	Analysis Direction (d)	Oposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	1.1	1.1
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV} = 1 / (1 + P_T(E_T - 1) + P_R(E_R - 1))$	0.983	0.983
Grade adjustment factor ¹ , $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate ² , v_i (pc/h) $v_i = V_i / (PHF * f_{HV,PTSF} * f_{g,PTSF})$	291	259
Base percent time-spent-following ⁴ , $BPTSF_d(\%) = 100(1 - e^{-av_d^b})$	30.7	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	48.2	
Percent time-spent-following, $PTSF_d(\%) = BPTSF_d + f_{np,PTSF} * (v_{d,PTSF} / v_{d,PTSF} + V_{o,PTSF})$	56.2	

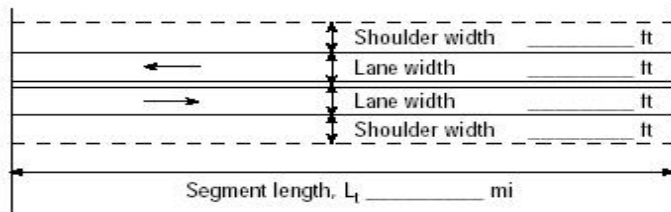
Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	C
Volume to capacity ratio, v/c	0.53

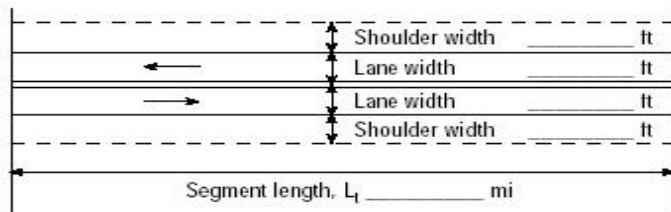

Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	88.3
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	285.7
Effective width, W_v (Eq. 15-29) ft	22.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	8.61
Bicycle level of service (Exhibit 15-4)	F
Notes	
<p>1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.</p> <p>2. If $v_i(v_d \text{ or } v_o) \geq 1,700$ pc/h, terminate analysis--the LOS is F.</p> <p>3. For the analysis direction only and for $v > 200$ veh/h.</p> <p>4. For the analysis direction only</p> <p>5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.</p> <p>6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.</p>	

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	
Analyst	JXP	Highway / Direction of Travel	SR 50 - EB
Agency or Company	KAI	From/To	CR 469 to Tuscanooga Rd.
Date Performed	3/2/17	Jurisdiction	District 5
Analysis Time Period	AM Peak Hour (7:00 - 8:00 AM)	Analysis Year	2017
Project Description: West SR 50 PD&E Study			
Input Data			
		<input checked="" type="checkbox"/> Class I highway <input type="checkbox"/> Class II highway <input type="checkbox"/> Class III highway Terrain <input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling Grade Length mi Up/down Peak-hour factor, PHF 0.89 No-passing zone 85% % Trucks and Buses, P _T 24 % % Recreational vehicles, P _R 0% Access points mi 13/mi	
Analysis direction vol., V _d	530veh/h		
Opposing direction vol., V _o	330veh/h		
Shoulder width ft	4.0		
Lane Width ft	12.0		
Segment Length mi	3.7		
Average Travel Speed			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-11 or 15-12)	1.1	1.3	
Passenger-car equivalents for RVs, E _R (Exhibit 15-11 or 15-13)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV,ATS} =1/(1+P _T (E _T -1)+P _R (E _R -1))	0.977	0.933	
Grade adjustment factor ¹ , f _{g,ATS} (Exhibit 15-9)	1.00	1.00	
Demand flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{g,ATS} *f _{HV,ATS})	610	397	
Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample ³ , S _{FM}	Base free-flow speed ⁴ , BFFS 65.0 mi/h		
Total demand flow rate, both directions, v	Adj. for lane and shoulder width, ⁴ f _{LS} (Exhibit 15-7) 1.3 mi/h		
Free-flow speed, FFS=S _{FM} +0.00776(v/f _{HV,ATS})	Adj. for access points ⁴ , f _A (Exhibit 15-8) 3.3 mi/h		
Adj. for no-passing zones, f _{np,ATS} (Exhibit 15-15) 3.0 mi/h	Free-flow speed, FFS (FFS=BFFS-f _{LS} -f _A) 60.5 mi/h		
	Average travel speed, ATS _d =FFS-0.00776(v _{d,ATS} + V _{o,ATS}) - f _{np,ATS} 49.6 mi/h		
	Percent free flow speed, PFFS 82.1 %		
Percent Time-Spent-Following			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-18 or 15-19)	1.0	1.1	
Passenger-car equivalents for RVs, E _R (Exhibit 15-18 or 15-19)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV} =1/(1+P _T (E _T -1)+P _R (E _R -1))	1.000	0.977	
Grade adjustment factor ¹ , f _{g,PTSF} (Exhibit 15-16 or Ex 15-17)	1.00	1.00	
Directional flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{HV,PTSF} *f _{g,PTSF})	596	380	
Base percent time-spent-following ⁴ , BPTSF _d (%)=100(1-e ^{-av_d})	54.6		
Adj. for no-passing zone, f _{np,PTSF} (Exhibit 15-21)	35.4		
Percent time-spent-following, PTSF _d (%)=BPTSF _d +f _{np,PTSF} *(v _{d,PTSF} /v _{d,PTSF} +V _{o,PTSF})	76.2		
Level of Service and Other Performance Measures			
Level of service, LOS (Exhibit 15-3)	D		
Volume to capacity ratio, v/c	0.53		

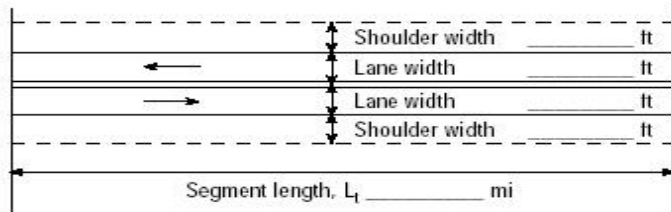
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	82.1
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	595.5
Effective width, W_v (Eq. 15-29) ft	16.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	14.48
Bicycle level of service (Exhibit 15-4)	F
Notes	
<p>1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.</p> <p>2. If $v_i(v_d \text{ or } v_o) \geq 1,700$ pc/h, terminate analysis--the LOS is F.</p> <p>3. For the analysis direction only and for $v > 200$ veh/h.</p> <p>4. For the analysis direction only</p> <p>5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.</p> <p>6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.</p>	

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	
Analyst	JXP	Highway / Direction of Travel	SR 50 - WB
Agency or Company	KAI	From/To	Tuscanooga Rd. to CR 469
Date Performed	3/2/17	Jurisdiction	District 5
Analysis Time Period	AM Peak Hour (7:00 - 8:00 AM)	Analysis Year	2017
Project Description: West SR 50 PD&E Study			
Input Data			
		<input checked="" type="checkbox"/> Class I highway <input type="checkbox"/> Class II highway <input type="checkbox"/> Class III highway Terrain <input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling Grade Length mi Up/down Peak-hour factor, PHF 0.89 No-passing zone 82% % Trucks and Buses, P _T 24 % % Recreational vehicles, P _R 0% Access points mi 13/mi	
Analysis direction vol., V _d	330veh/h		
Opposing direction vol., V _o	530veh/h		
Shoulder width ft	4.0		
Lane Width ft	12.0		
Segment Length mi	3.7		
Average Travel Speed			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-11 or 15-12)	1.3	1.1	
Passenger-car equivalents for RVs, E _R (Exhibit 15-11 or 15-13)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV,ATS} =1/(1+P _T (E _T -1)+P _R (E _R -1))	0.933	0.977	
Grade adjustment factor ¹ , f _{g,ATS} (Exhibit 15-9)	1.00	1.00	
Demand flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{g,ATS} *f _{HV,ATS})	397	610	
Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample ³ , S _{FM}	Base free-flow speed ⁴ , BFFS 65.0 mi/h		
Total demand flow rate, both directions, v	Adj. for lane and shoulder width, ⁴ f _{LS} (Exhibit 15-7) 1.3 mi/h		
Free-flow speed, FFS=S _{FM} +0.00776(v/f _{HV,ATS})	Adj. for access points ⁴ , f _A (Exhibit 15-8) 3.3 mi/h		
Adj. for no-passing zones, f _{np,ATS} (Exhibit 15-15) 1.9 mi/h	Free-flow speed, FFS (FFS=BFFS-f _{LS} -f _A) 60.5 mi/h		
	Average travel speed, ATS _d =FFS-0.00776(v _{d,ATS} + V _{o,ATS}) - f _{np,ATS} 50.8 mi/h		
	Percent free flow speed, PFFS 84.0 %		
Percent Time-Spent-Following			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-18 or 15-19)	1.1	1.0	
Passenger-car equivalents for RVs, E _R (Exhibit 15-18 or 15-19)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV} =1/(1+P _T (E _T -1)+P _R (E _R -1))	0.977	1.000	
Grade adjustment factor ¹ , f _{g,PTSF} (Exhibit 15-16 or Ex 15-17)	1.00	1.00	
Directional flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{HV,PTSF} *f _{g,PTSF})	380	596	
Base percent time-spent-following ⁴ , BPTSF _d (%)=100(1-e ^{-av_d})	44.2		
Adj. for no-passing zone, f _{np,PTSF} (Exhibit 15-21)	35.2		
Percent time-spent-following, PTSF _d (%)=BPTSF _d +f _{np,PTSF} *(v _{d,PTSF} /v _{d,PTSF} +V _{o,PTSF})	57.9		
Level of Service and Other Performance Measures			
Level of service, LOS (Exhibit 15-3)	C		
Volume to capacity ratio, v/c	0.53		

Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	84.0
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	370.8
Effective width, W_v (Eq. 15-29) ft	16.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	14.24
Bicycle level of service (Exhibit 15-4)	F
Notes	
<p>1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.</p> <p>2. If $v_i(v_d \text{ or } v_o) \geq 1,700$ pc/h, terminate analysis--the LOS is F.</p> <p>3. For the analysis direction only and for $v > 200$ veh/h.</p> <p>4. For the analysis direction only</p> <p>5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.</p> <p>6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.</p>	

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	
Analyst	JXP	Highway / Direction of Travel	SR 50 - EB
Agency or Company	KAI	From/To	CR 469 to Tuscanooga
Date Performed	3/2/17	Jurisdiction	District 5
Analysis Time Period	PM Peak Hour (4:45 - 5:45 PM)	Analysis Year	2017
Project Description: West SR 50 PD&E Study			
Input Data			
		<input checked="" type="checkbox"/> Class I highway <input type="checkbox"/> Class II highway <input type="checkbox"/> Class III highway Terrain <input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling Grade Length mi Up/down Peak-hour factor, PHF 0.98 No-passing zone 85% % Trucks and Buses, P _T 17 % % Recreational vehicles, P _R 0% Access points mi 13/mi	
Analysis direction vol., V _d	370veh/h	 Show North Arrow	
Opposing direction vol., V _o	450veh/h		
Shoulder width ft	4.0		
Lane Width ft	12.0		
Segment Length mi	3.7		
Average Travel Speed			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-11 or 15-12)	1.3	1.2	
Passenger-car equivalents for RVs, E _R (Exhibit 15-11 or 15-13)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV,ATS} =1/(1+P _T (E _T -1)+P _R (E _R -1))	0.951	0.967	
Grade adjustment factor ¹ , f _{g,ATS} (Exhibit 15-9)	1.00	1.00	
Demand flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{g,ATS} *f _{HV,ATS})	397	475	
Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample ³ , S _{FM}	Base free-flow speed ⁴ , BFFS 65.0 mi/h		
Total demand flow rate, both directions, v	Adj. for lane and shoulder width, ⁴ f _{LS} (Exhibit 15-7) 1.3 mi/h		
Free-flow speed, FFS=S _{FM} +0.00776(v/f _{HV,ATS})	Adj. for access points ⁴ , f _A (Exhibit 15-8) 3.3 mi/h		
Adj. for no-passing zones, f _{np,ATS} (Exhibit 15-15) 2.6 mi/h	Free-flow speed, FFS (FFS=BFFS-f _{LS} -f _A) 60.5 mi/h		
	Average travel speed, ATS _d =FFS-0.00776(v _{d,ATS} + V _{o,ATS}) - f _{np,ATS} 51.1 mi/h		
	Percent free flow speed, PFFS 84.5 %		
Percent Time-Spent-Following			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-18 or 15-19)	1.1	1.0	
Passenger-car equivalents for RVs, E _R (Exhibit 15-18 or 15-19)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV} =1/(1+P _T (E _T -1)+P _R (E _R -1))	0.983	1.000	
Grade adjustment factor ¹ , f _{g,PTSF} (Exhibit 15-16 or Ex 15-17)	1.00	1.00	
Directional flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{HV,PTSF} *f _{g,PTSF})	384	459	
Base percent time-spent-following ⁴ , BPTSF _d (%)=100(1-e ^{-av_d})	42.4		
Adj. for no-passing zone, f _{np,PTSF} (Exhibit 15-21)	41.7		
Percent time-spent-following, PTSF _d (%)=BPTSF _d +f _{np,PTSF} *(v _{d,PTSF} /v _{d,PTSF} +V _{o,PTSF})	61.4		
Level of Service and Other Performance Measures			
Level of service, LOS (Exhibit 15-3)	C		
Volume to capacity ratio, v/c	0.53		

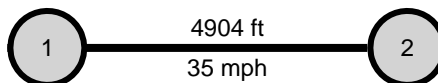
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	84.5
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	377.6
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	9.89
Bicycle level of service (Exhibit 15-4)	F
Notes	
<p>1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.</p> <p>2. If $v_i(v_d \text{ or } v_o) \geq 1,700$ pc/h, terminate analysis--the LOS is F.</p> <p>3. For the analysis direction only and for $v > 200$ veh/h.</p> <p>4. For the analysis direction only</p> <p>5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.</p> <p>6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.</p>	

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	
Analyst	JXP	Highway / Direction of Travel	SR 50 - WB
Agency or Company	KAI	From/To	Tuscanooga to CR 469
Date Performed	3/2/17	Jurisdiction	District 5
Analysis Time Period	PM Peak Hour (4:45 - 5:45 PM)	Analysis Year	2017
Project Description: West SR 50 PD&E Study			
Input Data			
		<input checked="" type="checkbox"/> Class I highway <input type="checkbox"/> Class II highway <input type="checkbox"/> Class III highway Terrain <input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling Grade Length mi Up/down Peak-hour factor, PHF 0.98 No-passing zone 82% % Trucks and Buses, P _T 17% % Recreational vehicles, P _R 0% Access points mi 13/mi	
Analysis direction vol., V _d	450veh/h		
Opposing direction vol., V _o	370veh/h		
Shoulder width ft	4.0		
Lane Width ft	12.0		
Segment Length mi	3.7		
Average Travel Speed			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-11 or 15-12)	1.2	1.3	
Passenger-car equivalents for RVs, E _R (Exhibit 15-11 or 15-13)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV,ATS} =1/(1+P _T (E _T -1)+P _R (E _R -1))	0.967	0.951	
Grade adjustment factor ¹ , f _{g,ATS} (Exhibit 15-9)	1.00	1.00	
Demand flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{g,ATS} *f _{HV,ATS})	475	397	
Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample ³ , S _{FM}	Base free-flow speed ⁴ , BFFS 65.0 mi/h		
Total demand flow rate, both directions, v	Adj. for lane and shoulder width, ⁴ f _{LS} (Exhibit 15-7) 1.3 mi/h		
Free-flow speed, FFS=S _{FM} +0.00776(v/f _{HV,ATS})	Adj. for access points ⁴ , f _A (Exhibit 15-8) 3.3 mi/h		
Adj. for no-passing zones, f _{np,ATS} (Exhibit 15-15) 2.8 mi/h	Free-flow speed, FFS (FFS=BFFS-f _{LS} -f _A) 60.5 mi/h		
	Average travel speed, ATS _d =FFS-0.00776(v _{d,ATS} + V _{o,ATS}) - f _{np,ATS} 50.8 mi/h		
	Percent free flow speed, PFFS 84.1 %		
Percent Time-Spent-Following			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-18 or 15-19)	1.0	1.1	
Passenger-car equivalents for RVs, E _R (Exhibit 15-18 or 15-19)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV} =1/(1+P _T (E _T -1)+P _R (E _R -1))	1.000	0.983	
Grade adjustment factor ¹ , f _{g,PTSF} (Exhibit 15-16 or Ex 15-17)	1.00	1.00	
Directional flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{HV,PTSF} *f _{g,PTSF})	459	384	
Base percent time-spent-following ⁴ , BPTSF _d (%)=100(1-e ^{-av_d^b})	46.0		
Adj. for no-passing zone, f _{np,PTSF} (Exhibit 15-21)	41.5		
Percent time-spent-following, PTSF _d (%)=BPTSF _d +f _{np,PTSF} *(v _{d,PTSF} /v _{d,PTSF} +V _{o,PTSF})	68.6		
Level of Service and Other Performance Measures			
Level of service, LOS (Exhibit 15-3)	D		
Volume to capacity ratio, v/c	0.53		

Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	84.1
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	459.2
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	9.99
Bicycle level of service (Exhibit 15-4)	F
Notes	
<p>1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.</p> <p>2. If $v_i(v_d \text{ or } v_o) \geq 1,700$ pc/h, terminate analysis--the LOS is F.</p> <p>3. For the analysis direction only and for $v > 200$ veh/h.</p> <p>4. For the analysis direction only</p> <p>5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.</p> <p>6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.</p>	

HCS 2010 Urban Street Segment Report

General Information				Streets Information	
Agency	KAI			Number of Intersections	2
Analyst	JXP	Analysis Date	Apr 20, 2017	Number of Segments	1
Jurisdiction		Time Period	AM Peak	Number of Iterations	15
File Name	Segment 4 - 2017 AM.xus	Analysis Year	2017	System Cycle Length, s	130
Intersections	Tuscanooga Road	CR 33		Analysis Period	1 > 7:00
Project Description	Segment 4 - 2017 AM				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
1	35	45	1	1	4904	4904	50	50	0	0	17	16	0.0	0.0

Segment Output Data

		Eastbound			Westbound		
Segment	Movement	EBL	EBT	EBR	WBL	WBT	WBR
		5	2	12	1	6	16
1	Bay/Lane Spillback Time, h		never			never	
1	Shared Lane Spillback Time, h	never					
1	Base Free-Flow Speed, mph		40.44			43.62	
1	Running Time, s		84.29			78.90	
1	Running Speed, mph		39.67			42.38	
1	Through Delay, s/veh		15.39			0.03	
1	Travel Time, s		99.69			78.92	
1	Travel Speed, mph		33.54			42.37	
1	Stop Rate, stops/veh		0.70			0.00	
1	Spatial Stop Rate, stops/mi		0.76			0.00	
1	Through vol/cap Ratio		0.51			0.24	
1	Percent of Base FFS		82.94			97.12	
1	Level of Service		B			A	
1	Auto Traveler Perception Score		2.25			2.14	

Multimodal Results (Segment)

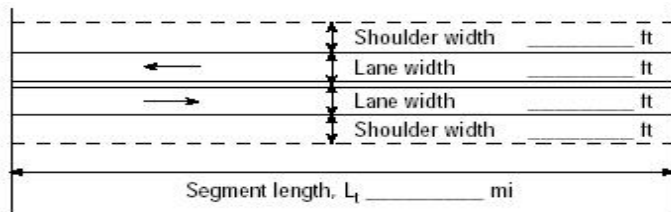

1	Pedestrian Segment LOS Score / LOS	2.35	B	2.41	B
1	Bicycle Segment LOS Score / LOS	3.42	C	3.45	C
1	Transit Segment LOS Score / LOS	0.69	A	0.28	A

Facility Output Data

		Eastbound		Westbound	
Facility Travel Time, s		99.69		78.92	
Facility Travel Speed, mph		33.54		42.37	
Facility Base Free Flow Speed, mph		40.44		43.62	
Facility Percent of Base FFS		82.94		97.12	
Facility Level of Service		B		A	
Facility Auto Traveler Perception Score		2.25		2.14	

Multimodal Results (Facility)

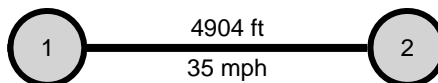
Pedestrian Facility LOS Score / LOS	2.35	C	2.41	C
Bicycle Facility LOS Score / LOS	3.42	C	3.45	C
Transit Facility LOS Score / LOS	0.69	A	0.28	A

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	
Analyst	JXP	Highway / Direction of Travel	SR 50 - WB
Agency or Company	KAI	From/To	CR 33 to Tuscanooga
Date Performed	3/2/17	Jurisdiction	District 5
Analysis Time Period	AM Peak Hour (7:00 - 8:00 AM)	Analysis Year	2017
Project Description: <i>West SR 50 PD&E Study</i>			
Input Data			
		<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p><input type="checkbox"/> Class I highway <input type="checkbox"/> Class II highway</p> <p>highway <input checked="" type="checkbox"/> Class III highway</p> <p>Terrain <input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling</p> <p>Grade Length mi Up/down</p> <p>Peak-hour factor, PHF 0.92</p> <p>No-passing zone 100%</p> <p>% Trucks and Buses, P_T 15 %</p> <p>% Recreational vehicles, P_R 0%</p> <p>Access points <i>mi</i> 39/mi</p> </div> <div style="width: 45%; text-align: center;">  <p>Show North Arrow</p> </div> </div>	
Analysis direction vol., V _d	410veh/h		
Opposing direction vol., V _o	720veh/h		
Shoulder width ft	7.0		
Lane Width ft	12.0		
Segment Length mi	0.9		
Average Travel Speed			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-11 or 15-12)	1.3	1.1	
Passenger-car equivalents for RVs, E _R (Exhibit 15-11 or 15-13)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV,ATS} =1/ (1+ P _T (E _T -1)+P _R (E _R -1))	0.957	0.985	
Grade adjustment factor ¹ , f _{g,ATS} (Exhibit 15-9)	1.00	1.00	
Demand flow rate ² , v _i (pc/h) v _i =V _i / (PHF* f _{g,ATS} * f _{HV,ATS})	466	795	
Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample ³ , S _{FM}	Base free-flow speed ⁴ , BFFS <i>mi/h</i>		
Total demand flow rate, both directions, v	Adj. for lane and shoulder width, ⁴ f _{LS} (Exhibit 15-7) 0.0 <i>mi/h</i>		
Free-flow speed, FFS=S _{FM} +0.00776(v/ f _{HV,ATS})	Adj. for access points ⁴ , f _A (Exhibit 15-8) 9.8 <i>mi/h</i>		
Adj. for no-passing zones, f _{np,ATS} (Exhibit 15-15) 1.2 <i>mi/h</i>	Free-flow speed, FFS (FFS=BFFS-f _{LS} -f _A) 41.3 <i>mi/h</i>		
	Average travel speed, ATS _d =FFS-0.00776(v _{d,ATS} + V _{o,ATS}) - f _{np,ATS} 30.2 <i>mi/h</i>		
	Percent free flow speed, PFFS 73.3 %		
Percent Time-Spent-Following			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-18 or 15-19)	1.0	1.0	
Passenger-car equivalents for RVs, E _R (Exhibit 15-18 or 15-19)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV} =1/ (1+ P _T (E _T -1)+P _R (E _R -1))	1.000	1.000	
Grade adjustment factor ¹ , f _{g,PTSF} (Exhibit 15-16 or Ex 15-17)	1.00	1.00	
Directional flow rate ² , v _i (pc/h) v _i =V _i / (PHF* f _{HV,PTSF} * f _{g,PTSF})	446	783	
Base percent time-spent-following ⁴ , BPTSF _d (%)=100(1-e ^{-av_d})	51.4		
Adj. for no-passing zone, f _{np,PTSF} (Exhibit 15-21)	29.3		
Percent time-spent-following, PTSF _d (%)=BPTSF _d +f _{np,PTSF} *(v _{d,PTSF} / v _{d,PTSF} + V _{o,PTSF})	62.0		
Level of Service and Other Performance Measures			
Level of service, LOS (Exhibit 15-3)	D		
Volume to capacity ratio, v/c	0.53		

Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	73.3
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	445.7
Effective width, W_v (Eq. 15-29) ft	26.00
Effective speed factor, S_t (Eq. 15-30)	4.22
Bicycle level of service score, BLOS (Eq. 15-31)	6.05
Bicycle level of service (Exhibit 15-4)	F
Notes	
<p>1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.</p> <p>2. If $v_i(v_d \text{ or } v_o) \geq 1,700$ pc/h, terminate analysis--the LOS is F.</p> <p>3. For the analysis direction only and for $v > 200$ veh/h.</p> <p>4. For the analysis direction only</p> <p>5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.</p> <p>6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.</p>	

HCS 2010 Urban Street Segment Report

General Information				Streets Information	
Agency	KAI			Number of Intersections	2
Analyst	JXP	Analysis Date	Apr 20, 2017	Number of Segments	1
Jurisdiction		Time Period	PM Peak	Number of Iterations	15
File Name	Segment 7 - EB 2017 PM.xus	Analysis Year	2017	System Cycle Length, s	130
Intersections	Tuscanooga Road	CR 33		Analysis Period	1 > 4:45
Project Description	Segment 4 - 2017 PM				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
1	35	45	1	1	4904	4904	50	50	0	0	17	16	0.0	0.0

Segment Output Data

		Eastbound			Westbound		
Segment	Movement	EBL	EBT	EBR	WBL	WBT	WBR
		5	2	12	1	6	16
1	Bay/Lane Spillback Time, h		never			never	
1	Shared Lane Spillback Time, h	never					
1	Base Free-Flow Speed, mph		38.92			43.62	
1	Running Time, s		88.47			80.56	
1	Running Speed, mph		37.79			41.50	
1	Through Delay, s/veh		14.16			0.06	
1	Travel Time, s		102.63			80.62	
1	Travel Speed, mph		32.58			41.48	
1	Stop Rate, stops/veh		0.62			0.00	
1	Spatial Stop Rate, stops/mi		0.67			0.00	
1	Through vol/cap Ratio		0.51			0.42	
1	Percent of Base FFS		83.72			95.08	
1	Level of Service		B			A	
1	Auto Traveler Perception Score		2.24			2.14	

Multimodal Results (Segment)

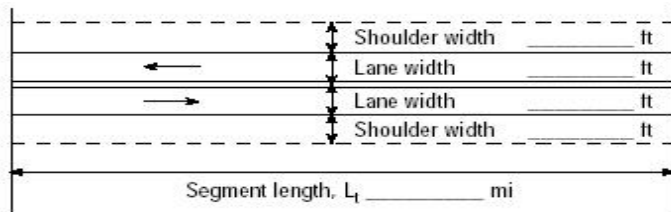

1	Pedestrian Segment LOS Score / LOS	2.42	B	2.82	C
1	Bicycle Segment LOS Score / LOS	3.47	C	3.52	D
1	Transit Segment LOS Score / LOS	0.47	A	0.44	A

Facility Output Data

	Eastbound	Westbound
Facility Travel Time, s	102.63	80.62
Facility Travel Speed, mph	32.58	41.48
Facility Base Free Flow Speed, mph	38.92	43.62
Facility Percent of Base FFS	83.72	95.08
Facility Level of Service	B	A
Facility Auto Traveler Perception Score	2.24	2.14

Multimodal Results (Facility)

	Pedestrian Facility LOS Score / LOS	2.42	C	2.82	C
	Bicycle Facility LOS Score / LOS	3.47	C	3.52	D
	Transit Facility LOS Score / LOS	0.47	A	0.44	A

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	
Analyst	JXP	Highway / Direction of Travel	SR 50 - WB
Agency or Company	KAI	From/To	CR 33 to Tuscanooga
Date Performed	3/2/17	Jurisdiction	District 5
Analysis Time Period	PM Peak Hour (4:45 - 5:45 PM)	Analysis Year	2017
Project Description: West SR 50 PD&E Study			
Input Data			
		<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p><input type="checkbox"/> Class I highway <input type="checkbox"/> Class II highway</p> <p>highway <input checked="" type="checkbox"/> Class III highway</p> <p>Terrain <input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling</p> <p>Grade Length mi Up/down</p> <p>Peak-hour factor, PHF 0.97</p> <p>No-passing zone 100%</p> <p>% Trucks and Buses, P_T 9%</p> <p>% Recreational vehicles, P_R 0%</p> <p>Access points mi 39/mi</p> </div> <div style="width: 45%; text-align: center;">  <p>Show North Arrow</p> </div> </div>	
Analysis direction vol., V _d	650veh/h		
Opposing direction vol., V _o	500veh/h		
Shoulder width ft	7.0		
Lane Width ft	12.0		
Segment Length mi	0.9		
Average Travel Speed			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-11 or 15-12)	1.1	1.2	
Passenger-car equivalents for RVs, E _R (Exhibit 15-11 or 15-13)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV,ATS} =1/(1+P _T (E _T -1)+P _R (E _R -1))	0.991	0.982	
Grade adjustment factor ¹ , f _{g,ATS} (Exhibit 15-9)	1.00	1.00	
Demand flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{g,ATS} *f _{HV,ATS})	676	525	
Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample ³ , S _{FM}		Base free-flow speed ⁴ , BFFS	50.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width, ⁴ f _{LS} (Exhibit 15-7)	0.0 mi/h
Free-flow speed, FFS=S _{FM} +0.00776(v/f _{HV,ATS})		Adj. for access points ⁴ , f _A (Exhibit 15-8)	9.8 mi/h
Adj. for no-passing zones, f _{np,ATS} (Exhibit 15-15)	2.1 mi/h	Free-flow speed, FFS (FFS=BFFS-f _{LS} -f _A)	40.3 mi/h
		Average travel speed, ATS _d =FFS-0.00776(v _{d,ATS} + V _{o,ATS}) - f _{np,ATS}	28.8 mi/h
		Percent free flow speed, PFFS	71.5 %
Percent Time-Spent-Following			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-18 or 15-19)	1.0	1.0	
Passenger-car equivalents for RVs, E _R (Exhibit 15-18 or 15-19)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV} =1/(1+P _T (E _T -1)+P _R (E _R -1))	1.000	1.000	
Grade adjustment factor ¹ , f _{g,PTSF} (Exhibit 15-16 or Ex 15-17)	1.00	1.00	
Directional flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{HV,PTSF} *f _{g,PTSF})	670	515	
Base percent time-spent-following ⁴ , BPTSF _d (%)=100(1-e ^{-av_d})		60.7	
Adj. for no-passing zone, f _{np,PTSF} (Exhibit 15-21)		33.3	
Percent time-spent-following, PTSF _d (%)=BPTSF _d +f _{np,PTSF} *(v _{d,PTSF} /v _{d,PTSF} +V _{o,PTSF})		79.5	
Level of Service and Other Performance Measures			
Level of service, LOS (Exhibit 15-3)	D		
Volume to capacity ratio, v/c	0.53		

Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	71.5
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	670.1
Effective width, Wv (Eq. 15-29) ft	26.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	4.34
Bicycle level of service (Exhibit 15-4)	D
Notes	
<p>1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.</p> <p>2. If $v_i(v_d \text{ or } v_o) \geq 1,700$ pc/h, terminate analysis--the LOS is F.</p> <p>3. For the analysis direction only and for $v > 200$ veh/h.</p> <p>4. For the analysis direction only</p> <p>5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.</p> <p>6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.</p>	

APPENDIX G – HISTORIC AADT REPORTS

Florida Department of Transportation
 Transportation Statistics Office
 2015 Historical AADT Report

County: 08 - HERNANDO

Site: 0024 - SR 50/CORTEZ BLVD, EAST OF SR 35/US 301

Year	AADT	Direction 1		Direction 2		*K Factor	D Factor	T Factor
2015	6000 C	E	2900	W	3100	9.00	55.00	21.00
2014	6200 C	E	3100	W	3100	9.00	56.00	18.30
2013	5400 C	E	2700	W	2700	9.00	51.30	22.90
2012	5500 C	E	2800	W	2700	9.00	55.00	20.80
2011	5400 C	E	2700	W	2700	9.00	55.00	22.60
2010	5700 C	E	2900	W	2800	9.74	54.68	24.30
2009	6400 C	E	3200	W	3200	9.60	55.47	24.30
2008	6500 C	E	3300	W	3200	9.72	54.99	23.80
2007	7000 C	E	3500	W	3500	9.34	56.51	26.50
2006	7300 C	E	3800	W	3500	9.54	55.83	28.80
2005	9000 C	E	4200	W	4800	9.60	54.50	23.70
2004	8200 C	E	4100	W	4100	9.60	56.50	23.70
2003	6700 F	E	3300	W	3400	9.60	56.50	28.50
2002	6500 C	E	3200	W	3300	9.60	56.70	28.50
2001	6500 C	E	3300	W	3200	9.60	56.40	27.40
2000	6000 C	E	3000	W	3000	9.90	53.30	19.60

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
 S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate
 V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown

*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

Florida Department of Transportation
 Transportation Statistics Office
 2015 Historical AADT Report

County: 08 - HERNANDO

Site: 5303 - SR 50/CORTEZ BLVD, WEST OF SUMTER CO

Year	AADT	Direction 1		Direction 2		*K Factor	D Factor	T Factor
----	-----	-----	-----	-----	-----	-----	-----	-----
2015	5800 C	E	2800	W	3000	9.50	55.00	22.20
2014	5000 F	E	2500	W	2500	9.50	56.00	23.70
2013	5000 C	E	2500	W	2500	9.50	51.30	23.70
2012	5100 C	E	2600	W	2500	9.50	55.00	21.70
2011	5000 C	E	2500	W	2500	9.50	55.00	21.20
2010	5300 C	E	2700	W	2600	9.74	54.68	21.60
2009	5900 C	E	3000	W	2900	9.60	55.47	22.20
2008	5900 C	E	3000	W	2900	9.72	54.99	25.40
2007	6500 C	E	3300	W	3200	9.34	56.51	27.50
2006	7100 C	E	3600	W	3500	9.54	55.83	28.70
2005	7500 C	E	3900	W	3600	9.60	54.50	27.60
2004	7600 C	E	3900	W	3700	9.60	56.50	27.60
2003	6400 C	E	3300	W	3100	9.60	56.50	25.60
2002	5900 C	E	2900	W	3000	9.60	56.70	27.60
2001	6000 C	E	3100	W	2900	9.60	56.40	25.90
2000	5500 C	E	2800	W	2700	9.90	53.30	16.10

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
 S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate
 V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown

*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

Florida Department of Transportation
 Transportation Statistics Office
 2015 Historical AADT Report

County: 11 - LAKE

Site: 0319 - ON SR-50, 0.094 MI. W. OF CR-565 (RVL)

Year	AADT	Direction 1		Direction 2		*K Factor	D Factor	T Factor
----	-----	-----	-----	-----	-----	-----	-----	-----
2015	13800 C	E 7000	W 6800	9.00	54.60	17.90		
2014	11500 C	E 5800	W 5700	9.00	54.50	20.00		
2013	10700 C	E 5400	W 5300	9.00	54.70	16.90		
2012	9900 C	E 5300	W 4600	9.00	55.10	20.20		
2011	10600 C	E 5400	W 5200	9.00	54.20	20.20		
2010	11200 C	E 5900	W 5300	9.86	54.75	20.20		
2009	12000 C	E 6100	W 5900	9.96	54.94	18.10		
2008	13100 C	E 6800	W 6300	10.42	55.39	11.70		
2007	16500 C	E 8100	W 8400	10.24	59.56	18.50		
2006	13000 C	E 6600	W 6400	10.23	59.48	14.80		
2005	15600 C	E 7900	W 7700	10.30	57.70	4.80		
2004	15000 C	E 7700	W 7300	10.10	57.60	10.60		
2003	13600 C	E 6800	W 6800	9.80	55.30	7.10		
2002	13100 C	E 6600	W 6500	10.10	57.30	10.60		
2001	15500 C	E 8100	W 7400	10.10	58.10	10.30		
2000	12000 C	E 6100	W 5900	10.00	57.00	14.00		

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
 S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate
 V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown
 *K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

Florida Department of Transportation
 Transportation Statistics Office
 2015 Historical AADT Report

County: 18 - SUMTER

Site: 0017 - ON SR-50, 0.147 MI. E OF CR-469 (RCLP) (HPMS SAMPLE)

Year	AADT	Direction 1		Direction 2		*K Factor	D Factor	T Factor
2015	8200 C	E	4300	W	3900	9.50	54.70	24.20
2014	7700 C	E	4100	W	3600	9.50	55.10	28.00
2013	7300 C	E	3900	W	3400	9.50	56.40	29.40
2012	6900 C	E	3500	W	3400	9.50	56.30	20.60
2011	7500 C	E	3800	W	3700	9.50	51.30	25.30
2010	7300 C	E	3800	W	3500	9.85	55.51	22.00
2009	7700 C	E	4000	W	3700	9.88	55.48	8.30
2008	9200 C	E	4700	W	4500	10.19	54.63	8.30
2007	9100 C	E	4700	W	4400	10.14	54.93	28.70
2006	10000 C	E	5100	W	4900	10.01	55.17	16.90
2005	10900 C	E	5600	W	5300	10.00	55.20	34.30
2004	10300 C	E	5300	W	5000	10.10	57.10	34.30
2003	8200 C	E	4200	W	4000	9.90	56.70	16.10
2002	8800 C	E	4500	W	4300	10.10	54.50	23.10
2001	8200 C	E	4200	W	4000	10.40	55.20	26.10
2000	7900 C	E		W		10.50	56.40	28.40

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
 S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate
 V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown
 *K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

Florida Department of Transportation
 Transportation Statistics Office
 2015 Historical AADT Report

County: 18 - SUMTER

Site: 0021 - ON SR-50, 0.209 MI. W OF SR-471 (RVL)

Year	AADT	Direction 1		Direction 2		*K Factor	D Factor	T Factor
----	-----	-----	-----	-----	-----	-----	-----	-----
2015	6100 C	E 3100	W 3000	9.50	54.70	26.40		
2014	5800 C	E 3000	W 2800	9.50	55.10	28.30		
2013	5600 C	E 2800	W 2800	9.50	56.40	25.40		
2012	5300 C	E 2400	W 2900	9.50	56.30	26.10		
2011	5800 C	E 3000	W 2800	9.50	51.30	24.40		
2010	6400 C	E 3300	W 3100	9.85	55.51	25.40		
2009	6200 C	E 3100	W 3100	9.88	55.48	26.50		
2008	9200 C	E 4700	W 4500	10.19	54.63	24.60		
2007	7100 C	E 3600	W 3500	10.14	54.93	25.00		
2006	8200 C	E 4200	W 4000	10.01	55.17	27.20		
2005	8500 C	E 4500	W 4000	10.00	55.20	11.40		
2004	8000 C	E 4200	W 3800	10.10	57.10	22.20		
2003	6600 C	E 3400	W 3200	9.90	56.70	20.50		
2002	7300 C	E 3700	W 3600	10.10	54.50	23.30		
2001	7400 C	E 3800	W 3600	10.40	55.20	17.00		
2000	6600 C	E 3400	W 3200	10.50	56.40	28.00		

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
 S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate
 V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown
 *K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

Florida Department of Transportation
 Transportation Statistics Office
 2015 Historical AADT Report

County: 18 - SUMTER

Site: 0118 - ON SR-50, 0.140 MI. W OF CR-469 (RCLP)

Year	AADT	Direction 1		Direction 2		*K Factor	D Factor	T Factor
2015	6700 C	E	3500	W	3200	9.50	54.70	21.60
2014	6000 C	E	3100	W	2900	9.50	55.10	21.80
2013	6100 C	E	3200	W	2900	9.50	56.40	20.80
2012	5800 C	E	2900	W	2900	9.50	56.30	18.50
2011	6300 C	E	3200	W	3100	9.50	51.30	19.50
2010	6100 C	E	3100	W	3000	9.85	55.51	19.50
2009	6500 C	E	3300	W	3200	9.88	55.48	24.60
2008	7100 C	E	3600	W	3500	10.19	54.63	24.60
2007	7600 C	E	3800	W	3800	10.14	54.93	22.30
2006	8500 C	E	4300	W	4200	10.01	55.17	27.90
2005	9200 C	E	4800	W	4400	10.00	55.20	29.50
2004	8500 C	E	4400	W	4100	10.10	57.10	29.50
2003	7200 C	E	3600	W	3600	9.90	56.70	26.10
2002	7300 C	E	3700	W	3600	10.10	54.50	25.30
2001	7500 C	E	4000	W	3500	10.40	55.20	25.40
2000	6600 C	E	3400	W	3200	10.50	56.40	28.40

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
 S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate
 V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown
 *K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

Florida Department of Transportation
 Transportation Statistics Office
 2015 Historical AADT Report

County: 18 - SUMTER

Site: 0204 - ON SR-50, AT CR-478A (RVL)

Year	AADT	Direction 1		Direction 2		*K Factor	D Factor	T Factor
----	-----	-----	-----	-----	-----	-----	-----	-----
2015	5700 C	E	2900	W	2800	9.50	54.70	26.40
2014	5200 C	E	2700	W	2500	9.50	55.10	28.30
2013	5300 C	E	2700	W	2600	9.50	56.40	25.40
2012	5300 C	E	2700	W	2600	9.50	56.30	26.10
2011	5300 C	E	2700	W	2600	9.50	51.30	24.40
2010	5300 C	E	2700	W	2600	9.85	55.51	25.40
2009	5700 C	E	2900	W	2800	9.88	55.48	26.50
2008	7700 C	E	3900	W	3800	10.19	54.63	24.60
2007	6400 C	E	3200	W	3200	10.14	54.93	25.00
2006	7300 C	E	3700	W	3600	10.01	55.17	27.20
2005	7800 C	E	4100	W	3700	10.00	55.20	11.40
2004	6800 C	E	3500	W	3300	10.10	57.10	22.20
2003	6300 C	E	3200	W	3100	9.90	56.70	20.50
2002	5900 C	E	2600	W	3300	10.10	54.50	23.30
2001	6500 C	E	3300	W	3200	10.40	55.20	17.00
2000	6300 C	E	3200	W	3100	10.50	56.40	28.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
 S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate
 V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown
 *K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

APPENDIX H – SUBAREA VALIDATION MEMO



MEMORANDUM

Date: July 19, 2017

Project #:
17923

To: Florida Department of Transportation, District 5

From: Miao Gao; Like Liu

Project: West SR 50 PD&E Study

Subject: Subarea Travel Demand Model Development

INTRODUCTION

As part of the effort to forecast reliable traffic volumes for the design year (2045) of the West SR 50 PD&E Study, a subarea of the adopted Central Florida Regional Planning Model (CFRPM) v6.1 model was identified and a subarea model validation was conducted. The future year traffic growth will be evaluated using the validated subarea model. This memorandum summarizes the subarea model validation and development steps. It also presents the validation results for the study corridor.

BASE YEAR (2010) SUBAREA MODEL VALIDATION

A subarea model was created from the adopted CFRPM v6.1 model. The subarea boundary and cutlines, shown in **Figure 1**, were selected to include the major parallel roads surrounding the study area. The subarea model was created based on base year 2010 of CFRPM v6.1, and validated to the Florida Traffic Information (FTI) 2010 counts. An iterative approach was taken for validation until the subarea model showed acceptable model volumes comparable to the counts.

The validation procedures are detailed as follows.

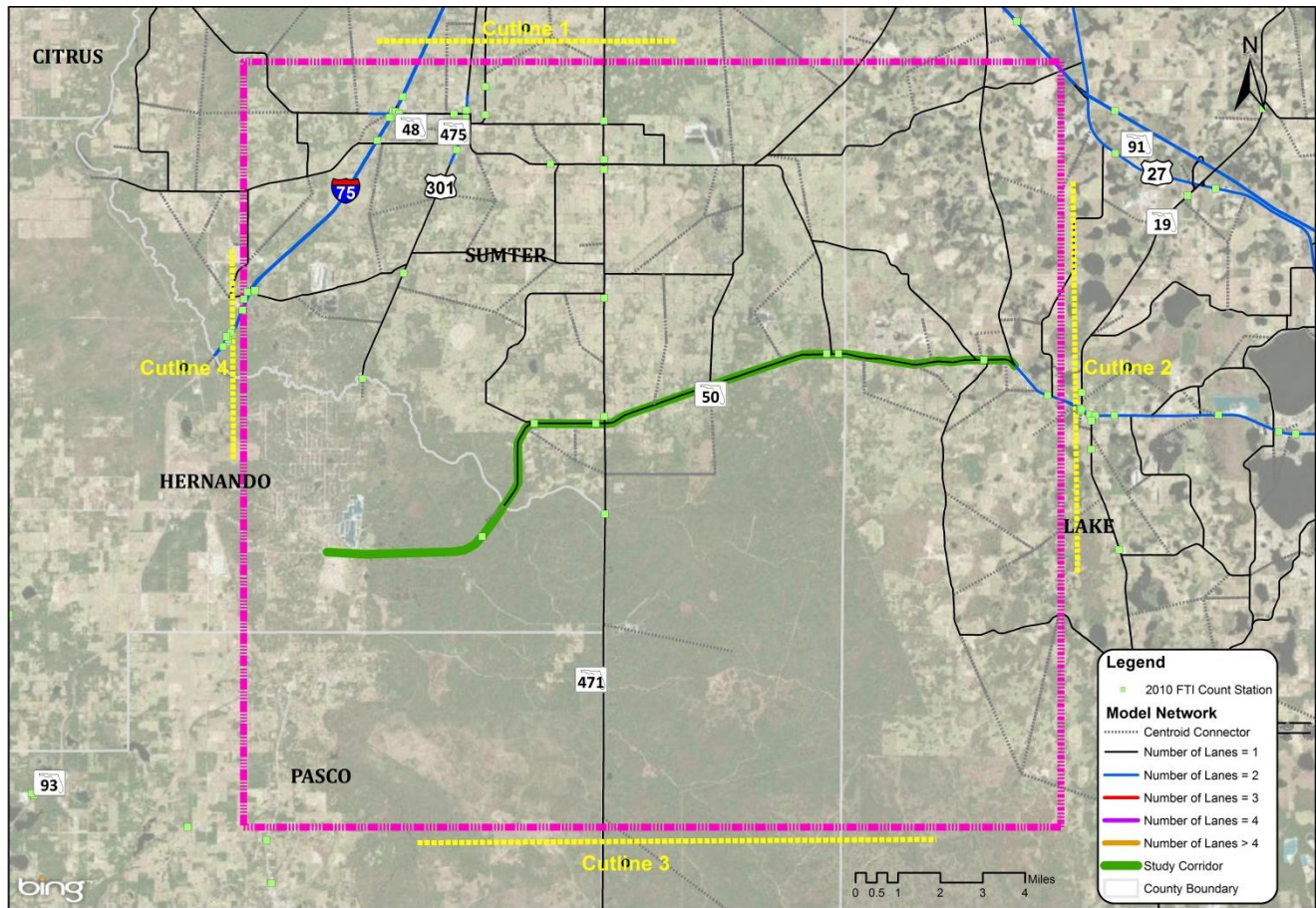


Figure 1: West SR 50 Subarea Model Validation Boundary and Cutlines

REASONABLENESS CHECK OF INPUTS

- Model Network

Modifications were made to the CFRPM v6.1 base year roadway network characteristics. New road segments were added to the 2010 road network to represent County Road 711 and County Road 707 to better represent the 2010 year roadway network within study area.

- Traffic Counts

The FTI traffic counts of year 2010 have checked with traffic counts data coded in network. There are 36 stations within study area. Traffic counts at each station were compared to the traffic counts of base year network. The FTI traffic counts coded in network are provided at the end of this memorandum.

BASE YEAR SUBAREA MODEL ACCURACY

After all the validation efforts above, the updated year 2010 subarea model was ready to generate the Peak Season Weekday Average Daily Traffic (PSWADT) volumes, which used the Model Output Conversion Factor (MOCF) to convert into AADT volumes:

$$\text{AADT} = \text{PSWADT} * \text{MOCF}$$

The subarea model comes includes three counties and uses different MOCFs, shown in **Table 1**, for factoring AADT. The MOCF reports were obtained from the 2010 FTI data and are included at the end of this memorandum.

Table 1: TAZ Centroids Adjustment for Validated Subarea Model

County	Model District	Category	MOCF
Hernando	N/A	Countywide	0.94
Lake	4	Countywide	0.94
Sumter	8	Countywide	0.93
		I-75	0.95

A comparison was made between the subarea model AADT volumes and FTI 2010 AADT counts by percent root mean square error (RMSE). The RMSEs for subarea validated model were expected to meet the FSUTMS standards before proceeding to future traffic forecasting.

Within study area, 34 traffic count locations were used to calculate the RMSE. **Table 2** summarizes RMSEs calculation of the adopted and validated year 2010 subarea model. **Table 3** presents the RMSE result only from the study corridor in base year 2010 subarea model. The validated year 2010 subarea model met the FSUTMS standards in all groups except group of 10,000-14,9999, which is 1% above the standard. The total RMSE is 20% for the study corridor from the validated year 2010 subarea model, and it is better than the FSUTMS preferable standards. **Table 4** shows the comparison of observed counts and adopted CFRPM model volume on SR 50. The percent error decreases significantly after subarea model validation.

Table 2: RMSE by Volume Group for Adopted the Validated Subarea Model

Group	Volume Range (vehicles/day)	Number of Observations	RMSE of Adopted Model	RMSE of Validated Model	FSUTMS Standards ¹	
					Acceptable	Preferable
1	Less than 5,000	16	128%	50%	100%	45%
2	5,000 - 9,999	11	74%	43%	45%	35%
3	10,000-14,999	4	75%	36%	35%	27%
4	15,000-19,999	1	60%	2%	30%	25%
6	30,000-49,999	2	64%	13%	25%	15%
Total		34	105%	33%	45%	35%

Table 3: RMSE by Volume Group for the Validated Model on Study Corridor

Group	Volume Range (vehicles/day)	Number of Observations	RMSE	FSUTMS Standards ¹	
				Acceptable	Preferable
2	5,000 - 9,999	4	36%	45%	35%
3	10,000-14,999	1	22%	35%	27%
4	15,000-19,999	1	3%	30%	25%
Total		6	20%	45%	35%

¹ Source: FSUTMS-Cube Model Calibration and Validation Standards, Table 2.11

Table 4: Comparison of AADT and Model Volume on Study Corridor

Resource	Count Station	Street Name	Location	Observed Count (AADT)	Adopted Model		Calibrated Subarea Model	
					Volume	Percent Error	Volume	Percent Error
FDOT	180204	SR-50	At CR-478	5,300	4,980	6%	4,964	6%
FDOT	180021		West of SR-471	6,400	5,009	22%	4,989	22%
FDOT	180118		West of CR-469	6,100	14,556	139%	8,004	31%
FDOT	180017		East of CR-469	7,300	14,780	102%	11,147	53%
FDOT	110319		West of CR-565	11,200	26,334	135%	13,697	22%
FDOT	110241		East of CR-565	18,600	29,840	60%	19,099	3%
SUM				54,900	95,499	74%	61,900	13%

Volume-over-Count Ratios (V/C) were calculated and compared for the cutlines within the subarea. **Table 5** shows V/C comparisons for subarea model cutlines. The volumes used for the comparison were obtained from the 2010 FDOT FTI and are summarized at the end of this report. The cutline volume-to-count ratios of cutline 2 and 4 are within the limits. On cutline 1, the model forecasted less traffic on I-75. This cutline is not close to the West SR 50 study corridor and therefore the impact is

considered to be minimal. Cutline 3 of CR 471 carries a small amount of traffic, so the volume loaded through it does not has a significant impact on the whole subarea model.

Table 5: Volume to Count Ratios at Cutlines

Validation Thresholds	Level of Accuracy				
	Cutline No.	Roadway	Count	Volume	Volume to Count Ratio
+/- 15% (35,000 VPD – 70,000 VPD)	Cutline 1	I 75	47,511	33,604	-29%
+/-20% (<35,000 VPD)	Cutline 2	SR 50	24,500	23,546	-4%
+/-20% (<35,000 VPD)	Cutline 3	CR 471	2,200	1,095	-50%
+/- 15% (35,000 VPD – 70,000 VPD)	Cutline 4	I 75	37,500	36,198	-3%
	Average Volume to Count Ratio		111,711	94,443	-15%

²Source: FSUTMS-Cube Model Calibration and Validation Standards, Table 2-9.

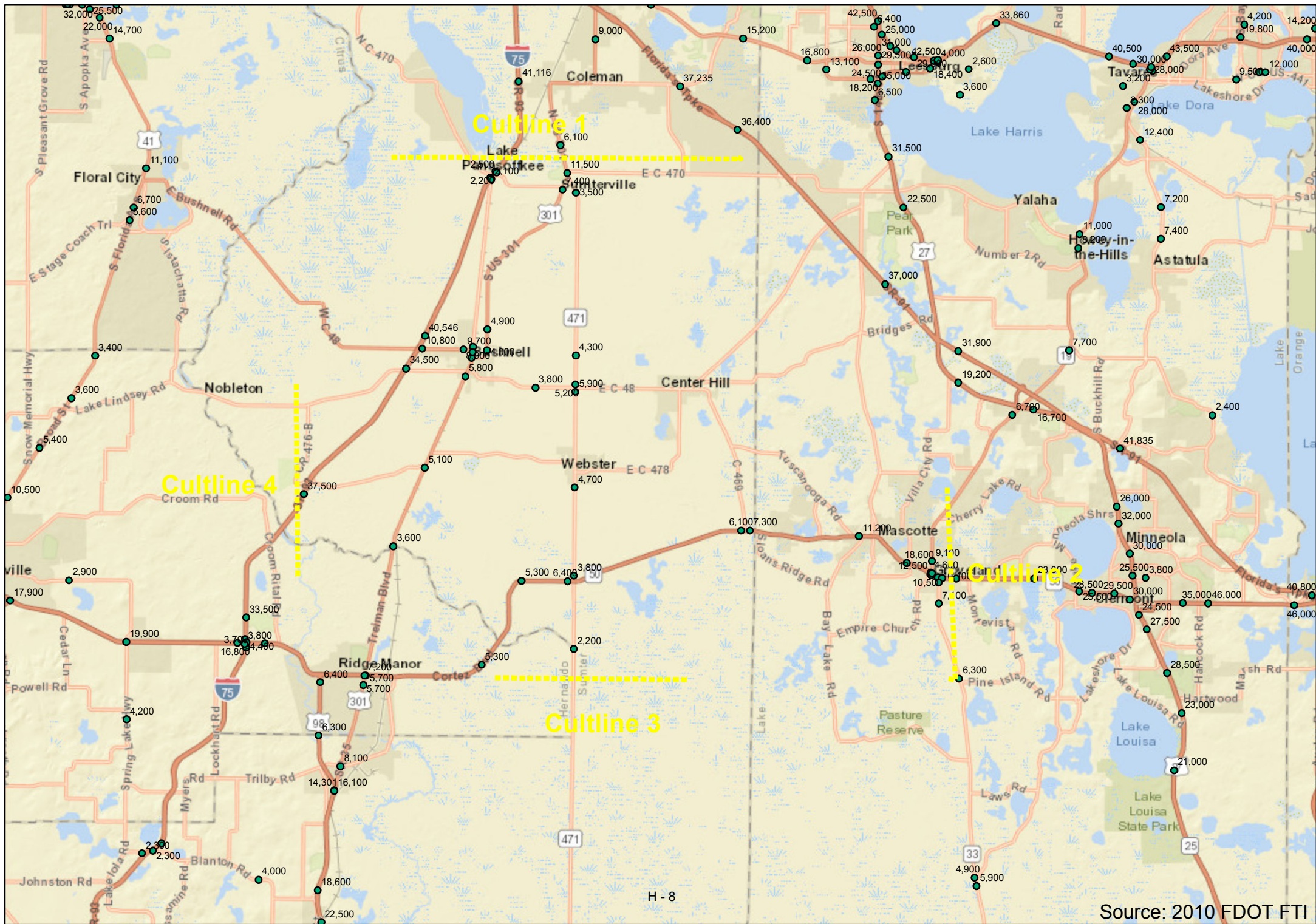
After comparison to the 2010 counts, the validated year 2010 CFRPM subarea model for West SR 50 study corridor meets the FSUTMS standards and is expected to provide a reasonable future traffic projection.

FUTURE YEAR (2040) SUBAREA MODEL DEVELOPMENT

Future year (2040) subarea models were developed from the CFRPM v6.1 Year 2040 Cost Feasible models as part of the effort to develop future volume forecasts to support the future year analysis. Network modifications applied during the base year model validation process and described in the previous sections were also applied, as they remain valid in the future years. The model plots with loaded network volumes in the vicinity of study area for each scenario are included in **Appendix K**.

Observed Count Stations

Year	Station ID	AADT	Location	Site Type
2010	180358	40,546	SR-93/I-75 0.5 M N OF SR-48 OVERPASS BUSHNELL SUMTER CO	Telemetered
2010	085307	3,600	SR 35/US 301, SOUTH OF SUMTER COUNTY	Portable
2010	182018	1,300	I-75, SB IN REST (UC)	Portable
2010	182006	1,700	I-75, RAMP FROM I-75 S.BD. TO SR-48	Portable
2010	182005	1,900	I-75, RAMP FROM SR-48 TO I-75 N.BD.	Portable
2010	182004	1,600	I-75, RAMP FROM I-75 N.BD. TO SR-48	Portable
2010	182003	950	I-75, RAMP FROM CR-476 TO I-75 S.BD.	Portable
2010	182002	400	I-75 ,RAMP FROM I-75 S.BD. TO CR-476	Portable
2010	182007	1,500	I-75, RAMP FROM SR-48 TO I-75 S.BD.	Portable
2010	182000	750	I-75,RAMP FROM I-75 N.BD. TO CR-476	Portable
2010	181003	5,200	ON SR-471, 0.117 MI.N OF C-48 (RCLP)	Portable
2010	181001	5,900	ON SR-471, 0.131 MI. S OF C-48 (RCLP)	Portable
2010	182017	1,300	I-75, NB OUT REST AREA (RC)	Portable
2010	180194	34,500	ON SR-93(I-75), 0.79 MI. S OF SR-48(RVL)	Portable
2010	180122	5,100	ON US-301, 0.135 MI. S OF CR-673 (RVL)	Portable
2010	180118	6,100	ON SR-50, 0.140 MI. W OF CR-469 (RCLP)	Portable
2010	180117	9,300	ON US-301, 0.059 MI. S OF SR-48/475 (RVL)	Portable
2010	180112	5,800	ON US-301, 0.173 MI. S OF C-476 (RCLP)	Portable
2010	187006	8,900	CR-475, 0.095 MI. N OF SR-48 (HPMS)	Portable
2010	180061	4,700	ON SR-471, 0.111 MI. S OF C-478A (RC)	Portable
2010	180042	4,000	ON US-301, 0.288 MI. NE OF C-476 (RV)	Portable
2010	180021	6,400	ON SR-50, 0.209 MI. W OF SR-471 (RVL)	Portable
2010	180020	3,800	ON SR-471, 0.180 MI. N OF SR-50 (RV)	Portable
2010	180009	9,700	ON SR-48, 0.309 MI. W OF CR-475(RC)	Portable
2010	182016	1,400	I-75, NB IN REST AREA (RC)	Portable
2010	180017	7,300	ON SR-50, 0.147 MI. E OF C-469 (RCLP)	Portable
2010	180016	10,800	ON SR-48, EAST OF I-75 (RV)	Portable
2010	187001	3,800	CR-48, 0.095 MI. W OF CR-747 (HPMS)	Portable
2010	180001	4,900	ON US-301, 0.996 MI. N OF CR-476 (RC)	Portable
2010	182001	400	I-75,RAMP FROM CR-476 TO I-75 N.BD.	Portable
2010	180207	10,100	ON SR-475, 0.101 MI.S OF SR-48 (TO THE WEST) (RV)	Portable
2010	180205	4,300	ON SR-471, 0.092 MI.N OF C-476 (RVL)	Portable
2010	180204	5,300	ON SR-50, AT CR-478A (RVL)	Portable
2010	182019	1,200	I-75, SB OUT REST (UC)	Portable
2010	110319	11,200	ON SR-50, 0.094 MI. W. OF CR-565 (RVL)	Portable
2010	110241	18,600	COMM ON SR-50, 0.162 MI. E OF C-565 (RVL)	Portable



2010 MOCF REPORTS

2010 Peak Season Factor Category Report - Report Type: ALL
 Category: 1100 LAKE COUNTYWIDE

Week	Dates	SF	MOCF: 0.94 PSCF
1	01/01/2010 - 01/02/2010	1.03	1.10
2	01/03/2010 - 01/09/2010	1.01	1.07
3	01/10/2010 - 01/16/2010	1.00	1.06
4	01/17/2010 - 01/23/2010	0.99	1.05
5	01/24/2010 - 01/30/2010	0.98	1.04
* 6	01/31/2010 - 02/06/2010	0.96	1.02
* 7	02/07/2010 - 02/13/2010	0.95	1.01
* 8	02/14/2010 - 02/20/2010	0.94	1.00
* 9	02/21/2010 - 02/27/2010	0.94	1.00
*10	02/28/2010 - 03/06/2010	0.93	0.99
*11	03/07/2010 - 03/13/2010	0.93	0.99
*12	03/14/2010 - 03/20/2010	0.92	0.98
*13	03/21/2010 - 03/27/2010	0.93	0.99
*14	03/28/2010 - 04/03/2010	0.93	0.99
*15	04/04/2010 - 04/10/2010	0.94	1.00
*16	04/11/2010 - 04/17/2010	0.94	1.00
*17	04/18/2010 - 04/24/2010	0.95	1.01
*18	04/25/2010 - 05/01/2010	0.96	1.02
19	05/02/2010 - 05/08/2010	0.98	1.04
20	05/09/2010 - 05/15/2010	0.99	1.05
21	05/16/2010 - 05/22/2010	0.99	1.05
22	05/23/2010 - 05/29/2010	1.00	1.06
23	05/30/2010 - 06/05/2010	1.00	1.06
24	06/06/2010 - 06/12/2010	1.01	1.07
25	06/13/2010 - 06/19/2010	1.02	1.09
26	06/20/2010 - 06/26/2010	1.03	1.10
27	06/27/2010 - 07/03/2010	1.05	1.12
28	07/04/2010 - 07/10/2010	1.06	1.13
29	07/11/2010 - 07/17/2010	1.08	1.15
30	07/18/2010 - 07/24/2010	1.07	1.14
31	07/25/2010 - 07/31/2010	1.07	1.14
32	08/01/2010 - 08/07/2010	1.07	1.14
33	08/08/2010 - 08/14/2010	1.07	1.14
34	08/15/2010 - 08/21/2010	1.06	1.13
35	08/22/2010 - 08/28/2010	1.06	1.13
36	08/29/2010 - 09/04/2010	1.06	1.13
37	09/05/2010 - 09/11/2010	1.05	1.12
38	09/12/2010 - 09/18/2010	1.05	1.12
39	09/19/2010 - 09/25/2010	1.03	1.10
40	09/26/2010 - 10/02/2010	1.02	1.09
41	10/03/2010 - 10/09/2010	1.01	1.07
42	10/10/2010 - 10/16/2010	1.00	1.06
43	10/17/2010 - 10/23/2010	1.00	1.06
44	10/24/2010 - 10/30/2010	1.00	1.06
45	10/31/2010 - 11/06/2010	1.00	1.06
46	11/07/2010 - 11/13/2010	1.00	1.06
47	11/14/2010 - 11/20/2010	1.01	1.07
48	11/21/2010 - 11/27/2010	1.01	1.07
49	11/28/2010 - 12/04/2010	1.02	1.09
50	12/05/2010 - 12/11/2010	1.02	1.09
51	12/12/2010 - 12/18/2010	1.03	1.10
52	12/19/2010 - 12/25/2010	1.01	1.07
53	12/26/2010 - 12/31/2010	1.00	1.06

* Peak Season

2010 Peak Season Factor Category Report - Report Type: ALL
 Category: 1800 SUMTER COUNTYWIDE

Week	Dates	SF	MOCF: 0.93 PSCF
1	01/01/2010 - 01/02/2010	1.01	1.08
2	01/03/2010 - 01/09/2010	1.02	1.09
3	01/10/2010 - 01/16/2010	1.02	1.09
4	01/17/2010 - 01/23/2010	1.01	1.08
5	01/24/2010 - 01/30/2010	0.99	1.06
* 6	01/31/2010 - 02/06/2010	0.97	1.04
* 7	02/07/2010 - 02/13/2010	0.95	1.02
* 8	02/14/2010 - 02/20/2010	0.93	1.00
* 9	02/21/2010 - 02/27/2010	0.93	1.00
*10	02/28/2010 - 03/06/2010	0.92	0.98
*11	03/07/2010 - 03/13/2010	0.91	0.97
*12	03/14/2010 - 03/20/2010	0.91	0.97
*13	03/21/2010 - 03/27/2010	0.92	0.98
*14	03/28/2010 - 04/03/2010	0.92	0.98
*15	04/04/2010 - 04/10/2010	0.93	1.00
*16	04/11/2010 - 04/17/2010	0.94	1.01
*17	04/18/2010 - 04/24/2010	0.95	1.02
*18	04/25/2010 - 05/01/2010	0.97	1.04
19	05/02/2010 - 05/08/2010	0.98	1.05
20	05/09/2010 - 05/15/2010	1.00	1.07
21	05/16/2010 - 05/22/2010	1.01	1.08
22	05/23/2010 - 05/29/2010	1.02	1.09
23	05/30/2010 - 06/05/2010	1.03	1.10
24	06/06/2010 - 06/12/2010	1.04	1.11
25	06/13/2010 - 06/19/2010	1.06	1.13
26	06/20/2010 - 06/26/2010	1.06	1.13
27	06/27/2010 - 07/03/2010	1.07	1.14
28	07/04/2010 - 07/10/2010	1.07	1.14
29	07/11/2010 - 07/17/2010	1.08	1.16
30	07/18/2010 - 07/24/2010	1.08	1.16
31	07/25/2010 - 07/31/2010	1.07	1.14
32	08/01/2010 - 08/07/2010	1.07	1.14
33	08/08/2010 - 08/14/2010	1.06	1.13
34	08/15/2010 - 08/21/2010	1.06	1.13
35	08/22/2010 - 08/28/2010	1.05	1.12
36	08/29/2010 - 09/04/2010	1.05	1.12
37	09/05/2010 - 09/11/2010	1.04	1.11
38	09/12/2010 - 09/18/2010	1.03	1.10
39	09/19/2010 - 09/25/2010	1.03	1.10
40	09/26/2010 - 10/02/2010	1.02	1.09
41	10/03/2010 - 10/09/2010	1.01	1.08
42	10/10/2010 - 10/16/2010	1.00	1.07
43	10/17/2010 - 10/23/2010	1.00	1.07
44	10/24/2010 - 10/30/2010	1.00	1.07
45	10/31/2010 - 11/06/2010	1.00	1.07
46	11/07/2010 - 11/13/2010	0.99	1.06
47	11/14/2010 - 11/20/2010	0.99	1.06
48	11/21/2010 - 11/27/2010	1.00	1.07
49	11/28/2010 - 12/04/2010	1.00	1.07
50	12/05/2010 - 12/11/2010	1.01	1.08
51	12/12/2010 - 12/18/2010	1.01	1.08
52	12/19/2010 - 12/25/2010	1.02	1.09
53	12/26/2010 - 12/31/2010	1.02	1.09

* Peak Season

2010 Peak Season Factor Category Report - Report Type: ALL
 Category: 1875 SUMTER I75

Week	Dates	SF	MOCF: 0.95 PSCF
1	01/01/2010 - 01/02/2010	0.98	1.03
2	01/03/2010 - 01/09/2010	1.03	1.08
3	01/10/2010 - 01/16/2010	1.08	1.14
4	01/17/2010 - 01/23/2010	1.07	1.12
5	01/24/2010 - 01/30/2010	1.05	1.10
6	01/31/2010 - 02/06/2010	1.04	1.09
* 7	02/07/2010 - 02/13/2010	1.03	1.08
* 8	02/14/2010 - 02/20/2010	1.02	1.07
* 9	02/21/2010 - 02/27/2010	0.99	1.04
*10	02/28/2010 - 03/06/2010	0.96	1.01
*11	03/07/2010 - 03/13/2010	0.93	0.98
*12	03/14/2010 - 03/20/2010	0.90	0.95
*13	03/21/2010 - 03/27/2010	0.90	0.95
*14	03/28/2010 - 04/03/2010	0.90	0.95
*15	04/04/2010 - 04/10/2010	0.90	0.95
*16	04/11/2010 - 04/17/2010	0.90	0.95
*17	04/18/2010 - 04/24/2010	0.94	0.99
*18	04/25/2010 - 05/01/2010	0.98	1.03
*19	05/02/2010 - 05/08/2010	1.02	1.07
20	05/09/2010 - 05/15/2010	1.06	1.11
21	05/16/2010 - 05/22/2010	1.04	1.09
22	05/23/2010 - 05/29/2010	1.03	1.08
23	05/30/2010 - 06/05/2010	1.01	1.06
24	06/06/2010 - 06/12/2010	1.00	1.05
25	06/13/2010 - 06/19/2010	0.99	1.04
26	06/20/2010 - 06/26/2010	0.98	1.03
27	06/27/2010 - 07/03/2010	0.98	1.03
28	07/04/2010 - 07/10/2010	0.97	1.02
29	07/11/2010 - 07/17/2010	0.96	1.01
30	07/18/2010 - 07/24/2010	0.98	1.03
31	07/25/2010 - 07/31/2010	1.00	1.05
32	08/01/2010 - 08/07/2010	1.03	1.08
33	08/08/2010 - 08/14/2010	1.05	1.10
34	08/15/2010 - 08/21/2010	1.07	1.12
35	08/22/2010 - 08/28/2010	1.08	1.14
36	08/29/2010 - 09/04/2010	1.10	1.16
37	09/05/2010 - 09/11/2010	1.11	1.17
38	09/12/2010 - 09/18/2010	1.13	1.19
39	09/19/2010 - 09/25/2010	1.11	1.17
40	09/26/2010 - 10/02/2010	1.10	1.16
41	10/03/2010 - 10/09/2010	1.08	1.14
42	10/10/2010 - 10/16/2010	1.06	1.11
43	10/17/2010 - 10/23/2010	1.04	1.09
44	10/24/2010 - 10/30/2010	1.02	1.07
45	10/31/2010 - 11/06/2010	1.00	1.05
46	11/07/2010 - 11/13/2010	0.98	1.03
47	11/14/2010 - 11/20/2010	0.95	1.00
48	11/21/2010 - 11/27/2010	0.96	1.01
49	11/28/2010 - 12/04/2010	0.97	1.02
50	12/05/2010 - 12/11/2010	0.98	1.03
51	12/12/2010 - 12/18/2010	0.98	1.03
52	12/19/2010 - 12/25/2010	1.03	1.08
53	12/26/2010 - 12/31/2010	1.08	1.14

* Peak Season

2010 Peak Season Factor Category Report - Report Type: ALL
 Category: 0800 HERNANDO COUNTYWIDE

Week	Dates	SF	MOCF: 0.94 PSCF
1	01/01/2010 - 01/02/2010	1.02	1.09
2	01/03/2010 - 01/09/2010	1.01	1.08
3	01/10/2010 - 01/16/2010	1.00	1.06
4	01/17/2010 - 01/23/2010	0.99	1.05
5	01/24/2010 - 01/30/2010	0.98	1.04
* 6	01/31/2010 - 02/06/2010	0.96	1.02
* 7	02/07/2010 - 02/13/2010	0.95	1.01
* 8	02/14/2010 - 02/20/2010	0.94	1.00
* 9	02/21/2010 - 02/27/2010	0.93	0.99
*10	02/28/2010 - 03/06/2010	0.93	0.99
*11	03/07/2010 - 03/13/2010	0.92	0.98
*12	03/14/2010 - 03/20/2010	0.92	0.98
*13	03/21/2010 - 03/27/2010	0.92	0.98
*14	03/28/2010 - 04/03/2010	0.93	0.99
*15	04/04/2010 - 04/10/2010	0.94	1.00
*16	04/11/2010 - 04/17/2010	0.94	1.00
*17	04/18/2010 - 04/24/2010	0.96	1.02
*18	04/25/2010 - 05/01/2010	0.97	1.03
19	05/02/2010 - 05/08/2010	0.98	1.04
20	05/09/2010 - 05/15/2010	1.00	1.06
21	05/16/2010 - 05/22/2010	1.00	1.06
22	05/23/2010 - 05/29/2010	1.01	1.08
23	05/30/2010 - 06/05/2010	1.02	1.09
24	06/06/2010 - 06/12/2010	1.03	1.10
25	06/13/2010 - 06/19/2010	1.04	1.11
26	06/20/2010 - 06/26/2010	1.05	1.12
27	06/27/2010 - 07/03/2010	1.06	1.13
28	07/04/2010 - 07/10/2010	1.06	1.13
29	07/11/2010 - 07/17/2010	1.07	1.14
30	07/18/2010 - 07/24/2010	1.07	1.14
31	07/25/2010 - 07/31/2010	1.07	1.14
32	08/01/2010 - 08/07/2010	1.06	1.13
33	08/08/2010 - 08/14/2010	1.06	1.13
34	08/15/2010 - 08/21/2010	1.06	1.13
35	08/22/2010 - 08/28/2010	1.05	1.12
36	08/29/2010 - 09/04/2010	1.05	1.12
37	09/05/2010 - 09/11/2010	1.04	1.11
38	09/12/2010 - 09/18/2010	1.04	1.11
39	09/19/2010 - 09/25/2010	1.03	1.10
40	09/26/2010 - 10/02/2010	1.02	1.09
41	10/03/2010 - 10/09/2010	1.01	1.08
42	10/10/2010 - 10/16/2010	1.00	1.06
43	10/17/2010 - 10/23/2010	1.00	1.06
44	10/24/2010 - 10/30/2010	1.00	1.06
45	10/31/2010 - 11/06/2010	1.00	1.06
46	11/07/2010 - 11/13/2010	1.00	1.06
47	11/14/2010 - 11/20/2010	0.99	1.05
48	11/21/2010 - 11/27/2010	1.00	1.06
49	11/28/2010 - 12/04/2010	1.01	1.08
50	12/05/2010 - 12/11/2010	1.02	1.09
51	12/12/2010 - 12/18/2010	1.02	1.09
52	12/19/2010 - 12/25/2010	1.01	1.08
53	12/26/2010 - 12/31/2010	1.00	1.06

* Peak Season

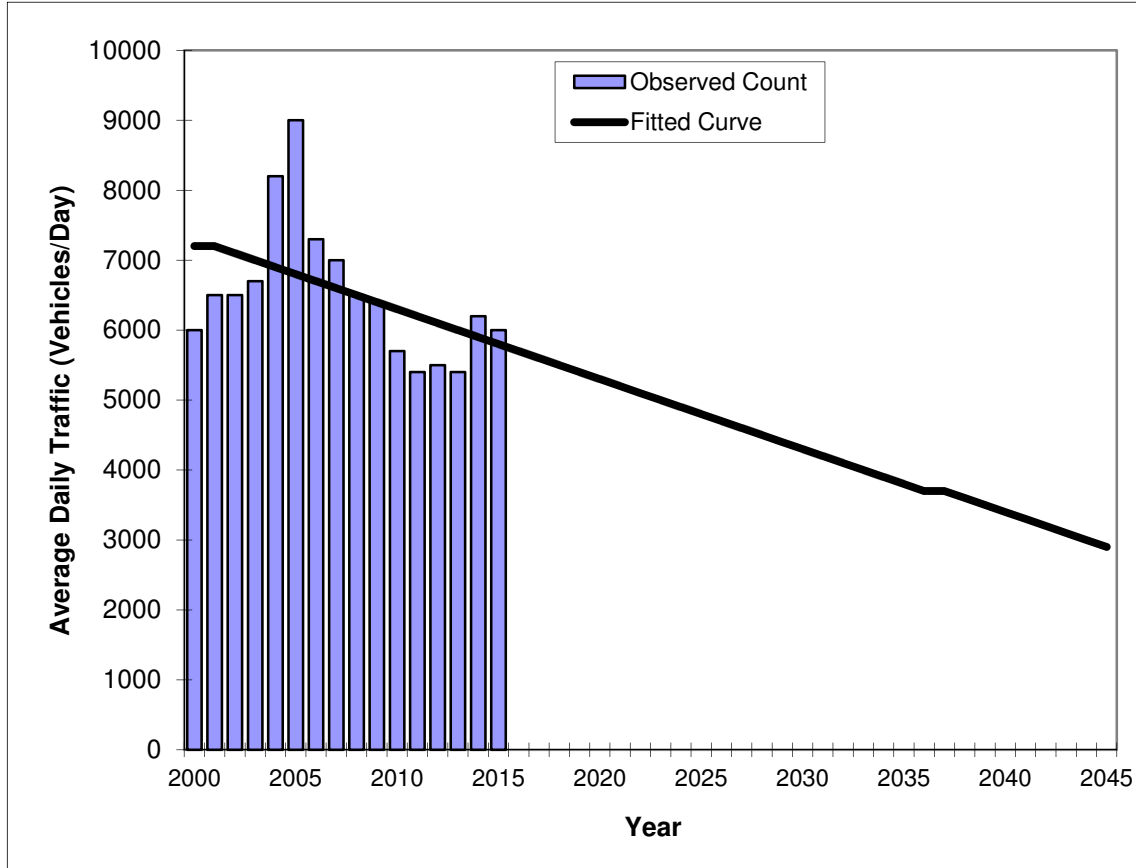
APPENDIX I – HISTORIC TRENDS ANALYSES

Traffic Trends - V3.0

SR 50 -- East of US 301

FIN#	0
Location	1

County:	Hernando (08)
Station #:	0024
Highway:	SR 50



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2000	6000	7200
2001	6500	7200
2002	6500	7100
2003	6700	7000
2004	8200	6900
2005	9000	6800
2006	7300	6700
2007	7000	6600
2008	6500	6500
2009	6400	6400
2010	5700	6300
2011	5400	6200
2012	5500	6100
2013	5400	6000
2014	6200	5900
2015	6000	5800
2025 Opening Year Trend		
2025	N/A	4800
2035 Mid-Year Trend		
2035	N/A	3800
2045 Design Year Trend		
2045	N/A	2900
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-97
Trend R-squared:	21.82%
Trend Annual Historic Growth Rate:	-1.30%
Trend Growth Rate (2015 to Design Year):	-1.67%
Printed:	21-Jul-17
Straight Line Growth Option	

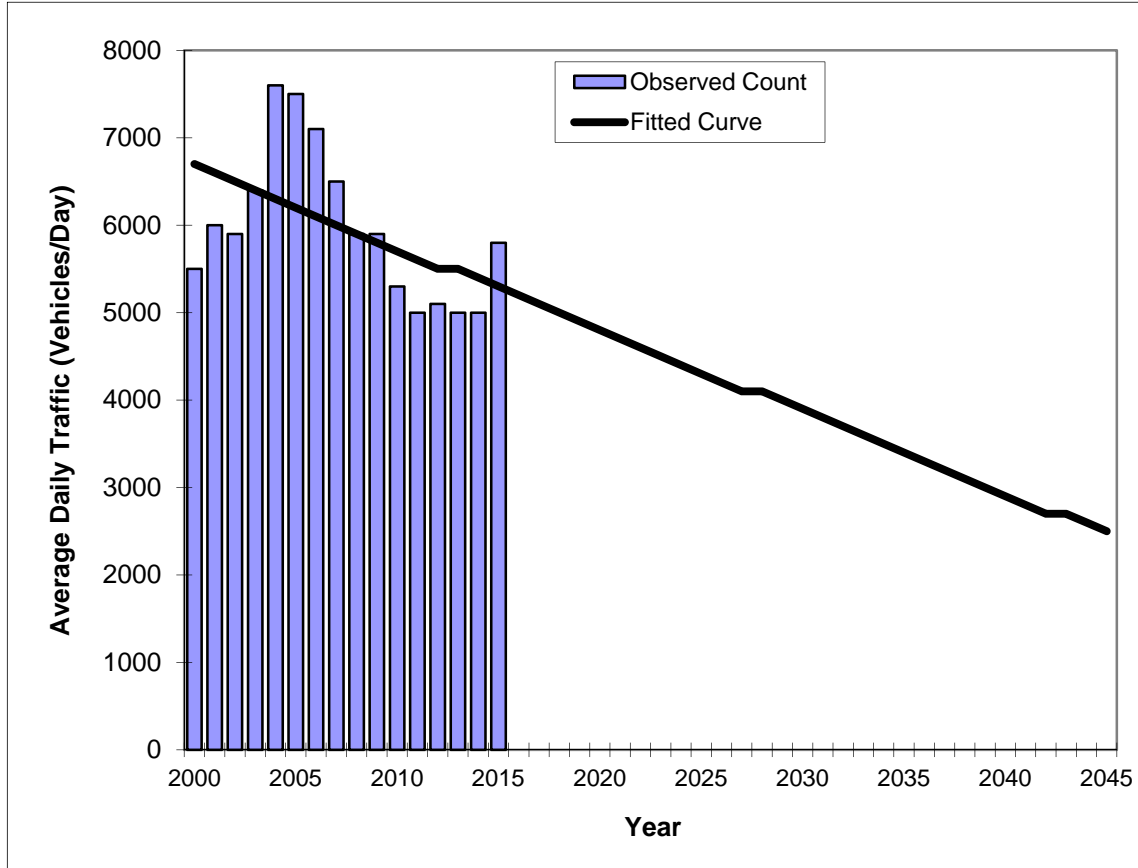
*Axle-Adjusted

Traffic Trends - V3.0

SR 50 -- West of Sumter County

FIN#	0
Location	1

County:	Hernando (08)
Station #:	5303
Highway:	SR 50



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2000	5500	6700
2001	6000	6600
2002	5900	6500
2003	6400	6400
2004	7600	6300
2005	7500	6200
2006	7100	6100
2007	6500	6000
2008	5900	5900
2009	5900	5800
2010	5300	5700
2011	5000	5600
2012	5100	5500
2013	5000	5500
2014	5000	5400
2015	5800	5300
2025 Opening Year Trend		
2025	N/A	4300
2035 Mid-Year Trend		
2035	N/A	3400
2045 Design Year Trend		
2045	N/A	2500
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-93
Trend R-squared:	26.87%
Trend Annual Historic Growth Rate:	-1.39%
Trend Growth Rate (2015 to Design Year):	-1.76%
Printed:	8-May-17
Straight Line Growth Option	

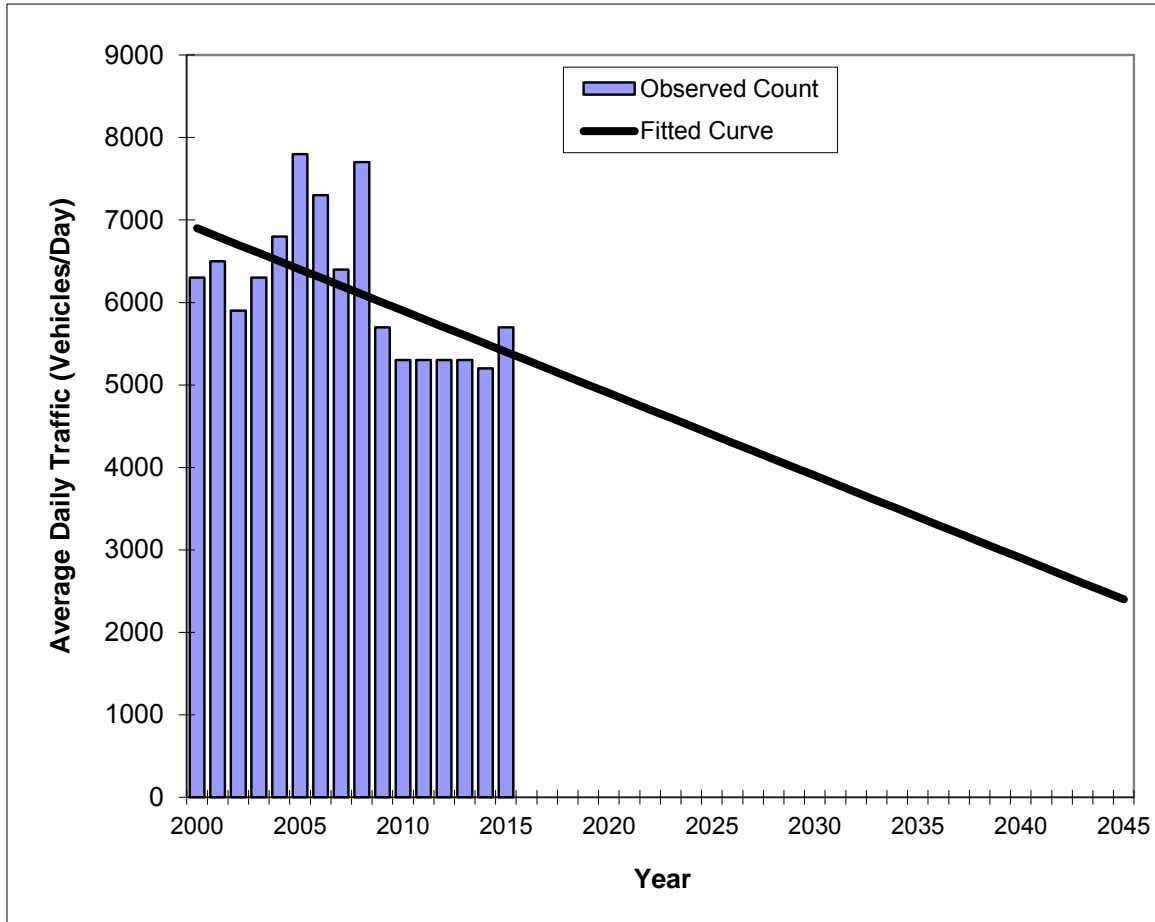
*Axle-Adjusted

Traffic Trends - V3.0

ON SR-50, AT CR-478A (RVL)

FIN#	437330-1
Location	1

County:	Sumter (18)
Station #:	0204
Highway:	0



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2000	6300	6900
2001	6500	6800
2002	5900	6700
2003	6300	6600
2004	6800	6500
2005	7800	6400
2006	7300	6300
2007	6400	6200
2008	7700	6100
2009	5700	6000
2010	5300	5900
2011	5300	5800
2012	5300	5700
2013	5300	5600
2014	5200	5500
2015	5700	5400
2025 Opening Year Trend		
2025	N/A	4400
2035 Mid-Year Trend		
2035	N/A	3400
2045 Design Year Trend		
2045	N/A	2400
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-100
Trend R-squared:	29.96%
Trend Annual Historic Growth Rate:	-1.45%
Trend Growth Rate (2015 to Design Year):	-1.85%
Printed:	8-May-17
Straight Line Growth Option	

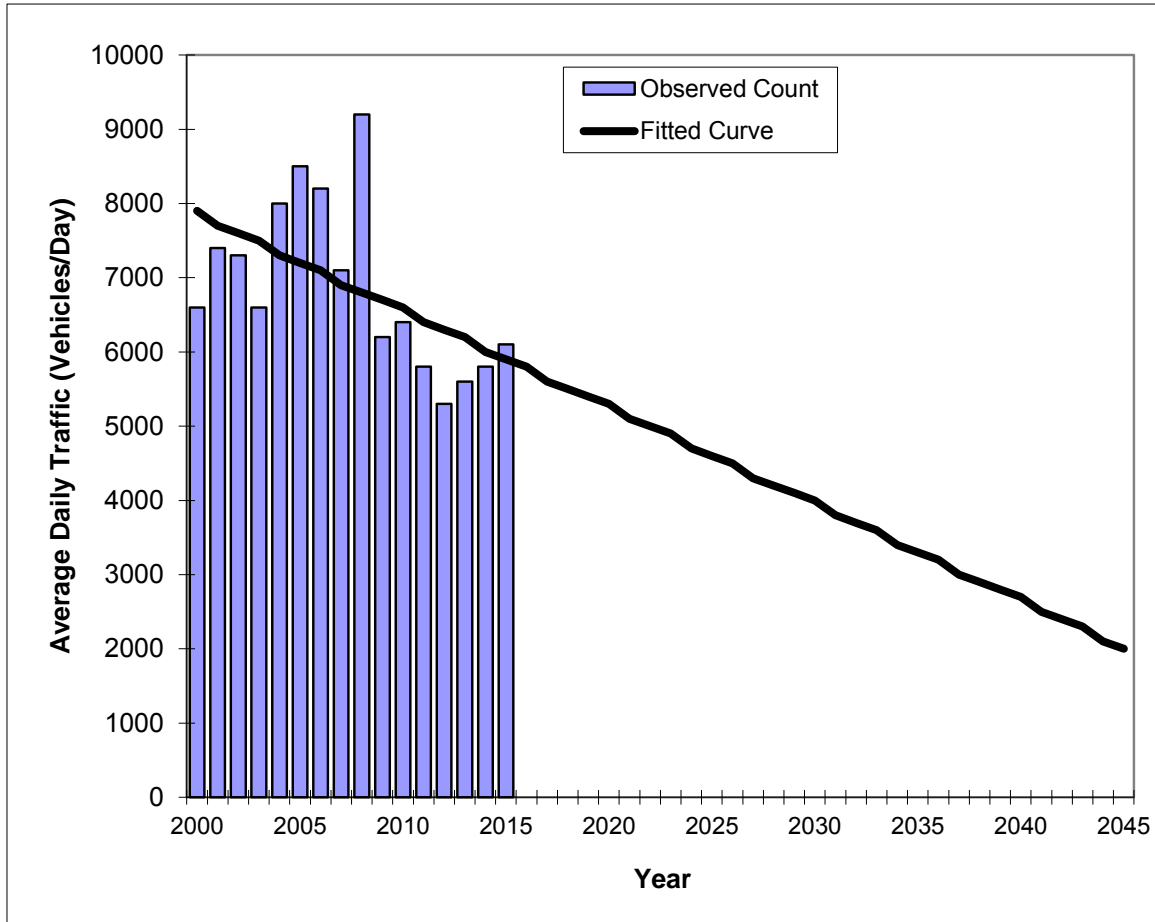
*Axle-Adjusted

Traffic Trends - V3.0

ON SR-50, 0.209 MI. W OF SR-471 (RVL)

FIN#	437330-1
Location	2

County:	Sumter (18)
Station #:	0021
Highway:	0



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2000	6600	7900
2001	7400	7700
2002	7300	7600
2003	6600	7500
2004	8000	7300
2005	8500	7200
2006	8200	7100
2007	7100	6900
2008	9200	6800
2009	6200	6700
2010	6400	6600
2011	5800	6400
2012	5300	6300
2013	5600	6200
2014	5800	6000
2015	6100	5900
2025 Opening Year Trend		
2025	N/A	4600
2035 Mid-Year Trend		
2035	N/A	3300
2045 Design Year Trend		
2045	N/A	2000
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-130
Trend R-squared:	29.65%
Trend Annual Historic Growth Rate:	-1.69%
Trend Growth Rate (2015 to Design Year):	-2.20%
Printed:	8-May-17
Straight Line Growth Option	

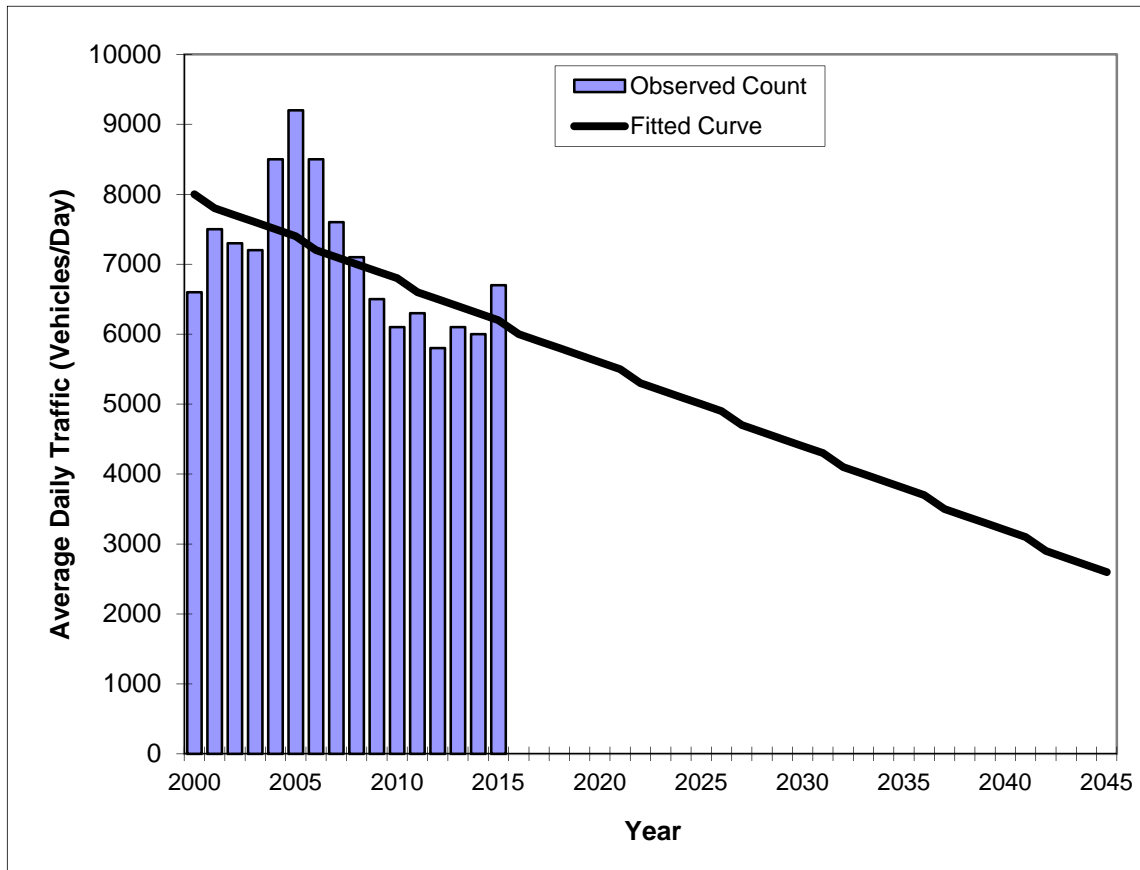
*Axle-Adjusted

Traffic Trends - V3.0

SR 50 -- West of CR 469

FIN#	0
Location	1

County:	Sumter (18)
Station #:	0118
Highway:	SR 50



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2000	6600	8000
2001	7500	7800
2002	7300	7700
2003	7200	7600
2004	8500	7500
2005	9200	7400
2006	8500	7200
2007	7600	7100
2008	7100	7000
2009	6500	6900
2010	6100	6800
2011	6300	6600
2012	5800	6500
2013	6100	6400
2014	6000	6300
2015	6700	6200
2025 Opening Year Trend		
2025	N/A	5000
2035 Mid-Year Trend		
2035	N/A	3800
2045 Design Year Trend		
2045	N/A	2600
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-119
Trend R-squared:	32.15%
Trend Annual Historic Growth Rate:	-1.50%
Trend Growth Rate (2015 to Design Year):	-1.94%
Printed:	8-May-17
Straight Line Growth Option	

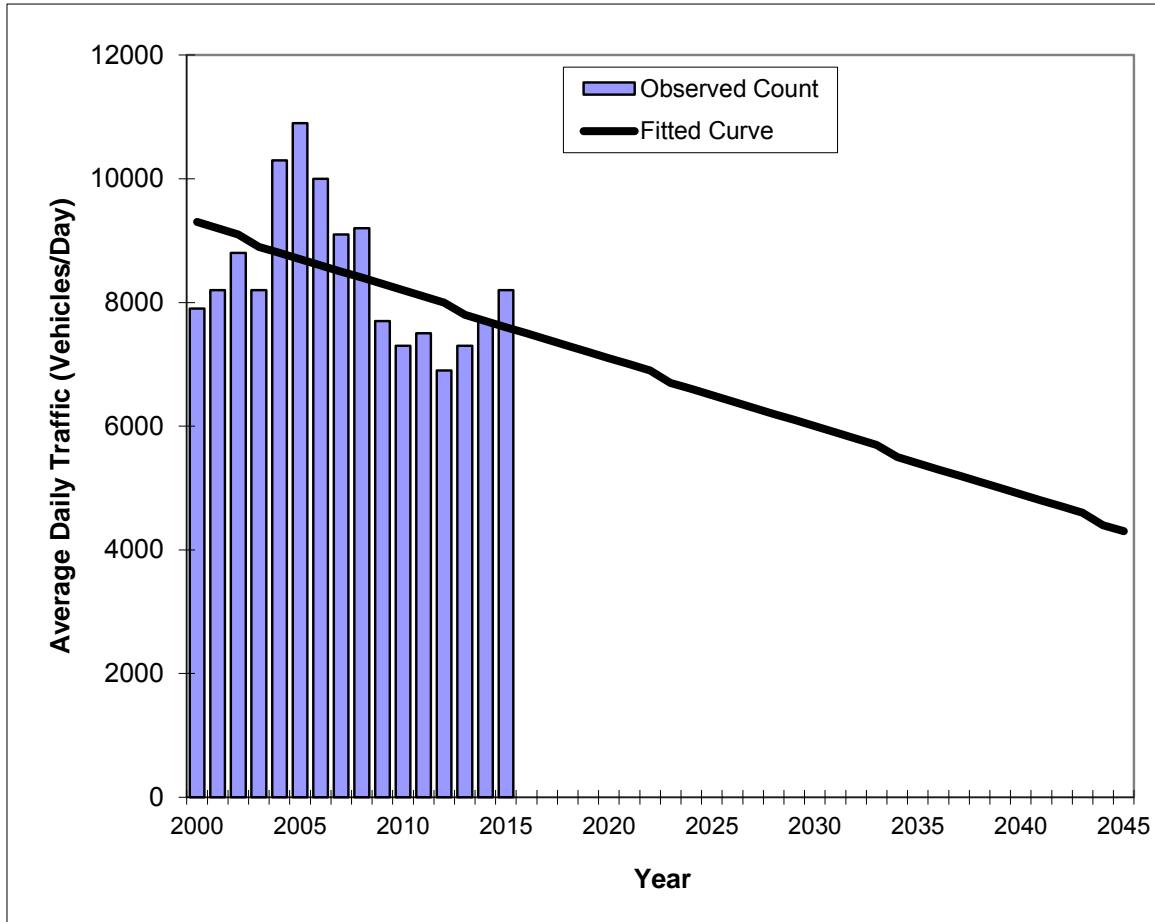
*Axle-Adjusted

Traffic Trends - V3.0

ON SR-50, 0.147 MI. E OF CR-469 (RCLP)(HPMS SAMPLE)

FIN#	437330-1
Location	4

County:	Sumter (18)
Station #:	0017
Highway:	0



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2000	7900	9300
2001	8200	9200
2002	8800	9100
2003	8200	8900
2004	10300	8800
2005	10900	8700
2006	10000	8600
2007	9100	8500
2008	9200	8400
2009	7700	8300
2010	7300	8200
2011	7500	8100
2012	6900	8000
2013	7300	7800
2014	7700	7700
2015	8200	7600
2025 Opening Year Trend		
2025	N/A	6500
2035 Mid-Year Trend		
2035	N/A	5400
2045 Design Year Trend		
2045	N/A	4300
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-110
Trend R-squared:	19.96%
Trend Annual Historic Growth Rate:	-1.22%
Trend Growth Rate (2015 to Design Year):	-1.45%
Printed:	8-May-17
Straight Line Growth Option	

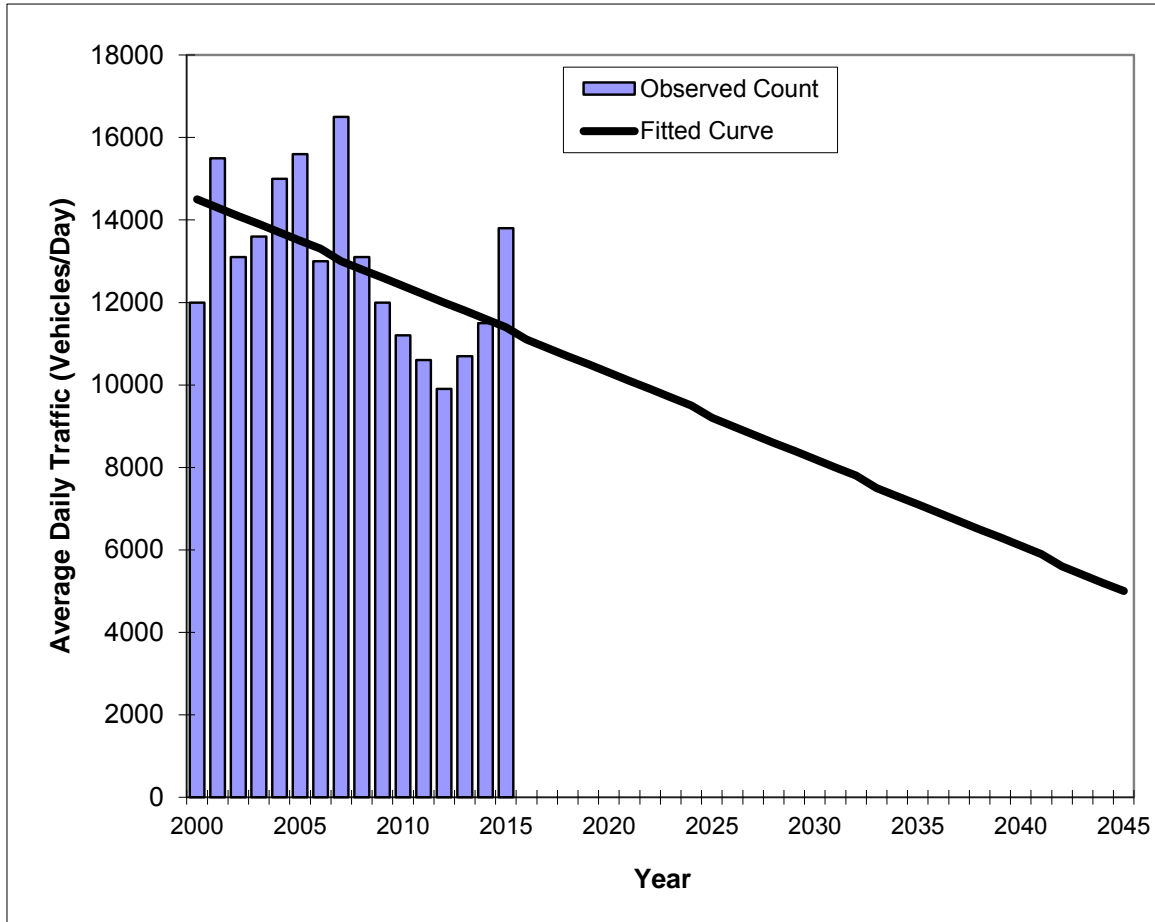
*Axle-Adjusted

Traffic Trends - V3.0

ON SR-50, 0.094 MI. W. OF CR-565 (RVL)

FIN#	437330-1
Location	5

County:	Sumter (11)
Station #:	0319
Highway:	0



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2000	12000	14500
2001	15500	14300
2002	13100	14100
2003	13600	13900
2004	15000	13700
2005	15600	13500
2006	13000	13300
2007	16500	13000
2008	13100	12800
2009	12000	12600
2010	11200	12400
2011	10600	12200
2012	9900	12000
2013	10700	11800
2014	11500	11600
2015	13800	11400
2025 Opening Year Trend		
2025	N/A	9200
2035 Mid-Year Trend		
2035	N/A	7100
2045 Design Year Trend		
2045	N/A	5000
TRANPLAN Forecasts/Trends		

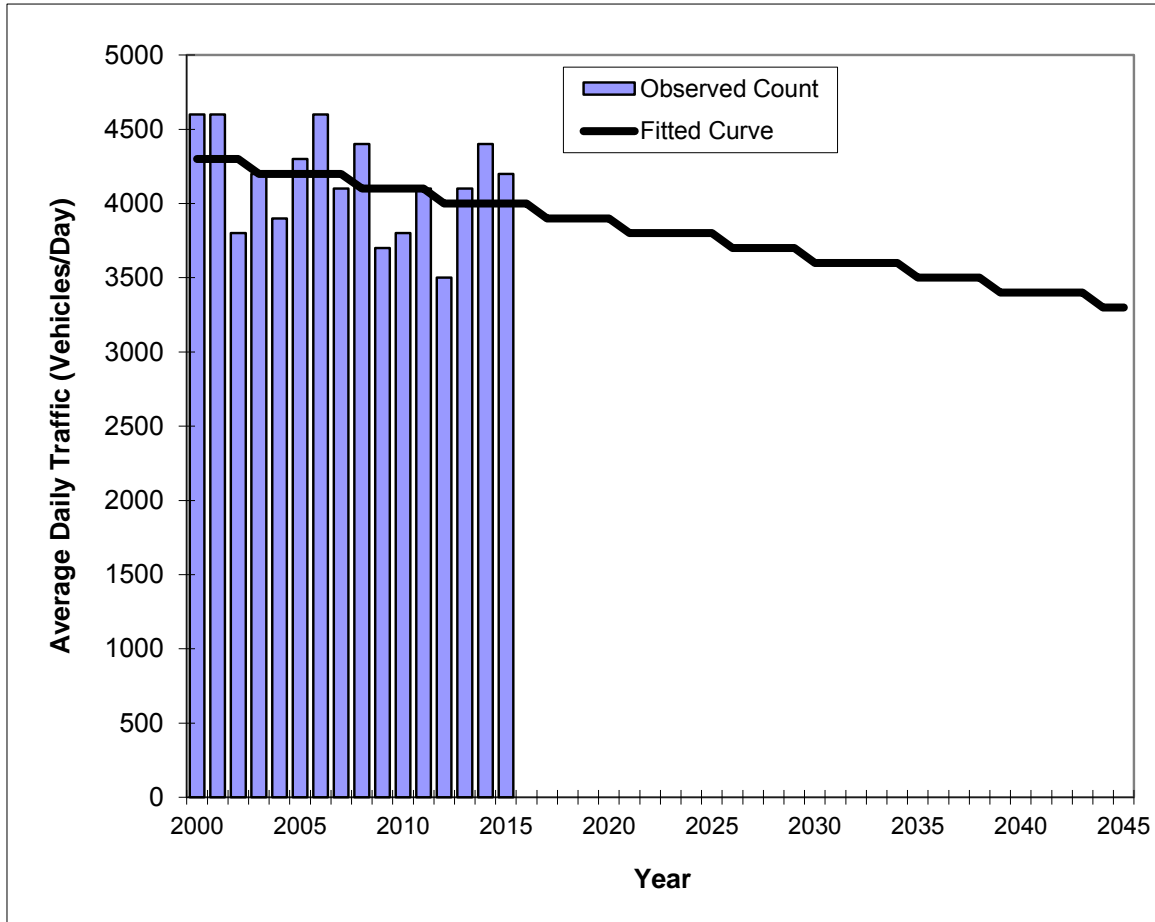
** Annual Trend Increase:	-212
Trend R-squared:	26.08%
Trend Annual Historic Growth Rate:	-1.43%
Trend Growth Rate (2015 to Design Year):	-1.87%
Printed:	8-May-17
Straight Line Growth Option	

*Axle-Adjusted

Traffic Trends - V3.0
ON SR-471, 0.180 MI. N OF SR-50 (RV)

FIN#	437330-1
Location	6

County:	Sumter (18)
Station #:	0020
Highway:	0



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2000	4600	4300
2001	4600	4300
2002	3800	4300
2003	4200	4200
2004	3900	4200
2005	4300	4200
2006	4600	4200
2007	4100	4200
2008	4400	4100
2009	3700	4100
2010	3800	4100
2011	4100	4100
2012	3500	4000
2013	4100	4000
2014	4400	4000
2015	4200	4000
2025 Opening Year Trend		
2025	N/A	3800
2035 Mid-Year Trend		
2035	N/A	3500
2045 Design Year Trend		
2045	N/A	3300
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-22
Trend R-squared:	9.87%
Trend Annual Historic Growth Rate:	-0.47%
Trend Growth Rate (2015 to Design Year):	-0.58%
Printed:	8-May-17
Straight Line Growth Option	

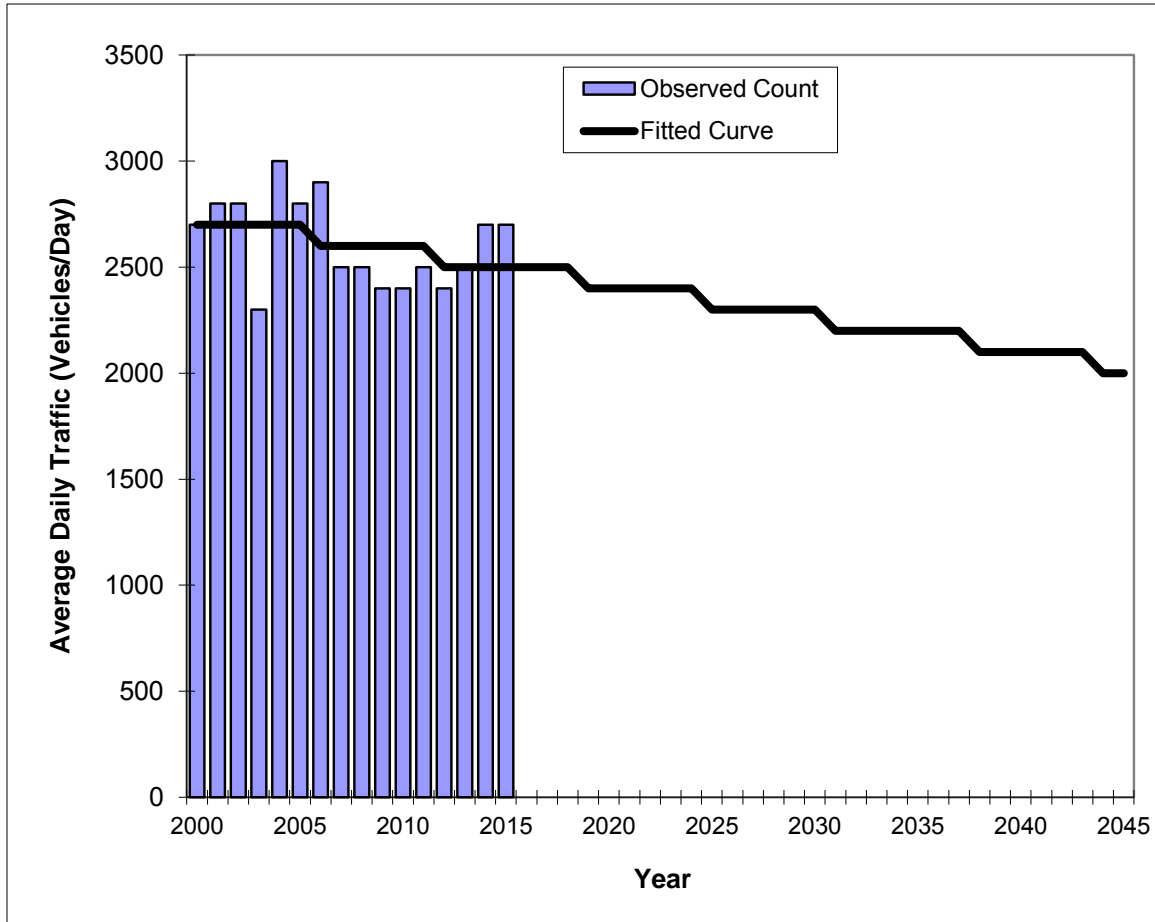
*Axle-Adjusted

Traffic Trends - V3.0

ON SR-471, 2.291 MI. S OF SR-50 (RCLP)

FIN#	437330-1
Location	7

County:	Sumter (18)
Station #:	0197
Highway:	0



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2000	2700	2700
2001	2800	2700
2002	2800	2700
2003	2300	2700
2004	3000	2700
2005	2800	2700
2006	2900	2600
2007	2500	2600
2008	2500	2600
2009	2400	2600
2010	2400	2600
2011	2500	2600
2012	2400	2500
2013	2500	2500
2014	2700	2500
2015	2700	2500
2025 Opening Year Trend		
2025	N/A	2300
2035 Mid-Year Trend		
2035	N/A	2200
2045 Design Year Trend		
2045	N/A	2000
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-16
Trend R-squared:	13.06%
Trend Annual Historic Growth Rate:	-0.49%
Trend Growth Rate (2015 to Design Year):	-0.67%
Printed:	8-May-17
Straight Line Growth Option	

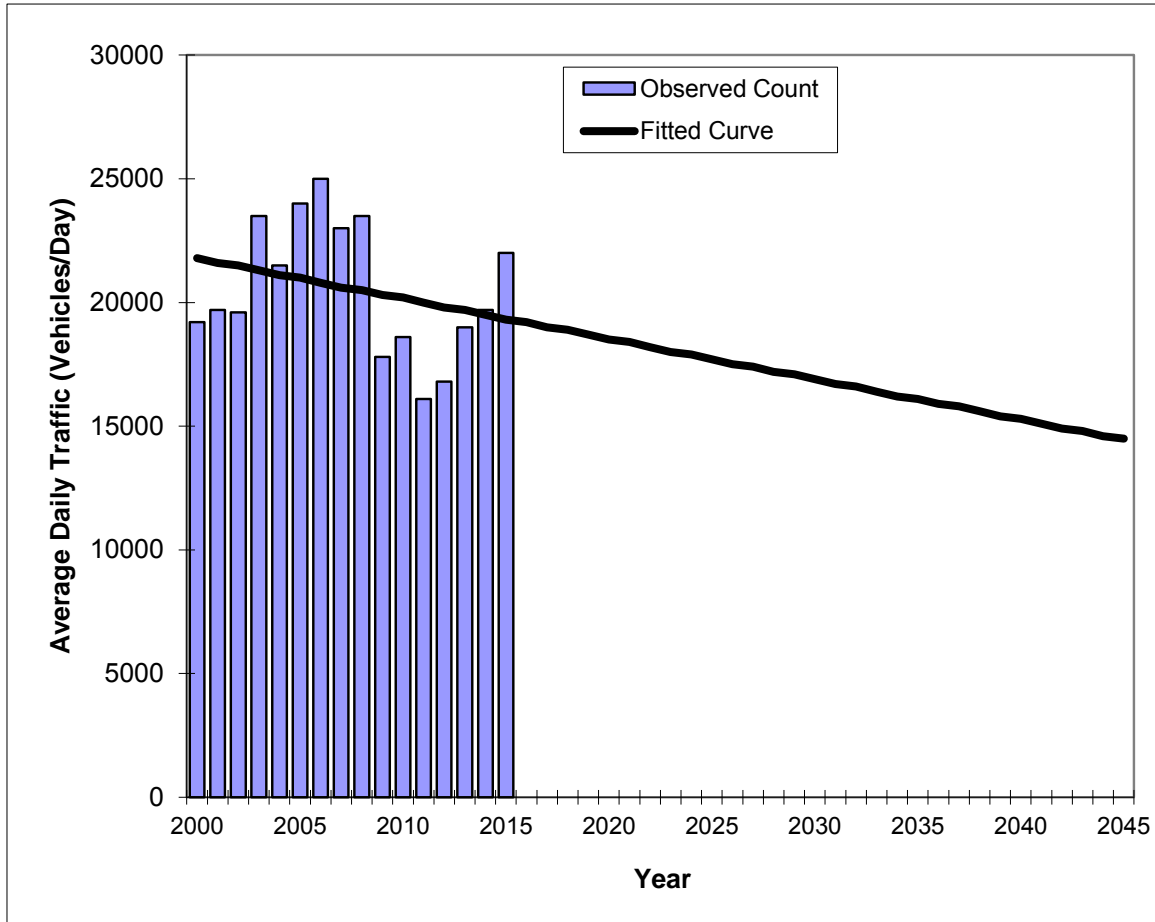
*Axle-Adjusted

Traffic Trends - V3.0

ON SR-50, 0.162 MI. E OF CR-565 (RVL)

FIN#	437330-1
Location	8

County:	Sumter (11)
Station #:	0241
Highway:	0



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2000	19200	21800
2001	19700	21600
2002	19600	21500
2003	23500	21300
2004	21500	21100
2005	24000	21000
2006	25000	20800
2007	23000	20600
2008	23500	20500
2009	17800	20300
2010	18600	20200
2011	16100	20000
2012	16800	19800
2013	19000	19700
2014	19700	19500
2015	22000	19300
2025 Opening Year Trend		
2025	N/A	17700
2035 Mid-Year Trend		
2035	N/A	16100
2045 Design Year Trend		
2045	N/A	14500
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-163
Trend R-squared:	8.21%
Trend Annual Historic Growth Rate:	-0.76%
Trend Growth Rate (2015 to Design Year):	-0.83%
Printed:	8-May-17
Straight Line Growth Option	

*Axle-Adjusted

APPENDIX J – BEBR POPULATION PROJECTIONS

Projections of Florida Population by County, 2020–2045, with Estimates for 2015

Stefan Rayer, Population Program Director

Ying Wang, Research Demographer

The Bureau of Economic and Business Research (BEBR) has been making population projections for Florida and its counties since the 1970s. This report presents our most recent set of projections and describes the methodology used to construct those projections. To account for uncertainty regarding future population growth, we publish three series of projections. We believe the medium series is the most likely to provide accurate forecasts in most circumstances, but the low and high series provide an indication of the uncertainty surrounding the medium series. It should be noted that these projections refer solely to permanent residents of Florida; they do not include tourists or seasonal residents.

State projections

The starting point for the state-level projections was the 2010 census count by age and sex as reported by the U.S. Census Bureau. Projections were made in five-year intervals using a cohort-component methodology in which births, deaths, and migration were projected separately for each age/sex group. We applied three different sets of assumptions to provide low, medium, and high series of projections. Although the low and high series do not provide absolute bounds on future population growth, they offer a reasonable range in which Florida's future population is likely to fall.

Survival rates were applied to each age/sex group to project future deaths in the population. These rates were based on Florida Life Tables for 2009–2011, using mortality data published by the Office of Vital Statistics in the Florida Department of Health. The survival rates were adjusted upward in 2020, 2025,

2030, 2035, and 2040 to account for projected increases in life expectancy. These adjustments were based on projected increases in survival rates released by the U.S. Census Bureau. We used the same mortality assumptions for all three series of projections because there is much less uncertainty regarding future changes in mortality rates than is true for migration and fertility rates.

Domestic migration rates by age and sex were based on data from Public Use Microdata Sample (PUMS) files from the 2009–2013 American Community Survey (ACS). Since migration estimates from the ACS cover a one-year period, we developed a methodology for converting one-year data into five-year data. Using PUMS files, IRS migration records, and 1990 and 2000 census data, we developed a set of conversion factors and applied them to the 2009–2013 PUMS data. The conversion process raised the one-year migration estimates by a factor of 3.4 for in-migration and by 3.0 for out-migration. We calculated in-migration rates by dividing the number of persons moving to Florida from other states by the 2011 population of the United States (minus Florida) and calculated out-migration rates by dividing the number of persons leaving Florida by Florida's 2011 population. In both instances, rates were calculated separately for males and females for each five-year age group up to 85+.

These in- and out-migration rates were weighted to account for recent changes in Florida's population growth rates and to provide alternative scenarios regarding future growth. For each of the three series, projections of domestic in-migration were made by applying weighted in-migration rates to the projected

population of the United States (minus Florida), using the most recent set of national projections produced by the U.S. Census Bureau. Projections of out-migration were made by applying weighted out-migration rates to the Florida population.

For the medium projection series, the in-migration weights were 1.17 for 2015–2020, 1.12 for 2020–2025, 1.09 for 2025–2030, and 1.08 thereafter; the out-migration weight was 0.92 for each projection interval. For the high series, the in-migration weights were 1.41 for 2015–2020, 1.25 for 2020–2025, and 1.2 thereafter; the out-migration weight was 0.8 for each projection interval. For the low projection series, the in-migration weight was 0.94 for each projection interval, while the out-migration weight was 1.05 for each projection interval.

Projections of foreign immigration were also based on data from the 2009–2013 PUMS files. We converted one-year migration data to five-year data by multiplying them by 4.2. For the medium projection series, foreign immigration was projected to be 25,000 above the 2009–2013 level in 2015–2020; it was raised by an additional 25,000 in each projection interval thereafter. For the high series, foreign immigration was projected to be 50,000 above the 2009–2013 level in 2015–2020; it was raised by an additional 50,000 in each projection interval thereafter. For the low series, foreign immigration was projected to remain at the 2009–2013 level in each projection interval. Foreign emigration was assumed to equal 22.5% of foreign immigration for each series of projections. The distribution of foreign immigrants by age and sex was based on the patterns observed between 2009 and 2013.

Projections were made in five-year intervals, with each projection serving as the base for the following projection. Projected in-migration for each five-year interval was added to the survived Florida population at the end of the interval and projected out-migration was subtracted, giving a projection of the population age five and older. Births were projected by applying age-specific birth rates to the projected female population by age, and the population less than age five was projected by summing births over a five-year period and adjusting for child mortality. The underlying birth rates were based on Florida birth data for 2009–2011 and imply a total fertility rate of 1.9 births per woman. These rates were adjusted to make them consistent with recent trends. For all three projection series, birth rates were reduced by 3.5% from 2009–

2011 levels for 2015–2020, by 2% for 2020–25, and by 0.5% for 2025–2030; they were held at 2009–2011 levels thereafter.

As a final step, the medium projection of total population in 2020 was adjusted to be consistent with the state population forecast for 2020 produced by the State of Florida’s Demographic Estimating Conference held December 1, 2015. None of the projections after 2020 had any further adjustments.

County projections

The cohort-component method is a good way to make population projections at the state level, but is not necessarily the best way to make projections at the county level. Many counties in Florida are so small that the number of persons in each age-sex category is inadequate for making reliable cohort-component projections, given the lack of detailed small-area data. Even more important, county growth patterns are so volatile that a single technique based on data from a single time period may provide misleading results. We believe more useful projections of total population can be made by using several different techniques and historical base periods.

For counties, we started with the population estimate constructed by BEBR for April 1, 2015. We made projections for each county in five-year increments using four different techniques:

1. Linear – the population will change by the same number of persons in each future year as the average annual change during the base period.
2. Exponential – the population will change at the same percentage rate in each future year as the average annual rate during the base period.
3. Share-of-growth – each county’s share of state population growth in the future will be the same as its share during the base period.
4. Shift-share – each county’s share of the state population will change by the same annual amount in the future as the average annual change during the base period.

For the linear and share-of-growth techniques we used base periods of five, ten, and fifteen years (2010–2015, 2005–2015, and 2000–2015), yielding three sets of projections for each technique. For the

exponential and shift-share techniques we used base periods of ten and twenty years (2005–2015 and 1995–2015), yielding two sets of projections for each technique.

This methodology produced ten projections for each county for each projection year (2020, 2025, 2030, 2035, 2040 and 2045). From these, we calculated four averages: one using all ten projections, one that excluded the highest and lowest projections, one that excluded the two highest and two lowest projections, and one that excluded the three highest and three lowest projections. Based on the results of previous research, we designated the last of the four averages (AVE-4) as the default technique for each county. We evaluated the resulting projections by comparing them with historical population trends and with the level of population growth projected for the state as a whole. For counties in which AVE-4 did not provide reasonable projections, we selected the technique producing projections that fit most closely with our evaluation criteria.

For 64 counties we selected AVE-4, the average in which the three highest and three lowest projections were excluded. For Monroe County, we selected an average of projections made with the share-of-growth technique with a base period of five years and the exponential technique with a base period of twenty years; for Putnam County, we selected an average of projections made with the exponential technique with base periods of ten and twenty years; and for Sumter County, we selected the linear technique with a base period of ten years. Projections for all counties were adjusted to make projected changes for counties consistent with the total population change implied by the state projections.

We also made adjustments in several counties to account for changes in institutional populations such as university students and prison inmates. Adjustments were made only in counties in which institutional populations account for a large proportion of total population or where changes in the institutional population have been substantially different than changes in the rest of the population. In the present set of projections, adjustments were made for Alachua, Baker, Bradford, Calhoun, Columbia, DeSoto, Dixie, Franklin, Gadsden, Gilchrist, Glades, Gulf, Hamilton, Hardee, Holmes, Jackson, Jefferson, Lafayette, Leon, Liberty, Madison, Okeechobee, Santa Rosa, Sumter, Suwannee, Taylor, Union, Wakulla, Walton, and Washington counties.

Range of county projections

The techniques described above were used to construct the medium series of county projections. This is the series we believe will generally provide the most accurate forecasts of future population change. We also constructed low and high projections to provide an indication of the uncertainty surrounding the medium county projections. The low and high projections were based on analyses of past population forecast errors for counties in Florida, broken down by population size and growth rate. They indicate the range into which approximately three-quarters of future county populations will fall, if the future distribution of forecast errors is similar to the past distribution.

The range between the low and high projections varies according to a county's population size in 2015 (less than 30,000; 30,000 to 199,999; and 200,000 or more), rate of population growth between 2005 and 2015 (less than 7.5%; 7.5–15%; 15–30%; and 30% or more), and the length of the projection horizon (on average, projection errors grow with the length of the projection horizon). Our studies have found that the distribution of absolute percent errors tends to remain fairly stable over time, leading us to believe that the low and high projections provide a reasonable range of errors for most counties. It must be emphasized, however, that the actual future population of any given county could be above the high projection or below the low projection.

For the medium series of projections, the sum of the county projections equals the state projection for each year (except for slight differences due to rounding). For the low and high series, however, the sum of the county projections does not equal the state projection. The sum of the low projections for counties is lower than the state's low projection and the sum of the high projections for counties is higher than the state's high projection. This occurs because potential variation around the medium projection is greater for counties than for the state as a whole.

Acknowledgement

Funding for these projections was provided by the Florida Legislature.

Copyright © 2016 by the University of Florida.

Projections of Florida Population by County, 2020–2045, with Estimates for 2015 (continued)

County and State	Estimates April 1, 2015	Projections, April 1					
		2020	2025	2030	2035	2040	2045
DUVAL	905,574						
Low		911,400	922,500	935,200	942,400	945,700	945,900
Medium		959,600	1,008,300	1,053,600	1,093,200	1,129,800	1,164,600
High		1,002,000	1,079,100	1,158,000	1,235,700	1,313,500	1,392,600
ESCAMBIA	306,944						
Low		302,500	300,400	299,100	296,000	292,100	289,200
Medium		314,200	321,100	326,800	330,500	333,600	337,900
High		326,100	340,800	355,100	368,000	380,200	394,100
FLAGLER	101,353						
Low		109,400	118,400	126,800	133,500	137,200	139,200
Medium		120,100	138,300	155,600	172,200	185,900	199,100
High		127,700	151,500	176,900	203,600	229,200	255,400
FRANKLIN	11,840						
Low		11,300	11,000	10,700	10,400	10,100	9,700
Medium		12,000	12,100	12,200	12,300	12,300	12,400
High		12,700	13,300	13,800	14,300	14,800	15,300
GADSDEN	48,315						
Low		46,900	46,100	45,400	44,800	43,900	42,900
Medium		49,200	50,000	50,700	51,400	51,900	52,200
High		51,500	53,800	56,200	58,500	60,700	62,700
GILCHRIST	16,839						
Low		16,700	16,700	16,800	16,700	16,600	16,400
Medium		17,700	18,500	19,200	19,800	20,400	20,800
High		18,700	20,100	21,600	23,000	24,400	25,800
GLADES	12,853						
Low		12,600	12,400	12,300	12,100	11,900	11,700
Medium		13,300	13,700	14,100	14,400	14,600	14,900
High		14,100	15,000	15,800	16,700	17,600	18,500
GULF	16,346						
Low		15,800	15,400	15,100	14,700	14,300	14,000
Medium		16,700	17,000	17,200	17,400	17,600	17,800
High		17,700	18,600	19,400	20,200	21,100	22,000
HAMILTON	14,630						
Low		14,200	14,000	13,900	13,800	13,600	13,300
Medium		15,100	15,500	15,900	16,300	16,600	16,900
High		15,900	16,900	17,900	18,900	20,000	20,900
HARDEE	27,645						
Low		26,300	25,400	24,700	23,900	23,000	22,000
Medium		27,900	28,000	28,100	28,200	28,200	28,100
High		29,500	30,600	31,700	32,900	33,800	34,700
HENDRY	38,096						
Low		37,300	36,800	36,300	35,700	35,200	34,600
Medium		39,100	39,900	40,600	41,000	41,600	42,200
High		41,000	43,000	44,900	46,700	48,700	50,700
HERNANDO	176,819						
Low		181,400	187,500	193,200	197,600	201,000	202,900
Medium		193,600	209,300	223,400	236,700	249,200	260,800
High		203,500	226,100	249,100	272,700	297,000	321,400
HIGHLANDS	100,748						
Low		100,600	101,300	102,000	102,200	101,600	100,600
Medium		105,800	110,400	114,300	117,700	120,200	122,500
High		110,600	118,500	126,100	133,700	140,600	147,300
HILLSBOROUGH	1,325,563						
Low		1,372,300	1,425,600	1,474,400	1,510,600	1,535,900	1,544,300
Medium		1,466,000	1,594,000	1,710,200	1,815,800	1,913,800	1,998,000
High		1,539,300	1,718,300	1,900,500	2,083,800	2,269,400	2,446,800

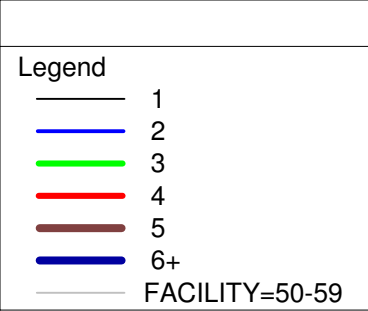
Projections of Florida Population by County, 2020–2045, with Estimates for 2015 (continued)

County and State	Estimates April 1, 2015	Projections, April 1					
		2020	2025	2030	2035	2040	2045
HOLMES	19,902						
Low		19,100	18,600	18,100	17,600	17,000	16,400
Medium		20,300	20,500	20,700	20,800	20,900	20,900
High		21,400	22,400	23,300	24,200	25,000	25,800
INDIAN RIVER	143,326						
Low		145,700	149,300	152,700	155,100	156,700	157,200
Medium		155,300	166,400	176,300	185,600	194,200	202,200
High		163,400	180,000	196,900	214,000	231,500	249,100
JACKSON	50,458						
Low		48,800	47,700	46,700	45,600	44,500	43,500
Medium		51,100	51,700	52,100	52,300	52,700	53,000
High		53,600	55,800	57,700	59,600	61,600	63,700
JEFFERSON	14,519						
Low		14,000	13,700	13,400	13,000	12,600	12,200
Medium		14,800	15,100	15,200	15,400	15,500	15,500
High		15,700	16,500	17,200	17,900	18,600	19,200
LAFAYETTE	8,664						
Low		8,500	8,500	8,400	8,400	8,300	8,100
Medium		9,100	9,600	9,900	10,300	10,600	11,000
High		9,700	10,500	11,300	12,100	13,000	13,900
LAKE	316,569						
Low		333,000	351,500	368,900	383,700	395,700	402,300
Medium		356,300	394,000	428,800	462,000	493,300	520,100
High		373,500	423,600	475,500	529,300	584,700	637,500
LEE	665,845						
Low		705,000	748,300	789,300	823,000	846,400	862,300
Medium		754,800	839,500	918,300	991,200	1,055,000	1,114,500
High		790,800	901,900	1,017,400	1,135,300	1,250,600	1,366,300
LEON	284,443						
Low		286,400	289,600	292,200	293,000	293,100	292,300
Medium		301,500	316,500	328,900	339,700	350,200	360,000
High		314,800	338,700	361,800	384,200	407,100	430,400
LEVY	40,448						
Low		40,400	40,700	41,000	41,000	41,000	40,700
Medium		42,500	44,300	45,900	47,200	48,500	49,600
High		44,400	47,600	50,600	53,700	56,700	59,600
LIBERTY	8,698						
Low		8,600	8,600	8,600	8,600	8,500	8,400
Medium		9,200	9,700	10,200	10,600	11,000	11,400
High		9,800	10,700	11,600	12,500	13,400	14,400
MADISON	19,200						
Low		18,200	17,600	17,100	16,500	16,000	15,400
Medium		19,300	19,400	19,500	19,500	19,600	19,700
High		20,500	21,200	22,000	22,700	23,500	24,300
MANATEE	349,334						
Low		361,100	374,500	385,800	393,400	398,800	402,800
Medium		385,700	418,700	447,200	472,700	496,900	520,900
High		405,000	451,400	497,300	542,700	589,300	638,100
MARION	341,205						
Low		352,600	365,600	378,000	388,300	396,800	403,000
Medium		372,300	401,100	427,100	451,400	474,400	495,600
High		387,700	427,600	468,000	509,100	551,200	593,300
MARTIN	150,062						
Low		150,800	152,000	153,100	153,400	153,100	151,900
Medium		158,700	165,600	171,400	176,600	181,100	184,900
High		165,800	177,700	189,200	200,600	211,700	222,200

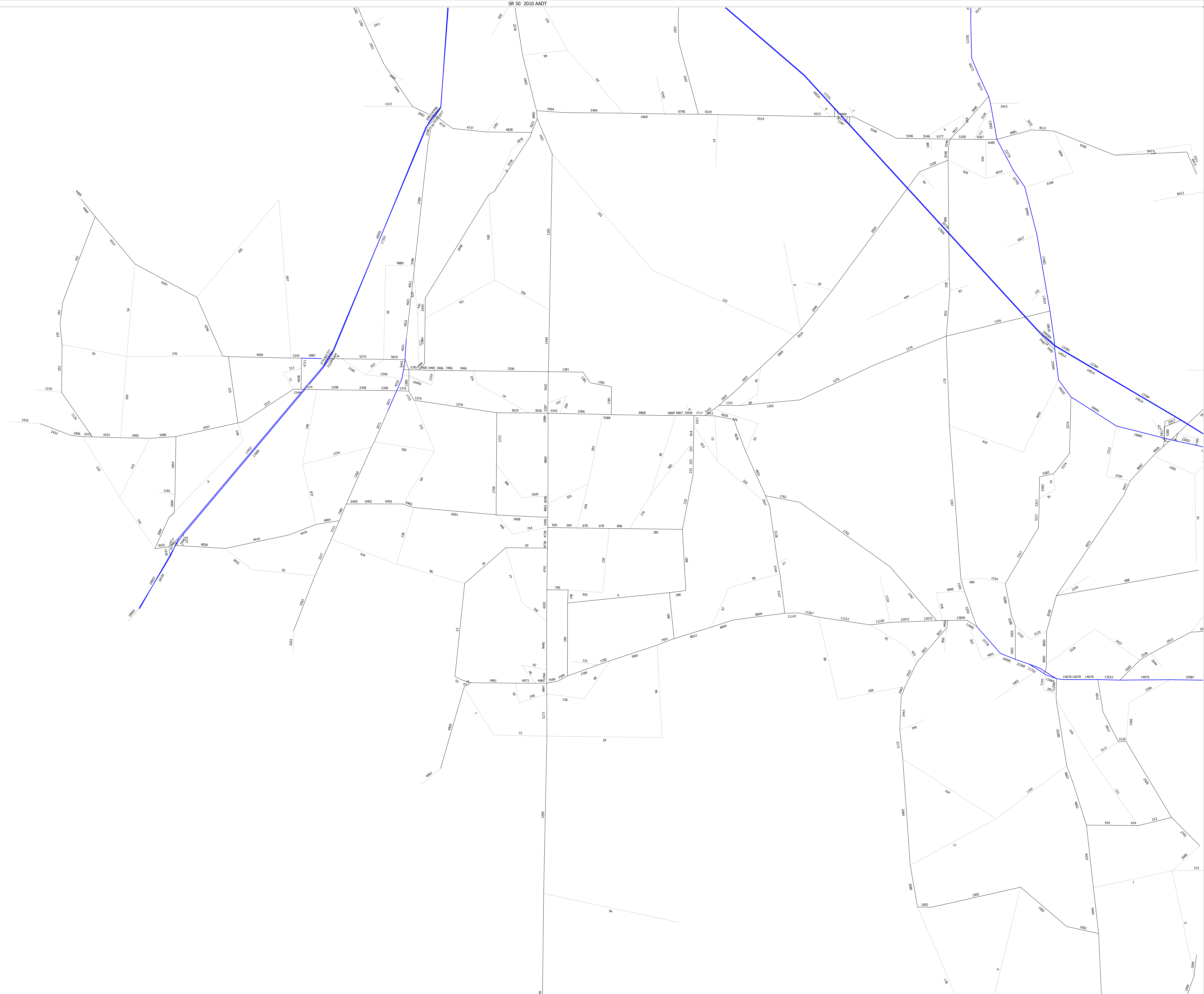
Projections of Florida Population by County, 2020–2045, with Estimates for 2015 (continued)

County and State	Estimates April 1, 2015	Projections, April 1					
		2020	2025	2030	2035	2040	2045
SANTA ROSA	162,925						
Low		167,400	172,900	177,500	180,600	182,800	184,300
Medium		178,700	192,900	205,100	216,100	226,600	236,800
High		187,800	208,500	228,900	249,200	270,100	291,800
SARASOTA	392,090						
Low		395,000	399,500	403,200	403,000	400,300	397,200
Medium		415,900	436,600	453,900	467,000	478,100	489,300
High		434,300	467,300	499,200	528,400	556,100	584,700
SEMINOLE	442,903						
Low		450,200	458,900	466,200	470,400	472,000	471,500
Medium		474,500	502,100	525,400	545,800	563,900	580,600
High		494,900	536,800	577,300	616,800	655,600	694,200
SUMTER	115,657						
Low		128,100	141,100	152,800	162,400	170,000	175,500
Medium		141,000	165,200	187,900	209,600	230,500	250,700
High		149,500	180,500	213,200	247,700	283,900	322,000
SUWANNEE	44,452						
Low		44,200	44,400	44,600	44,500	44,300	43,800
Medium		47,000	49,300	51,300	53,200	54,800	56,300
High		49,600	53,500	57,500	61,400	65,400	69,300
TAYLOR	22,824						
Low		22,000	21,600	21,300	21,000	20,500	20,000
Medium		23,400	23,900	24,400	24,800	25,100	25,400
High		24,700	26,100	27,400	28,800	30,100	31,400
UNION	15,918						
Low		15,400	15,200	15,000	14,800	14,500	14,200
Medium		16,600	17,200	17,700	18,200	18,700	19,100
High		17,700	18,900	20,200	21,500	22,800	24,200
VOLUSIA	510,494						
Low		514,600	520,000	524,500	524,300	523,500	521,300
Medium		535,800	557,300	574,100	585,900	598,000	608,700
High		554,600	589,800	622,800	651,700	681,200	710,300
WAKULLA	31,283						
Low		31,500	32,000	32,400	32,700	32,900	32,800
Medium		33,500	35,600	37,400	39,100	40,700	42,200
High		35,300	38,600	41,800	45,200	48,600	52,000
WALTON	60,687						
Low		64,000	67,600	70,900	73,400	74,700	75,400
Medium		69,300	77,200	84,400	91,100	96,700	102,100
High		73,200	84,000	95,200	106,600	117,600	128,700
WASHINGTON	24,975						
Low		24,400	24,200	24,000	23,600	23,100	22,500
Medium		25,900	26,800	27,400	27,900	28,300	28,700
High		27,400	29,200	30,900	32,400	33,900	35,400
FLORIDA	19,815,183						
Low		20,726,400	21,588,200	22,364,100	23,027,000	23,596,600	24,097,600
Medium		21,372,200	22,799,500	24,071,000	25,212,400	26,252,100	27,217,600
High		22,028,800	23,908,700	25,614,700	27,204,800	28,694,700	30,113,600

APPENDIX K – CFRPM MODEL PLOTS



SR 50 2010 AADT



* MOCF of Sumter County is 0.93
 * MOCF of Lake County is 0.94

SR 50 2040 AADT - 2Lane Scenario

Legend

- 1
- 2
- 3
- 4
- 5
- 6+
- FACILITY=50-59



* MOCF of Sumter County is 0.93
* MOCF of Lake County is 0.94

SR 50 2040 AADT - 2Lane Scenario

Legend

- 1
- 2
- 3
- 4
- 5
- 6+
- FACILITY=50-59



* MOCF of Sumter County is 0.93
 * MOCF of Lake County is 0.94

K - 3

SR 50 2040 AADT - 4Lane Scenario

Legend

- 1
- 2
- 3
- 4
- 5
- 6+
- FACILITY=50-59

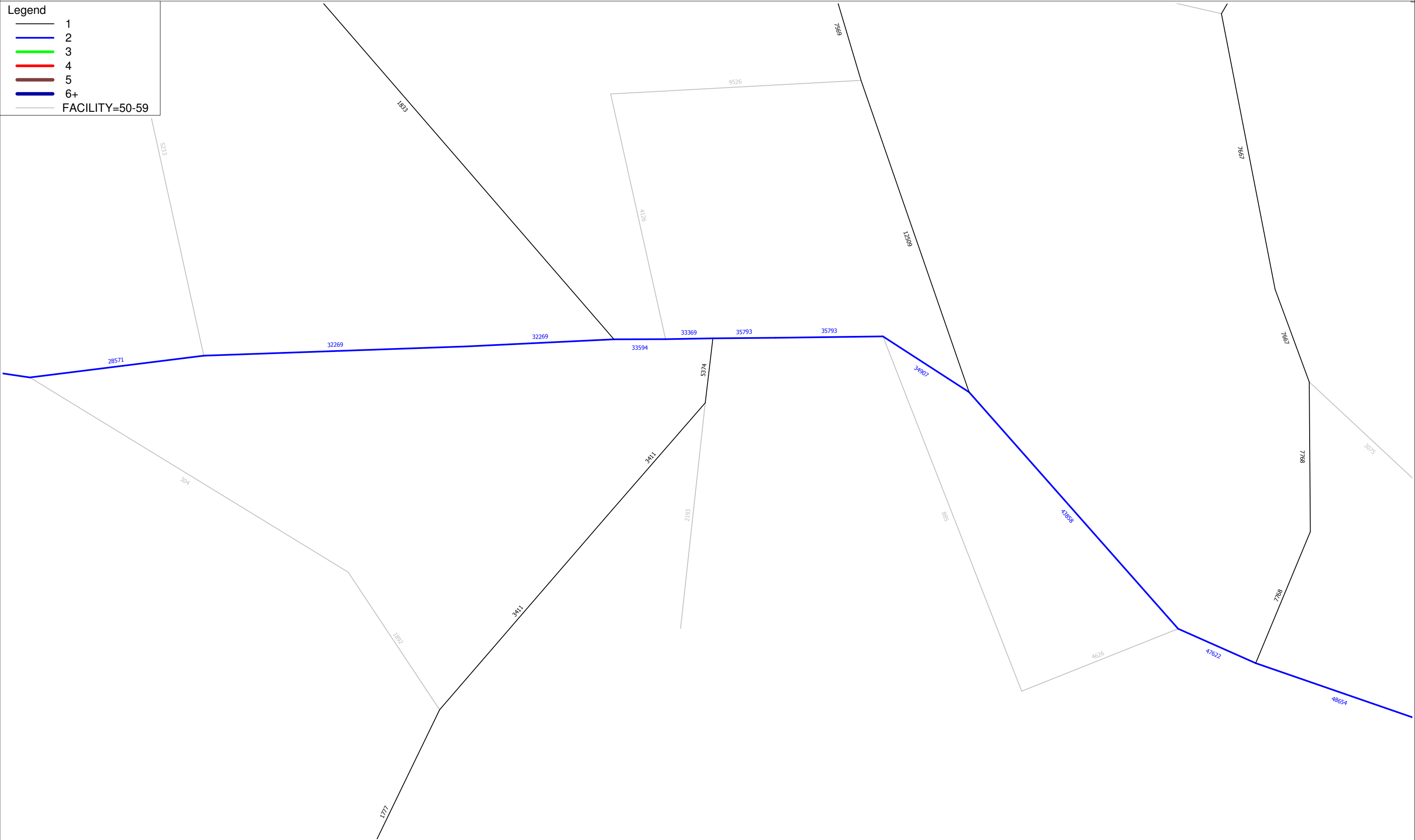


* MOCF of Sumter County is 0.93
* MOCF of Lake County is 0.94

SR 50 2040 AADT - 4Lane Scenario

Legend

- 1
- 2
- 3
- 4
- 5
- 6+
- FACILITY=50-59



* MOCF of Sumter County is 0.93
* MOCF of Lake County is 0.94

K - 5

**APPENDIX L – FORECASTED INTERSECTION TURNING
MOVEMENT COUNTS**

No Build Scenario

Spreadsheet Tool Inputs

2017 Existing PM Turning Movements													
	Node	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
CR 757	3	0	0	0	0	277	5	5	0	5	5	236	0
CR 755	4	5	0	5	5	276	0	0	0	0	0	223	12
CR 478A	5	5	0	6	5	273	0	0	0	0	0	225	5
SR 471	9	43	103	53	57	267	20	17	80	11	7	222	40
CR 721	11	6	0	20	12	312	0	0	0	0	0	254	5
CR 772	12	0	0	0	0	310	5	5	0	9	16	251	0
CR 711	15	5	5	5	7	306	5	5	5	5	5	252	5
CR 469	19	11	0	76	118	350	0	0	0	0	0	255	10
Sloans Ridge Rd	20	0	0	0	0	446	5	5	0	7	6	319	0
Stuckey Loop W	24	0	0	0	0	481	5	5	0	5	5	345	0
Stuckey Loop E	25	0	0	0	0	508	22	14	0	5	5	359	0
Douglas Rd	26	9	0	13	13	520	0	0	0	0	0	362	12
Tuscanooga Rd	32	5	0	89	143	526	0	0	0	0	0	418	5
Bay Lake Ave	35	5	5	5	5	658	95	60	5	15	7	505	5
Sunset Ave	39	52	6	10	13	694	8	5	10	27	26	524	29
CR 33/Putnam St	42	6	18	195	199	665	25	19	14	30	24	548	5
Midway Ave	43	0	0	0	0	677	5	5	0	0	6	756	0

If movement is possible, minimum movement volume of 5 vph. If not, volume is zero

2017 Approach/Departure (Peak Direction: NB/WB)									
Node	Southbound		Westbound		Northbound		Eastbound		
	North Leg		East Leg		South Leg		West Leg		
	App	Dep	App	Dep	App	Dep	App	Dep	
CR 757	3	0	0	282	241	10	10	241	282
CR 755	4	10	17	281	228	0	0	235	281
CR 478A	5	11	10	278	231	0	0	230	278
SR 471	9	199	177	344	292	108	130	269	321
CR 721	11	26	17	324	274	0	0	259	318
CR 772	12	0	0	315	256	14	21	267	319
CR 711	15	15	17	318	262	15	15	262	316
CR 469	19	87	128	468	331	0	0	265	361
Sloans Ridge Rd	20	0	0	451	324	12	11	325	453
Stuckey Loop W	24	0	0	486	350	10	10	350	486
Stuckey Loop E	25	0	0	530	373	19	27	364	513
Douglas Rd	26	22	25	533	375	0	0	374	529
Tuscanooga Rd	32	94	148	669	507	0	0	423	531
Bay Lake Ave	35	15	15	758	570	80	107	517	678
Sunset Ave	39	68	52	715	539	42	40	579	773
CR 33/Putnam St	42	219	218	889	762	63	67	577	701
Midway Ave	43	0	0	682	761	5	11	762	677

2045 Approach/Departure (Peak Direction: NB/WB)

	Southbound		Westbound		Northbound		Eastbound		
	North Leg		East Leg		South Leg		West Leg		
	Node	App	Dep	App	Dep	App	Dep	App	Dep
CR 757	3	0	0	800	630	10	10	630	800
CR 755	4	20	10	800	630	0	0	630	800
CR 478A	5	10	20	800	630	0	0	630	800
SR 471	9	480	570	990	810	350	310	670	850
CR 721	11	30	20	1,000	800	0	0	810	990
CR 772	12	0	0	1,000	800	10	20	800	1,000
CR 711	15	10	10	1,000	800	10	10	800	1,000
CR 469	19	150	190	1,200	1,000	0	0	800	1,000
Sloans Ridge Rd	20	0	0	1,200	1,000	10	10	1,000	1,200
Stuckey Loop W	24	0	0	1,200	1,000	10	10	1,000	1,200
Stuckey Loop E	25	0	0	1,200	1,000	10	20	1,000	1,200
Douglas Rd	26	100	120	1,200	1,000	0	0	1,000	1,200
Tuscanooga Rd	32	170	250	1,500	1,200	0	0	1,000	1,200
Bay Lake Ave	35	20	20	1,600	1,300	170	260	1,200	1,500
Sunset Ave	39	80	50	1,600	1,300	40	40	1,300	1,600
CR 33/Putnam St	42	550	710	2,000	1,600	80	90	1,300	1,600
Midway Ave	43	0	0	2,000	1,600	10	10	1,600	2,000

Values in blue: Future volumes based on annual growth rate for the selected approach

Spreadsheet Tool Outputs

Output (2045 Turning Movement Counts):

INTID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
3	5	0	5	0	0	0	0	625	5	5	795	0
4	0	0	0	10	0	9	12	620	0	0	791	5
5	0	0	0	6	0	5	9	622	0	0	793	10
9	26	263	63	164	233	87	91	574	13	60	727	209
11	0	0	0	20	0	10	8	787	0	0	987	12
12	9	0	5	0	0	0	0	792	16	5	989	0
15	5	5	5	5	5	5	5	790	5	5	989	7
19	0	0	0	148	0	11	10	842	0	0	980	178
20	7	0	5	0	0	0	0	995	6	5	1193	0
24	5	0	5	0	0	0	0	995	5	5	1195	0
25	5	0	14	0	0	0	0	984	5	22	1192	0
26	0	0	0	58	0	41	62	937	0	0	1153	56
32	0	0	0	171	0	5	5	1033	0	0	1200	246
35	58	6	108	5	7	7	8	1167	36	212	1412	5
39	27	10	6	24	6	52	29	1276	26	8	1530	13
42	38	23	19	415	27	110	119	1152	36	25	1436	561
43	0	0	10	0	0	0	0	1590	6	5	2000	0

2045 PM Turning Movement Counts (Balanced)												
INTID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
3	5	0	5	0	0	0	0	632	5	5	795	0
4	0	0	0	0	0	9	17	620	0	0	791	0
5	0	0	0	14	0	0	0	620	0	0	791	10
9	26	263	63	164	233	87	91	574	13	60	727	209
11	0	0	0	26	0	10	8	787	0	0	987	15
12	12	0	5	0	0	0	0	792	21	5	989	0
15	5	5	5	20	5	5	5	790	5	5	989	20
19	0	0	0	148	0	14	15	842	0	0	980	178
20	9	0	5	0	0	0	0	995	10	5	1193	0
24	5	0	6	0	0	0	0	983	5	5	1187	0
25	5	0	17	0	0	0	0	984	5	26	1187	0
26	0	0	0	58	0	41	62	939	0	0	1172	56
32	0	0	0	171	0	5	5	1033	0	0	1200	246
35	43	6	123	3	1	1	8	1167	36	212	1412	5
39	35	13	6	15	7	60	35	1276	31	10	1530	16
42	38	23	29	435	27	90	119	1152	36	30	1436	561
43	0	0	10	0	0	0	0	1590	8	5	2000	0

2045 AM Turning Movement Counts												
INTID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
3	5	0	5	0	0	0	0	805	5	5	632	0
4	0	0	0	0	0	17	19	791	0	0	620	0
5	0	0	0	10	0	0	0	791	0	0	620	14
9	13	233	60	209	263	91	87	727	26	63	574	164
11	0	0	0	15	0	8	10	987	0	0	787	26
12	21	0	5	0	0	0	0	989	12	5	792	0
15	5	5	5	20	5	5	5	989	5	5	790	20
19	0	0	0	276	0	15	14	980	0	0	842	148
20	10	0	5	0	0	0	0	1193	11	10	995	0
24	5	0	5	0	0	0	0	1187	5	6	983	0
25	5	0	26	0	0	0	0	1187	5	17	984	0
26	0	0	0	62	0	56	41	1172	0	0	945	58
32	0	0	0	246	0	5	5	1200	0	0	1033	171
35	36	1	212	3	1	1	1	1412	43	123	1167	3
39	31	10	10	16	13	35	60	1530	35	6	1276	15
42	36	27	30	561	23	119	90	1436	38	29	1152	435
43	0	0	5	0	0	0	0	2000	8	10	1590	0

*Values in blue were balanced/grown

*Values in red were balanced to existing+growth (movement was negative)

*Values in green adjusted for allowable movements

Build Scenario

Spreadsheet Tool Inputs

2017 Existing PM Turning Movements													
	Node	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
CR 757	3	0	0	0	0	277	5	5	0	5	5	236	0
CR 755	4	5	0	5	5	276	0	0	0	0	0	223	12
CR 478A	5	5	0	6	5	273	0	0	0	0	0	225	5
SR 471	9	43	103	53	57	267	20	17	80	11	7	222	40
CR 721	11	6	0	20	12	312	0	0	0	0	0	254	5
CR 772	12	0	0	0	0	310	5	5	0	9	16	251	0
CR 711	15	5	5	5	7	306	5	5	5	5	5	252	5
CR 469	19	11	0	76	118	350	0	0	0	0	0	255	10
Sloans Ridge Rd	20	0	0	0	0	446	5	5	0	7	6	319	0
Stuckey Loop W	24	0	0	0	0	481	5	5	0	5	5	345	0
Stuckey Loop E	25	0	0	0	0	508	22	14	0	5	5	359	0
Douglas Rd	26	9	0	13	13	520	0	0	0	0	0	362	12
Tuscanooga Rd	32	5	0	89	143	526	0	0	0	0	0	418	5
Bay Lake Ave	35	5	5	5	5	658	95	60	5	15	7	505	5
Sunset Ave	39	52	6	10	13	694	8	5	10	27	26	524	29
CR 33/Putnam St	42	6	18	195	199	665	25	19	14	30	24	548	5
Midway Ave	43	0	0	0	0	677	5	5	0	0	6	756	0

If movement is possible, minimum movement volume of 5 vph. If not, volume is zero

2017 Approach/Departure (Peak Direction: NB/WB)									
Node	Southbound		Westbound		Northbound		Eastbound		
	North Leg		East Leg		South Leg		West Leg		
	App	Dep	App	Dep	App	Dep	App	Dep	
CR 757	3	0	0	282	241	10	10	241	282
CR 755	4	10	17	281	228	0	0	235	281
CR 478A	5	11	10	278	231	0	0	230	278
SR 471	9	199	177	344	292	108	130	269	321
CR 721	11	26	17	324	274	0	0	259	318
CR 772	12	0	0	315	256	14	21	267	319
CR 711	15	15	17	318	262	15	15	262	316
CR 469	19	87	128	468	331	0	0	265	361
Sloans Ridge Rd	20	0	0	451	324	12	11	325	453
Stuckey Loop W	24	0	0	486	350	10	10	350	486
Stuckey Loop E	25	0	0	530	373	19	27	364	513
Douglas Rd	26	22	25	533	375	0	0	374	529
Tuscanooga Rd	32	94	148	669	507	0	0	423	531
Bay Lake Ave	35	15	15	758	570	80	107	517	678
Sunset Ave	39	68	52	715	539	42	40	579	773
CR 33/Putnam St	42	219	218	889	762	63	67	577	701
Midway Ave	43	0	0	682	761	5	11	762	677

2045 Approach/Departure (Peak Direction: NB/WB)

	Southbound		Westbound		Northbound		Eastbound		
	North Leg		East Leg		South Leg		West Leg		
	Node	App	Dep	App	Dep	App	Dep	App	Dep
CR 757	3	0	0	800	630	10	10	630	800
CR 755	4	20	10	800	630	0	0	630	800
CR 478A	5	10	20	800	630	0	0	630	800
SR 471	9	610	720	1,200	980	350	310	670	850
CR 721	11	30	20	1,300	1,060	0	0	980	1,200
CR 772	12	0	0	1,300	1,060	10	20	1,060	1,300
CR 711	15	10	10	1,300	1,060	10	10	1,060	1,300
CR 469	19	150	190	1,500	1,230	0	0	1,060	1,300
Sloans Ridge Rd	20	0	0	1,600	1,310	10	10	1,230	1,500
Stuckey Loop W	24	0	0	1,600	1,310	10	10	1,310	1,600
Stuckey Loop E	25	0	0	1,600	1,310	10	20	1,310	1,600
Douglas Rd	26	100	120	1,600	1,310	0	0	1,310	1,600
Tuscanooga Rd	32	150	220	1,700	1,300	0	0	1,310	1,600
Bay Lake Ave	35	20	20	1,800	1,410	170	260	1,300	1,700
Sunset Ave	39	80	50	1,800	1,410	40	40	1,410	1,800
CR 33/Putnam St	42	550	710	2,300	1,790	80	90	1,410	1,800
Midway Ave	43	0	0	2,300	1,790	10	10	1,790	2,300

Values in blue: Future volumes based on annual growth rate for the selected approach

Spreadsheet Tool Outputs

Turns Output (2045 Turning Movement Counts):

INTID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
3	5	0	5	0	0	0	0	625	5	5	795	0
4	0	0	0	10	0	9	12	620	0	0	791	5
5	0	0	0	6	0	5	9	622	0	0	793	10
9	15	260	76	307	230	76	77	591	7	70	754	378
11	0	0	0	26	0	6	5	1040	0	0	1202	15
12	9	0	5	0	0	0	0	1052	16	5	1289	0
15	5	5	5	5	5	5	5	1050	5	5	1289	7
19	0	0	0	143	0	11	10	1084	0	0	1287	180
20	7	0	5	0	0	0	0	1309	6	5	1499	0
24	5	0	5	0	0	0	0	1305	5	5	1595	0
25	5	0	14	0	0	0	0	1294	5	22	1592	0
26	0	0	0	58	0	41	62	1247	0	0	1553	57
32	0	0	0	89	0	60	76	1219	0	0	1549	144
35	55	6	111	5	7	7	8	1272	32	216	1612	5
39	27	10	6	24	6	52	29	1385	26	8	1730	13
42	39	22	19	456	27	67	70	1305	36	25	1683	613
43	0	0	10	0	0	0	0	1780	6	5	2300	0

2045 PM Turning Movement Counts (Balanced)												
INTID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
3	5	0	5	0	0	0	0	630	5	5	795	0
4	0	0	0	0	0	9	15	620	0	0	791	0
5	0	0	0	8	0	0	0	620	0	0	791	10
9	15	260	76	307	230	76	77	591	10	70	754	378
11	0	0	0	26	0	8	5	1040	0	0	1202	15
12	11	0	5	0	0	0	0	1052	20	5	1289	0
15	5	5	5	5	5	5	5	1050	5	5	1289	9
19	0	0	0	143	0	14	14	1084	0	0	1287	180
20	9	0	5	0	0	0	0	1309	8	5	1499	0
24	5	0	7	0	0	0	0	1292	5	5	1592	0
25	5	0	17	0	0	0	0	1294	5	27	1592	0
26	0	0	0	58	0	41	62	1249	0	0	1578	57
32	0	0	0	100	0	60	76	1219	0	0	1549	150
35	55	6	111	3	1	1	8	1272	32	216	1612	5
39	33	13	6	15	7	60	35	1385	31	10	1730	15
42	39	22	24	436	27	87	70	1305	36	30	1683	613
43	0	0	10	0	0	0	0	1780	8	5	2300	0

*Values in blue were balanced

2045 AM Turning Movement Counts												
INTID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
3	5	0	5	0	0	0	0	805	5	5	630	0
4	0	0	0	0	0	15	19	791	0	0	620	0
5	0	0	0	10	0	0	0	791	0	0	620	8
9	10	230	70	378	260	77	76	754	21	76	591	307
11	0	0	0	15	0	5	8	1202	0	0	1040	26
12	20	0	5	0	0	0	0	1289	11	5	1052	0
15	5	5	5	9	5	5	5	1289	5	5	1050	5
19	0	0	0	276	0	14	14	1287	0	0	1084	143
20	8	0	5	0	0	0	0	1499	10	10	1309	0
24	5	0	5	0	0	0	0	1592	5	7	1292	0
25	5	0	27	0	0	0	0	1592	5	17	1294	0
26	0	0	0	62	0	57	41	1578	0	0	1254	58
32	0	0	0	150	0	76	60	1549	0	0	1219	100
35	32	1	216	3	1	1	1	1612	55	111	1272	3
39	31	10	10	15	13	35	60	1730	33	6	1385	15
42	36	27	30	613	22	70	87	1683	39	24	1305	436
43	0	0	5	0	0	0	0	2300	8	10	1780	0

*Values in blue were balanced/grown

*Values in red were balanced to existing + growth (movement was negative)

*Values in green adjusted for allowable movements

APPENDIX M – FUTURE NO-BUILD INTERSECTION REPORTS

Intersection

Int Delay, s/veh 0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	397	3	2	304	1	3
Future Vol, veh/h	397	3	2	304	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	446	3	2	342	1	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	449	0	794	448
Stage 1	-	-	-	-	448	-
Stage 2	-	-	-	-	346	-
Critical Hdwy	-	-	4.21	-	6.51	6.31
Critical Hdwy Stg 1	-	-	-	-	5.51	-
Critical Hdwy Stg 2	-	-	-	-	5.51	-
Follow-up Hdwy	-	-	2.299	-	3.599	3.399
Pot Cap-1 Maneuver	-	-	1065	-	345	592
Stage 1	-	-	-	-	625	-
Stage 2	-	-	-	-	697	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1065	-	344	592
Mov Cap-2 Maneuver	-	-	-	-	344	-
Stage 1	-	-	-	-	625	-
Stage 2	-	-	-	-	696	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	12.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	502	-	-	1065	-
HCM Lane V/C Ratio	0.009	-	-	0.002	-
HCM Control Delay (s)	12.2	-	-	8.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	16	382	296	0	0	10
Future Vol, veh/h	16	382	296	0	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	18	439	340	0	0	11

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	340	0	816
Stage 1	-	-	340
Stage 2	-	-	476
Critical Hdwy	4.21	-	6.51
Critical Hdwy Stg 1	-	-	5.51
Critical Hdwy Stg 2	-	-	5.51
Follow-up Hdwy	2.299	-	3.599
Pot Cap-1 Maneuver	1171	-	335
Stage 1	-	-	701
Stage 2	-	-	607
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1171	-	328
Mov Cap-2 Maneuver	-	-	328
Stage 1	-	-	701
Stage 2	-	-	595

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	10.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1171	-	-	-	682
HCM Lane V/C Ratio	0.016	-	-	-	0.017
HCM Control Delay (s)	8.1	0	-	-	10.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	0	383	291	6	6	0
Future Vol, veh/h	0	383	291	6	6	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	0	430	327	7	7	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	334	0	760
Stage 1	-	-	330
Stage 2	-	-	430
Critical Hdwy	4.21	-	6.51
Critical Hdwy Stg 1	-	-	5.51
Critical Hdwy Stg 2	-	-	5.51
Follow-up Hdwy	2.299	-	3.599
Pot Cap-1 Maneuver	1177	-	361
Stage 1	-	-	709
Stage 2	-	-	637
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1177	-	361
Mov Cap-2 Maneuver	-	-	361
Stage 1	-	-	709
Stage 2	-	-	637

Approach	EB	WB	SB
HCM Control Delay, s	0	0	15.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1177	-	-	-	361
HCM Lane V/C Ratio	-	-	-	-	0.019
HCM Control Delay (s)	0	-	-	-	15.2
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 2010 Signalized Intersection Summary

9: SR 471 & SR 50

2025 AM Design Hour

04/27/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	349	19	30	265	83	9	137	29	92	113	48
Future Volume (veh/h)	61	349	19	30	265	83	9	137	29	92	113	48
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1712	1712	1712	1712	1712	1712	1900	1712	1900	1900	1712	1712
Adj Flow Rate, veh/h	69	397	0	34	301	0	10	156	33	105	128	55
Adj No. of Lanes	1	1	1	1	1	1	0	1	0	0	1	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	11	11	11	11	11	11	11	11	11	11	11	11
Cap, veh/h	520	842	716	448	842	716	81	300	61	223	204	341
Arrive On Green	0.49	0.49	0.00	0.49	0.49	0.00	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	987	1712	1455	904	1712	1455	28	1283	261	514	870	1455
Grp Volume(v), veh/h	69	397	0	34	301	0	199	0	0	233	0	55
Grp Sat Flow(s),veh/h/ln	987	1712	1455	904	1712	1455	1571	0	0	1384	0	1455
Q Serve(g_s), s	2.4	7.8	0.0	1.3	5.5	0.0	0.1	0.0	0.0	0.0	0.0	1.5
Cycle Q Clear(g_c), s	7.9	7.8	0.0	9.1	5.5	0.0	7.9	0.0	0.0	7.8	0.0	1.5
Prop In Lane	1.00		1.00	1.00		1.00	0.05		0.17	0.45		1.00
Lane Grp Cap(c), veh/h	520	842	716	448	842	716	442	0	0	427	0	341
V/C Ratio(X)	0.13	0.47	0.00	0.08	0.36	0.00	0.45	0.00	0.00	0.55	0.00	0.16
Avail Cap(c_a), veh/h	520	842	716	448	842	716	576	0	0	540	0	461
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.4	8.5	0.0	11.5	7.9	0.0	16.9	0.0	0.0	17.7	0.0	15.5
Incr Delay (d2), s/veh	0.2	0.6	0.0	0.1	0.3	0.0	1.2	0.0	0.0	1.9	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	3.8	0.0	0.3	2.7	0.0	2.6	0.0	0.0	3.2	0.0	0.6
LnGrp Delay(d),s/veh	10.5	9.1	0.0	11.6	8.2	0.0	18.2	0.0	0.0	19.6	0.0	15.9
LnGrp LOS	B	A		B	A		B			B		B
Approach Vol, veh/h		466			335			199				288
Approach Delay, s/veh		9.3			8.5			18.2				18.9
Approach LOS		A			A			B				B
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		19.0		31.8		19.0		31.8				
Change Period (Y+Rc), s		* 7.1		6.8		* 7.1		6.8				
Max Green Setting (Gmax), s		* 16		25.0		* 16		25.0				
Max Q Clear Time (g_c+I1), s		9.9		9.9		9.8		11.1				
Green Ext Time (p_c), s		2.0		4.8		2.0		4.6				
Intersection Summary												
HCM 2010 Ctrl Delay				12.6								
HCM 2010 LOS				B								
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	5	450	371	14	7	4
Future Vol, veh/h	5	450	371	14	7	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	5	479	395	15	7	4

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	410	0	891
Stage 1	-	-	402
Stage 2	-	-	489
Critical Hdwy	4.21	-	6.51
Critical Hdwy Stg 1	-	-	5.51
Critical Hdwy Stg 2	-	-	5.51
Follow-up Hdwy	2.299	-	3.599
Pot Cap-1 Maneuver	1102	-	302
Stage 1	-	-	657
Stage 2	-	-	598
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1102	-	300
Mov Cap-2 Maneuver	-	-	300
Stage 1	-	-	657
Stage 2	-	-	594

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	15
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1102	-	-	-	370
HCM Lane V/C Ratio	0.005	-	-	-	0.032
HCM Control Delay (s)	8.3	0	-	-	15
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection

Int Delay, s/veh 0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	461	7	1	374	12	4
Future Vol, veh/h	461	7	1	374	12	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	518	8	1	420	13	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	526	0	944	522
Stage 1	-	-	-	-	522	-
Stage 2	-	-	-	-	422	-
Critical Hdwy	-	-	4.21	-	6.51	6.31
Critical Hdwy Stg 1	-	-	-	-	5.51	-
Critical Hdwy Stg 2	-	-	-	-	5.51	-
Follow-up Hdwy	-	-	2.299	-	3.599	3.399
Pot Cap-1 Maneuver	-	-	997	-	280	537
Stage 1	-	-	-	-	577	-
Stage 2	-	-	-	-	643	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	997	-	280	537
Mov Cap-2 Maneuver	-	-	-	-	280	-
Stage 1	-	-	-	-	577	-
Stage 2	-	-	-	-	642	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	17
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	318	-	-	997	-
HCM Lane V/C Ratio	0.057	-	-	0.001	-
HCM Control Delay (s)	17	-	-	8.6	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	456	1	1	374	5	1	1	1	10	1	1
Future Vol, veh/h	3	456	1	1	374	5	1	1	1	10	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	11	11	11	11	11	11	11	11	11	11	11	11
Mvmt Flow	3	496	1	1	407	5	1	1	1	11	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	412	0	0	497	0	0	915	917	496	915	914	409
Stage 1	-	-	-	-	-	-	503	503	-	411	411	-
Stage 2	-	-	-	-	-	-	412	414	-	504	503	-
Critical Hdwy	4.21	-	-	4.21	-	-	7.21	6.61	6.31	7.21	6.61	6.31
Critical Hdwy Stg 1	-	-	-	-	-	-	6.21	5.61	-	6.21	5.61	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.21	5.61	-	6.21	5.61	-
Follow-up Hdwy	2.299	-	-	2.299	-	-	3.599	4.099	3.399	3.599	4.099	3.399
Pot Cap-1 Maneuver	1100	-	-	1022	-	-	244	263	556	244	264	623
Stage 1	-	-	-	-	-	-	534	527	-	600	580	-
Stage 2	-	-	-	-	-	-	600	578	-	534	527	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1100	-	-	1022	-	-	242	262	556	242	263	623
Mov Cap-2 Maneuver	-	-	-	-	-	-	242	262	-	242	263	-
Stage 1	-	-	-	-	-	-	532	525	-	598	579	-
Stage 2	-	-	-	-	-	-	597	577	-	530	525	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	16.8	19.8
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	308	1100	-	-	1022	-	-	257
HCM Lane V/C Ratio	0.011	0.003	-	-	0.001	-	-	0.051
HCM Control Delay (s)	16.8	8.3	0	-	8.5	0	-	19.8
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.2

Intersection

Int Delay, s/veh 16.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↑	↗	↘	
Traffic Vol, veh/h	8	489	401	82	233	9
Future Vol, veh/h	8	489	401	82	233	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	9	526	431	88	251	10

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	431	0	431
Stage 1	-	-	431
Stage 2	-	-	543
Critical Hdwy	4.21	-	6.31
Critical Hdwy Stg 1	-	-	5.51
Critical Hdwy Stg 2	-	-	5.51
Follow-up Hdwy	2.299	-	3.399
Pot Cap-1 Maneuver	1082	-	606
Stage 1	-	-	637
Stage 2	-	-	565
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1082	-	606
Mov Cap-2 Maneuver	-	-	266
Stage 1	-	-	637
Stage 2	-	-	558

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	84.6
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1082	-	-	-	272
HCM Lane V/C Ratio	0.008	-	-	-	0.957
HCM Control Delay (s)	8.4	0	-	-	84.6
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	9.2

Intersection

Int Delay, s/veh 0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	683	9	8	482	5	3
Future Vol, veh/h	683	9	8	482	5	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	759	10	9	536	6	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	769	0	1317	764
Stage 1	-	-	-	-	764	-
Stage 2	-	-	-	-	553	-
Critical Hdwy	-	-	4.21	-	6.51	6.31
Critical Hdwy Stg 1	-	-	-	-	5.51	-
Critical Hdwy Stg 2	-	-	-	-	5.51	-
Follow-up Hdwy	-	-	2.299	-	3.599	3.399
Pot Cap-1 Maneuver	-	-	806	-	166	390
Stage 1	-	-	-	-	444	-
Stage 2	-	-	-	-	559	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	806	-	163	390
Mov Cap-2 Maneuver	-	-	-	-	163	-
Stage 1	-	-	-	-	444	-
Stage 2	-	-	-	-	550	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	23
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	209	-	-	806	-
HCM Lane V/C Ratio	0.043	-	-	0.011	-
HCM Control Delay (s)	23	-	-	9.5	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection

Int Delay, s/veh 0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	699	1	3	492	1	2
Future Vol, veh/h	699	1	3	492	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	760	1	3	535	1	2

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	761	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	4.21	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	2.299	-
Pot Cap-1 Maneuver	-	-	812	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	812	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	18.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	272	-	-	812	-
HCM Lane V/C Ratio	0.012	-	-	0.004	-
HCM Control Delay (s)	18.4	-	-	9.5	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection

Int Delay, s/veh 0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↔	↔	
Traffic Vol, veh/h	697	2	8	491	2	16
Future Vol, veh/h	697	2	8	491	2	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	80	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	792	2	9	558	2	18

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	794	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	4.21	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	2.299	-
Pot Cap-1 Maneuver	-	-	789	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	789	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	16.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	322	-	-	789	-
HCM Lane V/C Ratio	0.064	-	-	0.012	-
HCM Control Delay (s)	16.9	-	-	9.6	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection

Int Delay, s/veh 1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗	↘		↙	
Traffic Vol, veh/h	15	698	481	20	37	18
Future Vol, veh/h	15	698	481	20	37	18
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	80	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	17	784	540	22	42	20

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	563	0	1371
Stage 1	-	-	552
Stage 2	-	-	819
Critical Hdwy	4.21	-	6.51
Critical Hdwy Stg 1	-	-	5.51
Critical Hdwy Stg 2	-	-	5.51
Follow-up Hdwy	2.299	-	3.599
Pot Cap-1 Maneuver	965	-	154
Stage 1	-	-	559
Stage 2	-	-	418
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	965	-	151
Mov Cap-2 Maneuver	-	-	151
Stage 1	-	-	559
Stage 2	-	-	411

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	31.6
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	965	-	-	-	196
HCM Lane V/C Ratio	0.017	-	-	-	0.315
HCM Control Delay (s)	8.8	-	-	-	31.6
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0.1	-	-	-	1.3

Intersection

Int Delay, s/veh 19.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↘	
Traffic Vol, veh/h	3	729	513	81	158	2
Future Vol, veh/h	3	729	513	81	158	2
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	11	11	7	7	7	11
Mvmt Flow	3	792	558	88	172	2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	646	0	602
Stage 1	-	-	602
Stage 2	-	-	800
Critical Hdwy	4.21	-	6.31
Critical Hdwy Stg 1	-	-	5.47
Critical Hdwy Stg 2	-	-	5.47
Follow-up Hdwy	2.299	-	3.399
Pot Cap-1 Maneuver	898	-	483
Stage 1	-	-	537
Stage 2	-	-	434
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	898	-	483
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	537
Stage 2	-	-	431

Approach	EB	WB	SB
HCM Control Delay, s	0	0	182.4
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	898	-	-	-	150
HCM Lane V/C Ratio	0.004	-	-	-	1.159
HCM Control Delay (s)	9	0	-	-	182.4
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	9.7

Notes

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

Intersection

Int Delay, s/veh 3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↑	↑			↕			↕	
Traffic Vol, veh/h	0	873	20	55	578	1	13	0	130	0	0	0
Future Vol, veh/h	0	873	20	55	578	1	13	0	130	0	0	0
Conflicting Peds, #/hr	1	0	2	2	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	7	7	7	7	7	7	7	7	7	7	7	7
Mvmt Flow	0	919	21	58	608	1	14	0	137	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	610	0	0	942	0	0	1656	1657	931	1724	1668	610
Stage 1	-	-	-	-	-	-	931	931	-	726	726	-
Stage 2	-	-	-	-	-	-	725	726	-	998	942	-
Critical Hdwy	4.17	-	-	4.17	-	-	7.17	6.57	6.27	7.17	6.57	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Follow-up Hdwy	2.263	-	-	2.263	-	-	3.563	4.063	3.363	3.563	4.063	3.363
Pot Cap-1 Maneuver	945	-	-	708	-	-	76	95	317	68	94	485
Stage 1	-	-	-	-	-	-	314	339	-	408	422	-
Stage 2	-	-	-	-	-	-	409	422	-	287	335	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	945	-	-	708	-	-	71	87	316	36	86	485
Mov Cap-2 Maneuver	-	-	-	-	-	-	71	87	-	36	86	-
Stage 1	-	-	-	-	-	-	313	338	-	408	387	-
Stage 2	-	-	-	-	-	-	375	387	-	163	334	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.9	41.9	0
HCM LOS			E	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	241	945	-	-	708	-	-	-
HCM Lane V/C Ratio	0.625	-	-	-	0.082	-	-	-
HCM Control Delay (s)	41.9	0	-	-	10.5	-	-	0
HCM Lane LOS	E	A	-	-	B	-	-	A
HCM 95th %tile Q(veh)	3.7	0	-	-	0.3	-	-	-

Intersection

Int Delay, s/veh 3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷			↕			↕	
Traffic Vol, veh/h	44	963	17	2	611	11	20	8	5	8	6	25
Future Vol, veh/h	44	963	17	2	611	11	20	8	5	8	6	25
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	210	-	-	135	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	7	7	7	7	7	7	7	7	7	7	7	7
Mvmt Flow	47	1035	18	2	657	12	22	9	5	9	6	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	669	0	0	1055	0	0	1824	1813	1047	1814	1816	663
Stage 1	-	-	-	-	-	-	1140	1140	-	667	667	-
Stage 2	-	-	-	-	-	-	684	673	-	1147	1149	-
Critical Hdwy	4.17	-	-	4.17	-	-	7.17	6.57	6.27	7.17	6.57	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Follow-up Hdwy	2.263	-	-	2.263	-	-	3.563	4.063	3.363	3.563	4.063	3.363
Pot Cap-1 Maneuver	898	-	-	641	-	-	58	76	271	59	76	453
Stage 1	-	-	-	-	-	-	239	270	-	440	449	-
Stage 2	-	-	-	-	-	-	431	446	-	237	267	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	898	-	-	640	-	-	49	72	270	50	72	453
Mov Cap-2 Maneuver	-	-	-	-	-	-	49	72	-	50	72	-
Stage 1	-	-	-	-	-	-	226	256	-	417	448	-
Stage 2	-	-	-	-	-	-	398	445	-	213	253	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	125.8	44.9
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	61	898	-	-	640	-	-	131
HCM Lane V/C Ratio	0.582	0.053	-	-	0.003	-	-	0.32
HCM Control Delay (s)	125.8	9.2	-	-	10.6	-	-	44.9
HCM Lane LOS	F	A	-	-	B	-	-	E
HCM 95th %tile Q(veh)	2.4	0.2	-	-	0	-	-	1.3

HCM 2010 Signalized Intersection Summary

42: CR 33 / Putnam St & SR 50

2025 AM Design Hour

04/27/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	931	12	10	591	228	15	11	15	317	10	37
Future Volume (veh/h)	31	931	12	10	591	228	15	11	15	317	10	37
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1776	1776	1900	1776	1776	1776	1900	1776	1776	1900	1776	1900
Adj Flow Rate, veh/h	35	1058	14	11	672	0	17	12	17	360	11	42
Adj No. of Lanes	1	2	0	1	2	1	0	1	1	0	1	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	7	7	7	7	7	7	7	7	7	7	7	7
Cap, veh/h	270	1357	18	153	1343	601	65	46	97	412	13	48
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.00	0.06	0.06	0.06	0.28	0.28	0.28
Sat Flow, veh/h	726	3409	45	499	3374	1509	1011	714	1509	1458	45	170
Grp Volume(v), veh/h	35	523	549	11	672	0	29	0	17	413	0	0
Grp Sat Flow(s),veh/h/ln	726	1687	1768	499	1687	1509	1725	0	1509	1673	0	0
Q Serve(g_s), s	3.1	21.7	21.7	1.6	12.0	0.0	1.3	0.0	0.9	18.9	0.0	0.0
Cycle Q Clear(g_c), s	15.1	21.7	21.7	23.3	12.0	0.0	1.3	0.0	0.9	18.9	0.0	0.0
Prop In Lane	1.00		0.03	1.00		1.00	0.59		1.00	0.87		0.10
Lane Grp Cap(c), veh/h	270	672	704	153	1343	601	110	0	97	472	0	0
V/C Ratio(X)	0.13	0.78	0.78	0.07	0.50	0.00	0.26	0.00	0.18	0.87	0.00	0.00
Avail Cap(c_a), veh/h	290	717	751	167	1434	642	652	0	570	628	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	23.8	21.1	21.1	31.2	18.1	0.0	35.7	0.0	35.5	27.4	0.0	0.0
Incr Delay (d2), s/veh	0.2	5.2	5.0	0.2	0.3	0.0	1.3	0.0	0.9	10.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	11.0	11.5	0.2	5.7	0.0	0.7	0.0	0.4	10.1	0.0	0.0
LnGrp Delay(d),s/veh	24.0	26.3	26.0	31.4	18.4	0.0	37.0	0.0	36.4	37.8	0.0	0.0
LnGrp LOS	C	C	C	C	B		D		D	D		
Approach Vol, veh/h		1107			683			46			413	
Approach Delay, s/veh		26.1			18.6			36.8			37.8	
Approach LOS		C			B			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		12.0		38.8		29.4		38.8				
Change Period (Y+Rc), s		6.9		* 6.9		6.7		6.9				
Max Green Setting (Gmax), s		30.3		* 34		30.1		34.1				
Max Q Clear Time (g_c+I1), s		3.3		23.7		20.9		25.3				
Green Ext Time (p_c), s		0.1		7.6		1.8		6.6				
Intersection Summary												
HCM 2010 Ctrl Delay				26.2								
HCM 2010 LOS				C								
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection

Int Delay, s/veh 0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑		↑
Traffic Vol, veh/h	1251	6	3	719	0	2
Future Vol, veh/h	1251	6	3	719	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	None
Storage Length	-	-	185	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	7	7	7	7	7	7
Mvmt Flow	1422	7	3	817	0	2

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	1428	714
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	4.24	7.04
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	2.27	3.37
Pot Cap-1 Maneuver	-	448	363
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	448	363
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	15
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	363	-	-	448	-
HCM Lane V/C Ratio	0.006	-	-	0.008	-
HCM Control Delay (s)	15	-	-	13.1	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection

Int Delay, s/veh 0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↻			↻	↻	
Traffic Vol, veh/h	349	1	4	425	3	2
Future Vol, veh/h	349	1	4	425	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	388	1	4	472	3	2

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	389
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.21
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.299
Pot Cap-1 Maneuver	-	-	1122
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1122
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	14.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	390	-	-	1122	-
HCM Lane V/C Ratio	0.014	-	-	0.004	-
HCM Control Delay (s)	14.4	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	13	336	423	0	0	6
Future Vol, veh/h	13	336	423	0	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	15	378	475	0	0	7

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	475	0	882
Stage 1	-	-	475
Stage 2	-	-	407
Critical Hdwy	4.21	-	6.51
Critical Hdwy Stg 1	-	-	5.51
Critical Hdwy Stg 2	-	-	5.51
Follow-up Hdwy	2.299	-	3.599
Pot Cap-1 Maneuver	1042	-	305
Stage 1	-	-	607
Stage 2	-	-	653
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1042	-	300
Mov Cap-2 Maneuver	-	-	300
Stage 1	-	-	607
Stage 2	-	-	641

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	11.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1042	-	-	-	572
HCM Lane V/C Ratio	0.014	-	-	-	0.012
HCM Control Delay (s)	8.5	0	-	-	11.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	0	337	421	6	8	0
Future Vol, veh/h	0	337	421	6	8	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	0	362	453	6	9	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	459	0	818
Stage 1	-	-	456
Stage 2	-	-	362
Critical Hdwy	4.21	-	6.51
Critical Hdwy Stg 1	-	-	5.51
Critical Hdwy Stg 2	-	-	5.51
Follow-up Hdwy	2.299	-	3.599
Pot Cap-1 Maneuver	1056	-	334
Stage 1	-	-	620
Stage 2	-	-	685
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1056	-	334
Mov Cap-2 Maneuver	-	-	334
Stage 1	-	-	620
Stage 2	-	-	685

Approach	EB	WB	SB
HCM Control Delay, s	0	0	16.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1056	-	-	-	334
HCM Lane V/C Ratio	-	-	-	-	0.026
HCM Control Delay (s)	0	-	-	-	16.1
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 2010 Signalized Intersection Summary

9: SR 471 & SR 50

2025 PM Design Hour

04/27/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	322	8	31	398	100	15	132	30	84	140	55
Future Volume (veh/h)	54	322	8	31	398	100	15	132	30	84	140	55
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1712	1712	1712	1712	1712	1712	1900	1712	1900	1900	1712	1712
Adj Flow Rate, veh/h	59	350	0	34	433	0	16	143	33	91	152	60
Adj No. of Lanes	1	1	1	1	1	1	0	1	0	0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	11	11	11	11	11	11	11	11	11	11	11	11
Cap, veh/h	425	846	719	486	846	719	88	272	59	200	241	335
Arrive On Green	0.49	0.49	0.00	0.49	0.49	0.00	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	874	1712	1455	944	1712	1455	48	1179	255	442	1043	1452
Grp Volume(v), veh/h	59	350	0	34	433	0	192	0	0	243	0	60
Grp Sat Flow(s),veh/h/ln	874	1712	1455	944	1712	1455	1482	0	0	1485	0	1452
Q Serve(g_s), s	2.5	6.6	0.0	1.2	8.7	0.0	0.1	0.0	0.0	0.0	0.0	1.7
Cycle Q Clear(g_c), s	11.1	6.6	0.0	7.8	8.7	0.0	7.5	0.0	0.0	7.4	0.0	1.7
Prop In Lane	1.00		1.00	1.00		1.00	0.08		0.17	0.37		1.00
Lane Grp Cap(c), veh/h	425	846	719	486	846	719	419	0	0	440	0	335
V/C Ratio(X)	0.14	0.41	0.00	0.07	0.51	0.00	0.46	0.00	0.00	0.55	0.00	0.18
Avail Cap(c_a), veh/h	425	846	719	486	846	719	558	0	0	565	0	462
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.4	8.1	0.0	10.6	8.6	0.0	16.9	0.0	0.0	17.7	0.0	15.6
Incr Delay (d2), s/veh	0.2	0.5	0.0	0.1	0.5	0.0	1.3	0.0	0.0	1.8	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	3.1	0.0	0.3	4.1	0.0	2.4	0.0	0.0	3.3	0.0	0.7
LnGrp Delay(d),s/veh	12.6	8.6	0.0	10.7	9.2	0.0	18.3	0.0	0.0	19.5	0.0	16.0
LnGrp LOS	B	A		B	A		B			B		B
Approach Vol, veh/h		409			467			192				303
Approach Delay, s/veh		9.2			9.3			18.3				18.8
Approach LOS		A			A			B				B
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		18.8		31.8		18.8		31.8				
Change Period (Y+Rc), s		* 7.1		6.8		* 7.1		6.8				
Max Green Setting (Gmax), s		* 16		25.0		* 16		25.0				
Max Q Clear Time (g_c+I1), s		9.5		13.1		9.4		10.7				
Green Ext Time (p_c), s		2.1		4.5		2.2		5.0				
Intersection Summary												
HCM 2010 Ctrl Delay				12.6								
HCM 2010 LOS				B								
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	5	406	504	12	21	7
Future Vol, veh/h	5	406	504	12	21	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	5	414	514	12	21	7

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	527	0	944
Stage 1	-	-	520
Stage 2	-	-	424
Critical Hdwy	4.21	-	6.51
Critical Hdwy Stg 1	-	-	5.51
Critical Hdwy Stg 2	-	-	5.51
Follow-up Hdwy	2.299	-	3.599
Pot Cap-1 Maneuver	996	-	280
Stage 1	-	-	579
Stage 2	-	-	641
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	996	-	278
Mov Cap-2 Maneuver	-	-	278
Stage 1	-	-	579
Stage 2	-	-	637

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	17.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	996	-	-	-	316
HCM Lane V/C Ratio	0.005	-	-	-	0.09
HCM Control Delay (s)	8.6	0	-	-	17.5
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection

Int Delay, s/veh 0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	405	17	3	504	9	2
Future Vol, veh/h	405	17	3	504	9	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	413	17	3	514	9	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	431	0	942	422
Stage 1	-	-	-	-	422	-
Stage 2	-	-	-	-	520	-
Critical Hdwy	-	-	4.21	-	6.51	6.31
Critical Hdwy Stg 1	-	-	-	-	5.51	-
Critical Hdwy Stg 2	-	-	-	-	5.51	-
Follow-up Hdwy	-	-	2.299	-	3.599	3.399
Pot Cap-1 Maneuver	-	-	1082	-	281	613
Stage 1	-	-	-	-	643	-
Stage 2	-	-	-	-	579	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1082	-	280	613
Mov Cap-2 Maneuver	-	-	-	-	280	-
Stage 1	-	-	-	-	643	-
Stage 2	-	-	-	-	577	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	17
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	311	-	-	1082	-
HCM Lane V/C Ratio	0.036	-	-	0.003	-
HCM Control Delay (s)	17	-	-	8.3	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	2	405	2	1	501	10	2	2	1	8	2	3
Future Vol, veh/h	2	405	2	1	501	10	2	2	1	8	2	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	11	11	11	11	11	11	11	11	11	11	11	11
Mvmt Flow	2	431	2	1	533	11	2	2	1	9	2	3
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	544	0	0	433	0	0	979	982	432	978	977	538
Stage 1	-	-	-	-	-	-	436	436	-	540	540	-
Stage 2	-	-	-	-	-	-	543	546	-	438	437	-
Critical Hdwy	4.21	-	-	4.21	-	-	7.21	6.61	6.31	7.21	6.61	6.31
Critical Hdwy Stg 1	-	-	-	-	-	-	6.21	5.61	-	6.21	5.61	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.21	5.61	-	6.21	5.61	-
Follow-up Hdwy	2.299	-	-	2.299	-	-	3.599	4.099	3.399	3.599	4.099	3.399
Pot Cap-1 Maneuver	981	-	-	1080	-	-	221	240	605	221	242	526
Stage 1	-	-	-	-	-	-	582	565	-	510	507	-
Stage 2	-	-	-	-	-	-	508	504	-	580	564	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	981	-	-	1080	-	-	218	239	605	218	241	526
Mov Cap-2 Maneuver	-	-	-	-	-	-	218	239	-	218	241	-
Stage 1	-	-	-	-	-	-	580	563	-	508	506	-
Stage 2	-	-	-	-	-	-	502	503	-	575	562	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			19.1			19.9		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	260	981	-	-	1080	-	-	256				
HCM Lane V/C Ratio	0.02	0.002	-	-	0.001	-	-	0.054				
HCM Control Delay (s)	19.1	8.7	0	-	8.3	0	-	19.9				
HCM Lane LOS	C	A	A	-	A	A	-	C				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2				

Intersection

Int Delay, s/veh 4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↑	↗	↘	
Traffic Vol, veh/h	11	423	530	135	97	12
Future Vol, veh/h	11	423	530	135	97	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	13	504	631	161	115	14

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	631	0	1161
Stage 1	-	-	631
Stage 2	-	-	530
Critical Hdwy	4.21	-	6.51
Critical Hdwy Stg 1	-	-	5.51
Critical Hdwy Stg 2	-	-	5.51
Follow-up Hdwy	2.299	-	3.599
Pot Cap-1 Maneuver	910	-	207
Stage 1	-	-	513
Stage 2	-	-	573
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	910	-	203
Mov Cap-2 Maneuver	-	-	203
Stage 1	-	-	513
Stage 2	-	-	562

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	44
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	910	-	-	-	216
HCM Lane V/C Ratio	0.014	-	-	-	0.601
HCM Control Delay (s)	9	0	-	-	44
HCM Lane LOS	A	A	-	-	E
HCM 95th %tile Q(veh)	0	-	-	-	3.4

Intersection

Int Delay, s/veh 0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	512	7	4	659	7	2
Future Vol, veh/h	512	7	4	659	7	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	589	8	5	757	8	2

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	597
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.21
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.299
Pot Cap-1 Maneuver	-	-	937
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	937
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	25.8
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	183	-	-	937	-
HCM Lane V/C Ratio	0.057	-	-	0.005	-
HCM Control Delay (s)	25.8	-	-	8.9	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection

Int Delay, s/veh 0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	527	1	3	682	1	5
Future Vol, veh/h	527	1	3	682	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	606	1	3	784	1	6

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	607	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	4.21	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	2.299	-
Pot Cap-1 Maneuver	-	-	929	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	929	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	15.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	349	-	-	929	-
HCM Lane V/C Ratio	0.02	-	-	0.004	-
HCM Control Delay (s)	15.5	-	-	8.9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection

Int Delay, s/veh 0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↔	↔	
Traffic Vol, veh/h	537	2	23	702	2	14
Future Vol, veh/h	537	2	23	702	2	14
Conflicting Peds, #/hr	0	0	0	0	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	80	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	577	2	25	755	2	15

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	580	1384
Stage 1	-	-	578
Stage 2	-	-	806
Critical Hdwy	-	4.21	6.51
Critical Hdwy Stg 1	-	-	5.51
Critical Hdwy Stg 2	-	-	5.51
Follow-up Hdwy	-	2.299	3.599
Pot Cap-1 Maneuver	-	951	151
Stage 1	-	-	544
Stage 2	-	-	424
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	951	147
Mov Cap-2 Maneuver	-	-	147
Stage 1	-	-	544
Stage 2	-	-	412

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	14.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	384	-	-	951	-
HCM Lane V/C Ratio	0.045	-	-	0.026	-
HCM Control Delay (s)	14.8	-	-	8.9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗	↘		↙	
Traffic Vol, veh/h	26	526	706	25	25	18
Future Vol, veh/h	26	526	706	25	25	18
Conflicting Peds, #/hr	0	0	0	0	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	80	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	28	572	767	27	27	20

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	795	0	1410
Stage 1	-	-	781
Stage 2	-	-	629
Critical Hdwy	4.21	-	6.51
Critical Hdwy Stg 1	-	-	5.51
Critical Hdwy Stg 2	-	-	5.51
Follow-up Hdwy	2.299	-	3.599
Pot Cap-1 Maneuver	788	-	146
Stage 1	-	-	436
Stage 2	-	-	515
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	787	-	141
Mov Cap-2 Maneuver	-	-	141
Stage 1	-	-	436
Stage 2	-	-	497

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	29.8
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	787	-	-	-	191
HCM Lane V/C Ratio	0.036	-	-	-	0.245
HCM Control Delay (s)	9.7	-	-	-	29.8
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0.1	-	-	-	0.9

Intersection

Int Delay, s/veh 9.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	4	593	718	172	112	3
Future Vol, veh/h	4	593	718	172	112	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	11	11	7	7	7	11
Mvmt Flow	4	638	772	185	120	3

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	957	0	865
Stage 1	-	-	865
Stage 2	-	-	646
Critical Hdwy	4.21	-	6.31
Critical Hdwy Stg 1	-	-	5.47
Critical Hdwy Stg 2	-	-	5.47
Follow-up Hdwy	2.299	-	3.399
Pot Cap-1 Maneuver	683	-	340
Stage 1	-	-	404
Stage 2	-	-	512
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	683	-	340
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	404
Stage 2	-	-	507

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	131.1
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	683	-	-	-	130
HCM Lane V/C Ratio	0.006	-	-	-	0.951
HCM Control Delay (s)	10.3	0	-	-	131.1
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	6.4

Intersection												
Int Delay, s/veh	9.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↑	↑			↔			↔	
Traffic Vol, veh/h	2	694	15	128	873	2	23	2	78	2	1	1
Future Vol, veh/h	2	694	15	128	873	2	23	2	78	2	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	7	7	7	7	7	7	7	7	7	7	7	7
Mvmt Flow	2	763	16	141	959	2	25	2	86	2	1	1
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	962	0	0	779	0	0	2018	2018	771	2061	2026	960
Stage 1	-	-	-	-	-	-	775	775	-	1242	1242	-
Stage 2	-	-	-	-	-	-	1243	1243	-	819	784	-
Critical Hdwy	4.17	-	-	4.17	-	-	7.17	6.57	6.27	7.17	6.57	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Follow-up Hdwy	2.263	-	-	2.263	-	-	3.563	4.063	3.363	3.563	4.063	3.363
Pot Cap-1 Maneuver	696	-	-	816	-	-	42	57	392	39	56	305
Stage 1	-	-	-	-	-	-	383	401	-	209	241	-
Stage 2	-	-	-	-	-	-	209	241	-	362	397	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	696	-	-	816	-	-	36	47	392	25	46	305
Mov Cap-2 Maneuver	-	-	-	-	-	-	36	47	-	25	46	-
Stage 1	-	-	-	-	-	-	381	399	-	208	199	-
Stage 2	-	-	-	-	-	-	171	199	-	280	395	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			1.3			144.4			111.8		
HCM LOS							F			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	117	696	-	-	816	-	-	38				
HCM Lane V/C Ratio	0.967	0.003	-	-	0.172	-	-	0.116				
HCM Control Delay (s)	144.4	10.2	0	-	10.3	-	-	111.8				
HCM Lane LOS	F	B	A	-	B	-	-	F				
HCM 95th %tile Q(veh)	6.3	0	-	-	0.6	-	-	0.4				

Intersection												
Int Delay, s/veh	10.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	30	738	27	8	932	13	29	10	3	11	6	54
Future Vol, veh/h	30	738	27	8	932	13	29	10	3	11	6	54
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	210	-	-	135	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	7	7	7	7	7	7	7	7	7	7	7	7
Mvmt Flow	32	794	29	9	1002	14	31	11	3	12	6	58

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1016	0	0	823	0	0	1932	1906	808	1906	1913	1009
Stage 1	-	-	-	-	-	-	873	873	-	1026	1026	-
Stage 2	-	-	-	-	-	-	1059	1033	-	880	887	-
Critical Hdwy	4.17	-	-	4.17	-	-	7.17	6.57	6.27	7.17	6.57	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Follow-up Hdwy	2.263	-	-	2.263	-	-	3.563	4.063	3.363	3.563	4.063	3.363
Pot Cap-1 Maneuver	663	-	-	785	-	-	48	67	373	50	66	285
Stage 1	-	-	-	-	-	-	338	361	-	277	306	-
Stage 2	-	-	-	-	-	-	266	304	-	335	355	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	663	-	-	785	-	-	34	63	373	41	62	285
Mov Cap-2 Maneuver	-	-	-	-	-	-	34	63	-	41	62	-
Stage 1	-	-	-	-	-	-	322	344	-	264	302	-
Stage 2	-	-	-	-	-	-	205	301	-	306	338	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.1	\$ 325.5	68
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	41	663	-	-	785	-	-	128
HCM Lane V/C Ratio	1.101	0.049	-	-	0.011	-	-	0.596
HCM Control Delay (s)	\$ 325.5	10.7	-	-	9.6	-	-	68
HCM Lane LOS	F	B	-	-	A	-	-	F
HCM 95th %tile Q(veh)	4.4	0.2	-	-	0	-	-	3

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

HCM 2010 Signalized Intersection Summary

42: CR 33 / Putnam St & SR 50

2025 PM Design Hour

04/27/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	720	27	26	885	302	32	16	21	263	20	30
Future Volume (veh/h)	37	720	27	26	885	302	32	16	21	263	20	30
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1776	1776	1900	1776	1776	1776	1900	1776	1776	1900	1776	1900
Adj Flow Rate, veh/h	41	800	30	29	983	0	36	18	23	292	22	33
Adj No. of Lanes	1	2	0	1	2	1	0	1	1	0	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	7	7	7	7	7	7	7	7	7	7	7	7
Cap, veh/h	185	1373	51	234	1399	626	94	47	124	344	26	39
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.00	0.08	0.08	0.08	0.24	0.24	0.24
Sat Flow, veh/h	543	3313	124	627	3374	1509	1146	573	1509	1411	106	159
Grp Volume(v), veh/h	41	407	423	29	983	0	54	0	23	347	0	0
Grp Sat Flow(s),veh/h/ln	543	1687	1750	627	1687	1509	1718	0	1509	1677	0	0
Q Serve(g_s), s	5.3	14.7	14.8	3.0	19.1	0.0	2.4	0.0	1.1	15.6	0.0	0.0
Cycle Q Clear(g_c), s	24.4	14.7	14.8	17.7	19.1	0.0	2.4	0.0	1.1	15.6	0.0	0.0
Prop In Lane	1.00		0.07	1.00		1.00	0.67		1.00	0.84		0.10
Lane Grp Cap(c), veh/h	185	699	726	234	1399	626	142	0	124	409	0	0
V/C Ratio(X)	0.22	0.58	0.58	0.12	0.70	0.00	0.38	0.00	0.18	0.85	0.00	0.00
Avail Cap(c_a), veh/h	197	735	763	247	1471	658	651	0	572	636	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.2	17.9	17.9	24.7	19.1	0.0	34.4	0.0	33.8	28.5	0.0	0.0
Incr Delay (d2), s/veh	0.6	1.1	1.0	0.2	1.4	0.0	1.7	0.0	0.7	6.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	7.0	7.3	0.5	9.2	0.0	1.2	0.0	0.5	8.0	0.0	0.0
LnGrp Delay(d),s/veh	29.8	19.0	18.9	25.0	20.6	0.0	36.1	0.0	34.5	35.0	0.0	0.0
LnGrp LOS	C	B	B	C	C		D		C	C		
Approach Vol, veh/h		871			1012			77				347
Approach Delay, s/veh		19.4			20.7			35.6				35.0
Approach LOS		B			C			D				C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		13.4		39.7		26.0		39.7				
Change Period (Y+Rc), s		6.9		* 6.9		6.7		6.9				
Max Green Setting (Gmax), s		30.0		* 35		30.0		34.5				
Max Q Clear Time (g_c+I1), s		4.4		26.4		17.6		21.1				
Green Ext Time (p_c), s		0.3		6.4		1.7		9.8				
Intersection Summary												
HCM 2010 Ctrl Delay				22.9								
HCM 2010 LOS				C								
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection

Int Delay, s/veh 0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑		↑
Traffic Vol, veh/h	994	6	2	1055	0	5
Future Vol, veh/h	994	6	2	1055	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	None
Storage Length	-	-	185	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	7	7	7	7	7
Mvmt Flow	1080	7	2	1147	0	5

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	543
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	4.24	7.04
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	2.27	3.37
Pot Cap-1 Maneuver	-	609	471
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	609	471
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	12.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	471	-	-	609	-
HCM Lane V/C Ratio	0.012	-	-	0.004	-
HCM Control Delay (s)	12.7	-	-	10.9	-
HCM Lane LOS	B	-	-	B	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection

Int Delay, s/veh 0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	601	4	3	468	3	4
Future Vol, veh/h	601	4	3	468	3	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	675	4	3	526	3	4

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	680	1211
Stage 1	-	-	678
Stage 2	-	-	533
Critical Hdwy	-	4.21	6.51
Critical Hdwy Stg 1	-	-	5.51
Critical Hdwy Stg 2	-	-	5.51
Follow-up Hdwy	-	2.299	3.599
Pot Cap-1 Maneuver	-	872	193
Stage 1	-	-	488
Stage 2	-	-	571
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	872	192
Mov Cap-2 Maneuver	-	-	192
Stage 1	-	-	488
Stage 2	-	-	568

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	18.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	283	-	-	872	-
HCM Lane V/C Ratio	0.028	-	-	0.004	-
HCM Control Delay (s)	18.1	-	-	9.1	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	17	586	458	0	0	13
Future Vol, veh/h	17	586	458	0	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	20	674	526	0	0	15

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	526	0	1239
Stage 1	-	-	526
Stage 2	-	-	713
Critical Hdwy	4.21	-	6.51
Critical Hdwy Stg 1	-	-	5.51
Critical Hdwy Stg 2	-	-	5.51
Follow-up Hdwy	2.299	-	3.599
Pot Cap-1 Maneuver	997	-	186
Stage 1	-	-	575
Stage 2	-	-	470
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	997	-	180
Mov Cap-2 Maneuver	-	-	180
Stage 1	-	-	575
Stage 2	-	-	455

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	11.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	997	-	-	-	534
HCM Lane V/C Ratio	0.02	-	-	-	0.028
HCM Control Delay (s)	8.7	0	-	-	11.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↘	
Traffic Vol, veh/h	0	587	455	10	8	0
Future Vol, veh/h	0	587	455	10	8	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	0	660	511	11	9	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	522	0	1177
Stage 1	-	-	517
Stage 2	-	-	660
Critical Hdwy	4.21	-	6.51
Critical Hdwy Stg 1	-	-	5.51
Critical Hdwy Stg 2	-	-	5.51
Follow-up Hdwy	2.299	-	3.599
Pot Cap-1 Maneuver	1000	-	203
Stage 1	-	-	581
Stage 2	-	-	498
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1000	-	203
Mov Cap-2 Maneuver	-	-	203
Stage 1	-	-	581
Stage 2	-	-	498

Approach	EB	WB	SB
HCM Control Delay, s	0	0	23.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1000	-	-	-	203
HCM Lane V/C Ratio	-	-	-	-	0.044
HCM Control Delay (s)	0	-	-	-	23.6
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 2010 Signalized Intersection Summary

9: SR 471 & SR 50

2035 AM Design Hour

04/27/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	538	22	46	419	123	11	185	44	150	188	69
Future Volume (veh/h)	74	538	22	46	419	123	11	185	44	150	188	69
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1712	1712	1712	1712	1712	1712	1900	1712	1900	1900	1712	1712
Adj Flow Rate, veh/h	84	611	0	52	476	0	12	210	50	170	214	78
Adj No. of Lanes	1	1	1	1	1	1	0	1	0	0	1	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	11	11	11	11	11	11	11	11	11	11	11	11
Cap, veh/h	224	688	585	132	688	585	54	581	134	132	119	645
Arrive On Green	0.40	0.40	0.00	0.40	0.40	0.00	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	840	1712	1455	742	1712	1455	27	1311	301	168	268	1455
Grp Volume(v), veh/h	84	611	0	52	476	0	272	0	0	384	0	78
Grp Sat Flow(s),veh/h/ln	840	1712	1455	742	1712	1455	1639	0	0	436	0	1455
Q Serve(g_s), s	8.3	29.9	0.0	6.3	20.7	0.0	0.0	0.0	0.0	20.6	0.0	2.8
Cycle Q Clear(g_c), s	29.0	29.9	0.0	36.2	20.7	0.0	9.8	0.0	0.0	20.6	0.0	2.8
Prop In Lane	1.00		1.00	1.00		1.00	0.04		0.18	0.44		1.00
Lane Grp Cap(c), veh/h	224	688	585	132	688	585	768	0	0	0	0	645
V/C Ratio(X)	0.37	0.89	0.00	0.39	0.69	0.00	0.35	0.00	0.00	0.00	0.00	0.12
Avail Cap(c_a), veh/h	224	688	585	132	688	585	768	0	0	0	0	645
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.3	25.0	0.0	41.8	22.3	0.0	16.7	0.0	0.0	0.0	0.0	14.7
Incr Delay (d2), s/veh	1.5	13.7	0.0	1.9	3.0	0.0	0.5	0.0	0.0	0.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	16.7	0.0	1.4	10.4	0.0	4.6	0.0	0.0	0.0	0.0	1.2
LnGrp Delay(d),s/veh	35.7	38.7	0.0	43.7	25.2	0.0	17.2	0.0	0.0	0.0	0.0	15.1
LnGrp LOS	D	D		D	C		B					B
Approach Vol, veh/h		695			528			272				462
Approach Delay, s/veh		38.3			27.1			17.2				2.6
Approach LOS		D			C			B				A
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		47.0		43.0		47.0		43.0				
Change Period (Y+Rc), s		* 7.1		6.8		* 7.1		6.8				
Max Green Setting (Gmax), s		* 25		36.2		* 40		36.2				
Max Q Clear Time (g_c+I1), s		11.8		31.9		22.6		38.2				
Green Ext Time (p_c), s		5.3		3.0		6.2		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				23.9								
HCM 2010 LOS				C								
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	7	718	579	20	11	6
Future Vol, veh/h	7	718	579	20	11	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	7	764	616	21	12	6

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	637	0	1406
Stage 1	-	-	627
Stage 2	-	-	779
Critical Hdwy	4.21	-	6.51
Critical Hdwy Stg 1	-	-	5.51
Critical Hdwy Stg 2	-	-	5.51
Follow-up Hdwy	2.299	-	3.599
Pot Cap-1 Maneuver	905	-	147
Stage 1	-	-	516
Stage 2	-	-	437
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	905	-	145
Mov Cap-2 Maneuver	-	-	145
Stage 1	-	-	516
Stage 2	-	-	431

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	25.7
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	905	-	-	-	192
HCM Lane V/C Ratio	0.008	-	-	-	0.094
HCM Control Delay (s)	9	0	-	-	25.7
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection

Int Delay, s/veh 0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	725	9	3	583	16	4
Future Vol, veh/h	725	9	3	583	16	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	815	10	3	655	18	4

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	825
Stage 1	-	-	820
Stage 2	-	-	662
Critical Hdwy	-	-	4.21
Critical Hdwy Stg 1	-	-	5.51
Critical Hdwy Stg 2	-	-	5.51
Follow-up Hdwy	-	-	2.299
Pot Cap-1 Maneuver	-	-	768
Stage 1	-	-	418
Stage 2	-	-	496
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	768
Mov Cap-2 Maneuver	-	-	131
Stage 1	-	-	418
Stage 2	-	-	493

Approach	EB	WB	NB
HCM Control Delay, s	0	0	33.2
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	150	-	-	768	-
HCM Lane V/C Ratio	0.15	-	-	0.004	-
HCM Control Delay (s)	33.2	-	-	9.7	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0	-

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	722	3	3	582	12	3	3	3	15	3	3
Future Vol, veh/h	4	722	3	3	582	12	3	3	3	15	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	11	11	11	11	11	11	11	11	11	11	11	11
Mvmt Flow	4	785	3	3	633	13	3	3	3	16	3	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	646	0	0	788	0	0	1444	1447	786	1444	1443	639
Stage 1	-	-	-	-	-	-	795	795	-	646	646	-
Stage 2	-	-	-	-	-	-	649	652	-	798	797	-
Critical Hdwy	4.21	-	-	4.21	-	-	7.21	6.61	6.31	7.21	6.61	6.31
Critical Hdwy Stg 1	-	-	-	-	-	-	6.21	5.61	-	6.21	5.61	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.21	5.61	-	6.21	5.61	-
Follow-up Hdwy	2.299	-	-	2.299	-	-	3.599	4.099	3.399	3.599	4.099	3.399
Pot Cap-1 Maneuver	898	-	-	793	-	-	105	126	378	105	126	460
Stage 1	-	-	-	-	-	-	368	387	-	446	453	-
Stage 2	-	-	-	-	-	-	444	450	-	366	386	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	898	-	-	793	-	-	101	124	378	101	124	460
Mov Cap-2 Maneuver	-	-	-	-	-	-	101	124	-	101	124	-
Stage 1	-	-	-	-	-	-	365	384	-	442	450	-
Stage 2	-	-	-	-	-	-	435	447	-	357	383	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	31.4	43.1
HCM LOS			D	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	146	898	-	-	793	-	-	117
HCM Lane V/C Ratio	0.067	0.005	-	-	0.004	-	-	0.195
HCM Control Delay (s)	31.4	9	0	-	9.6	0	-	43.1
HCM Lane LOS	D	A	A	-	A	A	-	E
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.7

Intersection

Int Delay, s/veh 91.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↑	↗	↘	
Traffic Vol, veh/h	11	735	621	115	255	12
Future Vol, veh/h	11	735	621	115	255	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	12	790	668	124	274	13

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	668	0	668
Stage 1	-	-	668
Stage 2	-	-	814
Critical Hdwy	4.21	-	6.31
Critical Hdwy Stg 1	-	-	5.51
Critical Hdwy Stg 2	-	-	5.51
Follow-up Hdwy	2.299	-	3.399
Pot Cap-1 Maneuver	881	-	~ 132
Stage 1	-	-	493
Stage 2	-	-	421
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	881	-	~ 129
Mov Cap-2 Maneuver	-	-	~ 129
Stage 1	-	-	493
Stage 2	-	-	411

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	\$ 599.8
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	881	-	-	-	133
HCM Lane V/C Ratio	0.013	-	-	-	2.159
HCM Control Delay (s)	9.1	0	-	-	\$ 599.8
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	23.8

Notes

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

Intersection

Int Delay, s/veh 0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↻			↻	↻	
Traffic Vol, veh/h	938	10	9	738	7	4
Future Vol, veh/h	938	10	9	738	7	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	1042	11	10	820	8	4

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1888
Stage 1	-	-	1048
Stage 2	-	-	840
Critical Hdwy	-	4.21	6.51
Critical Hdwy Stg 1	-	-	5.51
Critical Hdwy Stg 2	-	-	5.51
Follow-up Hdwy	-	2.299	3.599
Pot Cap-1 Maneuver	-	628	73
Stage 1	-	-	325
Stage 2	-	-	409
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	628	71
Mov Cap-2 Maneuver	-	-	71
Stage 1	-	-	325
Stage 2	-	-	397

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	47.4
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	97	-	-	628	-
HCM Lane V/C Ratio	0.126	-	-	0.016	-
HCM Control Delay (s)	47.4	-	-	10.8	0
HCM Lane LOS	E	-	-	B	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection

Int Delay, s/veh 0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	943	3	4	737	3	3
Future Vol, veh/h	943	3	4	737	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	1025	3	4	801	3	3

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	1028	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	4.21	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	2.299	-
Pot Cap-1 Maneuver	-	-	642	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	642	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	36.4
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	121	-	-	642	-
HCM Lane V/C Ratio	0.054	-	-	0.007	-
HCM Control Delay (s)	36.4	-	-	10.6	0
HCM Lane LOS	E	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection

Int Delay, s/veh 0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↔	↔	
Traffic Vol, veh/h	942	3	12	737	3	21
Future Vol, veh/h	942	3	12	737	3	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	80	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	1070	3	14	838	3	24

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	1074	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	4.21	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	2.299	-
Pot Cap-1 Maneuver	-	-	616	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	616	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	27.2
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	189	-	-	616	-
HCM Lane V/C Ratio	0.144	-	-	0.022	-
HCM Control Delay (s)	27.2	-	-	11	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Intersection

Int Delay, s/veh 7.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗	↖		↖	
Traffic Vol, veh/h	28	935	713	39	49	37
Future Vol, veh/h	28	935	713	39	49	37
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	80	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	31	1051	801	44	55	42

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	845	0	1937
Stage 1	-	-	823
Stage 2	-	-	1114
Critical Hdwy	4.21	-	6.51
Critical Hdwy Stg 1	-	-	5.51
Critical Hdwy Stg 2	-	-	5.51
Follow-up Hdwy	2.299	-	3.599
Pot Cap-1 Maneuver	754	-	68
Stage 1	-	-	416
Stage 2	-	-	301
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	754	-	65
Mov Cap-2 Maneuver	-	-	65
Stage 1	-	-	416
Stage 2	-	-	289

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	158.8
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	754	-	-	-	100
HCM Lane V/C Ratio	0.042	-	-	-	0.966
HCM Control Delay (s)	10	-	-	-	158.8
HCM Lane LOS	A	-	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	-	5.8

Intersection

Int Delay, s/veh 116.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	4	964	773	126	202	3
Future Vol, veh/h	4	964	773	126	202	3
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	11	11	7	7	7	11
Mvmt Flow	4	1048	840	137	220	3

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	977	0	1967
Stage 1	-	-	909
Stage 2	-	-	1058
Critical Hdwy	4.21	-	6.47
Critical Hdwy Stg 1	-	-	5.47
Critical Hdwy Stg 2	-	-	5.47
Follow-up Hdwy	2.299	-	3.563
Pot Cap-1 Maneuver	671	-	~ 67
Stage 1	-	-	385
Stage 2	-	-	327
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	671	-	~ 66
Mov Cap-2 Maneuver	-	-	~ 66
Stage 1	-	-	385
Stage 2	-	-	322

Approach	EB	WB	SB
HCM Control Delay, s	0	0	\$ 1177.2
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	671	-	-	-	67
HCM Lane V/C Ratio	0.006	-	-	-	3.326
HCM Control Delay (s)	10.4	0	-	-	\$ 1177.2
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	23.1

Notes

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

Intersection												
Int Delay, s/veh	47											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↑	↑			↕			↕	
Traffic Vol, veh/h	0	1142	31	89	872	2	24	0	171	1	0	0
Future Vol, veh/h	0	1142	31	89	872	2	24	0	171	1	0	0
Conflicting Peds, #/hr	1	0	2	2	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	7	7	7	7	7	7	7	7	7	7	7	7
Mvmt Flow	0	1202	33	94	918	2	25	0	180	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	921	0	0	1237	0	0	2326	2328	1220	2415	2344	920
Stage 1	-	-	-	-	-	-	1220	1220	-	1107	1107	-
Stage 2	-	-	-	-	-	-	1106	1108	-	1308	1237	-
Critical Hdwy	4.17	-	-	4.17	-	-	7.17	6.57	6.27	7.17	6.57	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Follow-up Hdwy	2.263	-	-	2.263	-	-	3.563	4.063	3.363	3.563	4.063	3.363
Pot Cap-1 Maneuver	721	-	-	546	-	-	~ 25	36	214	22	35	321
Stage 1	-	-	-	-	-	-	215	247	-	249	280	-
Stage 2	-	-	-	-	-	-	250	280	-	191	242	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	721	-	-	546	-	-	~ 22	30	214	3	29	321
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 22	30	-	3	29	-
Stage 1	-	-	-	-	-	-	215	247	-	249	232	-
Stage 2	-	-	-	-	-	-	207	232	-	30	242	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.2	\$ 548.4	\$ 1518.1
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	103	721	-	-	546	-	-	3
HCM Lane V/C Ratio	1.993	-	-	-	0.172	-	-	0.351
HCM Control Delay (s)	\$ 548.4	0	-	-	13	-	-	\$ 1518.1
HCM Lane LOS	F	A	-	-	B	-	-	F
HCM 95th %tile Q(veh)	17.2	0	-	-	0.6	-	-	0.5

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

Intersection

Int Delay, s/veh 38.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↕			↕		
Traffic Vol, veh/h	52	1246	26	4	943	13	25	9	7	12	9	30
Future Vol, veh/h	52	1246	26	4	943	13	25	9	7	12	9	30
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	210	-	-	135	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	7	7	7	7	7	7	7	7	7	7	7	7
Mvmt Flow	56	1340	28	4	1014	14	27	10	8	13	10	32

Major/Minor	Major1	Major2	Minor1	Minor2								
Conflicting Flow All	1028	0	0	1369	0	0	2518	2504	1356	2505	2511	1021
Stage 1	-	-	-	-	-	-	1467	1467	-	1030	1030	-
Stage 2	-	-	-	-	-	-	1051	1037	-	1475	1481	-
Critical Hdwy	4.17	-	-	4.17	-	-	7.17	6.57	6.27	7.17	6.57	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Follow-up Hdwy	2.263	-	-	2.263	-	-	3.563	4.063	3.363	3.563	4.063	3.363
Pot Cap-1 Maneuver	657	-	-	486	-	-	~ 18	28	178	19	27	281
Stage 1	-	-	-	-	-	-	155	187	-	276	305	-
Stage 2	-	-	-	-	-	-	268	302	-	153	184	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	657	-	-	486	-	-	~ 10	25	178	~ 12	24	281
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 10	25	-	~ 12	24	-
Stage 1	-	-	-	-	-	-	142	171	-	252	302	-
Stage 2	-	-	-	-	-	-	228	300	-	126	168	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.1	\$ 1519.1	\$ 558.4
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	14	657	-	-	486	-	-	34
HCM Lane V/C Ratio	3.149	0.085	-	-	0.009	-	-	1.613
HCM Control Delay (s)	\$ 1519.1	11	-	-	12.5	-	-	\$ 558.4
HCM Lane LOS	F	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	6.4	0.3	-	-	0	-	-	6

Notes

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

HCM 2010 Signalized Intersection Summary

42: CR 33 / Putnam St & SR 50

2035 AM Design Hour

04/27/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	1183	25	19	871	331	25	19	22	439	16	78
Future Volume (veh/h)	60	1183	25	19	871	331	25	19	22	439	16	78
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1776	1776	1900	1776	1776	1776	1900	1776	1776	1900	1776	1900
Adj Flow Rate, veh/h	68	1344	28	22	990	0	28	22	25	499	18	89
Adj No. of Lanes	1	2	0	1	2	1	0	1	1	0	1	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	7	7	7	7	7	7	7	7	7	7	7	7
Cap, veh/h	158	1409	29	68	1164	521	452	343	719	52	0	0
Arrive On Green	0.04	0.42	0.42	0.34	0.34	0.00	0.48	0.48	0.48	0.48	0.48	0.48
Sat Flow, veh/h	1691	3380	70	376	3374	1509	858	719	1509	2	0	0
Grp Volume(v), veh/h	68	670	702	22	990	0	50	0	25	606	0	0
Grp Sat Flow(s),veh/h/ln	1691	1687	1763	376	1687	1509	1577	0	1509	3	0	0
Q Serve(g_s), s	3.3	49.7	49.8	4.1	35.2	0.0	0.0	0.0	1.1	56.9	0.0	0.0
Cycle Q Clear(g_c), s	3.3	49.7	49.8	44.6	35.2	0.0	2.0	0.0	1.1	56.9	0.0	0.0
Prop In Lane	1.00		0.04	1.00		1.00	0.56		1.00	0.82		0.15
Lane Grp Cap(c), veh/h	158	703	735	68	1164	521	795	0	719	0	0	0
V/C Ratio(X)	0.43	0.95	0.95	0.33	0.85	0.00	0.06	0.00	0.03	0.00	0.00	0.00
Avail Cap(c_a), veh/h	162	706	738	68	1164	521	795	0	719	0	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	30.6	36.5	36.5	63.5	39.3	0.0	18.2	0.0	18.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	1.8	23.0	22.6	2.8	6.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	27.6	28.8	0.8	17.4	0.0	1.0	0.0	0.5	0.0	0.0	0.0
LnGrp Delay(d),s/veh	32.4	59.5	59.1	66.3	45.4	0.0	18.3	0.0	18.0	0.0	0.0	0.0
LnGrp LOS	C	E	E	E	D		B		B			
Approach Vol, veh/h		1440			1012			75			606	
Approach Delay, s/veh		58.0			45.9			18.2			0.0	
Approach LOS		E			D			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		68.5		60.8		68.5	9.3	51.5				
Change Period (Y+Rc), s		6.9		* 6.9		* 6.9	4.5	6.9				
Max Green Setting (Gmax), s		30.4		* 54		* 67	5.1	44.5				
Max Q Clear Time (g_c+I1), s		4.0		51.8		58.9	5.3	46.6				
Green Ext Time (p_c), s		5.1		2.1		2.7	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				41.9								
HCM 2010 LOS				D								
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection

Int Delay, s/veh 0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑		↑
Traffic Vol, veh/h	1625	7	6	1154	0	3
Future Vol, veh/h	1625	7	6	1154	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	None
Storage Length	-	-	185	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	7	7	7	7	7	7
Mvmt Flow	1847	8	7	1311	0	3

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	1855	927
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	4.24	7.04
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	2.27	3.37
Pot Cap-1 Maneuver	-	303	261
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	303	261
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	19
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	261	-	-	303	-
HCM Lane V/C Ratio	0.013	-	-	0.023	-
HCM Control Delay (s)	19	-	-	17.2	-
HCM Lane LOS	C	-	-	C	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-

Intersection

Int Delay, s/veh 0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	490	3	4	610	4	3
Future Vol, veh/h	490	3	4	610	4	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	544	3	4	678	4	3

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	548
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.21
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.299
Pot Cap-1 Maneuver	-	-	978
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	978
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	19.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	257	-	-	978	-
HCM Lane V/C Ratio	0.03	-	-	0.005	-
HCM Control Delay (s)	19.4	-	-	8.7	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	15	478	607	0	0	7
Future Vol, veh/h	15	478	607	0	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	17	537	682	0	0	8

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	682	0	1253
Stage 1	-	-	682
Stage 2	-	-	571
Critical Hdwy	4.21	-	6.51
Critical Hdwy Stg 1	-	-	5.51
Critical Hdwy Stg 2	-	-	5.51
Follow-up Hdwy	2.299	-	3.599
Pot Cap-1 Maneuver	870	-	182
Stage 1	-	-	486
Stage 2	-	-	548
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	870	-	177
Mov Cap-2 Maneuver	-	-	177
Stage 1	-	-	486
Stage 2	-	-	533

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	13.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	870	-	-	-	435
HCM Lane V/C Ratio	0.019	-	-	-	0.018
HCM Control Delay (s)	9.2	0	-	-	13.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	0	478	606	8	11	0
Future Vol, veh/h	0	478	606	8	11	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	0	514	652	9	12	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	660	0	1170
Stage 1	-	-	656
Stage 2	-	-	514
Critical Hdwy	4.21	-	6.51
Critical Hdwy Stg 1	-	-	5.51
Critical Hdwy Stg 2	-	-	5.51
Follow-up Hdwy	2.299	-	3.599
Pot Cap-1 Maneuver	887	-	205
Stage 1	-	-	500
Stage 2	-	-	582
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	887	-	205
Mov Cap-2 Maneuver	-	-	205
Stage 1	-	-	500
Stage 2	-	-	582

Approach	EB	WB	SB
HCM Control Delay, s	0	0	23.6
HCM LOS			C






















Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	887	-	-	-	205
HCM Lane V/C Ratio	-	-	-	-	0.058
HCM Control Delay (s)	0	-	-	-	23.6
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2

HCM 2010 Signalized Intersection Summary

9: SR 471 & SR 50

2035 PM Design Hour

04/27/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	448	10	45	562	154	20	197	46	124	186	71
Future Volume (veh/h)	72	448	10	45	562	154	20	197	46	124	186	71
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1712	1712	1712	1712	1712	1712	1900	1712	1900	1900	1712	1712
Adj Flow Rate, veh/h	78	487	0	49	611	0	22	214	50	135	202	77
Adj No. of Lanes	1	1	1	1	1	1	0	1	0	0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	11	11	11	11	11	11	11	11	11	11	11	11
Cap, veh/h	164	712	605	249	712	605	75	510	113	152	188	579
Arrive On Green	0.42	0.42	0.00	0.42	0.42	0.00	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	742	1712	1455	832	1712	1455	58	1280	283	212	472	1453
Grp Volume(v), veh/h	78	487	0	49	611	0	286	0	0	337	0	77
Grp Sat Flow(s),veh/h/ln	742	1712	1455	832	1712	1455	1621	0	0	685	0	1453
Q Serve(g_s), s	6.9	17.4	0.0	3.8	24.3	0.0	0.0	0.0	0.0	15.1	0.0	2.5
Cycle Q Clear(g_c), s	31.2	17.4	0.0	21.2	24.3	0.0	9.4	0.0	0.0	15.1	0.0	2.5
Prop In Lane	1.00		1.00	1.00		1.00	0.08		0.17	0.40		1.00
Lane Grp Cap(c), veh/h	164	712	605	249	712	605	698	0	0	0	0	579
V/C Ratio(X)	0.48	0.68	0.00	0.20	0.86	0.00	0.41	0.00	0.00	0.00	0.00	0.13
Avail Cap(c_a), veh/h	164	712	605	249	712	605	698	0	0	0	0	579
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.5	17.9	0.0	26.5	19.9	0.0	16.4	0.0	0.0	0.0	0.0	14.3
Incr Delay (d2), s/veh	3.0	3.0	0.0	0.4	10.2	0.0	1.8	0.0	0.0	0.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	8.7	0.0	0.9	13.4	0.0	4.6	0.0	0.0	0.0	0.0	1.1
LnGrp Delay(d),s/veh	37.5	20.9	0.0	26.9	30.1	0.0	18.2	0.0	0.0	0.0	0.0	14.8
LnGrp LOS	D	C		C	C		B					B
Approach Vol, veh/h		565			660			286			414	
Approach Delay, s/veh		23.2			29.9			18.2			2.8	
Approach LOS		C			C			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		37.0		38.0		37.0		38.0				
Change Period (Y+Rc), s		* 7.1		6.8		* 7.1		6.8				
Max Green Setting (Gmax), s		* 20		31.2		* 30		31.2				
Max Q Clear Time (g_c+I1), s		11.4		33.2		17.1		26.3				
Green Ext Time (p_c), s		3.9		0.0		5.0		3.2				
Intersection Summary												
HCM 2010 Ctrl Delay				20.3								
HCM 2010 LOS				C								
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	6	596	745	13	23	8
Future Vol, veh/h	6	596	745	13	23	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	6	608	760	13	23	8

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	773	0	1387
Stage 1	-	-	767
Stage 2	-	-	620
Critical Hdwy	4.21	-	6.51
Critical Hdwy Stg 1	-	-	5.51
Critical Hdwy Stg 2	-	-	5.51
Follow-up Hdwy	2.299	-	3.599
Pot Cap-1 Maneuver	803	-	151
Stage 1	-	-	443
Stage 2	-	-	520
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	803	-	149
Mov Cap-2 Maneuver	-	-	149
Stage 1	-	-	443
Stage 2	-	-	514

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	29.7
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	803	-	-	-	177
HCM Lane V/C Ratio	0.008	-	-	-	0.179
HCM Control Delay (s)	9.5	0	-	-	29.7
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.6

Intersection

Int Delay, s/veh 0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	598	19	4	746	10	3
Future Vol, veh/h	598	19	4	746	10	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	610	19	4	761	10	3

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	630	1389
Stage 1	-	-	620
Stage 2	-	-	769
Critical Hdwy	-	4.21	7.21
Critical Hdwy Stg 1	-	-	6.21
Critical Hdwy Stg 2	-	-	6.21
Follow-up Hdwy	-	2.299	3.599
Pot Cap-1 Maneuver	-	910	115
Stage 1	-	-	461
Stage 2	-	-	380
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	910	114
Mov Cap-2 Maneuver	-	-	114
Stage 1	-	-	461
Stage 2	-	-	377

Approach	EB	WB	NB
HCM Control Delay, s	0	0	33.8
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	138	-	-	910	-
HCM Lane V/C Ratio	0.096	-	-	0.004	-
HCM Control Delay (s)	33.8	-	-	9	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	597	3	3	745	15	3	3	3	14	3	4
Future Vol, veh/h	3	597	3	3	745	15	3	3	3	14	3	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	11	11	11	11	11	11	11	11	11	11	11	11
Mvmt Flow	3	635	3	3	793	16	3	3	3	15	3	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	809	0	0	638	0	0	1454	1458	637	1453	1452	801
Stage 1	-	-	-	-	-	-	643	643	-	807	807	-
Stage 2	-	-	-	-	-	-	811	815	-	646	645	-
Critical Hdwy	4.21	-	-	4.21	-	-	7.21	6.61	6.31	7.21	6.61	6.31
Critical Hdwy Stg 1	-	-	-	-	-	-	6.21	5.61	-	6.21	5.61	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.21	5.61	-	6.21	5.61	-
Follow-up Hdwy	2.299	-	-	2.299	-	-	3.599	4.099	3.399	3.599	4.099	3.399
Pot Cap-1 Maneuver	778	-	-	904	-	-	103	124	461	103	125	371
Stage 1	-	-	-	-	-	-	447	455	-	362	382	-
Stage 2	-	-	-	-	-	-	360	379	-	446	454	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	778	-	-	904	-	-	99	123	461	99	124	371
Mov Cap-2 Maneuver	-	-	-	-	-	-	99	123	-	99	124	-
Stage 1	-	-	-	-	-	-	444	452	-	360	380	-
Stage 2	-	-	-	-	-	-	351	377	-	437	451	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	31.2	42.1
HCM LOS			D	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	147	778	-	-	904	-	-	119
HCM Lane V/C Ratio	0.065	0.004	-	-	0.004	-	-	0.188
HCM Control Delay (s)	31.2	9.6	0	-	9	0	-	42.1
HCM Lane LOS	D	A	A	-	A	A	-	E
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.7

Intersection

Int Delay, s/veh 29.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↑	↗	↘	
Traffic Vol, veh/h	13	632	755	157	122	13
Future Vol, veh/h	13	632	755	157	122	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	15	752	899	187	145	15

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	899	0	1682
Stage 1	-	-	899
Stage 2	-	-	783
Critical Hdwy	4.21	-	6.51
Critical Hdwy Stg 1	-	-	5.51
Critical Hdwy Stg 2	-	-	5.51
Follow-up Hdwy	2.299	-	3.599
Pot Cap-1 Maneuver	719	-	~ 99
Stage 1	-	-	383
Stage 2	-	-	435
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	719	-	~ 95
Mov Cap-2 Maneuver	-	-	~ 95
Stage 1	-	-	383
Stage 2	-	-	419

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	\$ 374.3
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	719	-	-	-	102
HCM Lane V/C Ratio	0.022	-	-	-	1.576
HCM Control Delay (s)	10.1	0	-	-	\$ 374.3
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	-	12.3

Notes

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

Intersection

Int Delay, s/veh 0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	753	8	4	926	8	3
Future Vol, veh/h	753	8	4	926	8	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	866	9	5	1064	9	3

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	875
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.21
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.299
Pot Cap-1 Maneuver	-	-	735
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	735
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	54.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	85	-	-	735	-
HCM Lane V/C Ratio	0.149	-	-	0.006	-
HCM Control Delay (s)	54.6	-	-	9.9	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0	-

Intersection

Int Delay, s/veh 0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	755	3	4	934	3	5
Future Vol, veh/h	755	3	4	934	3	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	868	3	5	1074	3	6

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	871
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.21
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.299
Pot Cap-1 Maneuver	-	-	737
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	737
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	34.1
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	133	-	-	737	-
HCM Lane V/C Ratio	0.069	-	-	0.006	-
HCM Control Delay (s)	34.1	-	-	9.9	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection

Int Delay, s/veh 0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↕	↔	
Traffic Vol, veh/h	760	3	24	944	3	15
Future Vol, veh/h	760	3	24	944	3	15
Conflicting Peds, #/hr	0	0	0	0	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	80	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	817	3	26	1015	3	16

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	820	1888
Stage 1	-	-	819
Stage 2	-	-	1069
Critical Hdwy	-	4.21	6.51
Critical Hdwy Stg 1	-	-	5.51
Critical Hdwy Stg 2	-	-	5.51
Follow-up Hdwy	-	2.299	3.599
Pot Cap-1 Maneuver	-	771	73
Stage 1	-	-	418
Stage 2	-	-	317
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	771	70
Mov Cap-2 Maneuver	-	-	70
Stage 1	-	-	418
Stage 2	-	-	306

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	23.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	214	-	-	771	-
HCM Lane V/C Ratio	0.09	-	-	0.033	-
HCM Control Delay (s)	23.5	-	-	9.8	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection

Int Delay, s/veh 5.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗	↖		↖	
Traffic Vol, veh/h	44	732	939	40	41	29
Future Vol, veh/h	44	732	939	40	41	29
Conflicting Peds, #/hr	0	0	0	0	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	80	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	48	796	1021	43	45	32

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1064	0	1934
Stage 1	-	-	1042
Stage 2	-	-	892
Critical Hdwy	4.21	-	6.51
Critical Hdwy Stg 1	-	-	5.51
Critical Hdwy Stg 2	-	-	5.51
Follow-up Hdwy	2.299	-	3.599
Pot Cap-1 Maneuver	622	-	68
Stage 1	-	-	327
Stage 2	-	-	386
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	621	-	63
Mov Cap-2 Maneuver	-	-	63
Stage 1	-	-	327
Stage 2	-	-	356

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	132
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	621	-	-	-	92
HCM Lane V/C Ratio	0.077	-	-	-	0.827
HCM Control Delay (s)	11.3	-	-	-	132
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	-	4.4

Intersection

Int Delay, s/veh 57.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↘	
Traffic Vol, veh/h	4	813	959	209	141	4
Future Vol, veh/h	4	813	959	209	141	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	11	11	7	7	7	11
Mvmt Flow	4	874	1031	225	152	4

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1256	0	2027
Stage 1	-	-	1144
Stage 2	-	-	883
Critical Hdwy	4.21	-	6.47
Critical Hdwy Stg 1	-	-	5.47
Critical Hdwy Stg 2	-	-	5.47
Follow-up Hdwy	2.299	-	3.563
Pot Cap-1 Maneuver	524	-	~ 61
Stage 1	-	-	297
Stage 2	-	-	396
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	524	-	~ 60
Mov Cap-2 Maneuver	-	-	~ 60
Stage 1	-	-	297
Stage 2	-	-	390

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	\$ 850.5
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	524	-	-	-	61
HCM Lane V/C Ratio	0.008	-	-	-	2.556
HCM Control Delay (s)	11.9	0	-	-	\$ 850.5
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	15.6

Notes

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

Intersection

Int Delay, s/veh 99.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↑	↑			↕			↕	
Traffic Vol, veh/h	5	930	25	170	1142	3	33	4	100	2	1	1
Future Vol, veh/h	5	930	25	170	1142	3	33	4	100	2	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	7	7	7	7	7	7	7	7	7	7	7	7
Mvmt Flow	5	1022	27	187	1255	3	36	4	110	2	1	1

Major/Minor	Major1	Major2	Minor1	Minor2								
Conflicting Flow All	1258	0	0	1049	0	0	2678	2679	1036	2734	2690	1257
Stage 1	-	-	-	-	-	-	1047	1047	-	1630	1630	-
Stage 2	-	-	-	-	-	-	1631	1632	-	1104	1060	-
Critical Hdwy	4.17	-	-	4.17	-	-	7.17	6.57	6.27	7.17	6.57	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Follow-up Hdwy	2.263	-	-	2.263	-	-	3.563	4.063	3.363	3.563	4.063	3.363
Pot Cap-1 Maneuver	536	-	-	645	-	-	~ 14	21	275	13	21	204
Stage 1	-	-	-	-	-	-	270	299	-	125	156	-
Stage 2	-	-	-	-	-	-	124	155	-	250	295	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	536	-	-	645	-	-	~ 10	15	275	5	15	204
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 10	15	-	5	15	-
Stage 1	-	-	-	-	-	-	264	292	-	122	111	-
Stage 2	-	-	-	-	-	-	87	110	-	144	288	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1.7	\$ 1717.2	\$ 702.3
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	35	536	-	-	645	-	-	8
HCM Lane V/C Ratio	4.301	0.01	-	-	0.29	-	-	0.549
HCM Control Delay (s)	\$ 1717.2	11.8	0	-	12.8	-	-	\$ 702.3
HCM Lane LOS	F	B	A	-	B	-	-	F
HCM 95th %tile Q(veh)	17.6	0	-	-	1.2	-	-	1.1

Notes

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

Intersection												
Int Delay, s/veh	65.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	32	1007	29	9	1231	14	32	11	4	13	6	57
Future Vol, veh/h	32	1007	29	9	1231	14	32	11	4	13	6	57
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	210	-	-	135	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	7	7	7	7	7	7	7	7	7	7	7	7
Mvmt Flow	34	1083	31	10	1324	15	34	12	4	14	6	61

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1339	0	0	1114	0	0	2551	2525	1098	2526	2534	1331
Stage 1	-	-	-	-	-	-	1167	1167	-	1351	1351	-
Stage 2	-	-	-	-	-	-	1384	1358	-	1175	1183	-
Critical Hdwy	4.17	-	-	4.17	-	-	7.17	6.57	6.27	7.17	6.57	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Follow-up Hdwy	2.263	-	-	2.263	-	-	3.563	4.063	3.363	3.563	4.063	3.363
Pot Cap-1 Maneuver	499	-	-	609	-	-	~ 17	27	253	18	26	184
Stage 1	-	-	-	-	-	-	231	262	-	181	214	-
Stage 2	-	-	-	-	-	-	173	212	-	228	257	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	499	-	-	609	-	-	~ 8	25	253	~ 10	24	184
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 8	25	-	~ 10	24	-
Stage 1	-	-	-	-	-	-	215	244	-	169	210	-
Stage 2	-	-	-	-	-	-	110	209	-	199	239	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.1	\$ 2294.5	\$ 675
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	11	499	-	-	609	-	-	41
HCM Lane V/C Ratio	4.594	0.069	-	-	0.016	-	-	1.993
HCM Control Delay (s)	\$ 2294.5	12.7	-	-	11	-	-	\$ 675
HCM Lane LOS	F	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	7.5	0.2	-	-	0	-	-	8.6

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

HCM 2010 Signalized Intersection Summary

42: CR 33 / Putnam St & SR 50

2035 PM Design Hour

04/27/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	936	31	28	1160	431	35	19	25	349	23	60
Future Volume (veh/h)	78	936	31	28	1160	431	35	19	25	349	23	60
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1776	1776	1900	1776	1776	1776	1900	1776	1776	1900	1776	1900
Adj Flow Rate, veh/h	87	1040	34	31	1289	0	39	21	28	388	26	67
Adj No. of Lanes	1	2	0	1	2	1	0	1	1	0	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	7	7	7	7	7	7	7	7	7	7	7	7
Cap, veh/h	153	1668	55	194	1434	641	423	218	588	53	0	0
Arrive On Green	0.04	0.50	0.50	0.42	0.42	0.00	0.39	0.39	0.39	0.39	0.39	0.39
Sat Flow, veh/h	1691	3331	109	499	3374	1509	966	559	1509	3	0	0
Grp Volume(v), veh/h	87	527	547	31	1289	0	60	0	28	481	0	0
Grp Sat Flow(s),veh/h/ln	1691	1687	1753	499	1687	1509	1525	0	1509	3	0	0
Q Serve(g_s), s	3.5	28.4	28.4	6.0	44.6	0.0	0.0	0.0	1.4	43.6	0.0	0.0
Cycle Q Clear(g_c), s	3.5	28.4	28.4	25.0	44.6	0.0	2.9	0.0	1.4	43.6	0.0	0.0
Prop In Lane	1.00		0.06	1.00		1.00	0.65		1.00	0.81		0.14
Lane Grp Cap(c), veh/h	153	845	878	194	1434	641	641	0	588	0	0	0
V/C Ratio(X)	0.57	0.62	0.62	0.16	0.90	0.00	0.09	0.00	0.05	0.00	0.00	0.00
Avail Cap(c_a), veh/h	153	855	889	197	1455	651	641	0	588	0	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	28.6	22.7	22.7	35.3	33.6	0.0	24.3	0.0	23.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	4.9	1.4	1.3	0.4	7.8	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	13.5	14.0	0.9	22.3	0.0	1.3	0.0	0.6	0.0	0.0	0.0
LnGrp Delay(d),s/veh	33.5	24.1	24.1	35.6	41.4	0.0	24.3	0.0	23.9	0.0	0.0	0.0
LnGrp LOS	C	C	C	D	D		C		C			
Approach Vol, veh/h		1161			1320			88			481	
Approach Delay, s/veh		24.8			41.3			24.2			0.0	
Approach LOS		C			D			C			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		55.8		69.7		55.8	9.5	60.2				
Change Period (Y+Rc), s		6.9		* 6.9		* 6.9	4.5	6.9				
Max Green Setting (Gmax), s		30.9		* 64		* 68	5.0	54.1				
Max Q Clear Time (g_c+I1), s		4.9		30.4		45.6	5.5	46.6				
Green Ext Time (p_c), s		4.0		23.7		3.2	0.0	6.7				
Intersection Summary												
HCM 2010 Ctrl Delay				28.0								
HCM 2010 LOS				C								
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection

Int Delay, s/veh 0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑		↑
Traffic Vol, veh/h	1292	7	3	1527	0	7
Future Vol, veh/h	1292	7	3	1527	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	None
Storage Length	-	-	185	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	7	7	7	7	7
Mvmt Flow	1404	8	3	1660	0	8

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	1412	706
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	4.24	7.04
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	2.27	3.37
Pot Cap-1 Maneuver	-	454	367
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	454	367
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	15
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	367	-	-	454	-
HCM Lane V/C Ratio	0.021	-	-	0.007	-
HCM Control Delay (s)	15	-	-	13	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection

Int Delay, s/veh 0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	805	5	5	632	5	5
Future Vol, veh/h	805	5	5	632	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	904	6	6	710	6	6

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	910
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.21
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.299
Pot Cap-1 Maneuver	-	-	712
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	712
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	29.4
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	159	-	-	712	-
HCM Lane V/C Ratio	0.071	-	-	0.008	-
HCM Control Delay (s)	29.4	-	-	10.1	0
HCM Lane LOS	D	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	19	791	620	0	0	17
Future Vol, veh/h	19	791	620	0	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	22	909	713	0	0	20

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	713	0	1666
Stage 1	-	-	713
Stage 2	-	-	953
Critical Hdwy	4.21	-	6.51
Critical Hdwy Stg 1	-	-	5.51
Critical Hdwy Stg 2	-	-	5.51
Follow-up Hdwy	2.299	-	3.599
Pot Cap-1 Maneuver	847	-	101
Stage 1	-	-	470
Stage 2	-	-	361
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	847	-	96
Mov Cap-2 Maneuver	-	-	96
Stage 1	-	-	470
Stage 2	-	-	342

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	14.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	847	-	-	-	417
HCM Lane V/C Ratio	0.026	-	-	-	0.047
HCM Control Delay (s)	9.4	0	-	-	14.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	0	791	620	14	10	0
Future Vol, veh/h	0	791	620	14	10	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	0	889	697	16	11	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	712	0	1593
Stage 1	-	-	704
Stage 2	-	-	889
Critical Hdwy	4.21	-	6.51
Critical Hdwy Stg 1	-	-	5.51
Critical Hdwy Stg 2	-	-	5.51
Follow-up Hdwy	2.299	-	3.599
Pot Cap-1 Maneuver	848	-	112
Stage 1	-	-	474
Stage 2	-	-	387
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	848	-	112
Mov Cap-2 Maneuver	-	-	112
Stage 1	-	-	474
Stage 2	-	-	387

Approach	EB	WB	SB
HCM Control Delay, s	0	0	40.7
HCM LOS			E






















Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	848	-	-	-	112
HCM Lane V/C Ratio	-	-	-	-	0.1
HCM Control Delay (s)	0	-	-	-	40.7
HCM Lane LOS	A	-	-	-	E
HCM 95th %tile Q(veh)	0	-	-	-	0.3

HCM 2010 Signalized Intersection Summary

9: SR 471 & SR 50

2045 AM Design Hour

04/27/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	727	26	63	574	164	13	233	60	209	263	91
Future Volume (veh/h)	87	727	26	63	574	164	13	233	60	209	263	91
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1712	1712	1712	1712	1712	1712	1900	1712	1900	1900	1712	1712
Adj Flow Rate, veh/h	99	826	0	72	652	0	15	265	68	238	299	103
Adj No. of Lanes	1	1	1	1	1	1	0	1	0	0	1	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	11	11	11	11	11	11	11	11	11	11	11	11
Cap, veh/h	120	662	563	111	654	556	27	316	77	89	68	634
Arrive On Green	0.04	0.39	0.00	0.04	0.38	0.00	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	1630	1712	1455	1630	1712	1455	3	724	177	124	155	1455
Grp Volume(v), veh/h	99	826	0	72	652	0	348	0	0	537	0	103
Grp Sat Flow(s),veh/h/ln	1630	1712	1455	1630	1712	1455	905	0	0	279	0	1455
Q Serve(g_s), s	5.5	57.5	0.0	4.0	56.5	0.0	3.2	0.0	0.0	61.5	0.0	6.4
Cycle Q Clear(g_c), s	5.5	57.5	0.0	4.0	56.5	0.0	64.8	0.0	0.0	61.5	0.0	6.4
Prop In Lane	1.00		1.00	1.00		1.00	0.04		0.20	0.44		1.00
Lane Grp Cap(c), veh/h	120	662	563	111	654	556	419	0	0	0	0	634
V/C Ratio(X)	0.83	1.25	0.00	0.65	1.00	0.00	0.83	0.00	0.00	0.00	0.00	0.16
Avail Cap(c_a), veh/h	120	662	563	114	654	556	419	0	0	0	0	647
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.0	45.6	0.0	37.0	45.8	0.0	38.2	0.0	0.0	0.0	0.0	25.5
Incr Delay (d2), s/veh	35.4	123.7	0.0	13.5	34.4	0.0	13.9	0.0	0.0	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	49.8	0.0	2.2	32.9	0.0	12.6	0.0	0.0	0.0	0.0	2.6
LnGrp Delay(d),s/veh	72.4	169.3	0.0	50.5	80.2	0.0	52.2	0.0	0.0	0.0	0.0	25.7
LnGrp LOS	E	F		D	F		D					C
Approach Vol, veh/h	925			724			348			640		
Approach Delay, s/veh	158.9			77.3			52.2			4.1		
Approach LOS	F			E			D			A		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		3	4	6		7	8				
Phs Duration (G+Y+Rc), s	71.9		12.5	64.3	71.9		13.2	63.6				
Change Period (Y+Rc), s	* 7.1		6.8	6.8	* 7.1		6.8	6.8				
Max Green Setting (Gmax), s	* 57		6.0	57.2	* 66		6.4	56.8				
Max Q Clear Time (g_c+I1), s	66.8		6.0	59.5	63.5		7.5	58.5				
Green Ext Time (p_c), s	0.0		0.0	0.0	1.2		0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				84.8								
HCM 2010 LOS				F								
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection

Int Delay, s/veh 0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	10	987	787	26	15	8
Future Vol, veh/h	10	987	787	26	15	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	11	1050	837	28	16	9

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	865	0	1922
Stage 1	-	-	851
Stage 2	-	-	1071
Critical Hdwy	4.21	-	6.51
Critical Hdwy Stg 1	-	-	5.51
Critical Hdwy Stg 2	-	-	5.51
Follow-up Hdwy	2.299	-	3.599
Pot Cap-1 Maneuver	741	-	70
Stage 1	-	-	404
Stage 2	-	-	316
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	741	-	67
Mov Cap-2 Maneuver	-	-	67
Stage 1	-	-	404
Stage 2	-	-	305

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	57
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	741	-	-	-	93
HCM Lane V/C Ratio	0.014	-	-	-	0.263
HCM Control Delay (s)	9.9	0	-	-	57
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	1

Intersection

Int Delay, s/veh 1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	989	12	5	792	21	5
Future Vol, veh/h	989	12	5	792	21	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	1111	13	6	890	24	6

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	1125	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	4.21	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	2.299	-
Pot Cap-1 Maneuver	-	-	589	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	589	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	91.1
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	69	-	-	589	-
HCM Lane V/C Ratio	0.423	-	-	0.01	-
HCM Control Delay (s)	91.1	-	-	11.2	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	1.7	-	-	0	-

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	989	5	5	790	20	5	5	5	20	5	5
Future Vol, veh/h	5	989	5	5	790	20	5	5	5	20	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	11	11	11	11	11	11	11	11	11	11	11	11
Mvmt Flow	5	1075	5	5	859	22	5	5	5	22	5	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	880	0	0	1080	0	0	1975	1980	1078	1974	1971	870
Stage 1	-	-	-	-	-	-	1089	1089	-	880	880	-
Stage 2	-	-	-	-	-	-	886	891	-	1094	1091	-
Critical Hdwy	4.21	-	-	4.21	-	-	7.21	6.61	6.31	7.21	6.61	6.31
Critical Hdwy Stg 1	-	-	-	-	-	-	6.21	5.61	-	6.21	5.61	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.21	5.61	-	6.21	5.61	-
Follow-up Hdwy	2.299	-	-	2.299	-	-	3.599	4.099	3.399	3.599	4.099	3.399
Pot Cap-1 Maneuver	731	-	-	613	-	-	44	58	255	44	59	338
Stage 1	-	-	-	-	-	-	251	281	-	330	353	-
Stage 2	-	-	-	-	-	-	327	349	-	249	280	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	731	-	-	613	-	-	39	56	255	39	57	338
Mov Cap-2 Maneuver	-	-	-	-	-	-	39	56	-	39	57	-
Stage 1	-	-	-	-	-	-	247	276	-	324	347	-
Stage 2	-	-	-	-	-	-	312	343	-	235	275	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	81	169.5
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	63	731	-	-	613	-	-	49
HCM Lane V/C Ratio	0.259	0.007	-	-	0.009	-	-	0.665
HCM Control Delay (s)	81	10	0	-	10.9	0	-	169.5
HCM Lane LOS	F	A	A	-	B	A	-	F
HCM 95th %tile Q(veh)	0.9	0	-	-	0	-	-	2.6

Intersection

Int Delay, s/veh 245.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↑	↗	↘	
Traffic Vol, veh/h	14	980	842	148	276	15
Future Vol, veh/h	14	980	842	148	276	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	15	1054	905	159	297	16

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	905	0	1989
Stage 1	-	-	905
Stage 2	-	-	1084
Critical Hdwy	4.21	-	6.51
Critical Hdwy Stg 1	-	-	5.51
Critical Hdwy Stg 2	-	-	5.51
Follow-up Hdwy	2.299	-	3.599
Pot Cap-1 Maneuver	715	-	~ 63
Stage 1	-	-	380
Stage 2	-	-	312
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	715	-	~ 60
Mov Cap-2 Maneuver	-	-	~ 60
Stage 1	-	-	380
Stage 2	-	-	~ 296

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	\$ 1916.1
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	715	-	-	-	63
HCM Lane V/C Ratio	0.021	-	-	-	4.967
HCM Control Delay (s)	10.1	0	-	-	\$ 1916.1
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	-	34.6

Notes

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

Intersection

Int Delay, s/veh 1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	1193	11	10	995	10	5
Future Vol, veh/h	1193	11	10	995	10	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	1326	12	11	1106	11	6

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	1338	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	4.21	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	2.299	-
Pot Cap-1 Maneuver	-	-	487	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	487	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	148.4
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	40	-	-	487	-
HCM Lane V/C Ratio	0.417	-	-	0.023	-
HCM Control Delay (s)	148.4	-	-	12.6	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	1.4	-	-	0.1	-

Intersection

Int Delay, s/veh 0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	1187	5	6	983	5	5
Future Vol, veh/h	1187	5	6	983	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	1290	5	7	1068	5	5

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	1296	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	4.21	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	2.299	-
Pot Cap-1 Maneuver	-	-	506	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	506	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	79.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	59	-	-	506	-
HCM Lane V/C Ratio	0.184	-	-	0.013	-
HCM Control Delay (s)	79.3	-	-	12.2	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	0.6	-	-	0	-

Intersection

Int Delay, s/veh 1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↔	↔	
Traffic Vol, veh/h	1187	5	17	984	5	26
Future Vol, veh/h	1187	5	17	984	5	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	80	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	1349	6	19	1118	6	30

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	1355	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	4.21	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	2.299	-
Pot Cap-1 Maneuver	-	-	480	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	480	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	63.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	95	-	-	480	-
HCM Lane V/C Ratio	0.371	-	-	0.04	-
HCM Control Delay (s)	63.7	-	-	12.8	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	1.5	-	-	0.1	-

Intersection

Int Delay, s/veh 51.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗	↖		↖	
Traffic Vol, veh/h	41	1172	945	58	62	56
Future Vol, veh/h	41	1172	945	58	62	56
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	80	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	46	1317	1062	65	70	63

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1127	0	2504
Stage 1	-	-	1094
Stage 2	-	-	1410
Critical Hdwy	4.21	-	6.51
Critical Hdwy Stg 1	-	-	5.51
Critical Hdwy Stg 2	-	-	5.51
Follow-up Hdwy	2.299	-	3.599
Pot Cap-1 Maneuver	588	-	~ 29
Stage 1	-	-	308
Stage 2	-	-	216
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	588	-	~ 27
Mov Cap-2 Maneuver	-	-	~ 27
Stage 1	-	-	308
Stage 2	-	-	199

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	\$ 1006.2
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	588	-	-	-	47
HCM Lane V/C Ratio	0.078	-	-	-	2.821
HCM Control Delay (s)	11.6	-	-	-	\$ 1006.2
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.3	-	-	-	14.2

Notes

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

Intersection

Int Delay, s/veh 397

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↗		↖	
Traffic Vol, veh/h	5	1200	1033	171	246	5
Future Vol, veh/h	5	1200	1033	171	246	5
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	11	11	7	7	7	11
Mvmt Flow	5	1304	1123	186	267	5

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1309	0	2532
Stage 1	-	-	1216
Stage 2	-	-	1316
Critical Hdwy	4.21	-	6.47
Critical Hdwy Stg 1	-	-	5.47
Critical Hdwy Stg 2	-	-	5.47
Follow-up Hdwy	2.299	-	3.563
Pot Cap-1 Maneuver	500	-	~ 29
Stage 1	-	-	274
Stage 2	-	-	~ 245
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	500	-	~ 28
Mov Cap-2 Maneuver	-	-	~ 28
Stage 1	-	-	274
Stage 2	-	-	~ 236

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	\$ 4206.7
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	500	-	-	-	28
HCM Lane V/C Ratio	0.011	-	-	-	9.744
HCM Control Delay (s)	12.3	0	-	-	\$ 4206.7
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	33.6

Notes

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

Intersection

Int Delay, s/veh 335.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↑	↑		↕				↕	
Traffic Vol, veh/h	1	1412	43	123	1167	3	36	1	212	3	1	1
Future Vol, veh/h	1	1412	43	123	1167	3	36	1	212	3	1	1
Conflicting Peds, #/hr	1	0	2	2	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	7	7	7	7	7	7	7	7	7	7	7	7
Mvmt Flow	1	1486	45	129	1228	3	38	1	223	3	1	1

Major/Minor	Major1	Major2	Minor1	Minor2								
Conflicting Flow All	1233	0	0	1534	0	0	3003	3005	1511	3113	3026	1231
Stage 1	-	-	-	-	-	-	1513	1513	-	1490	1490	-
Stage 2	-	-	-	-	-	-	1490	1492	-	1623	1536	-
Critical Hdwy	4.17	-	-	4.17	-	-	7.17	6.57	6.27	7.17	6.57	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Follow-up Hdwy	2.263	-	-	2.263	-	-	3.563	4.063	3.363	3.563	4.063	3.363
Pot Cap-1 Maneuver	548	-	-	419	-	-	~ 8	13	~ 144	7	13	211
Stage 1	-	-	-	-	-	-	146	178	-	150	183	-
Stage 2	-	-	-	-	-	-	150	182	-	126	173	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	548	-	-	419	-	-	~ 5	9	~ 144	-	9	211
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 5	9	-	-	9	-
Stage 1	-	-	-	-	-	-	144	175	-	148	127	-
Stage 2	-	-	-	-	-	-	102	126	-	-	170	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.7	\$ 4034.8	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	28	548	-	-	419	-	-	-
HCM Lane V/C Ratio	9.361	0.002	-	-	0.309	-	-	-
HCM Control Delay (s)	\$ 4034.8	11.6	0	-	17.4	-	-	-
HCM Lane LOS	F	B	A	-	C	-	-	-
HCM 95th %tile Q(veh)	32.3	0	-	-	1.3	-	-	-

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

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↕				↕	
Traffic Vol, veh/h	60	1530	35	6	1276	15	31	10	10	16	13	35
Future Vol, veh/h	60	1530	35	6	1276	15	31	10	10	16	13	35
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	210	-	-	135	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	7	7	7	7	7	7	7	7	7	7	7	7
Mvmt Flow	65	1645	38	6	1372	16	33	11	11	17	14	38

Major/Minor	Major1	Major2	Minor1	Minor2								
Conflicting Flow All	1388	0	0	1684	0	0	3213	3195	1666	3198	3206	1380
Stage 1	-	-	-	-	-	-	1794	1794	-	1393	1393	-
Stage 2	-	-	-	-	-	-	1419	1401	-	1805	1813	-
Critical Hdwy	4.17	-	-	4.17	-	-	7.17	6.57	6.27	7.17	6.57	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Follow-up Hdwy	2.263	-	-	2.263	-	-	3.563	4.063	3.363	3.563	4.063	3.363
Pot Cap-1 Maneuver	478	-	-	367	-	-	~ 6	~ 10	116	~ 6	~ 9	172
Stage 1	-	-	-	-	-	-	100	129	-	171	204	-
Stage 2	-	-	-	-	-	-	165	202	-	98	126	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	478	-	-	367	-	-	-	~ 8	116	-	~ 8	172
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 8	-	-	~ 8	-
Stage 1	-	-	-	-	-	-	86	111	-	148	201	-
Stage 2	-	-	-	-	-	-	118	199	-	69	109	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.1		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	478	-	-	367	-	-	-
HCM Lane V/C Ratio	-	0.135	-	-	0.018	-	-	-
HCM Control Delay (s)	-	13.7	-	-	15	-	-	-
HCM Lane LOS	-	B	-	-	B	-	-	-
HCM 95th %tile Q(veh)	-	0.5	-	-	0.1	-	-	-

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

HCM 2010 Signalized Intersection Summary

42: CR 33 / Putnam St & SR 50

2045 AM Design Hour

04/27/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	1436	38	29	1152	435	36	27	30	561	23	119
Future Volume (veh/h)	90	1436	38	29	1152	435	36	27	30	561	23	119
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1776	1776	1900	1776	1776	1776	1900	1776	1776	1900	1776	1900
Adj Flow Rate, veh/h	102	1632	43	33	1309	0	41	31	34	638	26	135
Adj No. of Lanes	1	2	0	1	2	1	0	1	1	0	1	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	7	7	7	7	7	7	7	7	7	7	7	7
Cap, veh/h	138	1413	37	50	1083	484	458	335	731	46	0	0
Arrive On Green	0.05	0.42	0.42	0.32	0.32	0.00	0.48	0.48	0.48	0.48	0.48	0.48
Sat Flow, veh/h	1691	3358	88	281	3374	1509	865	692	1509	2	0	0
Grp Volume(v), veh/h	102	818	857	33	1309	0	72	0	34	799	0	0
Grp Sat Flow(s),veh/h/ln	1691	1687	1760	281	1687	1509	1557	0	1509	2	0	0
Q Serve(g_s), s	5.7	61.1	61.1	0.0	46.6	0.0	0.0	0.0	1.7	115.6	0.0	0.0
Cycle Q Clear(g_c), s	5.7	61.1	61.1	46.6	46.6	0.0	3.4	0.0	1.7	115.6	0.0	0.0
Prop In Lane	1.00		0.05	1.00		1.00	0.57		1.00	0.80		0.17
Lane Grp Cap(c), veh/h	138	710	741	50	1083	484	793	0	731	0	0	0
V/C Ratio(X)	0.74	1.15	1.16	0.67	1.21	0.00	0.09	0.00	0.05	0.00	0.00	0.00
Avail Cap(c_a), veh/h	144	710	741	50	1083	484	793	0	731	0	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	37.2	42.0	42.1	72.6	49.3	0.0	20.2	0.0	19.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	17.5	84.1	85.7	28.8	102.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	45.0	47.2	1.7	37.1	0.0	1.6	0.0	0.7	0.0	0.0	0.0
LnGrp Delay(d),s/veh	54.6	126.1	127.7	101.4	152.0	0.0	20.2	0.0	19.8	0.0	0.0	0.0
LnGrp LOS	D	F	F	F	F		C		B			
Approach Vol, veh/h		1777			1342			106			799	
Approach Delay, s/veh		122.8			150.8			20.1			0.0	
Approach LOS		F			F			C			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		77.2		68.0		77.2	14.5	53.5				
Change Period (Y+Rc), s		6.9		* 6.9		* 6.9	* 6.9	6.9				
Max Green Setting (Gmax), s		31.1		* 61		* 70	* 8.1	46.1				
Max Q Clear Time (g_c+I1), s		5.4		63.1		117.6	7.7	48.6				
Green Ext Time (p_c), s		7.7		0.0		0.0	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				105.0								
HCM 2010 LOS				F								
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection

Int Delay, s/veh 0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑		↑
Traffic Vol, veh/h	2000	8	10	1590	0	5
Future Vol, veh/h	2000	8	10	1590	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	185	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	7	7	7	7	7	7
Mvmt Flow	2273	9	11	1807	0	6

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	2282
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.24
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.27
Pot Cap-1 Maneuver	-	-	204
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	204
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	24.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	187	-	-	204	-
HCM Lane V/C Ratio	0.03	-	-	0.056	-
HCM Control Delay (s)	24.9	-	-	23.7	-
HCM Lane LOS	C	-	-	C	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	-

Intersection

Int Delay, s/veh 0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	632	5	5	795	5	5
Future Vol, veh/h	632	5	5	795	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	702	6	6	883	6	6

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	708
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.21
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.299
Pot Cap-1 Maneuver	-	-	850
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	850
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	27.2
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	173	-	-	850	-
HCM Lane V/C Ratio	0.064	-	-	0.007	-
HCM Control Delay (s)	27.2	-	-	9.3	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	17	620	791	0	0	9
Future Vol, veh/h	17	620	791	0	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	19	697	889	0	0	10

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	889	0	1624
Stage 1	-	-	889
Stage 2	-	-	735
Critical Hdwy	4.21	-	6.51
Critical Hdwy Stg 1	-	-	5.51
Critical Hdwy Stg 2	-	-	5.51
Follow-up Hdwy	2.299	-	3.599
Pot Cap-1 Maneuver	726	-	107
Stage 1	-	-	387
Stage 2	-	-	459
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	726	-	102
Mov Cap-2 Maneuver	-	-	102
Stage 1	-	-	387
Stage 2	-	-	439

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	16.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	726	-	-	-	329
HCM Lane V/C Ratio	0.026	-	-	-	0.031
HCM Control Delay (s)	10.1	0	-	-	16.3
HCM Lane LOS	B	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	0	620	791	10	14	0
Future Vol, veh/h	0	620	791	10	14	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	0	667	851	11	15	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	861	0	856
Stage 1	-	-	856
Stage 2	-	-	667
Critical Hdwy	4.21	-	6.31
Critical Hdwy Stg 1	-	-	5.51
Critical Hdwy Stg 2	-	-	5.51
Follow-up Hdwy	2.299	-	3.399
Pot Cap-1 Maneuver	744	-	344
Stage 1	-	-	402
Stage 2	-	-	494
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	744	-	344
Mov Cap-2 Maneuver	-	-	124
Stage 1	-	-	402
Stage 2	-	-	494

Approach	EB	WB	SB
HCM Control Delay, s	0	0	38
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	744	-	-	-	124
HCM Lane V/C Ratio	-	-	-	-	0.121
HCM Control Delay (s)	0	-	-	-	38
HCM Lane LOS	A	-	-	-	E
HCM 95th %tile Q(veh)	0	-	-	-	0.4

HCM 2010 Signalized Intersection Summary

9: SR 471 & SR 50

2045 PM Design Hour

04/27/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	574	13	60	727	209	26	263	63	164	233	87
Future Volume (veh/h)	91	574	13	60	727	209	26	263	63	164	233	87
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1712	1712	1712	1712	1712	1712	1900	1712	1900	1900	1712	1712
Adj Flow Rate, veh/h	99	624	0	65	790	0	28	286	68	178	253	95
Adj No. of Lanes	1	1	1	1	1	1	0	1	0	0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	11	11	11	11	11	11	11	11	11	11	11	11
Cap, veh/h	113	735	625	178	698	594	39	337	76	96	89	602
Arrive On Green	0.04	0.43	0.00	0.03	0.41	0.00	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	1630	1712	1455	1630	1712	1455	32	814	183	151	215	1453
Grp Volume(v), veh/h	99	624	0	65	790	0	382	0	0	431	0	95
Grp Sat Flow(s),veh/h/ln	1630	1712	1455	1630	1712	1455	1029	0	0	366	0	1453
Q Serve(g_s), s	5.4	49.1	0.0	3.5	61.2	0.0	11.8	0.0	0.0	44.7	0.0	6.1
Cycle Q Clear(g_c), s	5.4	49.1	0.0	3.5	61.2	0.0	56.5	0.0	0.0	44.7	0.0	6.1
Prop In Lane	1.00		1.00	1.00		1.00	0.07		0.18	0.41		1.00
Lane Grp Cap(c), veh/h	113	735	625	178	698	594	452	0	0	0	0	602
V/C Ratio(X)	0.87	0.85	0.00	0.36	1.13	0.00	0.85	0.00	0.00	0.00	0.00	0.16
Avail Cap(c_a), veh/h	113	735	625	178	698	594	452	0	0	0	0	602
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.8	38.4	0.0	32.0	44.4	0.0	38.5	0.0	0.0	0.0	0.0	27.6
Incr Delay (d2), s/veh	48.1	9.6	0.0	1.2	76.2	0.0	17.4	0.0	0.0	0.0	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	25.2	0.0	1.6	43.7	0.0	17.5	0.0	0.0	0.0	0.0	2.6
LnGrp Delay(d),s/veh	84.9	48.0	0.0	33.3	120.6	0.0	56.0	0.0	0.0	0.0	0.0	28.1
LnGrp LOS	F	D		C	F		E					C
Approach Vol, veh/h		723			855			382			526	
Approach Delay, s/veh		53.0			114.0			56.0			5.1	
Approach LOS		D			F			E			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		69.2	9.6	71.2		69.2	12.8	68.0				
Change Period (Y+Rc), s		* 7.1	4.5	6.8		* 7.1	6.8	6.8				
Max Green Setting (Gmax), s		* 53	5.1	64.4		* 62	6.0	61.2				
Max Q Clear Time (g_c+I1), s		58.5	5.5	51.1		46.7	7.4	63.2				
Green Ext Time (p_c), s		0.0	0.0	8.8		7.9	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			64.3									
HCM 2010 LOS			E									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection

Int Delay, s/veh 1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↘	
Traffic Vol, veh/h	8	787	987	15	26	10
Future Vol, veh/h	8	787	987	15	26	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	8	803	1007	15	27	10

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1022	0	1834
Stage 1	-	-	1015
Stage 2	-	-	819
Critical Hdwy	4.21	-	6.51
Critical Hdwy Stg 1	-	-	5.51
Critical Hdwy Stg 2	-	-	5.51
Follow-up Hdwy	2.299	-	3.599
Pot Cap-1 Maneuver	645	-	79
Stage 1	-	-	337
Stage 2	-	-	418
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	645	-	77
Mov Cap-2 Maneuver	-	-	77
Stage 1	-	-	337
Stage 2	-	-	409

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	64.1
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	645	-	-	-	96
HCM Lane V/C Ratio	0.013	-	-	-	0.383
HCM Control Delay (s)	10.7	0	-	-	64.1
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	1.5

Intersection

Int Delay, s/veh 0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	792	21	5	989	12	5
Future Vol, veh/h	792	21	5	989	12	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	808	21	5	1009	12	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	830	0	1838	819
Stage 1	-	-	-	-	819	-
Stage 2	-	-	-	-	1019	-
Critical Hdwy	-	-	4.21	-	6.51	6.31
Critical Hdwy Stg 1	-	-	-	-	5.51	-
Critical Hdwy Stg 2	-	-	-	-	5.51	-
Follow-up Hdwy	-	-	2.299	-	3.599	3.399
Pot Cap-1 Maneuver	-	-	764	-	79	362
Stage 1	-	-	-	-	418	-
Stage 2	-	-	-	-	335	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	764	-	78	362
Mov Cap-2 Maneuver	-	-	-	-	78	-
Stage 1	-	-	-	-	418	-
Stage 2	-	-	-	-	330	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	47.9
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	101	-	-	764	-
HCM Lane V/C Ratio	0.172	-	-	0.007	-
HCM Control Delay (s)	47.9	-	-	9.7	0
HCM Lane LOS	E	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0	-

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	790	5	5	989	20	5	5	5	20	5	5
Future Vol, veh/h	5	790	5	5	989	20	5	5	5	20	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	11	11	11	11	11	11	11	11	11	11	11	11
Mvmt Flow	5	840	5	5	1052	21	5	5	5	21	5	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1073	0	0	846	0	0	1933	1938	843	1932	1929	1063
Stage 1	-	-	-	-	-	-	854	854	-	1073	1073	-
Stage 2	-	-	-	-	-	-	1079	1084	-	859	856	-
Critical Hdwy	4.21	-	-	4.21	-	-	7.21	6.61	6.31	7.21	6.61	6.31
Critical Hdwy Stg 1	-	-	-	-	-	-	6.21	5.61	-	6.21	5.61	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.21	5.61	-	6.21	5.61	-
Follow-up Hdwy	2.299	-	-	2.299	-	-	3.599	4.099	3.399	3.599	4.099	3.399
Pot Cap-1 Maneuver	617	-	-	754	-	-	47	62	350	47	63	260
Stage 1	-	-	-	-	-	-	341	363	-	256	286	-
Stage 2	-	-	-	-	-	-	254	282	-	339	362	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	617	-	-	754	-	-	42	60	350	42	61	260
Mov Cap-2 Maneuver	-	-	-	-	-	-	42	60	-	42	61	-
Stage 1	-	-	-	-	-	-	336	358	-	252	281	-
Stage 2	-	-	-	-	-	-	240	277	-	324	357	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	72.2	150.6
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	69	617	-	-	754	-	-	52
HCM Lane V/C Ratio	0.231	0.009	-	-	0.007	-	-	0.614
HCM Control Delay (s)	72.2	10.9	0	-	9.8	0	-	150.6
HCM Lane LOS	F	B	A	-	A	A	-	F
HCM 95th %tile Q(veh)	0.8	0	-	-	0	-	-	2.4

Intersection

Int Delay, s/veh 120.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↑	↗	↘	
Traffic Vol, veh/h	15	842	980	178	148	14
Future Vol, veh/h	15	842	980	178	148	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	18	1002	1167	212	176	17

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1167	0	1167
Stage 1	-	-	1167
Stage 2	-	-	1038
Critical Hdwy	4.21	-	6.31
Critical Hdwy Stg 1	-	-	5.51
Critical Hdwy Stg 2	-	-	5.51
Follow-up Hdwy	2.299	-	3.399
Pot Cap-1 Maneuver	567	-	226
Stage 1	-	-	284
Stage 2	-	-	328
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	567	-	226
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	284
Stage 2	-	-	304

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	\$ 1616.2
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	567	-	-	-	46
HCM Lane V/C Ratio	0.031	-	-	-	4.193
HCM Control Delay (s)	11.6	0	-	-	\$ 1616.2
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	-	21.7

Notes

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

Intersection

Int Delay, s/veh 1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	995	10	5	1193	9	5
Future Vol, veh/h	995	10	5	1193	9	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	1144	11	6	1371	10	6

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1155
Stage 1	-	-	1149
Stage 2	-	-	1383
Critical Hdwy	-	4.21	6.51
Critical Hdwy Stg 1	-	-	5.51
Critical Hdwy Stg 2	-	-	5.51
Follow-up Hdwy	-	2.299	3.599
Pot Cap-1 Maneuver	-	573	28
Stage 1	-	-	290
Stage 2	-	-	222
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	573	27
Mov Cap-2 Maneuver	-	-	27
Stage 1	-	-	290
Stage 2	-	-	212

Approach	EB	WB	NB
HCM Control Delay, s	0	0	151.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	39	-	-	573	-
HCM Lane V/C Ratio	0.413	-	-	0.01	-
HCM Control Delay (s)	151.2	-	-	11.3	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	1.4	-	-	0	-

Intersection

Int Delay, s/veh 0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	983	5	5	1187	5	6
Future Vol, veh/h	983	5	5	1187	5	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	1130	6	6	1364	6	7

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	1136	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	4.21	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	2.299	-
Pot Cap-1 Maneuver	-	-	583	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	583	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	91
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	54	-	-	583	-
HCM Lane V/C Ratio	0.234	-	-	0.01	-
HCM Control Delay (s)	91	-	-	11.2	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	0.8	-	-	0	-

Intersection

Int Delay, s/veh 0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↕	↔	
Traffic Vol, veh/h	984	5	26	1187	5	17
Future Vol, veh/h	984	5	26	1187	5	17
Conflicting Peds, #/hr	0	0	0	0	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	80	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	1058	5	28	1276	5	18

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1063
Stage 1	-	-	1061
Stage 2	-	-	1334
Critical Hdwy	-	-	4.21
Critical Hdwy Stg 1	-	-	5.51
Critical Hdwy Stg 2	-	-	5.51
Follow-up Hdwy	-	-	2.299
Pot Cap-1 Maneuver	-	-	622
Stage 1	-	-	320
Stage 2	-	-	235
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	622
Mov Cap-2 Maneuver	-	-	33
Stage 1	-	-	320
Stage 2	-	-	224

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	50.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	102	-	-	622	-
HCM Lane V/C Ratio	0.232	-	-	0.045	-
HCM Control Delay (s)	50.6	-	-	11.1	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	0.8	-	-	0.1	-

Intersection

Int Delay, s/veh 39.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗	↖		↖	
Traffic Vol, veh/h	62	939	1172	56	58	41
Future Vol, veh/h	62	939	1172	56	58	41
Conflicting Peds, #/hr	0	0	0	0	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	80	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	67	1021	1274	61	63	45

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1335	0	2460
Stage 1	-	-	1304
Stage 2	-	-	1156
Critical Hdwy	4.21	-	6.51
Critical Hdwy Stg 1	-	-	5.51
Critical Hdwy Stg 2	-	-	5.51
Follow-up Hdwy	2.299	-	3.599
Pot Cap-1 Maneuver	488	-	~ 31
Stage 1	-	-	243
Stage 2	-	-	288
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	488	-	~ 27
Mov Cap-2 Maneuver	-	-	~ 27
Stage 1	-	-	243
Stage 2	-	-	248

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	\$ 913.7
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	488	-	-	-	42
HCM Lane V/C Ratio	0.138	-	-	-	2.562
HCM Control Delay (s)	13.6	-	-	-	\$ 913.7
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.5	-	-	-	11.7

Notes

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

Intersection

Int Delay, s/veh 182.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↘	
Traffic Vol, veh/h	5	1033	1200	246	171	5
Future Vol, veh/h	5	1033	1200	246	171	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	11	11	7	7	7	11
Mvmt Flow	5	1111	1290	265	184	5

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1555	0	2545
Stage 1	-	-	1423
Stage 2	-	-	1122
Critical Hdwy	4.21	-	6.47
Critical Hdwy Stg 1	-	-	5.47
Critical Hdwy Stg 2	-	-	5.47
Follow-up Hdwy	2.299	-	3.563
Pot Cap-1 Maneuver	401	-	~ 29
Stage 1	-	-	217
Stage 2	-	-	304
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	401	-	~ 28
Mov Cap-2 Maneuver	-	-	~ 28
Stage 1	-	-	217
Stage 2	-	-	294

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	\$ 2754.6
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	401	-	-	-	29
HCM Lane V/C Ratio	0.013	-	-	-	6.526
HCM Control Delay (s)	14.1	0	-	-	\$ 2754.6
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	23.1

Notes

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

Intersection

Int Delay, s/veh 727.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↑	↑		↕				↕	
Traffic Vol, veh/h	8	1167	36	212	1412	5	43	6	123	3	1	1
Future Vol, veh/h	8	1167	36	212	1412	5	43	6	123	3	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	7	7	7	7	7	7	7	7	7	7	7	7
Mvmt Flow	9	1282	40	233	1552	5	47	7	135	3	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1557	0	0	1322	0	0	3341	3343	1302	3411	3360	1554
Stage 1	-	-	-	-	-	-	1320	1320	-	2020	2020	-
Stage 2	-	-	-	-	-	-	2021	2023	-	1391	1340	-
Critical Hdwy	4.17	-	-	4.17	-	-	7.17	6.57	6.27	7.17	6.57	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Follow-up Hdwy	2.263	-	-	2.263	-	-	3.563	4.063	3.363	3.563	4.063	3.363
Pot Cap-1 Maneuver	411	-	-	507	-	-	~ 4	8	192	4	7	135
Stage 1	-	-	-	-	-	-	188	221	-	73	99	-
Stage 2	-	-	-	-	-	-	73	98	-	172	216	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	411	-	-	507	-	-	~ 2	~ 4	192	-	3	135
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 2	~ 4	-	-	3	-
Stage 1	-	-	-	-	-	-	172	202	-	67	54	-
Stage 2	-	-	-	-	-	-	~ 38	53	-	45	198	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	2.3	\$ 12731.7	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	7	411	-	-	507	-	-	-
HCM Lane V/C Ratio	27.002	0.021	-	-	0.46	-	-	-
HCM Control Delay (s)	\$ 12731.7	13.9	0	-	18	-	-	-
HCM Lane LOS	F	B	A	-	C	-	-	-
HCM 95th %tile Q(veh)	25.5	0.1	-	-	2.4	-	-	-

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

Intersection

Int Delay, s/veh 579.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↕				↕	
Traffic Vol, veh/h	35	1276	31	10	1530	16	35	13	6	15	7	60
Future Vol, veh/h	35	1276	31	10	1530	16	35	13	6	15	7	60
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	210	-	-	135	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	7	7	7	7	7	7	7	7	7	7	7	7
Mvmt Flow	38	1372	33	11	1645	17	38	14	6	16	8	65

Major/Minor	Major1	Major2	Minor1	Minor2								
Conflicting Flow All	1662	0	0	1405	0	0	3175	3148	1389	3149	3156	1654
Stage 1	-	-	-	-	-	-	1464	1464	-	1675	1675	-
Stage 2	-	-	-	-	-	-	1711	1684	-	1474	1481	-
Critical Hdwy	4.17	-	-	4.17	-	-	7.17	6.57	6.27	7.17	6.57	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Follow-up Hdwy	2.263	-	-	2.263	-	-	3.563	4.063	3.363	3.563	4.063	3.363
Pot Cap-1 Maneuver	374	-	-	471	-	-	~ 6	~ 10	170	~ 6	10	118
Stage 1	-	-	-	-	-	-	156	188	-	117	148	-
Stage 2	-	-	-	-	-	-	112	146	-	154	184	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	374	-	-	471	-	-	~ 1	~ 9	170	-	9	118
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 1	~ 9	-	-	9	-
Stage 1	-	-	-	-	-	-	140	169	-	105	145	-
Stage 2	-	-	-	-	-	-	47	143	-	122	165	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.1	\$ 32535.4	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1	374	-	-	471	-	-	-
HCM Lane V/C Ratio	58.065	0.101	-	-	0.023	-	-	-
HCM Control Delay (s)	\$ 32535.4	15.7	-	-	12.8	-	-	-
HCM Lane LOS	F	C	-	-	B	-	-	-
HCM 95th %tile Q(veh)	9.4	0.3	-	-	0.1	-	-	-

Notes

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

HCM 2010 Signalized Intersection Summary

42: CR 33 / Putnam St & SR 50

2045 PM Design Hour

04/27/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	1152	36	30	1436	561	38	23	29	435	27	90
Future Volume (veh/h)	119	1152	36	30	1436	561	38	23	29	435	27	90
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1776	1776	1900	1776	1776	1776	1900	1776	1776	1900	1776	1900
Adj Flow Rate, veh/h	132	1280	40	33	1596	0	42	26	32	483	30	100
Adj No. of Lanes	1	2	0	1	2	1	0	1	1	0	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	7	7	7	7	7	7	7	7	7	7	7	7
Cap, veh/h	125	1565	49	104	1327	594	442	264	658	45	0	0
Arrive On Green	0.04	0.47	0.47	0.39	0.39	0.00	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	1691	3337	104	395	3374	1509	922	606	1509	2	0	0
Grp Volume(v), veh/h	132	647	673	33	1596	0	68	0	32	613	0	0
Grp Sat Flow(s),veh/h/ln	1691	1687	1754	395	1687	1509	1528	0	1509	3	0	0
Q Serve(g_s), s	6.5	47.9	48.0	11.4	57.1	0.0	0.0	0.0	1.8	70.2	0.0	0.0
Cycle Q Clear(g_c), s	6.5	47.9	48.0	48.5	57.1	0.0	3.6	0.0	1.8	70.2	0.0	0.0
Prop In Lane	1.00		0.06	1.00		1.00	0.62		1.00	0.79		0.16
Lane Grp Cap(c), veh/h	125	791	823	104	1327	594	706	0	658	0	0	0
V/C Ratio(X)	1.05	0.82	0.82	0.32	1.20	0.00	0.10	0.00	0.05	0.00	0.00	0.00
Avail Cap(c_a), veh/h	125	791	823	104	1327	594	706	0	658	0	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	36.6	33.2	33.2	58.8	44.0	0.0	24.1	0.0	23.6	0.0	0.0	0.0
Incr Delay (d2), s/veh	95.4	6.7	6.5	1.7	98.8	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	23.7	24.7	1.3	44.7	0.0	1.6	0.0	0.7	0.0	0.0	0.0
LnGrp Delay(d),s/veh	132.3	39.9	39.8	60.6	142.8	0.0	24.1	0.0	23.6	0.0	0.0	0.0
LnGrp LOS	F	D	D	E	F		C		C			
Approach Vol, veh/h		1452			1629			100			613	
Approach Delay, s/veh		48.2			141.1			24.0			0.0	
Approach LOS		D			F			C			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		70.2		75.0		70.2	11.0	64.0				
Change Period (Y+Rc), s		6.9		* 6.9		* 6.9	4.5	6.9				
Max Green Setting (Gmax), s		53.6		* 68		* 63	6.5	57.1				
Max Q Clear Time (g_c+I1), s		5.6		50.0		72.2	8.5	59.1				
Green Ext Time (p_c), s		5.9		16.5		0.0	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				79.7								
HCM 2010 LOS				E								
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection

Int Delay, s/veh 0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑		↑
Traffic Vol, veh/h	1590	8	5	2000	0	10
Future Vol, veh/h	1590	8	5	2000	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	185	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	7	7	7	7	7
Mvmt Flow	1728	9	5	2174	0	11

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	868
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	4.24	7.04
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	2.27	3.37
Pot Cap-1 Maneuver	-	337	286
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	337	286
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	18.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	286	-	-	337	-
HCM Lane V/C Ratio	0.038	-	-	0.016	-
HCM Control Delay (s)	18.1	-	-	15.9	-
HCM Lane LOS	C	-	-	C	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

APPENDIX N – FUTURE NO-BUILD SEGMENT REPORTS

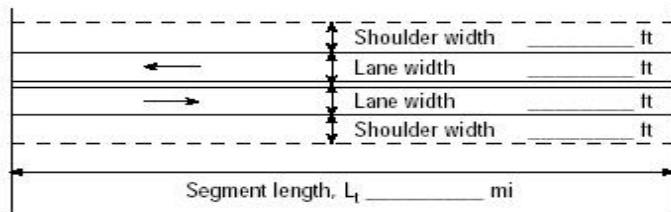
No Build Segment Analysis - Input Summary

Segment	Limits	Directional Volumes ¹												% Trucks ²		PHF ³		Length ³	Lane Width ³	Shoulder Width ³	No Passing Zones ³			
		2025				2035				2045											EB		WB	
		AM		PM		AM		PM		AM		PM		AM		PM		Length (mi)	Percent	Length (mi)	Percent			
		EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB									
1	SR 50, SR 35/US 301 to CR 757	500	400	400	500	670	520	520	670	830	650	650	830	21	15	0.94	0.88	7.1	12	4	1.6	22%	1.7	24%
2	SR 50, CR 757 to CR 469	550	450	450	550	740	590	590	740	910	730	730	910	24	17	0.97	0.98	8.2	12	5	2.9	35%	3.3	41%
3	SR 50, CR 469 to Tuscanooga Road	790	650	650	790	1,000	820	820	1,000	1,200	1,000	1,000	1,200	24	17	0.89	0.98	3.7	12	4	3.2	85%	3.0	82%
4	SR 50, Tuscanooga Road to CR 33/Bluff Lake Road	1,000	790	790	1,000	1,300	950	950	1,300	1,600	1,300	1,300	1,600	15	9	0.92	0.97	0.9	12	4	0.9	100%	0.9	100%

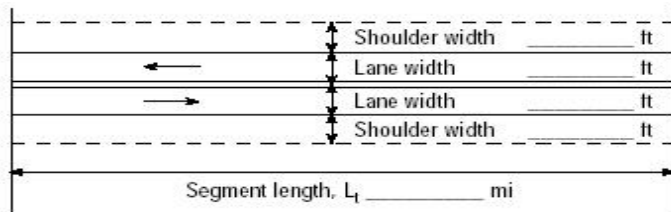

¹ Based on application of Standard K and recommended D factors (see table 8) to the forecasted AADT (see table 18)

² Heavy vehicle percentages are based upon a combination of FDOT counts and vehicle classification data collected as part of the Multimodal Corridor Planning Study that immediately preceded the PD&E study

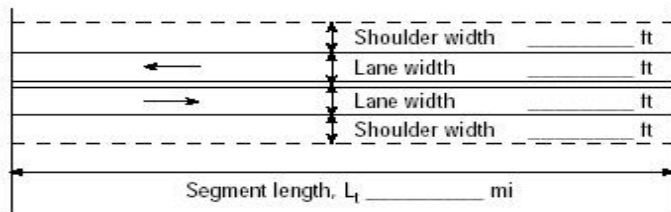
³ Based on existing conditions

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	
Analyst	JXP	Highway / Direction of Travel	SR 50 - EB
Agency or Company	KAI	From/To	US 301 to CR 757
Date Performed	4/25/17	Jurisdiction	District 5/7
Analysis Time Period	AM Peak Hour	Analysis Year	2025 - No Build
Project Description: West SR 50 PD&E Study			
Input Data			
		<input checked="" type="checkbox"/> Class I highway <input type="checkbox"/> Class II highway <input type="checkbox"/> Class III highway Terrain <input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling Grade Length mi Up/down Peak-hour factor, PHF 0.94 No-passing zone 22% % Trucks and Buses, P _T 21 % % Recreational vehicles, P _R 0% Access points mi 3/mi	
Analysis direction vol., V _d	500veh/h		
Opposing direction vol., V _o	400veh/h		
Shoulder width ft	4.0		
Lane Width ft	12.0		
Segment Length mi	7.1		
Average Travel Speed			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-11 or 15-12)	1.2	1.3	
Passenger-car equivalents for RVs, E _R (Exhibit 15-11 or 15-13)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV,ATS} =1/ (1+ P _T (E _T -1)+P _R (E _R -1))	0.960	0.941	
Grade adjustment factor ¹ , f _{g,ATS} (Exhibit 15-9)	1.00	1.00	
Demand flow rate ² , v _i (pc/h) v _i =V _i / (PHF* f _{g,ATS} * f _{HV,ATS})	554	452	
Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample ³ , S _{FM}	Base free-flow speed ⁴ , BFFS 70.0 mi/h		
Total demand flow rate, both directions, v	Adj. for lane and shoulder width, ⁴ f _{LS} (Exhibit 15-7) 1.3 mi/h		
Free-flow speed, FFS=S _{FM} +0.00776(v/ f _{HV,ATS})	Adj. for access points ⁴ , f _A (Exhibit 15-8) 0.8 mi/h		
Adj. for no-passing zones, f _{np,ATS} (Exhibit 15-15) 1.6 mi/h	Free-flow speed, FFS (FFS=BFFS-f _{LS} -f _A) 67.9 mi/h		
	Average travel speed, ATS _d =FFS-0.00776(v _{d,ATS} + V _{o,ATS}) - f _{np,ATS} 58.5 mi/h		
	Percent free flow speed, PFFS 86.2 %		
Percent Time-Spent-Following			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-18 or 15-19)	1.0	1.0	
Passenger-car equivalents for RVs, E _R (Exhibit 15-18 or 15-19)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV} =1/ (1+ P _T (E _T -1)+P _R (E _R -1))	1.000	1.000	
Grade adjustment factor ¹ , f _{g,PTSF} (Exhibit 15-16 or Ex 15-17)	1.00	1.00	
Directional flow rate ² , v _i (pc/h) v _i =V _i /((PHF*f _{HV,PTSF} * f _{g,PTSF})	532	426	
Base percent time-spent-following ⁴ , BPTSF _d (%)=100(1-e ^{av_d})	51.4		
Adj. for no-passing zone, f _{np,PTSF} (Exhibit 15-21)	28.2		
Percent time-spent-following, PTSF _d (%)=BPTSF _d +f _{np,PTSF} *(v _{d,PTSF} / v _{d,PTSF} + V _{o,PTSF})	67.1		
Level of Service and Other Performance Measures			
Level of service, LOS (Exhibit 15-3)	D		
Volume to capacity ratio, v/c	0.53		

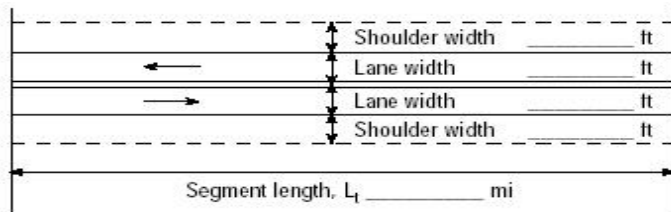
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	86.2
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	531.9
Effective width, W_v (Eq. 15-29) ft	16.00
Effective speed factor, S_t (Eq. 15-30)	4.94
Bicycle level of service score, BLOS (Eq. 15-31)	12.73
Bicycle level of service (Exhibit 15-4)	F
Notes	
<p>1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.</p> <p>2. If $v_i(v_d \text{ or } v_o) \geq 1,700$ pc/h, terminate analysis--the LOS is F.</p> <p>3. For the analysis direction only and for $v > 200$ veh/h.</p> <p>4. For the analysis direction only</p> <p>5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.</p> <p>6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.</p>	

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	
Analyst	JXP	Highway / Direction of Travel	SR 50 - WB
Agency or Company	KAI	From/To	CR 757 to US 301
Date Performed	4/25/17	Jurisdiction	District 5/7
Analysis Time Period	AM Peak Hour	Analysis Year	2025 No Build
Project Description: <i>West SR 50 PD&E Study</i>			
Input Data			
		<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <input checked="" type="checkbox"/> Class I highway <input type="checkbox"/> Class II highway <input type="checkbox"/> Class III highway </div> <div style="width: 45%;"> Terrain <input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling </div> </div> <div style="margin-top: 10px;"> Grade Length mi Up/down Peak-hour factor, PHF 0.94 No-passing zone 24% % Trucks and Buses, P_T 21% % Recreational vehicles, P_R 0% Access points <i>mi</i> 3/mi </div> <div style="text-align: center; margin-top: 10px;">  Show North Arrow </div>	
Analysis direction vol., V _d	400veh/h		
Opposing direction vol., V _o	500veh/h		
Shoulder width ft	4.0		
Lane Width ft	12.0		
Segment Length mi	7.1		
Average Travel Speed			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-11 or 15-12)	1.3	1.2	
Passenger-car equivalents for RVs, E _R (Exhibit 15-11 or 15-13)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV,ATS} =1/(1+ P _T (E _T -1)+P _R (E _R -1))	0.941	0.960	
Grade adjustment factor ¹ , f _{g,ATS} (Exhibit 15-9)	1.00	1.00	
Demand flow rate ² , v _i (pc/h) v _i =V _i /(PHF* f _{g,ATS} * f _{HV,ATS})	452	554	
Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample ³ , S _{FM}		Base free-flow speed ⁴ , BFFS	70.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width, ⁴ f _{LS} (Exhibit 15-7)	1.3 mi/h
Free-flow speed, FFS=S _{FM} +0.00776(v/ f _{HV,ATS})		Adj. for access points ⁴ , f _A (Exhibit 15-8)	0.8 mi/h
Adj. for no-passing zones, f _{np,ATS} (Exhibit 15-15)	1.5 mi/h	Free-flow speed, FFS (FFS=BFFS-f _{LS} -f _A)	67.9 mi/h
		Average travel speed, ATS _d =FFS-0.00776(v _{d,ATS} + V _{o,ATS}) - f _{np,ATS}	58.6 mi/h
		Percent free flow speed, PFFS	86.3 %
Percent Time-Spent-Following			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-18 or 15-19)	1.0	1.0	
Passenger-car equivalents for RVs, E _R (Exhibit 15-18 or 15-19)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV} =1/(1+ P _T (E _T -1)+P _R (E _R -1))	1.000	1.000	
Grade adjustment factor ¹ , f _{g,PTSF} (Exhibit 15-16 or Ex 15-17)	1.00	1.00	
Directional flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{HV,PTSF} * f _{g,PTSF})	426	532	
Base percent time-spent-following ⁴ , BPTSF _d (%)=100(1-e ^{-av_d^b})		46.6	
Adj. for no-passing zone, f _{np,PTSF} (Exhibit 15-21)		28.8	
Percent time-spent-following, PTSF _d (%)=BPTSF _d +f _{np,PTSF} *(v _{d,PTSF} / v _{d,PTSF} + V _{o,PTSF})		59.4	
Level of Service and Other Performance Measures			
Level of service, LOS (Exhibit 15-3)	C		
Volume to capacity ratio, v/c	0.53		

Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	86.3
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	425.5
Effective width, W_v (Eq. 15-29) ft	16.00
Effective speed factor, S_t (Eq. 15-30)	4.94
Bicycle level of service score, BLOS (Eq. 15-31)	12.62
Bicycle level of service (Exhibit 15-4)	F
Notes	
<p>1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.</p> <p>2. If $v_i(v_d \text{ or } v_o) \geq 1,700$ pc/h, terminate analysis--the LOS is F.</p> <p>3. For the analysis direction only and for $v > 200$ veh/h.</p> <p>4. For the analysis direction only</p> <p>5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.</p> <p>6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.</p>	

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	
Analyst	JXP	Highway / Direction of Travel	SR 50 - EB
Agency or Company	Kittelson & Associates, Inc.	From/To	US 301 to CR 757
Date Performed	4/25/17	Jurisdiction	District 5/7
Analysis Time Period	PM Peak Hour	Analysis Year	2025 No Build
Project Description: West SR 50 PD&E Study			
Input Data			
		<input checked="" type="checkbox"/> Class I highway <input type="checkbox"/> Class II highway <input type="checkbox"/> Class III highway Terrain <input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling Grade Length mi Up/down Peak-hour factor, PHF 0.88 No-passing zone 22% % Trucks and Buses, P _T 15 % % Recreational vehicles, P _R 0% Access points mi 3/mi	
Analysis direction vol., V _d	400veh/h		
Opposing direction vol., V _o	500veh/h		
Shoulder width ft	4.0		
Lane Width ft	12.0		
Segment Length mi	7.1		
Average Travel Speed			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-11 or 15-12)	1.2	1.1	
Passenger-car equivalents for RVs, E _R (Exhibit 15-11 or 15-13)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV,ATS} =1/(1+P _T (E _T -1)+P _R (E _R -1))	0.971	0.985	
Grade adjustment factor ¹ , f _{g,ATS} (Exhibit 15-9)	1.00	1.00	
Demand flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{g,ATS} *f _{HV,ATS})	468	577	
Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample ³ , S _{FM}	Base free-flow speed ⁴ , BFFS 70.0 mi/h		
Total demand flow rate, both directions, v	Adj. for lane and shoulder width, ⁴ f _{LS} (Exhibit 15-7) 1.3 mi/h		
Free-flow speed, FFS=S _{FM} +0.00776(v/f _{HV,ATS})	Adj. for access points ⁴ , f _A (Exhibit 15-8) 0.8 mi/h		
Adj. for no-passing zones, f _{np,ATS} (Exhibit 15-15) 1.4 mi/h	Free-flow speed, FFS (FFS=BFFS-f _{LS} -f _A) 67.9 mi/h		
	Average travel speed, ATS _d =FFS-0.00776(v _{d,ATS} + V _{o,ATS}) - f _{np,ATS} 58.4 mi/h		
	Percent free flow speed, PFFS 85.9 %		
Percent Time-Spent-Following			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-18 or 15-19)	1.0	1.0	
Passenger-car equivalents for RVs, E _R (Exhibit 15-18 or 15-19)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV} =1/(1+P _T (E _T -1)+P _R (E _R -1))	1.000	1.000	
Grade adjustment factor ¹ , f _{g,PTSF} (Exhibit 15-16 or Ex 15-17)	1.00	1.00	
Directional flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{HV,PTSF} *f _{g,PTSF})	455	568	
Base percent time-spent-following ⁴ , BPTSF _d (%)=100(1-e ^{-av_d^b})	48.8		
Adj. for no-passing zone, f _{np,PTSF} (Exhibit 15-21)	27.0		
Percent time-spent-following, PTSF _d (%)=BPTSF _d +f _{np,PTSF} *(v _{d,PTSF} /v _{d,PTSF} +V _{o,PTSF})	60.8		
Level of Service and Other Performance Measures			
Level of service, LOS (Exhibit 15-3)	C		
Volume to capacity ratio, v/c	0.53		

Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	85.9
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	454.5
Effective width, W_v (Eq. 15-29) ft	16.00
Effective speed factor, S_t (Eq. 15-30)	4.94
Bicycle level of service score, BLOS (Eq. 15-31)	9.12
Bicycle level of service (Exhibit 15-4)	F
Notes	
<p>1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.</p> <p>2. If $v_i(v_d \text{ or } v_o) \geq 1,700$ pc/h, terminate analysis--the LOS is F.</p> <p>3. For the analysis direction only and for $v > 200$ veh/h.</p> <p>4. For the analysis direction only</p> <p>5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.</p> <p>6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.</p>	

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	
Analyst	JXP	Highway / Direction of Travel	SR 50 - WB
Agency or Company	Kittelson & Associates, Inc.	From/To	CR 757 to US 301
Date Performed	4/25/17	Jurisdiction	District 5/7
Analysis Time Period	PM Peak Hour	Analysis Year	2025 No Build
Project Description: West SR 50 PD&E Study			
Input Data			
		<input checked="" type="checkbox"/> Class I highway <input type="checkbox"/> Class II highway <input type="checkbox"/> Class III highway Terrain <input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling Grade Length mi Up/down Peak-hour factor, PHF 0.88 No-passing zone 24% % Trucks and Buses, P _T 15 % % Recreational vehicles, P _R 0% Access points <i>mi</i> 3/mi	
Analysis direction vol., V _d	500veh/h		
Opposing direction vol., V _o	400veh/h		
Shoulder width ft	4.0		
Lane Width ft	12.0		
Segment Length mi	7.1		
Average Travel Speed			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-11 or 15-12)	1.1	1.2	
Passenger-car equivalents for RVs, E _R (Exhibit 15-11 or 15-13)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV,ATS} =1/(1+ P _T (E _T -1)+P _R (E _R -1))	0.985	0.971	
Grade adjustment factor ¹ , f _{g,ATS} (Exhibit 15-9)	1.00	1.00	
Demand flow rate ² , v _i (pc/h) v _i =V _i /(PHF* f _{g,ATS} * f _{HV,ATS})	577	468	
Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample ³ , S _{FM}	Base free-flow speed ⁴ , BFFS 70.0 mi/h		
Total demand flow rate, both directions, v	Adj. for lane and shoulder width, ⁴ f _{LS} (Exhibit 15-7) 1.3 mi/h		
Free-flow speed, FFS=S _{FM} +0.00776(v/ f _{HV,ATS})	Adj. for access points ⁴ , f _A (Exhibit 15-8) 0.8 mi/h		
Adj. for no-passing zones, f _{np,ATS} (Exhibit 15-15) 1.6 mi/h	Free-flow speed, FFS (FFS=BFFS-f _{LS} -f _A) 67.9 mi/h		
	Average travel speed, ATS _d =FFS-0.00776(v _{d,ATS} + V _{o,ATS}) - f _{np,ATS} 58.2 mi/h		
	Percent free flow speed, PFFS 85.7 %		
Percent Time-Spent-Following			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-18 or 15-19)	1.0	1.0	
Passenger-car equivalents for RVs, E _R (Exhibit 15-18 or 15-19)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV} =1/(1+ P _T (E _T -1)+P _R (E _R -1))	1.000	1.000	
Grade adjustment factor ¹ , f _{g,PTSF} (Exhibit 15-16 or Ex 15-17)	1.00	1.00	
Directional flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{HV,PTSF} * f _{g,PTSF})	568	455	
Base percent time-spent-following ⁴ , BPTSF _d (%)=100(1-e ^{-av_d})	54.7		
Adj. for no-passing zone, f _{np,PTSF} (Exhibit 15-21)	27.5		
Percent time-spent-following, PTSF _d (%)=BPTSF _d +f _{np,PTSF} *(v _{d,PTSF} / v _{d,PTSF} + V _{o,PTSF})	70.0		
Level of Service and Other Performance Measures			
Level of service, LOS (Exhibit 15-3)	D		
Volume to capacity ratio, v/c	0.53		

Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	85.7
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	568.2
Effective width, W_v (Eq. 15-29) ft	16.00
Effective speed factor, S_t (Eq. 15-30)	4.94
Bicycle level of service score, BLOS (Eq. 15-31)	9.24
Bicycle level of service (Exhibit 15-4)	F
Notes	
<p>1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.</p> <p>2. If $v_i(v_d \text{ or } v_o) \geq 1,700$ pc/h, terminate analysis--the LOS is F.</p> <p>3. For the analysis direction only and for $v > 200$ veh/h.</p> <p>4. For the analysis direction only</p> <p>5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.</p> <p>6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.</p>	

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	JXP	Highway / Direction of Travel	SR 50 - EB
Agency or Company	KAI	From/To	CR 757 to CR 469
Date Performed	4/25/17	Jurisdiction	District 5
Analysis Time Period	AM Peak Hour	Analysis Year	2025 No Build

Project Description: West SR 50 PD&E Study

Input Data

Segment length, L_1 _____ mi

Class I highway Class II highway
 Class III highway

Terrain Level Rolling

Grade Length _____ mi Up/down _____

Peak-hour factor, PHF 0.97

No-passing zone 35%

% Trucks and Buses, P_T 24 %

% Recreational vehicles, P_R 0%

Access points *mi* 7/mi

Analysis direction vol., V_d 550veh/h

Oposing direction vol., V_o 450veh/h

Shoulder width ft 5.0

Lane Width ft 12.0

Segment Length mi 8.2

Average Travel Speed

	Analysis Direction (d)	Oposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	1.1	1.2
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS} = 1 / (1 + P_T(E_T - 1) + P_R(E_R - 1))$	0.977	0.954
Grade adjustment factor ¹ , $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate ² , v_i (pc/h) $v_i = V_i / (PHF * f_{g,ATS} * f_{HV,ATS})$	580	486
Free-Flow Speed from Field Measurement	Estimated Free-Flow Speed	
Mean speed of sample ³ , S_{FM}	Base free-flow speed ⁴ , BFFS 65.0 mi/h	
Total demand flow rate, both directions, v	Adj. for lane and shoulder width ⁴ , f_{LS} (Exhibit 15-7) 1.3 mi/h	
Free-flow speed, $FFS = S_{FM} + 0.00776(v / f_{HV,ATS})$	Adj. for access points ⁴ , f_A (Exhibit 15-8) 1.8 mi/h	
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15) 1.7 mi/h	Free-flow speed, FFS ($FFS = BFFS - f_{LS} - f_A$) 62.0 mi/h	
	Average travel speed, $ATS_d = FFS - 0.00776(v_{d,ATS} + V_{o,ATS}) - f_{np,ATS}$ 52.0 mi/h	
	Percent free flow speed, PFFS 83.9 %	

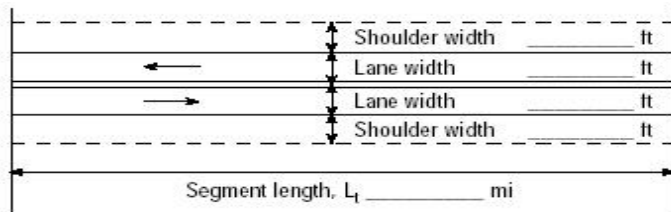
Percent Time-Spent-Following

	Analysis Direction (d)	Oposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	1.0	1.0
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV} = 1 / (1 + P_T(E_T - 1) + P_R(E_R - 1))$	1.000	1.000
Grade adjustment factor ¹ , $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate ² , v_i (pc/h) $v_i = V_i / (PHF * f_{HV,PTSF} * f_{g,PTSF})$	567	464
Base percent time-spent-following ⁴ , $BPTSF_d(\%) = 100(1 - e^{-av_d^b})$	55.6	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	30.3	
Percent time-spent-following, $PTSF_d(\%) = BPTSF_d + f_{np,PTSF} * (v_{d,PTSF} / v_{d,PTSF} + V_{o,PTSF})$	72.3	

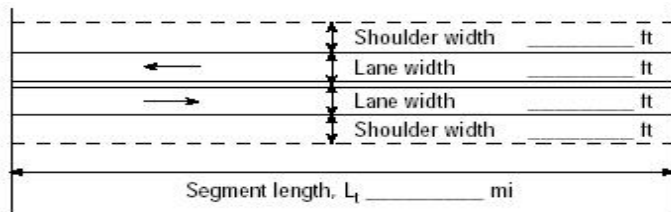
Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	D
Volume to capacity ratio, v/c	0.53

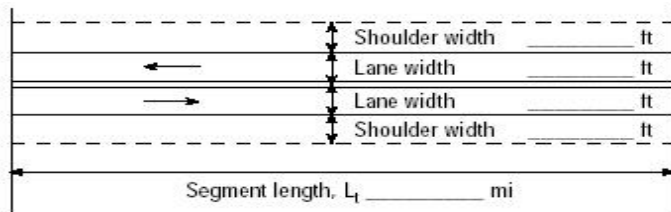
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	83.9
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	567.0
Effective width, W_v (Eq. 15-29) ft	22.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	13.31
Bicycle level of service (Exhibit 15-4)	F
Notes	
<p>1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.</p> <p>2. If $v_i(v_d \text{ or } v_o) \geq 1,700$ pc/h, terminate analysis--the LOS is F.</p> <p>3. For the analysis direction only and for $v > 200$ veh/h.</p> <p>4. For the analysis direction only</p> <p>5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.</p> <p>6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.</p>	

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	
Analyst Agency or Company Date Performed Analysis Time Period	JXP KAI 4/25/17 AM Peak Hour	Highway / Direction of Travel From/To Jurisdiction Analysis Year	SR 50 - WB CR 469 to CR 757 District 5 2025 No Build
Project Description: <i>West SR 50 PD&E Study</i>			
Input Data			
		<input checked="" type="checkbox"/> Class I highway <input type="checkbox"/> Class II highway <input type="checkbox"/> Class III highway Terrain <input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling Grade Length mi Up/down Peak-hour factor, PHF 0.97 No-passing zone 41% % Trucks and Buses, P _T 24 % % Recreational vehicles, P _R 0% Access points <i>mi</i> 7/mi	
Analysis direction vol., V _d	450veh/h		
Opposing direction vol., V _o	550veh/h		
Shoulder width ft	5.0		
Lane Width ft	12.0		
Segment Length mi	8.2		
Average Travel Speed			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-11 or 15-12)	1.2	1.1	
Passenger-car equivalents for RVs, E _R (Exhibit 15-11 or 15-13)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV,ATS} =1/(1+ P _T (E _T -1)+P _R (E _R -1))	0.954	0.977	
Grade adjustment factor ¹ , f _{g,ATS} (Exhibit 15-9)	1.00	1.00	
Demand flow rate ² , v _i (pc/h) v _i =V _i /(PHF* f _{g,ATS} * f _{HV,ATS})	486	580	
Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample ³ , S _{FM}		Base free-flow speed ⁴ , BFFS	65.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width, ⁴ f _{LS} (Exhibit 15-7)	1.3 mi/h
Free-flow speed, FFS=S _{FM} +0.00776(v/ f _{HV,ATS})		Adj. for access points ⁴ , f _A (Exhibit 15-8)	1.8 mi/h
Adj. for no-passing zones, f _{np,ATS} (Exhibit 15-15)	1.5 mi/h	Free-flow speed, FFS (FFS=BFFS-f _{LS} -f _A)	62.0 mi/h
		Average travel speed, ATS _d =FFS-0.00776(v _{d,ATS} + V _{o,ATS}) - f _{np,ATS}	52.2 mi/h
		Percent free flow speed, PFFS	84.3 %
Percent Time-Spent-Following			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-18 or 15-19)	1.0	1.0	
Passenger-car equivalents for RVs, E _R (Exhibit 15-18 or 15-19)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV} =1/(1+ P _T (E _T -1)+P _R (E _R -1))	1.000	1.000	
Grade adjustment factor ¹ , f _{g,PTSF} (Exhibit 15-16 or Ex 15-17)	1.00	1.00	
Directional flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{HV,PTSF} * f _{g,PTSF})	464	567	
Base percent time-spent-following ⁴ , BPTSF _d (%)=100(1-e ^{-av_d})		49.6	
Adj. for no-passing zone, f _{np,PTSF} (Exhibit 15-21)		31.7	
Percent time-spent-following, PTSF _d (%)=BPTSF _d +f _{np,PTSF} *(v _{d,PTSF} / v _{d,PTSF} + V _{o,PTSF})		63.9	
Level of Service and Other Performance Measures			
Level of service, LOS (Exhibit 15-3)	C		
Volume to capacity ratio, v/c	0.53		

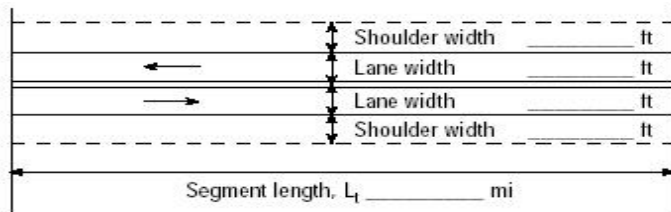
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	84.3
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	463.9
Effective width, W_v (Eq. 15-29) ft	22.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	13.21
Bicycle level of service (Exhibit 15-4)	F
Notes	
<p>1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.</p> <p>2. If $v_i(v_d \text{ or } v_o) \geq 1,700$ pc/h, terminate analysis--the LOS is F.</p> <p>3. For the analysis direction only and for $v > 200$ veh/h.</p> <p>4. For the analysis direction only</p> <p>5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.</p> <p>6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.</p>	

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	
Analyst	JXP	Highway / Direction of Travel	SR 50 - EB
Agency or Company	KAI	From/To	CR 757 to CR 469
Date Performed	4/25/17	Jurisdiction	District 5
Analysis Time Period	PM Peak Hour	Analysis Year	2025 No Build
Project Description: West SR 50 PD&E Study			
Input Data			
		<input checked="" type="checkbox"/> Class I highway <input type="checkbox"/> Class II highway <input type="checkbox"/> Class III highway Terrain <input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling Grade Length mi Up/down Peak-hour factor, PHF 0.98 No-passing zone 35% % Trucks and Buses, P _T 17 % % Recreational vehicles, P _R 0% Access points mi 7/mi	
Analysis direction vol., V _d	450veh/h		
Opposing direction vol., V _o	550veh/h		
Shoulder width ft	5.0		
Lane Width ft	12.0		
Segment Length mi	8.2		
Average Travel Speed			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-11 or 15-12)	1.2	1.1	
Passenger-car equivalents for RVs, E _R (Exhibit 15-11 or 15-13)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV,ATS} =1/(1+ P _T (E _T -1)+P _R (E _R -1))	0.967	0.983	
Grade adjustment factor ¹ , f _{g,ATS} (Exhibit 15-9)	1.00	1.00	
Demand flow rate ² , v _i (pc/h) v _i =V _i /(PHF* f _{g,ATS} * f _{HV,ATS})	475	571	
Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample ³ , S _{FM}	Base free-flow speed ⁴ , BFFS 65.0 mi/h		
Total demand flow rate, both directions, v	Adj. for lane and shoulder width, ⁴ f _{LS} (Exhibit 15-7) 1.3 mi/h		
Free-flow speed, FFS=S _{FM} +0.00776(v/ f _{HV,ATS})	Adj. for access points ⁴ , f _A (Exhibit 15-8) 1.8 mi/h		
Adj. for no-passing zones, f _{np,ATS} (Exhibit 15-15) 1.4 mi/h	Free-flow speed, FFS (FFS=BFFS-f _{LS} -f _A) 62.0 mi/h		
	Average travel speed, ATS _d =FFS-0.00776(v _{d,ATS} + V _{o,ATS}) - f _{np,ATS} 52.4 mi/h		
	Percent free flow speed, PFFS 84.6 %		
Percent Time-Spent-Following			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-18 or 15-19)	1.0	1.0	
Passenger-car equivalents for RVs, E _R (Exhibit 15-18 or 15-19)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV} =1/(1+ P _T (E _T -1)+P _R (E _R -1))	1.000	1.000	
Grade adjustment factor ¹ , f _{g,PTSF} (Exhibit 15-16 or Ex 15-17)	1.00	1.00	
Directional flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{HV,PTSF} * f _{g,PTSF})	459	561	
Base percent time-spent-following ⁴ , BPTSF _d (%)=100(1-e ^{-av_d})	49.4		
Adj. for no-passing zone, f _{np,PTSF} (Exhibit 15-21)	30.5		
Percent time-spent-following, PTSF _d (%)=BPTSF _d +f _{np,PTSF} *(v _{d,PTSF} / v _{d,PTSF} + V _{o,PTSF})	63.1		
Level of Service and Other Performance Measures			
Level of service, LOS (Exhibit 15-3)	C		
Volume to capacity ratio, v/c	0.53		

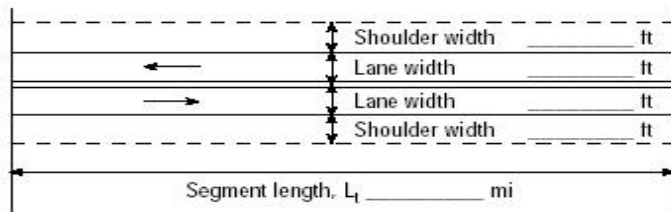
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	84.6
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	459.2
Effective width, W_v (Eq. 15-29) ft	22.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	8.85
Bicycle level of service (Exhibit 15-4)	F
Notes	
<p>1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.</p> <p>2. If $v_i(v_d \text{ or } v_o) \geq 1,700$ pc/h, terminate analysis--the LOS is F.</p> <p>3. For the analysis direction only and for $v > 200$ veh/h.</p> <p>4. For the analysis direction only</p> <p>5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.</p> <p>6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.</p>	

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	
Analyst	JXP	Highway / Direction of Travel	SR 50 - EB
Agency or Company	KAI	From/To	CR 469 to CR 757
Date Performed	4/25/17	Jurisdiction	District 5
Analysis Time Period	PM Peak Hour	Analysis Year	2025 No Build
Project Description: West SR 50 PD&E Study			
Input Data			
		<input checked="" type="checkbox"/> Class I highway <input type="checkbox"/> Class II highway <input type="checkbox"/> Class III highway Terrain <input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling Grade Length mi Up/down Peak-hour factor, PHF 0.98 No-passing zone 41% % Trucks and Buses, P _T 17% % Recreational vehicles, P _R 0% Access points mi 7/mi	
Analysis direction vol., V _d	550veh/h		
Opposing direction vol., V _o	450veh/h		
Shoulder width ft	5.0		
Lane Width ft	12.0		
Segment Length mi	8.2		
Average Travel Speed			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-11 or 15-12)	1.1	1.2	
Passenger-car equivalents for RVs, E _R (Exhibit 15-11 or 15-13)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV,ATS} =1/(1+ P _T (E _T -1)+P _R (E _R -1))	0.983	0.967	
Grade adjustment factor ¹ , f _{g,ATS} (Exhibit 15-9)	1.00	1.00	
Demand flow rate ² , v _i (pc/h) v _i =V _i /(PHF* f _{g,ATS} * f _{HV,ATS})	571	475	
Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample ³ , S _{FM}	Base free-flow speed ⁴ , BFFS 65.0 mi/h		
Total demand flow rate, both directions, v	Adj. for lane and shoulder width, ⁴ f _{LS} (Exhibit 15-7) 1.3 mi/h		
Free-flow speed, FFS=S _{FM} +0.00776(v/ f _{HV,ATS})	Adj. for access points ⁴ , f _A (Exhibit 15-8) 1.8 mi/h		
Adj. for no-passing zones, f _{np,ATS} (Exhibit 15-15) 1.9 mi/h	Free-flow speed, FFS (FFS=BFFS-f _{LS} -f _A) 62.0 mi/h		
	Average travel speed, ATS _d =FFS-0.00776(v _{d,ATS} + V _{o,ATS}) - f _{np,ATS} 52.0 mi/h		
	Percent free flow speed, PFFS 83.9 %		
Percent Time-Spent-Following			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-18 or 15-19)	1.0	1.0	
Passenger-car equivalents for RVs, E _R (Exhibit 15-18 or 15-19)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV} =1/(1+ P _T (E _T -1)+P _R (E _R -1))	1.000	1.000	
Grade adjustment factor ¹ , f _{g,PTSF} (Exhibit 15-16 or Ex 15-17)	1.00	1.00	
Directional flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{HV,PTSF} * f _{g,PTSF})	561	459	
Base percent time-spent-following ⁴ , BPTSF _d (%)=100(1-e ^{av_d})	54.1		
Adj. for no-passing zone, f _{np,PTSF} (Exhibit 15-21)	32.0		
Percent time-spent-following, PTSF _d (%)=BPTSF _d +f _{np,PTSF} *(v _{d,PTSF} /v _{d,PTSF} + V _{o,PTSF})	71.7		
Level of Service and Other Performance Measures			
Level of service, LOS (Exhibit 15-3)	D		
Volume to capacity ratio, v/c	0.53		

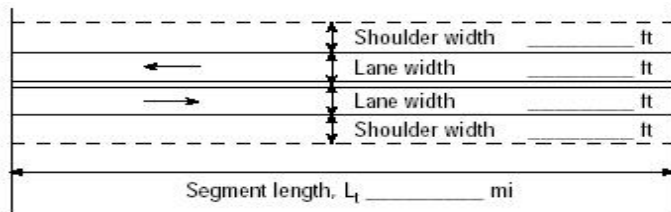
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	83.9
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	561.2
Effective width, W_v (Eq. 15-29) ft	22.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	8.95
Bicycle level of service (Exhibit 15-4)	F
Notes	
<p>1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.</p> <p>2. If $v_i(v_d \text{ or } v_o) \geq 1,700$ pc/h, terminate analysis--the LOS is F.</p> <p>3. For the analysis direction only and for $v > 200$ veh/h.</p> <p>4. For the analysis direction only</p> <p>5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.</p> <p>6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.</p>	

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	
Analyst	JXP	Highway / Direction of Travel	SR 50 - EB
Agency or Company	KAI	From/To	CR 469 to Tuscanooga Rd.
Date Performed	4/25/17	Jurisdiction	District 5
Analysis Time Period	AM Peak Hour	Analysis Year	2025 No Build
Project Description: West SR 50 PD&E Study			
Input Data			
		<input checked="" type="checkbox"/> Class I highway <input type="checkbox"/> Class II highway <input type="checkbox"/> Class III highway Terrain <input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling Grade Length mi Up/down Peak-hour factor, PHF 0.89 No-passing zone 85% % Trucks and Buses, P _T 24 % % Recreational vehicles, P _R 0% Access points mi 13/mi	
Analysis direction vol., V _d	790veh/h		
Opposing direction vol., V _o	650veh/h		
Shoulder width ft	4.0		
Lane Width ft	12.0		
Segment Length mi	3.7		
Average Travel Speed			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-11 or 15-12)	1.0	1.1	
Passenger-car equivalents for RVs, E _R (Exhibit 15-11 or 15-13)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV,ATS} =1/(1+P _T (E _T -1)+P _R (E _R -1))	1.000	0.977	
Grade adjustment factor ¹ , f _{g,ATS} (Exhibit 15-9)	1.00	1.00	
Demand flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{g,ATS} *f _{HV,ATS})	888	748	
Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample ³ , S _{FM}	Base free-flow speed ⁴ , BFFS 65.0 mi/h		
Total demand flow rate, both directions, v	Adj. for lane and shoulder width, ⁴ f _{LS} (Exhibit 15-7) 1.3 mi/h		
Free-flow speed, FFS=S _{FM} +0.00776(v/f _{HV,ATS})	Adj. for access points ⁴ , f _A (Exhibit 15-8) 3.3 mi/h		
Adj. for no-passing zones, f _{np,ATS} (Exhibit 15-15) 1.5 mi/h	Free-flow speed, FFS (FFS=BFFS-f _{LS} -f _A) 60.5 mi/h		
	Average travel speed, ATS _d =FFS-0.00776(v _{d,ATS} + V _{o,ATS}) - f _{np,ATS} 46.3 mi/h		
	Percent free flow speed, PFFS 76.5 %		
Percent Time-Spent-Following			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-18 or 15-19)	1.0	1.0	
Passenger-car equivalents for RVs, E _R (Exhibit 15-18 or 15-19)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV} =1/(1+P _T (E _T -1)+P _R (E _R -1))	1.000	1.000	
Grade adjustment factor ¹ , f _{g,PTSF} (Exhibit 15-16 or Ex 15-17)	1.00	1.00	
Directional flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{HV,PTSF} *f _{g,PTSF})	888	730	
Base percent time-spent-following ⁴ , BPTSF _d (%)=100(1-e ^{-av_d})	72.2		
Adj. for no-passing zone, f _{np,PTSF} (Exhibit 15-21)	23.7		
Percent time-spent-following, PTSF _d (%)=BPTSF _d +f _{np,PTSF} *(v _{d,PTSF} /v _{d,PTSF} +V _{o,PTSF})	85.2		
Level of Service and Other Performance Measures			
Level of service, LOS (Exhibit 15-3)	E		
Volume to capacity ratio, v/c	0.53		

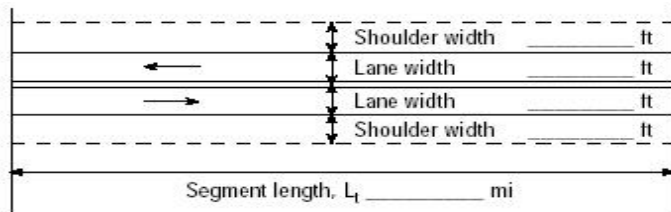
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	76.5
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	887.6
Effective width, W_v (Eq. 15-29) ft	16.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	14.68
Bicycle level of service (Exhibit 15-4)	F
Notes	
<p>1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.</p> <p>2. If $v_i(v_d \text{ or } v_o) \geq 1,700$ pc/h, terminate analysis--the LOS is F.</p> <p>3. For the analysis direction only and for $v > 200$ veh/h.</p> <p>4. For the analysis direction only</p> <p>5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.</p> <p>6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.</p>	

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	
Analyst	JXP	Highway / Direction of Travel	SR 50 - WB
Agency or Company	KAI	From/To	Tuscanooga Rd. to CR 469
Date Performed	4/25/17	Jurisdiction	District 5
Analysis Time Period	AM Peak Hour	Analysis Year	2025 No Build
Project Description: <i>West SR 50 PD&E Study</i>			
Input Data			
		<input checked="" type="checkbox"/> Class I highway <input type="checkbox"/> Class II highway <input type="checkbox"/> Class III highway Terrain <input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling Grade Length mi Up/down Peak-hour factor, PHF 0.89 No-passing zone 82% % Trucks and Buses, P _T 24 % % Recreational vehicles, P _R 0% Access points <i>mi</i> 13/mi	
Analysis direction vol., V _d	650veh/h		
Opposing direction vol., V _o	790veh/h		
Shoulder width ft	4.0		
Lane Width ft	12.0		
Segment Length mi	3.7		
Average Travel Speed			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-11 or 15-12)	1.1	1.0	
Passenger-car equivalents for RVs, E _R (Exhibit 15-11 or 15-13)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV,ATS} =1/(1+P _T (E _T -1)+P _R (E _R -1))	0.977	1.000	
Grade adjustment factor ¹ , f _{g,ATS} (Exhibit 15-9)	1.00	1.00	
Demand flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{g,ATS} *f _{HV,ATS})	748	888	
Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample ³ , S _{FM}	Base free-flow speed ⁴ , BFFS 65.0 mi/h		
Total demand flow rate, both directions, v	Adj. for lane and shoulder width, ⁴ f _{LS} (Exhibit 15-7) 1.3 mi/h		
Free-flow speed, FFS=S _{FM} +0.00776(v/f _{HV,ATS})	Adj. for access points ⁴ , f _A (Exhibit 15-8) 3.3 mi/h		
Adj. for no-passing zones, f _{np,ATS} (Exhibit 15-15) 1.2 mi/h	Free-flow speed, FFS (FFS=BFFS-f _{LS} -f _A) 60.5 mi/h		
	Average travel speed, ATS _d =FFS-0.00776(v _{d,ATS} + V _{o,ATS}) - f _{np,ATS} 46.5 mi/h		
	Percent free flow speed, PFFS 77.0 %		
Percent Time-Spent-Following			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-18 or 15-19)	1.0	1.0	
Passenger-car equivalents for RVs, E _R (Exhibit 15-18 or 15-19)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV} =1/(1+P _T (E _T -1)+P _R (E _R -1))	1.000	1.000	
Grade adjustment factor ¹ , f _{g,PTSF} (Exhibit 15-16 or Ex 15-17)	1.00	1.00	
Directional flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{HV,PTSF} *f _{g,PTSF})	730	888	
Base percent time-spent-following ⁴ , BPTSF _d (%)=100(1-e ^{-av_d})	67.6		
Adj. for no-passing zone, f _{np,PTSF} (Exhibit 15-21)	23.6		
Percent time-spent-following, PTSF _d (%)=BPTSF _d +f _{np,PTSF} *(v _{d,PTSF} /v _{d,PTSF} +V _{o,PTSF})	78.2		
Level of Service and Other Performance Measures			
Level of service, LOS (Exhibit 15-3)	D		
Volume to capacity ratio, v/c	0.53		

Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	77.0
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	730.3
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	14.58
Bicycle level of service (Exhibit 15-4)	F
Notes	
<p>1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.</p> <p>2. If $v_i(v_d \text{ or } v_o) \geq 1,700$ pc/h, terminate analysis--the LOS is F.</p> <p>3. For the analysis direction only and for $v > 200$ veh/h.</p> <p>4. For the analysis direction only</p> <p>5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.</p> <p>6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.</p>	

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	
Analyst	JXP	Highway / Direction of Travel	SR 50 - EB
Agency or Company	KAI	From/To	CR 469 to Tuscanooga
Date Performed	4/25/17	Jurisdiction	District 5
Analysis Time Period	PM Peak Hour	Analysis Year	2025 No Build
Project Description: West SR 50 PD&E Study			
Input Data			
		<input checked="" type="checkbox"/> Class I highway <input type="checkbox"/> Class II highway <input type="checkbox"/> Class III highway Terrain <input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling Grade Length mi Up/down Peak-hour factor, PHF 0.98 No-passing zone 85% % Trucks and Buses, P _T 17 % % Recreational vehicles, P _R 0% Access points <i>mi</i> 13/mi	
Analysis direction vol., V _d	650veh/h		
Opposing direction vol., V _o	790veh/h		
Shoulder width ft	4.0		
Lane Width ft	12.0		
Segment Length mi	3.7		
Average Travel Speed			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-11 or 15-12)	1.1	1.1	
Passenger-car equivalents for RVs, E _R (Exhibit 15-11 or 15-13)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV,ATS} =1/(1+P _T (E _T -1)+P _R (E _R -1))	0.983	0.983	
Grade adjustment factor ¹ , f _{g,ATS} (Exhibit 15-9)	1.00	1.00	
Demand flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{g,ATS} *f _{HV,ATS})	675	820	
Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample ³ , S _{FM}	Base free-flow speed ⁴ , BFFS 65.0 mi/h		
Total demand flow rate, both directions, v	Adj. for lane and shoulder width, ⁴ f _{LS} (Exhibit 15-7) 1.3 mi/h		
Free-flow speed, FFS=S _{FM} +0.00776(v/f _{HV,ATS})	Adj. for access points ⁴ , f _A (Exhibit 15-8) 3.3 mi/h		
Adj. for no-passing zones, f _{np,ATS} (Exhibit 15-15) 1.3 mi/h	Free-flow speed, FFS (FFS=BFFS-f _{LS} -f _A) 60.5 mi/h		
	Average travel speed, ATS _d =FFS-0.00776(v _{d,ATS} + V _{o,ATS}) - f _{np,ATS} 47.5 mi/h		
	Percent free flow speed, PFFS 78.6 %		
Percent Time-Spent-Following			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-18 or 15-19)	1.0	1.0	
Passenger-car equivalents for RVs, E _R (Exhibit 15-18 or 15-19)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV} =1/(1+P _T (E _T -1)+P _R (E _R -1))	1.000	1.000	
Grade adjustment factor ¹ , f _{g,PTSF} (Exhibit 15-16 or Ex 15-17)	1.00	1.00	
Directional flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{HV,PTSF} *f _{g,PTSF})	663	806	
Base percent time-spent-following ⁴ , BPTSF _d (%)=100(1-e ^{-av_d^b})	63.5		
Adj. for no-passing zone, f _{np,PTSF} (Exhibit 15-21)	26.1		
Percent time-spent-following, PTSF _d (%)=BPTSF _d +f _{np,PTSF} *(v _{d,PTSF} /v _{d,PTSF} +V _{o,PTSF})	75.3		
Level of Service and Other Performance Measures			
Level of service, LOS (Exhibit 15-3)	D		
Volume to capacity ratio, v/c	0.53		

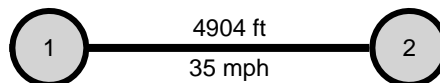
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	78.6
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	663.3
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	10.18
Bicycle level of service (Exhibit 15-4)	F
Notes	
<p>1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.</p> <p>2. If $v_i(v_d \text{ or } v_o) \geq 1,700$ pc/h, terminate analysis--the LOS is F.</p> <p>3. For the analysis direction only and for $v > 200$ veh/h.</p> <p>4. For the analysis direction only</p> <p>5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.</p> <p>6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.</p>	

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	
Analyst	JXP	Highway / Direction of Travel	SR 50 - WB
Agency or Company	KAI	From/To	Tuscanooga to CR 469
Date Performed	4/25/17	Jurisdiction	District 5
Analysis Time Period	PM Peak Hour	Analysis Year	2025 No Build
Project Description: <i>West SR 50 PD&E Study</i>			
Input Data			
		<input checked="" type="checkbox"/> Class I highway <input type="checkbox"/> Class II highway <input type="checkbox"/> Class III highway Terrain <input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling Grade Length mi Up/down Peak-hour factor, PHF 0.98 No-passing zone 82% % Trucks and Buses, P _T 17 % % Recreational vehicles, P _R 0% Access points <i>mi</i> 13/mi	
Analysis direction vol., V _d	790veh/h		
Opposing direction vol., V _o	650veh/h		
Shoulder width ft	4.0		
Lane Width ft	12.0		
Segment Length mi	3.7		
Average Travel Speed			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-11 or 15-12)	1.1	1.1	
Passenger-car equivalents for RVs, E _R (Exhibit 15-11 or 15-13)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV,ATS} =1/ (1+ P _T (E _T -1)+P _R (E _R -1))	0.983	0.983	
Grade adjustment factor ¹ , f _{g,ATS} (Exhibit 15-9)	1.00	1.00	
Demand flow rate ² , v _i (pc/h) v _i =V _i / (PHF* f _{g,ATS} * f _{HV,ATS})	820	675	
Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample ³ , S _{FM}	Base free-flow speed ⁴ , BFFS 65.0 mi/h		
Total demand flow rate, both directions, v	Adj. for lane and shoulder width, ⁴ f _{LS} (Exhibit 15-7) 1.3 mi/h		
Free-flow speed, FFS=S _{FM} +0.00776(v/ f _{HV,ATS})	Adj. for access points ⁴ , f _A (Exhibit 15-8) 3.3 mi/h		
Adj. for no-passing zones, f _{np,ATS} (Exhibit 15-15) 1.7 mi/h	Free-flow speed, FFS (FFS=BFFS-f _{LS} -f _A) 60.5 mi/h		
	Average travel speed, ATS _d =FFS-0.00776(v _{d,ATS} + V _{o,ATS}) - f _{np,ATS} 47.2 mi/h		
	Percent free flow speed, PFFS 78.0 %		
Percent Time-Spent-Following			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-18 or 15-19)	1.0	1.0	
Passenger-car equivalents for RVs, E _R (Exhibit 15-18 or 15-19)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV} =1/ (1+ P _T (E _T -1)+P _R (E _R -1))	1.000	1.000	
Grade adjustment factor ¹ , f _{g,PTSF} (Exhibit 15-16 or Ex 15-17)	1.00	1.00	
Directional flow rate ² , v _i (pc/h) v _i =V _i /((PHF*f _{HV,PTSF} * f _{g,PTSF})	806	663	
Base percent time-spent-following ⁴ , BPTSF _d (%)=100(1-e ^{-av_d^b})	68.4		
Adj. for no-passing zone, f _{np,PTSF} (Exhibit 15-21)	25.9		
Percent time-spent-following, PTSF _d (%)=BPTSF _d +f _{np,PTSF} *(v _{d,PTSF} / v _{d,PTSF} + V _{o,PTSF})	82.6		
Level of Service and Other Performance Measures			
Level of service, LOS (Exhibit 15-3)	E		
Volume to capacity ratio, v/c	0.53		

Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	78.0
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	806.1
Effective width, W_v (Eq. 15-29) ft	16.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	10.28
Bicycle level of service (Exhibit 15-4)	F
Notes	
<p>1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.</p> <p>2. If $v_i(v_d \text{ or } v_o) \geq 1,700$ pc/h, terminate analysis--the LOS is F.</p> <p>3. For the analysis direction only and for $v > 200$ veh/h.</p> <p>4. For the analysis direction only</p> <p>5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.</p> <p>6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.</p>	

HCS 2010 Urban Street Segment Report

General Information				Streets Information	
Agency	KAI			Number of Intersections	2
Analyst	JXP	Analysis Date	Apr 28, 2017	Number of Segments	1
Jurisdiction		Time Period	AM Peak	Number of Iterations	15
File Name	Segment 4 - EB 2025 No Build A	Analysis Year	2025	System Cycle Length, s	120
Intersections	Tuscanooga Road	CR 33		Analysis Period	1 > 7:00
Project Description	Segment 4 - 2025 AM No Build				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
1	35	45	1	1	4904	4904	50	50	0	0	17	16	0.0	0.0

		Eastbound			Westbound		
Segment Output Data		EBL	EBT	EBR	WBL	WBT	WBR
Segment	Movement	5	2			6	16
1	Bay/Lane Spillback Time, h	never	never			never	
1	Shared Lane Spillback Time, h	never					
1	Base Free-Flow Speed, mph	40.44			43.62		
1	Running Time, s	84.79			80.31		
1	Running Speed, mph	39.43			41.63		
1	Through Delay, s/veh	20.17			0.06		
1	Travel Time, s	104.96			80.37		
1	Travel Speed, mph	31.86			41.60		
1	Stop Rate, stops/veh	0.76			0.00		
1	Spatial Stop Rate, stops/mi	0.82			0.00		
1	Through vol/cap Ratio	0.66			0.41		
1	Percent of Base FFS	78.77			95.38		
1	Level of Service	B			A		
1	Auto Traveler Perception Score	2.26			2.14		

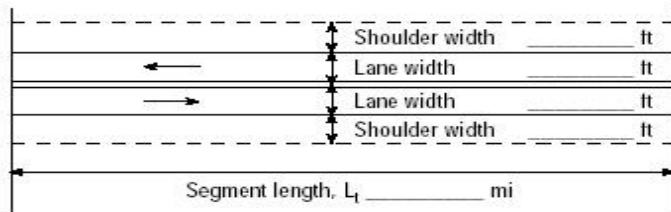

Multimodal Results (Segment)

1	Pedestrian Segment LOS Score / LOS	2.41	B	2.28	B
1	Bicycle Segment LOS Score / LOS	3.46	C	3.51	D
1	Transit Segment LOS Score / LOS	0.82	A	0.42	A

Facility Output Data		Eastbound		Westbound	
Facility Travel Time, s		104.96		80.37	
Facility Travel Speed, mph		31.86		41.60	
Facility Base Free Flow Speed, mph		40.44		43.62	
Facility Percent of Base FFS		78.77		95.38	
Facility Level of Service		B		A	
Facility Auto Traveler Perception Score		2.26		2.14	

Multimodal Results (Facility)

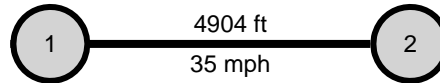
Pedestrian Facility LOS Score / LOS	2.41	C	2.28	C
Bicycle Facility LOS Score / LOS	3.46	C	3.51	D
Transit Facility LOS Score / LOS	0.82	A	0.42	A

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	
Analyst	JXP	Highway / Direction of Travel	SR 50 - WB
Agency or Company	KAI	From/To	CR 33 to Tuscanooga
Date Performed	4/25/17	Jurisdiction	District 5
Analysis Time Period	AM Peak Hour	Analysis Year	2025 No Build
Project Description: West SR 50 PD&E Study			
Input Data			
		<div style="display: flex; justify-content: space-between;"> <div style="text-align: center;">  <p>Show North Arrow</p> </div> <div> <input type="checkbox"/> Class I highway <input type="checkbox"/> Class II highway <input checked="" type="checkbox"/> Class III highway Terrain <input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling Grade Length mi Up/down Peak-hour factor, PHF 0.92 No-passing zone 100% % Trucks and Buses, P_T 15 % % Recreational vehicles, P_R 0% Access points <i>mi</i> 39/mi </div> </div>	
Analysis direction vol., V _d	790veh/h		
Opposing direction vol., V _o	1000veh/h		
Shoulder width ft	7.0		
Lane Width ft	12.0		
Segment Length mi	0.9		
Average Travel Speed			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-11 or 15-12)	1.0	1.0	
Passenger-car equivalents for RVs, E _R (Exhibit 15-11 or 15-13)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV,ATS} =1/(1+P _T (E _T -1)+P _R (E _R -1))	1.000	1.000	
Grade adjustment factor ¹ , f _{g,ATS} (Exhibit 15-9)	1.00	1.00	
Demand flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{g,ATS} *f _{HV,ATS})	859	1087	
Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample ³ , S _{FM}		Base free-flow speed ⁴ , BFFS	50.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width ⁴ , f _{LS} (Exhibit 15-7)	0.0 mi/h
Free-flow speed, FFS=S _{FM} +0.00776(v/f _{HV,ATS})		Adj. for access points ⁴ , f _A (Exhibit 15-8)	9.8 mi/h
Adj. for no-passing zones, f _{np,ATS} (Exhibit 15-15)	1.1 mi/h	Free-flow speed, FFS (FFS=BFFS-f _{LS} -f _A)	40.3 mi/h
		Average travel speed, ATS _d =FFS-0.00776(v _{d,ATS} + V _{o,ATS}) - f _{np,ATS}	24.1 mi/h
		Percent free flow speed, PFFS	59.9 %
Percent Time-Spent-Following			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-18 or 15-19)	1.0	1.0	
Passenger-car equivalents for RVs, E _R (Exhibit 15-18 or 15-19)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV} =1/(1+P _T (E _T -1)+P _R (E _R -1))	1.000	1.000	
Grade adjustment factor ¹ , f _{g,PTSF} (Exhibit 15-16 or Ex 15-17)	1.00	1.00	
Directional flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{HV,PTSF} *f _{g,PTSF})	859	1087	
Base percent time-spent-following ⁴ , BPTSF _d (%)=100(1-e ^{-av_d})		74.4	
Adj. for no-passing zone, f _{np,PTSF} (Exhibit 15-21)		18.8	
Percent time-spent-following, PTSF _d (%)=BPTSF _d +f _{np,PTSF} *(v _{d,PTSF} /v _{d,PTSF} +V _{o,PTSF})		82.7	
Level of Service and Other Performance Measures			
Level of service, LOS (Exhibit 15-3)	E		
Volume to capacity ratio, v/c	0.53		

Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	59.9
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	858.7
Effective width, W_v (Eq. 15-29) ft	26.00
Effective speed factor, S_t (Eq. 15-30)	4.22
Bicycle level of service score, BLOS (Eq. 15-31)	6.40
Bicycle level of service (Exhibit 15-4)	F
Notes	
<p>1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.</p> <p>2. If $v_i(v_d \text{ or } v_o) \geq 1,700$ pc/h, terminate analysis--the LOS is F.</p> <p>3. For the analysis direction only and for $v > 200$ veh/h.</p> <p>4. For the analysis direction only</p> <p>5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.</p> <p>6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.</p>	

HCS 2010 Urban Street Segment Report

General Information				Streets Information	
Agency	KAI			Number of Intersections	2
Analyst	JXP	Analysis Date	Apr 28, 2017	Number of Segments	1
Jurisdiction		Time Period	PM Peak	Number of Iterations	15
File Name	Segment 4 - PM - EB - No Build	Analysis Year	2025	System Cycle Length, s	120
Intersections	Tuscanooga Road	CR 33		Analysis Period	1 > 4:45
Project Description	Segment 4 - 2025 PM No Build				



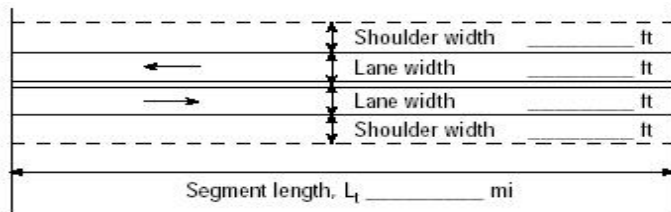
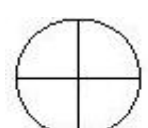
Basic Segment Information															
Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay		
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	
1	35	45	1	1	4904	4904	50	50	0	0	17	16	0.0	0.0	

Segment Output Data		Eastbound			Westbound		
		EBL	EBT	EBR	WBL	WBT	WBR
Segment	Movement	5	2	12	1	6	16
1	Bay/Lane Spillback Time, h	never	never			never	
1	Shared Lane Spillback Time, h	never					
1	Base Free-Flow Speed, mph	40.44			43.62		
1	Running Time, s	84.41			80.81		
1	Running Speed, mph	39.61			41.37		
1	Through Delay, s/veh	16.45			0.07		
1	Travel Time, s	100.86			80.88		
1	Travel Speed, mph	33.15			41.34		
1	Stop Rate, stops/veh	0.59			0.00		
1	Spatial Stop Rate, stops/mi	0.64			0.00		
1	Through vol/cap Ratio	0.40			0.46		
1	Percent of Base FFS	81.97			94.77		
1	Level of Service	B			A		
1	Auto Traveler Perception Score	2.23			2.14		

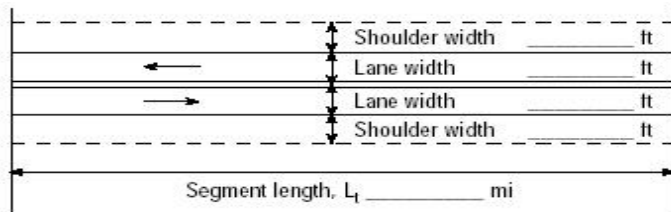
Multimodal Results (Segment)					
1	Pedestrian Segment LOS Score / LOS	2.36	B	2.54	B
1	Bicycle Segment LOS Score / LOS	3.43	C	3.54	D
1	Transit Segment LOS Score / LOS	0.72	A	0.46	A

Facility Output Data		Eastbound		Westbound	
Facility Travel Time, s		100.86		80.88	
Facility Travel Speed, mph		33.15		41.34	
Facility Base Free Flow Speed, mph		40.44		43.62	
Facility Percent of Base FFS		81.97		94.77	
Facility Level of Service		B		A	
Facility Auto Traveler Perception Score		2.23		2.14	

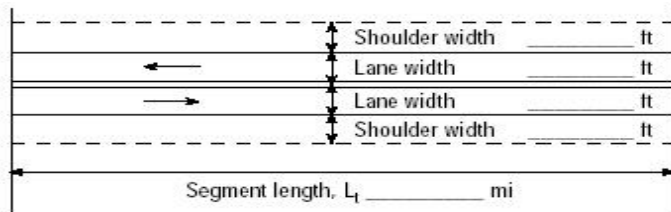
Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	2.36	C	2.54	C
Bicycle Facility LOS Score / LOS	3.43	C	3.54	D
Transit Facility LOS Score / LOS	0.72	A	0.46	A

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	
Analyst	JXP	Highway / Direction of Travel	SR 50 - WB
Agency or Company	KAI	From/To	CR 33 to Tuscanooga
Date Performed	4/25/17	Jurisdiction	District 5
Analysis Time Period	PM Peak Hour	Analysis Year	2025 No Build
Project Description: West SR 50 PD&E Study			
Input Data			
		<div style="display: flex; justify-content: space-between;"> <div style="text-align: center;">  <p>Show North Arrow</p> </div> <div> <input type="checkbox"/> Class I highway <input type="checkbox"/> Class II highway <input checked="" type="checkbox"/> Class III highway Terrain <input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling Grade Length mi Up/down Peak-hour factor, PHF 0.97 No-passing zone 100% % Trucks and Buses, P_T 9 % % Recreational vehicles, P_R 0% Access points <i>mi</i> 39/mi </div> </div>	
Analysis direction vol., V _d	1000veh/h		
Opposing direction vol., V _o	790veh/h		
Shoulder width ft	7.0		
Lane Width ft	12.0		
Segment Length mi	0.9		
Average Travel Speed			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-11 or 15-12)	1.0	1.1	
Passenger-car equivalents for RVs, E _R (Exhibit 15-11 or 15-13)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV,ATS} =1/(1+P _T (E _T -1)+P _R (E _R -1))	1.000	0.991	
Grade adjustment factor ¹ , f _{g,ATS} (Exhibit 15-9)	1.00	1.00	
Demand flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{g,ATS} *f _{HV,ATS})	1031	822	
Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample ³ , S _{FM}		Base free-flow speed ⁴ , BFFS	50.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width, ⁴ f _{LS} (Exhibit 15-7)	0.0 mi/h
Free-flow speed, FFS=S _{FM} +0.00776(v/f _{HV,ATS})		Adj. for access points ⁴ , f _A (Exhibit 15-8)	9.8 mi/h
Adj. for no-passing zones, f _{np,ATS} (Exhibit 15-15)	1.2 mi/h	Free-flow speed, FFS (FFS=BFFS-f _{LS} -f _A)	40.3 mi/h
		Average travel speed, ATS _d =FFS-0.00776(v _{d,ATS} +V _{o,ATS})-f _{np,ATS}	24.7 mi/h
		Percent free flow speed, PFFS	61.3 %
Percent Time-Spent-Following			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-18 or 15-19)	1.0	1.0	
Passenger-car equivalents for RVs, E _R (Exhibit 15-18 or 15-19)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV} =1/(1+P _T (E _T -1)+P _R (E _R -1))	1.000	1.000	
Grade adjustment factor ¹ , f _{g,PTSF} (Exhibit 15-16 or Ex 15-17)	1.00	1.00	
Directional flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{HV,PTSF} *f _{g,PTSF})	1031	814	
Base percent time-spent-following ⁴ , BPTSF _d (%)=100(1-e ^{-av_d})		76.7	
Adj. for no-passing zone, f _{np,PTSF} (Exhibit 15-21)		20.5	
Percent time-spent-following, PTSF _d (%)=BPTSF _d +f _{np,PTSF} *(v _{d,PTSF} /v _{d,PTSF} +V _{o,PTSF})		88.2	
Level of Service and Other Performance Measures			
Level of service, LOS (Exhibit 15-3)	E		
Volume to capacity ratio, v/c	0.61		

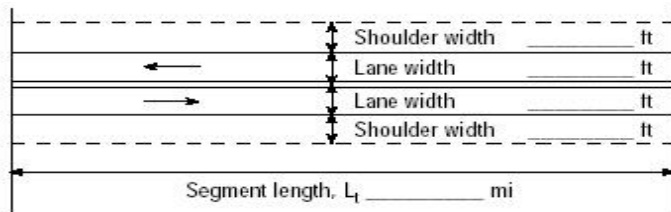
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	61.3
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	1030.9
Effective width, Wv (Eq. 15-29) ft	26.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	4.56
Bicycle level of service (Exhibit 15-4)	E
Notes	
<p>1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.</p> <p>2. If $v_i(v_d \text{ or } v_o) \geq 1,700$ pc/h, terminate analysis--the LOS is F.</p> <p>3. For the analysis direction only and for $v > 200$ veh/h.</p> <p>4. For the analysis direction only</p> <p>5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.</p> <p>6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.</p>	

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	
Analyst	JXP	Highway / Direction of Travel	SR 50 - EB
Agency or Company	KAI	From/To	US 301 to CR 757
Date Performed	3/1/17	Jurisdiction	District 5/7
Analysis Time Period	AM Peak Hour	Analysis Year	2035 - No Build
Project Description: West SR 50 PD&E Study			
Input Data			
		<input checked="" type="checkbox"/> Class I highway <input type="checkbox"/> Class II highway <input type="checkbox"/> Class III highway Terrain <input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling Grade Length mi Up/down Peak-hour factor, PHF 0.94 No-passing zone 22% % Trucks and Buses, P _T 21 % % Recreational vehicles, P _R 0% Access points mi 3/mi	
Analysis direction vol., V _d	670veh/h		
Opposing direction vol., V _o	520veh/h		
Shoulder width ft	4.0		
Lane Width ft	12.0		
Segment Length mi	7.1		
Average Travel Speed			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-11 or 15-12)	1.1	1.1	
Passenger-car equivalents for RVs, E _R (Exhibit 15-11 or 15-13)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV,ATS} =1/(1+ P _T (E _T -1)+P _R (E _R -1))	0.979	0.979	
Grade adjustment factor ¹ , f _{g,ATS} (Exhibit 15-9)	1.00	1.00	
Demand flow rate ² , v _i (pc/h) v _i =V _i /(PHF* f _{g,ATS} * f _{HV,ATS})	728	565	
Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample ³ , S _{FM}	Base free-flow speed ⁴ , BFFS 70.0 mi/h		
Total demand flow rate, both directions, v	Adj. for lane and shoulder width, ⁴ f _{LS} (Exhibit 15-7) 1.3 mi/h		
Free-flow speed, FFS=S _{FM} +0.00776(v/ f _{HV,ATS})	Adj. for access points ⁴ , f _A (Exhibit 15-8) 0.8 mi/h		
Adj. for no-passing zones, f _{np,ATS} (Exhibit 15-15) 1.5 mi/h	Free-flow speed, FFS (FFS=BFFS-f _{LS} -f _A) 67.9 mi/h		
	Average travel speed, ATS _d =FFS-0.00776(v _{d,ATS} + V _{o,ATS}) - f _{np,ATS} 56.5 mi/h		
	Percent free flow speed, PFFS 83.1 %		
Percent Time-Spent-Following			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-18 or 15-19)	1.0	1.0	
Passenger-car equivalents for RVs, E _R (Exhibit 15-18 or 15-19)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV} =1/(1+ P _T (E _T -1)+P _R (E _R -1))	1.000	1.000	
Grade adjustment factor ¹ , f _{g,PTSF} (Exhibit 15-16 or Ex 15-17)	1.00	1.00	
Directional flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{HV,PTSF} * f _{g,PTSF})	713	553	
Base percent time-spent-following ⁴ , BPTSF _d (%)=100(1-e ^{-av_d})	62.7		
Adj. for no-passing zone, f _{np,PTSF} (Exhibit 15-21)	22.1		
Percent time-spent-following, PTSF _d (%)=BPTSF _d +f _{np,PTSF} *(v _{d,PTSF} /v _{d,PTSF} + V _{o,PTSF})	75.1		
Level of Service and Other Performance Measures			
Level of service, LOS (Exhibit 15-3)	D		
Volume to capacity ratio, v/c	0.53		

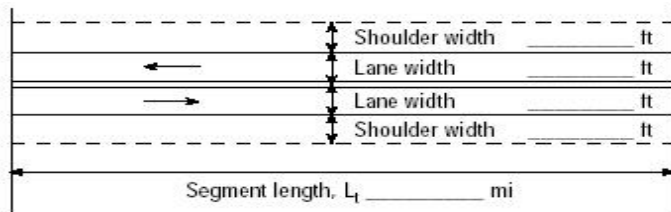
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	83.1
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	712.8
Effective width, W_v (Eq. 15-29) ft	16.00
Effective speed factor, S_t (Eq. 15-30)	4.94
Bicycle level of service score, BLOS (Eq. 15-31)	12.88
Bicycle level of service (Exhibit 15-4)	F
Notes	
<p>1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.</p> <p>2. If $v_i(v_d \text{ or } v_o) \geq 1,700$ pc/h, terminate analysis--the LOS is F.</p> <p>3. For the analysis direction only and for $v > 200$ veh/h.</p> <p>4. For the analysis direction only</p> <p>5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.</p> <p>6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.</p>	

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	
Analyst	JXP	Highway / Direction of Travel	SR 50 - WB
Agency or Company	KAI	From/To	CR 757 to US 301
Date Performed		Jurisdiction	District 5/7
Analysis Time Period	AM Peak Hour	Analysis Year	2035 No Build
Project Description: <i>West SR 50 PD&E Study</i>			
Input Data			
		<input checked="" type="checkbox"/> Class I highway <input type="checkbox"/> Class II highway <input type="checkbox"/> Class III highway Terrain <input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling Grade Length mi Up/down Peak-hour factor, PHF 0.94 No-passing zone 24% % Trucks and Buses, P _T 21 % % Recreational vehicles, P _R 0% Access points <i>mi</i> 3/mi	
Analysis direction vol., V _d	520veh/h		
Opposing direction vol., V _o	670veh/h		
Shoulder width ft	4.0		
Lane Width ft	12.0		
Segment Length mi	7.1		
Average Travel Speed			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-11 or 15-12)	1.1	1.1	
Passenger-car equivalents for RVs, E _R (Exhibit 15-11 or 15-13)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV,ATS} =1/(1+ P _T (E _T -1)+P _R (E _R -1))	0.979	0.979	
Grade adjustment factor ¹ , f _{g,ATS} (Exhibit 15-9)	1.00	1.00	
Demand flow rate ² , v _i (pc/h) v _i =V _i /(PHF* f _{g,ATS} * f _{HV,ATS})	565	728	
Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample ³ , S _{FM}		Base free-flow speed ⁴ , BFFS	70.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width, ⁴ f _{LS} (Exhibit 15-7)	1.3 mi/h
Free-flow speed, FFS=S _{FM} +0.00776(v/ f _{HV,ATS})		Adj. for access points ⁴ , f _A (Exhibit 15-8)	0.8 mi/h
Adj. for no-passing zones, f _{np,ATS} (Exhibit 15-15)	1.0 mi/h	Free-flow speed, FFS (FFS=BFFS-f _{LS} -f _A)	67.9 mi/h
		Average travel speed, ATS _d =FFS-0.00776(v _{d,ATS} + V _{o,ATS}) - f _{np,ATS}	56.9 mi/h
		Percent free flow speed, PFFS	83.8 %
Percent Time-Spent-Following			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-18 or 15-19)	1.0	1.0	
Passenger-car equivalents for RVs, E _R (Exhibit 15-18 or 15-19)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV} =1/(1+ P _T (E _T -1)+P _R (E _R -1))	1.000	1.000	
Grade adjustment factor ¹ , f _{g,PTSF} (Exhibit 15-16 or Ex 15-17)	1.00	1.00	
Directional flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{HV,PTSF} * f _{g,PTSF})	553	713	
Base percent time-spent-following ⁴ , BPTSF _d (%)=100(1-e ^{-av_d^b})		57.4	
Adj. for no-passing zone, f _{np,PTSF} (Exhibit 15-21)		22.5	
Percent time-spent-following, PTSF _d (%)=BPTSF _d +f _{np,PTSF} *(v _{d,PTSF} / v _{d,PTSF} + V _{o,PTSF})		67.2	
Level of Service and Other Performance Measures			
Level of service, LOS (Exhibit 15-3)	D		
Volume to capacity ratio, v/c	0.53		

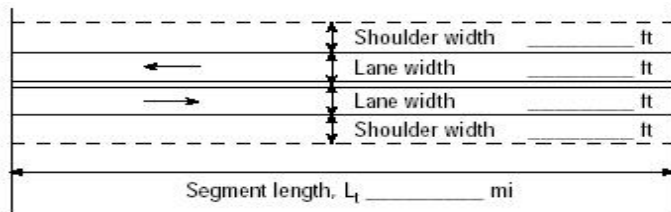
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	83.8
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	553.2
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, S_t (Eq. 15-30)	4.94
Bicycle level of service score, BLOS (Eq. 15-31)	12.75
Bicycle level of service (Exhibit 15-4)	F
Notes	
<p>1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.</p> <p>2. If $v_i(v_d \text{ or } v_o) \geq 1,700$ pc/h, terminate analysis--the LOS is F.</p> <p>3. For the analysis direction only and for $v > 200$ veh/h.</p> <p>4. For the analysis direction only</p> <p>5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.</p> <p>6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.</p>	

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	
Analyst	JXP	Highway / Direction of Travel	SR 50 - EB
Agency or Company	Kittelson & Associates, Inc.	From/To	US 301 to CR 757
Date Performed	4/25/17	Jurisdiction	District 5/7
Analysis Time Period	PM Peak Hour	Analysis Year	2035 No Build
Project Description: West SR 50 PD&E Study			
Input Data			
		<input checked="" type="checkbox"/> Class I highway <input type="checkbox"/> Class II highway <input type="checkbox"/> Class III highway Terrain <input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling Grade Length mi Up/down Peak-hour factor, PHF 0.88 No-passing zone 22% % Trucks and Buses, P _T 15 % % Recreational vehicles, P _R 0% Access points <i>mi</i> 3/mi	
Analysis direction vol., V _d	520veh/h		
Opposing direction vol., V _o	670veh/h		
Shoulder width ft	4.0		
Lane Width ft	12.0		
Segment Length mi	7.1		
Average Travel Speed			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-11 or 15-12)	1.1	1.1	
Passenger-car equivalents for RVs, E _R (Exhibit 15-11 or 15-13)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV,ATS} =1/(1+ P _T (E _T -1)+P _R (E _R -1))	0.985	0.985	
Grade adjustment factor ¹ , f _{g,ATS} (Exhibit 15-9)	1.00	1.00	
Demand flow rate ² , v _i (pc/h) v _i =V _i / (PHF* f _{g,ATS} * f _{HV,ATS})	600	773	
Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample ³ , S _{FM}	Base free-flow speed ⁴ , BFFS 70.0 mi/h		
Total demand flow rate, both directions, v	Adj. for lane and shoulder width, ⁴ f _{LS} (Exhibit 15-7) 1.3 mi/h		
Free-flow speed, FFS=S _{FM} +0.00776(v/ f _{HV,ATS})	Adj. for access points ⁴ , f _A (Exhibit 15-8) 0.8 mi/h		
Adj. for no-passing zones, f _{np,ATS} (Exhibit 15-15) 0.8 mi/h	Free-flow speed, FFS (FFS=BFFS-f _{LS} -f _A) 67.9 mi/h		
	Average travel speed, ATS _d =FFS-0.00776(v _{d,ATS} + V _{o,ATS}) - f _{np,ATS} 56.5 mi/h		
	Percent free flow speed, PFFS 83.1 %		
Percent Time-Spent-Following			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-18 or 15-19)	1.0	1.0	
Passenger-car equivalents for RVs, E _R (Exhibit 15-18 or 15-19)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV} =1/(1+ P _T (E _T -1)+P _R (E _R -1))	1.000	1.000	
Grade adjustment factor ¹ , f _{g,PTSF} (Exhibit 15-16 or Ex 15-17)	1.00	1.00	
Directional flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{HV,PTSF} * f _{g,PTSF})	591	761	
Base percent time-spent-following ⁴ , BPTSF _d (%)=100(1-e ^{-av_d})	60.0		
Adj. for no-passing zone, f _{np,PTSF} (Exhibit 15-21)	20.5		
Percent time-spent-following, PTSF _d (%)=BPTSF _d +f _{np,PTSF} *(v _{d,PTSF} / v _{d,PTSF} + V _{o,PTSF})	69.0		
Level of Service and Other Performance Measures			
Level of service, LOS (Exhibit 15-3)	D		
Volume to capacity ratio, v/c	0.53		

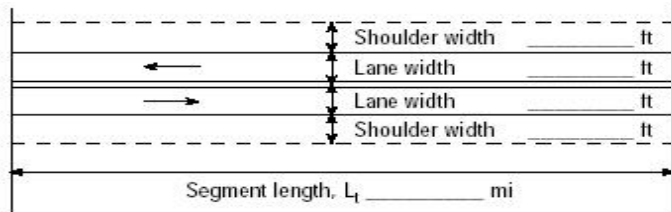
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	83.1
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	590.9
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, S_t (Eq. 15-30)	4.94
Bicycle level of service score, BLOS (Eq. 15-31)	9.26
Bicycle level of service (Exhibit 15-4)	F
Notes	
<p>1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.</p> <p>2. If $v_i(v_d \text{ or } v_o) \geq 1,700$ pc/h, terminate analysis--the LOS is F.</p> <p>3. For the analysis direction only and for $v > 200$ veh/h.</p> <p>4. For the analysis direction only</p> <p>5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.</p> <p>6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.</p>	

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	
Analyst	JXP	Highway / Direction of Travel	SR 50 - WB
Agency or Company	Kittelston & Associates, Inc.	From/To	CR 757 to US 301
Date Performed	4/25/17	Jurisdiction	District 5/7
Analysis Time Period	PM Peak Hour	Analysis Year	2035 No Build
Project Description: West SR 50 PD&E Study			
Input Data			
		<input checked="" type="checkbox"/> Class I highway <input type="checkbox"/> Class II highway <input type="checkbox"/> Class III highway Terrain <input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling Grade Length mi Up/down Peak-hour factor, PHF 0.88 No-passing zone 24% % Trucks and Buses, P _T 15 % % Recreational vehicles, P _R 0% Access points <i>mi</i> 3/mi	
Analysis direction vol., V _d	670veh/h		
Opposing direction vol., V _o	520veh/h		
Shoulder width ft	4.0		
Lane Width ft	12.0		
Segment Length mi	7.1		
Average Travel Speed			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-11 or 15-12)	1.1	1.1	
Passenger-car equivalents for RVs, E _R (Exhibit 15-11 or 15-13)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV,ATS} =1/(1+ P _T (E _T -1)+P _R (E _R -1))	0.985	0.985	
Grade adjustment factor ¹ , f _{g,ATS} (Exhibit 15-9)	1.00	1.00	
Demand flow rate ² , v _i (pc/h) v _i =V _i /(PHF* f _{g,ATS} * f _{HV,ATS})	773	600	
Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample ³ , S _{FM}	Base free-flow speed ⁴ , BFFS 70.0 mi/h		
Total demand flow rate, both directions, v	Adj. for lane and shoulder width, ⁴ f _{LS} (Exhibit 15-7) 1.3 mi/h		
Free-flow speed, FFS=S _{FM} +0.00776(v/ f _{HV,ATS})	Adj. for access points ⁴ , f _A (Exhibit 15-8) 0.8 mi/h		
Adj. for no-passing zones, f _{np,ATS} (Exhibit 15-15) 1.4 mi/h	Free-flow speed, FFS (FFS=BFFS-f _{LS} -f _A) 67.9 mi/h		
	Average travel speed, ATS _d =FFS-0.00776(v _{d,ATS} + V _{o,ATS}) - f _{np,ATS} 55.9 mi/h		
	Percent free flow speed, PFFS 82.2 %		
Percent Time-Spent-Following			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-18 or 15-19)	1.0	1.0	
Passenger-car equivalents for RVs, E _R (Exhibit 15-18 or 15-19)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV} =1/(1+ P _T (E _T -1)+P _R (E _R -1))	1.000	1.000	
Grade adjustment factor ¹ , f _{g,PTSF} (Exhibit 15-16 or Ex 15-17)	1.00	1.00	
Directional flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{HV,PTSF} * f _{g,PTSF})	761	591	
Base percent time-spent-following ⁴ , BPTSF _d (%)=100(1-e ^{-av_d})	65.8		
Adj. for no-passing zone, f _{np,PTSF} (Exhibit 15-21)	20.9		
Percent time-spent-following, PTSF _d (%)=BPTSF _d +f _{np,PTSF} *(v _{d,PTSF} / v _{d,PTSF} + V _{o,PTSF})	77.6		
Level of Service and Other Performance Measures			
Level of service, LOS (Exhibit 15-3)	D		
Volume to capacity ratio, v/c	0.53		

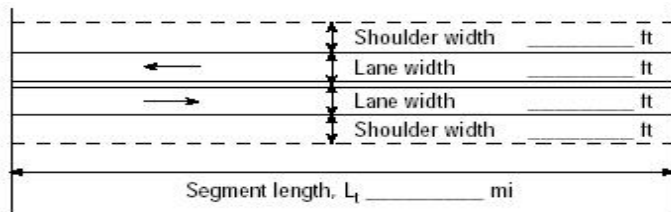
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	82.2
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	761.4
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, S_t (Eq. 15-30)	4.94
Bicycle level of service score, BLOS (Eq. 15-31)	9.38
Bicycle level of service (Exhibit 15-4)	F
Notes	
<p>1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.</p> <p>2. If $v_i(v_d \text{ or } v_o) \geq 1,700$ pc/h, terminate analysis--the LOS is F.</p> <p>3. For the analysis direction only and for $v > 200$ veh/h.</p> <p>4. For the analysis direction only</p> <p>5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.</p> <p>6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.</p>	

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	
Analyst	JXP	Highway / Direction of Travel	SR 50 - EB
Agency or Company	KAI	From/To	CR 757 to CR 469
Date Performed	4/25/17	Jurisdiction	District 5
Analysis Time Period	AM Peak Hour	Analysis Year	2035 No Build
Project Description: West SR 50 PD&E Study			
Input Data			
		<input checked="" type="checkbox"/> Class I highway <input type="checkbox"/> Class II highway <input type="checkbox"/> Class III highway Terrain <input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling Grade Length mi Up/down Peak-hour factor, PHF 0.97 No-passing zone 35% % Trucks and Buses, P _T 24 % % Recreational vehicles, P _R 0% Access points mi 7/mi	
Analysis direction vol., V _d	740veh/h		
Opposing direction vol., V _o	590veh/h		
Shoulder width ft	5.0		
Lane Width ft	12.0		
Segment Length mi	8.2		
Average Travel Speed			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-11 or 15-12)	1.1	1.1	
Passenger-car equivalents for RVs, E _R (Exhibit 15-11 or 15-13)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV,ATS} =1/(1+P _T (E _T -1)+P _R (E _R -1))	0.977	0.977	
Grade adjustment factor ¹ , f _{g,ATS} (Exhibit 15-9)	1.00	1.00	
Demand flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{g,ATS} *f _{HV,ATS})	781	623	
Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample ³ , S _{FM}	Base free-flow speed ⁴ , BFFS 65.0 mi/h		
Total demand flow rate, both directions, v	Adj. for lane and shoulder width, ⁴ f _{LS} (Exhibit 15-7) 1.3 mi/h		
Free-flow speed, FFS=S _{FM} +0.00776(v/f _{HV,ATS})	Adj. for access points ⁴ , f _A (Exhibit 15-8) 1.8 mi/h		
Adj. for no-passing zones, f _{np,ATS} (Exhibit 15-15) 1.3 mi/h	Free-flow speed, FFS (FFS=BFFS-f _{LS} -f _A) 62.0 mi/h		
	Average travel speed, ATS _d =FFS-0.00776(v _{d,ATS} + V _{o,ATS}) - f _{np,ATS} 49.8 mi/h		
	Percent free flow speed, PFFS 80.3 %		
Percent Time-Spent-Following			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-18 or 15-19)	1.0	1.0	
Passenger-car equivalents for RVs, E _R (Exhibit 15-18 or 15-19)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV} =1/(1+P _T (E _T -1)+P _R (E _R -1))	1.000	1.000	
Grade adjustment factor ¹ , f _{g,PTSF} (Exhibit 15-16 or Ex 15-17)	1.00	1.00	
Directional flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{HV,PTSF} *f _{g,PTSF})	763	608	
Base percent time-spent-following ⁴ , BPTSF _d (%)=100(1-e ^{-av_d})	65.2		
Adj. for no-passing zone, f _{np,PTSF} (Exhibit 15-21)	22.6		
Percent time-spent-following, PTSF _d (%)=BPTSF _d +f _{np,PTSF} *(v _{d,PTSF} /v _{d,PTSF} +V _{o,PTSF})	77.8		
Level of Service and Other Performance Measures			
Level of service, LOS (Exhibit 15-3)	D		
Volume to capacity ratio, v/c	0.53		

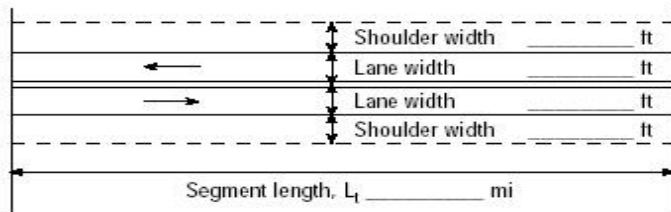
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	80.3
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	762.9
Effective width, W_v (Eq. 15-29) ft	22.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	13.46
Bicycle level of service (Exhibit 15-4)	F
Notes	
<p>1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.</p> <p>2. If $v_i(v_d \text{ or } v_o) \geq 1,700$ pc/h, terminate analysis--the LOS is F.</p> <p>3. For the analysis direction only and for $v > 200$ veh/h.</p> <p>4. For the analysis direction only</p> <p>5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.</p> <p>6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.</p>	

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	
Analyst	JXP	Highway / Direction of Travel	SR 50 - WB
Agency or Company	KAI	From/To	CR 469 to CR 757
Date Performed	4/25/17	Jurisdiction	District 5
Analysis Time Period	AM Peak Hour	Analysis Year	2035 No Build
Project Description: <i>West SR 50 PD&E Study</i>			
Input Data			
		<input checked="" type="checkbox"/> Class I highway <input type="checkbox"/> Class II highway <input type="checkbox"/> Class III highway Terrain <input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling Grade Length mi Up/down Peak-hour factor, PHF 0.97 No-passing zone 41% % Trucks and Buses, P _T 24 % % Recreational vehicles, P _R 0% Access points <i>mi</i> 7/mi	
Analysis direction vol., V _d	590veh/h		
Opposing direction vol., V _o	740veh/h		
Shoulder width ft	5.0		
Lane Width ft	12.0		
Segment Length mi	8.2		
Average Travel Speed			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-11 or 15-12)	1.1	1.1	
Passenger-car equivalents for RVs, E _R (Exhibit 15-11 or 15-13)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV,ATS} =1/(1+P _T (E _T -1)+P _R (E _R -1))	0.977	0.977	
Grade adjustment factor ¹ , f _{g,ATS} (Exhibit 15-9)	1.00	1.00	
Demand flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{g,ATS} *f _{HV,ATS})	623	781	
Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample ³ , S _{FM}		Base free-flow speed ⁴ , BFFS	65.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width, ⁴ f _{LS} (Exhibit 15-7)	1.3 mi/h
Free-flow speed, FFS=S _{FM} +0.00776(v/f _{HV,ATS})		Adj. for access points ⁴ , f _A (Exhibit 15-8)	1.8 mi/h
Adj. for no-passing zones, f _{np,ATS} (Exhibit 15-15)	1.0 mi/h	Free-flow speed, FFS (FFS=BFFS-f _{LS} -f _A)	62.0 mi/h
		Average travel speed, ATS _d =FFS-0.00776(v _{d,ATS} + V _{o,ATS}) - f _{np,ATS}	50.1 mi/h
		Percent free flow speed, PFFS	80.8 %
Percent Time-Spent-Following			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-18 or 15-19)	1.0	1.0	
Passenger-car equivalents for RVs, E _R (Exhibit 15-18 or 15-19)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV} =1/(1+P _T (E _T -1)+P _R (E _R -1))	1.000	1.000	
Grade adjustment factor ¹ , f _{g,PTSF} (Exhibit 15-16 or Ex 15-17)	1.00	1.00	
Directional flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{HV,PTSF} *f _{g,PTSF})	608	763	
Base percent time-spent-following ⁴ , BPTSF _d (%)=100(1-e ^{-av_d})		60.8	
Adj. for no-passing zone, f _{np,PTSF} (Exhibit 15-21)		23.6	
Percent time-spent-following, PTSF _d (%)=BPTSF _d +f _{np,PTSF} *(v _{d,PTSF} /v _{d,PTSF} +V _{o,PTSF})		71.3	
Level of Service and Other Performance Measures			
Level of service, LOS (Exhibit 15-3)	D		
Volume to capacity ratio, v/c	0.53		

Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	80.8
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	608.2
Effective width, W_v (Eq. 15-29) ft	22.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	13.35
Bicycle level of service (Exhibit 15-4)	F
Notes	
<p>1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.</p> <p>2. If $v_i(v_d \text{ or } v_o) \geq 1,700$ pc/h, terminate analysis--the LOS is F.</p> <p>3. For the analysis direction only and for $v > 200$ veh/h.</p> <p>4. For the analysis direction only</p> <p>5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.</p> <p>6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.</p>	

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	
Analyst	JXP	Highway / Direction of Travel	SR 50 - EB
Agency or Company	KAI	From/To	CR 757 to CR 469
Date Performed	4/25/17	Jurisdiction	District 5
Analysis Time Period	PM Peak Hour	Analysis Year	2035 No Build
Project Description: West SR 50 PD&E Study			
Input Data			
		<input checked="" type="checkbox"/> Class I highway <input type="checkbox"/> Class II highway <input type="checkbox"/> Class III highway Terrain <input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling Grade Length mi Up/down Peak-hour factor, PHF 0.98 No-passing zone 35% % Trucks and Buses, P _T 17 % % Recreational vehicles, P _R 0% Access points mi 7/mi	
Analysis direction vol., V _d	590veh/h		
Opposing direction vol., V _o	740veh/h		
Shoulder width ft	5.0		
Lane Width ft	12.0		
Segment Length mi	8.2		
Average Travel Speed			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-11 or 15-12)	1.1	1.1	
Passenger-car equivalents for RVs, E _R (Exhibit 15-11 or 15-13)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV,ATS} =1/(1+P _T (E _T -1)+P _R (E _R -1))	0.983	0.983	
Grade adjustment factor ¹ , f _{g,ATS} (Exhibit 15-9)	1.00	1.00	
Demand flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{g,ATS} *f _{HV,ATS})	612	768	
Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample ³ , S _{FM}	Base free-flow speed ⁴ , BFFS 65.0 mi/h		
Total demand flow rate, both directions, v	Adj. for lane and shoulder width, ⁴ f _{LS} (Exhibit 15-7) 1.3 mi/h		
Free-flow speed, FFS=S _{FM} +0.00776(v/f _{HV,ATS})	Adj. for access points ⁴ , f _A (Exhibit 15-8) 1.8 mi/h		
Adj. for no-passing zones, f _{np,ATS} (Exhibit 15-15) 0.9 mi/h	Free-flow speed, FFS (FFS=BFFS-f _{LS} -f _A) 62.0 mi/h		
	Average travel speed, ATS _d =FFS-0.00776(v _{d,ATS} + V _{o,ATS}) - f _{np,ATS} 50.3 mi/h		
	Percent free flow speed, PFFS 81.2 %		
Percent Time-Spent-Following			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-18 or 15-19)	1.0	1.0	
Passenger-car equivalents for RVs, E _R (Exhibit 15-18 or 15-19)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV} =1/(1+P _T (E _T -1)+P _R (E _R -1))	1.000	1.000	
Grade adjustment factor ¹ , f _{g,PTSF} (Exhibit 15-16 or Ex 15-17)	1.00	1.00	
Directional flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{HV,PTSF} *f _{g,PTSF})	602	755	
Base percent time-spent-following ⁴ , BPTSF _d (%)=100(1-e ^{-av_d})	59.9		
Adj. for no-passing zone, f _{np,PTSF} (Exhibit 15-21)	22.9		
Percent time-spent-following, PTSF _d (%)=BPTSF _d +f _{np,PTSF} *(v _{d,PTSF} /v _{d,PTSF} +V _{o,PTSF})	70.1		
Level of Service and Other Performance Measures			
Level of service, LOS (Exhibit 15-3)	D		
Volume to capacity ratio, v/c	0.53		

Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	81.2
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	602.0
Effective width, W_v (Eq. 15-29) ft	22.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	8.99
Bicycle level of service (Exhibit 15-4)	F
Notes	
<p>1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.</p> <p>2. If $v_i(v_d \text{ or } v_o) \geq 1,700$ pc/h, terminate analysis--the LOS is F.</p> <p>3. For the analysis direction only and for $v > 200$ veh/h.</p> <p>4. For the analysis direction only</p> <p>5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.</p> <p>6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.</p>	

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	
Analyst	JXP	Highway / Direction of Travel	SR 50 - WB
Agency or Company	KAI	From/To	CR 469 to CR 757
Date Performed	4/25/17	Jurisdiction	District 5
Analysis Time Period	PM Peak Hour	Analysis Year	2035 No Build
Project Description: <i>West SR 50 PD&E Study</i>			
Input Data			
		<input checked="" type="checkbox"/> Class I highway <input type="checkbox"/> Class II highway <input type="checkbox"/> Class III highway Terrain <input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling Grade Length mi Up/down Peak-hour factor, PHF 0.98 No-passing zone 41% % Trucks and Buses, P _T 17% % Recreational vehicles, P _R 0% Access points <i>mi</i> 7/mi	
Analysis direction vol., V _d	740veh/h		
Opposing direction vol., V _o	590veh/h		
Shoulder width ft	5.0		
Lane Width ft	12.0		
Segment Length mi	8.2		
Average Travel Speed			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-11 or 15-12)	1.1	1.1	
Passenger-car equivalents for RVs, E _R (Exhibit 15-11 or 15-13)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV,ATS} =1/(1+P _T (E _T -1)+P _R (E _R -1))	0.983	0.983	
Grade adjustment factor ¹ , f _{g,ATS} (Exhibit 15-9)	1.00	1.00	
Demand flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{g,ATS} *f _{HV,ATS})	768	612	
Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample ³ , S _{FM}	Base free-flow speed ⁴ , BFFS 65.0 mi/h		
Total demand flow rate, both directions, v	Adj. for lane and shoulder width, ⁴ f _{LS} (Exhibit 15-7) 1.3 mi/h		
Free-flow speed, FFS=S _{FM} +0.00776(v/f _{HV,ATS})	Adj. for access points ⁴ , f _A (Exhibit 15-8) 1.8 mi/h		
Adj. for no-passing zones, f _{np,ATS} (Exhibit 15-15) 1.4 mi/h	Free-flow speed, FFS (FFS=BFFS-f _{LS} -f _A) 62.0 mi/h		
	Average travel speed, ATS _d =FFS-0.00776(v _{d,ATS} + V _{o,ATS}) - f _{np,ATS} 49.9 mi/h		
	Percent free flow speed, PFFS 80.5 %		
Percent Time-Spent-Following			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-18 or 15-19)	1.0	1.0	
Passenger-car equivalents for RVs, E _R (Exhibit 15-18 or 15-19)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV} =1/(1+P _T (E _T -1)+P _R (E _R -1))	1.000	1.000	
Grade adjustment factor ¹ , f _{g,PTSF} (Exhibit 15-16 or Ex 15-17)	1.00	1.00	
Directional flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{HV,PTSF} *f _{g,PTSF})	755	602	
Base percent time-spent-following ⁴ , BPTSF _d (%)=100(1-e ^{-av_d})	65.1		
Adj. for no-passing zone, f _{np,PTSF} (Exhibit 15-21)	24.0		
Percent time-spent-following, PTSF _d (%)=BPTSF _d +f _{np,PTSF} *(v _{d,PTSF} /v _{d,PTSF} +V _{o,PTSF})	78.5		
Level of Service and Other Performance Measures			
Level of service, LOS (Exhibit 15-3)	D		
Volume to capacity ratio, v/c	0.53		

Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	80.5
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	755.1
Effective width, W_v (Eq. 15-29) ft	22.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	9.10
Bicycle level of service (Exhibit 15-4)	F
Notes	
<p>1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.</p> <p>2. If $v_i(v_d \text{ or } v_o) \geq 1,700$ pc/h, terminate analysis--the LOS is F.</p> <p>3. For the analysis direction only and for $v > 200$ veh/h.</p> <p>4. For the analysis direction only</p> <p>5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.</p> <p>6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.</p>	

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	JXP	Highway / Direction of Travel	SR 50 - EB
Agency or Company	KAI	From/To	CR 469 to Tuscanooga Rd.
Date Performed	4/25/17	Jurisdiction	District 5
Analysis Time Period	AM Peak Hour	Analysis Year	2035 No Build

Project Description: West SR 50 PD&E Study

Input Data

Segment length, L_1 _____ mi

Class I highway Class II highway
 Class III highway

Terrain Level Rolling

Grade Length _____ mi Up/down

Peak-hour factor, PHF 0.89

No-passing zone 85%

% Trucks and Buses, P_T 24 %

% Recreational vehicles, P_R 0%

Access points *mi* 13/mi

Analysis direction vol., V_d	1000veh/h
Oposing direction vol., V_o	820veh/h
Shoulder width ft	4.0
Lane Width ft	12.0
Segment Length mi	3.7

Average Travel Speed

	Analysis Direction (d)	Oposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	1.0	1.0
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS} = 1 / (1 + P_T(E_T - 1) + P_R(E_R - 1))$	1.000	1.000
Grade adjustment factor ¹ , $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate ² , v_i (pc/h) $v_i = V_i / (PHF * f_{g,ATS} * f_{HV,ATS})$	1124	921
Free-Flow Speed from Field Measurement	Estimated Free-Flow Speed	
Mean speed of sample ³ , S_{FM}	Base free-flow speed ⁴ , BFFS 65.0 mi/h	
Total demand flow rate, both directions, v	Adj. for lane and shoulder width ⁴ , f_{LS} (Exhibit 15-7) 1.3 mi/h	
Free-flow speed, $FFS = S_{FM} + 0.00776(v / f_{HV,ATS})$	Adj. for access points ⁴ , f_A (Exhibit 15-8) 3.3 mi/h	
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15) 1.2 mi/h	Free-flow speed, FFS ($FFS = BFFS - f_{LS} - f_A$) 60.5 mi/h	
	Average travel speed, $ATS_d = FFS - 0.00776(v_{d,ATS} + V_{o,ATS}) - f_{np,ATS}$ 43.4 mi/h	
	Percent free flow speed, PFFS 71.8 %	

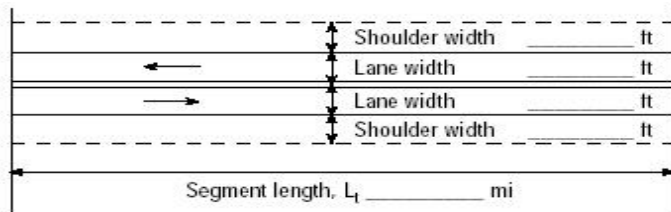

Percent Time-Spent-Following

	Analysis Direction (d)	Oposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	1.0	1.0
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV} = 1 / (1 + P_T(E_T - 1) + P_R(E_R - 1))$	1.000	1.000
Grade adjustment factor ¹ , $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate ² , v_i (pc/h) $v_i = V_i / (PHF * f_{HV,PTSF} * f_{g,PTSF})$	1124	921
Base percent time-spent-following ⁴ , $BPTSF_d(\%) = 100(1 - e^{-av_d^b})$	80.0	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	17.1	
Percent time-spent-following, $PTSF_d(\%) = BPTSF_d + f_{np,PTSF} * (v_{d,PTSF} / v_{d,PTSF} + V_{o,PTSF})$	89.4	

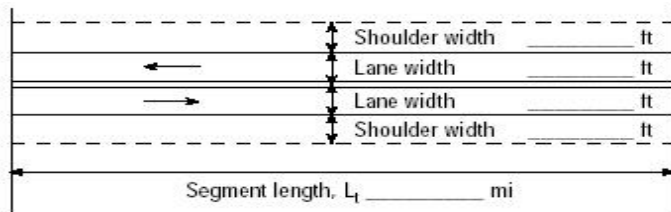

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	E
Volume to capacity ratio, v/c	0.66

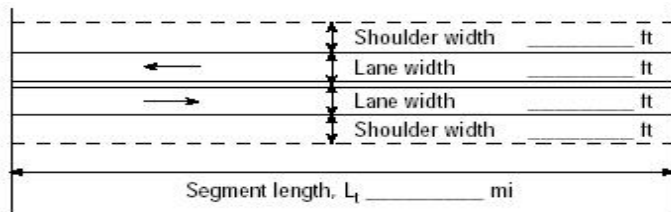
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	71.8
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	1123.6
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	14.80
Bicycle level of service (Exhibit 15-4)	F
Notes	
<p>1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.</p> <p>2. If $v_i(v_d \text{ or } v_o) \geq 1,700$ pc/h, terminate analysis--the LOS is F.</p> <p>3. For the analysis direction only and for $v > 200$ veh/h.</p> <p>4. For the analysis direction only</p> <p>5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.</p> <p>6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.</p>	

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	
Analyst	JXP	Highway / Direction of Travel	SR 50 - WB
Agency or Company	KAI	From/To	Tuscanooga Rd. to CR 469
Date Performed		Jurisdiction	District 5
Analysis Time Period	AM Peak Hour	Analysis Year	2035 No Build
Project Description: West SR 50 PD&E Study			
Input Data			
		<input checked="" type="checkbox"/> Class I highway <input type="checkbox"/> Class II highway <input type="checkbox"/> Class III highway Terrain <input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling Grade Length mi Up/down Peak-hour factor, PHF 0.89 No-passing zone 82% % Trucks and Buses, P _T 24 % % Recreational vehicles, P _R 0% Access points <i>mi</i> 13/mi	
Analysis direction vol., V _d	820veh/h	 Show North Arrow	
Opposing direction vol., V _o	1000veh/h		
Shoulder width ft	4.0		
Lane Width ft	12.0		
Segment Length mi	3.7		
Average Travel Speed			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-11 or 15-12)	1.0	1.0	
Passenger-car equivalents for RVs, E _R (Exhibit 15-11 or 15-13)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV,ATS} =1/(1+P _T (E _T -1)+P _R (E _R -1))	1.000	1.000	
Grade adjustment factor ¹ , f _{g,ATS} (Exhibit 15-9)	1.00	1.00	
Demand flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{g,ATS} *f _{HV,ATS})	921	1124	
Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample ³ , S _{FM}		Base free-flow speed ⁴ , BFFS	65.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width, ⁴ f _{LS} (Exhibit 15-7)	1.3 mi/h
Free-flow speed, FFS=S _{FM} +0.00776(v/f _{HV,ATS})		Adj. for access points ⁴ , f _A (Exhibit 15-8)	3.3 mi/h
Adj. for no-passing zones, f _{np,ATS} (Exhibit 15-15)	1.0 mi/h	Free-flow speed, FFS (FFS=BFFS-f _{LS} -f _A)	60.5 mi/h
		Average travel speed, ATS _d =FFS-0.00776(v _{d,ATS} + v _{o,ATS}) - f _{np,ATS}	43.6 mi/h
		Percent free flow speed, PFFS	72.1 %
Percent Time-Spent-Following			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-18 or 15-19)	1.0	1.0	
Passenger-car equivalents for RVs, E _R (Exhibit 15-18 or 15-19)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV} =1/(1+P _T (E _T -1)+P _R (E _R -1))	1.000	1.000	
Grade adjustment factor ¹ , f _{g,PTSF} (Exhibit 15-16 or Ex 15-17)	1.00	1.00	
Directional flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{HV,PTSF} *f _{g,PTSF})	921	1124	
Base percent time-spent-following ⁴ , BPTSF _d (%)=100(1-e ^{-av_d})		77.0	
Adj. for no-passing zone, f _{np,PTSF} (Exhibit 15-21)		17.0	
Percent time-spent-following, PTSF _d (%)=BPTSF _d +f _{np,PTSF} *(v _{d,PTSF} /v _{d,PTSF} +v _{o,PTSF})		84.7	
Level of Service and Other Performance Measures			
Level of service, LOS (Exhibit 15-3)	E		
Volume to capacity ratio, v/c	0.54		

Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	72.1
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	921.3
Effective width, W_v (Eq. 15-29) ft	16.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	14.70
Bicycle level of service (Exhibit 15-4)	F
Notes	
<p>1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.</p> <p>2. If $v_i(v_d \text{ or } v_o) \geq 1,700$ pc/h, terminate analysis--the LOS is F.</p> <p>3. For the analysis direction only and for $v > 200$ veh/h.</p> <p>4. For the analysis direction only</p> <p>5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.</p> <p>6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.</p>	

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	
Analyst	JXP	Highway / Direction of Travel	SR 50 - EB
Agency or Company	KAI	From/To	CR 469 to Tuscanooga
Date Performed	4/25/17	Jurisdiction	District 5
Analysis Time Period	PM Peak Hour	Analysis Year	2035 No Build
Project Description: West SR 50 PD&E Study			
Input Data			
		<input checked="" type="checkbox"/> Class I highway <input type="checkbox"/> Class II highway <input type="checkbox"/> Class III highway Terrain <input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling Grade Length mi Up/down Peak-hour factor, PHF 0.98 No-passing zone 85% % Trucks and Buses, P _T 17 % % Recreational vehicles, P _R 0% Access points mi 13/mi	
Analysis direction vol., V _d	820veh/h	 Show North Arrow	
Opposing direction vol., V _o	1000veh/h		
Shoulder width ft	4.0		
Lane Width ft	12.0		
Segment Length mi	3.7		
Average Travel Speed			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-11 or 15-12)	1.1	1.0	
Passenger-car equivalents for RVs, E _R (Exhibit 15-11 or 15-13)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV,ATS} =1/ (1+ P _T (E _T -1)+P _R (E _R -1))	0.983	1.000	
Grade adjustment factor ¹ , f _{g,ATS} (Exhibit 15-9)	1.00	1.00	
Demand flow rate ² , v _i (pc/h) v _i =V _i / (PHF* f _{g,ATS} * f _{HV,ATS})	851	1020	
Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample ³ , S _{FM}		Base free-flow speed ⁴ , BFFS	65.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width, ⁴ f _{LS} (Exhibit 15-7)	1.3 mi/h
Free-flow speed, FFS=S _{FM} +0.00776(v/ f _{HV,ATS})		Adj. for access points ⁴ , f _A (Exhibit 15-8)	3.3 mi/h
Adj. for no-passing zones, f _{np,ATS} (Exhibit 15-15)	1.1 mi/h	Free-flow speed, FFS (FFS=BFFS-f _{LS} -f _A)	60.5 mi/h
		Average travel speed, ATS _d =FFS-0.00776(v _{d,ATS} + V _{o,ATS}) - f _{np,ATS}	44.8 mi/h
		Percent free flow speed, PFFS	74.1 %
Percent Time-Spent-Following			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-18 or 15-19)	1.0	1.0	
Passenger-car equivalents for RVs, E _R (Exhibit 15-18 or 15-19)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV} =1/ (1+ P _T (E _T -1)+P _R (E _R -1))	1.000	1.000	
Grade adjustment factor ¹ , f _{g,PTSF} (Exhibit 15-16 or Ex 15-17)	1.00	1.00	
Directional flow rate ² , v _i (pc/h) v _i =V _i / (PHF* f _{HV,PTSF} * f _{g,PTSF})	837	1020	
Base percent time-spent-following ⁴ , BPTSF _d (%)=100(1-e ^{-av_d})		72.7	
Adj. for no-passing zone, f _{np,PTSF} (Exhibit 15-21)		19.9	
Percent time-spent-following, PTSF _d (%)=BPTSF _d +f _{np,PTSF} *(v _{d,PTSF} / v _{d,PTSF} + V _{o,PTSF})		81.7	
Level of Service and Other Performance Measures			
Level of service, LOS (Exhibit 15-3)	E		
Volume to capacity ratio, v/c	0.53		

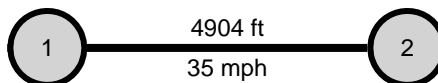
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	74.1
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	836.7
Effective width, W_v (Eq. 15-29) ft	16.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	10.30
Bicycle level of service (Exhibit 15-4)	F
Notes	
<p>1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.</p> <p>2. If $v_i(v_d \text{ or } v_o) \geq 1,700$ pc/h, terminate analysis--the LOS is F.</p> <p>3. For the analysis direction only and for $v > 200$ veh/h.</p> <p>4. For the analysis direction only</p> <p>5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.</p> <p>6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.</p>	

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	
Analyst	JXP	Highway / Direction of Travel	SR 50 - WB
Agency or Company	KAI	From/To	Tuscanooga to CR 469
Date Performed	4/25/17	Jurisdiction	District 5
Analysis Time Period	PM Peak Hour	Analysis Year	2035 No Build
Project Description: West SR 50 PD&E Study			
Input Data			
		<input checked="" type="checkbox"/> Class I highway <input type="checkbox"/> Class II highway <input type="checkbox"/> Class III highway Terrain <input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling Grade Length mi Up/down Peak-hour factor, PHF 0.98 No-passing zone 82% % Trucks and Buses, P _T 17 % % Recreational vehicles, P _R 0% Access points <i>mi</i> 13/mi	
Analysis direction vol., V _d	1000veh/h		
Opposing direction vol., V _o	820veh/h		
Shoulder width ft	4.0		
Lane Width ft	12.0		
Segment Length mi	3.7		
Average Travel Speed			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-11 or 15-12)	1.0	1.1	
Passenger-car equivalents for RVs, E _R (Exhibit 15-11 or 15-13)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV,ATS} =1/(1+P _T (E _T -1)+P _R (E _R -1))	1.000	0.983	
Grade adjustment factor ¹ , f _{g,ATS} (Exhibit 15-9)	1.00	1.00	
Demand flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{g,ATS} *f _{HV,ATS})	1020	851	
Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample ³ , S _{FM}	Base free-flow speed ⁴ , BFFS 65.0 mi/h		
Total demand flow rate, both directions, v	Adj. for lane and shoulder width, ⁴ f _{LS} (Exhibit 15-7) 1.3 mi/h		
Free-flow speed, FFS=S _{FM} +0.00776(v/f _{HV,ATS})	Adj. for access points ⁴ , f _A (Exhibit 15-8) 3.3 mi/h		
Adj. for no-passing zones, f _{np,ATS} (Exhibit 15-15) 1.3 mi/h	Free-flow speed, FFS (FFS=BFFS-f _{LS} -f _A) 60.5 mi/h		
	Average travel speed, ATS _d =FFS-0.00776(v _{d,ATS} + V _{o,ATS}) - f _{np,ATS} 44.7 mi/h		
	Percent free flow speed, PFFS 73.9 %		
Percent Time-Spent-Following			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-18 or 15-19)	1.0	1.0	
Passenger-car equivalents for RVs, E _R (Exhibit 15-18 or 15-19)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV} =1/(1+P _T (E _T -1)+P _R (E _R -1))	1.000	1.000	
Grade adjustment factor ¹ , f _{g,PTSF} (Exhibit 15-16 or Ex 15-17)	1.00	1.00	
Directional flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{HV,PTSF} *f _{g,PTSF})	1020	837	
Base percent time-spent-following ⁴ , BPTSF _d (%)=100(1-e ^{-av_d^b})	76.9		
Adj. for no-passing zone, f _{np,PTSF} (Exhibit 15-21)	19.8		
Percent time-spent-following, PTSF _d (%)=BPTSF _d +f _{np,PTSF} *(v _{d,PTSF} /v _{d,PTSF} +V _{o,PTSF})	87.8		
Level of Service and Other Performance Measures			
Level of service, LOS (Exhibit 15-3)	E		
Volume to capacity ratio, v/c	0.60		

Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	73.9
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	1020.4
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	10.40
Bicycle level of service (Exhibit 15-4)	F
Notes	
<p>1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.</p> <p>2. If $v_i(v_d \text{ or } v_o) \geq 1,700$ pc/h, terminate analysis--the LOS is F.</p> <p>3. For the analysis direction only and for $v > 200$ veh/h.</p> <p>4. For the analysis direction only</p> <p>5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.</p> <p>6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.</p>	

HCS 2010 Urban Street Segment Report

General Information				Streets Information	
Agency	KAI			Number of Intersections	2
Analyst	JXP	Analysis Date	Apr 28, 2017	Number of Segments	1
Jurisdiction		Time Period	AM Peak	Number of Iterations	15
File Name	Segment 4 - EB 2035 No Build A	Analysis Year	2035	System Cycle Length, s	120
Intersections	Tuscanooga Road	CR 33		Analysis Period	1 > 7:00
Project Description	Segment 4 - 2035 AM No Build				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
1	35	45	1	1	4904	4904	50	50	0	0	17	16	0.0	0.0

Segment Output Data

		Eastbound			Westbound		
Segment	Movement	EBL	EBT	EBR	WBL	WBT	WBR
		5	2	12	1	6	16
1	Bay/Lane Spillback Time, h	never	never			never	
1	Shared Lane Spillback Time, h	never					
1	Base Free-Flow Speed, mph	40.44			43.62		
1	Running Time, s	85.45			82.52		
1	Running Speed, mph	39.13			40.52		
1	Through Delay, s/veh	35.85			0.13		
1	Travel Time, s	121.30			82.66		
1	Travel Speed, mph	27.57			40.45		
1	Stop Rate, stops/veh	0.73			0.00		
1	Spatial Stop Rate, stops/mi	0.78			0.00		
1	Through vol/cap Ratio	0.70			0.62		
1	Percent of Base FFS	68.16			92.74		
1	Level of Service	B			A		
1	Auto Traveler Perception Score	2.26			2.14		

Multimodal Results (Segment)

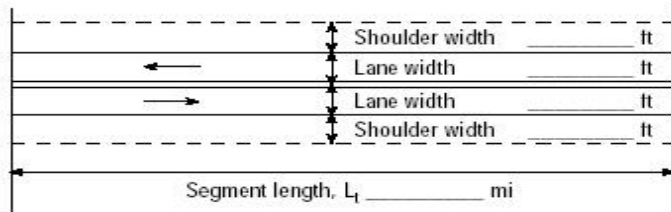
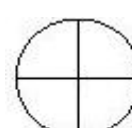
1	Pedestrian Segment LOS Score / LOS	2.48	B	3.73	D
1	Bicycle Segment LOS Score / LOS	3.49	C	3.57	D
1	Transit Segment LOS Score / LOS	1.15	A	0.60	A

Facility Output Data

		Eastbound		Westbound	
Facility Travel Time, s		121.30		82.66	
Facility Travel Speed, mph		27.57		40.45	
Facility Base Free Flow Speed, mph		40.44		43.62	
Facility Percent of Base FFS		68.16		92.74	
Facility Level of Service		B		A	
Facility Auto Traveler Perception Score		2.26		2.14	

Multimodal Results (Facility)

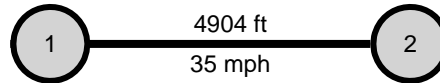
Pedestrian Facility LOS Score / LOS	2.48	C	3.73	D
Bicycle Facility LOS Score / LOS	3.49	C	3.57	D
Transit Facility LOS Score / LOS	1.15	A	0.60	A

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	
Analyst	JXP	Highway / Direction of Travel	SR 50 - WB
Agency or Company	KAI	From/To	CR 33 to Tuscanooga
Date Performed	4/25/17	Jurisdiction	District 5
Analysis Time Period	AM Peak Hour	Analysis Year	2035 No Build
Project Description: West SR 50 PD&E Study			
Input Data			
		<div style="display: flex; justify-content: space-between;"> <div style="text-align: center;">  <p>Show North Arrow</p> </div> <div> <input type="checkbox"/> Class I highway <input type="checkbox"/> Class II highway <input checked="" type="checkbox"/> Class III highway Terrain <input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling Grade Length mi Up/down Peak-hour factor, PHF 0.92 No-passing zone 100% % Trucks and Buses, P_T 15 % % Recreational vehicles, P_R 0% Access points <i>mi</i> 39/mi </div> </div>	
Analysis direction vol., V _d	950veh/h		
Opposing direction vol., V _o	1300veh/h		
Shoulder width ft	7.0		
Lane Width ft	12.0		
Segment Length mi	0.9		
Average Travel Speed			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-11 or 15-12)	1.0	1.0	
Passenger-car equivalents for RVs, E _R (Exhibit 15-11 or 15-13)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV,ATS} =1/(1+P _T (E _T -1)+P _R (E _R -1))	1.000	1.000	
Grade adjustment factor ¹ , f _{g,ATS} (Exhibit 15-9)	1.00	1.00	
Demand flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{g,ATS} *f _{HV,ATS})	1033	1413	
Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample ³ , S _{FM}		Base free-flow speed ⁴ , BFFS	50.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width ⁴ , f _{LS} (Exhibit 15-7)	0.0 mi/h
Free-flow speed, FFS=S _{FM} +0.00776(v/f _{HV,ATS})		Adj. for access points ⁴ , f _A (Exhibit 15-8)	9.8 mi/h
Adj. for no-passing zones, f _{np,ATS} (Exhibit 15-15)	0.7 mi/h	Free-flow speed, FFS (FFS=BFFS-f _{LS} -f _A)	40.3 mi/h
		Average travel speed, ATS _d =FFS-0.00776(v _{d,ATS} + v _{o,ATS}) - f _{np,ATS}	20.6 mi/h
		Percent free flow speed, PFFS	51.1 %
Percent Time-Spent-Following			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-18 or 15-19)	1.0	1.0	
Passenger-car equivalents for RVs, E _R (Exhibit 15-18 or 15-19)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV} =1/(1+P _T (E _T -1)+P _R (E _R -1))	1.000	1.000	
Grade adjustment factor ¹ , f _{g,PTSF} (Exhibit 15-16 or Ex 15-17)	1.00	1.00	
Directional flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{HV,PTSF} *f _{g,PTSF})	1033	1413	
Base percent time-spent-following ⁴ , BPTSF _d (%)=100(1-e ^{-av_d})		82.3	
Adj. for no-passing zone, f _{np,PTSF} (Exhibit 15-21)		12.1	
Percent time-spent-following, PTSF _d (%)=BPTSF _d +f _{np,PTSF} *(v _{d,PTSF} /v _{d,PTSF} +v _{o,PTSF})		87.4	
Level of Service and Other Performance Measures			
Level of service, LOS (Exhibit 15-3)	E		
Volume to capacity ratio, v/c	0.61		

Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	51.1
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	1032.6
Effective width, W_v (Eq. 15-29) ft	26.00
Effective speed factor, S_t (Eq. 15-30)	4.22
Bicycle level of service score, BLOS (Eq. 15-31)	6.50
Bicycle level of service (Exhibit 15-4)	F
Notes	
<p>1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.</p> <p>2. If $v_i(v_d \text{ or } v_o) \geq 1,700$ pc/h, terminate analysis--the LOS is F.</p> <p>3. For the analysis direction only and for $v > 200$ veh/h.</p> <p>4. For the analysis direction only</p> <p>5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.</p> <p>6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.</p>	

HCS 2010 Urban Street Segment Report

General Information				Streets Information	
Agency	KAI			Number of Intersections	2
Analyst	JXP	Analysis Date	Apr 28, 2017	Number of Segments	1
Jurisdiction		Time Period	PM Peak	Number of Iterations	15
File Name	Segment 4 - PM - EB - EB - 2035 - N	Analysis Year	2035	System Cycle Length, s	120
Intersections	Tuscanooga Road	CR 33		Analysis Period	1 > 4:45
Project Description	Segment 4 - 2035 PM No Build				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
1	35	45	1	1	4904	4904	50	50	0	0	17	16	0.0	0.0

Segment Output Data		Eastbound			Westbound		
		EBL	EBT	EBR	WBL	WBT	WBR
Segment	Movement	5	1			6	16
1	Bay/Lane Spillback Time, h	never	never			never	
1	Shared Lane Spillback Time, h	never					
1	Base Free-Flow Speed, mph	40.44			43.62		
1	Running Time, s	85.00			81.24		
1	Running Speed, mph	39.34			41.16		
1	Through Delay, s/veh	18.16			0.08		
1	Travel Time, s	103.16			81.33		
1	Travel Speed, mph	32.41			41.11		
1	Stop Rate, stops/veh	0.50			0.00		
1	Spatial Stop Rate, stops/mi	0.54			0.00		
1	Through vol/cap Ratio	0.44			0.51		
1	Percent of Base FFS	80.14			94.25		
1	Level of Service	B			A		
1	Auto Traveler Perception Score	2.22			2.14		

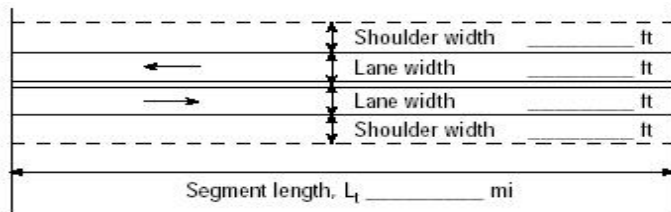

Multimodal Results (Segment)

1	Pedestrian Segment LOS Score / LOS	2.43	B	2.60	B
1	Bicycle Segment LOS Score / LOS	3.47	C	3.58	D
1	Transit Segment LOS Score / LOS	0.80	A	0.50	A

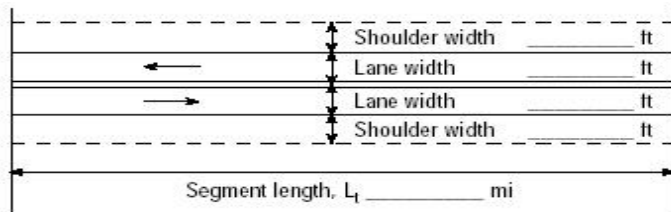
Facility Output Data		Eastbound		Westbound	
		Facility Travel Time, s	103.16	81.33	
Facility Travel Speed, mph	32.41	41.11			
Facility Base Free Flow Speed, mph	40.44	43.62			
Facility Percent of Base FFS	80.14	94.25			
Facility Level of Service	B	A			
Facility Auto Traveler Perception Score	2.22	2.14			

Multimodal Results (Facility)

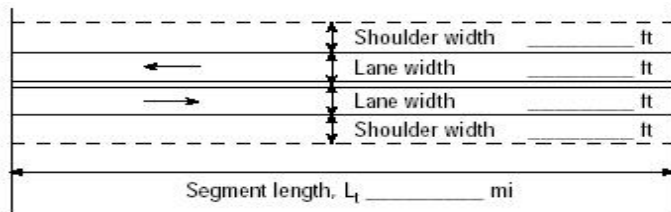
Pedestrian Facility LOS Score / LOS	2.43	C	2.60	C
Bicycle Facility LOS Score / LOS	3.47	C	3.58	D
Transit Facility LOS Score / LOS	0.80	A	0.50	A

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	
Analyst	JXP	Highway / Direction of Travel	SR 50 - WB
Agency or Company	KAI	From/To	CR 33 to Tuscanooga
Date Performed	4/25/17	Jurisdiction	District 5
Analysis Time Period	PM Peak Hour	Analysis Year	2035 No Build
Project Description: West SR 50 PD&E Study			
Input Data			
		<div style="display: flex; justify-content: space-between;"> <div style="text-align: center;">  <p>Show North Arrow</p> </div> <div> <input type="checkbox"/> Class I highway <input type="checkbox"/> Class II highway <input checked="" type="checkbox"/> Class III highway Terrain <input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling Grade Length mi Up/down Peak-hour factor, PHF 0.97 No-passing zone 100% % Trucks and Buses, P_T 9 % % Recreational vehicles, P_R 0% Access points <i>mi</i> 39/mi </div> </div>	
Analysis direction vol., V _d	1300veh/h		
Opposing direction vol., V _o	950veh/h		
Shoulder width ft	7.0		
Lane Width ft	12.0		
Segment Length mi	0.9		
Average Travel Speed			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-11 or 15-12)	1.0	1.0	
Passenger-car equivalents for RVs, E _R (Exhibit 15-11 or 15-13)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV,ATS} =1/(1+P _T (E _T -1)+P _R (E _R -1))	1.000	1.000	
Grade adjustment factor ¹ , f _{g,ATS} (Exhibit 15-9)	1.00	1.00	
Demand flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{g,ATS} *f _{HV,ATS})	1340	979	
Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample ³ , S _{FM}		Base free-flow speed ⁴ , BFFS	50.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width ⁴ , f _{LS} (Exhibit 15-7)	0.0 mi/h
Free-flow speed, FFS=S _{FM} +0.00776(v/f _{HV,ATS})		Adj. for access points ⁴ , f _A (Exhibit 15-8)	9.8 mi/h
Adj. for no-passing zones, f _{np,ATS} (Exhibit 15-15)	1.1 mi/h	Free-flow speed, FFS (FFS=BFFS-f _{LS} -f _A)	40.3 mi/h
		Average travel speed, ATS _d =FFS-0.00776(v _{d,ATS} +v _{o,ATS})-f _{np,ATS}	21.1 mi/h
		Percent free flow speed, PFFS	52.5 %
Percent Time-Spent-Following			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-18 or 15-19)	1.0	1.0	
Passenger-car equivalents for RVs, E _R (Exhibit 15-18 or 15-19)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV} =1/(1+P _T (E _T -1)+P _R (E _R -1))	1.000	1.000	
Grade adjustment factor ¹ , f _{g,PTSF} (Exhibit 15-16 or Ex 15-17)	1.00	1.00	
Directional flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{HV,PTSF} *f _{g,PTSF})	1340	979	
Base percent time-spent-following ⁴ , BPTSF _d (%)=100(1-e ^{-av_d})		85.3	
Adj. for no-passing zone, f _{np,PTSF} (Exhibit 15-21)		13.7	
Percent time-spent-following, PTSF _d (%)=BPTSF _d +f _{np,PTSF} *(v _{d,PTSF} /v _{d,PTSF} +v _{o,PTSF})		93.2	
Level of Service and Other Performance Measures			
Level of service, LOS (Exhibit 15-3)	E		
Volume to capacity ratio, v/c	0.79		

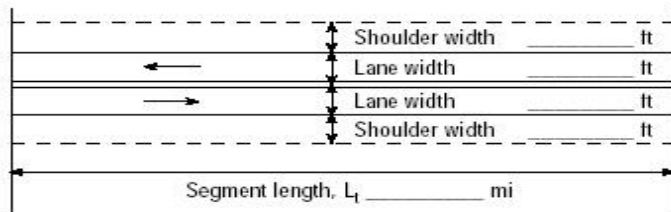
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	52.5
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	1340.2
Effective width, Wv (Eq. 15-29) ft	26.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	4.70
Bicycle level of service (Exhibit 15-4)	E
Notes	
<p>1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.</p> <p>2. If $v_i(v_d \text{ or } v_o) \geq 1,700$ pc/h, terminate analysis--the LOS is F.</p> <p>3. For the analysis direction only and for $v > 200$ veh/h.</p> <p>4. For the analysis direction only</p> <p>5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.</p> <p>6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.</p>	

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	
Analyst	JXP	Highway / Direction of Travel	SR 50 - EB
Agency or Company	KAI	From/To	US 301 to CR 757
Date Performed	3/1/17	Jurisdiction	District 5/7
Analysis Time Period	AM Peak Hour	Analysis Year	2045 - No Build
Project Description: West SR 50 PD&E Study			
Input Data			
		<input checked="" type="checkbox"/> Class I highway <input type="checkbox"/> Class II highway <input type="checkbox"/> Class III highway Terrain <input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling Grade Length mi Up/down Peak-hour factor, PHF 0.94 No-passing zone 22% % Trucks and Buses, P _T 21 % % Recreational vehicles, P _R 0% Access points <i>mi</i> 3/mi	
Analysis direction vol., V _d	830veh/h		
Opposing direction vol., V _o	650veh/h		
Shoulder width ft	4.0		
Lane Width ft	12.0		
Segment Length mi	7.1		
Average Travel Speed			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-11 or 15-12)	1.0	1.1	
Passenger-car equivalents for RVs, E _R (Exhibit 15-11 or 15-13)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV,ATS} =1/(1+ P _T (E _T -1)+P _R (E _R -1))	1.000	0.979	
Grade adjustment factor ¹ , f _{g,ATS} (Exhibit 15-9)	1.00	1.00	
Demand flow rate ² , v _i (pc/h) v _i =V _i /(PHF* f _{g,ATS} * f _{HV,ATS})	883	706	
Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample ³ , S _{FM}		Base free-flow speed ⁴ , BFFS	70.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width, ⁴ f _{LS} (Exhibit 15-7)	1.3 mi/h
Free-flow speed, FFS=S _{FM} +0.00776(v/ f _{HV,ATS})		Adj. for access points ⁴ , f _A (Exhibit 15-8)	0.8 mi/h
Adj. for no-passing zones, f _{np,ATS} (Exhibit 15-15)	1.0 mi/h	Free-flow speed, FFS (FFS=BFFS-f _{LS} -f _A)	67.9 mi/h
		Average travel speed, ATS _d =FFS-0.00776(v _{d,ATS} + V _{o,ATS}) - f _{np,ATS}	54.6 mi/h
		Percent free flow speed, PFFS	80.3 %
Percent Time-Spent-Following			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-18 or 15-19)	1.0	1.0	
Passenger-car equivalents for RVs, E _R (Exhibit 15-18 or 15-19)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV} =1/(1+ P _T (E _T -1)+P _R (E _R -1))	1.000	1.000	
Grade adjustment factor ¹ , f _{g,PTSF} (Exhibit 15-16 or Ex 15-17)	1.00	1.00	
Directional flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{HV,PTSF} * f _{g,PTSF})	883	691	
Base percent time-spent-following ⁴ , BPTSF _d (%)=100(1-e ^{-av_d})		71.0	
Adj. for no-passing zone, f _{np,PTSF} (Exhibit 15-21)		18.0	
Percent time-spent-following, PTSF _d (%)=BPTSF _d +f _{np,PTSF} *(v _{d,PTSF} / v _{d,PTSF} + V _{o,PTSF})		81.1	
Level of Service and Other Performance Measures			
Level of service, LOS (Exhibit 15-3)	E		
Volume to capacity ratio, v/c	0.53		

Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	80.3
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	883.0
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, S_t (Eq. 15-30)	4.94
Bicycle level of service score, BLOS (Eq. 15-31)	12.99
Bicycle level of service (Exhibit 15-4)	F
Notes	
<p>1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.</p> <p>2. If $v_i(v_d \text{ or } v_o) \geq 1,700$ pc/h, terminate analysis--the LOS is F.</p> <p>3. For the analysis direction only and for $v > 200$ veh/h.</p> <p>4. For the analysis direction only</p> <p>5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.</p> <p>6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.</p>	

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	
Analyst	JXP	Highway / Direction of Travel	SR 50 - WB
Agency or Company	KAI	From/To	CR 757 to US 301
Date Performed	4/20/17	Jurisdiction	District 5/7
Analysis Time Period	AM Peak Hour	Analysis Year	2045 No Build
Project Description: <i>West SR 50 PD&E Study</i>			
Input Data			
		<input checked="" type="checkbox"/> Class I highway <input type="checkbox"/> Class II highway <input type="checkbox"/> Class III highway Terrain <input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling Grade Length mi Up/down Peak-hour factor, PHF 0.94 No-passing zone 24% % Trucks and Buses, P _T 21 % % Recreational vehicles, P _R 0% Access points <i>mi</i> 3/mi	
Analysis direction vol., V _d	650veh/h		
Opposing direction vol., V _o	830veh/h		
Shoulder width ft	4.0		
Lane Width ft	12.0		
Segment Length mi	7.1		
Average Travel Speed			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-11 or 15-12)	1.1	1.0	
Passenger-car equivalents for RVs, E _R (Exhibit 15-11 or 15-13)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV,ATS} =1/(1+ P _T (E _T -1)+P _R (E _R -1))	0.979	1.000	
Grade adjustment factor ¹ , f _{g,ATS} (Exhibit 15-9)	1.00	1.00	
Demand flow rate ² , v _i (pc/h) v _i =V _i /(PHF* f _{g,ATS} * f _{HV,ATS})	706	883	
Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample ³ , S _{FM}	Base free-flow speed ⁴ , BFFS 70.0 mi/h		
Total demand flow rate, both directions, v	Adj. for lane and shoulder width, ⁴ f _{LS} (Exhibit 15-7) 1.3 mi/h		
Free-flow speed, FFS=S _{FM} +0.00776(v/ f _{HV,ATS})	Adj. for access points ⁴ , f _A (Exhibit 15-8) 0.8 mi/h		
Adj. for no-passing zones, f _{np,ATS} (Exhibit 15-15) 0.7 mi/h	Free-flow speed, FFS (FFS=BFFS-f _{LS} -f _A) 67.9 mi/h		
	Average travel speed, ATS _d =FFS-0.00776(v _{d,ATS} + V _{o,ATS}) - f _{np,ATS} 54.9 mi/h		
	Percent free flow speed, PFFS 80.8 %		
Percent Time-Spent-Following			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-18 or 15-19)	1.0	1.0	
Passenger-car equivalents for RVs, E _R (Exhibit 15-18 or 15-19)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV} =1/(1+ P _T (E _T -1)+P _R (E _R -1))	1.000	1.000	
Grade adjustment factor ¹ , f _{g,PTSF} (Exhibit 15-16 or Ex 15-17)	1.00	1.00	
Directional flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{HV,PTSF} * f _{g,PTSF})	691	883	
Base percent time-spent-following ⁴ , BPTSF _d (%)=100(1-e ^{-av_d})	65.9		
Adj. for no-passing zone, f _{np,PTSF} (Exhibit 15-21)	18.3		
Percent time-spent-following, PTSF _d (%)=BPTSF _d +f _{np,PTSF} *(v _{d,PTSF} / v _{d,PTSF} + V _{o,PTSF})	73.9		
Level of Service and Other Performance Measures			
Level of service, LOS (Exhibit 15-3)	D		
Volume to capacity ratio, v/c	0.53		

Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	80.8
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	691.5
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, S_t (Eq. 15-30)	4.94
Bicycle level of service score, BLOS (Eq. 15-31)	12.86
Bicycle level of service (Exhibit 15-4)	F
Notes	
<p>1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.</p> <p>2. If $v_i(v_d \text{ or } v_o) \geq 1,700$ pc/h, terminate analysis--the LOS is F.</p> <p>3. For the analysis direction only and for $v > 200$ veh/h.</p> <p>4. For the analysis direction only</p> <p>5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.</p> <p>6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.</p>	

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	
Analyst	JXP	Highway / Direction of Travel	SR 50 - EB
Agency or Company	Kittelson & Associates, Inc.	From/To	US 301 to CR 757
Date Performed	4/21/17	Jurisdiction	District 5/7
Analysis Time Period	PM Peak Hour	Analysis Year	2045 No Build
Project Description: West SR 50 PD&E Study			
Input Data			
		<input checked="" type="checkbox"/> Class I highway <input type="checkbox"/> Class II highway <input type="checkbox"/> Class III highway Terrain <input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling Grade Length mi Up/down Peak-hour factor, PHF 0.88 No-passing zone 22% % Trucks and Buses, P _T 15 % % Recreational vehicles, P _R 0% Access points mi 3/mi	
Analysis direction vol., V _d	650veh/h		
Opposing direction vol., V _o	830veh/h		
Shoulder width ft	4.0		
Lane Width ft	12.0		
Segment Length mi	7.1		
Average Travel Speed			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-11 or 15-12)	1.1	1.0	
Passenger-car equivalents for RVs, E _R (Exhibit 15-11 or 15-13)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV,ATS} =1/(1+P _T (E _T -1)+P _R (E _R -1))	0.985	1.000	
Grade adjustment factor ¹ , f _{g,ATS} (Exhibit 15-9)	1.00	1.00	
Demand flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{g,ATS} *f _{HV,ATS})	750	943	
Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample ³ , S _{FM}	Base free-flow speed ⁴ , BFFS 70.0 mi/h		
Total demand flow rate, both directions, v	Adj. for lane and shoulder width, ⁴ f _{LS} (Exhibit 15-7) 1.3 mi/h		
Free-flow speed, FFS=S _{FM} +0.00776(v/f _{HV,ATS})	Adj. for access points ⁴ , f _A (Exhibit 15-8) 0.8 mi/h		
Adj. for no-passing zones, f _{np,ATS} (Exhibit 15-15) 0.7 mi/h	Free-flow speed, FFS (FFS=BFFS-f _{LS} -f _A) 67.9 mi/h		
	Average travel speed, ATS _d =FFS-0.00776(v _{d,ATS} + V _{o,ATS}) - f _{np,ATS} 54.2 mi/h		
	Percent free flow speed, PFFS 79.7 %		
Percent Time-Spent-Following			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-18 or 15-19)	1.0	1.0	
Passenger-car equivalents for RVs, E _R (Exhibit 15-18 or 15-19)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV} =1/(1+P _T (E _T -1)+P _R (E _R -1))	1.000	1.000	
Grade adjustment factor ¹ , f _{g,PTSF} (Exhibit 15-16 or Ex 15-17)	1.00	1.00	
Directional flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{HV,PTSF} *f _{g,PTSF})	739	943	
Base percent time-spent-following ⁴ , BPTSF _d (%)=100(1-e ^{-av_d})	68.5		
Adj. for no-passing zone, f _{np,PTSF} (Exhibit 15-21)	16.9		
Percent time-spent-following, PTSF _d (%)=BPTSF _d +f _{np,PTSF} *(v _{d,PTSF} /v _{d,PTSF} +V _{o,PTSF})	75.9		
Level of Service and Other Performance Measures			
Level of service, LOS (Exhibit 15-3)	D		
Volume to capacity ratio, v/c	0.53		

Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	79.7
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	738.6
Effective width, W_v (Eq. 15-29) ft	16.00
Effective speed factor, S_t (Eq. 15-30)	4.94
Bicycle level of service score, BLOS (Eq. 15-31)	9.37
Bicycle level of service (Exhibit 15-4)	F
Notes	
<p>1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.</p> <p>2. If $v_i(v_d \text{ or } v_o) \geq 1,700$ pc/h, terminate analysis--the LOS is F.</p> <p>3. For the analysis direction only and for $v > 200$ veh/h.</p> <p>4. For the analysis direction only</p> <p>5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.</p> <p>6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.</p>	

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	JXP	Highway / Direction of Travel	SR 50 - WB
Agency or Company	Kittelson & Associates, Inc.	From/To	CR 757 to US 301
Date Performed	3/1/17	Jurisdiction	District 5/7
Analysis Time Period	PM Peak Hour	Analysis Year	2045 No Build

Project Description: West SR 50 PD&E Study

Input Data

Segment length, L_1 _____ mi

Class I highway Class II highway
 Class III highway

Terrain Level Rolling

Grade Length _____ mi Up/down

Peak-hour factor, PHF 0.88

No-passing zone 24%

% Trucks and Buses, P_T 15 %

% Recreational vehicles, P_R 0%

Access points *mi* 3/mi

Analysis direction vol., V_d	830veh/h		
Opposing direction vol., V_o	650veh/h		
Shoulder width ft	4.0		
Lane Width ft	12.0		
Segment Length mi	7.1		

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	1.0	1.1
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS} = 1 / (1 + P_T(E_T - 1) + P_R(E_R - 1))$	1.000	0.985
Grade adjustment factor ¹ , $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate ² , v_i (pc/h) $v_i = V_i / (PHF * f_{g,ATS} * f_{HV,ATS})$	943	750

Free-Flow Speed from Field Measurement	Estimated Free-Flow Speed	
Mean speed of sample ³ , S_{FM}	Base free-flow speed ⁴ , BFFS	70.0 mi/h
Total demand flow rate, both directions, v	Adj. for lane and shoulder width ⁴ , f_{LS} (Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS = S_{FM} + 0.00776(v / f_{HV,ATS})$	Adj. for access points ⁴ , f_A (Exhibit 15-8)	0.8 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15) 0.9 mi/h	Free-flow speed, FFS ($FFS = BFFS * f_{LS} * f_A$)	67.9 mi/h
	Average travel speed, $ATS_d = FFS - 0.00776(v_{d,ATS} + V_{o,ATS}) * f_{np,ATS}$	53.9 mi/h
	Percent free flow speed, PFFS	79.3 %

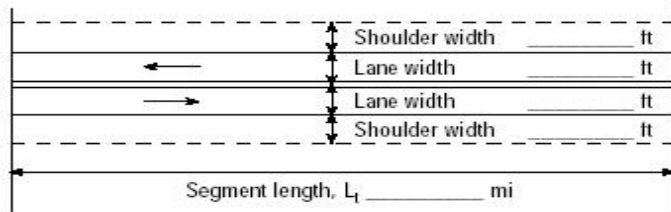

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	1.0	1.0
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV} = 1 / (1 + P_T(E_T - 1) + P_R(E_R - 1))$	1.000	1.000
Grade adjustment factor ¹ , $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate ² , v_i (pc/h) $v_i = V_i / (PHF * f_{HV,PTSF} * f_{g,PTSF})$	943	739
Base percent time-spent-following ⁴ , $BPTSF_d(\%) = 100(1 - e^{-av_d^b})$	73.5	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	17.2	
Percent time-spent-following, $PTSF_d(\%) = BPTSF_d + f_{np,PTSF} * (v_{d,PTSF} / v_{d,PTSF} + V_{o,PTSF})$	83.1	

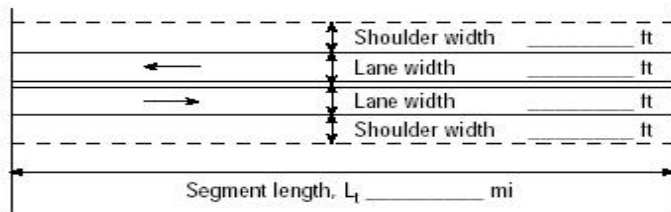
Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	E
Volume to capacity ratio, v/c	0.55

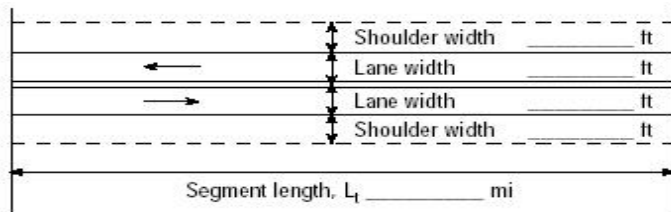
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	79.3
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	943.2
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, S_t (Eq. 15-30)	4.94
Bicycle level of service score, BLOS (Eq. 15-31)	9.49
Bicycle level of service (Exhibit 15-4)	F
Notes	
<p>1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.</p> <p>2. If $v_i(v_d \text{ or } v_o) \geq 1,700$ pc/h, terminate analysis--the LOS is F.</p> <p>3. For the analysis direction only and for $v > 200$ veh/h.</p> <p>4. For the analysis direction only</p> <p>5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.</p> <p>6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.</p>	

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	
Analyst	JXP	Highway / Direction of Travel	SR 50 - EB
Agency or Company	KAI	From/To	CR 757 to CR 469
Date Performed	4/21/17	Jurisdiction	District 5
Analysis Time Period	AM Peak Hour	Analysis Year	2045 No Build
Project Description: <i>West SR 50 PD&E Study</i>			
Input Data			
		<div style="display: flex; justify-content: space-between;"> <div style="text-align: center;">  <p>Show North Arrow</p> </div> <div> <input checked="" type="checkbox"/> Class I highway <input type="checkbox"/> Class II highway <input type="checkbox"/> Class III highway Terrain <input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling Grade Length mi Up/down Peak-hour factor, PHF 0.97 No-passing zone 35% % Trucks and Buses, P_T 24 % % Recreational vehicles, P_R 0% Access points <i>mi</i> 7/mi </div> </div>	
Analysis direction vol., V _d	910veh/h		
Opposing direction vol., V _o	730veh/h		
Shoulder width ft	5.0		
Lane Width ft	12.0		
Segment Length mi	8.2		
Average Travel Speed			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-11 or 15-12)	1.0	1.1	
Passenger-car equivalents for RVs, E _R (Exhibit 15-11 or 15-13)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV,ATS} =1/(1+P _T (E _T -1)+P _R (E _R -1))	1.000	0.977	
Grade adjustment factor ¹ , f _{g,ATS} (Exhibit 15-9)	1.00	1.00	
Demand flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{g,ATS} *f _{HV,ATS})	938	770	
Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample ³ , S _{FM}		Base free-flow speed ⁴ , BFFS	65.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width, ⁴ f _{LS} (Exhibit 15-7)	1.3 mi/h
Free-flow speed, FFS=S _{FM} +0.00776(v/f _{HV,ATS})		Adj. for access points ⁴ , f _A (Exhibit 15-8)	1.8 mi/h
Adj. for no-passing zones, f _{np,ATS} (Exhibit 15-15)	0.9 mi/h	Free-flow speed, FFS (FFS=BFFS-f _{LS} -f _A)	62.0 mi/h
		Average travel speed, ATS _d =FFS-0.00776(v _{d,ATS} + V _{o,ATS}) - f _{np,ATS}	47.8 mi/h
		Percent free flow speed, PFFS	77.1 %
Percent Time-Spent-Following			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-18 or 15-19)	1.0	1.0	
Passenger-car equivalents for RVs, E _R (Exhibit 15-18 or 15-19)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV} =1/(1+P _T (E _T -1)+P _R (E _R -1))	1.000	1.000	
Grade adjustment factor ¹ , f _{g,PTSF} (Exhibit 15-16 or Ex 15-17)	1.00	1.00	
Directional flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{HV,PTSF} *f _{g,PTSF})	938	753	
Base percent time-spent-following ⁴ , BPTSF _d (%)=100(1-e ^{-av_d})		73.7	
Adj. for no-passing zone, f _{np,PTSF} (Exhibit 15-21)		18.7	
Percent time-spent-following, PTSF _d (%)=BPTSF _d +f _{np,PTSF} *(v _{d,PTSF} /v _{d,PTSF} +V _{o,PTSF})		84.1	
Level of Service and Other Performance Measures			
Level of service, LOS (Exhibit 15-3)	E		
Volume to capacity ratio, v/c	0.55		

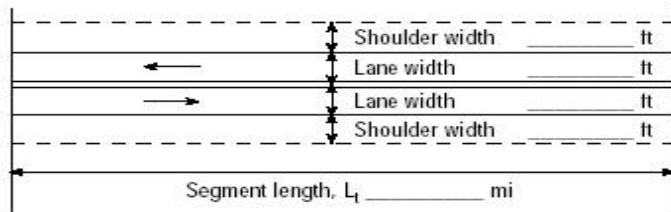
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	77.1
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	938.1
Effective width, W_v (Eq. 15-29) ft	22.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	13.57
Bicycle level of service (Exhibit 15-4)	F
Notes	
<p>1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.</p> <p>2. If $v_i(v_d \text{ or } v_o) \geq 1,700$ pc/h, terminate analysis--the LOS is F.</p> <p>3. For the analysis direction only and for $v > 200$ veh/h.</p> <p>4. For the analysis direction only</p> <p>5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.</p> <p>6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.</p>	

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	
Analyst	JXP	Highway / Direction of Travel	SR 50 - WB
Agency or Company	KAI	From/To	CR 469 to CR 757
Date Performed	3/2/17	Jurisdiction	District 5
Analysis Time Period	AM Peak Hour	Analysis Year	
Project Description: <i>West SR 50 PD&E Study</i>			
Input Data			
		<input checked="" type="checkbox"/> Class I highway <input type="checkbox"/> Class II highway <input type="checkbox"/> Class III highway Terrain <input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling Grade Length mi Up/down Peak-hour factor, PHF 0.97 No-passing zone 41% % Trucks and Buses, P _T 24 % % Recreational vehicles, P _R 0% Access points <i>mi</i> 7/mi	
Analysis direction vol., V _d	730veh/h		
Opposing direction vol., V _o	910veh/h		
Shoulder width ft	5.0		
Lane Width ft	12.0		
Segment Length mi	8.2		
Average Travel Speed			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-11 or 15-12)	1.1	1.0	
Passenger-car equivalents for RVs, E _R (Exhibit 15-11 or 15-13)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV,ATS} =1/(1+P _T (E _T -1)+P _R (E _R -1))	0.977	1.000	
Grade adjustment factor ¹ , f _{g,ATS} (Exhibit 15-9)	1.00	1.00	
Demand flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{g,ATS} *f _{HV,ATS})	770	938	
Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample ³ , S _{FM}	Base free-flow speed ⁴ , BFFS 65.0 mi/h		
Total demand flow rate, both directions, v	Adj. for lane and shoulder width, ⁴ f _{LS} (Exhibit 15-7) 1.3 mi/h		
Free-flow speed, FFS=S _{FM} +0.00776(v/f _{HV,ATS})	Adj. for access points ⁴ , f _A (Exhibit 15-8) 1.8 mi/h		
Adj. for no-passing zones, f _{np,ATS} (Exhibit 15-15) 0.8 mi/h	Free-flow speed, FFS (FFS=BFFS-f _{LS} -f _A) 62.0 mi/h		
	Average travel speed, ATS _d =FFS-0.00776(v _{d,ATS} + V _{o,ATS}) - f _{np,ATS} 47.9 mi/h		
	Percent free flow speed, PFFS 77.3 %		
Percent Time-Spent-Following			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-18 or 15-19)	1.0	1.0	
Passenger-car equivalents for RVs, E _R (Exhibit 15-18 or 15-19)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV} =1/(1+P _T (E _T -1)+P _R (E _R -1))	1.000	1.000	
Grade adjustment factor ¹ , f _{g,PTSF} (Exhibit 15-16 or Ex 15-17)	1.00	1.00	
Directional flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{HV,PTSF} *f _{g,PTSF})	753	938	
Base percent time-spent-following ⁴ , BPTSF _d (%)=100(1-e ^{-av_d})	69.0		
Adj. for no-passing zone, f _{np,PTSF} (Exhibit 15-21)	19.5		
Percent time-spent-following, PTSF _d (%)=BPTSF _d +f _{np,PTSF} *(v _{d,PTSF} /v _{d,PTSF} +V _{o,PTSF})	77.7		
Level of Service and Other Performance Measures			
Level of service, LOS (Exhibit 15-3)	D		
Volume to capacity ratio, v/c	0.53		

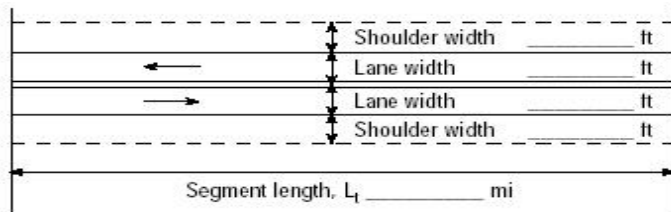
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	77.3
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	752.6
Effective width, Wv (Eq. 15-29) ft	22.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	13.46
Bicycle level of service (Exhibit 15-4)	F
Notes	
<p>1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.</p> <p>2. If $v_i(v_d \text{ or } v_o) \geq 1,700$ pc/h, terminate analysis--the LOS is F.</p> <p>3. For the analysis direction only and for $v > 200$ veh/h.</p> <p>4. For the analysis direction only</p> <p>5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.</p> <p>6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.</p>	

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	
Analyst	JXP	Highway / Direction of Travel	SR 50 - EB
Agency or Company	KAI	From/To	CR 757 to CR 469
Date Performed	3/2/17	Jurisdiction	District 5
Analysis Time Period	PM Peak Hour	Analysis Year	2045 No Build
Project Description: West SR 50 PD&E Study			
Input Data			
		<input checked="" type="checkbox"/> Class I highway <input type="checkbox"/> Class II highway <input type="checkbox"/> Class III highway Terrain <input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling Grade Length mi Up/down Peak-hour factor, PHF 0.98 No-passing zone 35% % Trucks and Buses, P _T 17 % % Recreational vehicles, P _R 0% Access points mi 7/mi	
Analysis direction vol., V _d	730veh/h		
Opposing direction vol., V _o	910veh/h		
Shoulder width ft	5.0		
Lane Width ft	12.0		
Segment Length mi	8.2		
Average Travel Speed			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-11 or 15-12)	1.1	1.0	
Passenger-car equivalents for RVs, E _R (Exhibit 15-11 or 15-13)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV,ATS} =1/ (1+ P _T (E _T -1)+P _R (E _R -1))	0.983	1.000	
Grade adjustment factor ¹ , f _{g,ATS} (Exhibit 15-9)	1.00	1.00	
Demand flow rate ² , v _i (pc/h) v _i =V _i / (PHF* f _{g,ATS} * f _{HV,ATS})	758	929	
Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample ³ , S _{FM}	Base free-flow speed ⁴ , BFFS 65.0 mi/h		
Total demand flow rate, both directions, v	Adj. for lane and shoulder width, ⁴ f _{LS} (Exhibit 15-7) 1.3 mi/h		
Free-flow speed, FFS=S _{FM} +0.00776(v/ f _{HV,ATS})	Adj. for access points ⁴ , f _A (Exhibit 15-8) 1.8 mi/h		
Adj. for no-passing zones, f _{np,ATS} (Exhibit 15-15) 0.8 mi/h	Free-flow speed, FFS (FFS=BFFS-f _{LS} -f _A) 62.0 mi/h		
	Average travel speed, ATS _d =FFS-0.00776(v _{d,ATS} + V _{o,ATS}) - f _{np,ATS} 48.1 mi/h		
	Percent free flow speed, PFFS 77.6 %		
Percent Time-Spent-Following			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-18 or 15-19)	1.0	1.0	
Passenger-car equivalents for RVs, E _R (Exhibit 15-18 or 15-19)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV} =1/ (1+ P _T (E _T -1)+P _R (E _R -1))	1.000	1.000	
Grade adjustment factor ¹ , f _{g,PTSF} (Exhibit 15-16 or Ex 15-17)	1.00	1.00	
Directional flow rate ² , v _i (pc/h) v _i =V _i /((PHF*f _{HV,PTSF} * f _{g,PTSF})	745	929	
Base percent time-spent-following ⁴ , BPTSF _d (%)=100(1-e ^{av_d})	68.7		
Adj. for no-passing zone, f _{np,PTSF} (Exhibit 15-21)	18.9		
Percent time-spent-following, PTSF _d (%)=BPTSF _d +f _{np,PTSF} *(v _{d,PTSF} / v _{d,PTSF} + V _{o,PTSF})	77.1		
Level of Service and Other Performance Measures			
Level of service, LOS (Exhibit 15-3)	D		
Volume to capacity ratio, v/c	0.53		

Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	77.6
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	744.9
Effective width, W_v (Eq. 15-29) ft	22.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	9.10
Bicycle level of service (Exhibit 15-4)	F
Notes	
<p>1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.</p> <p>2. If $v_i(v_d \text{ or } v_o) \geq 1,700$ pc/h, terminate analysis--the LOS is F.</p> <p>3. For the analysis direction only and for $v > 200$ veh/h.</p> <p>4. For the analysis direction only</p> <p>5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.</p> <p>6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.</p>	

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	
Analyst	JXP	Highway / Direction of Travel	SR 50 - EB
Agency or Company	KAI	From/To	CR 469 to CR 757
Date Performed	4/21/17	Jurisdiction	District 5
Analysis Time Period	PM Peak Hour	Analysis Year	2045 No Build
Project Description: West SR 50 PD&E Study			
Input Data			
		<input checked="" type="checkbox"/> Class I highway <input type="checkbox"/> Class II highway <input type="checkbox"/> Class III highway Terrain <input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling Grade Length mi Up/down Peak-hour factor, PHF 0.98 No-passing zone 41% % Trucks and Buses, P _T 17% % Recreational vehicles, P _R 0% Access points mi 7/mi	
Analysis direction vol., V _d	910veh/h		
Opposing direction vol., V _o	730veh/h		
Shoulder width ft	5.0		
Lane Width ft	12.0		
Segment Length mi	8.2		
Average Travel Speed			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-11 or 15-12)	1.0	1.1	
Passenger-car equivalents for RVs, E _R (Exhibit 15-11 or 15-13)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV,ATS} =1/(1+P _T (E _T -1)+P _R (E _R -1))	1.000	0.983	
Grade adjustment factor ¹ , f _{g,ATS} (Exhibit 15-9)	1.00	1.00	
Demand flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{g,ATS} *f _{HV,ATS})	929	758	
Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample ³ , S _{FM}	Base free-flow speed ⁴ , BFFS 65.0 mi/h		
Total demand flow rate, both directions, v	Adj. for lane and shoulder width, ⁴ f _{LS} (Exhibit 15-7) 1.3 mi/h		
Free-flow speed, FFS=S _{FM} +0.00776(v/f _{HV,ATS})	Adj. for access points ⁴ , f _A (Exhibit 15-8) 1.8 mi/h		
Adj. for no-passing zones, f _{np,ATS} (Exhibit 15-15) 1.0 mi/h	Free-flow speed, FFS (FFS=BFFS-f _{LS} -f _A) 62.0 mi/h		
	Average travel speed, ATS _d =FFS-0.00776(v _{d,ATS} + V _{o,ATS}) - f _{np,ATS} 47.8 mi/h		
	Percent free flow speed, PFFS 77.2 %		
Percent Time-Spent-Following			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-18 or 15-19)	1.0	1.0	
Passenger-car equivalents for RVs, E _R (Exhibit 15-18 or 15-19)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV} =1/(1+P _T (E _T -1)+P _R (E _R -1))	1.000	1.000	
Grade adjustment factor ¹ , f _{g,PTSF} (Exhibit 15-16 or Ex 15-17)	1.00	1.00	
Directional flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{HV,PTSF} *f _{g,PTSF})	929	745	
Base percent time-spent-following ⁴ , BPTSF _d (%)=100(1-e ^{-av_d})	73.7		
Adj. for no-passing zone, f _{np,PTSF} (Exhibit 15-21)	19.7		
Percent time-spent-following, PTSF _d (%)=BPTSF _d +f _{np,PTSF} *(v _{d,PTSF} /v _{d,PTSF} +V _{o,PTSF})	84.6		
Level of Service and Other Performance Measures			
Level of service, LOS (Exhibit 15-3)	E		
Volume to capacity ratio, v/c	0.55		

Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	77.2
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	928.6
Effective width, W_v (Eq. 15-29) ft	22.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	9.21
Bicycle level of service (Exhibit 15-4)	F
Notes	
<p>1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.</p> <p>2. If $v_i(v_d \text{ or } v_o) \geq 1,700$ pc/h, terminate analysis--the LOS is F.</p> <p>3. For the analysis direction only and for $v > 200$ veh/h.</p> <p>4. For the analysis direction only</p> <p>5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.</p> <p>6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.</p>	

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	
Analyst	JXP	Highway / Direction of Travel	SR 50 - EB
Agency or Company	KAI	From/To	CR 469 to Tuscanooga Rd.
Date Performed	3/2/17	Jurisdiction	District 5
Analysis Time Period	AM Peak Hour	Analysis Year	2045 No Build
Project Description: West SR 50 PD&E Study			
Input Data			
		<input checked="" type="checkbox"/> Class I highway <input type="checkbox"/> Class II highway <input type="checkbox"/> Class III highway Terrain <input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling Grade Length mi Up/down Peak-hour factor, PHF 0.89 No-passing zone 85% % Trucks and Buses, P _T 24 % % Recreational vehicles, P _R 0% Access points <i>mi</i> 13/mi	
Analysis direction vol., V _d	1200veh/h		
Opposing direction vol., V _o	1000veh/h		
Shoulder width ft	4.0		
Lane Width ft	12.0		
Segment Length mi	3.7		
Average Travel Speed			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-11 or 15-12)	1.0	1.0	
Passenger-car equivalents for RVs, E _R (Exhibit 15-11 or 15-13)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV,ATS} =1/(1+P _T (E _T -1)+P _R (E _R -1))	1.000	1.000	
Grade adjustment factor ¹ , f _{g,ATS} (Exhibit 15-9)	1.00	1.00	
Demand flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{g,ATS} *f _{HV,ATS})	1348	1124	
Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample ³ , S _{FM}	Base free-flow speed ⁴ , BFFS 65.0 mi/h		
Total demand flow rate, both directions, v	Adj. for lane and shoulder width, ⁴ f _{LS} (Exhibit 15-7) 1.3 mi/h		
Free-flow speed, FFS=S _{FM} +0.00776(v/f _{HV,ATS})	Adj. for access points ⁴ , f _A (Exhibit 15-8) 3.3 mi/h		
Adj. for no-passing zones, f _{np,ATS} (Exhibit 15-15) 1.0 mi/h	Free-flow speed, FFS (FFS=BFFS-f _{LS} -f _A) 60.5 mi/h		
	Average travel speed, ATS _d =FFS-0.00776(v _{d,ATS} + V _{o,ATS}) - f _{np,ATS} 40.2 mi/h		
	Percent free flow speed, PFFS 66.6 %		
Percent Time-Spent-Following			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-18 or 15-19)	1.0	1.0	
Passenger-car equivalents for RVs, E _R (Exhibit 15-18 or 15-19)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV} =1/(1+P _T (E _T -1)+P _R (E _R -1))	1.000	1.000	
Grade adjustment factor ¹ , f _{g,PTSF} (Exhibit 15-16 or Ex 15-17)	1.00	1.00	
Directional flow rate ² , v _i (pc/h) v _i =V _i /(PHF*f _{HV,PTSF} *f _{g,PTSF})	1348	1124	
Base percent time-spent-following ⁴ , BPTSF _d (%)=100(1-e ^{-av_d})	86.7		
Adj. for no-passing zone, f _{np,PTSF} (Exhibit 15-21)	11.7		
Percent time-spent-following, PTSF _d (%)=BPTSF _d +f _{np,PTSF} *(v _{d,PTSF} /v _{d,PTSF} +V _{o,PTSF})	93.1		
Level of Service and Other Performance Measures			
Level of service, LOS (Exhibit 15-3)	E		
Volume to capacity ratio, v/c	0.79		

Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	66.6
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	1348.3
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	14.89
Bicycle level of service (Exhibit 15-4)	F
Notes	
<p>1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.</p> <p>2. If $v_i(v_d \text{ or } v_o) \geq 1,700$ pc/h, terminate analysis--the LOS is F.</p> <p>3. For the analysis direction only and for $v > 200$ veh/h.</p> <p>4. For the analysis direction only</p> <p>5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.</p> <p>6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.</p>	

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	JXP	Highway / Direction of Travel	SR 50 - WB
Agency or Company	KAI	From/To	Tuscanooga Rd. to CR 469
Date Performed	4/21/17	Jurisdiction	District 5
Analysis Time Period	AM Peak Hour	Analysis Year	2045 No Build

Project Description: West SR 50 PD&E Study

Input Data

Segment length, L_1 _____ mi

Class I highway Class II highway

Class III highway

Terrain Level Rolling

Grade Length _____ mi Up/down

Peak-hour factor, PHF 0.89

No-passing zone 82%

% Trucks and Buses, P_T 24 %

% Recreational vehicles, P_R 0%

Access points *mi* 13/mi

Analysis direction vol., V_d	1000veh/h
Opposing direction vol., V_o	1200veh/h
Shoulder width ft	4.0
Lane Width ft	12.0
Segment Length mi	3.7

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	1.0	1.0
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS} = 1 / (1 + P_T(E_T - 1) + P_R(E_R - 1))$	1.000	1.000
Grade adjustment factor ¹ , $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate ² , v_i (pc/h) $v_i = V_i / (PHF * f_{g,ATS} * f_{HV,ATS})$	1124	1348
Free-Flow Speed from Field Measurement	Estimated Free-Flow Speed	
Mean speed of sample ³ , S_{FM}	Base free-flow speed ⁴ , BFFS 65.0 mi/h	
Total demand flow rate, both directions, v	Adj. for lane and shoulder width ⁴ , f_{LS} (Exhibit 15-7) 1.3 mi/h	
Free-flow speed, $FFS = S_{FM} + 0.00776(v / f_{HV,ATS})$	Adj. for access points ⁴ , f_A (Exhibit 15-8) 3.3 mi/h	
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15) 0.8 mi/h	Free-flow speed, FFS ($FFS = BFFS - f_{LS} - f_A$) 60.5 mi/h	
	Average travel speed, $ATS_d = FFS - 0.00776(v_{d,ATS} + V_{o,ATS}) - f_{np,ATS}$ 40.4 mi/h	
	Percent free flow speed, PFFS 66.9 %	

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	1.0	1.0
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV} = 1 / (1 + P_T(E_T - 1) + P_R(E_R - 1))$	1.000	1.000
Grade adjustment factor ¹ , $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate ² , v_i (pc/h) $v_i = V_i / (PHF * f_{HV,PTSF} * f_{g,PTSF})$	1124	1348
Base percent time-spent-following ⁴ , $BPTSF_d(\%) = 100(1 - e^{-av_d^b})$	84.0	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	11.7	
Percent time-spent-following, $PTSF_d(\%) = BPTSF_d + f_{np,PTSF} * (v_{d,PTSF} / v_{d,PTSF} + V_{o,PTSF})$	89.3	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	E
Volume to capacity ratio, v/c	0.66

Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	66.9
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	1123.6
Effective width, W_v (Eq. 15-29) ft	16.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	14.80
Bicycle level of service (Exhibit 15-4)	F
Notes	
<p>1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.</p> <p>2. If $v_i(v_d \text{ or } v_o) \geq 1,700$ pc/h, terminate analysis--the LOS is F.</p> <p>3. For the analysis direction only and for $v > 200$ veh/h.</p> <p>4. For the analysis direction only</p> <p>5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.</p> <p>6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.</p>	

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	JXP	Highway / Direction of Travel	SR 50 - EB
Agency or Company	KAI	From/To	CR 469 to Tuscanooga
Date Performed	4/21/17	Jurisdiction	District 5
Analysis Time Period	PM Peak Hour	Analysis Year	2045 No Build

Project Description: West SR 50 PD&E Study

Input Data

Segment length, L_1 _____ mi

Class I highway Class II highway
 Class III highway

Terrain Level Rolling

Grade Length _____ mi Up/down

Peak-hour factor, PHF 0.98

No-passing zone 85%

% Trucks and Buses, P_T 17 %

% Recreational vehicles, P_R 0%

Access points *mi* 13/mi

Analysis direction vol., V_d 1000veh/h

Oposing direction vol., V_o 1200veh/h

Shoulder width ft 4.0

Lane Width ft 12.0

Segment Length mi 3.7

Average Travel Speed

	Analysis Direction (d)	Oposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	1.0	1.0
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS} = 1 / (1 + P_T(E_T - 1) + P_R(E_R - 1))$	1.000	1.000
Grade adjustment factor ¹ , $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate ² , v_i (pc/h) $v_i = V_i / (PHF * f_{g,ATS} * f_{HV,ATS})$	1020	1224

Free-Flow Speed from Field Measurement	Estimated Free-Flow Speed	
Mean speed of sample ³ , S_{FM}	Base free-flow speed ⁴ , BFFS	65.0 mi/h
Total demand flow rate, both directions, v	Adj. for lane and shoulder width ⁴ , f_{LS} (Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS = S_{FM} + 0.00776(v / f_{HV,ATS})$	Adj. for access points ⁴ , f_A (Exhibit 15-8)	3.3 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15) 0.9 mi/h	Free-flow speed, FFS ($FFS = BFFS - f_{LS} - f_A$)	60.5 mi/h
	Average travel speed, $ATS_d = FFS - 0.00776(v_{d,ATS} + V_{o,ATS}) - f_{np,ATS}$	42.1 mi/h
	Percent free flow speed, PFFS	69.6 %

Percent Time-Spent-Following

	Analysis Direction (d)	Oposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	1.0	1.0
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV} = 1 / (1 + P_T(E_T - 1) + P_R(E_R - 1))$	1.000	1.000
Grade adjustment factor ¹ , $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate ² , v_i (pc/h) $v_i = V_i / (PHF * f_{HV,PTSF} * f_{g,PTSF})$	1020	1224
Base percent time-spent-following ⁴ , $BPTSF_d(\%) = 100(1 - e^{-av_d^b})$	80.6	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	14.6	
Percent time-spent-following, $PTSF_d(\%) = BPTSF_d + f_{np,PTSF} * (v_{d,PTSF} / v_{d,PTSF} + V_{o,PTSF})$	87.2	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	E
Volume to capacity ratio, v/c	0.60

Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	69.6
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	1020.4
Effective width, W_v (Eq. 15-29) ft	16.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	10.40
Bicycle level of service (Exhibit 15-4)	F
Notes	
<p>1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.</p> <p>2. If $v_i(v_d \text{ or } v_o) \geq 1,700$ pc/h, terminate analysis--the LOS is F.</p> <p>3. For the analysis direction only and for $v > 200$ veh/h.</p> <p>4. For the analysis direction only</p> <p>5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.</p> <p>6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.</p>	

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	JXP	Highway / Direction of Travel	SR 50 - WB
Agency or Company	KAI	From/To	Tuscanooga to CR 469
Date Performed	4/21/17	Jurisdiction	District 5
Analysis Time Period	PM Peak Hour	Analysis Year	2045 No Build

Project Description: West SR 50 PD&E Study

Input Data

Segment length, L_1 _____ mi

Class I highway Class II highway
 Class III highway

Terrain Level Rolling

Grade Length _____ mi Up/down

Peak-hour factor, PHF 0.98

No-passing zone 82%

% Trucks and Buses, P_T 17%

% Recreational vehicles, P_R 0%

Access points *mi* 13/mi

Analysis direction vol., V_d	1200veh/h
Opposing direction vol., V_o	1000veh/h
Shoulder width ft	4.0
Lane Width ft	12.0
Segment Length mi	3.7

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	1.0	1.0
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS} = 1 / (1 + P_T(E_T - 1) + P_R(E_R - 1))$	1.000	1.000
Grade adjustment factor ¹ , $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate ² , v_i (pc/h) $v_i = V_i / (PHF * f_{g,ATS} * f_{HV,ATS})$	1224	1020
Free-Flow Speed from Field Measurement	Estimated Free-Flow Speed	
Mean speed of sample ³ , S_{FM}	Base free-flow speed ⁴ , BFFS 65.0 mi/h	
Total demand flow rate, both directions, v	Adj. for lane and shoulder width ⁴ , f_{LS} (Exhibit 15-7) 1.3 mi/h	
Free-flow speed, $FFS = S_{FM} + 0.00776(v / f_{HV,ATS})$	Adj. for access points ⁴ , f_A (Exhibit 15-8) 3.3 mi/h	
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15) 1.1 mi/h	Free-flow speed, FFS ($FFS = BFFS - f_{LS} - f_A$) 60.5 mi/h	
	Average travel speed, $ATS_d = FFS - 0.00776(v_{d,ATS} + V_{o,ATS}) - f_{np,ATS}$ 41.9 mi/h	
	Percent free flow speed, PFFS 69.4 %	

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	1.0	1.0
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV} = 1 / (1 + P_T(E_T - 1) + P_R(E_R - 1))$	1.000	1.000
Grade adjustment factor ¹ , $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate ² , v_i (pc/h) $v_i = V_i / (PHF * f_{HV,PTSF} * f_{g,PTSF})$	1224	1020
Base percent time-spent-following ⁴ , $BPTSF_d(\%) = 100(1 - e^{-av_d^b})$	83.1	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	14.6	
Percent time-spent-following, $PTSF_d(\%) = BPTSF_d + f_{np,PTSF} * (v_{d,PTSF} / v_{d,PTSF} + V_{o,PTSF})$	91.1	

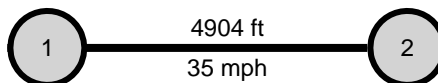
Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	E
Volume to capacity ratio, v/c	0.72

Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	69.4
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	1224.5
Effective width, W_v (Eq. 15-29) ft	16.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	10.49
Bicycle level of service (Exhibit 15-4)	F
Notes	
<p>1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.</p> <p>2. If $v_i(v_d \text{ or } v_o) \geq 1,700$ pc/h, terminate analysis--the LOS is F.</p> <p>3. For the analysis direction only and for $v > 200$ veh/h.</p> <p>4. For the analysis direction only</p> <p>5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.</p> <p>6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.</p>	

HCS 2010 Urban Street Segment Report

General Information				Streets Information	
Agency	KAI			Number of Intersections	2
Analyst	JXP	Analysis Date	Apr 28, 2017	Number of Segments	1
Jurisdiction		Time Period	AM Peak	Number of Iterations	15
File Name	Segment 4 - EB 2045 No Build A	Analysis Year	2045	System Cycle Length, s	120
Intersections	Tuscanooga Road	CR 33		Analysis Period	1 > 7:00
Project Description	Segment 4 - 2045 AM No Build				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
1	35	45	1	1	4904	4904	50	50	0	0	17	16	0.0	0.0

Segment Output Data

		Eastbound			Westbound		
Segment	Movement	EBL	EBT	EBR	WBL	WBT	WBR
1	Bay/Lane Spillback Time, h	never	never			never	
1	Shared Lane Spillback Time, h	never					
1	Base Free-Flow Speed, mph	40.44			43.62		
1	Running Time, s	86.17			83.13		
1	Running Speed, mph	38.80			40.22		
1	Through Delay, s/veh	67.20			0.17		
1	Travel Time, s	153.37			83.30		
1	Travel Speed, mph	21.80			40.14		
1	Stop Rate, stops/veh	0.93			0.00		
1	Spatial Stop Rate, stops/mi	1.00			0.00		
1	Through vol/cap Ratio	0.93			0.67		
1	Percent of Base FFS	53.90			92.02		
1	Level of Service	C			A		
1	Auto Traveler Perception Score	2.29			2.14		

Multimodal Results (Segment)

1	Pedestrian Segment LOS Score / LOS	2.56	B	3.80	D
1	Bicycle Segment LOS Score / LOS	3.53	D	3.62	D
1	Transit Segment LOS Score / LOS	1.65	A	0.64	A

Facility Output Data

		Eastbound		Westbound	
Facility Travel Time, s		153.37		83.30	
Facility Travel Speed, mph		21.80		40.14	
Facility Base Free Flow Speed, mph		40.44		43.62	
Facility Percent of Base FFS		53.90		92.02	
Facility Level of Service		C		A	
Facility Auto Traveler Perception Score		2.29		2.14	

Multimodal Results (Facility)

Pedestrian Facility LOS Score / LOS	2.56	C	3.80	D
Bicycle Facility LOS Score / LOS	3.53	D	3.62	D
Transit Facility LOS Score / LOS	1.65	A	0.64	A

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	JXP	Highway / Direction of Travel	SR 50 - WB
Agency or Company	KAI	From/To	CR 33 to Tuscanooga
Date Performed	3/2/17	Jurisdiction	District 5
Analysis Time Period	AM Peak Hour	Analysis Year	2045 No Build

Project Description: West SR 50 PD&E Study

Input Data

Segment length, L_1 _____ mi

Class I highway Class II highway
 Class III highway

Terrain Level Rolling

Grade Length _____ mi Up/down _____

Peak-hour factor, PHF 0.92

No-passing zone 100%

% Trucks and Buses, P_T 15 %

% Recreational vehicles, P_R 0%

Access points *mi* 39/mi

Analysis direction vol., V_d	1300veh/h
Opposing direction vol., V_o	1600veh/h
Shoulder width ft	7.0
Lane Width ft	12.0
Segment Length mi	0.9

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	1.0	1.0
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS} = 1 / (1 + P_T(E_T - 1) + P_R(E_R - 1))$	1.000	1.000
Grade adjustment factor ¹ , $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate ² , v_i (pc/h) $v_i = V_i / (PHF * f_{g,ATS} * f_{HV,ATS})$	1413	1739
Free-Flow Speed from Field Measurement	Estimated Free-Flow Speed	
Mean speed of sample ³ , S_{FM}	Base free-flow speed ⁴ , BFFS 50.0 mi/h	
Total demand flow rate, both directions, v	Adj. for lane and shoulder width ⁴ , f_{LS} (Exhibit 15-7) 0.0 mi/h	
Free-flow speed, $FFS = S_{FM} + 0.00776(v / f_{HV,ATS})$	Adj. for access points ⁴ , f_A (Exhibit 15-8) 9.8 mi/h	
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15) 0.6 mi/h	Free-flow speed, FFS ($FFS = BFFS - f_{LS} - f_A$) 40.3 mi/h	
	Average travel speed, $ATS_d = FFS - 0.00776(v_{d,ATS} + V_{o,ATS}) - f_{np,ATS}$ 15.2 mi/h	
	Percent free flow speed, PFFS 37.7 %	

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	1.0	1.0
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV} = 1 / (1 + P_T(E_T - 1) + P_R(E_R - 1))$	1.000	1.000
Grade adjustment factor ¹ , $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate ² , v_i (pc/h) $v_i = V_i / (PHF * f_{HV,PTSF} * f_{g,PTSF})$	1413	1739
Base percent time-spent-following ⁴ , $BPTSF_d(\%) = 100(1 - e^{-av_d^b})$	90.2	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	8.4	
Percent time-spent-following, $PTSF_d(\%) = BPTSF_d + f_{np,PTSF} * (v_{d,PTSF} / v_{d,PTSF} + V_{o,PTSF})$	94.0	

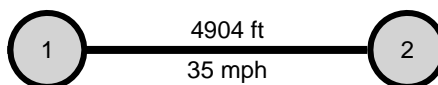
Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	F
Volume to capacity ratio, v/c	0.83

Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	37.7
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	1413.0
Effective width, Wv (Eq. 15-29) ft	26.00
Effective speed factor, S_t (Eq. 15-30)	4.22
Bicycle level of service score, BLOS (Eq. 15-31)	6.65
Bicycle level of service (Exhibit 15-4)	F
Notes	
<p>1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.</p> <p>2. If $v_i(v_d \text{ or } v_o) \geq 1,700$ pc/h, terminate analysis--the LOS is F.</p> <p>3. For the analysis direction only and for $v > 200$ veh/h.</p> <p>4. For the analysis direction only</p> <p>5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.</p> <p>6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.</p>	

HCS 2010 Urban Street Segment Report

General Information				Streets Information	
Agency	KAI			Number of Intersections	2
Analyst	JXP	Analysis Date	Apr 28, 2017	Number of Segments	1
Jurisdiction		Time Period	PM Peak	Number of Iterations	15
File Name	Segment 4 - PM - EB - No Build	Analysis Year	2045	System Cycle Length, s	120
Intersections	Tuscanooga Road	CR 33		Analysis Period	1 > 4:45
Project Description	Segment 4 - 2045 PM No Build				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
1	35	45	1	1	4904	4904	50	50	0	0	17	16	0.0	0.0

Segment Output Data

		Eastbound			Westbound		
Segment	Movement	EBL	EBT	EBR	WBL	WBT	WBR
		5	2	12	1	6	16
1	Bay/Lane Spillback Time, h	never	never			never	
1	Shared Lane Spillback Time, h	never					
1	Base Free-Flow Speed, mph	40.44			43.62		
1	Running Time, s	85.62			80.88		
1	Running Speed, mph	39.05			41.34		
1	Through Delay, s/veh	29.97			0.07		
1	Travel Time, s	115.59			80.95		
1	Travel Speed, mph	28.93			41.30		
1	Stop Rate, stops/veh	0.61			0.00		
1	Spatial Stop Rate, stops/mi	0.66			0.00		
1	Through vol/cap Ratio	0.61			0.47		
1	Percent of Base FFS	71.52			94.69		
1	Level of Service	B			A		
1	Auto Traveler Perception Score	2.24			2.14		

Multimodal Results (Segment)

1	Pedestrian Segment LOS Score / LOS	2.50	B	2.53	B
1	Bicycle Segment LOS Score / LOS	3.50	C	3.63	D
1	Transit Segment LOS Score / LOS	1.07	A	0.47	A

Facility Output Data

		Eastbound		Westbound	
Facility Travel Time, s		115.59		80.95	
Facility Travel Speed, mph		28.93		41.30	
Facility Base Free Flow Speed, mph		40.44		43.62	
Facility Percent of Base FFS		71.52		94.69	
Facility Level of Service		B		A	
Facility Auto Traveler Perception Score		2.24		2.14	

Multimodal Results (Facility)

Pedestrian Facility LOS Score / LOS	2.50	C	2.53	C
Bicycle Facility LOS Score / LOS	3.50	C	3.63	D
Transit Facility LOS Score / LOS	1.07	A	0.47	A

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	JXP	Highway / Direction of Travel	SR 50 - WB
Agency or Company	KAI	From/To	CR 33 to Tuscanooga
Date Performed	4/21/17	Jurisdiction	District 5
Analysis Time Period	PM Peak Hour	Analysis Year	2045 No Build

Project Description: West SR 50 PD&E Study

Input Data

Segment length, L_1 _____ mi

Class I highway Class II highway
 Class III highway

Terrain Level Rolling

Grade Length _____ mi Up/down _____

Peak-hour factor, PHF 0.97

No-passing zone 100%

% Trucks and Buses, P_T 9%

% Recreational vehicles, P_R 0%

Access points *mi* 39/mi

Analysis direction vol., V_d 1600veh/h

Opposing direction vol., V_o 1300veh/h

Shoulder width ft 7.0

Lane Width ft 12.0

Segment Length mi 0.9

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	1.0	1.0
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS} = 1 / (1 + P_T(E_T - 1) + P_R(E_R - 1))$	1.000	1.000
Grade adjustment factor ¹ , $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate ² , v_i (pc/h) $v_i = V_i / (PHF * f_{g,ATS} * f_{HV,ATS})$	1649	1340
Free-Flow Speed from Field Measurement	Estimated Free-Flow Speed	
Mean speed of sample ³ , S_{FM}	Base free-flow speed ⁴ , BFFS 50.0 mi/h	
Total demand flow rate, both directions, v	Adj. for lane and shoulder width ⁴ , f_{LS} (Exhibit 15-7) 0.0 mi/h	
Free-flow speed, $FFS = S_{FM} + 0.00776(v / f_{HV,ATS})$	Adj. for access points ⁴ , f_A (Exhibit 15-8) 9.8 mi/h	
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15) 0.8 mi/h	Free-flow speed, FFS ($FFS = BFFS - f_{LS} - f_A$) 40.3 mi/h	
	Average travel speed, $ATS_d = FFS - 0.00776(v_{d,ATS} + V_{o,ATS}) - f_{np,ATS}$ 16.3 mi/h	
	Percent free flow speed, PFFS 40.4 %	

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	1.0	1.0
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV} = 1 / (1 + P_T(E_T - 1) + P_R(E_R - 1))$	1.000	1.000
Grade adjustment factor ¹ , $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate ² , v_i (pc/h) $v_i = V_i / (PHF * f_{HV,PTSF} * f_{g,PTSF})$	1649	1340
Base percent time-spent-following ⁴ , $BPTSF_d(\%) = 100(1 - e^{-av_d^b})$	91.9	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	8.9	
Percent time-spent-following, $PTSF_d(\%) = BPTSF_d + f_{np,PTSF} * (v_{d,PTSF} / v_{d,PTSF} + V_{o,PTSF})$	96.8	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	E
Volume to capacity ratio, v/c	0.97

Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1700
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	40.4
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	1649.5
Effective width, W_v (Eq. 15-29) ft	26.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	4.80
Bicycle level of service (Exhibit 15-4)	E
Notes	
<p>1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.</p> <p>2. If $v_i(v_d \text{ or } v_o) \geq 1,700$ pc/h, terminate analysis--the LOS is F.</p> <p>3. For the analysis direction only and for $v > 200$ veh/h.</p> <p>4. For the analysis direction only</p> <p>5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.</p> <p>6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.</p>	

APPENDIX O – FUTURE BUILD INTERSECTION REPORTS

FUTURE INTERSECTION BUILD SCENARIO REPORTS

Intersection

Int Delay, s/veh 0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	397	3	2	304	1	3
Future Vol, veh/h	397	3	2	304	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	446	3	2	342	1	3

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	449	794
Stage 1	-	-	448
Stage 2	-	-	346
Critical Hdwy	-	4.21	6.51
Critical Hdwy Stg 1	-	-	5.51
Critical Hdwy Stg 2	-	-	5.51
Follow-up Hdwy	-	2.299	3.599
Pot Cap-1 Maneuver	-	1065	345
Stage 1	-	-	625
Stage 2	-	-	697
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1065	344
Mov Cap-2 Maneuver	-	-	457
Stage 1	-	-	625
Stage 2	-	-	696

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	11.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	551	-	-	1065	-
HCM Lane V/C Ratio	0.008	-	-	0.002	-
HCM Control Delay (s)	11.6	-	-	8.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗	↖	↗	↖	↗
Traffic Vol, veh/h	16	383	293	4	6	10
Future Vol, veh/h	16	383	293	4	6	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	18	430	329	4	7	11

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	334	0	167
Stage 1	-	-	331
Stage 2	-	-	251
Critical Hdwy	4.32	-	7.12
Critical Hdwy Stg 1	-	-	6.02
Critical Hdwy Stg 2	-	-	6.02
Follow-up Hdwy	2.31	-	3.41
Pot Cap-1 Maneuver	1160	-	820
Stage 1	-	-	674
Stage 2	-	-	741
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1160	-	820
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	674
Stage 2	-	-	730

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	10.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1160	-	-	-	667
HCM Lane V/C Ratio	0.015	-	-	-	0.027
HCM Control Delay (s)	8.2	-	-	-	10.5
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 2010 Signalized Intersection Summary

9: SR 471 & SR 50

2025 AM Design Hour

08/08/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	357	18	34	270	124	8	136	32	140	112	44
Future Volume (veh/h)	58	357	18	34	270	124	8	136	32	140	112	44
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1712	1712	1712	1712	1712	1712	1900	1712	1900	1900	1712	1712
Adj Flow Rate, veh/h	66	406	0	39	307	0	9	155	36	159	127	50
Adj No. of Lanes	1	2	1	1	2	1	0	1	0	0	1	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	11	11	11	11	11	11	11	11	11	11	11	11
Cap, veh/h	512	1456	651	460	1456	651	75	402	90	316	207	441
Arrive On Green	0.45	0.45	0.00	0.45	0.45	0.00	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	981	3252	1455	896	3252	1455	25	1325	296	712	684	1455
Grp Volume(v), veh/h	66	406	0	39	307	0	200	0	0	286	0	50
Grp Sat Flow(s),veh/h/ln	981	1626	1455	896	1626	1455	1646	0	0	1395	0	1455
Q Serve(g_s), s	2.5	4.4	0.0	1.6	3.2	0.0	0.0	0.0	0.0	4.1	0.0	1.4
Cycle Q Clear(g_c), s	5.7	4.4	0.0	6.0	3.2	0.0	5.3	0.0	0.0	9.4	0.0	1.4
Prop In Lane	1.00		1.00	1.00		1.00	0.04		0.18	0.56		1.00
Lane Grp Cap(c), veh/h	512	1456	651	460	1456	651	567	0	0	523	0	441
V/C Ratio(X)	0.13	0.28	0.00	0.08	0.21	0.00	0.35	0.00	0.00	0.55	0.00	0.11
Avail Cap(c_a), veh/h	621	1817	813	559	1817	813	1378	0	0	1175	0	1170
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.1	9.7	0.0	11.6	9.4	0.0	15.4	0.0	0.0	16.6	0.0	14.0
Incr Delay (d2), s/veh	0.2	0.1	0.0	0.1	0.1	0.0	0.6	0.0	0.0	1.5	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	3.6	0.0	0.7	2.6	0.0	4.6	0.0	0.0	7.1	0.0	1.0
LnGrp Delay(d),s/veh	11.3	9.9	0.0	11.7	9.5	0.0	16.1	0.0	0.0	18.1	0.0	14.2
LnGrp LOS	B	A		B	A		B			B		B
Approach Vol, veh/h		472			346			200			336	
Approach Delay, s/veh		10.1			9.7			16.1			17.5	
Approach LOS		B			A			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		24.0		31.8		24.0		31.8				
Change Period (Y+Rc), s		* 7.1		6.8		* 7.1		6.8				
Max Green Setting (Gmax), s		* 45		31.2		* 45		31.2				
Max Q Clear Time (g_c+I1), s		7.3		7.7		11.4		8.0				
Green Ext Time (p_c), s		5.7		6.2		5.6		6.2				
Intersection Summary												
HCM 2010 Ctrl Delay				12.7								
HCM 2010 LOS				B								
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	4	507	5	1	435	13	11	1	4	6	1	3
Future Vol, veh/h	4	507	5	1	435	13	11	1	4	6	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	92	92	94	94	92	92	92	94	92	94
Heavy Vehicles, %	11	11	2	2	11	11	2	2	2	11	2	11
Mvmt Flow	4	539	5	1	463	14	12	1	4	6	1	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	477	0	0	545	0	0	785	1030	272	751	1025	238
Stage 1	-	-	-	-	-	-	551	551	-	472	472	-
Stage 2	-	-	-	-	-	-	234	479	-	279	553	-
Critical Hdwy	4.32	-	-	4.14	-	-	7.54	6.54	6.94	7.72	6.54	7.12
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.72	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.72	5.54	-
Follow-up Hdwy	2.31	-	-	2.22	-	-	3.52	4.02	3.32	3.61	4.02	3.41
Pot Cap-1 Maneuver	1021	-	-	1020	-	-	283	232	726	284	234	736
Stage 1	-	-	-	-	-	-	486	514	-	519	557	-
Stage 2	-	-	-	-	-	-	748	553	-	679	513	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1021	-	-	1020	-	-	280	231	726	281	233	736
Mov Cap-2 Maneuver	-	-	-	-	-	-	384	347	-	391	349	-
Stage 1	-	-	-	-	-	-	484	512	-	517	556	-
Stage 2	-	-	-	-	-	-	743	552	-	671	511	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	13.7	13.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	432	1021	-	-	1020	-	-	448
HCM Lane V/C Ratio	0.04	0.004	-	-	0.001	-	-	0.024
HCM Control Delay (s)	13.7	8.5	-	-	8.5	-	-	13.2
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	3	541	1	1	448	1	1	1	1	6	1	1
Future Vol, veh/h	3	541	1	1	448	1	1	1	1	6	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	11	11	11	11	11	11	11	11	11	11	11	11
Mvmt Flow	3	588	1	1	487	1	1	1	1	7	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	488	0	0	589	0	0	841	1085	295	791	1086	244
Stage 1	-	-	-	-	-	-	595	595	-	490	490	-
Stage 2	-	-	-	-	-	-	246	490	-	301	596	-
Critical Hdwy	4.32	-	-	4.32	-	-	7.72	6.72	7.12	7.72	6.72	7.12
Critical Hdwy Stg 1	-	-	-	-	-	-	6.72	5.72	-	6.72	5.72	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.72	5.72	-	6.72	5.72	-
Follow-up Hdwy	2.31	-	-	2.31	-	-	3.61	4.11	3.41	3.61	4.11	3.41
Pot Cap-1 Maneuver	1011	-	-	923	-	-	243	202	675	265	201	730
Stage 1	-	-	-	-	-	-	436	469	-	506	525	-
Stage 2	-	-	-	-	-	-	711	525	-	659	468	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1011	-	-	923	-	-	241	201	675	263	200	730
Mov Cap-2 Maneuver	-	-	-	-	-	-	345	316	-	376	316	-
Stage 1	-	-	-	-	-	-	435	468	-	504	524	-
Stage 2	-	-	-	-	-	-	708	524	-	654	467	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	14.1	14.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	398	1011	-	-	923	-	-	390
HCM Lane V/C Ratio	0.008	0.003	-	-	0.001	-	-	0.022
HCM Control Delay (s)	14.1	8.6	-	-	8.9	-	-	14.4
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection

Int Delay, s/veh 4.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↘	↘	
Traffic Vol, veh/h	8	577	470	81	233	8
Future Vol, veh/h	8	577	470	81	233	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	9	620	505	87	251	9

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	505	0	832
Stage 1	-	-	505
Stage 2	-	-	327
Critical Hdwy	4.32	-	7.02
Critical Hdwy Stg 1	-	-	6.02
Critical Hdwy Stg 2	-	-	6.02
Follow-up Hdwy	2.31	-	3.61
Pot Cap-1 Maneuver	995	-	290
Stage 1	-	-	546
Stage 2	-	-	677
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	995	-	287
Mov Cap-2 Maneuver	-	-	403
Stage 1	-	-	546
Stage 2	-	-	671

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	27.8
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	995	-	-	-	409
HCM Lane V/C Ratio	0.009	-	-	-	0.634
HCM Control Delay (s)	8.7	-	-	-	27.8
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	4.2

Intersection

Int Delay, s/veh 0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	770	9	8	571	5	3
Future Vol, veh/h	770	9	8	571	5	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	856	10	9	634	6	3

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	866	1196
Stage 1	-	-	861
Stage 2	-	-	335
Critical Hdwy	-	4.32	7.02
Critical Hdwy Stg 1	-	-	6.02
Critical Hdwy Stg 2	-	-	6.02
Follow-up Hdwy	-	2.31	3.61
Pot Cap-1 Maneuver	-	719	166
Stage 1	-	-	353
Stage 2	-	-	671
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	719	164
Mov Cap-2 Maneuver	-	-	275
Stage 1	-	-	353
Stage 2	-	-	663

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	15.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	338	-	-	719	-
HCM Lane V/C Ratio	0.026	-	-	0.012	-
HCM Control Delay (s)	15.9	-	-	10.1	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection

Int Delay, s/veh 0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	814	1	3	580	1	2
Future Vol, veh/h	814	1	3	580	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	885	1	3	630	1	2

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	886
Stage 1	-	-	885
Stage 2	-	-	322
Critical Hdwy	-	-	4.32
Critical Hdwy Stg 1	-	-	6.02
Critical Hdwy Stg 2	-	-	6.02
Follow-up Hdwy	-	-	2.31
Pot Cap-1 Maneuver	-	-	706
Stage 1	-	-	342
Stage 2	-	-	681
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	706
Mov Cap-2 Maneuver	-	-	270
Stage 1	-	-	342
Stage 2	-	-	678

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	14
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	404	-	-	706	-
HCM Lane V/C Ratio	0.008	-	-	0.005	-
HCM Control Delay (s)	14	-	-	10.1	-
HCM Lane LOS	B	-	-	B	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection

Int Delay, s/veh 0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	812	2	8	580	2	17
Future Vol, veh/h	812	2	8	580	2	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	80	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	923	2	9	659	2	19

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	925	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	4.32	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	2.31	-
Pot Cap-1 Maneuver	-	-	681	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	681	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	13
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	470	-	-	681	-
HCM Lane V/C Ratio	0.046	-	-	0.013	-
HCM Control Delay (s)	13	-	-	10.4	-
HCM Lane LOS	B	-	-	B	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗	↖↗		↖	
Traffic Vol, veh/h	15	814	569	20	37	19
Future Vol, veh/h	15	814	569	20	37	19
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	80	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	17	915	639	22	42	21

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	662	0	331
Stage 1	-	-	651
Stage 2	-	-	492
Critical Hdwy	4.32	-	7.12
Critical Hdwy Stg 1	-	-	6.02
Critical Hdwy Stg 2	-	-	6.02
Follow-up Hdwy	2.31	-	3.41
Pot Cap-1 Maneuver	864	-	639
Stage 1	-	-	457
Stage 2	-	-	555
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	864	-	639
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	457
Stage 2	-	-	544

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	16.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	864	-	-	-	372
HCM Lane V/C Ratio	0.02	-	-	-	0.169
HCM Control Delay (s)	9.2	-	-	-	16.6
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.6

Intersection

Int Delay, s/veh 2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗		↘	
Traffic Vol, veh/h	19	829	566	61	130	23
Future Vol, veh/h	19	829	566	61	130	23
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	11	11	7	7	7	11
Mvmt Flow	21	901	615	66	141	25

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	682	0	1141
Stage 1	-	-	648
Stage 2	-	-	493
Critical Hdwy	4.32	-	6.94
Critical Hdwy Stg 1	-	-	5.94
Critical Hdwy Stg 2	-	-	5.94
Follow-up Hdwy	2.31	-	3.57
Pot Cap-1 Maneuver	849	-	187
Stage 1	-	-	469
Stage 2	-	-	565
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	849	-	182
Mov Cap-2 Maneuver	-	-	313
Stage 1	-	-	469
Stage 2	-	-	551

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	25.4
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	849	-	-	-	339
HCM Lane V/C Ratio	0.024	-	-	-	0.491
HCM Control Delay (s)	9.3	-	-	-	25.4
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0.1	-	-	-	2.6

Intersection

Int Delay, s/veh 1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↶↷		↶	↶↷			↷↶			↷↶	
Traffic Vol, veh/h	0	930	23	52	608	1	12	0	131	0	0	0
Future Vol, veh/h	0	930	23	52	608	1	12	0	131	0	0	0
Conflicting Peds, #/hr	1	0	2	2	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	7	7	7	7	7	7	7	7	7	7	7	7
Mvmt Flow	0	979	24	55	640	1	13	0	138	0	0	0

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	642	0	1005	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.24	-	4.24	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.27	-	2.27	-
Pot Cap-1 Maneuver	905	-	656	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	905	-	656	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.9	17.4	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	439	905	-	-	656	-	-	-
HCM Lane V/C Ratio	0.343	-	-	-	0.083	-	-	-
HCM Control Delay (s)	17.4	0	-	-	11	-	-	0
HCM Lane LOS	C	A	-	-	B	-	-	A
HCM 95th %tile Q(veh)	1.5	0	-	-	0.3	-	-	-

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↕		↵	↕			↕			↕	
Traffic Vol, veh/h	44	1020	16	2	642	11	20	8	5	7	6	25
Future Vol, veh/h	44	1020	16	2	642	11	20	8	5	7	6	25
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	210	-	-	135	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	7	7	7	7	7	7	7	7	7	7	7	7
Mvmt Flow	47	1097	17	2	690	12	22	9	5	8	6	27
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	702	0	0	1115	0	0	1554	1907	559	1349	1911	351
Stage 1	-	-	-	-	-	-	1201	1201	-	701	701	-
Stage 2	-	-	-	-	-	-	353	706	-	648	1210	-
Critical Hdwy	4.24	-	-	4.24	-	-	7.64	6.64	7.04	7.64	6.64	7.04
Critical Hdwy Stg 1	-	-	-	-	-	-	6.64	5.64	-	6.64	5.64	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.64	5.64	-	6.64	5.64	-
Follow-up Hdwy	2.27	-	-	2.27	-	-	3.57	4.07	3.37	3.57	4.07	3.37
Pot Cap-1 Maneuver	859	-	-	594	-	-	73	64	460	104	64	631
Stage 1	-	-	-	-	-	-	188	246	-	384	427	-
Stage 2	-	-	-	-	-	-	623	425	-	414	244	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	859	-	-	593	-	-	65	60	459	94	60	631
Mov Cap-2 Maneuver	-	-	-	-	-	-	143	157	-	210	160	-
Stage 1	-	-	-	-	-	-	178	232	-	363	426	-
Stage 2	-	-	-	-	-	-	585	424	-	372	230	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0			32.9			16.9		
HCM LOS							D			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	164	859	-	-	593	-	-	344				
HCM Lane V/C Ratio	0.216	0.055	-	-	0.004	-	-	0.119				
HCM Control Delay (s)	32.9	9.4	-	-	11.1	-	-	16.9				
HCM Lane LOS	D	A	-	-	B	-	-	C				
HCM 95th %tile Q(veh)	0.8	0.2	-	-	0	-	-	0.4				

HCM 2010 Signalized Intersection Summary

42: CR 33 / Putnam St & SR 50

2025 AM Design Hour

05/07/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	1002	12	9	635	228	15	11	15	332	9	23
Future Volume (veh/h)	30	1002	12	9	635	228	15	11	15	332	9	23
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1776	1776	1900	1776	1776	1776	1900	1776	1776	1900	1776	1900
Adj Flow Rate, veh/h	34	1139	14	10	722	0	17	12	17	377	10	26
Adj No. of Lanes	1	2	0	1	2	1	0	1	1	0	1	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	7	7	7	7	7	7	7	7	7	7	7	7
Cap, veh/h	274	1480	18	150	1462	654	62	44	92	423	11	29
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.00	0.06	0.06	0.06	0.28	0.28	0.28
Sat Flow, veh/h	693	3413	42	463	3374	1509	1011	714	1509	1534	41	106
Grp Volume(v), veh/h	34	563	590	10	722	0	29	0	17	413	0	0
Grp Sat Flow(s),veh/h/ln	693	1687	1768	463	1687	1509	1725	0	1509	1680	0	0
Q Serve(g_s), s	3.3	25.3	25.3	1.7	13.7	0.0	1.4	0.0	1.0	21.0	0.0	0.0
Cycle Q Clear(g_c), s	17.1	25.3	25.3	27.0	13.7	0.0	1.4	0.0	1.0	21.0	0.0	0.0
Prop In Lane	1.00		0.02	1.00		1.00	0.59		1.00	0.91		0.06
Lane Grp Cap(c), veh/h	274	731	766	150	1462	654	105	0	92	463	0	0
V/C Ratio(X)	0.12	0.77	0.77	0.07	0.49	0.00	0.28	0.00	0.18	0.89	0.00	0.00
Avail Cap(c_a), veh/h	301	797	835	168	1593	713	621	0	544	571	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	24.3	21.5	21.5	32.9	18.2	0.0	40.0	0.0	39.7	31.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	4.3	4.1	0.2	0.3	0.0	1.4	0.0	1.0	14.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	12.6	13.2	0.2	6.4	0.0	0.7	0.0	0.4	11.6	0.0	0.0
LnGrp Delay(d),s/veh	24.5	25.7	25.6	33.1	18.5	0.0	41.4	0.0	40.7	45.1	0.0	0.0
LnGrp LOS	C	C	C	C	B		D		D	D		
Approach Vol, veh/h		1187			732			46				413
Approach Delay, s/veh		25.6			18.7			41.1				45.1
Approach LOS		C			B			D				D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		12.3		45.5		31.3		45.5				
Change Period (Y+Rc), s		6.9		* 6.9		6.7		6.9				
Max Green Setting (Gmax), s		32.1		* 42		30.3		42.1				
Max Q Clear Time (g_c+I1), s		3.4		27.3		23.0		29.0				
Green Ext Time (p_c), s		0.2		10.6		1.5		9.7				
Intersection Summary												
HCM 2010 Ctrl Delay				27.2								
HCM 2010 LOS				C								
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection

Int Delay, s/veh 0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑		↑
Traffic Vol, veh/h	1337	6	3	773	0	2
Future Vol, veh/h	1337	6	3	773	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	None
Storage Length	-	-	185	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	7	7	7	7	7	7
Mvmt Flow	1519	7	3	878	0	2

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	1526	763
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	4.24	7.04
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	2.27	3.37
Pot Cap-1 Maneuver	-	409	336
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	409	336
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	15.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	336	-	-	409	-
HCM Lane V/C Ratio	0.007	-	-	0.008	-
HCM Control Delay (s)	15.8	-	-	13.9	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection

Int Delay, s/veh 0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	348	1	4	425	3	2
Future Vol, veh/h	348	1	4	425	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	387	1	4	472	3	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	388	0	868	387
Stage 1	-	-	-	-	387	-
Stage 2	-	-	-	-	481	-
Critical Hdwy	-	-	4.21	-	6.51	6.31
Critical Hdwy Stg 1	-	-	-	-	5.51	-
Critical Hdwy Stg 2	-	-	-	-	5.51	-
Follow-up Hdwy	-	-	2.299	-	3.599	3.399
Pot Cap-1 Maneuver	-	-	1123	-	311	642
Stage 1	-	-	-	-	667	-
Stage 2	-	-	-	-	603	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1123	-	309	642
Mov Cap-2 Maneuver	-	-	-	-	429	-
Stage 1	-	-	-	-	667	-
Stage 2	-	-	-	-	600	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	12.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	495	-	-	1123	-
HCM Lane V/C Ratio	0.011	-	-	0.004	-
HCM Control Delay (s)	12.4	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗	↖	↗	↖	↗
Traffic Vol, veh/h	13	337	422	6	6	6
Future Vol, veh/h	13	337	422	6	6	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	14	362	454	6	6	6

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	460	0	230
Stage 1	-	-	457
Stage 2	-	-	209
Critical Hdwy	4.32	-	7.12
Critical Hdwy Stg 1	-	-	6.02
Critical Hdwy Stg 2	-	-	6.02
Follow-up Hdwy	2.31	-	3.41
Pot Cap-1 Maneuver	1036	-	745
Stage 1	-	-	579
Stage 2	-	-	779
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1036	-	745
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	579
Stage 2	-	-	768

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	11.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1036	-	-	-	570
HCM Lane V/C Ratio	0.013	-	-	-	0.023
HCM Control Delay (s)	8.5	-	-	-	11.5
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 2010 Signalized Intersection Summary

9: SR 471 & SR 50

2025 PM Design Hour

08/08/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	327	7	34	406	148	12	131	33	125	139	52
Future Volume (veh/h)	50	327	7	34	406	148	12	131	33	125	139	52
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1712	1712	1712	1712	1712	1712	1900	1712	1900	1900	1712	1712
Adj Flow Rate, veh/h	54	355	0	37	441	0	13	142	36	136	151	57
Adj No. of Lanes	1	2	1	1	2	1	0	1	0	0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	11	11	11	11	11	11	11	11	11	11	11	11
Cap, veh/h	449	1472	659	492	1472	659	82	379	91	276	251	430
Arrive On Green	0.45	0.45	0.00	0.45	0.45	0.00	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	868	3252	1455	939	3252	1455	42	1282	308	609	850	1453
Grp Volume(v), veh/h	54	355	0	37	441	0	191	0	0	287	0	57
Grp Sat Flow(s),veh/h/ln	868	1626	1455	939	1626	1455	1632	0	0	1459	0	1453
Q Serve(g_s), s	2.3	3.7	0.0	1.4	4.7	0.0	0.0	0.0	0.0	3.8	0.0	1.6
Cycle Q Clear(g_c), s	7.1	3.7	0.0	5.1	4.7	0.0	5.1	0.0	0.0	8.9	0.0	1.6
Prop In Lane	1.00		1.00	1.00		1.00	0.07		0.19	0.47		1.00
Lane Grp Cap(c), veh/h	449	1472	659	492	1472	659	552	0	0	527	0	430
V/C Ratio(X)	0.12	0.24	0.00	0.08	0.30	0.00	0.35	0.00	0.00	0.54	0.00	0.13
Avail Cap(c_a), veh/h	562	1896	848	615	1896	848	1348	0	0	1205	0	1155
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.8	9.3	0.0	10.9	9.6	0.0	15.5	0.0	0.0	16.6	0.0	14.3
Incr Delay (d2), s/veh	0.2	0.1	0.0	0.1	0.1	0.0	0.6	0.0	0.0	1.5	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.0	3.0	0.0	0.7	3.8	0.0	4.3	0.0	0.0	7.1	0.0	1.2
LnGrp Delay(d),s/veh	12.0	9.4	0.0	10.9	9.7	0.0	16.1	0.0	0.0	18.1	0.0	14.5
LnGrp LOS	B	A		B	A		B			B		B
Approach Vol, veh/h		409			478			191			344	
Approach Delay, s/veh		9.7			9.8			16.1			17.5	
Approach LOS		A			A			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		23.4		31.8		23.4		31.8				
Change Period (Y+Rc), s		* 7.1		6.8		* 7.1		6.8				
Max Green Setting (Gmax), s		* 44		32.2		* 44		32.2				
Max Q Clear Time (g_c+I1), s		7.1		9.1		10.9		7.1				
Green Ext Time (p_c), s		5.6		6.6		5.5		6.8				
Intersection Summary												
HCM 2010 Ctrl Delay				12.5								
HCM 2010 LOS				B								
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	4	461	16	4	586	11	9	1	0	20	1	6
Future Vol, veh/h	4	461	16	4	586	11	9	1	0	20	1	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	11	11	11	11	11	11	11	11	11	11	11	11
Mvmt Flow	4	470	16	4	598	11	9	1	0	20	1	6
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	609	0	0	487	0	0	795	1104	243	856	1107	305
Stage 1	-	-	-	-	-	-	487	487	-	612	612	-
Stage 2	-	-	-	-	-	-	308	617	-	244	495	-
Critical Hdwy	4.32	-	-	4.32	-	-	7.72	6.72	7.12	7.72	6.72	7.12
Critical Hdwy Stg 1	-	-	-	-	-	-	6.72	5.72	-	6.72	5.72	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.72	5.72	-	6.72	5.72	-
Follow-up Hdwy	2.31	-	-	2.31	-	-	3.61	4.11	3.41	3.61	4.11	3.41
Pot Cap-1 Maneuver	907	-	-	1012	-	-	263	196	731	237	195	665
Stage 1	-	-	-	-	-	-	508	527	-	426	460	-
Stage 2	-	-	-	-	-	-	652	458	-	713	522	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	907	-	-	1012	-	-	258	194	731	235	193	665
Mov Cap-2 Maneuver	-	-	-	-	-	-	372	309	-	337	309	-
Stage 1	-	-	-	-	-	-	506	525	-	424	458	-
Stage 2	-	-	-	-	-	-	642	456	-	708	520	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.1			15.1			15.3		
HCM LOS	C			C			C			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	365	907	-	-	1012	-	-	377				
HCM Lane V/C Ratio	0.028	0.005	-	-	0.004	-	-	0.073				
HCM Control Delay (s)	15.1	9	-	-	8.6	-	-	15.3				
HCM Lane LOS	C	A	-	-	A	-	-	C				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2				

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	2	480	2	1	586	7	2	2	1	4	2	3
Future Vol, veh/h	2	480	2	1	586	7	2	2	1	4	2	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	11	11	11	11	11	11	11	11	11	11	11	11
Mvmt Flow	2	511	2	1	623	7	2	2	1	4	2	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	631	0	0	513	0	0	831	1149	256	890	1146	315
Stage 1	-	-	-	-	-	-	516	516	-	629	629	-
Stage 2	-	-	-	-	-	-	315	633	-	261	517	-
Critical Hdwy	4.32	-	-	4.32	-	-	7.72	6.72	7.12	7.72	6.72	7.12
Critical Hdwy Stg 1	-	-	-	-	-	-	6.72	5.72	-	6.72	5.72	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.72	5.72	-	6.72	5.72	-
Follow-up Hdwy	2.31	-	-	2.31	-	-	3.61	4.11	3.41	3.61	4.11	3.41
Pot Cap-1 Maneuver	889	-	-	988	-	-	247	184	717	224	185	655
Stage 1	-	-	-	-	-	-	488	511	-	416	452	-
Stage 2	-	-	-	-	-	-	646	450	-	696	510	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	889	-	-	988	-	-	244	183	717	222	184	655
Mov Cap-2 Maneuver	-	-	-	-	-	-	360	301	-	327	302	-
Stage 1	-	-	-	-	-	-	487	510	-	415	452	-
Stage 2	-	-	-	-	-	-	639	450	-	691	509	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	14.9	14.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	368	889	-	-	988	-	-	384
HCM Lane V/C Ratio	0.014	0.002	-	-	0.001	-	-	0.025
HCM Control Delay (s)	14.9	9.1	-	-	8.6	-	-	14.6
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection

Int Delay, s/veh 1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↘	↘	
Traffic Vol, veh/h	11	492	618	136	95	12
Future Vol, veh/h	11	492	618	136	95	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	13	586	736	162	113	14

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	736	0	1055
Stage 1	-	-	736
Stage 2	-	-	319
Critical Hdwy	4.32	-	7.02
Critical Hdwy Stg 1	-	-	6.02
Critical Hdwy Stg 2	-	-	6.02
Follow-up Hdwy	2.31	-	3.61
Pot Cap-1 Maneuver	808	-	207
Stage 1	-	-	412
Stage 2	-	-	683
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	808	-	204
Mov Cap-2 Maneuver	-	-	318
Stage 1	-	-	412
Stage 2	-	-	672

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	22.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	808	-	-	-	336
HCM Lane V/C Ratio	0.016	-	-	-	0.379
HCM Control Delay (s)	9.5	-	-	-	22.1
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	1.7

Intersection

Int Delay, s/veh 0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	601	6	4	746	7	2
Future Vol, veh/h	601	6	4	746	7	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	691	7	5	857	8	2

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	698	1132
Stage 1	-	-	694
Stage 2	-	-	438
Critical Hdwy	-	4.32	7.02
Critical Hdwy Stg 1	-	-	6.02
Critical Hdwy Stg 2	-	-	6.02
Follow-up Hdwy	-	2.31	3.61
Pot Cap-1 Maneuver	-	837	183
Stage 1	-	-	434
Stage 2	-	-	592
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	837	182
Mov Cap-2 Maneuver	-	-	308
Stage 1	-	-	434
Stage 2	-	-	588

Approach	EB	WB	NB
HCM Control Delay, s	0	0	15.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	347	-	-	837	-
HCM Lane V/C Ratio	0.03	-	-	0.005	-
HCM Control Delay (s)	15.7	-	-	9.3	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection

Int Delay, s/veh 0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	615	1	3	798	1	5
Future Vol, veh/h	615	1	3	798	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	707	1	3	917	1	6

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	708	1173
Stage 1	-	-	707
Stage 2	-	-	466
Critical Hdwy	-	4.32	7.02
Critical Hdwy Stg 1	-	-	6.02
Critical Hdwy Stg 2	-	-	6.02
Follow-up Hdwy	-	2.31	3.61
Pot Cap-1 Maneuver	-	829	172
Stage 1	-	-	427
Stage 2	-	-	573
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	829	171
Mov Cap-2 Maneuver	-	-	299
Stage 1	-	-	427
Stage 2	-	-	571

Approach	EB	WB	NB
HCM Control Delay, s	0	0	12
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	524	-	-	829	-
HCM Lane V/C Ratio	0.013	-	-	0.004	-
HCM Control Delay (s)	12	-	-	9.4	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection

Int Delay, s/veh 0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	626	2	23	817	2	14
Future Vol, veh/h	626	2	23	817	2	14
Conflicting Peds, #/hr	0	0	0	0	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	80	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	673	2	25	878	2	15

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	675
Stage 1	-	-	674
Stage 2	-	-	491
Critical Hdwy	-	-	4.32
Critical Hdwy Stg 1	-	-	6.02
Critical Hdwy Stg 2	-	-	6.02
Follow-up Hdwy	-	-	2.31
Pot Cap-1 Maneuver	-	-	854
Stage 1	-	-	444
Stage 2	-	-	556
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	854
Mov Cap-2 Maneuver	-	-	298
Stage 1	-	-	444
Stage 2	-	-	539

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	11.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	554	-	-	854	-
HCM Lane V/C Ratio	0.031	-	-	0.029	-
HCM Control Delay (s)	11.7	-	-	9.3	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗	↖	↗	↖	↗
Traffic Vol, veh/h	26	615	822	25	25	18
Future Vol, veh/h	26	615	822	25	25	18
Conflicting Peds, #/hr	0	0	0	0	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	80	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	28	668	893	27	27	20

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	921	0	1299
Stage 1	-	-	907
Stage 2	-	-	392
Critical Hdwy	4.32	-	7.02
Critical Hdwy Stg 1	-	-	6.02
Critical Hdwy Stg 2	-	-	6.02
Follow-up Hdwy	2.31	-	3.61
Pot Cap-1 Maneuver	683	-	142
Stage 1	-	-	333
Stage 2	-	-	626
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	682	-	136
Mov Cap-2 Maneuver	-	-	250
Stage 1	-	-	333
Stage 2	-	-	600

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	18.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	682	-	-	-	320
HCM Lane V/C Ratio	0.041	-	-	-	0.146
HCM Control Delay (s)	10.5	-	-	-	18.2
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

Intersection

Int Delay, s/veh 2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗	↖↗		↖	
Traffic Vol, veh/h	24	646	818	145	92	19
Future Vol, veh/h	24	646	818	145	92	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	11	11	7	7	7	11
Mvmt Flow	26	695	880	156	99	20

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1035	0	518
Stage 1	-	-	958
Stage 2	-	-	399
Critical Hdwy	4.32	-	7.12
Critical Hdwy Stg 1	-	-	5.94
Critical Hdwy Stg 2	-	-	5.94
Follow-up Hdwy	2.31	-	3.41
Pot Cap-1 Maneuver	616	-	480
Stage 1	-	-	322
Stage 2	-	-	632
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	616	-	480
Mov Cap-2 Maneuver	-	-	243
Stage 1	-	-	322
Stage 2	-	-	605

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	29.3
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	616	-	-	-	265
HCM Lane V/C Ratio	0.042	-	-	-	0.45
HCM Control Delay (s)	11.1	-	-	-	29.3
HCM Lane LOS	B	-	-	-	D
HCM 95th %tile Q(veh)	0.1	-	-	-	2.2

Intersection

Int Delay, s/veh 1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↕		↵	↕			↕			↕	
Traffic Vol, veh/h	2	724	14	129	930	2	26	2	74	2	1	1
Future Vol, veh/h	2	724	14	129	930	2	26	2	74	2	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	7	7	7	7	7	7	7	7	7	7	7	7
Mvmt Flow	2	796	15	142	1022	2	29	2	81	2	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1024	0	0	811	0	0	1603	2116	405	1710	2122	512
Stage 1	-	-	-	-	-	-	808	808	-	1307	1307	-
Stage 2	-	-	-	-	-	-	795	1308	-	403	815	-
Critical Hdwy	4.24	-	-	4.24	-	-	7.64	6.64	7.04	7.64	6.64	7.04
Critical Hdwy Stg 1	-	-	-	-	-	-	6.64	5.64	-	6.64	5.64	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.64	5.64	-	6.64	5.64	-
Follow-up Hdwy	2.27	-	-	2.27	-	-	3.57	4.07	3.37	3.57	4.07	3.37
Pot Cap-1 Maneuver	644	-	-	779	-	-	67	47	581	56	47	494
Stage 1	-	-	-	-	-	-	330	380	-	161	219	-
Stage 2	-	-	-	-	-	-	336	218	-	582	378	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	644	-	-	779	-	-	57	38	581	41	38	494
Mov Cap-2 Maneuver	-	-	-	-	-	-	161	124	-	117	110	-
Stage 1	-	-	-	-	-	-	329	379	-	161	179	-
Stage 2	-	-	-	-	-	-	272	178	-	496	377	-

Approach	EB		WB		NB		SB
HCM Control Delay, s	0		1.3		21.1		31.2
HCM LOS					C		D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	334	644	-	-	779	-	-	142
HCM Lane V/C Ratio	0.336	0.003	-	-	0.182	-	-	0.031
HCM Control Delay (s)	21.1	10.6	-	-	10.6	-	-	31.2
HCM Lane LOS	C	B	-	-	B	-	-	D
HCM 95th %tile Q(veh)	1.4	0	-	-	0.7	-	-	0.1

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕			↕			↕	
Traffic Vol, veh/h	30	770	27	8	990	13	28	10	3	11	6	54
Future Vol, veh/h	30	770	27	8	990	13	28	10	3	11	6	54
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	210	-	-	135	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	7	7	7	7	7	7	7	7	7	7	7	7
Mvmt Flow	32	828	29	9	1065	14	30	11	3	12	6	58
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1078	0	0	857	0	0	1460	2003	428	1573	2011	539
Stage 1	-	-	-	-	-	-	907	907	-	1089	1089	-
Stage 2	-	-	-	-	-	-	553	1096	-	484	922	-
Critical Hdwy	4.24	-	-	4.24	-	-	7.64	6.64	7.04	7.64	6.64	7.04
Critical Hdwy Stg 1	-	-	-	-	-	-	6.64	5.64	-	6.64	5.64	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.64	5.64	-	6.64	5.64	-
Follow-up Hdwy	2.27	-	-	2.27	-	-	3.57	4.07	3.37	3.57	4.07	3.37
Pot Cap-1 Maneuver	614	-	-	748	-	-	86	56	561	71	55	474
Stage 1	-	-	-	-	-	-	287	342	-	221	279	-
Stage 2	-	-	-	-	-	-	472	277	-	520	336	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	614	-	-	748	-	-	70	52	561	64	52	474
Mov Cap-2 Maneuver	-	-	-	-	-	-	174	150	-	156	157	-
Stage 1	-	-	-	-	-	-	272	324	-	209	276	-
Stage 2	-	-	-	-	-	-	400	274	-	474	318	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.1			32.2			19.8		
HCM LOS							D			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	176	614	-	-	748	-	-	319				
HCM Lane V/C Ratio	0.25	0.053	-	-	0.012	-	-	0.239				
HCM Control Delay (s)	32.2	11.2	-	-	9.9	-	-	19.8				
HCM Lane LOS	D	B	-	-	A	-	-	C				
HCM 95th %tile Q(veh)	0.9	0.2	-	-	0	-	-	0.9				

HCM 2010 Signalized Intersection Summary

42: CR 33 / Putnam St & SR 50

2025 PM Design Hour

05/07/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	764	27	26	955	317	32	16	20	263	20	29
Future Volume (veh/h)	23	764	27	26	955	317	32	16	20	263	20	29
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1776	1776	1900	1776	1776	1776	1900	1776	1776	1900	1776	1900
Adj Flow Rate, veh/h	26	849	30	29	1061	0	36	18	22	292	22	32
Adj No. of Lanes	1	2	0	1	2	1	0	1	1	0	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	7	7	7	7	7	7	7	7	7	7	7	7
Cap, veh/h	165	1380	49	220	1402	627	94	47	124	344	26	38
Arrive On Green	0.42	0.42	0.42	0.42	0.42	0.00	0.08	0.08	0.08	0.24	0.24	0.24
Sat Flow, veh/h	505	3321	117	599	3374	1509	1146	573	1509	1416	107	155
Grp Volume(v), veh/h	26	431	448	29	1061	0	54	0	22	346	0	0
Grp Sat Flow(s),veh/h/ln	505	1687	1751	599	1687	1509	1718	0	1509	1678	0	0
Q Serve(g_s), s	3.7	15.9	15.9	3.2	21.2	0.0	2.4	0.0	1.1	15.6	0.0	0.0
Cycle Q Clear(g_c), s	24.9	15.9	15.9	19.0	21.2	0.0	2.4	0.0	1.1	15.6	0.0	0.0
Prop In Lane	1.00		0.07	1.00		1.00	0.67		1.00	0.84		0.09
Lane Grp Cap(c), veh/h	165	701	728	220	1402	627	141	0	124	408	0	0
V/C Ratio(X)	0.16	0.62	0.62	0.13	0.76	0.00	0.38	0.00	0.18	0.85	0.00	0.00
Avail Cap(c_a), veh/h	173	727	755	229	1454	651	660	0	580	636	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	30.3	18.2	18.2	25.6	19.7	0.0	34.4	0.0	33.8	28.5	0.0	0.0
Incr Delay (d2), s/veh	0.4	1.5	1.4	0.3	2.3	0.0	1.7	0.0	0.7	6.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	7.6	7.9	0.5	10.3	0.0	1.2	0.0	0.5	7.9	0.0	0.0
LnGrp Delay(d),s/veh	30.8	19.6	19.6	25.9	22.0	0.0	36.1	0.0	34.5	34.9	0.0	0.0
LnGrp LOS	C	B	B	C	C		D		C	C		
Approach Vol, veh/h		905			1090			76			346	
Approach Delay, s/veh		19.9			22.1			35.6			34.9	
Approach LOS		B			C			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		13.4		39.8		25.9		39.8				
Change Period (Y+Rc), s		6.9		* 6.9		6.7		6.9				
Max Green Setting (Gmax), s		30.4		* 34		30.0		34.1				
Max Q Clear Time (g_c+I1), s		4.4		26.9		17.6		23.2				
Green Ext Time (p_c), s		0.3		6.0		1.7		8.6				
Intersection Summary												
HCM 2010 Ctrl Delay				23.5								
HCM 2010 LOS				C								
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection

Int Delay, s/veh 0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑		↑
Traffic Vol, veh/h	1048	6	2	1140	0	5
Future Vol, veh/h	1048	6	2	1140	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	None
Storage Length	-	-	185	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	7	7	7	7	7
Mvmt Flow	1139	7	2	1239	0	5

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1146
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.24
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.27
Pot Cap-1 Maneuver	-	-	578
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	578
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	450	-	-	578	-
HCM Lane V/C Ratio	0.012	-	-	0.004	-
HCM Control Delay (s)	13.1	-	-	11.3	-
HCM Lane LOS	B	-	-	B	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection

Int Delay, s/veh 0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	601	4	3	467	3	4
Future Vol, veh/h	601	4	3	467	3	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	675	4	3	525	3	4

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	680	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	4.21	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	2.299	-
Pot Cap-1 Maneuver	-	-	872	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	872	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	14.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	382	-	-	872	-
HCM Lane V/C Ratio	0.021	-	-	0.004	-
HCM Control Delay (s)	14.6	-	-	9.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗	↖↗		↖	
Traffic Vol, veh/h	18	587	456	6	8	13
Future Vol, veh/h	18	587	456	6	8	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	20	660	512	7	9	15

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	519	0	886
Stage 1	-	-	516
Stage 2	-	-	370
Critical Hdwy	4.32	-	7.02
Critical Hdwy Stg 1	-	-	6.02
Critical Hdwy Stg 2	-	-	6.02
Follow-up Hdwy	2.31	-	3.61
Pot Cap-1 Maneuver	983	-	267
Stage 1	-	-	539
Stage 2	-	-	643
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	983	-	262
Mov Cap-2 Maneuver	-	-	383
Stage 1	-	-	539
Stage 2	-	-	630

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	12
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	983	-	-	-	536
HCM Lane V/C Ratio	0.021	-	-	-	0.044
HCM Control Delay (s)	8.7	-	-	-	12
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

HCM 2010 Signalized Intersection Summary

9: SR 471 & SR 50

2035 AM Design Hour

08/08/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	555	19	55	430	215	9	183	51	259	186	60
Future Volume (veh/h)	67	555	19	55	430	215	9	183	51	259	186	60
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1712	1712	1712	1712	1712	1712	1900	1712	1900	1900	1712	1712
Adj Flow Rate, veh/h	76	631	0	62	489	0	10	208	58	294	211	68
Adj No. of Lanes	1	2	1	1	2	1	0	1	0	0	1	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	11	11	11	11	11	11	11	11	11	11	11	11
Cap, veh/h	230	969	434	180	969	434	55	683	185	440	267	780
Arrive On Green	0.30	0.30	0.00	0.30	0.30	0.00	0.54	0.54	0.54	0.54	0.54	0.54
Sat Flow, veh/h	830	3252	1455	728	3252	1455	20	1274	344	695	498	1455
Grp Volume(v), veh/h	76	631	0	62	489	0	276	0	0	505	0	68
Grp Sat Flow(s),veh/h/ln	830	1626	1455	728	1626	1455	1637	0	0	1193	0	1455
Q Serve(g_s), s	7.0	14.2	0.0	6.8	10.4	0.0	0.0	0.0	0.0	21.5	0.0	1.9
Cycle Q Clear(g_c), s	17.4	14.2	0.0	21.0	10.4	0.0	7.8	0.0	0.0	29.3	0.0	1.9
Prop In Lane	1.00		1.00	1.00		1.00	0.04		0.21	0.58		1.00
Lane Grp Cap(c), veh/h	230	969	434	180	969	434	923	0	0	708	0	780
V/C Ratio(X)	0.33	0.65	0.00	0.34	0.50	0.00	0.30	0.00	0.00	0.71	0.00	0.09
Avail Cap(c_a), veh/h	230	969	434	180	969	434	923	0	0	708	0	780
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.5	25.7	0.0	34.8	24.3	0.0	10.8	0.0	0.0	16.2	0.0	9.5
Incr Delay (d2), s/veh	1.2	1.8	0.0	1.1	0.4	0.0	0.3	0.0	0.0	3.9	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	6.5	0.0	1.4	4.7	0.0	3.6	0.0	0.0	10.2	0.0	0.8
LnGrp Delay(d),s/veh	32.7	27.4	0.0	35.9	24.8	0.0	11.1	0.0	0.0	20.1	0.0	9.5
LnGrp LOS	C	C		D	C		B			C		A
Approach Vol, veh/h		707			551			276				573
Approach Delay, s/veh		28.0			26.0			11.1				18.9
Approach LOS		C			C			B				B
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		52.1		31.8		52.1		31.8				
Change Period (Y+Rc), s		* 7.1		6.8		* 7.1		6.8				
Max Green Setting (Gmax), s		* 45		25.0		* 45		25.0				
Max Q Clear Time (g_c+I1), s		9.8		19.4		31.3		23.0				
Green Ext Time (p_c), s		10.4		3.8		6.5		1.5				
Intersection Summary												
HCM 2010 Ctrl Delay				22.8								
HCM 2010 LOS				C								
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	6	848	6	3	730	17	13	3	5	8	3	4
Future Vol, veh/h	6	848	6	3	730	17	13	3	5	8	3	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	11	11	11	11	11	11	11	11	11	11	11	11
Mvmt Flow	6	902	6	3	777	18	14	3	5	9	3	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	795	0	0	909	0	0	1314	1719	454	1257	1713	397
Stage 1	-	-	-	-	-	-	918	918	-	792	792	-
Stage 2	-	-	-	-	-	-	396	801	-	465	921	-
Critical Hdwy	4.32	-	-	4.32	-	-	7.72	6.72	7.12	7.72	6.72	7.12
Critical Hdwy Stg 1	-	-	-	-	-	-	6.72	5.72	-	6.72	5.72	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.72	5.72	-	6.72	5.72	-
Follow-up Hdwy	2.31	-	-	2.31	-	-	3.61	4.11	3.41	3.61	4.11	3.41
Pot Cap-1 Maneuver	766	-	-	691	-	-	107	81	529	118	82	578
Stage 1	-	-	-	-	-	-	275	329	-	329	378	-
Stage 2	-	-	-	-	-	-	577	374	-	524	328	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	766	-	-	691	-	-	104	80	529	114	81	578
Mov Cap-2 Maneuver	-	-	-	-	-	-	207	194	-	230	195	-
Stage 1	-	-	-	-	-	-	273	326	-	326	376	-
Stage 2	-	-	-	-	-	-	565	372	-	510	325	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	21.6	19.6
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	239	766	-	-	691	-	-	263
HCM Lane V/C Ratio	0.093	0.008	-	-	0.005	-	-	0.061
HCM Control Delay (s)	21.6	9.7	-	-	10.2	-	-	19.6
HCM Lane LOS	C	A	-	-	B	-	-	C
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.2

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕			↕			↕	
Traffic Vol, veh/h	4	915	3	3	749	3	3	3	3	7	3	3
Future Vol, veh/h	4	915	3	3	749	3	3	3	3	7	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	11	11	11	11	11	11	11	11	11	11	11	11
Mvmt Flow	4	995	3	3	814	3	3	3	3	8	3	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	817	0	0	998	0	0	1420	1829	499	1330	1829	409
Stage 1	-	-	-	-	-	-	1005	1005	-	822	822	-
Stage 2	-	-	-	-	-	-	415	824	-	508	1007	-
Critical Hdwy	4.32	-	-	4.32	-	-	7.72	6.72	7.12	7.72	6.72	7.12
Critical Hdwy Stg 1	-	-	-	-	-	-	6.72	5.72	-	6.72	5.72	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.72	5.72	-	6.72	5.72	-
Follow-up Hdwy	2.31	-	-	2.31	-	-	3.61	4.11	3.41	3.61	4.11	3.41
Pot Cap-1 Maneuver	751	-	-	637	-	-	89	69	494	104	69	567
Stage 1	-	-	-	-	-	-	242	298	-	316	366	-
Stage 2	-	-	-	-	-	-	562	365	-	493	298	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	751	-	-	637	-	-	87	68	494	101	68	567
Mov Cap-2 Maneuver	-	-	-	-	-	-	185	179	-	217	179	-
Stage 1	-	-	-	-	-	-	241	296	-	314	364	-
Stage 2	-	-	-	-	-	-	551	363	-	482	296	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	21.3	21
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	230	751	-	-	637	-	-	239
HCM Lane V/C Ratio	0.043	0.006	-	-	0.005	-	-	0.059
HCM Control Delay (s)	21.3	9.8	-	-	10.7	-	-	21
HCM Lane LOS	C	A	-	-	B	-	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

Intersection

Int Delay, s/veh 16.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗	↗	↖	↖	
Traffic Vol, veh/h	11	932	777	112	255	11
Future Vol, veh/h	11	932	777	112	255	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	12	1002	835	120	274	12

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	835	0	418
Stage 1	-	-	835
Stage 2	-	-	525
Critical Hdwy	4.32	-	7.12
Critical Hdwy Stg 1	-	-	6.02
Critical Hdwy Stg 2	-	-	6.02
Follow-up Hdwy	2.31	-	3.41
Pot Cap-1 Maneuver	739	-	559
Stage 1	-	-	364
Stage 2	-	-	533
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	739	-	559
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	364
Stage 2	-	-	524

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	131.9
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	739	-	-	-	257
HCM Lane V/C Ratio	0.016	-	-	-	1.113
HCM Control Delay (s)	10	-	-	-	131.9
HCM Lane LOS	A	-	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	12.3

Notes

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

Intersection

Int Delay, s/veh 0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	1134	9	9	940	6	4
Future Vol, veh/h	1134	9	9	940	6	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	1260	10	10	1044	7	4

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1807
Stage 1	-	-	1265
Stage 2	-	-	542
Critical Hdwy	-	4.32	7.02
Critical Hdwy Stg 1	-	-	6.02
Critical Hdwy Stg 2	-	-	6.02
Follow-up Hdwy	-	2.31	3.61
Pot Cap-1 Maneuver	-	496	64
Stage 1	-	-	212
Stage 2	-	-	522
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	496	63
Mov Cap-2 Maneuver	-	-	160
Stage 1	-	-	212
Stage 2	-	-	511

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	23
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	211	-	-	496	-
HCM Lane V/C Ratio	0.053	-	-	0.02	-
HCM Control Delay (s)	23	-	-	12.4	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection

Int Delay, s/veh 0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	1203	3	5	936	3	3
Future Vol, veh/h	1203	3	5	936	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	1308	3	5	1017	3	3

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1829
Stage 1	-	-	1309
Stage 2	-	-	520
Critical Hdwy	-	4.32	7.02
Critical Hdwy Stg 1	-	-	6.02
Critical Hdwy Stg 2	-	-	6.02
Follow-up Hdwy	-	2.31	3.61
Pot Cap-1 Maneuver	-	478	62
Stage 1	-	-	201
Stage 2	-	-	536
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	478	61
Mov Cap-2 Maneuver	-	-	154
Stage 1	-	-	201
Stage 2	-	-	530

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	21.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	220	-	-	478	-
HCM Lane V/C Ratio	0.03	-	-	0.011	-
HCM Control Delay (s)	21.9	-	-	12.6	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection

Int Delay, s/veh 0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	1202	3	12	937	3	22
Future Vol, veh/h	1202	3	12	937	3	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	80	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	1366	3	14	1065	3	25

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1928
Stage 1	-	-	1368
Stage 2	-	-	560
Critical Hdwy	-	4.32	7.72
Critical Hdwy Stg 1	-	-	6.72
Critical Hdwy Stg 2	-	-	6.72
Follow-up Hdwy	-	2.31	3.61
Pot Cap-1 Maneuver	-	453	36
Stage 1	-	-	143
Stage 2	-	-	458
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	453	35
Mov Cap-2 Maneuver	-	-	110
Stage 1	-	-	143
Stage 2	-	-	444

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	18.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	288	-	-	453	-
HCM Lane V/C Ratio	0.099	-	-	0.03	-
HCM Control Delay (s)	18.9	-	-	13.2	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection

Int Delay, s/veh 1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗	↖	↗	↖	↗
Traffic Vol, veh/h	28	1196	911	39	49	38
Future Vol, veh/h	28	1196	911	39	49	38
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	80	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	31	1344	1024	44	55	43

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1067	0	534
Stage 1	-	-	1046
Stage 2	-	-	736
Critical Hdwy	4.32	-	7.12
Critical Hdwy Stg 1	-	-	6.02
Critical Hdwy Stg 2	-	-	6.02
Follow-up Hdwy	2.31	-	3.41
Pot Cap-1 Maneuver	598	-	468
Stage 1	-	-	280
Stage 2	-	-	412
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	598	-	468
Mov Cap-2 Maneuver	-	-	177
Stage 1	-	-	280
Stage 2	-	-	391

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	29.4
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	598	-	-	-	243
HCM Lane V/C Ratio	0.053	-	-	-	0.402
HCM Control Delay (s)	11.4	-	-	-	29.4
HCM Lane LOS	B	-	-	-	D
HCM 95th %tile Q(veh)	0.2	-	-	-	1.8

Intersection

Int Delay, s/veh 7.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗	↖	↗	↖	
Traffic Vol, veh/h	39	1189	892	80	140	49
Future Vol, veh/h	39	1189	892	80	140	49
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	11	11	7	7	7	11
Mvmt Flow	42	1292	970	87	152	53

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1057	0	1745
Stage 1	-	-	1013
Stage 2	-	-	732
Critical Hdwy	4.32	-	6.94
Critical Hdwy Stg 1	-	-	5.94
Critical Hdwy Stg 2	-	-	5.94
Follow-up Hdwy	2.31	-	3.57
Pot Cap-1 Maneuver	604	-	~ 73
Stage 1	-	-	300
Stage 2	-	-	424
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	604	-	~ 68
Mov Cap-2 Maneuver	-	-	186
Stage 1	-	-	300
Stage 2	-	-	395

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	89.5
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	604	-	-	-	221
HCM Lane V/C Ratio	0.07	-	-	-	0.93
HCM Control Delay (s)	11.4	-	-	-	89.5
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	-	7.9

Notes

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

Intersection

Int Delay, s/veh 3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	0	1271	39	81	940	2	22	0	173	1	0	0
Future Vol, veh/h	0	1271	39	81	940	2	22	0	173	1	0	0
Conflicting Peds, #/hr	1	0	2	2	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	7	7	7	7	7	7	7	7	7	7	7	7
Mvmt Flow	0	1338	41	85	989	2	23	0	182	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	993	0	0	1381	0	0	2025	2523	691	1831	2543	497
Stage 1	-	-	-	-	-	-	1360	1360	-	1162	1162	-
Stage 2	-	-	-	-	-	-	665	1163	-	669	1381	-
Critical Hdwy	4.24	-	-	4.24	-	-	7.64	6.64	7.04	7.64	6.64	7.04
Critical Hdwy Stg 1	-	-	-	-	-	-	6.64	5.64	-	6.64	5.64	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.64	5.64	-	6.64	5.64	-
Follow-up Hdwy	2.27	-	-	2.27	-	-	3.57	4.07	3.37	3.57	4.07	3.37
Pot Cap-1 Maneuver	663	-	-	467	-	-	32	26	376	45	25	505
Stage 1	-	-	-	-	-	-	150	206	-	199	257	-
Stage 2	-	-	-	-	-	-	404	257	-	402	201	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	663	-	-	467	-	-	27	21	375	20	20	505
Mov Cap-2 Maneuver	-	-	-	-	-	-	105	105	-	78	76	-
Stage 1	-	-	-	-	-	-	150	206	-	199	210	-
Stage 2	-	-	-	-	-	-	330	210	-	207	201	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.1	42.3	51.8
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	291	663	-	-	467	-	-	78
HCM Lane V/C Ratio	0.705	-	-	-	0.183	-	-	0.013
HCM Control Delay (s)	42.3	0	-	-	14.4	-	-	51.8
HCM Lane LOS	E	A	-	-	B	-	-	F
HCM 95th %tile Q(veh)	4.9	0	-	-	0.7	-	-	0

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	52	1375	24	4	1013	13	25	9	7	11	9	30
Future Vol, veh/h	52	1375	24	4	1013	13	25	9	7	11	9	30
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	210	-	-	135	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	7	7	7	7	7	7	7	7	7	7	7	7
Mvmt Flow	56	1478	26	4	1089	14	27	10	8	12	10	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1103	0	0	1505	0	0	2162	2716	754	1962	2722	552
Stage 1	-	-	-	-	-	-	1604	1604	-	1105	1105	-
Stage 2	-	-	-	-	-	-	558	1112	-	857	1617	-
Critical Hdwy	4.24	-	-	4.24	-	-	7.64	6.64	7.04	7.64	6.64	7.04
Critical Hdwy Stg 1	-	-	-	-	-	-	6.64	5.64	-	6.64	5.64	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.64	5.64	-	6.64	5.64	-
Follow-up Hdwy	2.27	-	-	2.27	-	-	3.57	4.07	3.37	3.57	4.07	3.37
Pot Cap-1 Maneuver	600	-	-	417	-	-	~ 25	19	341	36	19	465
Stage 1	-	-	-	-	-	-	105	155	-	216	274	-
Stage 2	-	-	-	-	-	-	469	272	-	308	153	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	600	-	-	417	-	-	~ 20	17	340	30	17	465
Mov Cap-2 Maneuver	-	-	-	-	-	-	74	85	-	114	89	-
Stage 1	-	-	-	-	-	-	95	140	-	196	271	-
Stage 2	-	-	-	-	-	-	417	269	-	254	139	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.1	81.4	31.1
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	88	600	-	-	417	-	-	191
HCM Lane V/C Ratio	0.501	0.093	-	-	0.01	-	-	0.281
HCM Control Delay (s)	81.4	11.6	-	-	13.7	-	-	31.1
HCM Lane LOS	F	B	-	-	B	-	-	D
HCM 95th %tile Q(veh)	2.2	0.3	-	-	0	-	-	1.1

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

HCM 2010 Signalized Intersection Summary

42: CR 33 / Putnam St & SR 50

2035 AM Design Hour

05/08/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	1342	25	16	970	332	25	19	22	472	15	46
Future Volume (veh/h)	58	1342	25	16	970	332	25	19	22	472	15	46
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1776	1776	1900	1776	1776	1776	1900	1776	1776	1900	1776	1900
Adj Flow Rate, veh/h	66	1525	28	18	1102	0	28	22	25	536	17	52
Adj No. of Lanes	1	2	0	1	2	1	0	1	1	0	1	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	7	7	7	7	7	7	7	7	7	7	7	7
Cap, veh/h	137	1468	27	60	1462	654	59	46	92	498	16	48
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.00	0.06	0.06	0.06	0.34	0.34	0.34
Sat Flow, veh/h	486	3389	62	316	3374	1509	967	760	1509	1485	47	144
Grp Volume(v), veh/h	66	758	795	18	1102	0	50	0	25	605	0	0
Grp Sat Flow(s),veh/h/ln	486	1687	1764	316	1687	1509	1727	0	1509	1676	0	0
Q Serve(g_s), s	15.9	52.1	52.1	0.0	33.1	0.0	3.4	0.0	1.9	40.3	0.0	0.0
Cycle Q Clear(g_c), s	49.0	52.1	52.1	52.1	33.1	0.0	3.4	0.0	1.9	40.3	0.0	0.0
Prop In Lane	1.00		0.04	1.00		1.00	0.56		1.00	0.89		0.09
Lane Grp Cap(c), veh/h	137	731	765	60	1462	654	106	0	92	562	0	0
V/C Ratio(X)	0.48	1.04	1.04	0.30	0.75	0.00	0.47	0.00	0.27	1.08	0.00	0.00
Avail Cap(c_a), veh/h	137	731	765	60	1462	654	461	0	403	562	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	49.3	34.1	34.1	60.1	28.7	0.0	54.6	0.0	53.9	40.0	0.0	0.0
Incr Delay (d2), s/veh	2.6	43.3	43.3	2.8	2.3	0.0	3.3	0.0	1.6	60.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	33.0	34.5	0.6	15.8	0.0	1.7	0.0	0.8	28.0	0.0	0.0
LnGrp Delay(d),s/veh	51.9	77.4	77.4	62.9	30.9	0.0	57.9	0.0	55.5	100.4	0.0	0.0
LnGrp LOS	D	F	F	E	C		E		E	F		
Approach Vol, veh/h		1619			1120			75				605
Approach Delay, s/veh		76.3			31.5			57.1				100.4
Approach LOS		E			C			E				F
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		14.2		59.0		47.0		59.0				
Change Period (Y+Rc), s		6.9		* 6.9		6.7		6.9				
Max Green Setting (Gmax), s		32.1		* 52		40.3		52.1				
Max Q Clear Time (g_c+I1), s		5.4		54.1		42.3		54.1				
Green Ext Time (p_c), s		0.3		0.0		0.0		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				65.5								
HCM 2010 LOS				E								
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection

Int Delay, s/veh 0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑		↑
Traffic Vol, veh/h	1818	7	6	1276	0	3
Future Vol, veh/h	1818	7	6	1276	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	None
Storage Length	-	-	185	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	7	7	7	7	7	7
Mvmt Flow	2066	8	7	1450	0	3

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1037
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	4.24	7.04
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	2.27	3.37
Pot Cap-1 Maneuver	-	247	220
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	247	220
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	21.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	220	-	-	247	-
HCM Lane V/C Ratio	0.015	-	-	0.028	-
HCM Control Delay (s)	21.6	-	-	20	-
HCM Lane LOS	C	-	-	C	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-

Intersection

Int Delay, s/veh 0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	489	3	4	610	4	3
Future Vol, veh/h	489	3	4	610	4	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	543	3	4	678	4	3

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	547
Stage 1	-	-	545
Stage 2	-	-	687
Critical Hdwy	-	4.21	6.51
Critical Hdwy Stg 1	-	-	5.51
Critical Hdwy Stg 2	-	-	5.51
Follow-up Hdwy	-	2.299	3.599
Pot Cap-1 Maneuver	-	979	187
Stage 1	-	-	563
Stage 2	-	-	483
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	979	186
Mov Cap-2 Maneuver	-	-	321
Stage 1	-	-	563
Stage 2	-	-	480

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	14.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	384	-	-	979	-
HCM Lane V/C Ratio	0.02	-	-	0.005	-
HCM Control Delay (s)	14.6	-	-	8.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗	↖↗		↖	
Traffic Vol, veh/h	14	478	606	8	7	8
Future Vol, veh/h	14	478	606	8	7	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	15	514	652	9	8	9

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	660	0	943
Stage 1	-	-	656
Stage 2	-	-	287
Critical Hdwy	4.32	-	7.02
Critical Hdwy Stg 1	-	-	6.02
Critical Hdwy Stg 2	-	-	6.02
Follow-up Hdwy	2.31	-	3.61
Pot Cap-1 Maneuver	866	-	245
Stage 1	-	-	454
Stage 2	-	-	710
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	866	-	241
Mov Cap-2 Maneuver	-	-	353
Stage 1	-	-	454
Stage 2	-	-	698

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	13
HCM LOS			B






















Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	866	-	-	-	464
HCM Lane V/C Ratio	0.017	-	-	-	0.035
HCM Control Delay (s)	9.2	-	-	-	13
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

HCM 2010 Signalized Intersection Summary

9: SR 471 & SR 50

2035 PM Design Hour

08/08/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	459	8	52	580	263	13	195	54	216	184	64
Future Volume (veh/h)	63	459	8	52	580	263	13	195	54	216	184	64
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1712	1712	1712	1712	1712	1712	1900	1712	1900	1900	1712	1712
Adj Flow Rate, veh/h	68	499	0	57	630	0	14	212	59	235	200	70
Adj No. of Lanes	1	2	1	1	2	1	0	1	0	0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	11	11	11	11	11	11	11	11	11	11	11	11
Cap, veh/h	180	969	434	226	969	434	63	675	181	416	304	780
Arrive On Green	0.30	0.30	0.00	0.30	0.30	0.00	0.54	0.54	0.54	0.54	0.54	0.54
Sat Flow, veh/h	729	3252	1455	823	3252	1455	33	1259	337	653	566	1454
Grp Volume(v), veh/h	68	499	0	57	630	0	285	0	0	435	0	70
Grp Sat Flow(s),veh/h/ln	729	1626	1455	823	1626	1455	1629	0	0	1219	0	1454
Q Serve(g_s), s	7.5	10.7	0.0	5.2	14.2	0.0	0.0	0.0	0.0	14.3	0.0	2.0
Cycle Q Clear(g_c), s	21.7	10.7	0.0	15.9	14.2	0.0	8.1	0.0	0.0	22.4	0.0	2.0
Prop In Lane	1.00		1.00	1.00		1.00	0.05		0.21	0.54		1.00
Lane Grp Cap(c), veh/h	180	969	434	226	969	434	919	0	0	720	0	780
V/C Ratio(X)	0.38	0.51	0.00	0.25	0.65	0.00	0.31	0.00	0.00	0.60	0.00	0.09
Avail Cap(c_a), veh/h	180	969	434	226	969	434	919	0	0	720	0	780
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.1	24.4	0.0	31.0	25.6	0.0	10.9	0.0	0.0	14.4	0.0	9.5
Incr Delay (d2), s/veh	1.9	0.6	0.0	0.6	1.5	0.0	0.3	0.0	0.0	1.9	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	4.9	0.0	1.2	6.5	0.0	3.7	0.0	0.0	7.6	0.0	0.8
LnGrp Delay(d),s/veh	36.9	25.1	0.0	31.6	27.2	0.0	11.2	0.0	0.0	16.3	0.0	9.6
LnGrp LOS	D	C		C	C		B			B		A
Approach Vol, veh/h		567			687			285				505
Approach Delay, s/veh		26.5			27.5			11.2				15.4
Approach LOS		C			C			B				B
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		52.1		31.8		52.1		31.8				
Change Period (Y+Rc), s		* 7.1		6.8		* 7.1		6.8				
Max Green Setting (Gmax), s		* 45		25.0		* 45		25.0				
Max Q Clear Time (g_c+I1), s		10.1		23.7		24.4		17.9				
Green Ext Time (p_c), s		9.3		1.0		7.6		4.6				
Intersection Summary												
HCM 2010 Ctrl Delay				22.0								
HCM 2010 LOS				C								
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↕		↵	↕			↕			↕	
Traffic Vol, veh/h	4	740	16	4	926	10	7	3	4	20	3	7
Future Vol, veh/h	4	740	16	4	926	10	7	3	4	20	3	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	11	11	11	11	11	11	11	11	11	11	11	11
Mvmt Flow	4	755	16	4	945	10	7	3	4	20	3	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	955	0	0	771	0	0	1253	1734	386	1345	1738	478
Stage 1	-	-	-	-	-	-	771	771	-	958	958	-
Stage 2	-	-	-	-	-	-	482	963	-	387	780	-
Critical Hdwy	4.32	-	-	4.32	-	-	7.72	6.72	7.12	7.72	6.72	7.12
Critical Hdwy Stg 1	-	-	-	-	-	-	6.72	5.72	-	6.72	5.72	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.72	5.72	-	6.72	5.72	-
Follow-up Hdwy	2.31	-	-	2.31	-	-	3.61	4.11	3.41	3.61	4.11	3.41
Pot Cap-1 Maneuver	663	-	-	783	-	-	119	79	587	102	79	510
Stage 1	-	-	-	-	-	-	340	387	-	260	314	-
Stage 2	-	-	-	-	-	-	511	313	-	584	383	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	663	-	-	783	-	-	115	78	587	99	78	510
Mov Cap-2 Maneuver	-	-	-	-	-	-	233	191	-	199	191	-
Stage 1	-	-	-	-	-	-	338	385	-	258	312	-
Stage 2	-	-	-	-	-	-	496	311	-	572	381	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	19.3	23
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	266	663	-	-	783	-	-	231
HCM Lane V/C Ratio	0.054	0.006	-	-	0.005	-	-	0.133
HCM Control Delay (s)	19.3	10.5	-	-	9.6	-	-	23
HCM Lane LOS	C	B	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.5

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	3	765	3	3	937	8	3	3	3	4	3	4
Future Vol, veh/h	3	765	3	3	937	8	3	3	3	4	3	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	11	11	11	11	11	11	11	11	11	11	11	11
Mvmt Flow	3	814	3	3	997	9	3	3	3	4	3	4
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1005	0	0	817	0	0	1328	1834	409	1422	1830	503
Stage 1	-	-	-	-	-	-	822	822	-	1007	1007	-
Stage 2	-	-	-	-	-	-	506	1012	-	415	823	-
Critical Hdwy	4.32	-	-	4.32	-	-	7.72	6.72	7.12	7.72	6.72	7.12
Critical Hdwy Stg 1	-	-	-	-	-	-	6.72	5.72	-	6.72	5.72	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.72	5.72	-	6.72	5.72	-
Follow-up Hdwy	2.31	-	-	2.31	-	-	3.61	4.11	3.41	3.61	4.11	3.41
Pot Cap-1 Maneuver	633	-	-	751	-	-	105	68	567	89	69	491
Stage 1	-	-	-	-	-	-	316	366	-	242	298	-
Stage 2	-	-	-	-	-	-	494	296	-	562	365	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	633	-	-	751	-	-	102	67	567	87	68	491
Mov Cap-2 Maneuver	-	-	-	-	-	-	217	178	-	185	179	-
Stage 1	-	-	-	-	-	-	315	364	-	241	297	-
Stage 2	-	-	-	-	-	-	483	295	-	551	363	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			20			21		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	250	633	-	-	751	-	-	236				
HCM Lane V/C Ratio	0.038	0.005	-	-	0.004	-	-	0.05				
HCM Control Delay (s)	20	10.7	-	-	9.8	-	-	21				
HCM Lane LOS	C	B	-	-	A	-	-	C				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2				

Intersection

Int Delay, s/veh 4.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↘	↘	
Traffic Vol, veh/h	13	788	952	158	119	13
Future Vol, veh/h	13	788	952	158	119	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	15	938	1133	188	142	15

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1133	0	1633
Stage 1	-	-	1133
Stage 2	-	-	500
Critical Hdwy	4.32	-	7.02
Critical Hdwy Stg 1	-	-	6.02
Critical Hdwy Stg 2	-	-	6.02
Follow-up Hdwy	2.31	-	3.61
Pot Cap-1 Maneuver	563	-	~ 84
Stage 1	-	-	251
Stage 2	-	-	550
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	563	-	~ 82
Mov Cap-2 Maneuver	-	-	187
Stage 1	-	-	251
Stage 2	-	-	535

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	69.8
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	563	-	-	-	198
HCM Lane V/C Ratio	0.027	-	-	-	0.794
HCM Control Delay (s)	11.6	-	-	-	69.8
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	-	5.5

Notes

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

Intersection

Int Delay, s/veh 0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	955	7	4	1122	8	3
Future Vol, veh/h	955	7	4	1122	8	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	1098	8	5	1290	9	3

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1756
Stage 1	-	-	1102
Stage 2	-	-	654
Critical Hdwy	-	4.32	7.02
Critical Hdwy Stg 1	-	-	6.02
Critical Hdwy Stg 2	-	-	6.02
Follow-up Hdwy	-	2.31	3.61
Pot Cap-1 Maneuver	-	577	69
Stage 1	-	-	261
Stage 2	-	-	456
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	577	68
Mov Cap-2 Maneuver	-	-	179
Stage 1	-	-	261
Stage 2	-	-	452

Approach	EB	WB	NB
HCM Control Delay, s	0	0	22.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	214	-	-	577	-
HCM Lane V/C Ratio	0.059	-	-	0.008	-
HCM Control Delay (s)	22.9	-	-	11.3	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection

Int Delay, s/veh 0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	953	3	4	1195	3	6
Future Vol, veh/h	953	3	4	1195	3	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	1095	3	5	1374	3	7

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1793
Stage 1	-	-	1097
Stage 2	-	-	696
Critical Hdwy	-	4.32	7.02
Critical Hdwy Stg 1	-	-	6.02
Critical Hdwy Stg 2	-	-	6.02
Follow-up Hdwy	-	2.31	3.61
Pot Cap-1 Maneuver	-	581	65
Stage 1	-	-	263
Stage 2	-	-	433
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	581	64
Mov Cap-2 Maneuver	-	-	176
Stage 1	-	-	263
Stage 2	-	-	429

Approach	EB	WB	NB
HCM Control Delay, s	0	0	17.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	298	-	-	581	-
HCM Lane V/C Ratio	0.035	-	-	0.008	-
HCM Control Delay (s)	17.5	-	-	11.2	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection

Int Delay, s/veh 0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	960	3	25	1204	3	15
Future Vol, veh/h	960	3	25	1204	3	15
Conflicting Peds, #/hr	0	0	0	0	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	80	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	1032	3	27	1295	3	16

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1737
Stage 1	-	-	1034
Stage 2	-	-	703
Critical Hdwy	-	4.32	7.02
Critical Hdwy Stg 1	-	-	6.02
Critical Hdwy Stg 2	-	-	6.02
Follow-up Hdwy	-	2.31	3.61
Pot Cap-1 Maneuver	-	616	71
Stage 1	-	-	284
Stage 2	-	-	429
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	616	68
Mov Cap-2 Maneuver	-	-	183
Stage 1	-	-	284
Stage 2	-	-	409

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	15
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	378	-	-	616	-
HCM Lane V/C Ratio	0.051	-	-	0.044	-
HCM Control Delay (s)	15	-	-	11.1	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection

Int Delay, s/veh 1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗	↖	↗	↖	↗
Traffic Vol, veh/h	44	932	1200	41	41	29
Future Vol, veh/h	44	932	1200	41	41	29
Conflicting Peds, #/hr	0	0	0	0	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	80	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	48	1013	1304	45	45	32

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1349	0	675
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.32	-	7.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.31	-	3.41
Pot Cap-1 Maneuver	461	-	376
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	461	-	376
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	36.1
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	461	-	-	-	190
HCM Lane V/C Ratio	0.104	-	-	-	0.4
HCM Control Delay (s)	13.7	-	-	-	36.1
HCM Lane LOS	B	-	-	-	E
HCM 95th %tile Q(veh)	0.3	-	-	-	1.8

Intersection

Int Delay, s/veh 10.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗	↖	↗	↖	↗
Traffic Vol, veh/h	50	932	1183	147	96	39
Future Vol, veh/h	50	932	1183	147	96	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	11	11	7	7	7	11
Mvmt Flow	54	1002	1272	158	103	42

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1430	0	1960
Stage 1	-	-	1351
Stage 2	-	-	609
Critical Hdwy	4.32	-	7.64
Critical Hdwy Stg 1	-	-	6.64
Critical Hdwy Stg 2	-	-	6.64
Follow-up Hdwy	2.31	-	3.57
Pot Cap-1 Maneuver	428	-	~ 36
Stage 1	-	-	151
Stage 2	-	-	437
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	428	-	~ 33
Mov Cap-2 Maneuver	-	-	~ 101
Stage 1	-	-	132
Stage 2	-	-	382

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	190.5
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	428	-	-	-	127
HCM Lane V/C Ratio	0.126	-	-	-	1.143
HCM Control Delay (s)	14.6	-	-	-	190.5
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.4	-	-	-	8.6

Notes

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

Intersection

Int Delay, s/veh 5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↕				↕	
Traffic Vol, veh/h	5	998	23	172	1271	3	40	4	92	2	1	1
Future Vol, veh/h	5	998	23	172	1271	3	40	4	92	2	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	7	7	7	7	7	7	7	7	7	7	7	7
Mvmt Flow	5	1097	25	189	1397	3	44	4	101	2	1	1

Major/Minor	Major1	Major2	Minor1	Minor2								
Conflicting Flow All	1400	0	0	1122	0	0	2197	2898	561	2338	2909	700
Stage 1	-	-	-	-	-	-	1120	1120	-	1776	1776	-
Stage 2	-	-	-	-	-	-	1077	1778	-	562	1133	-
Critical Hdwy	4.24	-	-	4.24	-	-	7.64	6.64	7.04	7.64	6.64	7.04
Critical Hdwy Stg 1	-	-	-	-	-	-	6.64	5.64	-	6.64	5.64	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.64	5.64	-	6.64	5.64	-
Follow-up Hdwy	2.27	-	-	2.27	-	-	3.57	4.07	3.37	3.57	4.07	3.37
Pot Cap-1 Maneuver	459	-	-	590	-	-	~ 23	14	458	18	14	370
Stage 1	-	-	-	-	-	-	212	270	-	81	127	-
Stage 2	-	-	-	-	-	-	225	127	-	467	266	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	459	-	-	590	-	-	~ 17	9	458	10	9	370
Mov Cap-2 Maneuver	-	-	-	-	-	-	86	60	-	53	40	-
Stage 1	-	-	-	-	-	-	210	267	-	80	86	-
Stage 2	-	-	-	-	-	-	151	86	-	354	263	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1.7	74.8	68.6
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	186	459	-	-	590	-	-	61
HCM Lane V/C Ratio	0.803	0.012	-	-	0.32	-	-	0.072
HCM Control Delay (s)	74.8	12.9	-	-	14	-	-	68.6
HCM Lane LOS	F	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	5.5	0	-	-	1.4	-	-	0.2

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

Intersection

Int Delay, s/veh 2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕			↕			↕	
Traffic Vol, veh/h	32	1077	29	9	1360	14	30	11	4	13	6	57
Future Vol, veh/h	32	1077	29	9	1360	14	30	11	4	13	6	57
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	210	-	-	135	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	7	7	7	7	7	7	7	7	7	7	7	7
Mvmt Flow	34	1158	31	10	1462	15	32	12	4	14	6	61

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1477	0	0	1189	0	0	1996	2739	595	2143	2747	739
Stage 1	-	-	-	-	-	-	1242	1242	-	1489	1489	-
Stage 2	-	-	-	-	-	-	754	1497	-	654	1258	-
Critical Hdwy	4.24	-	-	4.24	-	-	7.64	6.64	7.04	7.64	6.64	7.04
Critical Hdwy Stg 1	-	-	-	-	-	-	6.64	5.64	-	6.64	5.64	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.64	5.64	-	6.64	5.64	-
Follow-up Hdwy	2.27	-	-	2.27	-	-	3.57	4.07	3.37	3.57	4.07	3.37
Pot Cap-1 Maneuver	428	-	-	556	-	-	34	18	435	26	18	349
Stage 1	-	-	-	-	-	-	177	235	-	124	177	-
Stage 2	-	-	-	-	-	-	356	176	-	410	231	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	428	-	-	556	-	-	~ 25	16	435	21	16	349
Mov Cap-2 Maneuver	-	-	-	-	-	-	100	84	-	85	93	-
Stage 1	-	-	-	-	-	-	163	216	-	114	174	-
Stage 2	-	-	-	-	-	-	278	173	-	353	213	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.1	68.7	34.9
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	102	428	-	-	556	-	-	200
HCM Lane V/C Ratio	0.474	0.08	-	-	0.017	-	-	0.409
HCM Control Delay (s)	68.7	14.1	-	-	11.6	-	-	34.9
HCM Lane LOS	F	B	-	-	B	-	-	D
HCM 95th %tile Q(veh)	2.1	0.3	-	-	0.1	-	-	1.8

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

HCM 2010 Signalized Intersection Summary

42: CR 33 / Putnam St & SR 50

2035 PM Design Hour

05/08/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	1034	31	28	1319	465	35	19	22	349	23	58
Future Volume (veh/h)	46	1034	31	28	1319	465	35	19	22	349	23	58
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1776	1776	1900	1776	1776	1776	1900	1776	1776	1900	1776	1900
Adj Flow Rate, veh/h	51	1149	34	31	1466	0	39	21	24	388	26	64
Adj No. of Lanes	1	2	0	1	2	1	0	1	1	0	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	7	7	7	7	7	7	7	7	7	7	7	7
Cap, veh/h	80	1562	46	145	1576	705	70	38	94	406	27	67
Arrive On Green	0.47	0.47	0.47	0.47	0.47	0.00	0.06	0.06	0.06	0.30	0.30	0.30
Sat Flow, veh/h	343	3343	99	450	3374	1509	1118	602	1509	1354	91	223
Grp Volume(v), veh/h	51	580	603	31	1466	0	60	0	24	478	0	0
Grp Sat Flow(s),veh/h/ln	343	1687	1755	450	1687	1509	1720	0	1509	1669	0	0
Q Serve(g_s), s	6.9	33.5	33.5	7.2	49.2	0.0	4.1	0.0	1.8	33.8	0.0	0.0
Cycle Q Clear(g_c), s	56.1	33.5	33.5	40.7	49.2	0.0	4.1	0.0	1.8	33.8	0.0	0.0
Prop In Lane	1.00		0.06	1.00		1.00	0.65		1.00	0.81		0.13
Lane Grp Cap(c), veh/h	80	788	820	145	1576	705	108	0	94	500	0	0
V/C Ratio(X)	0.64	0.74	0.74	0.21	0.93	0.00	0.56	0.00	0.25	0.96	0.00	0.00
Avail Cap(c_a), veh/h	80	788	820	145	1576	705	460	0	404	504	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	58.7	26.0	26.0	42.5	30.1	0.0	54.7	0.0	53.6	41.3	0.0	0.0
Incr Delay (d2), s/veh	15.8	3.6	3.5	0.7	10.2	0.0	4.5	0.0	1.4	29.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	16.2	17.1	0.9	25.0	0.0	2.1	0.0	0.8	19.6	0.0	0.0
LnGrp Delay(d),s/veh	74.4	29.6	29.4	43.2	40.3	0.0	59.1	0.0	55.0	70.5	0.0	0.0
LnGrp LOS	E	C	C	D	D		E		E	E		
Approach Vol, veh/h		1234			1497			84			478	
Approach Delay, s/veh		31.4			40.4			57.9			70.5	
Approach LOS		C			D			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		14.4		63.0		42.6		63.0				
Change Period (Y+Rc), s		6.9		* 6.9		6.7		6.9				
Max Green Setting (Gmax), s		32.1		* 56		36.3		56.1				
Max Q Clear Time (g_c+I1), s		6.1		58.1		35.8		51.2				
Green Ext Time (p_c), s		0.3		0.0		0.2		4.7				
Intersection Summary												
HCM 2010 Ctrl Delay				41.8								
HCM 2010 LOS				D								
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection

Int Delay, s/veh 0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑		↑
Traffic Vol, veh/h	1414	7	3	1720	0	7
Future Vol, veh/h	1414	7	3	1720	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	None
Storage Length	-	-	185	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	7	7	7	7	7
Mvmt Flow	1537	8	3	1870	0	8

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	1545	772
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	4.24	7.04
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	2.27	3.37
Pot Cap-1 Maneuver	-	402	332
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	402	332
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	332	-	-	402	-
HCM Lane V/C Ratio	0.023	-	-	0.008	-
HCM Control Delay (s)	16.1	-	-	14	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection

Int Delay, s/veh 0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	805	5	5	630	5	5
Future Vol, veh/h	805	5	5	630	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	904	6	6	708	6	6

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	910
Stage 1	-	-	907
Stage 2	-	-	719
Critical Hdwy	-	-	4.21
Critical Hdwy Stg 1	-	-	5.51
Critical Hdwy Stg 2	-	-	5.51
Follow-up Hdwy	-	-	2.299
Pot Cap-1 Maneuver	-	-	712
Stage 1	-	-	380
Stage 2	-	-	467
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	712
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	380
Stage 2	-	-	460

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	18.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	274	-	-	712	-
HCM Lane V/C Ratio	0.041	-	-	0.008	-
HCM Control Delay (s)	18.7	-	-	10.1	0
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗	↖↗		↖	
Traffic Vol, veh/h	19	791	620	8	10	15
Future Vol, veh/h	19	791	620	8	10	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	21	889	697	9	11	17

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	706	0	1188
Stage 1	-	-	701
Stage 2	-	-	487
Critical Hdwy	4.32	-	7.02
Critical Hdwy Stg 1	-	-	6.02
Critical Hdwy Stg 2	-	-	6.02
Follow-up Hdwy	2.31	-	3.61
Pot Cap-1 Maneuver	831	-	168
Stage 1	-	-	430
Stage 2	-	-	558
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	831	-	164
Mov Cap-2 Maneuver	-	-	293
Stage 1	-	-	430
Stage 2	-	-	544

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	14
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	831	-	-	-	428
HCM Lane V/C Ratio	0.026	-	-	-	0.066
HCM Control Delay (s)	9.4	-	-	-	14
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

HCM Signalized Intersection Capacity Analysis

9: SR 471 & SR 50

2045 AM Design Hour

08/08/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	754	21	76	591	307	10	230	70	378	260	77
Future Volume (vph)	76	754	21	76	591	307	10	230	70	378	260	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8	6.8	6.8	6.8	6.8		7.1			7.1	7.1
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		0.97			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		1.00			0.97	1.00
Satd. Flow (prot)	1626	3252	1455	1626	3252	1455		1657			1662	1455
Flt Permitted	0.23	1.00	1.00	0.13	1.00	1.00		0.97			0.62	1.00
Satd. Flow (perm)	402	3252	1455	215	3252	1455		1616			1057	1455
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	86	857	24	86	672	349	11	261	80	430	295	88
RTOR Reduction (vph)	0	0	17	0	0	231	0	6	0	0	0	21
Lane Group Flow (vph)	86	857	7	86	672	118	0	346	0	0	725	67
Heavy Vehicles (%)	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		pm+pt	NA	Perm
Protected Phases		4			8			2		1	6	
Permitted Phases	4		4	8		8	2			6		6
Actuated Green, G (s)	40.2	40.2	40.2	40.2	40.2	40.2		80.9			80.9	80.9
Effective Green, g (s)	40.2	40.2	40.2	40.2	40.2	40.2		80.9			80.9	80.9
Actuated g/C Ratio	0.30	0.30	0.30	0.30	0.30	0.30		0.60			0.60	0.60
Clearance Time (s)	6.8	6.8	6.8	6.8	6.8	6.8		7.1			7.1	7.1
Vehicle Extension (s)	4.0	4.0	4.0	3.0	3.0	3.0		4.5			4.5	4.5
Lane Grp Cap (vph)	119	968	433	64	968	433		968			633	871
v/s Ratio Prot		0.26			0.21							
v/s Ratio Perm	0.21		0.00	c0.40		0.08		0.21			c0.69	0.05
v/c Ratio	0.72	0.89	0.02	1.34	0.69	0.27		0.36			1.15	0.08
Uniform Delay, d1	42.4	45.2	33.4	47.4	42.0	36.2		13.8			27.0	11.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00			1.00	1.00
Incremental Delay, d2	20.6	10.0	0.0	229.0	2.2	0.3		0.4			83.1	0.1
Delay (s)	63.0	55.2	33.5	276.4	44.1	36.6		14.2			110.1	11.4
Level of Service	E	E	C	F	D	D		B			F	B
Approach Delay (s)		55.4			59.8			14.2			99.4	
Approach LOS		E			E			B			F	
Intersection Summary												
HCM 2000 Control Delay			63.5			HCM 2000 Level of Service				E		
HCM 2000 Volume to Capacity ratio			1.26									
Actuated Cycle Length (s)			135.0			Sum of lost time (s)				18.4		
Intersection Capacity Utilization			173.2%			ICU Level of Service				H		
Analysis Period (min)			15									
c Critical Lane Group												

Intersection

Int Delay, s/veh 0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	8	1191	6	5	1026	21	15	5	5	10	5	5
Future Vol, veh/h	8	1191	6	5	1026	21	15	5	5	10	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	11	11	11	11	11	11	11	11	11	11	11	11
Mvmt Flow	9	1267	6	5	1091	22	16	5	5	11	5	5

Major/Minor	Major1	Major2	Minor1	Minor2								
Conflicting Flow All	1114	0	0	1273	0	0	1846	2411	637	1766	2403	557
Stage 1	-	-	-	-	-	-	1287	1287	-	1113	1113	-
Stage 2	-	-	-	-	-	-	559	1124	-	653	1290	-
Critical Hdwy	4.32	-	-	4.32	-	-	7.72	6.72	7.12	7.72	6.72	7.12
Critical Hdwy Stg 1	-	-	-	-	-	-	6.72	5.72	-	6.72	5.72	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.72	5.72	-	6.72	5.72	-
Follow-up Hdwy	2.31	-	-	2.31	-	-	3.61	4.11	3.41	3.61	4.11	3.41
Pot Cap-1 Maneuver	573	-	-	495	-	-	42	29	399	48	29	452
Stage 1	-	-	-	-	-	-	161	216	-	207	264	-
Stage 2	-	-	-	-	-	-	459	261	-	402	216	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	573	-	-	495	-	-	39	28	399	45	28	452
Mov Cap-2 Maneuver	-	-	-	-	-	-	119	117	-	139	118	-
Stage 1	-	-	-	-	-	-	158	213	-	204	261	-
Stage 2	-	-	-	-	-	-	440	258	-	381	213	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	37.2	30.9
HCM LOS			E	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	138	573	-	-	495	-	-	160
HCM Lane V/C Ratio	0.193	0.015	-	-	0.011	-	-	0.133
HCM Control Delay (s)	37.2	11.4	-	-	12.4	-	-	30.9
HCM Lane LOS	E	B	-	-	B	-	-	D
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-	-	0.4

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↶↷		↶	↶↷			↷↶			↷↶	
Traffic Vol, veh/h	5	1289	5	5	1050	5	5	5	5	9	5	5
Future Vol, veh/h	5	1289	5	5	1050	5	5	5	5	9	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	11	11	11	11	11	11	11	11	11	11	11	11
Mvmt Flow	5	1401	5	5	1141	5	5	5	5	10	5	5
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1147	0	0	1407	0	0	1999	2573	703	1869	2572	573
Stage 1	-	-	-	-	-	-	1415	1415	-	1155	1155	-
Stage 2	-	-	-	-	-	-	584	1158	-	714	1417	-
Critical Hdwy	4.32	-	-	4.32	-	-	7.72	6.72	7.12	7.72	6.72	7.12
Critical Hdwy Stg 1	-	-	-	-	-	-	6.72	5.72	-	6.72	5.72	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.72	5.72	-	6.72	5.72	-
Follow-up Hdwy	2.31	-	-	2.31	-	-	3.61	4.11	3.41	3.61	4.11	3.41
Pot Cap-1 Maneuver	556	-	-	437	-	-	32	22	360	40	22	440
Stage 1	-	-	-	-	-	-	133	186	-	195	252	-
Stage 2	-	-	-	-	-	-	443	251	-	368	186	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	556	-	-	437	-	-	30	22	360	37	22	440
Mov Cap-2 Maneuver	-	-	-	-	-	-	101	105	-	128	105	-
Stage 1	-	-	-	-	-	-	132	184	-	193	249	-
Stage 2	-	-	-	-	-	-	423	248	-	349	184	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			35.3			33.5		
HCM LOS							E			D		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	135	556	-	-	437	-	-	147				
HCM Lane V/C Ratio	0.121	0.01	-	-	0.012	-	-	0.14				
HCM Control Delay (s)	35.3	11.5	-	-	13.3	-	-	33.5				
HCM Lane LOS	E	B	-	-	B	-	-	D				
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.5				

Intersection

Int Delay, s/veh 47.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↘	↘	
Traffic Vol, veh/h	14	1287	1084	143	276	14
Future Vol, veh/h	14	1287	1084	143	276	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	15	1384	1166	154	297	15

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1166	0	1888
Stage 1	-	-	1166
Stage 2	-	-	722
Critical Hdwy	4.32	-	7.02
Critical Hdwy Stg 1	-	-	6.02
Critical Hdwy Stg 2	-	-	6.02
Follow-up Hdwy	2.31	-	3.61
Pot Cap-1 Maneuver	546	-	~ 56
Stage 1	-	-	~ 241
Stage 2	-	-	419
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	546	-	~ 54
Mov Cap-2 Maneuver	-	-	~ 161
Stage 1	-	-	~ 241
Stage 2	-	-	407

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	\$ 463.9
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	546	-	-	-	166
HCM Lane V/C Ratio	0.028	-	-	-	1.878
HCM Control Delay (s)	11.8	-	-	-	\$ 463.9
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	-	23.3

Notes

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

Intersection

Int Delay, s/veh 0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	1499	10	10	1309	8	5
Future Vol, veh/h	1499	10	10	1309	8	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	1666	11	11	1454	9	6

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1677
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.32
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.31
Pot Cap-1 Maneuver	-	-	340
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	340
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	37
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	127	-	-	340	-
HCM Lane V/C Ratio	0.114	-	-	0.033	-
HCM Control Delay (s)	37	-	-	15.9	-
HCM Lane LOS	E	-	-	C	-
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Intersection

Int Delay, s/veh 0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	1592	5	7	1292	5	5
Future Vol, veh/h	1592	5	7	1292	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	1730	5	8	1404	5	5

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1736
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.32
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.31
Pot Cap-1 Maneuver	-	-	322
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	322
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	34
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	135	-	-	322	-
HCM Lane V/C Ratio	0.081	-	-	0.024	-
HCM Control Delay (s)	34	-	-	16.5	-
HCM Lane LOS	D	-	-	C	-
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection

Int Delay, s/veh 0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	1592	5	17	1294	5	27
Future Vol, veh/h	1592	5	17	1294	5	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	80	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	1809	6	19	1470	6	31

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	1815	2586
Stage 1	-	-	1812
Stage 2	-	-	774
Critical Hdwy	-	4.32	7.02
Critical Hdwy Stg 1	-	-	6.02
Critical Hdwy Stg 2	-	-	6.02
Follow-up Hdwy	-	2.31	3.61
Pot Cap-1 Maneuver	-	299	18
Stage 1	-	-	105
Stage 2	-	-	393
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	299	17
Mov Cap-2 Maneuver	-	-	80
Stage 1	-	-	105
Stage 2	-	-	368

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	27.9
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	193	-	-	299	-
HCM Lane V/C Ratio	0.188	-	-	0.065	-
HCM Control Delay (s)	27.9	-	-	17.9	-
HCM Lane LOS	D	-	-	C	-
HCM 95th %tile Q(veh)	0.7	-	-	0.2	-

Intersection

Int Delay, s/veh 3.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗	↖	↗	↖	↗
Traffic Vol, veh/h	41	1578	1254	58	62	57
Future Vol, veh/h	41	1578	1254	58	62	57
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	80	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	46	1773	1409	65	70	64

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1474	0	2422
Stage 1	-	-	1442
Stage 2	-	-	980
Critical Hdwy	4.32	-	7.02
Critical Hdwy Stg 1	-	-	6.02
Critical Hdwy Stg 2	-	-	6.02
Follow-up Hdwy	2.31	-	3.61
Pot Cap-1 Maneuver	411	-	~ 24
Stage 1	-	-	169
Stage 2	-	-	304
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	411	-	~ 21
Mov Cap-2 Maneuver	-	-	104
Stage 1	-	-	169
Stage 2	-	-	270

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	95.6
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	411	-	-	-	156
HCM Lane V/C Ratio	0.112	-	-	-	0.857
HCM Control Delay (s)	14.9	-	-	-	95.6
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.4	-	-	-	5.8

Notes

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

Intersection

Int Delay, s/veh 28.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗	↖↗		↖	
Traffic Vol, veh/h	60	1549	1219	100	150	76
Future Vol, veh/h	60	1549	1219	100	150	76
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	11	11	7	7	7	11
Mvmt Flow	65	1684	1325	109	163	83

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1434	0	2352
Stage 1	-	-	1379
Stage 2	-	-	973
Critical Hdwy	4.32	-	6.94
Critical Hdwy Stg 1	-	-	5.94
Critical Hdwy Stg 2	-	-	5.94
Follow-up Hdwy	2.31	-	3.57
Pot Cap-1 Maneuver	427	-	~ 28
Stage 1	-	-	190
Stage 2	-	-	316
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	427	-	~ 24
Mov Cap-2 Maneuver	-	-	~ 112
Stage 1	-	-	190
Stage 2	-	-	268

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	\$ 394.2
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	427	-	-	-	145
HCM Lane V/C Ratio	0.153	-	-	-	1.694
HCM Control Delay (s)	14.9	-	-	-	\$ 394.2
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.5	-	-	-	17.8

Notes

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

Intersection

Int Delay, s/veh 20.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	1	1612	55	111	1272	3	32	1	216	3	1	1
Future Vol, veh/h	1	1612	55	111	1272	3	32	1	216	3	1	1
Conflicting Peds, #/hr	1	0	2	2	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	7	7	7	7	7	7	7	7	7	7	7	7
Mvmt Flow	1	1697	58	117	1339	3	34	1	227	3	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1343	0	0	1757	0	0	2634	3307	879	2426	3334	672
Stage 1	-	-	-	-	-	-	1730	1730	-	1575	1575	-
Stage 2	-	-	-	-	-	-	904	1577	-	851	1759	-
Critical Hdwy	4.24	-	-	4.24	-	-	7.64	6.64	7.04	7.64	6.64	7.04
Critical Hdwy Stg 1	-	-	-	-	-	-	6.64	5.64	-	6.64	5.64	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.64	5.64	-	6.64	5.64	-
Follow-up Hdwy	2.27	-	-	2.27	-	-	3.57	4.07	3.37	3.57	4.07	3.37
Pot Cap-1 Maneuver	483	-	-	331	-	-	~ 11	8	281	15	7	387
Stage 1	-	-	-	-	-	-	87	134	-	109	161	-
Stage 2	-	-	-	-	-	-	288	160	-	311	130	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	483	-	-	331	-	-	~ 7	5	280	~ 2	5	387
Mov Cap-2 Maneuver	-	-	-	-	-	-	57	55	-	~ -128	11	-
Stage 1	-	-	-	-	-	-	87	133	-	109	104	-
Stage 2	-	-	-	-	-	-	184	103	-	58	129	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.7	267.3	59.7
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	184	483	-	-	331	-	-	71
HCM Lane V/C Ratio	1.424	0.002	-	-	0.353	-	-	0.074
HCM Control Delay (s)	267.3	12.5	-	-	21.7	-	-	59.7
HCM Lane LOS	F	B	-	-	C	-	-	F
HCM 95th %tile Q(veh)	15.9	0	-	-	1.5	-	-	0.2

Notes

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

Intersection

Int Delay, s/veh 7.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	60	1730	33	6	1385	15	31	10	10	15	13	35
Future Vol, veh/h	60	1730	33	6	1385	15	31	10	10	15	13	35
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	210	-	-	135	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	7	7	7	7	7	7	7	7	7	7	7	7
Mvmt Flow	65	1860	35	6	1489	16	33	11	11	16	14	38

Major/Minor	Major1	Major2	Minor1	Minor2								
Conflicting Flow All	1505	0	0	1897	0	0	2773	3526	950	2576	3536	753
Stage 1	-	-	-	-	-	-	2008	2008	-	1510	1510	-
Stage 2	-	-	-	-	-	-	765	1518	-	1066	2026	-
Critical Hdwy	4.24	-	-	4.24	-	-	7.64	6.64	7.04	7.64	6.64	7.04
Critical Hdwy Stg 1	-	-	-	-	-	-	6.64	5.64	-	6.64	5.64	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.64	5.64	-	6.64	5.64	-
Follow-up Hdwy	2.27	-	-	2.27	-	-	3.57	4.07	3.37	3.57	4.07	3.37
Pot Cap-1 Maneuver	417	-	-	291	-	-	~ 8	~ 5	252	~ 12	~ 5	341
Stage 1	-	-	-	-	-	-	57	96	-	120	173	-
Stage 2	-	-	-	-	-	-	351	172	-	229	94	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	417	-	-	291	-	-	~ 5	~ 4	252	~ 8	~ 4	341
Mov Cap-2 Maneuver	-	-	-	-	-	-	37	43	-	59	48	-
Stage 1	-	-	-	-	-	-	48	81	-	101	169	-
Stage 2	-	-	-	-	-	-	281	168	-	160	79	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.1	\$ 335.9	95.9
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	46	417	-	-	291	-	-	100
HCM Lane V/C Ratio	1.192	0.155	-	-	0.022	-	-	0.677
HCM Control Delay (s)	\$ 335.9	15.2	-	-	17.7	-	-	95.9
HCM Lane LOS	F	C	-	-	C	-	-	F
HCM 95th %tile Q(veh)	5.1	0.5	-	-	0.1	-	-	3.4

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

HCM 2010 Signalized Intersection Summary

42: CR 33 / Putnam St & SR 50

2045 AM Design Hour

05/08/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	1683	39	24	1305	436	36	27	30	613	22	70
Future Volume (veh/h)	87	1683	39	24	1305	436	36	27	30	613	22	70
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1776	1776	1900	1776	1776	1776	1900	1776	1776	1900	1776	1900
Adj Flow Rate, veh/h	99	1912	44	27	1483	0	41	31	34	697	25	80
Adj No. of Lanes	1	2	0	1	2	1	0	1	1	0	1	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	7	7	7	7	7	7	7	7	7	7	7	7
Cap, veh/h	135	1372	31	50	1097	491	493	362	752	47	0	0
Arrive On Green	0.05	0.41	0.41	0.33	0.33	0.00	0.50	0.50	0.50	0.50	0.50	0.50
Sat Flow, veh/h	1691	3371	77	213	3374	1509	912	727	1509	2	0	0
Grp Volume(v), veh/h	99	953	1003	27	1483	0	72	0	34	802	0	0
Grp Sat Flow(s),veh/h/ln	1691	1687	1762	213	1687	1509	1638	0	1509	2	0	0
Q Serve(g_s), s	5.5	59.1	59.1	0.0	47.2	0.0	0.0	0.0	1.7	117.1	0.0	0.0
Cycle Q Clear(g_c), s	5.5	59.1	59.1	47.2	47.2	0.0	3.2	0.0	1.7	117.1	0.0	0.0
Prop In Lane	1.00		0.04	1.00		1.00	0.57		1.00	0.87		0.10
Lane Grp Cap(c), veh/h	135	687	717	50	1097	491	855	0	752	0	0	0
V/C Ratio(X)	0.73	1.39	1.40	0.54	1.35	0.00	0.08	0.00	0.05	0.00	0.00	0.00
Avail Cap(c_a), veh/h	137	687	717	50	1097	491	855	0	752	0	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	37.1	43.0	43.1	72.6	49.0	0.0	19.1	0.0	18.7	0.0	0.0	0.0
Incr Delay (d2), s/veh	17.8	183.5	187.9	11.7	164.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.8	112.4	119.0	2.2	84.6	0.0	2.8	0.0	1.3	0.0	0.0	0.0
LnGrp Delay(d),s/veh	54.9	226.5	230.9	84.3	213.2	0.0	19.1	0.0	18.7	0.0	0.0	0.0
LnGrp LOS	D	F	F	F	F		B		B			
Approach Vol, veh/h		2055			1510			106			802	
Approach Delay, s/veh		220.4			210.9			19.0			0.0	
Approach LOS		F			F			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		79.2		66.0		79.2	11.9	54.1				
Change Period (Y+Rc), s		6.9		* 6.9		* 6.9	4.5	6.9				
Max Green Setting (Gmax), s		33.1		* 59		* 72	7.5	47.1				
Max Q Clear Time (g_c+I1), s		5.2		61.1		119.1	7.5	49.2				
Green Ext Time (p_c), s		7.9		0.0		0.0	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				172.9								
HCM 2010 LOS				F								
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection

Int Delay, s/veh 0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑		↑
Traffic Vol, veh/h	2300	8	10	1780	0	5
Future Vol, veh/h	2300	8	10	1780	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	None
Storage Length	-	-	185	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	7	7	7	7	7	7
Mvmt Flow	2614	9	11	2023	0	6

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	2623
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.24
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.27
Pot Cap-1 Maneuver	-	-	148
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	148
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	31.2
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	143	-	-	148	-
HCM Lane V/C Ratio	0.04	-	-	0.077	-
HCM Control Delay (s)	31.2	-	-	31.3	-
HCM Lane LOS	D	-	-	D	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	-

Intersection

Int Delay, s/veh 0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	630	5	5	795	5	5
Future Vol, veh/h	630	5	5	795	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	700	6	6	883	6	6

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	706	1597
Stage 1	-	-	703
Stage 2	-	-	894
Critical Hdwy	-	4.21	6.51
Critical Hdwy Stg 1	-	-	5.51
Critical Hdwy Stg 2	-	-	5.51
Follow-up Hdwy	-	2.299	3.599
Pot Cap-1 Maneuver	-	852	112
Stage 1	-	-	475
Stage 2	-	-	385
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	852	110
Mov Cap-2 Maneuver	-	-	242
Stage 1	-	-	475
Stage 2	-	-	380

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	17.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	308	-	-	852	-
HCM Lane V/C Ratio	0.036	-	-	0.007	-
HCM Control Delay (s)	17.1	-	-	9.3	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗	↖	↗	↖	
Traffic Vol, veh/h	15	620	791	10	8	9
Future Vol, veh/h	15	620	791	10	8	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	16	667	851	11	9	10

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	861	0	431
Stage 1	-	-	856
Stage 2	-	-	366
Critical Hdwy	4.32	-	7.12
Critical Hdwy Stg 1	-	-	6.02
Critical Hdwy Stg 2	-	-	6.02
Follow-up Hdwy	2.31	-	3.41
Pot Cap-1 Maneuver	722	-	548
Stage 1	-	-	355
Stage 2	-	-	646
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	722	-	548
Mov Cap-2 Maneuver	-	-	270
Stage 1	-	-	355
Stage 2	-	-	632

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	15.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	722	-	-	-	369
HCM Lane V/C Ratio	0.022	-	-	-	0.05
HCM Control Delay (s)	10.1	-	-	-	15.3
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

HCM Signalized Intersection Capacity Analysis

9: SR 471 & SR 50

2045 PM Design Hour

08/08/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	77	591	10	70	754	378	15	260	76	307	230	76
Future Volume (vph)	77	591	10	70	754	378	15	260	76	307	230	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8	6.8	6.8	6.8	6.8		7.1			7.1	7.1
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00			1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00		1.00			1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00		1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		0.97			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		1.00			0.97	1.00
Satd. Flow (prot)	1626	3252	1455	1626	3252	1455		1654			1664	1455
Flt Permitted	0.20	1.00	1.00	0.31	1.00	1.00		0.97			0.62	1.00
Satd. Flow (perm)	339	3252	1455	533	3252	1455		1605			1063	1455
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	84	642	11	76	820	411	16	283	83	334	250	83
RTOR Reduction (vph)	0	0	8	0	0	283	0	10	0	0	0	25
Lane Group Flow (vph)	84	642	3	76	820	128	0	372	0	0	584	58
Confl. Peds. (#/hr)									1	1		
Heavy Vehicles (%)	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		pm+pt	NA	Perm
Protected Phases		4			8			2		1	6	
Permitted Phases	4		4	8		8	2			6		6
Actuated Green, G (s)	25.0	25.0	25.0	25.0	25.0	25.0		41.1			41.1	41.1
Effective Green, g (s)	25.0	25.0	25.0	25.0	25.0	25.0		41.1			41.1	41.1
Actuated g/C Ratio	0.31	0.31	0.31	0.31	0.31	0.31		0.51			0.51	0.51
Clearance Time (s)	6.8	6.8	6.8	6.8	6.8	6.8		7.1			7.1	7.1
Vehicle Extension (s)	4.0	4.0	4.0	3.0	3.0	3.0		4.5			4.5	4.5
Lane Grp Cap (vph)	105	1016	454	166	1016	454		824			546	747
v/s Ratio Prot		0.20			c0.25							
v/s Ratio Perm	0.25		0.00	0.14		0.09		0.23			c0.55	0.04
v/c Ratio	0.80	0.63	0.01	0.46	0.81	0.28		0.45			1.07	0.08
Uniform Delay, d1	25.2	23.6	19.0	22.1	25.3	20.7		12.3			19.4	9.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00			1.00	1.00
Incremental Delay, d2	35.4	1.5	0.0	2.0	4.8	0.3		0.7			58.5	0.1
Delay (s)	60.6	25.0	19.0	24.1	30.1	21.1		13.0			77.9	9.9
Level of Service	E	C	B	C	C	C		B			E	A
Approach Delay (s)		29.0			26.9			13.0			69.5	
Approach LOS		C			C			B			E	

Intersection Summary

HCM 2000 Control Delay	34.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	18.4
Intersection Capacity Utilization	113.1%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	5	1020	15	5	1274	10	6	5	5	21	5	8
Future Vol, veh/h	5	1020	15	5	1274	10	6	5	5	21	5	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	11	11	11	11	11	11	11	11	11	11	11	11
Mvmt Flow	5	1041	15	5	1300	10	6	5	5	21	5	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1310	0	0	1056	0	0	1722	2379	528	1848	2381	655
Stage 1	-	-	-	-	-	-	1059	1059	-	1315	1315	-
Stage 2	-	-	-	-	-	-	663	1320	-	533	1066	-
Critical Hdwy	4.32	-	-	4.32	-	-	7.72	6.72	7.12	7.72	6.72	7.12
Critical Hdwy Stg 1	-	-	-	-	-	-	6.72	5.72	-	6.72	5.72	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.72	5.72	-	6.72	5.72	-
Follow-up Hdwy	2.31	-	-	2.31	-	-	3.61	4.11	3.41	3.61	4.11	3.41
Pot Cap-1 Maneuver	478	-	-	604	-	-	52	30	472	42	30	388
Stage 1	-	-	-	-	-	-	224	281	-	154	209	-
Stage 2	-	-	-	-	-	-	396	208	-	476	278	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	478	-	-	604	-	-	49	29	472	40	29	388
Mov Cap-2 Maneuver	-	-	-	-	-	-	147	119	-	117	120	-
Stage 1	-	-	-	-	-	-	222	278	-	152	207	-
Stage 2	-	-	-	-	-	-	375	206	-	457	275	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	28.3	38.7
HCM LOS			D	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	171	478	-	-	604	-	-	141
HCM Lane V/C Ratio	0.095	0.011	-	-	0.008	-	-	0.246
HCM Control Delay (s)	28.3	12.6	-	-	11	-	-	38.7
HCM Lane LOS	D	B	-	-	B	-	-	E
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.9

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↶↷		↶	↶↷			↷↶			↷↶	
Traffic Vol, veh/h	5	1050	5	5	1289	9	5	5	5	5	5	5
Future Vol, veh/h	5	1050	5	5	1289	9	5	5	5	5	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	11	11	11	11	11	11	11	11	11	11	11	11
Mvmt Flow	5	1117	5	5	1371	10	5	5	5	5	5	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1381	0	0	1122	0	0	1829	2521	561	1959	2520	690
Stage 1	-	-	-	-	-	-	1130	1130	-	1387	1387	-
Stage 2	-	-	-	-	-	-	699	1391	-	572	1133	-
Critical Hdwy	4.32	-	-	4.32	-	-	7.72	6.72	7.12	7.72	6.72	7.12
Critical Hdwy Stg 1	-	-	-	-	-	-	6.72	5.72	-	6.72	5.72	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.72	5.72	-	6.72	5.72	-
Follow-up Hdwy	2.31	-	-	2.31	-	-	3.61	4.11	3.41	3.61	4.11	3.41
Pot Cap-1 Maneuver	448	-	-	569	-	-	43	24	449	34	24	367
Stage 1	-	-	-	-	-	-	202	259	-	139	193	-
Stage 2	-	-	-	-	-	-	376	192	-	451	258	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	448	-	-	569	-	-	40	24	449	32	24	367
Mov Cap-2 Maneuver	-	-	-	-	-	-	133	109	-	105	110	-
Stage 1	-	-	-	-	-	-	200	256	-	137	191	-
Stage 2	-	-	-	-	-	-	357	190	-	432	255	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	30.2	33.8
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	159	448	-	-	569	-	-	141
HCM Lane V/C Ratio	0.1	0.012	-	-	0.009	-	-	0.113
HCM Control Delay (s)	30.2	13.1	-	-	11.4	-	-	33.8
HCM Lane LOS	D	B	-	-	B	-	-	D
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.4

Intersection

Int Delay, s/veh 20.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↘	↘	
Traffic Vol, veh/h	14	1084	1287	180	143	14
Future Vol, veh/h	14	1084	1287	180	143	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	17	1290	1532	214	170	17

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1532	0	766
Stage 1	-	-	1532
Stage 2	-	-	679
Critical Hdwy	4.32	-	7.12
Critical Hdwy Stg 1	-	-	6.02
Critical Hdwy Stg 2	-	-	6.02
Follow-up Hdwy	2.31	-	3.41
Pot Cap-1 Maneuver	389	-	326
Stage 1	-	-	~ 151
Stage 2	-	-	442
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	389	-	326
Mov Cap-2 Maneuver	-	-	~ 112
Stage 1	-	-	~ 151
Stage 2	-	-	423

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	\$ 358.2
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	389	-	-	-	119
HCM Lane V/C Ratio	0.043	-	-	-	1.571
HCM Control Delay (s)	14.7	-	-	-	\$ 358.2
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	-	13.6

Notes

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

Intersection

Int Delay, s/veh 0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	1309	8	5	1499	9	5
Future Vol, veh/h	1309	8	5	1499	9	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	1505	9	6	1723	10	6

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1514
Stage 1	-	-	1509
Stage 2	-	-	873
Critical Hdwy	-	4.32	7.02
Critical Hdwy Stg 1	-	-	6.02
Critical Hdwy Stg 2	-	-	6.02
Follow-up Hdwy	-	2.31	3.61
Pot Cap-1 Maneuver	-	396	25
Stage 1	-	-	155
Stage 2	-	-	348
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	396	25
Mov Cap-2 Maneuver	-	-	107
Stage 1	-	-	155
Stage 2	-	-	343

Approach	EB	WB	NB
HCM Control Delay, s	0	0	33.8
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	141	-	-	396	-
HCM Lane V/C Ratio	0.114	-	-	0.015	-
HCM Control Delay (s)	33.8	-	-	14.2	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection

Int Delay, s/veh 0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	1292	5	5	1592	5	7
Future Vol, veh/h	1292	5	5	1592	5	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	1485	6	6	1830	6	8

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1491
Stage 1	-	-	1488
Stage 2	-	-	926
Critical Hdwy	-	-	4.32
Critical Hdwy Stg 1	-	-	6.02
Critical Hdwy Stg 2	-	-	6.02
Follow-up Hdwy	-	-	2.31
Pot Cap-1 Maneuver	-	-	405
Stage 1	-	-	159
Stage 2	-	-	325
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	405
Mov Cap-2 Maneuver	-	-	107
Stage 1	-	-	159
Stage 2	-	-	320

Approach	EB	WB	NB
HCM Control Delay, s	0	0	26.9
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	178	-	-	405	-
HCM Lane V/C Ratio	0.077	-	-	0.014	-
HCM Control Delay (s)	26.9	-	-	14	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection

Int Delay, s/veh 0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	1294	5	27	1592	5	17
Future Vol, veh/h	1294	5	27	1592	5	17
Conflicting Peds, #/hr	0	0	0	0	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	80	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	1391	5	29	1712	5	18

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	1397	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	4.32	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	2.31	-
Pot Cap-1 Maneuver	-	-	441	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	441	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	21.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	244	-	-	441	-
HCM Lane V/C Ratio	0.097	-	-	0.066	-
HCM Control Delay (s)	21.3	-	-	13.7	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.3	-	-	0.2	-

Intersection

Int Delay, s/veh 5.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗	↖↗		↖	
Traffic Vol, veh/h	62	1249	1578	57	58	41
Future Vol, veh/h	62	1249	1578	57	58	41
Conflicting Peds, #/hr	0	0	0	0	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	80	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	67	1358	1715	62	63	45

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1777	0	890
Stage 1	-	-	1746
Stage 2	-	-	815
Critical Hdwy	4.32	-	7.12
Critical Hdwy Stg 1	-	-	6.02
Critical Hdwy Stg 2	-	-	6.02
Follow-up Hdwy	2.31	-	3.41
Pot Cap-1 Maneuver	310	-	269
Stage 1	-	-	114
Stage 2	-	-	374
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	310	-	269
Mov Cap-2 Maneuver	-	-	80
Stage 1	-	-	114
Stage 2	-	-	293

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	143.5
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	310	-	-	-	113
HCM Lane V/C Ratio	0.217	-	-	-	0.952
HCM Control Delay (s)	19.8	-	-	-	143.5
HCM Lane LOS	C	-	-	-	F
HCM 95th %tile Q(veh)	0.8	-	-	-	6

Notes

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

Intersection

Int Delay, s/veh 19.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗	↖	↗	↖	↗
Traffic Vol, veh/h	76	1219	1549	150	100	60
Future Vol, veh/h	76	1219	1549	150	100	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	11	11	7	7	7	11
Mvmt Flow	82	1311	1666	161	108	65

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1827	0	2565
Stage 1	-	-	1746
Stage 2	-	-	819
Critical Hdwy	4.32	-	6.94
Critical Hdwy Stg 1	-	-	5.94
Critical Hdwy Stg 2	-	-	5.94
Follow-up Hdwy	2.31	-	3.57
Pot Cap-1 Maneuver	295	-	~ 20
Stage 1	-	-	119
Stage 2	-	-	381
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	295	-	~ 14
Mov Cap-2 Maneuver	-	-	~ 81
Stage 1	-	-	119
Stage 2	-	-	275

Approach	EB	WB	SB
HCM Control Delay, s	1.3	0	\$ 369.1
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	295	-	-	-	109
HCM Lane V/C Ratio	0.277	-	-	-	1.578
HCM Control Delay (s)	21.8	-	-	-	\$ 369.1
HCM Lane LOS	C	-	-	-	F
HCM 95th %tile Q(veh)	1.1	-	-	-	12.9

Notes

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

Intersection												
Int Delay, s/veh	36.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	8	1272	32	216	1612	5	55	6	111	3	1	1
Future Vol, veh/h	8	1272	32	216	1612	5	55	6	111	3	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	7	7	7	7	7	7	7	7	7	7	7	7
Mvmt Flow	9	1398	35	237	1771	5	60	7	122	3	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1777	0	0	1433	0	0	2794	3685	716	2969	3700	888
Stage 1	-	-	-	-	-	-	1433	1433	-	2249	2249	-
Stage 2	-	-	-	-	-	-	1361	2252	-	720	1451	-
Critical Hdwy	4.24	-	-	4.24	-	-	7.64	6.64	7.04	7.64	6.64	7.04
Critical Hdwy Stg 1	-	-	-	-	-	-	6.64	5.64	-	6.64	5.64	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.64	5.64	-	6.64	5.64	-
Follow-up Hdwy	2.27	-	-	2.27	-	-	3.57	4.07	3.37	3.57	4.07	3.37
Pot Cap-1 Maneuver	325	-	-	445	-	-	~ 8	~ 4	361	6	4	277
Stage 1	-	-	-	-	-	-	134	189	-	40	72	-
Stage 2	-	-	-	-	-	-	149	72	-	374	185	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	325	-	-	445	-	-	~ 4	~ 2	361	~ 2	2	277
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 38	20	-	~ 6	66	-
Stage 1	-	-	-	-	-	-	130	184	-	39	34	-
Stage 2	-	-	-	-	-	-	67	34	-	232	180	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	2.6	\$ 679.2	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	84	325	-	-	445	-	-	+
HCM Lane V/C Ratio	2.25	0.027	-	-	0.533	-	-	-
HCM Control Delay (s)	\$ 679.2	16.4	-	-	22	-	-	-
HCM Lane LOS	F	C	-	-	C	-	-	-
HCM 95th %tile Q(veh)	17.2	0.1	-	-	3.1	-	-	-

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

Intersection												
Int Delay, s/veh	6.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕			↕			↕	
Traffic Vol, veh/h	35	1385	31	10	1730	15	33	13	6	15	7	60
Future Vol, veh/h	35	1385	31	10	1730	15	33	13	6	15	7	60
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	210	-	-	135	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	7	7	7	7	7	7	7	7	7	7	7	7
Mvmt Flow	38	1489	33	11	1860	16	35	14	6	16	8	65

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1876	0	0	1523	0	0	2536	3479	761	2717	3488	938
Stage 1	-	-	-	-	-	-	1581	1581	-	1890	1890	-
Stage 2	-	-	-	-	-	-	955	1898	-	827	1598	-
Critical Hdwy	4.24	-	-	4.24	-	-	7.64	6.64	7.04	7.64	6.64	7.04
Critical Hdwy Stg 1	-	-	-	-	-	-	6.64	5.64	-	6.64	5.64	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.64	5.64	-	6.64	5.64	-
Follow-up Hdwy	2.27	-	-	2.27	-	-	3.57	4.07	3.37	3.57	4.07	3.37
Pot Cap-1 Maneuver	297	-	-	410	-	-	~ 13	~ 6	337	~ 9	~ 6	256
Stage 1	-	-	-	-	-	-	108	160	-	68	111	-
Stage 2	-	-	-	-	-	-	268	110	-	321	156	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	297	-	-	410	-	-	~ 8	~ 5	337	~ 6	~ 5	256
Mov Cap-2 Maneuver	-	-	-	-	-	-	55	44	-	45	55	-
Stage 1	-	-	-	-	-	-	94	140	-	59	108	-
Stage 2	-	-	-	-	-	-	181	107	-	247	136	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.1	230.9	94.8
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	57	297	-	-	410	-	-	118
HCM Lane V/C Ratio	0.981	0.127	-	-	0.026	-	-	0.747
HCM Control Delay (s)	230.9	18.9	-	-	14	-	-	94.8
HCM Lane LOS	F	C	-	-	B	-	-	F
HCM 95th %tile Q(veh)	4.5	0.4	-	-	0.1	-	-	4.2






















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

HCM 2010 Signalized Intersection Summary

42: CR 33 / Putnam St & SR 50

2045 PM Design Hour

05/08/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	1305	36	30	1683	613	39	22	24	436	27	87
Future Volume (veh/h)	70	1305	36	30	1683	613	39	22	24	436	27	87
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1776	1776	1900	1776	1776	1776	1900	1776	1776	1900	1776	1900
Adj Flow Rate, veh/h	78	1450	40	33	1870	0	43	24	27	484	30	97
Adj No. of Lanes	1	2	0	1	2	1	0	1	1	0	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	7	7	7	7	7	7	7	7	7	7	7	7
Cap, veh/h	108	1470	41	53	1259	563	486	262	703	45	0	0
Arrive On Green	0.03	0.44	0.44	0.37	0.37	0.00	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	1691	3351	92	335	3374	1509	956	563	1509	2	0	0
Grp Volume(v), veh/h	78	729	761	33	1870	0	67	0	27	611	0	0
Grp Sat Flow(s),veh/h/ln	1691	1687	1757	335	1687	1509	1519	0	1509	2	0	0
Q Serve(g_s), s	4.1	61.9	62.2	1.4	54.1	0.0	0.0	0.0	1.4	65.3	0.0	0.0
Cycle Q Clear(g_c), s	4.1	61.9	62.2	54.1	54.1	0.0	3.4	0.0	1.4	65.3	0.0	0.0
Prop In Lane	1.00		0.05	1.00		1.00	0.64		1.00	0.79		0.16
Lane Grp Cap(c), veh/h	108	740	771	53	1259	563	749	0	703	0	0	0
V/C Ratio(X)	0.72	0.98	0.99	0.62	1.48	0.00	0.09	0.00	0.04	0.00	0.00	0.00
Avail Cap(c_a), veh/h	108	740	771	53	1259	563	749	0	703	0	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	36.3	40.2	40.3	72.4	45.4	0.0	21.5	0.0	21.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	20.9	29.1	29.2	20.6	222.5	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.5	44.4	46.2	2.9	115.4	0.0	2.7	0.0	1.1	0.0	0.0	0.0
LnGrp Delay(d),s/veh	57.2	69.3	69.5	93.0	268.0	0.0	21.6	0.0	21.1	0.0	0.0	0.0
LnGrp LOS	E	E	E	F	F		C		C			
Approach Vol, veh/h		1568			1903			94			611	
Approach Delay, s/veh		68.8			264.9			21.4			0.0	
Approach LOS		E			F			C			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		74.4		70.5		74.4	9.5	61.0				
Change Period (Y+Rc), s		6.9		* 6.9		* 6.9	4.5	6.9				
Max Green Setting (Gmax), s		30.9		* 64		* 68	5.0	54.1				
Max Q Clear Time (g_c+I1), s		5.4		64.2		67.3	6.1	56.1				
Green Ext Time (p_c), s		5.3		0.0		0.2	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				147.0								
HCM 2010 LOS				F								
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection

Int Delay, s/veh 0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑		↑
Traffic Vol, veh/h	1780	8	5	2300	0	10
Future Vol, veh/h	1780	8	5	2300	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	None
Storage Length	-	-	185	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	7	7	7	7	7
Mvmt Flow	1935	9	5	2500	0	11

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1943
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.24
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.27
Pot Cap-1 Maneuver	-	-	279
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	279
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	20.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	243	-	-	279	-
HCM Lane V/C Ratio	0.045	-	-	0.019	-
HCM Control Delay (s)	20.5	-	-	18.2	-
HCM Lane LOS	C	-	-	C	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

FUTURE INTERSECTION ALTERNATIVES – SIGNALIZED

HCM 2010 Signalized Intersection Summary

9: SR 471 & SR 50

2025 AM Design Hour

04/27/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	357	18	34	270	124	8	136	32	140	112	44
Future Volume (veh/h)	58	357	18	34	270	124	8	136	32	140	112	44
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1712	1712	1712	1712	1712	1712	1900	1712	1900	1712	1712	1712
Adj Flow Rate, veh/h	66	406	0	39	307	0	9	155	36	159	127	50
Adj No. of Lanes	1	2	1	1	2	1	0	1	0	1	1	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	11	11	11	11	11	11	11	11	11	11	11	11
Cap, veh/h	371	985	441	328	985	441	81	225	51	501	713	606
Arrive On Green	0.30	0.30	0.00	0.30	0.30	0.00	0.17	0.17	0.17	0.10	0.42	0.42
Sat Flow, veh/h	981	3252	1455	896	3252	1455	32	1314	296	1630	1712	1455
Grp Volume(v), veh/h	66	406	0	39	307	0	200	0	0	159	127	50
Grp Sat Flow(s),veh/h/ln	981	1626	1455	896	1626	1455	1642	0	0	1630	1712	1455
Q Serve(g_s), s	2.7	4.9	0.0	1.8	3.6	0.0	0.9	0.0	0.0	3.7	2.3	1.0
Cycle Q Clear(g_c), s	6.3	4.9	0.0	6.7	3.6	0.0	5.7	0.0	0.0	3.7	2.3	1.0
Prop In Lane	1.00		1.00	1.00		1.00	0.04		0.18	1.00		1.00
Lane Grp Cap(c), veh/h	371	985	441	328	985	441	357	0	0	501	713	606
V/C Ratio(X)	0.18	0.41	0.00	0.12	0.31	0.00	0.56	0.00	0.00	0.32	0.18	0.08
Avail Cap(c_a), veh/h	569	1642	734	509	1642	734	508	0	0	530	902	767
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.7	13.8	0.0	16.4	13.3	0.0	19.3	0.0	0.0	12.9	9.1	8.7
Incr Delay (d2), s/veh	0.2	0.3	0.0	0.2	0.2	0.0	1.4	0.0	0.0	0.4	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.4	4.0	0.0	0.8	3.0	0.0	4.8	0.0	0.0	3.0	2.0	0.7
LnGrp Delay(d),s/veh	16.0	14.0	0.0	16.6	13.5	0.0	20.7	0.0	0.0	13.3	9.2	8.8
LnGrp LOS	B	B		B	B		C			B	A	A
Approach Vol, veh/h		472			346			200			336	
Approach Delay, s/veh		14.3			13.8			20.7			11.1	
Approach LOS		B			B			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	12.1	15.6		21.8		27.7		21.8				
Change Period (Y+Rc), s	* 7.1	* 7.1		6.8		* 7.1		6.8				
Max Green Setting (Gmax), s	* 5.9	* 13		25.0		* 26		25.0				
Max Q Clear Time (g_c+I1), s	5.7	7.7		8.3		4.3		8.7				
Green Ext Time (p_c), s	0.0	0.9		4.5		1.8		4.4				

Intersection Summary

HCM 2010 Ctrl Delay	14.3
HCM 2010 LOS	B

Notes














* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 Signalized Intersection Summary

19: SR 50 & CR 469

2025 AM Design Hour

07/11/2017

								
Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations		 	 		 			
Traffic Volume (veh/h)	8	577	470	81	233	8		
Future Volume (veh/h)	8	577	470	81	233	8		
Number	7	4	8	18	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1712	1712	1712	1900	1712	1900		
Adj Flow Rate, veh/h	9	620	505	87	251	9		
Adj No. of Lanes	1	2	2	0	0	0		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93		
Percent Heavy Veh, %	11	11	11	11	0	0		
Cap, veh/h	398	1241	1060	182	326	12		
Arrive On Green	0.38	0.38	0.38	0.38	0.21	0.21		
Sat Flow, veh/h	755	3338	2863	476	1562	56		
Grp Volume(v), veh/h	9	620	295	297	261	0		
Grp Sat Flow(s),veh/h/ln	755	1626	1626	1628	1624	0		
Q Serve(g_s), s	0.3	4.9	4.6	4.7	5.1	0.0		
Cycle Q Clear(g_c), s	5.0	4.9	4.6	4.7	5.1	0.0		
Prop In Lane	1.00			0.29	0.96	0.03		
Lane Grp Cap(c), veh/h	398	1241	620	621	338	0		
V/C Ratio(X)	0.02	0.50	0.48	0.48	0.77	0.00		
Avail Cap(c_a), veh/h	516	1749	875	875	873	0		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	9.8	8.0	7.9	7.9	12.6	0.0		
Incr Delay (d2), s/veh	0.0	0.3	0.6	0.6	3.7	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	0.1	4.0	3.9	3.9	4.7	0.0		
LnGrp Delay(d),s/veh	9.8	8.3	8.4	8.4	16.3	0.0		
LnGrp LOS	A	A	A	A	B			
Approach Vol, veh/h		629	592		261			
Approach Delay, s/veh		8.3	8.4		16.3			
Approach LOS		A	A		B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				19.7		13.9		19.7
Change Period (Y+Rc), s				6.9		6.9		6.9
Max Green Setting (Gmax), s				18.1		18.1		18.1
Max Q Clear Time (g_c+I1), s				7.0		7.1		6.7
Green Ext Time (p_c), s				5.9		0.6		6.0
Intersection Summary								
HCM 2010 Ctrl Delay			9.8					
HCM 2010 LOS			A					
Notes								
User approved volume balancing among the lanes for turning movement.								

HCM 2010 Signalized Intersection Summary

32: SR 50 & Tuscanooga Rd

2025 AM Design Hour

04/27/2017




















Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Traffic Volume (veh/h)	19	829	566	61	130	23		
Future Volume (veh/h)	19	829	566	61	130	23		
Number	7	4	8	18	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1712	1712	1776	1776	1776	1712		
Adj Flow Rate, veh/h	21	901	615	66	141	25		
Adj No. of Lanes	1	2	2	1	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	11	11	7	7	7	11		
Cap, veh/h	241	1299	1348	603	756	651		
Arrive On Green	0.40	0.40	0.13	0.13	0.45	0.45		
Sat Flow, veh/h	695	3338	3463	1509	1691	1455		
Grp Volume(v), veh/h	21	901	615	66	141	25		
Grp Sat Flow(s),veh/h/ln	695	1626	1687	1509	1691	1455		
Q Serve(g_s), s	2.2	20.7	15.2	3.5	4.5	0.9		
Cycle Q Clear(g_c), s	17.3	20.7	15.2	3.5	4.5	0.9		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	241	1299	1348	603	756	651		
V/C Ratio(X)	0.09	0.69	0.46	0.11	0.19	0.04		
Avail Cap(c_a), veh/h	342	1774	1841	823	756	651		
HCM Platoon Ratio	1.00	1.00	0.33	0.33	1.00	1.00		
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	27.4	22.5	30.0	25.0	15.0	14.0		
Incr Delay (d2), s/veh	0.2	0.7	0.2	0.1	0.5	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	0.8	14.4	11.5	2.6	4.0	0.7		
LnGrp Delay(d),s/veh	27.6	23.2	30.3	25.0	15.5	14.1		
LnGrp LOS	C	C	C	C	B	B		
Approach Vol, veh/h		922	681		166			
Approach Delay, s/veh		23.3	29.8		15.3			
Approach LOS		C	C		B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				42.8		47.2		42.8
Change Period (Y+Rc), s				6.9		6.9		6.9
Max Green Setting (Gmax), s				49.1		27.1		49.1
Max Q Clear Time (g_c+I1), s				22.7		6.5		17.2
Green Ext Time (p_c), s				13.2		0.4		14.5
Intersection Summary								
HCM 2010 Ctrl Delay			25.0					
HCM 2010 LOS			C					

HCM 2010 Signalized Intersection Summary

35: Bay Lake Ave & SR 50

2025 AM Design Hour

07/23/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	930	23	52	608	1	12	0	131	0	0	0
Future Volume (veh/h)	0	930	23	52	608	1	12	0	131	0	0	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1776	1776	1900	1776	1776	1900	1900	1776	1900	1900	1776	1900
Adj Flow Rate, veh/h	0	979	24	55	640	1	13	0	138	0	0	0
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	7	7	7	7	7	7	7	7	7	7	7
Cap, veh/h	120	1164	29	246	1629	3	85	30	524	0	673	0
Arrive On Green	0.00	0.35	0.35	0.05	0.47	0.47	0.38	0.00	0.38	0.00	0.00	0.00
Sat Flow, veh/h	748	3363	82	1691	3456	5	52	79	1384	0	1776	0
Grp Volume(v), veh/h	0	491	512	55	312	329	151	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	748	1687	1759	1691	1687	1775	1515	0	0	0	1776	0
Q Serve(g_s), s	0.0	16.1	16.1	1.2	7.2	7.2	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	16.1	16.1	1.2	7.2	7.2	4.1	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.00	0.09		0.91	0.00		0.00
Lane Grp Cap(c), veh/h	120	584	609	246	795	836	639	0	0	0	673	0
V/C Ratio(X)	0.00	0.84	0.84	0.22	0.39	0.39	0.24	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	129	604	630	305	874	920	639	0	0	0	673	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	18.1	18.1	13.1	10.3	10.3	12.8	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	10.1	9.7	0.5	0.3	0.3	0.9	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	14.1	14.5	1.0	6.1	6.4	3.4	0.0	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	28.2	27.8	13.6	10.6	10.6	13.7	0.0	0.0	0.0	0.0	0.0
LnGrp LOS		C	C	B	B	B	B					
Approach Vol, veh/h		1003			696			151				0
Approach Delay, s/veh		28.0			10.8			13.7				0.0
Approach LOS		C			B			B				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		27.2	7.5	25.3		27.2		32.8				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s		19.9	5.1	21.5		19.9		31.1				
Max Q Clear Time (g_c+I1), s		6.1	3.2	18.1		0.0		9.2				
Green Ext Time (p_c), s		0.7	0.0	2.7		0.0		11.5				
Intersection Summary												
HCM 2010 Ctrl Delay			20.4									
HCM 2010 LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												

HCM 2010 Signalized Intersection Summary

42: CR 33 / Putnam St & SR 50

2025 AM Design Hour

04/27/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	1002	12	9	635	228	15	11	15	332	9	23
Future Volume (veh/h)	30	1002	12	9	635	228	15	11	15	332	9	23
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1776	1776	1900	1776	1776	1776	1900	1776	1776	1776	1776	1900
Adj Flow Rate, veh/h	34	1139	14	10	722	0	17	12	17	377	10	26
Adj No. of Lanes	1	2	0	1	2	1	0	1	1	2	1	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	7	7	7	7	7	7	7	7	7	7	7	7
Cap, veh/h	289	1538	19	161	1520	680	204	127	271	466	173	450
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.00	0.18	0.18	0.18	0.14	0.40	0.40
Sat Flow, veh/h	693	3413	42	463	3374	1509	783	708	1509	3281	437	1137
Grp Volume(v), veh/h	34	563	590	10	722	0	29	0	17	377	0	36
Grp Sat Flow(s),veh/h/ln	693	1687	1768	463	1687	1509	1491	0	1509	1640	0	1575
Q Serve(g_s), s	3.2	24.8	24.8	1.6	13.5	0.0	0.0	0.0	0.8	10.0	0.0	1.3
Cycle Q Clear(g_c), s	16.7	24.8	24.8	26.4	13.5	0.0	1.2	0.0	0.8	10.0	0.0	1.3
Prop In Lane	1.00		0.02	1.00		1.00	0.59		1.00	1.00		0.72
Lane Grp Cap(c), veh/h	289	760	797	161	1520	680	331	0	271	466	0	624
V/C Ratio(X)	0.12	0.74	0.74	0.06	0.47	0.00	0.09	0.00	0.06	0.81	0.00	0.06
Avail Cap(c_a), veh/h	331	864	906	190	1728	773	331	0	271	667	0	624
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.1	20.4	20.4	31.3	17.3	0.0	30.8	0.0	30.6	37.4	0.0	16.8
Incr Delay (d2), s/veh	0.2	3.0	2.9	0.2	0.2	0.0	0.5	0.0	0.4	4.9	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.1	17.7	18.4	0.4	10.4	0.0	1.2	0.0	0.7	8.5	0.0	1.0
LnGrp Delay(d),s/veh	23.3	23.4	23.2	31.4	17.5	0.0	31.3	0.0	31.1	42.4	0.0	17.0
LnGrp LOS	C	C	C	C	B		C		C	D		B
Approach Vol, veh/h		1187			732			46			413	
Approach Delay, s/veh		23.3			17.7			31.2			40.1	
Approach LOS		C			B			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	19.5	23.1		47.5		42.5		47.5				
Change Period (Y+Rc), s	* 6.7	6.9		* 6.9		* 6.9		6.9				
Max Green Setting (Gmax), s	* 18	5.1		* 46		* 30		46.1				
Max Q Clear Time (g_c+I1), s	12.0	3.2		26.8		3.3		28.4				
Green Ext Time (p_c), s	0.8	0.0		13.0		0.4		12.2				
Intersection Summary												
HCM 2010 Ctrl Delay				24.7								
HCM 2010 LOS				C								
Notes												
User approved pedestrian interval to be less than phase max green.												

HCM 2010 Signalized Intersection Summary

9: SR 471 & SR 50

2025 PM Design Hour

04/28/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	327	7	34	406	148	12	131	33	125	139	52
Future Volume (veh/h)	50	327	7	34	406	148	12	131	33	125	139	52
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1712	1712	1712	1712	1712	1712	1900	1712	1900	1712	1712	1712
Adj Flow Rate, veh/h	54	355	0	37	441	0	13	142	36	136	151	57
Adj No. of Lanes	1	2	1	1	2	1	0	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	11	11	11	11	11	11	11	11	11	11	11	11
Cap, veh/h	325	1031	461	362	1031	461	86	226	55	491	697	592
Arrive On Green	0.32	0.32	0.00	0.32	0.32	0.00	0.18	0.18	0.18	0.09	0.41	0.41
Sat Flow, veh/h	868	3252	1455	939	3252	1455	52	1268	306	1630	1712	1454
Grp Volume(v), veh/h	54	355	0	37	441	0	191	0	0	136	151	57
Grp Sat Flow(s),veh/h/ln	868	1626	1455	939	1626	1455	1626	0	0	1630	1712	1454
Q Serve(g_s), s	2.6	4.2	0.0	1.6	5.4	0.0	0.7	0.0	0.0	3.2	2.9	1.2
Cycle Q Clear(g_c), s	8.0	4.2	0.0	5.8	5.4	0.0	5.4	0.0	0.0	3.2	2.9	1.2
Prop In Lane	1.00		1.00	1.00		1.00	0.07		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	325	1031	461	362	1031	461	366	0	0	491	697	592
V/C Ratio(X)	0.17	0.34	0.00	0.10	0.43	0.00	0.52	0.00	0.00	0.28	0.22	0.10
Avail Cap(c_a), veh/h	481	1615	722	531	1615	722	497	0	0	539	887	754
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.8	13.2	0.0	15.4	13.6	0.0	19.2	0.0	0.0	13.2	9.7	9.2
Incr Delay (d2), s/veh	0.3	0.3	0.0	0.1	0.3	0.0	2.0	0.0	0.0	0.3	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	3.4	0.0	0.8	4.4	0.0	4.8	0.0	0.0	2.6	2.5	0.9
LnGrp Delay(d),s/veh	17.1	13.5	0.0	15.5	13.9	0.0	21.2	0.0	0.0	13.5	10.0	9.3
LnGrp LOS	B	B		B	B		C			B	A	A
Approach Vol, veh/h		409			478			191			344	
Approach Delay, s/veh		14.0			14.0			21.2			11.3	
Approach LOS		B			B			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	11.5	16.1		22.8		27.6		22.8				
Change Period (Y+Rc), s	* 7.1	* 7.1		6.8		* 7.1		6.8				
Max Green Setting (Gmax), s	* 5.9	* 13		25.0		* 26		25.0				
Max Q Clear Time (g_c+I1), s	5.2	7.4		10.0		4.9		7.8				
Green Ext Time (p_c), s	0.0	1.6		5.9		3.6		6.4				

Intersection Summary

HCM 2010 Ctrl Delay	14.3
HCM 2010 LOS	B

Notes











* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 Signalized Intersection Summary

19: SR 50 & CR 469

2025 PM Design Hour

07/11/2017













								
Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Traffic Volume (veh/h)	11	492	618	136	95	12		
Future Volume (veh/h)	11	492	618	136	95	12		
Number	7	4	8	18	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1712	1712	1712	1900	1712	1900		
Adj Flow Rate, veh/h	13	586	736	162	113	14		
Adj No. of Lanes	1	2	2	0	0	0		
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84		
Percent Heavy Veh, %	11	11	11	11	0	0		
Cap, veh/h	376	1532	1249	275	151	19		
Arrive On Green	0.47	0.47	0.47	0.47	0.11	0.11		
Sat Flow, veh/h	567	3338	2737	583	1421	176		
Grp Volume(v), veh/h	13	586	451	447	128	0		
Grp Sat Flow(s),veh/h/ln	567	1626	1626	1609	1610	0		
Q Serve(g_s), s	0.6	3.7	6.5	6.5	2.5	0.0		
Cycle Q Clear(g_c), s	7.1	3.7	6.5	6.5	2.5	0.0		
Prop In Lane	1.00			0.36	0.88	0.11		
Lane Grp Cap(c), veh/h	376	1532	766	758	171	0		
V/C Ratio(X)	0.03	0.38	0.59	0.59	0.75	0.00		
Avail Cap(c_a), veh/h	430	1842	921	911	911	0		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	8.8	5.5	6.2	6.2	14.0	0.0		
Incr Delay (d2), s/veh	0.0	0.2	0.7	0.7	6.5	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	0.2	3.0	5.5	5.4	2.5	0.0		
LnGrp Delay(d),s/veh	8.9	5.6	7.0	7.0	20.4	0.0		
LnGrp LOS	A	A	A	A	C			
Approach Vol, veh/h		599	898		128			
Approach Delay, s/veh		5.7	7.0		20.4			
Approach LOS		A	A		C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				21.9		10.2		21.9
Change Period (Y+Rc), s				* 6.8		6.8		* 6.8
Max Green Setting (Gmax), s				* 18		18.2		* 18
Max Q Clear Time (g_c+I1), s				9.1		4.5		8.5
Green Ext Time (p_c), s				6.0		0.3		6.3
Intersection Summary								
HCM 2010 Ctrl Delay			7.6					
HCM 2010 LOS			A					
Notes								
User approved volume balancing among the lanes for turning movement.								

HCM 2010 Signalized Intersection Summary

32: SR 50 & Tuscanooga Rd

2025 PM Design Hour

04/28/2017

								
Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Traffic Volume (veh/h)	24	646	818	145	92	19		
Future Volume (veh/h)	24	646	818	145	92	19		
Number	7	4	8	18	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1712	1712	1776	1776	1776	1712		
Adj Flow Rate, veh/h	26	695	880	156	99	20		
Adj No. of Lanes	1	2	2	1	1	1		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93		
Percent Heavy Veh, %	11	11	7	7	7	11		
Cap, veh/h	196	1581	1256	562	577	497		
Arrive On Green	0.03	0.49	0.12	0.12	0.34	0.34		
Sat Flow, veh/h	1630	3338	3463	1509	1691	1455		
Grp Volume(v), veh/h	26	695	880	156	99	20		
Grp Sat Flow(s),veh/h/ln	1630	1626	1687	1509	1691	1455		
Q Serve(g_s), s	0.7	11.2	20.0	7.5	3.3	0.7		
Cycle Q Clear(g_c), s	0.7	11.2	20.0	7.5	3.3	0.7		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	196	1581	1256	562	577	497		
V/C Ratio(X)	0.13	0.44	0.70	0.28	0.17	0.04		
Avail Cap(c_a), veh/h	255	1833	1396	624	577	497		
HCM Platoon Ratio	1.00	1.00	0.33	0.33	1.00	1.00		
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	16.6	13.4	30.8	25.3	18.4	17.6		
Incr Delay (d2), s/veh	0.3	0.2	1.4	0.3	0.6	0.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	0.6	8.8	14.7	5.7	2.9	1.4		
LnGrp Delay(d),s/veh	17.0	13.6	32.2	25.6	19.1	17.7		
LnGrp LOS	B	B	C	C	B	B		
Approach Vol, veh/h		721	1036		119			
Approach Delay, s/veh		13.7	31.2		18.8			
Approach LOS		B	C		B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				45.8		34.2	9.1	36.7
Change Period (Y+Rc), s				6.9		6.9	6.9	6.9
Max Green Setting (Gmax), s				45.1		21.1	5.1	33.1
Max Q Clear Time (g_c+I1), s				13.2		5.3	2.7	22.0
Green Ext Time (p_c), s				15.4		0.3	0.0	7.8
Intersection Summary								
HCM 2010 Ctrl Delay			23.7					
HCM 2010 LOS			C					

HCM 2010 Signalized Intersection Summary

35: Bay Lake Ave & SR 50

2025 PM Design Hour

04/28/2017






















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	724	14	129	930	2	26	2	74	2	1	1
Future Volume (veh/h)	2	724	14	129	930	2	26	2	74	2	1	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1776	1776	1900	1776	1776	1900	1900	1776	1900	1900	1776	1900
Adj Flow Rate, veh/h	2	796	15	142	1022	2	29	2	81	2	1	1
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	7	7	7	7	7	7	7	7	7	7	7	7
Cap, veh/h	233	1112	21	282	1689	3	159	37	364	295	146	124
Arrive On Green	0.11	0.11	0.11	0.08	0.49	0.49	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	523	3388	64	1691	3454	7	299	110	1067	668	427	365
Grp Volume(v), veh/h	2	396	415	142	499	525	112	0	0	4	0	0
Grp Sat Flow(s),veh/h/ln	523	1687	1764	1691	1687	1774	1475	0	0	1460	0	0
Q Serve(g_s), s	0.3	18.2	18.2	4.2	17.2	17.2	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.6	18.2	18.2	4.2	17.2	17.2	4.1	0.0	0.0	0.1	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.00	0.26		0.72	0.50		0.25
Lane Grp Cap(c), veh/h	233	554	579	282	825	867	560	0	0	565	0	0
V/C Ratio(X)	0.01	0.72	0.72	0.50	0.61	0.61	0.20	0.00	0.00	0.01	0.00	0.00
Avail Cap(c_a), veh/h	246	595	622	370	953	1003	560	0	0	565	0	0
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	28.0	32.1	32.1	17.5	14.8	14.8	18.7	0.0	0.0	17.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	3.8	3.6	1.4	0.8	0.8	0.8	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	14.0	14.5	3.7	12.8	13.3	3.4	0.0	0.0	0.1	0.0	0.0
LnGrp Delay(d),s/veh	28.0	35.8	35.7	18.9	15.7	15.6	19.5	0.0	0.0	17.4	0.0	0.0
LnGrp LOS	C	D	D	B	B	B	B			B		
Approach Vol, veh/h		813			1166			112			4	
Approach Delay, s/veh		35.7			16.1			19.5			17.4	
Approach LOS		D			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		34.1	12.8	33.1		34.1		45.9				
Change Period (Y+Rc), s		* 6.8	* 6.8	* 6.8		* 6.8		* 6.8				
Max Green Setting (Gmax), s		* 21	* 10	* 28		* 21		* 45				
Max Q Clear Time (g_c+I1), s		6.1	6.2	20.2		2.1		19.2				
Green Ext Time (p_c), s		0.5	0.1	6.1		0.6		14.3				
Intersection Summary												
HCM 2010 Ctrl Delay				23.9								
HCM 2010 LOS				C								
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary

42: CR 33 / Putnam St & SR 50

2025 PM Design Hour

04/28/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	764	27	26	955	317	32	16	20	263	20	29
Future Volume (veh/h)	23	764	27	26	955	317	32	16	20	263	20	29
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1776	1776	1900	1776	1776	1776	1900	1776	1776	1776	1776	1900
Adj Flow Rate, veh/h	26	849	30	29	1061	0	36	18	22	292	22	32
Adj No. of Lanes	1	2	0	1	2	1	0	1	1	2	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	7	7	7	7	7	7	7	7	7	7	7	7
Cap, veh/h	173	1421	50	229	1443	646	248	109	296	393	262	381
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.00	0.20	0.20	0.20	0.12	0.40	0.40
Sat Flow, veh/h	505	3321	117	599	3374	1509	882	554	1509	3281	655	953
Grp Volume(v), veh/h	26	431	448	29	1061	0	54	0	22	292	0	54
Grp Sat Flow(s),veh/h/ln	505	1687	1751	599	1687	1509	1436	0	1509	1640	0	1608
Q Serve(g_s), s	3.6	15.7	15.7	3.1	21.0	0.0	1.3	0.0	1.0	6.9	0.0	1.7
Cycle Q Clear(g_c), s	24.6	15.7	15.7	18.9	21.0	0.0	2.3	0.0	1.0	6.9	0.0	1.7
Prop In Lane	1.00		0.07	1.00		1.00	0.67		1.00	1.00		0.59
Lane Grp Cap(c), veh/h	173	722	749	229	1443	646	357	0	296	393	0	643
V/C Ratio(X)	0.15	0.60	0.60	0.13	0.74	0.00	0.15	0.00	0.07	0.74	0.00	0.08
Avail Cap(c_a), veh/h	185	761	790	243	1522	681	357	0	296	750	0	643
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.4	17.6	17.6	24.8	19.1	0.0	26.7	0.0	26.2	34.0	0.0	14.9
Incr Delay (d2), s/veh	0.4	1.2	1.1	0.2	1.8	0.0	0.9	0.0	0.5	2.8	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	12.0	12.4	1.0	15.3	0.0	1.9	0.0	0.8	5.9	0.0	1.3
LnGrp Delay(d),s/veh	29.8	18.8	18.7	25.1	20.9	0.0	27.6	0.0	26.7	36.8	0.0	15.0
LnGrp LOS	C	B	B	C	C		C		C	D		B
Approach Vol, veh/h		905			1090			76				346
Approach Delay, s/veh		19.1			21.0			27.4				33.4
Approach LOS		B			C			C				C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	16.3	22.6		41.1		38.9		41.1				
Change Period (Y+Rc), s	* 6.7	6.9		* 6.9		* 6.9		6.9				
Max Green Setting (Gmax), s	* 18	5.1		* 36		* 30		36.1				
Max Q Clear Time (g_c+I1), s	8.9	4.3		26.6		3.7		23.0				
Green Ext Time (p_c), s	0.7	0.0		7.6		0.6		10.0				
Intersection Summary												
HCM 2010 Ctrl Delay				22.3								
HCM 2010 LOS				C								
Notes												
User approved pedestrian interval to be less than phase max green.												

HCM 2010 Signalized Intersection Summary

9: SR 471 & SR 50

2035 AM Design Hour

04/28/2017











Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	555	19	55	430	215	9	183	51	259	186	60
Future Volume (veh/h)	67	555	19	55	430	215	9	183	51	259	186	60
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1712	1712	1712	1712	1712	1712	1900	1712	1900	1712	1712	1712
Adj Flow Rate, veh/h	76	631	0	62	489	0	10	208	58	294	211	68
Adj No. of Lanes	1	2	1	1	2	1	0	1	0	1	1	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	11	11	11	11	11	11	11	11	11	11	11	11
Cap, veh/h	292	1091	488	239	1091	488	62	258	70	478	771	655
Arrive On Green	0.34	0.34	0.00	0.34	0.34	0.00	0.20	0.20	0.20	0.14	0.45	0.45
Sat Flow, veh/h	830	3252	1455	728	3252	1455	24	1267	343	1630	1712	1455
Grp Volume(v), veh/h	76	631	0	62	489	0	276	0	0	294	211	68
Grp Sat Flow(s),veh/h/ln	830	1626	1455	728	1626	1455	1635	0	0	1630	1712	1455
Q Serve(g_s), s	5.1	10.4	0.0	5.0	7.6	0.0	2.6	0.0	0.0	8.9	5.0	1.7
Cycle Q Clear(g_c), s	12.7	10.4	0.0	15.4	7.6	0.0	10.4	0.0	0.0	8.9	5.0	1.7
Prop In Lane	1.00		1.00	1.00		1.00	0.04		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	292	1091	488	239	1091	488	391	0	0	478	771	655
V/C Ratio(X)	0.26	0.58	0.00	0.26	0.45	0.00	0.71	0.00	0.00	0.62	0.27	0.10
Avail Cap(c_a), veh/h	333	1253	561	275	1253	561	437	0	0	478	820	697
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.9	17.8	0.0	24.1	16.9	0.0	24.7	0.0	0.0	15.6	11.2	10.3
Incr Delay (d2), s/veh	0.5	0.5	0.0	0.6	0.3	0.0	4.5	0.0	0.0	2.4	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.2	8.3	0.0	1.9	6.2	0.0	8.9	0.0	0.0	7.5	4.3	1.3
LnGrp Delay(d),s/veh	22.3	18.3	0.0	24.7	17.2	0.0	29.2	0.0	0.0	18.0	11.4	10.3
LnGrp LOS	C	B		C	B		C			B	B	B
Approach Vol, veh/h		707			551			276			573	
Approach Delay, s/veh		18.7			18.0			29.2			14.6	
Approach LOS		B			B			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	16.0	20.3		28.6		36.3		28.6				
Change Period (Y+Rc), s	* 7.1	* 7.1		6.8		* 7.1		6.8				
Max Green Setting (Gmax), s	* 8.9	* 15		25.0		* 31		25.0				
Max Q Clear Time (g_c+I1), s	10.9	12.4		14.7		7.0		17.4				
Green Ext Time (p_c), s	0.0	0.8		5.4		2.9		4.4				
Intersection Summary												
HCM 2010 Ctrl Delay				18.8								
HCM 2010 LOS				B								
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary

19: SR 50 & CR 469

2035 AM Design Hour

07/11/2017

								
Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Traffic Volume (veh/h)	11	932	777	112	255	11		
Future Volume (veh/h)	11	932	777	112	255	11		
Number	7	4	8	18	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1712	1712	1712	1900	1712	1900		
Adj Flow Rate, veh/h	12	1002	835	120	274	12		
Adj No. of Lanes	1	2	2	0	0	0		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93		
Percent Heavy Veh, %	11	11	11	11	0	0		
Cap, veh/h	297	1526	1339	192	340	15		
Arrive On Green	0.47	0.47	0.47	0.47	0.22	0.22		
Sat Flow, veh/h	538	3338	2941	410	1549	68		
Grp Volume(v), veh/h	12	1002	476	479	287	0		
Grp Sat Flow(s),veh/h/ln	538	1626	1626	1639	1622	0		
Q Serve(g_s), s	0.8	10.5	9.7	9.7	7.4	0.0		
Cycle Q Clear(g_c), s	10.5	10.5	9.7	9.7	7.4	0.0		
Prop In Lane	1.00			0.25	0.95	0.04		
Lane Grp Cap(c), veh/h	297	1526	763	769	356	0		
V/C Ratio(X)	0.04	0.66	0.62	0.62	0.81	0.00		
Avail Cap(c_a), veh/h	325	1696	848	855	663	0		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	12.8	9.0	8.8	8.8	16.4	0.0		
Incr Delay (d2), s/veh	0.1	0.8	1.2	1.2	4.3	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	0.2	8.3	8.0	8.0	6.7	0.0		
LnGrp Delay(d),s/veh	12.8	9.8	10.0	10.0	20.7	0.0		
LnGrp LOS	B	A	B	B	C			
Approach Vol, veh/h		1014	955		287			
Approach Delay, s/veh		9.9	10.0		20.7			
Approach LOS		A	B		C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				27.7		16.6		27.7
Change Period (Y+Rc), s				6.9		6.9		6.9
Max Green Setting (Gmax), s				23.1		18.1		23.1
Max Q Clear Time (g_c+I1), s				12.5		9.4		11.7
Green Ext Time (p_c), s				8.3		0.6		8.8
Intersection Summary								
HCM 2010 Ctrl Delay			11.3					
HCM 2010 LOS			B					
Notes								
User approved volume balancing among the lanes for turning movement.								

HCM 2010 Signalized Intersection Summary

32: SR 50 & Tuscanooga Rd

2035 AM Design Hour

04/28/2017

Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Traffic Volume (veh/h)	39	1189	892	80	140	49		
Future Volume (veh/h)	39	1189	892	80	140	49		
Number	7	4	8	18	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1712	1712	1776	1776	1776	1712		
Adj Flow Rate, veh/h	42	1292	970	87	152	53		
Adj No. of Lanes	1	2	2	1	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	11	11	7	7	7	11		
Cap, veh/h	328	1784	1851	828	569	490		
Arrive On Green	0.55	0.55	1.00	1.00	0.34	0.34		
Sat Flow, veh/h	489	3338	3463	1509	1691	1455		
Grp Volume(v), veh/h	42	1292	970	87	152	53		
Grp Sat Flow(s),veh/h/ln	489	1626	1687	1509	1691	1455		
Q Serve(g_s), s	5.1	35.7	0.0	0.0	7.9	3.0		
Cycle Q Clear(g_c), s	5.1	35.7	0.0	0.0	7.9	3.0		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	328	1784	1851	828	569	490		
V/C Ratio(X)	0.13	0.72	0.52	0.11	0.27	0.11		
Avail Cap(c_a), veh/h	382	2144	2224	995	569	490		
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00		
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	13.4	20.3	0.0	0.0	29.0	27.4		
Incr Delay (d2), s/veh	0.2	1.0	0.2	0.1	1.1	0.4		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	1.3	22.8	0.1	0.0	6.9	2.3		
LnGrp Delay(d),s/veh	13.6	21.3	0.2	0.1	30.2	27.9		
LnGrp LOS	B	C	A	A	C	C		
Approach Vol, veh/h		1334	1057		205			
Approach Delay, s/veh		21.0	0.2		29.6			
Approach LOS		C	A		C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				72.7		47.3		72.7
Change Period (Y+Rc), s				6.9		6.9		6.9
Max Green Setting (Gmax), s				79.1		27.1		79.1
Max Q Clear Time (g_c+I1), s				37.7		9.9		2.0
Green Ext Time (p_c), s				28.1		0.5		40.2
Intersection Summary								
HCM 2010 Ctrl Delay			13.2					
HCM 2010 LOS			B					

HCM 2010 Signalized Intersection Summary

35: Bay Lake Ave & SR 50

2035 AM Design Hour

07/23/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1271	39	81	940	2	22	0	173	1	0	0
Future Volume (veh/h)	0	1271	39	81	940	2	22	0	173	1	0	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1776	1776	1900	1776	1776	1900	1900	1776	1900	1900	1776	1900
Adj Flow Rate, veh/h	0	1338	41	85	989	2	23	0	182	1	0	0
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	7	7	7	7	7	7	7	7	7	7	7
Cap, veh/h	111	1412	43	226	1908	4	87	27	415	446	0	0
Arrive On Green	0.00	0.42	0.42	0.06	0.55	0.55	0.31	0.00	0.31	0.31	0.00	0.00
Sat Flow, veh/h	539	3339	102	1691	3454	7	82	88	1343	1084	0	0
Grp Volume(v), veh/h	0	675	704	85	483	508	205	0	0	1	0	0
Grp Sat Flow(s),veh/h/ln	539	1687	1755	1691	1687	1774	1513	0	0	1084	0	0
Q Serve(g_s), s	0.0	25.0	25.1	1.7	11.7	11.7	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	25.0	25.1	1.7	11.7	11.7	6.9	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.06	1.00		0.00	0.11		0.89	1.00		0.00
Lane Grp Cap(c), veh/h	111	713	742	226	932	980	529	0	0	446	0	0
V/C Ratio(X)	0.00	0.95	0.95	0.38	0.52	0.52	0.39	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	111	714	742	257	963	1013	529	0	0	446	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	18.1	18.1	14.6	9.1	9.1	17.9	0.0	0.0	15.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	21.6	21.4	1.0	0.5	0.4	2.1	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	22.4	23.2	1.5	9.3	9.7	5.8	0.0	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	39.7	39.5	15.6	9.6	9.6	20.0	0.0	0.0	15.5	0.0	0.0
LnGrp LOS		D	D	B	A	A	C			B		
Approach Vol, veh/h		1379			1076			205				1
Approach Delay, s/veh		39.6			10.0			20.0				15.5
Approach LOS		D			B			C				B
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		24.6	8.4	32.0		24.6		40.4				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.9	5.1	27.5		18.9		37.1				
Max Q Clear Time (g_c+I1), s		8.9	3.7	27.1		2.0		13.7				
Green Ext Time (p_c), s		0.8	0.0	0.4		1.1		17.6				
Intersection Summary												
HCM 2010 Ctrl Delay				26.1								
HCM 2010 LOS				C								
Notes												
User approved pedestrian interval to be less than phase max green.												

HCM 2010 Signalized Intersection Summary

42: CR 33 / Putnam St & SR 50

2035 AM Design Hour

04/28/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	1342	25	16	970	332	25	19	22	472	15	46
Future Volume (veh/h)	58	1342	25	16	970	332	25	19	22	472	15	46
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1776	1776	1900	1776	1776	1776	1900	1776	1776	1776	1776	1900
Adj Flow Rate, veh/h	66	1525	28	18	1102	0	28	22	25	536	17	52
Adj No. of Lanes	1	2	0	1	2	1	0	1	1	2	1	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	7	7	7	7	7	7	7	7	7	7	7	7
Cap, veh/h	236	1940	36	130	1597	714	99	64	117	588	121	369
Arrive On Green	0.04	0.57	0.57	0.47	0.47	0.00	0.08	0.08	0.08	0.18	0.31	0.31
Sat Flow, veh/h	1691	3389	62	316	3374	1509	677	825	1509	3281	386	1181
Grp Volume(v), veh/h	66	758	795	18	1102	0	50	0	25	536	0	69
Grp Sat Flow(s),veh/h/ln	1691	1687	1765	316	1687	1509	1502	0	1509	1640	0	1567
Q Serve(g_s), s	2.3	41.9	42.1	5.6	30.7	0.0	2.1	0.0	1.9	19.2	0.0	3.8
Cycle Q Clear(g_c), s	2.3	41.9	42.1	35.8	30.7	0.0	3.6	0.0	1.9	19.2	0.0	3.8
Prop In Lane	1.00		0.04	1.00		1.00	0.56		1.00	1.00		0.75
Lane Grp Cap(c), veh/h	236	966	1010	130	1597	714	163	0	117	588	0	490
V/C Ratio(X)	0.28	0.79	0.79	0.14	0.69	0.00	0.31	0.00	0.21	0.91	0.00	0.14
Avail Cap(c_a), veh/h	238	1014	1060	139	1690	756	163	0	117	610	0	490
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.8	19.9	20.0	38.5	24.7	0.0	52.6	0.0	51.9	48.3	0.0	29.7
Incr Delay (d2), s/veh	0.6	4.0	3.8	0.5	1.1	0.0	4.8	0.0	4.1	17.7	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.0	27.9	29.0	0.9	20.7	0.0	3.2	0.0	1.6	15.4	0.0	3.1
LnGrp Delay(d),s/veh	19.5	23.9	23.8	39.0	25.9	0.0	57.4	0.0	56.0	66.0	0.0	30.3
LnGrp LOS	B	C	C	D	C		E		E	E		C
Approach Vol, veh/h		1619			1120			75			605	
Approach Delay, s/veh		23.7			26.1			57.0			62.0	
Approach LOS		C			C			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	28.2	16.2		75.6		44.4	11.9	63.7				
Change Period (Y+Rc), s	* 6.7	6.9		* 6.9		* 6.9	* 6.9	6.9				
Max Green Setting (Gmax), s	* 22	5.1		* 72		* 34	* 5.1	60.1				
Max Q Clear Time (g_c+I1), s	21.2	5.6		44.1		5.8	4.3	37.8				
Green Ext Time (p_c), s	0.3	0.0		23.1		0.7	0.0	19.0				

Intersection Summary

HCM 2010 Ctrl Delay	32.0
HCM 2010 LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 2010 Signalized Intersection Summary

9: SR 471 & SR 50

2035 PM Design Hour

04/28/2017











Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	459	8	52	580	263	13	195	54	216	184	64
Future Volume (veh/h)	63	459	8	52	580	263	13	195	54	216	184	64
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1712	1712	1712	1712	1712	1712	1900	1712	1900	1712	1712	1712
Adj Flow Rate, veh/h	68	499	0	57	630	0	14	212	59	235	200	70
Adj No. of Lanes	1	2	1	1	2	1	0	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	11	11	11	11	11	11	11	11	11	11	11	11
Cap, veh/h	265	1164	521	315	1164	521	69	258	69	418	713	606
Arrive On Green	0.36	0.36	0.00	0.36	0.36	0.00	0.21	0.21	0.21	0.10	0.42	0.42
Sat Flow, veh/h	729	3252	1455	823	3252	1455	36	1255	337	1630	1712	1454
Grp Volume(v), veh/h	68	499	0	57	630	0	285	0	0	235	200	70
Grp Sat Flow(s),veh/h/ln	729	1626	1455	823	1626	1455	1627	0	0	1630	1712	1454
Q Serve(g_s), s	5.1	7.2	0.0	3.5	9.5	0.0	3.4	0.0	0.0	5.9	4.8	1.8
Cycle Q Clear(g_c), s	14.6	7.2	0.0	10.7	9.5	0.0	10.3	0.0	0.0	5.9	4.8	1.8
Prop In Lane	1.00		1.00	1.00		1.00	0.05		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	265	1164	521	315	1164	521	396	0	0	418	713	606
V/C Ratio(X)	0.26	0.43	0.00	0.18	0.54	0.00	0.72	0.00	0.00	0.56	0.28	0.12
Avail Cap(c_a), veh/h	300	1319	590	355	1319	590	407	0	0	418	725	615
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.6	15.0	0.0	19.1	15.8	0.0	23.5	0.0	0.0	16.2	11.9	11.0
Incr Delay (d2), s/veh	0.7	0.4	0.0	0.3	0.4	0.0	6.9	0.0	0.0	1.7	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.9	5.8	0.0	1.5	7.7	0.0	9.2	0.0	0.0	1.5	4.1	1.3
LnGrp Delay(d),s/veh	22.3	15.4	0.0	19.3	16.2	0.0	30.4	0.0	0.0	17.9	12.2	11.2
LnGrp LOS	C	B		B	B		C			B	B	B
Approach Vol, veh/h		567			687			285			505	
Approach Delay, s/veh		16.2			16.4			30.4			14.7	
Approach LOS		B			B			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	13.0	19.8		28.9		32.8		28.9				
Change Period (Y+Rc), s	* 7.1	* 7.1		6.8		* 7.1		6.8				
Max Green Setting (Gmax), s	* 5.9	* 13		25.0		* 26		25.0				
Max Q Clear Time (g_c+I1), s	7.9	12.3		16.6		6.8		12.7				
Green Ext Time (p_c), s	0.0	0.4		5.5		5.0		7.3				
Intersection Summary												
HCM 2010 Ctrl Delay				17.9								
HCM 2010 LOS				B								
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary

19: SR 50 & CR 469

2035 PM Design Hour

07/11/2017















								
Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Traffic Volume (veh/h)	13	788	952	158	119	13		
Future Volume (veh/h)	13	788	952	158	119	13		
Number	7	4	8	18	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1712	1712	1712	1900	1712	1900		
Adj Flow Rate, veh/h	15	938	1133	188	142	15		
Adj No. of Lanes	1	2	2	0	0	0		
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84		
Percent Heavy Veh, %	11	11	11	11	0	0		
Cap, veh/h	265	1856	1595	264	183	19		
Arrive On Green	0.57	0.57	0.57	0.57	0.13	0.13		
Sat Flow, veh/h	380	3338	2880	462	1449	153		
Grp Volume(v), veh/h	15	938	658	663	158	0		
Grp Sat Flow(s),veh/h/ln	380	1626	1626	1630	1612	0		
Q Serve(g_s), s	1.3	7.8	13.1	13.2	4.3	0.0		
Cycle Q Clear(g_c), s	14.6	7.8	13.1	13.2	4.3	0.0		
Prop In Lane	1.00			0.28	0.90	0.09		
Lane Grp Cap(c), veh/h	265	1856	928	930	204	0		
V/C Ratio(X)	0.06	0.51	0.71	0.71	0.78	0.00		
Avail Cap(c_a), veh/h	279	1970	985	988	689	0		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	12.2	5.8	6.9	7.0	19.0	0.0		
Incr Delay (d2), s/veh	0.1	0.2	2.2	2.3	6.2	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	0.3	6.2	10.3	10.4	4.0	0.0		
LnGrp Delay(d),s/veh	12.3	6.0	9.2	9.3	25.2	0.0		
LnGrp LOS	B	A	A	A	C			
Approach Vol, veh/h		953	1321		158			
Approach Delay, s/veh		6.1	9.2		25.2			
Approach LOS		A	A		C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				32.4		12.5		32.4
Change Period (Y+Rc), s				* 6.8		6.8		* 6.8
Max Green Setting (Gmax), s				* 27		19.2		* 27
Max Q Clear Time (g_c+I1), s				16.6		6.3		15.2
Green Ext Time (p_c), s				9.1		0.3		10.1
Intersection Summary								
HCM 2010 Ctrl Delay			9.0					
HCM 2010 LOS			A					
Notes								
User approved volume balancing among the lanes for turning movement.								

HCM 2010 Signalized Intersection Summary

32: SR 50 & Tuscanooga Rd

2035 PM Design Hour

04/28/2017

								
Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations		 	 					
Traffic Volume (veh/h)	50	932	1183	147	96	39		
Future Volume (veh/h)	50	932	1183	147	96	39		
Number	7	4	8	18	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1712	1712	1776	1776	1776	1712		
Adj Flow Rate, veh/h	54	1002	1272	158	103	42		
Adj No. of Lanes	1	2	2	1	1	1		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93		
Percent Heavy Veh, %	11	11	7	7	7	11		
Cap, veh/h	186	1934	1695	758	491	422		
Arrive On Green	0.03	0.59	0.50	0.50	0.29	0.29		
Sat Flow, veh/h	1630	3338	3463	1509	1691	1455		
Grp Volume(v), veh/h	54	1002	1272	158	103	42		
Grp Sat Flow(s),veh/h/ln	1630	1626	1687	1509	1691	1455		
Q Serve(g_s), s	1.8	21.7	36.1	7.0	5.5	2.5		
Cycle Q Clear(g_c), s	1.8	21.7	36.1	7.0	5.5	2.5		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	186	1934	1695	758	491	422		
V/C Ratio(X)	0.29	0.52	0.75	0.21	0.21	0.10		
Avail Cap(c_a), veh/h	239	2252	1915	857	491	422		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	19.5	14.2	23.8	16.6	32.2	31.1		
Incr Delay (d2), s/veh	0.9	0.2	1.5	0.1	1.0	0.5		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	1.5	14.8	23.9	5.3	4.9	4.4		
LnGrp Delay(d),s/veh	20.4	14.5	25.3	16.7	33.1	31.6		
LnGrp LOS	C	B	C	B	C	C		
Approach Vol, veh/h		1056	1430		145			
Approach Delay, s/veh		14.8	24.4		32.7			
Approach LOS		B	C		C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				78.3		41.7	11.1	67.2
Change Period (Y+Rc), s				6.9		6.9	6.9	6.9
Max Green Setting (Gmax), s				83.1		23.1	8.1	68.1
Max Q Clear Time (g_c+I1), s				23.7		7.5	3.8	38.1
Green Ext Time (p_c), s				34.8		0.3	0.0	22.2
Intersection Summary								
HCM 2010 Ctrl Delay			21.0					
HCM 2010 LOS			C					

HCM 2010 Signalized Intersection Summary

35: Bay Lake Ave & SR 50

2035 PM Design Hour

04/28/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	998	23	172	1271	3	40	4	92	2	1	1
Future Volume (veh/h)	5	998	23	172	1271	3	40	4	92	2	1	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1776	1776	1900	1776	1776	1900	1900	1776	1900	1900	1776	1900
Adj Flow Rate, veh/h	5	1097	25	189	1397	3	44	4	101	2	1	1
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	7	7	7	7	7	7	7	7	7	7	7	7
Cap, veh/h	159	1448	33	336	1952	4	159	31	319	256	127	113
Arrive On Green	0.86	0.86	0.86	0.08	0.57	0.57	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	366	3372	77	1691	3454	7	375	97	993	658	395	351
Grp Volume(v), veh/h	5	549	573	189	682	718	149	0	0	4	0	0
Grp Sat Flow(s),veh/h/ln	366	1687	1762	1691	1687	1774	1465	0	0	1404	0	0
Q Serve(g_s), s	0.8	15.8	15.8	7.2	35.4	35.4	4.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	19.9	15.8	15.8	7.2	35.4	35.4	8.9	0.0	0.0	0.2	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.00	0.30		0.68	0.50		0.25
Lane Grp Cap(c), veh/h	159	724	757	336	954	1003	510	0	0	496	0	0
V/C Ratio(X)	0.03	0.76	0.76	0.56	0.72	0.72	0.29	0.00	0.00	0.01	0.00	0.00
Avail Cap(c_a), veh/h	176	804	840	473	1170	1230	510	0	0	496	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.8	5.9	5.9	17.4	19.0	19.0	30.6	0.0	0.0	27.7	0.0	0.0
Incr Delay (d2), s/veh	0.1	3.8	3.6	1.5	1.6	1.5	1.5	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	11.9	12.3	6.2	23.4	24.5	7.1	0.0	0.0	0.2	0.0	0.0
LnGrp Delay(d),s/veh	10.8	9.7	9.6	18.9	20.7	20.6	32.0	0.0	0.0	27.7	0.0	0.0
LnGrp LOS	B	A	A	B	C	C	C			C		
Approach Vol, veh/h		1127			1589			149			4	
Approach Delay, s/veh		9.6			20.4			32.0			27.7	
Approach LOS		A			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		45.4	16.3	58.3		45.4		74.6				
Change Period (Y+Rc), s		* 6.8	* 6.8	* 6.8		* 6.8		* 6.8				
Max Green Setting (Gmax), s		* 23	* 19	* 57		* 23		* 83				
Max Q Clear Time (g_c+I1), s		10.9	9.2	21.9		2.2		37.4				
Green Ext Time (p_c), s		0.6	0.4	25.4		0.8		30.4				
Intersection Summary												
HCM 2010 Ctrl Delay				16.8								
HCM 2010 LOS				B								
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary

42: CR 33 / Putnam St & SR 50

2035 PM Design Hour

04/28/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	1034	31	28	1319	465	35	19	22	349	23	58
Future Volume (veh/h)	46	1034	31	28	1319	465	35	19	22	349	23	58
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1776	1776	1900	1776	1776	1776	1900	1776	1776	1776	1776	1900
Adj Flow Rate, veh/h	51	1149	34	31	1466	0	39	21	24	388	26	64
Adj No. of Lanes	1	2	0	1	2	1	0	1	1	2	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	7	7	7	7	7	7	7	7	7	7	7	7
Cap, veh/h	187	2093	62	253	1778	795	106	43	105	438	118	291
Arrive On Green	0.04	0.63	0.63	0.53	0.53	0.00	0.07	0.07	0.07	0.13	0.26	0.26
Sat Flow, veh/h	1691	3343	99	450	3374	1509	806	622	1509	3281	456	1122
Grp Volume(v), veh/h	51	580	603	31	1466	0	60	0	24	388	0	90
Grp Sat Flow(s),veh/h/ln	1691	1687	1755	450	1687	1509	1428	0	1509	1640	0	1578
Q Serve(g_s), s	1.5	23.5	23.5	5.1	43.6	0.0	3.9	0.0	1.8	13.9	0.0	5.4
Cycle Q Clear(g_c), s	1.5	23.5	23.5	16.7	43.6	0.0	4.8	0.0	1.8	13.9	0.0	5.4
Prop In Lane	1.00		0.06	1.00		1.00	0.65		1.00	1.00		0.71
Lane Grp Cap(c), veh/h	187	1056	1099	253	1778	795	149	0	105	438	0	409
V/C Ratio(X)	0.27	0.55	0.55	0.12	0.82	0.00	0.40	0.00	0.23	0.89	0.00	0.22
Avail Cap(c_a), veh/h	188	1098	1143	264	1858	831	149	0	105	446	0	409
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.8	12.8	12.8	20.9	23.8	0.0	54.1	0.0	52.8	51.1	0.0	34.9
Incr Delay (d2), s/veh	0.8	0.5	0.5	0.2	3.1	0.0	7.9	0.0	5.0	18.7	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.4	16.4	16.9	1.2	28.4	0.0	4.1	0.0	1.6	11.9	0.0	4.3
LnGrp Delay(d),s/veh	21.6	13.3	13.3	21.1	26.8	0.0	62.0	0.0	57.7	69.8	0.0	35.2
LnGrp LOS	C	B	B	C	C		E		E	E		D
Approach Vol, veh/h		1234			1497			84				478
Approach Delay, s/veh		13.7			26.7			60.8				63.3
Approach LOS		B			C			E				E
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	22.7	15.3		82.0		38.0	11.9	70.1				
Change Period (Y+Rc), s	* 6.7	6.9		* 6.9		* 6.9	* 6.9	6.9				
Max Green Setting (Gmax), s	* 16	5.1		* 78		* 28	* 5.1	66.1				
Max Q Clear Time (g_c+I1), s	15.9	6.8		25.5		7.4	3.5	45.6				
Green Ext Time (p_c), s	0.1	0.0		37.5		0.9	0.0	17.6				
Intersection Summary												
HCM 2010 Ctrl Delay				28.0								
HCM 2010 LOS				C								
Notes												
User approved pedestrian interval to be less than phase max green.												

HCM 2010 Signalized Intersection Summary

9: SR 471 & SR 50

2045 AM Design Hour

04/27/2017











Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	754	21	76	591	307	10	230	70	378	260	77
Future Volume (veh/h)	76	754	21	76	591	307	10	230	70	378	260	77
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1712	1712	1712	1712	1712	1712	1900	1712	1900	1712	1712	1712
Adj Flow Rate, veh/h	86	857	0	86	672	0	11	261	80	430	295	88
Adj No. of Lanes	1	2	1	1	2	1	0	1	0	1	1	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	11	11	11	11	11	11	11	11	11	11	11	11
Cap, veh/h	187	1063	476	131	1063	476	46	294	88	508	886	753
Arrive On Green	0.33	0.33	0.00	0.33	0.33	0.00	0.24	0.24	0.24	0.20	0.52	0.52
Sat Flow, veh/h	701	3252	1455	590	3252	1455	21	1238	370	1630	1712	1455
Grp Volume(v), veh/h	86	857	0	86	672	0	352	0	0	430	295	88
Grp Sat Flow(s),veh/h/ln	701	1626	1455	590	1626	1455	1629	0	0	1630	1712	1455
Q Serve(g_s), s	10.6	21.5	0.0	7.7	15.7	0.0	6.2	0.0	0.0	17.3	9.0	2.8
Cycle Q Clear(g_c), s	26.3	21.5	0.0	29.2	15.7	0.0	18.7	0.0	0.0	17.3	9.0	2.8
Prop In Lane	1.00		1.00	1.00		1.00	0.03		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	187	1063	476	131	1063	476	429	0	0	508	886	753
V/C Ratio(X)	0.46	0.81	0.00	0.65	0.63	0.00	0.82	0.00	0.00	0.85	0.33	0.12
Avail Cap(c_a), veh/h	187	1063	476	131	1063	476	441	0	0	508	899	764
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.7	27.5	0.0	42.4	25.5	0.0	33.0	0.0	0.0	18.4	12.6	11.1
Incr Delay (d2), s/veh	1.8	4.7	0.0	11.1	1.2	0.0	11.5	0.0	0.0	12.5	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.9	15.6	0.0	4.5	11.6	0.0	14.9	0.0	0.0	14.4	7.6	2.0
LnGrp Delay(d),s/veh	38.4	32.1	0.0	53.5	26.7	0.0	44.6	0.0	0.0	30.9	12.8	11.1
LnGrp LOS	D	C		D	C		D			C	B	B
Approach Vol, veh/h		943			758			352			813	
Approach Delay, s/veh		32.7			29.8			44.6			22.2	
Approach LOS		C			C			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	25.0	28.3		36.0		53.3		36.0				
Change Period (Y+Rc), s	* 7.1	* 7.1		6.8		* 7.1		6.8				
Max Green Setting (Gmax), s	* 18	* 22		29.2		* 47		29.2				
Max Q Clear Time (g_c+I1), s	19.3	20.7		28.3		11.0		31.2				
Green Ext Time (p_c), s	0.0	0.5		0.8		4.3		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				30.4								
HCM 2010 LOS				C								
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary

19: SR 50 & CR 469

2045 AM Design Hour

07/11/2017

								
Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Traffic Volume (veh/h)	14	1287	1084	143	276	14		
Future Volume (veh/h)	14	1287	1084	143	276	14		
Number	7	4	8	18	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1712	1712	1712	1900	1712	1900		
Adj Flow Rate, veh/h	15	1384	1166	154	297	15		
Adj No. of Lanes	1	2	2	0	0	0		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93		
Percent Heavy Veh, %	11	11	11	11	0	0		
Cap, veh/h	204	1673	1487	196	353	18		
Arrive On Green	0.51	0.51	0.51	0.51	0.23	0.23		
Sat Flow, veh/h	381	3338	2976	381	1538	78		
Grp Volume(v), veh/h	15	1384	655	665	313	0		
Grp Sat Flow(s),veh/h/ln	381	1626	1626	1645	1621	0		
Q Serve(g_s), s	1.8	19.4	17.6	17.8	9.9	0.0		
Cycle Q Clear(g_c), s	19.6	19.4	17.6	17.8	9.9	0.0		
Prop In Lane	1.00			0.23	0.95	0.05		
Lane Grp Cap(c), veh/h	204	1673	837	846	372	0		
V/C Ratio(X)	0.07	0.83	0.78	0.79	0.84	0.00		
Avail Cap(c_a), veh/h	207	1697	849	858	545	0		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	18.6	11.0	10.6	10.7	19.8	0.0		
Incr Delay (d2), s/veh	0.2	3.5	4.7	4.8	7.8	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	0.4	14.3	13.8	14.0	9.0	0.0		
LnGrp Delay(d),s/veh	18.8	14.5	15.4	15.5	27.6	0.0		
LnGrp LOS	B	B	B	B	C			
Approach Vol, veh/h		1399	1320		313			
Approach Delay, s/veh		14.6	15.4		27.6			
Approach LOS		B	B		C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				34.6		19.2		34.6
Change Period (Y+Rc), s				6.9		6.9		6.9
Max Green Setting (Gmax), s				28.1		18.1		28.1
Max Q Clear Time (g_c+I1), s				21.6		11.9		19.8
Green Ext Time (p_c), s				6.1		0.5		7.8
Intersection Summary								
HCM 2010 Ctrl Delay			16.3					
HCM 2010 LOS			B					
Notes								
User approved volume balancing among the lanes for turning movement.								

HCM 2010 Signalized Intersection Summary

32: SR 50 & Tuscanooga Rd

2045 AM Design Hour

04/27/2017

Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Traffic Volume (veh/h)	60	1549	1219	100	150	76		
Future Volume (veh/h)	60	1549	1219	100	150	76		
Number	7	4	8	18	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1712	1712	1776	1776	1776	1712		
Adj Flow Rate, veh/h	65	1684	1325	109	163	83		
Adj No. of Lanes	1	2	2	1	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	11	11	7	7	7	11		
Cap, veh/h	285	2146	2226	996	381	328		
Arrive On Green	0.66	0.66	1.00	1.00	0.23	0.23		
Sat Flow, veh/h	341	3338	3463	1509	1691	1455		
Grp Volume(v), veh/h	65	1684	1325	109	163	83		
Grp Sat Flow(s),veh/h/ln	341	1626	1687	1509	1691	1455		
Q Serve(g_s), s	9.6	43.8	0.0	0.0	9.9	5.6		
Cycle Q Clear(g_c), s	9.6	43.8	0.0	0.0	9.9	5.6		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	285	2146	2226	996	381	328		
V/C Ratio(X)	0.23	0.78	0.60	0.11	0.43	0.25		
Avail Cap(c_a), veh/h	296	2252	2336	1045	381	328		
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00		
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	8.6	14.4	0.0	0.0	39.9	38.2		
Incr Delay (d2), s/veh	0.4	1.8	0.4	0.0	3.5	1.9		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	1.7	27.3	0.2	0.0	8.6	4.4		
LnGrp Delay(d),s/veh	9.0	16.2	0.4	0.0	43.3	40.1		
LnGrp LOS	A	B	A	A	D	D		
Approach Vol, veh/h		1749	1434		246			
Approach Delay, s/veh		15.9	0.4		42.2			
Approach LOS		B	A		D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				86.1		33.9		86.1
Change Period (Y+Rc), s				6.9		6.9		6.9
Max Green Setting (Gmax), s				83.1		23.1		83.1
Max Q Clear Time (g_c+I1), s				45.8		11.9		2.0
Green Ext Time (p_c), s				33.3		0.5		64.7
Intersection Summary								
HCM 2010 Ctrl Delay			11.3					
HCM 2010 LOS			B					

HCM 2010 Signalized Intersection Summary

35: Bay Lake Ave & SR 50

2045 AM Design Hour

07/23/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	1612	55	111	1272	3	32	1	216	3	1	1
Future Volume (veh/h)	1	1612	55	111	1272	3	32	1	216	3	1	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1776	1776	1900	1776	1776	1900	1900	1776	1900	1900	1776	1900
Adj Flow Rate, veh/h	1	1697	58	117	1339	3	34	1	227	3	1	1
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	7	7	7	7	7	7	7	7	7	7	7
Cap, veh/h	252	1857	63	193	2282	5	74	19	312	194	64	48
Arrive On Green	0.56	0.56	0.56	0.05	0.66	0.66	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	387	3326	113	1691	3453	8	122	79	1305	543	266	202
Grp Volume(v), veh/h	1	857	898	117	654	688	262	0	0	5	0	0
Grp Sat Flow(s),veh/h/ln	387	1687	1753	1691	1687	1774	1506	0	0	1011	0	0
Q Serve(g_s), s	0.1	41.1	41.8	2.5	19.3	19.3	6.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	10.2	41.1	41.8	2.5	19.3	19.3	14.3	0.0	0.0	0.2	0.0	0.0
Prop In Lane	1.00		0.06	1.00		0.00	0.13		0.87	0.60		0.20
Lane Grp Cap(c), veh/h	252	942	979	193	1115	1173	405	0	0	306	0	0
V/C Ratio(X)	0.00	0.91	0.92	0.61	0.59	0.59	0.65	0.00	0.00	0.02	0.00	0.00
Avail Cap(c_a), veh/h	254	947	983	212	1138	1197	405	0	0	306	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.8	17.8	18.0	20.8	8.5	8.5	31.4	0.0	0.0	26.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	12.6	13.1	4.2	0.8	0.7	7.7	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	29.8	31.5	3.4	14.1	14.7	11.1	0.0	0.0	0.2	0.0	0.0
LnGrp Delay(d),s/veh	13.8	30.4	31.1	25.0	9.2	9.2	39.2	0.0	0.0	26.2	0.0	0.0
LnGrp LOS	B	C	C	C	A	A	D			C		
Approach Vol, veh/h		1756			1459			262				5
Approach Delay, s/veh		30.7			10.5			39.2				26.2
Approach LOS		C			B			D				C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		26.0	9.2	54.7		26.0		64.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s		20.3	5.7	50.5		20.3		60.7				
Max Q Clear Time (g_c+I1), s		16.3	4.5	43.8		2.2		21.3				
Green Ext Time (p_c), s		0.6	0.0	6.5		1.6		33.7				
Intersection Summary												
HCM 2010 Ctrl Delay				22.9								
HCM 2010 LOS				C								
Notes												
User approved pedestrian interval to be less than phase max green.												

HCM 2010 Signalized Intersection Summary

42: CR 33 / Putnam St & SR 50

2045 AM Design Hour

04/27/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	1683	39	24	1305	436	36	27	30	613	22	70
Future Volume (veh/h)	87	1683	39	24	1305	436	36	27	30	613	22	70
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1776	1776	1900	1776	1776	1776	1900	1776	1776	1776	1776	1900
Adj Flow Rate, veh/h	99	1912	44	27	1483	0	41	31	34	697	25	80
Adj No. of Lanes	1	2	0	1	2	1	0	1	1	2	1	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	7	7	7	7	7	7	7	7	7	7	7	7
Cap, veh/h	169	2026	46	76	1690	756	117	75	150	610	127	406
Arrive On Green	0.04	0.60	0.60	0.50	0.50	0.00	0.10	0.10	0.10	0.19	0.34	0.34
Sat Flow, veh/h	1691	3371	77	213	3374	1509	703	756	1509	3281	373	1193
Grp Volume(v), veh/h	99	953	1003	27	1483	0	72	0	34	697	0	105
Grp Sat Flow(s),veh/h/ln	1691	1687	1762	213	1687	1509	1459	0	1509	1640	0	1565
Q Serve(g_s), s	3.3	62.2	63.3	8.8	47.0	0.0	3.9	0.0	2.5	22.3	0.0	5.7
Cycle Q Clear(g_c), s	3.3	62.2	63.3	60.1	47.0	0.0	5.4	0.0	2.5	22.3	0.0	5.7
Prop In Lane	1.00		0.04	1.00		1.00	0.57		1.00	1.00		0.76
Lane Grp Cap(c), veh/h	169	1014	1059	76	1690	756	192	0	150	610	0	533
V/C Ratio(X)	0.59	0.94	0.95	0.36	0.88	0.00	0.38	0.00	0.23	1.14	0.00	0.20
Avail Cap(c_a), veh/h	169	1014	1059	76	1690	756	192	0	150	610	0	533
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.0	22.0	22.2	57.5	26.7	0.0	51.0	0.0	49.8	48.8	0.0	27.9
Incr Delay (d2), s/veh	5.2	15.9	16.6	2.8	5.6	0.0	5.5	0.0	3.5	82.8	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.5	42.5	45.0	1.7	31.0	0.0	4.6	0.0	2.1	30.8	0.0	4.6
LnGrp Delay(d),s/veh	31.1	37.9	38.8	60.3	32.3	0.0	56.5	0.0	53.3	131.6	0.0	28.8
LnGrp LOS	C	D	D	E	C		E		D	F		C
Approach Vol, veh/h		2055			1510			106				802
Approach Delay, s/veh		38.0			32.8			55.5				118.2
Approach LOS		D			C			E				F
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	29.0	19.0		79.0		48.0	12.0	67.0				
Change Period (Y+Rc), s	* 6.7	6.9		* 6.9		* 6.9	* 6.9	6.9				
Max Green Setting (Gmax), s	* 22	5.1		* 72		* 34	* 5.1	60.1				
Max Q Clear Time (g_c+I1), s	24.3	7.4		65.3		7.7	5.3	62.1				
Green Ext Time (p_c), s	0.0	0.0		6.7		1.2	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				51.0								
HCM 2010 LOS				D								
Notes												
User approved pedestrian interval to be less than phase max green.												

HCM 2010 Signalized Intersection Summary

9: SR 471 & SR 50

2045 PM Design Hour

04/27/2017











Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	591	10	70	754	378	15	260	76	307	230	76
Future Volume (veh/h)	77	591	10	70	754	378	15	260	76	307	230	76
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1712	1712	1712	1712	1712	1712	1900	1712	1900	1712	1712	1712
Adj Flow Rate, veh/h	84	642	0	76	820	0	16	283	83	334	250	83
Adj No. of Lanes	1	2	1	1	2	1	0	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	11	11	11	11	11	11	11	11	11	11	11	11
Cap, veh/h	156	1077	482	211	1077	482	56	329	94	439	844	717
Arrive On Green	0.33	0.33	0.00	0.33	0.33	0.00	0.27	0.27	0.27	0.14	0.49	0.49
Sat Flow, veh/h	611	3252	1455	721	3252	1455	30	1241	353	1630	1712	1454
Grp Volume(v), veh/h	84	642	0	76	820	0	382	0	0	334	250	83
Grp Sat Flow(s),veh/h/ln	611	1626	1455	721	1626	1455	1625	0	0	1630	1712	1454
Q Serve(g_s), s	8.4	13.0	0.0	7.8	17.8	0.0	6.3	0.0	0.0	10.9	6.9	2.4
Cycle Q Clear(g_c), s	26.2	13.0	0.0	20.8	17.8	0.0	17.8	0.0	0.0	10.9	6.9	2.4
Prop In Lane	1.00		1.00	1.00		1.00	0.04		0.22	1.00		1.00
Lane Grp Cap(c), veh/h	156	1077	482	211	1077	482	479	0	0	439	844	717
V/C Ratio(X)	0.54	0.60	0.00	0.36	0.76	0.00	0.80	0.00	0.00	0.76	0.30	0.12
Avail Cap(c_a), veh/h	156	1077	482	211	1077	482	497	0	0	439	864	734
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.3	22.0	0.0	30.7	23.6	0.0	27.8	0.0	0.0	16.9	11.9	10.8
Incr Delay (d2), s/veh	4.8	1.1	0.0	1.0	3.2	0.0	9.5	0.0	0.0	7.6	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.7	10.0	0.0	2.9	13.2	0.0	14.2	0.0	0.0	9.9	5.9	1.8
LnGrp Delay(d),s/veh	41.1	23.1	0.0	31.7	26.9	0.0	37.3	0.0	0.0	24.5	12.2	10.9
LnGrp LOS	D	C		C	C		D			C	B	B
Approach Vol, veh/h		726			896			382			667	
Approach Delay, s/veh		25.2			27.3			37.3			18.2	
Approach LOS		C			C			D			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	18.0	28.1		33.0		46.1		33.0				
Change Period (Y+Rc), s	* 7.1	* 7.1		6.8		* 7.1		6.8				
Max Green Setting (Gmax), s	* 11	* 22		26.2		* 40		26.2				
Max Q Clear Time (g_c+I1), s	12.9	19.8		28.2		8.9		22.8				
Green Ext Time (p_c), s	0.0	1.2		0.0		8.1		2.9				
Intersection Summary												
HCM 2010 Ctrl Delay				25.9								
HCM 2010 LOS				C								
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary

19: SR 50 & CR 469

2045 PM Design Hour

07/11/2017















								
Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Traffic Volume (veh/h)	14	1084	1287	180	143	14		
Future Volume (veh/h)	14	1084	1287	180	143	14		
Number	7	4	8	18	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1712	1712	1712	1900	1712	1900		
Adj Flow Rate, veh/h	17	1290	1532	214	170	17		
Adj No. of Lanes	1	2	2	0	0	0		
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84		
Percent Heavy Veh, %	11	11	11	11	0	0		
Cap, veh/h	170	2156	1905	262	208	21		
Arrive On Green	0.66	0.66	0.66	0.66	0.14	0.14		
Sat Flow, veh/h	252	3338	2958	395	1459	146		
Grp Volume(v), veh/h	17	1290	857	889	188	0		
Grp Sat Flow(s),veh/h/ln	252	1626	1626	1642	1613	0		
Q Serve(g_s), s	3.7	15.5	26.3	27.8	7.9	0.0		
Cycle Q Clear(g_c), s	31.6	15.5	26.3	27.8	7.9	0.0		
Prop In Lane	1.00			0.24	0.90	0.09		
Lane Grp Cap(c), veh/h	170	2156	1078	1089	230	0		
V/C Ratio(X)	0.10	0.60	0.80	0.82	0.82	0.00		
Avail Cap(c_a), veh/h	173	2192	1096	1107	442	0		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	20.3	6.6	8.4	8.7	29.1	0.0		
Incr Delay (d2), s/veh	0.3	0.4	4.1	4.8	6.9	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	0.5	11.3	18.8	19.9	7.1	0.0		
LnGrp Delay(d),s/veh	20.5	7.0	12.5	13.5	36.0	0.0		
LnGrp LOS	C	A	B	B	D			
Approach Vol, veh/h		1307	1746		188			
Approach Delay, s/veh		7.2	13.0		36.0			
Approach LOS		A	B		D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				53.2		16.8		53.2
Change Period (Y+Rc), s				* 6.8		6.8		* 6.8
Max Green Setting (Gmax), s				* 47		19.2		* 47
Max Q Clear Time (g_c+I1), s				33.6		9.9		29.8
Green Ext Time (p_c), s				12.9		0.3		16.2
Intersection Summary								
HCM 2010 Ctrl Delay			12.0					
HCM 2010 LOS			B					
Notes								
User approved volume balancing among the lanes for turning movement.								

HCM 2010 Signalized Intersection Summary

32: SR 50 & Tuscanooga Rd

2045 PM Design Hour

04/27/2017

								
Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations		 	 					
Traffic Volume (veh/h)	76	1219	1549	150	100	60		
Future Volume (veh/h)	76	1219	1549	150	100	60		
Number	7	4	8	18	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1712	1712	1776	1776	1776	1712		
Adj Flow Rate, veh/h	82	1311	1666	161	108	65		
Adj No. of Lanes	1	2	2	1	1	1		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93		
Percent Heavy Veh, %	11	11	7	7	7	11		
Cap, veh/h	179	2184	1940	868	361	310		
Arrive On Green	0.04	0.67	0.76	0.76	0.21	0.21		
Sat Flow, veh/h	1630	3338	3463	1509	1691	1455		
Grp Volume(v), veh/h	82	1311	1666	161	108	65		
Grp Sat Flow(s),veh/h/ln	1630	1626	1687	1509	1691	1455		
Q Serve(g_s), s	2.3	26.6	40.6	3.5	6.4	4.4		
Cycle Q Clear(g_c), s	2.3	26.6	40.6	3.5	6.4	4.4		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	179	2184	1940	868	361	310		
V/C Ratio(X)	0.46	0.60	0.86	0.19	0.30	0.21		
Avail Cap(c_a), veh/h	225	2361	2027	907	361	310		
HCM Platoon Ratio	1.00	1.00	1.33	1.33	1.00	1.00		
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	20.3	10.8	10.8	6.4	39.7	38.9		
Incr Delay (d2), s/veh	1.8	0.4	3.8	0.1	2.1	1.5		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	2.8	17.6	26.5	2.6	5.8	7.2		
LnGrp Delay(d),s/veh	22.1	11.2	14.6	6.5	41.8	40.4		
LnGrp LOS	C	B	B	A	D	D		
Approach Vol, veh/h		1393	1827		173			
Approach Delay, s/veh		11.9	13.9		41.3			
Approach LOS		B	B		D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				87.5		32.5	11.6	75.9
Change Period (Y+Rc), s				6.9		6.9	6.9	6.9
Max Green Setting (Gmax), s				87.1		19.1	8.1	72.1
Max Q Clear Time (g_c+I1), s				28.6		8.4	4.3	42.6
Green Ext Time (p_c), s				47.7		0.3	0.0	26.4
Intersection Summary								
HCM 2010 Ctrl Delay			14.4					
HCM 2010 LOS			B					

HCM 2010 Signalized Intersection Summary

35: Bay Lake Ave & SR 50

2045 PM Design Hour

04/27/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	1272	32	216	1612	5	55	6	111	3	1	1
Future Volume (veh/h)	8	1272	32	216	1612	5	55	6	111	3	1	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1776	1776	1900	1776	1776	1900	1900	1776	1900	1900	1776	1900
Adj Flow Rate, veh/h	9	1398	35	237	1771	5	60	7	122	3	1	1
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	7	7	7	7	7	7	7	7	7	7	7	7
Cap, veh/h	132	1718	43	383	2248	6	131	31	223	208	69	57
Arrive On Green	1.00	1.00	1.00	0.08	0.65	0.65	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	254	3364	84	1691	3451	10	390	130	948	682	292	243
Grp Volume(v), veh/h	9	700	733	237	865	911	189	0	0	5	0	0
Grp Sat Flow(s),veh/h/ln	254	1687	1761	1691	1687	1774	1468	0	0	1217	0	0
Q Serve(g_s), s	2.0	0.0	0.0	7.6	44.1	44.1	9.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	29.3	0.0	0.0	7.6	44.1	44.1	13.3	0.0	0.0	0.3	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.01	0.32		0.65	0.60		0.20
Lane Grp Cap(c), veh/h	132	861	899	383	1099	1156	385	0	0	334	0	0
V/C Ratio(X)	0.07	0.81	0.81	0.62	0.79	0.79	0.49	0.00	0.00	0.01	0.00	0.00
Avail Cap(c_a), veh/h	132	861	899	526	1198	1259	385	0	0	334	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.5	0.0	0.0	10.6	15.0	15.0	40.1	0.0	0.0	35.2	0.0	0.0
Incr Delay (d2), s/veh	0.2	6.0	5.8	1.6	3.3	3.2	4.4	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	2.6	2.6	6.6	28.8	30.3	9.9	0.0	0.0	0.2	0.0	0.0
LnGrp Delay(d),s/veh	6.7	6.0	5.8	12.2	18.3	18.1	44.5	0.0	0.0	35.3	0.0	0.0
LnGrp LOS	A	A	A	B	B	B	D			D		
Approach Vol, veh/h		1442			2013			189			5	
Approach Delay, s/veh		5.9			17.5			44.5			35.3	
Approach LOS		A			B			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		35.0	16.9	68.1		35.0		85.0				
Change Period (Y+Rc), s		* 6.8	* 6.8	* 6.8		* 6.8		* 6.8				
Max Green Setting (Gmax), s		* 21	* 20	* 58		* 21		* 85				
Max Q Clear Time (g_c+I1), s		15.3	9.6	31.3		2.3		46.1				
Green Ext Time (p_c), s		0.5	0.5	24.6		1.1		32.1				
Intersection Summary												
HCM 2010 Ctrl Delay				14.3								
HCM 2010 LOS				B								
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary

42: CR 33 / Putnam St & SR 50

2045 PM Design Hour

04/27/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	1305	36	30	1683	613	39	22	24	436	27	87
Future Volume (veh/h)	70	1305	36	30	1683	613	39	22	24	436	27	87
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1776	1776	1900	1776	1776	1776	1900	1776	1776	1776	1776	1900
Adj Flow Rate, veh/h	78	1450	40	33	1870	0	43	24	27	484	30	97
Adj No. of Lanes	1	2	0	1	2	1	0	1	1	2	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	7	7	7	7	7	7	7	7	7	7	7	7
Cap, veh/h	130	2178	60	188	1858	831	87	21	65	446	87	281
Arrive On Green	0.04	0.65	0.65	0.55	0.55	0.00	0.04	0.04	0.04	0.14	0.23	0.23
Sat Flow, veh/h	1691	3351	92	335	3374	1509	871	486	1509	3281	370	1195
Grp Volume(v), veh/h	78	729	761	33	1870	0	67	0	27	484	0	127
Grp Sat Flow(s),veh/h/ln	1691	1687	1757	335	1687	1509	1357	0	1509	1640	0	1565
Q Serve(g_s), s	2.3	31.9	32.1	8.1	66.1	0.0	5.2	0.0	2.1	16.3	0.0	8.1
Cycle Q Clear(g_c), s	2.3	31.9	32.1	28.3	66.1	0.0	5.2	0.0	2.1	16.3	0.0	8.1
Prop In Lane	1.00		0.05	1.00		1.00	0.64		1.00	1.00		0.76
Lane Grp Cap(c), veh/h	130	1096	1142	188	1858	831	108	0	65	446	0	368
V/C Ratio(X)	0.60	0.66	0.67	0.18	1.01	0.00	0.62	0.00	0.41	1.09	0.00	0.35
Avail Cap(c_a), veh/h	132	1098	1143	188	1858	831	108	0	65	446	0	369
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.9	12.9	13.0	25.4	26.9	0.0	57.7	0.0	55.9	51.8	0.0	38.2
Incr Delay (d2), s/veh	7.1	1.5	1.5	0.4	22.4	0.0	23.8	0.0	18.1	67.8	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.1	21.6	22.4	1.4	65.2	0.0	5.3	0.0	2.2	20.8	0.0	6.4
LnGrp Delay(d),s/veh	36.0	14.5	14.5	25.8	49.3	0.0	81.6	0.0	74.0	119.7	0.0	38.8
LnGrp LOS	D	B	B	C	F		F		E	F		D
Approach Vol, veh/h		1568			1903			94				611
Approach Delay, s/veh		15.5			48.9			79.4				102.9
Approach LOS		B			D			E				F
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	23.0	12.1		84.9		35.1	11.9	73.0				
Change Period (Y+Rc), s	* 6.7	6.9		* 6.9		* 6.9	* 6.9	6.9				
Max Green Setting (Gmax), s	* 16	5.1		* 78		* 28	* 5.1	66.1				
Max Q Clear Time (g_c+I1), s	18.3	7.2		34.1		10.1	4.3	68.1				
Green Ext Time (p_c), s	0.0	0.0		39.9		1.1	0.0	0.0				

Intersection Summary

HCM 2010 Ctrl Delay	45.0
HCM 2010 LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

FUTURE INTERSECTION ALTERNATIVES – ROUNDABOUTS

SR 50 at SR 471
2025 AM
Single-Lane Roundabout
Draft TOPR 34

Parameter	Approach															
	EB (West Leg): SR 50				WB (East Leg): SR 50				NB (South Leg): SR 471				SB (North Leg): SR 471			
INPUTS																
Lane Configuration																
Entry Lane(s) Configuration (Note: This assumes 4 legs.)	LTR Case: <input type="text"/>			LTR Case: <input type="text"/>			LTR Case: <input type="text"/>			LTR Case: <input type="text"/>						
RT bypass configuration (Note: This is in addition to the entry lane(s))	None Case: <input type="text"/>			None Case: <input type="text"/>			None Case: <input type="text"/>			None Case: <input type="text"/>						
Number of conflicting circ lanes	1			1			1			1						
Number of conflicting exit lanes for bypass lane (if used)																
Vehicular Volumes	U (v1U)	L (v1)	T (v2)	R (v3)	U (v4U)	L (v4)	T (v5)	R (v6)	U (v7U)	L (v7)	T (v8)	R (v9)	U (v10U)	L (v10)	T (v11)	R (v12)
Flow (veh/h)	61	350	20		31	265	83		9	137	29		93	113	48	
% HV	11	11	11		11	11	11		11	11	11		11	11	11	
PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Pedestrian Volumes (crossing leg)																
n_p	0			0			1			0						
Constants																
Time period, T (h)	0.25															
PCE for HV	2															
SUMMARY																
Entry lane volume (veh/h)	N/A	452	N/A		N/A	400	N/A		N/A	184	N/A		N/A	268	N/A	
Entry lane capacity (veh/h)	N/A	936	N/A		N/A	972	N/A		N/A	683	N/A		N/A	864	N/A	
x (v/c ratio)	N/A	0.48	N/A		N/A	0.41	N/A		N/A	0.27	N/A		N/A	0.31	N/A	
Lane control delay (s/veh)	N/A	9.8	N/A		N/A	8.3	N/A		N/A	8.5	N/A		N/A	7.6	N/A	
Lane LOS	N/A	A	N/A		N/A	A	N/A		N/A	A	N/A		N/A	A	N/A	
Approach control delay (s/veh)	9.8				8.3				8.5				7.6			
Approach LOS	A				A				A				A			
Intersection control delay (s/veh)	8.7															
Intersection LOS	A															
95th percentile queue (veh)	N/A	2.7	N/A		N/A	2.0	N/A		N/A	1.1	N/A		N/A	1.3	N/A	

SR 50 at SR 471
2025 PM
Single-Lane Roundabout
Draft TOPR 34

Parameter	Approach															
	EB (West Leg): SR 50				WB (East Leg): SR 50				NB (South Leg): SR 471				SB (North Leg): SR 471			
INPUTS																
Lane Configuration																
Entry Lane(s) Configuration (Note: This assumes 4 legs.)	LTR Case: <input type="text" value="LTR"/>			LTR Case: <input type="text" value="LTR"/>			LTR Case: <input type="text" value="LTR"/>			LTR Case: <input type="text" value="LTR"/>						
RT bypass configuration (Note: This is in addition to the entry lane(s))	None Case: <input type="text" value="None"/>			None Case: <input type="text" value="None"/>			None Case: <input type="text" value="None"/>			None Case: <input type="text" value="None"/>						
Number of conflicting circ lanes	1			1			1			1						
Number of conflicting exit lanes for bypass lane (if used)																
Vehicular Volumes																
Flow (veh/h)	U (v1U)	L (v1)	T (v2)	R (v3)	U (v4U)	L (v4)	T (v5)	R (v6)	U (v7U)	L (v7)	T (v8)	R (v9)	U (v10U)	L (v10)	T (v11)	R (v12)
% HV	55	323	9		31	398	100		15	132	30		85	140	56	
PHF	11	11	11		11	11	11		11	11	11		11	11	11	
	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Pedestrian Volumes (crossing leg)																
n_p	0			0			1			0						
Constants																
Time period, T (h)	0.25															
PCE for HV	2															
SUMMARY																
Entry lane volume (veh/h)	N/A	406	N/A		N/A	558	N/A		N/A	187	N/A		N/A	295	N/A	
Entry lane capacity (veh/h)	N/A	916	N/A		N/A	977	N/A		N/A	717	N/A		N/A	732	N/A	
x (v/c ratio)	N/A	0.44	N/A		N/A	0.57	N/A		N/A	0.26	N/A		N/A	0.40	N/A	
Lane control delay (s/veh)	N/A	9.2	N/A		N/A	11.3	N/A		N/A	8.1	N/A		N/A	10.2	N/A	
Lane LOS	N/A	A	N/A		N/A	B	N/A		N/A	A	N/A		N/A	B	N/A	
Approach control delay (s/veh)	9.2			11.3			8.1			10.2						
Approach LOS	A			B			A			B						
Intersection control delay (s/veh)	10.1															
Intersection LOS	B															
95th percentile queue (veh)	N/A	2.3	N/A		N/A	3.7	N/A		N/A	1.0	N/A		N/A	2.0	N/A	

SR 50 at SR 471
2035 AM
Single-Lane Roundabout
Draft TOPR 34

Parameter	Approach															
	EB (West Leg): SR 50				WB (East Leg): SR 50				NB (South Leg): SR 471				SB (North Leg): SR 471			
INPUTS																
Lane Configuration																
Entry Lane(s) Configuration (Note: This assumes 4 legs.)	LTR Case: <input type="text" value="LTR"/>				LTR Case: <input type="text" value="LTR"/>				LTR Case: <input type="text" value="LTR"/>				LTR Case: <input type="text" value="LTR"/>			
RT bypass configuration (Note: This is in addition to the entry lane(s))	None Case: <input type="text" value="None"/>				None Case: <input type="text" value="None"/>				None Case: <input type="text" value="None"/>				None Case: <input type="text" value="None"/>			
Number of conflicting circ lanes	1				1				1				1			
Number of conflicting exit lanes for bypass lane (if used)																
Vehicular Volumes																
Flow (veh/h)	U (v1U)	L (v1)	T (v2)	R (v3)	U (v4U)	L (v4)	T (v5)	R (v6)	U (v7U)	L (v7)	T (v8)	R (v9)	U (v10U)	L (v10)	T (v11)	R (v12)
% HV	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11
PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Pedestrian Volumes (crossing leg)																
n_p	0				0				1				0			
Constants																
Time period, T (h)	0.25															
PCE for HV	2															
SUMMARY																
Entry lane volume (veh/h)	N/A	668	N/A		N/A	622	N/A		N/A	253	N/A		N/A	431	N/A	
Entry lane capacity (veh/h)	N/A	786	N/A		N/A	901	N/A		N/A	501	N/A		N/A	704	N/A	
x (v/c ratio)	N/A	0.85	N/A		N/A	0.69	N/A		N/A	0.51	N/A		N/A	0.61	N/A	
Lane control delay (s/veh)	N/A	29.0	N/A		N/A	15.8	N/A		N/A	16.8	N/A		N/A	15.9	N/A	
Lane LOS	N/A	D	N/A		N/A	C	N/A		N/A	C	N/A		N/A	C	N/A	
Approach control delay (s/veh)	29.0				15.8				16.8				15.9			
Approach LOS	D				C				C				C			
Intersection control delay (s/veh)	20.4															
Intersection LOS	C															
95th percentile queue (veh)	N/A	10.1	N/A		N/A	5.7	N/A		N/A	2.8	N/A		N/A	4.2	N/A	

SR 50 at SR 471
2035 PM
Single-Lane Roundabout
Draft TOPR 34

Parameter	Approach															
	EB (West Leg): SR 50				WB (East Leg): SR 50				NB (South Leg): SR 471				SB (North Leg): SR 471			
INPUTS																
Lane Configuration																
Entry Lane(s) Configuration (Note: This assumes 4 legs.)	LTR Case: <input type="text" value="LTR"/>			LTR Case: <input type="text" value="LTR"/>			LTR Case: <input type="text" value="LTR"/>			LTR Case: <input type="text" value="LTR"/>						
RT bypass configuration (Note: This is in addition to the entry lane(s))	None Case: <input type="text" value="None"/>			None Case: <input type="text" value="None"/>			None Case: <input type="text" value="None"/>			None Case: <input type="text" value="None"/>						
Number of conflicting circ lanes	1			1			1			1						
Number of conflicting exit lanes for bypass lane (if used)																
Vehicular Volumes	U (v1U)	L (v1)	T (v2)	R (v3)	U (v4U)	L (v4)	T (v5)	R (v6)	U (v7U)	L (v7)	T (v8)	R (v9)	U (v10U)	L (v10)	T (v11)	R (v12)
Flow (veh/h)		73	198	11		46	563	155		21	198	47		124	187	71
% HV		11	11	11		11	11	11		11	11	11		11	11	11
PHF		0.92	0.92	0.92	0.92	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92
Pedestrian Volumes (crossing leg)																
n_p	0			0			1			0						
Constants																
Time period, T (h)	0.25															
PCE for HV	2															
SUMMARY																
Entry lane volume (veh/h)	N/A	296	N/A		N/A	804	N/A		N/A	278	N/A		N/A	403	N/A	
Entry lane capacity (veh/h)	N/A	813	N/A		N/A	879	N/A		N/A	776	N/A		N/A	587	N/A	
x (v/c ratio)	N/A	0.36	N/A		N/A	0.91	N/A		N/A	0.36	N/A		N/A	0.69	N/A	
Lane control delay (s/veh)	N/A	8.8	N/A		N/A	34.7	N/A		N/A	9.0	N/A		N/A	21.9	N/A	
Lane LOS	N/A	A	N/A		N/A	D	N/A		N/A	A	N/A		N/A	C	N/A	
Approach control delay (s/veh)	8.8				34.7				9.0				21.9			
Approach LOS	A				D				A				C			
Intersection control delay (s/veh)	23.5															
Intersection LOS	C															
95th percentile queue (veh)	N/A	1.7	N/A		N/A	13.3	N/A		N/A	1.6	N/A		N/A	5.3	N/A	

SR 50 at SR 471
2045 AM
Single Lane Roundabout
Draft TOPR 34

Parameter	Approach															
	EB (West Leg): SR 50				WB (East Leg): SR 50				NB (South Leg): SR 471				SB (North Leg): SR 471			
INPUTS																
Lane Configuration																
Entry Lane(s) Configuration (Note: This assumes 4 legs.)	LTR Case: <input type="text"/>				LTR Case: <input type="text"/>				LTR Case: <input type="text"/>				LTR Case: <input type="text"/>			
RT bypass configuration (Note: This is in addition to the entry lane(s))	None Case: <input type="text"/>				None Case: <input type="text"/>				None Case: <input type="text"/>				None Case: <input type="text"/>			
Number of conflicting circ lanes	1				1				1				1			
Number of conflicting exit lanes for bypass lane (if used)																
Vehicular Volumes																
Flow (veh/h)	U (v1U)	L (v1)	T (v2)	R (v3)	U (v4U)	L (v4)	T (v5)	R (v6)	U (v7U)	L (v7)	T (v8)	R (v9)	U (v10U)	L (v10)	T (v11)	R (v12)
% HV	87	727	26		63	574	164		13	233	60		209	263	91	
PHF	11	11	11		11	11	11		11	11	11		11	11	11	
	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Pedestrian Volumes (crossing leg)																
n_p	0				0				1				0			
Constants																
Time period, T (h)	0.25															
PCE for HV	2															
SUMMARY																
Entry lane volume (veh/h)	N/A	884	N/A		N/A	842	N/A		N/A	323	N/A		N/A	593	N/A	
Entry lane capacity (veh/h)	N/A	658	N/A		N/A	835	N/A		N/A	368	N/A		N/A	573	N/A	
x (v/c ratio)	N/A	1.34	N/A		N/A	1.01	N/A		N/A	0.88	N/A		N/A	1.03	N/A	
Lane control delay (s/veh)	N/A	184.2	N/A		N/A	55.5	N/A		N/A	54.6	N/A		N/A	73.7	N/A	
Lane LOS	N/A	F	N/A		N/A	F	N/A		N/A	F	N/A		N/A	F	N/A	
Approach control delay (s/veh)	184.2				55.5				54.6				73.7			
Approach LOS	F				F				F				F			
Intersection control delay (s/veh)	102.6															
Intersection LOS	F															
95th percentile queue (veh)	N/A	37.2	N/A		N/A	18.2	N/A		N/A	8.5	N/A		N/A	16.2	N/A	

SR 50 at SR 471
2045 PM
Single Lane Roundabout
Draft TOPR 34

Parameter	Approach															
	EB (West Leg): SR 50				WB (East Leg): SR 50				NB (South Leg): SR 471				SB (North Leg): SR 471			
INPUTS																
Lane Configuration																
Entry Lane(s) Configuration (Note: This assumes 4 legs.)	LTR Case: <input type="text"/>			LTR Case: <input type="text"/>			LTR Case: <input type="text"/>			LTR Case: <input type="text"/>						
RT bypass configuration (Note: This is in addition to the entry lane(s))	None Case: <input type="text"/>			Yield Case: <input type="text"/>			None Case: <input type="text"/>			None Case: <input type="text"/>						
Number of conflicting circ lanes	1			1			1			1						
Number of conflicting exit lanes for bypass lane (if used)				1												
Vehicular Volumes	U (v1U)	L (v1)	T (v2)	R (v3)	U (v4U)	L (v4)	T (v5)	R (v6)	U (v7U)	L (v7)	T (v8)	R (v9)	U (v10U)	L (v10)	T (v11)	R (v12)
Flow (veh/h)	91	574	13		60	727	209		26	263	63		164	233	87	
% HV	11	11	11		11	11	11		11	11	11		11	11	11	
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Pedestrian Volumes (crossing leg)																
n_p	0			0			1			0						
Constants																
Time period, T (h)	0.25															
PCE for HV	2															
SUMMARY																
Entry lane volume (veh/h)	N/A	714	N/A		N/A	828	220		N/A	369	N/A		N/A	510	N/A	
Entry lane capacity (veh/h)	N/A	721	N/A		N/A	790	815		N/A	463	N/A		N/A	472	N/A	
x (v/c ratio)	N/A	0.99	N/A		N/A	1.05	0.27		N/A	0.80	N/A		N/A	1.08	N/A	
Lane control delay (s/veh)	N/A	55.2	N/A		N/A	67.9	7.4		N/A	36.0	N/A		N/A	94.2	N/A	
Lane LOS	N/A	F	N/A		N/A	F	A		N/A	E	N/A		N/A	F	N/A	
Approach control delay (s/veh)	55.2						55.2			36.0			94.2			
Approach LOS	F						F			E			F			
Intersection control delay (s/veh)	60.0															
Intersection LOS	F															
95th percentile queue (veh)	N/A	16.0	N/A		N/A	20.1	1.1		N/A	7.3	N/A		N/A	16.4	N/A	

SR 50 at SR 471
2025 AM
Multi-Lane Roundabout
Draft TOPR 34

Parameter	Approach															
	EB (West Leg): SR 50				WB (East Leg): SR 50				NB (South Leg): SR 471				SB (North Leg): SR 471			
INPUTS																
Lane Configuration																
Entry Lane(s) Configuration (Note: This assumes 4 legs.)	LT, TR Case: 4			LT, TR Case: 4			LTR Case: 1			L, TR Case: 3						
RT bypass configuration (Note: This is in addition to the entry lane(s))	None Case: 1			None Case: 1			None Case: 1			None Case: 1						
Number of conflicting circ lanes	2		2		1		1		2		2		2			
Number of conflicting exit lanes for bypass lane (if used)																
Vehicular Volumes																
Flow (veh/h)	U (v1U)	L (v1)	T (v2)	R (v3)	U (v4U)	L (v4)	T (v5)	R (v6)	U (v7U)	L (v7)	T (v8)	R (v9)	U (v10U)	L (v10)	T (v11)	R (v12)
% HV	58	358	18		35	270	124		9	136	32		141	112	44	
PHF	11	11	11		11	11	11		11	11	11		11	11	11	
	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Pedestrian Volumes (crossing leg)																
n_p	0				0				1				0			
Constants																
Time period, T (h)	0.25															
PCE for HV	2															
SUMMARY																
Entry lane volume (veh/h)	214	242	N/A		212	240	N/A		N/A	186	N/A		148	164	N/A	
Entry lane capacity (veh/h)	893	961	N/A		1032	1032	N/A		N/A	736	N/A		868	937	N/A	
x (v/c ratio)	0.24	0.25	N/A		0.21	0.23	N/A		N/A	0.25	N/A		0.17	0.18	N/A	
Lane control delay (s/veh)	6.5	6.3	N/A		5.4	5.7	N/A		N/A	7.8	N/A		5.8	5.5	N/A	
Lane LOS	A	A	N/A		A	A	N/A		N/A	A	N/A		A	A	N/A	
Approach control delay (s/veh)	6.4				5.6				7.8				5.7			
Approach LOS	A				A				A				A			
Intersection control delay (s/veh)	6.2															
Intersection LOS	A															
95th percentile queue (veh)	0.9	1.0	N/A		0.8	0.9	N/A		N/A	1.0	N/A		0.6	0.6	N/A	

SR 50 at SR 471
2025 PM
Multi-Lane Roundabout
Draft TOPR 34

Parameter	Approach															
	EB (West Leg): SR 50				WB (East Leg): SR 50				NB (South Leg): SR 471				SB (North Leg): SR 471			
INPUTS																
Lane Configuration																
Entry Lane(s) Configuration (Note: This assumes 4 legs.)	LT, TR Case: 4			LT, TR Case: 4			LTR Case: 1			L, TR Case: 3						
RT bypass configuration (Note: This is in addition to the entry lane(s))	None Case: 1			None Case: 1			None Case: 1			None Case: 1						
Number of conflicting circ lanes	2		2		1		1		2		2		2			
Number of conflicting exit lanes for bypass lane (if used)																
Vehicular Volumes																
Flow (veh/h)	U (v1U)	L (v1)	T (v2)	R (v3)	U (v4U)	L (v4)	T (v5)	R (v6)	U (v7U)	L (v7)	T (v8)	R (v9)	U (v10U)	L (v10)	T (v11)	R (v12)
% HV	51	327	8		34	406	149		12	131	34		126	139	52	
PHF	11	11	11		11	11	11		11	11	11		11	11	11	
	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Pedestrian Volumes (crossing leg)																
n_p	0			0			1			0						
Constants																
Time period, T (h)	0.25															
PCE for HV	2															
SUMMARY																
Entry lane volume (veh/h)	191	215	N/A		291	329	N/A		N/A	186	N/A		133	201	N/A	
Entry lane capacity (veh/h)	881	950	N/A		1041	1041	N/A		N/A	774	N/A		749	817	N/A	
x (v/c ratio)	0.22	0.23	N/A		0.28	0.32	N/A		N/A	0.24	N/A		0.18	0.25	N/A	
Lane control delay (s/veh)	6.3	6.0	N/A		6.2	6.6	N/A		N/A	7.3	N/A		6.7	7.1	N/A	
Lane LOS	A	A	N/A		A	A	N/A		N/A	A	N/A		A	A	N/A	
Approach control delay (s/veh)	6.2				6.4				7.3				6.9			
Approach LOS	A				A				A				A			
Intersection control delay (s/veh)	6.6															
Intersection LOS	A															
95th percentile queue (veh)	0.8	0.9	N/A		1.2	1.4	N/A		N/A	0.9	N/A		0.6	1.0	N/A	

SR 50 at SR 471
2035 AM
Multi-Lane Roundabout
Draft TOPR 34

Parameter	Approach															
	EB (West Leg): SR 50				WB (East Leg): SR 50				NB (South Leg): SR 471				SB (North Leg): SR 471			
INPUTS																
Lane Configuration																
Entry Lane(s) Configuration (Note: This assumes 4 legs.)	LT, TR Case: 4			LT, TR Case: 4			LTR Case: 1			L, TR Case: 3						
RT bypass configuration (Note: This is in addition to the entry lane(s))	None Case: 1			None Case: 1			None Case: 1			None Case: 1						
Number of conflicting circ lanes	2		2		1		1		2		2		2			
Number of conflicting exit lanes for bypass lane (if used)																
Vehicular Volumes																
Flow (veh/h)	U (v1U)	L (v1)	T (v2)	R (v3)	U (v4U)	L (v4)	T (v5)	R (v6)	U (v7U)	L (v7)	T (v8)	R (v9)	U (v10U)	L (v10)	T (v11)	R (v12)
% HV	67	556	20		55	431	216		9	183	51		259	186	61	
PHF	11	11	11		11	11	11		11	11	11		11	11	11	
	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Pedestrian Volumes (crossing leg)																
n_p	0				0				1				0			
Constants																
Time period, T (h)	0.25															
PCE for HV	2															
SUMMARY																
Entry lane volume (veh/h)	318	359	N/A		347	392	N/A		N/A	256	N/A		273	260	N/A	
Entry lane capacity (veh/h)	710	778	N/A		971	971	N/A		N/A	532	N/A		714	783	N/A	
x (v/c ratio)	0.45	0.46	N/A		0.36	0.40	N/A		N/A	0.48	N/A		0.38	0.33	N/A	
Lane control delay (s/veh)	11.4	10.8	N/A		7.5	8.2	N/A		N/A	15.3	N/A		10.0	8.5	N/A	
Lane LOS	B	B	N/A		A	A	N/A		N/A	C	N/A		B	A	N/A	
Approach control delay (s/veh)	11.1				7.9				15.3				9.3			
Approach LOS	B				A				C				A			
Intersection control delay (s/veh)	10.1															
Intersection LOS	B															
95th percentile queue (veh)	2.3	2.4	N/A		1.6	2.0	N/A		N/A	2.6	N/A		1.8	1.5	N/A	

SR 50 at SR 471
2035 PM
Multi-Lane Roundabout
Draft TOPR 34

Parameter	Approach															
	EB (West Leg): SR 50				WB (East Leg): SR 50				NB (South Leg): SR 471				SB (North Leg): SR 471			
INPUTS																
Lane Configuration																
Entry Lane(s) Configuration (Note: This assumes 4 legs.)	LT, TR Case: 4			LT, TR Case: 4			LTR Case: 1			L, TR Case: 3						
RT bypass configuration (Note: This is in addition to the entry lane(s))	None Case: 1			None Case: 1			None Case: 1			None Case: 1						
Number of conflicting circ lanes	2		2		1		1		2		2		2			
Number of conflicting exit lanes for bypass lane (if used)																
Vehicular Volumes																
Flow (veh/h)	U (v1U)	L (v1)	T (v2)	R (v3)	U (v4U)	L (v4)	T (v5)	R (v6)	U (v7U)	L (v7)	T (v8)	R (v9)	U (v10U)	L (v10)	T (v11)	R (v12)
% HV	64	459	9		52	580	263		14	196	55		216	185	64	
PHF	11	11	11		11	11	11		11	11	11		11	11	11	
	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Pedestrian Volumes (crossing leg)																
n_p	0				0				1				0			
Constants																
Time period, T (h)	0.25															
PCE for HV	2															
SUMMARY																
Entry lane volume (veh/h)	262	296	N/A		443	499	N/A		N/A	279	N/A		227	261	N/A	
Entry lane capacity (veh/h)	748	816	N/A		956	956	N/A		N/A	614	N/A		606	673	N/A	
x (v/c ratio)	0.35	0.36	N/A		0.46	0.52	N/A		N/A	0.45	N/A		0.37	0.39	N/A	
Lane control delay (s/veh)	9.1	8.7	N/A		9.3	10.4	N/A		N/A	12.9	N/A		11.3	10.6	N/A	
Lane LOS	A	A	N/A		A	B	N/A		N/A	B	N/A		B	B	N/A	
Approach control delay (s/veh)	8.9				9.9				12.9				11.0			
Approach LOS	A				A				B				B			
Intersection control delay (s/veh)	10.3															
Intersection LOS	B															
95th percentile queue (veh)	1.6	1.7	N/A		2.5	3.1	N/A		N/A	2.4	N/A		1.7	1.8	N/A	

SR 50 at SR 471
2045 AM
Multi-Lane Roundabout
Draft TOPR 34

Parameter	Approach															
	EB (West Leg): SR 50				WB (East Leg): SR 50				NB (South Leg): SR 471				SB (North Leg): SR 471			
INPUTS																
Lane Configuration																
Entry Lane(s) Configuration (Note: This assumes 4 legs.)	LT, TR Case: 4			LT, TR Case: 4			LTR Case: 1			L, TR Case: 3						
RT bypass configuration (Note: This is in addition to the entry lane(s))	None Case: 1			None Case: 1			None Case: 1			None Case: 1						
Number of conflicting circ lanes	2		2		1		1		2		2		2			
Number of conflicting exit lanes for bypass lane (if used)																
Vehicular Volumes																
Flow (veh/h)	U (v1U)	L (v1)	T (v2)	R (v3)	U (v4U)	L (v4)	T (v5)	R (v6)	U (v7U)	L (v7)	T (v8)	R (v9)	U (v10U)	L (v10)	T (v11)	R (v12)
% HV		76	754	21	76	591	307		10	230	70		378	260	77	
PHF		11	11	11	11	11	11		11	11	11		11	11	11	
	0.88	0.88	0.88	0.88	0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88	
Pedestrian Volumes (crossing leg)																
n_p	0			0			1			0						
Constants																
Time period, T (h)	0.25															
PCE for HV	2															
SUMMARY																
Entry lane volume (veh/h)	421	475	N/A	482	543	N/A	N/A	327	N/A	398	355	N/A				
Entry lane capacity (veh/h)	564	629	N/A	914	914	N/A	N/A	386	N/A	587	653	N/A				
x (v/c ratio)	0.75	0.76	N/A	0.53	0.59	N/A	N/A	0.85	N/A	0.68	0.54	N/A				
Lane control delay (s/veh)	26.5	25.0	N/A	10.9	12.5	N/A	N/A	48.2	N/A	21.4	14.6	N/A				
Lane LOS	D	C	N/A	B	B	N/A	N/A	E	N/A	C	B	N/A				
Approach control delay (s/veh)	25.7			11.8				48.2		18.2						
Approach LOS	D			B				E		C						
Intersection control delay (s/veh)	21.5															
Intersection LOS	C															
95th percentile queue (veh)	6.5	6.8	N/A	3.2	4.0	N/A	N/A	8.0	N/A	5.2	3.3	N/A				

SR 50 at SR 471
2045 PM
Multi-Lane Roundabout
Draft TOPR 34

Parameter	Approach															
	EB (West Leg): SR 50				WB (East Leg): SR 50				NB (South Leg): SR 471				SB (North Leg): SR 471			
INPUTS																
Lane Configuration																
Entry Lane(s) Configuration (Note: This assumes 4 legs.)	LT, TR Case: 4			LT, TR Case: 4			LTR Case: 1			L, TR Case: 3						
RT bypass configuration (Note: This is in addition to the entry lane(s))	None Case: 1			None Case: 1			None Case: 1			None Case: 1						
Number of conflicting circ lanes	2		2		1		1		2		2		2			
Number of conflicting exit lanes for bypass lane (if used)																
Vehicular Volumes																
Flow (veh/h)	U (v1U)	L (v1)	T (v2)	R (v3)	U (v4U)	L (v4)	T (v5)	R (v6)	U (v7U)	L (v7)	T (v8)	R (v9)	U (v10U)	L (v10)	T (v11)	R (v12)
% HV	77	591	10		70	754	378		15	260	76		307	230	76	
PHF	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11
	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Pedestrian Volumes (crossing leg)																
n_p	0			0			1			0						
Constants																
Time period, T (h)	0.25															
PCE for HV	2															
SUMMARY																
Entry lane volume (veh/h)	335	378	N/A	595	671	N/A	N/A	370	N/A	323	323	N/A	323	323	N/A	
Entry lane capacity (veh/h)	633	700	N/A	879	879	N/A	N/A	486	N/A	493	556	N/A	493	556	N/A	
x (v/c ratio)	0.53	0.54	N/A	0.68	0.76	N/A	N/A	0.76	N/A	0.66	0.58	N/A	0.66	0.58	N/A	
Lane control delay (s/veh)	14.5	13.7	N/A	15.6	19.8	N/A	N/A	31.3	N/A	23.5	17.9	N/A	23.5	17.9	N/A	
Lane LOS	B	B	N/A	C	C	N/A	N/A	D	N/A	C	C	N/A	C	C	N/A	
Approach control delay (s/veh)	14.1			17.8				31.3		20.7			20.7			
Approach LOS	B			C				D		C			C			
Intersection control delay (s/veh)	19.2															
Intersection LOS	C															
95th percentile queue (veh)	3.1	3.3	N/A	5.4	7.5	N/A	N/A	6.6	N/A	4.7	3.7	N/A	4.7	3.7	N/A	

SR 50 at CR 469
2025 AM
Single Lane Roundabout
Draft TOPR 34

Parameter	Approach															
	EB (West Leg): SR 50				WB (East Leg): SR 50				NB (South Leg): CR 469				SB (North Leg): CR 469			
INPUTS																
Lane Configuration																
Entry Lane(s) Configuration (Note: This assumes 4 legs.)	LTR Case: <input type="text" value="LTR"/>				LTR Case: <input type="text" value="LTR"/>				LTR Case: <input type="text" value="LTR"/>				LTR Case: <input type="text" value="LTR"/>			
RT bypass configuration (Note: This is in addition to the entry lane(s))	None Case: <input type="text" value="None"/>				None Case: <input type="text" value="None"/>				None Case: <input type="text" value="None"/>				None Case: <input type="text" value="None"/>			
Number of conflicting circ lanes	1				1				1				1			
Number of conflicting exit lanes for bypass lane (if used)																
Vehicular Volumes																
	U (v1U)	L (v1)	T (v2)	R (v3)	U (v4U)	L (v4)	T (v5)	R (v6)	U (v7U)	L (v7)	T (v8)	R (v9)	U (v10U)	L (v10)	T (v11)	R (v12)
Flow (veh/h)		8	489	0		0	401	82		0	0	0		233	0	9
% HV		11	11	0		0	11	11		0	0	0		11	0	11
PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Pedestrian Volumes (crossing leg)																
n_p	0				0				0				0			
Constants																
Time period, T (h)	0.25															
PCE for HV	2															
SUMMARY																
Entry lane volume (veh/h)	N/A	523	N/A		N/A	507	N/A		N/A	0	N/A		N/A	254	N/A	
Entry lane capacity (veh/h)	N/A	942	N/A		N/A	1232	N/A		N/A	578	N/A		N/A	771	N/A	
x (v/c ratio)	N/A	0.56	N/A		N/A	0.41	N/A		N/A	0.00	N/A		N/A	0.33	N/A	
Lane control delay (s/veh)	N/A	11.3	N/A		N/A	7.0	N/A		N/A	6.2	N/A		N/A	8.6	N/A	
Lane LOS	N/A	B	N/A		N/A	A	N/A		N/A	A	N/A		N/A	A	N/A	
Approach control delay (s/veh)	11.3				7.0				0.0				8.6			
Approach LOS	B				A				N/A				A			
Intersection control delay (s/veh)	9.1															
Intersection LOS	A															
95th percentile queue (veh)	N/A	3.5	N/A		N/A	2.1	N/A		N/A	0.0	N/A		N/A	1.4	N/A	

SR 50 at CR 469
2025 PM
Single Lane Roundabout
Draft TOPR 34

Parameter	Approach															
	EB (West Leg): SR 50				WB (East Leg): SR 50				NB (South Leg): CR 469				SB (North Leg): CR 469			
INPUTS																
Lane Configuration																
Entry Lane(s) Configuration (Note: This assumes 4 legs.)	LTR Case: <input type="text"/>				LTR Case: <input type="text"/>				LTR Case: <input type="text"/>				LTR Case: <input type="text"/>			
RT bypass configuration (Note: This is in addition to the entry lane(s))	None Case: <input type="text"/>				None Case: <input type="text"/>				None Case: <input type="text"/>				None Case: <input type="text"/>			
Number of conflicting circ lanes	1				1				1				1			
Number of conflicting exit lanes for bypass lane (if used)																
Vehicular Volumes																
	U (v1U)	L (v1)	T (v2)	R (v3)	U (v4U)	L (v4)	T (v5)	R (v6)	U (v7U)	L (v7)	T (v8)	R (v9)	U (v10U)	L (v10)	T (v11)	R (v12)
Flow (veh/h)	11	423	0	0	0	530	135	0	0	0	0	0	97	0	0	12
% HV	11	11	0	0	0	11	11	0	0	0	0	0	11	0	0	11
PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Pedestrian Volumes (crossing leg)																
n_p	0				0				0				0			
Constants																
Time period, T (h)	0.25															
PCE for HV	2															
SUMMARY																
Entry lane volume (veh/h)	N/A	457	N/A	N/A	N/A	700	N/A	N/A	N/A	0	N/A	N/A	N/A	114	N/A	N/A
Entry lane capacity (veh/h)	N/A	1108	N/A	N/A	N/A	1227	N/A	N/A	N/A	733	N/A	N/A	N/A	661	N/A	N/A
x (v/c ratio)	N/A	0.41	N/A	N/A	N/A	0.57	N/A	N/A	N/A	0.00	N/A	N/A	N/A	0.17	N/A	N/A
Lane control delay (s/veh)	N/A	7.6	N/A	N/A	N/A	9.6	N/A	N/A	N/A	4.9	N/A	N/A	N/A	7.4	N/A	N/A
Lane LOS	N/A	A	N/A	N/A	N/A	A	N/A	N/A	N/A	A	N/A	N/A	N/A	A	N/A	N/A
Approach control delay (s/veh)	7.6				9.6				0.0				7.4			
Approach LOS	A				A				N/A				A			
Intersection control delay (s/veh)	8.7															
Intersection LOS	A															
95th percentile queue (veh)	N/A	2.1	N/A	N/A	N/A	3.8	N/A	N/A	N/A	0.0	N/A	N/A	N/A	0.6	N/A	N/A

SR 50 at CR 469
2035 AM
Single Lane Roundabout
Draft TOPR 34

Parameter	Approach															
	EB (West Leg): SR 50				WB (East Leg): SR 50				NB (South Leg): CR 469				SB (North Leg): CR 469			
INPUTS																
Lane Configuration																
Entry Lane(s) Configuration (Note: This assumes 4 legs.)	LTR Case: <input type="text" value="LTR"/>			LTR Case: <input type="text" value="LTR"/>			LTR Case: <input type="text" value="LTR"/>			LTR Case: <input type="text" value="LTR"/>						
RT bypass configuration (Note: This is in addition to the entry lane(s))	None Case: <input type="text" value="None"/>			None Case: <input type="text" value="None"/>			None Case: <input type="text" value="None"/>			None Case: <input type="text" value="None"/>						
Number of conflicting circ lanes	1			1			1			1						
Number of conflicting exit lanes for bypass lane (if used)																
Vehicular Volumes																
	U (v1U)	L (v1)	T (v2)	R (v3)	U (v4U)	L (v4)	T (v5)	R (v6)	U (v7U)	L (v7)	T (v8)	R (v9)	U (v10U)	L (v10)	T (v11)	R (v12)
Flow (veh/h)	11	735	0	0	0	621	115	0	0	0	0	0	255	0	12	
% HV	11	11	0	0	0	11	11	0	0	0	0	0	11	0	11	
PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Pedestrian Volumes (crossing leg)																
n_p	0			0			0			0						
Constants																
Time period, T (h)	0.25															
PCE for HV	2															
SUMMARY																
Entry lane volume (veh/h)	N/A	786	N/A	N/A	N/A	775	N/A	N/A	0	N/A	N/A	N/A	280	N/A	N/A	
Entry lane capacity (veh/h)	N/A	918	N/A	N/A	N/A	1227	N/A	N/A	419	N/A	N/A	N/A	593	N/A	N/A	
x (v/c ratio)	N/A	0.86	N/A	N/A	N/A	0.63	N/A	N/A	0.00	N/A	N/A	N/A	0.47	N/A	N/A	
Lane control delay (s/veh)	N/A	26.4	N/A	N/A	N/A	11.0	N/A	N/A	8.6	N/A	N/A	N/A	13.8	N/A	N/A	
Lane LOS	N/A	D	N/A	N/A	N/A	B	N/A	N/A	A	N/A	N/A	N/A	B	N/A	N/A	
Approach control delay (s/veh)	26.4			11.0			0.0			13.8						
Approach LOS	D			B			N/A			B						
Intersection control delay (s/veh)	18.0															
Intersection LOS	C															
95th percentile queue (veh)	N/A	10.8	N/A	N/A	N/A	4.7	N/A	N/A	0.0	N/A	N/A	N/A	2.5	N/A	N/A	

SR 50 at CR 469
2035 PM
Single Lane Roundabout
Draft TOPR 34

Parameter	Approach															
	EB (West Leg): SR 50				WB (East Leg): SR 50				NB (South Leg): CR 469				SB (North Leg): CR 469			
INPUTS																
Lane Configuration																
Entry Lane(s) Configuration (Note: This assumes 4 legs.)	LTR Case: <input type="text"/>				LTR Case: <input type="text"/>				LTR Case: <input type="text"/>				LTR Case: <input type="text"/>			
RT bypass configuration (Note: This is in addition to the entry lane(s))	None Case: <input type="text"/>				None Case: <input type="text"/>				None Case: <input type="text"/>				None Case: <input type="text"/>			
Number of conflicting circ lanes	1				1				1				1			
Number of conflicting exit lanes for bypass lane (if used)																
Vehicular Volumes																
Flow (veh/h)	U (v1U)	L (v1)	T (v2)	R (v3)	U (v4U)	L (v4)	T (v5)	R (v6)	U (v7U)	L (v7)	T (v8)	R (v9)	U (v10U)	L (v10)	T (v11)	R (v12)
% HV	13	632	0	0	0	755	157	0	0	0	0	0	122	0	13	11
PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Pedestrian Volumes (crossing leg)																
n_p	0				0				0				0			
Constants																
Time period, T (h)	0.25															
PCE for HV	2															
SUMMARY																
Entry lane volume (veh/h)	N/A	679	N/A	N/A	N/A	959	N/A	N/A	N/A	0	N/A	N/A	N/A	142	N/A	N/A
Entry lane capacity (veh/h)	N/A	1076	N/A	N/A	N/A	1223	N/A	N/A	N/A	553	N/A	N/A	N/A	505	N/A	N/A
x (v/c ratio)	N/A	0.63	N/A	N/A	N/A	0.78	N/A	N/A	N/A	0.00	N/A	N/A	N/A	0.28	N/A	N/A
Lane control delay (s/veh)	N/A	12.1	N/A	N/A	N/A	16.6	N/A	N/A	N/A	6.5	N/A	N/A	N/A	11.3	N/A	N/A
Lane LOS	N/A	B	N/A	N/A	N/A	C	N/A	N/A	N/A	A	N/A	N/A	N/A	B	N/A	N/A
Approach control delay (s/veh)	12.1				16.6				0.0				11.3			
Approach LOS	B				C				N/A				B			
Intersection control delay (s/veh)	14.4															
Intersection LOS	B															
95th percentile queue (veh)	N/A	4.7	N/A	N/A	N/A	8.6	N/A	N/A	N/A	0.0	N/A	N/A	N/A	1.1	N/A	N/A

SR 50 at CR 469
2045 AM
Single Lane Roundabout
Draft TOPR 34

Parameter	Approach															
	EB (West Leg): SR 50				WB (East Leg): SR 50				NB (South Leg): CR 469				SB (North Leg): CR 469			
INPUTS																
Lane Configuration																
Entry Lane(s) Configuration (Note: This assumes 4 legs.)	LTR Case: <input type="text"/>				LTR Case: <input type="text"/>				LTR Case: <input type="text"/>				LTR Case: <input type="text"/>			
RT bypass configuration (Note: This is in addition to the entry lane(s))	None Case: <input type="text"/>				Yield Case: <input type="text"/>				None Case: <input type="text"/>				None Case: <input type="text"/>			
Number of conflicting circ lanes	1				1				1				1			
Number of conflicting exit lanes for bypass lane (if used)					1											
Vehicular Volumes	U (v1U)	L (v1)	T (v2)	R (v3)	U (v4U)	L (v4)	T (v5)	R (v6)	U (v7U)	L (v7)	T (v8)	R (v9)	U (v10U)	L (v10)	T (v11)	R (v12)
Flow (veh/h)	14	980	0	0	0	842	148	0	0	0	0	0	276	0	0	15
% HV	11	11	0	0	0	11	11	0	0	0	0	0	11	0	0	11
PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Pedestrian Volumes (crossing leg)																
n_p	0				0				0				0			
Constants																
Time period, T (h)	0.25															
PCE for HV	2															
SUMMARY																
Entry lane volume (veh/h)	N/A	1048	N/A	N/A	N/A	886	156	N/A	0	N/A	N/A	N/A	N/A	307	N/A	N/A
Entry lane capacity (veh/h)	N/A	895	N/A	N/A	N/A	1222	1222	N/A	303	N/A	N/A	N/A	N/A	456	N/A	N/A
x (v/c ratio)	N/A	1.17	N/A	N/A	N/A	0.72	0.13	N/A	0.00	N/A	N/A	N/A	N/A	0.67	N/A	N/A
Lane control delay (s/veh)	N/A	107.6	N/A	N/A	N/A	13.9	4.0	N/A	11.9	N/A	N/A	N/A	N/A	26.1	N/A	N/A
Lane LOS	N/A	F	N/A	N/A	N/A	B	A	N/A	B	N/A	N/A	N/A	N/A	D	N/A	N/A
Approach control delay (s/veh)	107.6				12.4				0.0				26.1			
Approach LOS	F				B				N/A				D			
Intersection control delay (s/veh)	55.8															
Intersection LOS	F															
95th percentile queue (veh)	N/A	31.6	N/A	N/A	N/A	6.8	0.4	N/A	0.0	N/A	N/A	N/A	N/A	4.9	N/A	N/A

SR 50 at CR 469
2045 PM
Single Lane Roundabout
Draft TOPR 34

Parameter	Approach															
	EB (West Leg): SR 50				WB (East Leg): SR 50				NB (South Leg): CR 469				SB (North Leg): CR 469			
INPUTS																
Lane Configuration																
Entry Lane(s) Configuration (Note: This assumes 4 legs.)	LTR Case: <input type="text"/>				LTR Case: <input type="text"/>				LTR Case: <input type="text"/>				LTR Case: <input type="text"/>			
RT bypass configuration (Note: This is in addition to the entry lane(s))	None Case: <input type="text"/>				Yield Case: <input type="text"/>				None Case: <input type="text"/>				None Case: <input type="text"/>			
Number of conflicting circ lanes	1				1				1				1			
Number of conflicting exit lanes for bypass lane (if used)					1											
Vehicular Volumes																
	U (v1U)	L (v1)	T (v2)	R (v3)	U (v4U)	L (v4)	T (v5)	R (v6)	U (v7U)	L (v7)	T (v8)	R (v9)	U (v10U)	L (v10)	T (v11)	R (v12)
Flow (veh/h)		15	842	0		0	980	178		0	0	0		148	0	14
% HV		11	11	0		0	11	11		0	0	0		11	0	11
PHF		0.84	0.84	0.84	0.84	0.84	0.84	0.84		0.84	0.84	0.84		0.84	0.84	0.84
Pedestrian Volumes (crossing leg)																
n_p	0				0				0				0			
Constants																
Time period, T (h)	0.25															
PCE for HV	2															
SUMMARY																
Entry lane volume (veh/h)	N/A	902	N/A		N/A	1032	187		N/A	0	N/A		N/A	171	N/A	
Entry lane capacity (veh/h)	N/A	1042	N/A		N/A	1221	1221		N/A	417	N/A		N/A	386	N/A	
x (v/c ratio)	N/A	0.87	N/A		N/A	0.85	0.15		N/A	0.00	N/A		N/A	0.44	N/A	
Lane control delay (s/veh)	N/A	25.0	N/A		N/A	20.7	4.3		N/A	8.6	N/A		N/A	18.7	N/A	
Lane LOS	N/A	D	N/A		N/A	C	A		N/A	A	N/A		N/A	C	N/A	
Approach control delay (s/veh)	25.0				18.2				0.0				18.7			
Approach LOS	D				C				N/A				C			
Intersection control delay (s/veh)	20.9															
Intersection LOS	C															
95th percentile queue (veh)	N/A	11.6	N/A		N/A	11.2	0.5		N/A	0.0	N/A		N/A	2.2	N/A	

SR 50 at CR 469
2025 AM
Multi-Lane Roundabout
Draft TOPR 34

Parameter	Approach															
	EB (West Leg): SR 50				WB (East Leg): SR 50				NB (South Leg): CR 469				SB (North Leg): CR 469			
INPUTS																
Lane Configuration																
Entry Lane(s) Configuration (Note: This assumes 4 legs.)	LT, TR Case: 4			LT, TR Case: 4			LTR Case: 1			LTR Case: 1						
RT bypass configuration (Note: This is in addition to the entry lane(s))	None Case: 1			None Case: 1			None Case: 1			None Case: 1						
Number of conflicting circ lanes	1 1			1 1			2			2						
Number of conflicting exit lanes for bypass lane (if used)																
Vehicular Volumes																
Flow (veh/h)	U (v1U)	L (v1)	T (v2)	R (v3)	U (v4U)	L (v4)	T (v5)	R (v6)	U (v7U)	L (v7)	T (v8)	R (v9)	U (v10U)	L (v10)	T (v11)	R (v12)
% HV		8	577	0		0	470	81		0	0	0		233	0	8
PHF		11	11	0		0	11	11		0	0	0		11	0	11
	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Pedestrian Volumes (crossing leg)																
n_p	0			0			0			0						
Constants																
Time period, T (h)	0.25															
PCE for HV	2															
SUMMARY																
Entry lane volume (veh/h)	289	326	N/A		272	307	N/A		N/A	0	N/A		N/A	253	N/A	
Entry lane capacity (veh/h)	999	999	N/A		1268	1268	N/A		N/A	631	N/A		N/A	802	N/A	
x (v/c ratio)	0.29	0.33	N/A		0.21	0.24	N/A		N/A	0.00	N/A		N/A	0.32	N/A	
Lane control delay (s/veh)	6.5	7.0	N/A		4.7	5.0	N/A		N/A	5.7	N/A		N/A	8.1	N/A	
Lane LOS	A	A	N/A		A	A	N/A		N/A	A	N/A		N/A	A	N/A	
Approach control delay (s/veh)	6.8				4.8				0.0				8.1			
Approach LOS	A				A				N/A				A			
Intersection control delay (s/veh)	6.2															
Intersection LOS	A															
95th percentile queue (veh)	1.2	1.4	N/A		0.8	1.0	N/A		N/A	0.0	N/A		N/A	1.4	N/A	

SR 50 at CR 469
2025 PM
Multi-Lane Roundabout
Draft TOPR 34

Parameter	Approach															
	EB (West Leg): SR 50				WB (East Leg): SR 50				NB (South Leg): CR 469				SB (North Leg): CR 469			
INPUTS																
Lane Configuration																
Entry Lane(s) Configuration (Note: This assumes 4 legs.)	LT, TR Case: 4			LT, TR Case: 4			LTR Case: 1			LTR Case: 1						
RT bypass configuration (Note: This is in addition to the entry lane(s))	None Case: 1			None Case: 1			None Case: 1			None Case: 1						
Number of conflicting circ lanes	1 1			1 1			2			2						
Number of conflicting exit lanes for bypass lane (if used)																
Vehicular Volumes																
Flow (veh/h)	U (v1U)	L (v1)	T (v2)	R (v3)	U (v4U)	L (v4)	T (v5)	R (v6)	U (v7U)	L (v7)	T (v8)	R (v9)	U (v10U)	L (v10)	T (v11)	R (v12)
% HV	11	11	11	0	0	0	11	11	0	0	0	0	95	0	0	12
PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Pedestrian Volumes (crossing leg)																
n_p	0			0			0			0						
Constants																
Time period, T (h)	0.25															
PCE for HV	2															
SUMMARY																
Entry lane volume (veh/h)	249	281	N/A	374	421	N/A	N/A	0	N/A	N/A	784	N/A	N/A	113	N/A	N/A
Entry lane capacity (veh/h)	1157	1157	N/A	1264	1264	N/A	N/A	0.00	N/A	N/A	0.00	N/A	N/A	692	N/A	N/A
x (v/c ratio)	0.21	0.24	N/A	0.30	0.33	N/A	N/A	0.00	N/A	N/A	0.00	N/A	N/A	0.16	N/A	N/A
Lane control delay (s/veh)	5.0	5.3	N/A	5.5	5.9	N/A	N/A	4.6	N/A	N/A	4.6	N/A	N/A	7.0	N/A	N/A
Lane LOS	A	A	N/A	A	A	N/A	N/A	A	N/A	N/A	A	N/A	N/A	A	N/A	N/A
Approach control delay (s/veh)	5.2			5.7				0.0					7.0			
Approach LOS	A			A				N/A					A			
Intersection control delay (s/veh)	5.6															
Intersection LOS	A															
95th percentile queue (veh)	0.8	1.0	N/A	1.2	1.5	N/A	N/A	0.0	N/A	N/A			N/A	0.6	N/A	N/A

SR 50 at CR 469
2035 AM
Multi-Lane Roundabout
Draft TOPR 34

Parameter	Approach															
	EB (West Leg): SR 50				WB (East Leg): SR 50				NB (South Leg): CR 469				SB (North Leg): CR 469			
INPUTS																
Lane Configuration																
Entry Lane(s) Configuration (Note: This assumes 4 legs.)	LT, TR Case: 4			LT, TR Case: 4			LTR Case: 1			LTR Case: 1						
RT bypass configuration (Note: This is in addition to the entry lane(s))	None Case: 1			None Case: 1			None Case: 1			None Case: 1						
Number of conflicting circ lanes	1 1			1 1			2			2						
Number of conflicting exit lanes for bypass lane (if used)																
Vehicular Volumes	U (v1U)	L (v1)	T (v2)	R (v3)	U (v4U)	L (v4)	T (v5)	R (v6)	U (v7U)	L (v7)	T (v8)	R (v9)	U (v10U)	L (v10)	T (v11)	R (v12)
Flow (veh/h)		11	932	0		0	777	112		0	0	0		255	0	11
% HV		11	11	0		0	11	11		0	0	0		11	0	11
PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Pedestrian Volumes (crossing leg)																
n_p	0			0			0			0						
Constants																
Time period, T (h)	0.25															
PCE for HV	2															
SUMMARY																
Entry lane volume (veh/h)	467	526	N/A		440	496	N/A		N/A	0	N/A		N/A	279	N/A	
Entry lane capacity (veh/h)	977	977	N/A		1264	1264	N/A		N/A	432	N/A		N/A	591	N/A	
x (v/c ratio)	0.48	0.54	N/A		0.35	0.39	N/A		N/A	0.00	N/A		N/A	0.47	N/A	
Lane control delay (s/veh)	9.4	10.6	N/A		6.1	6.6	N/A		N/A	8.3	N/A		N/A	13.8	N/A	
Lane LOS	A	B	N/A		A	A	N/A		N/A	A	N/A		N/A	B	N/A	
Approach control delay (s/veh)	10.0				6.4				0.0				13.8			
Approach LOS	B				A				N/A				B			
Intersection control delay (s/veh)	9.0															
Intersection LOS	A															
95th percentile queue (veh)	2.6	3.3	N/A		1.6	1.9	N/A		N/A	0.0	N/A		N/A	2.5	N/A	

SR 50 at CR 469
2035 PM
Multi-Lane Roundabout
Draft TOPR 34

Parameter	Approach															
	EB (West Leg): SR 50				WB (East Leg): SR 50				NB (South Leg): CR 469				SB (North Leg): CR 469			
INPUTS																
Lane Configuration																
Entry Lane(s) Configuration (Note: This assumes 4 legs.)	LT, TR Case: 4			LT, TR Case: 4			LTR Case: 1			LTR Case: 1						
RT bypass configuration (Note: This is in addition to the entry lane(s))	None Case: 1			None Case: 1			None Case: 1			None Case: 1						
Number of conflicting circ lanes	1 1			1 1			2			2						
Number of conflicting exit lanes for bypass lane (if used)																
Vehicular Volumes	U (v1U)	L (v1)	T (v2)	R (v3)	U (v4U)	L (v4)	T (v5)	R (v6)	U (v7U)	L (v7)	T (v8)	R (v9)	U (v10U)	L (v10)	T (v11)	R (v12)
Flow (veh/h)		13	788	0		0	952	158		0	0	0		119	0	13
% HV		11	11	0		0	11	11		0	0	0		11	0	11
PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Pedestrian Volumes (crossing leg)																
n_p	0			0			0			0						
Constants																
Time period, T (h)	0.25															
PCE for HV	2															
SUMMARY																
Entry lane volume (veh/h)	396	447	N/A		549	619	N/A		N/A	0	N/A		N/A	140	N/A	
Entry lane capacity (veh/h)	1127	1127	N/A		1260	1260	N/A		N/A	569	N/A		N/A	497	N/A	
x (v/c ratio)	0.35	0.40	N/A		0.44	0.49	N/A		N/A	0.00	N/A		N/A	0.28	N/A	
Lane control delay (s/veh)	6.7	7.3	N/A		7.2	8.0	N/A		N/A	6.3	N/A		N/A	11.4	N/A	
Lane LOS	A	A	N/A		A	A	N/A		N/A	A	N/A		N/A	B	N/A	
Approach control delay (s/veh)	7.0				7.7				0.0				11.4			
Approach LOS	A				A				N/A				B			
Intersection control delay (s/veh)	7.6															
Intersection LOS	A															
95th percentile queue (veh)	1.6	1.9	N/A		2.3	2.8	N/A		N/A	0.0	N/A		N/A	1.1	N/A	

SR 50 at CR 469
2045 AM
Multi-Lane Roundabout
Draft TOPR 34

Parameter	Approach															
	EB (West Leg): SR 50				WB (East Leg): SR 50				NB (South Leg): CR 469				SB (North Leg): CR 469			
INPUTS																
Lane Configuration																
Entry Lane(s) Configuration (Note: This assumes 4 legs.)	LT, TR Case: 4			LT, TR Case: 4			LTR Case: 1			LTR Case: 1						
RT bypass configuration (Note: This is in addition to the entry lane(s))	None Case: 1			None Case: 1			None Case: 1			None Case: 1						
Number of conflicting circ lanes	1 1			1 1			2			2						
Number of conflicting exit lanes for bypass lane (if used)																
Vehicular Volumes																
Flow (veh/h)	U (v1U)	L (v1)	T (v2)	R (v3)	U (v4U)	L (v4)	T (v5)	R (v6)	U (v7U)	L (v7)	T (v8)	R (v9)	U (v10U)	L (v10)	T (v11)	R (v12)
% HV	14	11	11	0	0	0	1084	143	0	0	0	0	276	0	0	14
PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Pedestrian Volumes (crossing leg)																
n_p	0			0			0			0						
Constants																
Time period, T (h)	0.25															
PCE for HV	2															
SUMMARY																
Entry lane volume (veh/h)	644	726	N/A	607	686	N/A	N/A	0	N/A	N/A	306	N/A	N/A	436	N/A	N/A
Entry lane capacity (veh/h)	953	953	N/A	1259	1259	N/A	N/A	296	N/A	N/A	436	N/A	N/A	436	N/A	N/A
x (v/c ratio)	0.68	0.76	N/A	0.48	0.54	N/A	N/A	0.00	N/A	N/A	0.70	N/A	N/A	0.70	N/A	N/A
Lane control delay (s/veh)	14.6	18.5	N/A	7.9	8.9	N/A	N/A	12.2	N/A	N/A	29.0	N/A	N/A	29.0	N/A	N/A
Lane LOS	B	C	N/A	A	A	N/A	N/A	B	N/A	N/A	D	N/A	N/A	D	N/A	N/A
Approach control delay (s/veh)	16.7			8.5				0.0			29.0					
Approach LOS	C			A				N/A			D					
Intersection control delay (s/veh)	14.4															
Intersection LOS	B															
95th percentile queue (veh)	5.5	7.6	N/A	2.7	3.4	N/A	N/A	0.0	N/A	N/A	5.3	N/A	N/A	5.3	N/A	N/A

Parameter	Approach															
	EB (West Leg): SR 50				WB (East Leg): SR 50				NB (South Leg): CR 469				SB (North Leg): CR 469			
INPUTS																
Lane Configuration																
Entry Lane(s) Configuration (Note: This assumes 4 legs.)	LT, TR Case: 4				LT, TR Case: 4				LTR Case: 1				LTR Case: 1			
RT bypass configuration (Note: This is in addition to the entry lane(s))	None Case: 1				None Case: 1				None Case: 1				None Case: 1			
Number of conflicting circ lanes	1 1				1 1				2				2			
Number of conflicting exit lanes for bypass lane (if used)																
Vehicular Volumes																
Flow (veh/h)	U (v1U)	L (v1)	T (v2)	R (v3)	U (v4U)	L (v4)	T (v5)	R (v6)	U (v7U)	L (v7)	T (v8)	R (v9)	U (v10U)	L (v10)	T (v11)	R (v12)
% HV	14	1084	0	0	0	1287	180	0	0	0	0	0	143	0	14	11
PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Pedestrian Volumes (crossing leg)																
n_p	0				0				0				0			
Constants																
Time period, T (h)	0.25															
PCE for HV	2															
SUMMARY																
Entry lane volume (veh/h)	543	614	N/A		726	818	N/A		N/A	0	N/A		N/A	167	N/A	
Entry lane capacity (veh/h)	1098	1098	N/A		1259	1259	N/A		N/A	413	N/A		N/A	356	N/A	
x (v/c ratio)	0.49	0.56	N/A		0.58	0.65	N/A		N/A	0.00	N/A		N/A	0.47	N/A	
Lane control delay (s/veh)	8.9	10.1	N/A		9.6	11.2	N/A		N/A	8.7	N/A		N/A	21.1	N/A	
Lane LOS	A	B	N/A		A	B	N/A		N/A	A	N/A		N/A	C	N/A	
Approach control delay (s/veh)	9.6				10.4				0.0				21.1			
Approach LOS	A				B				N/A				C			
Intersection control delay (s/veh)	10.7															
Intersection LOS	B															
95th percentile queue (veh)	2.8	3.6	N/A		3.9	5.1	N/A		N/A	0.0	N/A		N/A	2.4	N/A	

SR 50 at Tuscanooga Road
2025 AM
Single Lane Roundabout
Draft TOPR 34

Parameter	Approach															
	EB (West Leg): SR 50				WB (East Leg): SR 50				NB (South Leg):				SB (North Leg): Tuscanooga Road			
INPUTS																
Lane Configuration																
Entry Lane(s) Configuration (Note: This assumes 4 legs.)	LTR Case: <input type="text"/>				LTR Case: <input type="text"/>				LTR Case: <input type="text"/>				LTR Case: <input type="text"/>			
RT bypass configuration (Note: This is in addition to the entry lane(s))	None Case: <input type="text"/>				None Case: <input type="text"/>				None Case: <input type="text"/>				None Case: <input type="text"/>			
Number of conflicting circ lanes	1				1				1				1			
Number of conflicting exit lanes for bypass lane (if used)																
Vehicular Volumes																
Flow (veh/h)	U (v1U)	L (v1)	T (v2)	R (v3)	U (v4U)	L (v4)	T (v5)	R (v6)	U (v7U)	L (v7)	T (v8)	R (v9)	U (v10U)	L (v10)	T (v11)	R (v12)
% HV	4	729	0		0	514	82		0	0	0		158	0	3	
PHF	11	11	11		7	7	7		11	9	7		7	9	11	
	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Pedestrian Volumes (crossing leg)																
n_p	0				0				0				0			
Constants																
Time period, T (h)	0.25															
PCE for HV	2															
SUMMARY																
Entry lane volume (veh/h)	N/A	770	N/A		N/A	627	N/A		N/A	0	N/A		N/A	169	N/A	
Entry lane capacity (veh/h)	N/A	1037	N/A		N/A	1284	N/A		N/A	481	N/A		N/A	715	N/A	
x (v/c ratio)	N/A	0.74	N/A		N/A	0.49	N/A		N/A	0.00	N/A		N/A	0.24	N/A	
Lane control delay (s/veh)	N/A	16.5	N/A		N/A	7.9	N/A		N/A	7.5	N/A		N/A	7.8	N/A	
Lane LOS	N/A	C	N/A		N/A	A	N/A		N/A	A	N/A		N/A	A	N/A	
Approach control delay (s/veh)	16.5				7.9				0.0				7.8			
Approach LOS	C				A				N/A				A			
Intersection control delay (s/veh)	12.1															
Intersection LOS	B															
95th percentile queue (veh)	N/A	7.1	N/A		N/A	2.8	N/A		N/A	0.0	N/A		N/A	0.9	N/A	

SR 50 at Tuscanooga Road
2025 PM
Single Lane Roundabout
Draft TOPR 34

Parameter	Approach															
	EB (West Leg): SR 50				WB (East Leg): SR 50				NB (South Leg):				SB (North Leg): Tuscanooga Road			
INPUTS																
Lane Configuration																
Entry Lane(s) Configuration (Note: This assumes 4 legs.)	LTR Case: <input type="text" value="LTR"/>				LTR Case: <input type="text" value="LTR"/>				LTR Case: <input type="text" value="LTR"/>				LTR Case: <input type="text" value="LTR"/>			
RT bypass configuration (Note: This is in addition to the entry lane(s))	None Case: <input type="text" value="None"/>				None Case: <input type="text" value="None"/>				None Case: <input type="text" value="None"/>				None Case: <input type="text" value="None"/>			
Number of conflicting circ lanes	1				1				1				1			
Number of conflicting exit lanes for bypass lane (if used)																
Vehicular Volumes																
Flow (veh/h)	U (v1U)	L (v1)	T (v2)	R (v3)	U (v4U)	L (v4)	T (v5)	R (v6)	U (v7U)	L (v7)	T (v8)	R (v9)	U (v10U)	L (v10)	T (v11)	R (v12)
% HV	4	11	594	0	0	7	719	172	0	11	0	0	112	0	0	4
PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Pedestrian Volumes (crossing leg)																
n_p	0				0				0				0			
Constants																
Time period, T (h)	0.25															
PCE for HV	2															
SUMMARY																
Entry lane volume (veh/h)	N/A	629	N/A		N/A	938	N/A		N/A	0	N/A		N/A	121	N/A	
Entry lane capacity (veh/h)	N/A	1094	N/A		N/A	1284	N/A		N/A	595	N/A		N/A	564	N/A	
x (v/c ratio)	N/A	0.57	N/A		N/A	0.73	N/A		N/A	0.00	N/A		N/A	0.22	N/A	
Lane control delay (s/veh)	N/A	10.5	N/A		N/A	13.6	N/A		N/A	6.1	N/A		N/A	9.2	N/A	
Lane LOS	N/A	B	N/A		N/A	B	N/A		N/A	A	N/A		N/A	A	N/A	
Approach control delay (s/veh)	10.5				13.6				0.0				9.2			
Approach LOS	B				B				N/A				A			
Intersection control delay (s/veh)	12.2															
Intersection LOS	B															
95th percentile queue (veh)	N/A	3.8	N/A		N/A	7.0	N/A		N/A	0.0	N/A		N/A	0.8	N/A	

SR 50 at Tuscanooga Road
 2035 AM
 Single Lane Roundabout
 Draft TOPR 34

Parameter	Approach															
	EB (West Leg): SR 50				WB (East Leg): SR 50				NB (South Leg):				SB (North Leg): Tuscanooga Road			
INPUTS																
Lane Configuration																
Entry Lane(s) Configuration (Note: This assumes 4 legs.)	LTR Case: <input type="text"/>			LTR Case: <input type="text"/>			LTR Case: <input type="text"/>			LTR Case: <input type="text"/>						
RT bypass configuration (Note: This is in addition to the entry lane(s))	None Case: <input type="text"/>			None Case: <input type="text"/>			None Case: <input type="text"/>			None Case: <input type="text"/>						
Number of conflicting circ lanes	1			1			1			1						
Number of conflicting exit lanes for bypass lane (if used)																
Vehicular Volumes	U (v1U)	L (v1)	T (v2)	R (v3)	U (v4U)	L (v4)	T (v5)	R (v6)	U (v7U)	L (v7)	T (v8)	R (v9)	U (v10U)	L (v10)	T (v11)	R (v12)
Flow (veh/h)	4	965	0		0	773	126		0	0	0		202	0	4	
% HV	11	11	11		7	7	7		11	9	7		7	9	11	
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Pedestrian Volumes (crossing leg)																
n_p	0			0			0			0						
Constants																
Time period, T (h)	0.25															
PCE for HV	2															
SUMMARY																
Entry lane volume (veh/h)	N/A	1020	N/A		N/A	947	N/A		N/A	0	N/A		N/A	217	N/A	
Entry lane capacity (veh/h)	N/A	986	N/A		N/A	1284	N/A		N/A	345	N/A		N/A	531	N/A	
x (v/c ratio)	N/A	1.03	N/A		N/A	0.74	N/A		N/A	0.00	N/A		N/A	0.41	N/A	
Lane control delay (s/veh)	N/A	58.4	N/A		N/A	13.9	N/A		N/A	10.4	N/A		N/A	13.4	N/A	
Lane LOS	N/A	F	N/A		N/A	B	N/A		N/A	B	N/A		N/A	B	N/A	
Approach control delay (s/veh)	58.4				13.9				0.0				13.4			
Approach LOS	F				B				N/A				B			
Intersection control delay (s/veh)	34.7															
Intersection LOS	D															
95th percentile queue (veh)	N/A	21.8	N/A		N/A	7.2	N/A		N/A	0.0	N/A		N/A	2.0	N/A	

SR 50 at Tuscanooga Road
 2035 PM
 Single Lane Roundabout
 Draft TOPR 34

Parameter	Approach															
	EB (West Leg): SR 50				WB (East Leg): SR 50				NB (South Leg):				SB (North Leg): Tuscanooga Road			
INPUTS																
Lane Configuration																
Entry Lane(s) Configuration (Note: This assumes 4 legs.)	LTR Case: <input type="text"/>				LTR Case: <input type="text"/>				LTR Case: <input type="text"/>				LTR Case: <input type="text"/>			
RT bypass configuration (Note: This is in addition to the entry lane(s))	None Case: <input type="text"/>				None Case: <input type="text"/>				None Case: <input type="text"/>				None Case: <input type="text"/>			
Number of conflicting circ lanes	1				1				1				1			
Number of conflicting exit lanes for bypass lane (if used)																
Vehicular Volumes	U (v1U)	L (v1)	T (v2)	R (v3)	U (v4U)	L (v4)	T (v5)	R (v6)	U (v7U)	L (v7)	T (v8)	R (v9)	U (v10U)	L (v10)	T (v11)	R (v12)
Flow (veh/h)		5	813	0		0	959	209		0	0	0		142	0	4
% HV		11	11	11		7	7	7		11	9	7		7	9	11
PHF		0.93	0.93	0.93	0.93	0.93	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93
Pedestrian Volumes (crossing leg)																
n_p	0				0				0				0			
Constants																
Time period, T (h)	0.25															
PCE for HV	2															
SUMMARY																
Entry lane volume (veh/h)	N/A	861	N/A		N/A	1229	N/A		N/A	0	N/A		N/A	152	N/A	
Entry lane capacity (veh/h)	N/A	1057	N/A		N/A	1282	N/A		N/A	443	N/A		N/A	429	N/A	
x (v/c ratio)	N/A	0.82	N/A		N/A	0.96	N/A		N/A	0.00	N/A		N/A	0.36	N/A	
Lane control delay (s/veh)	N/A	20.5	N/A		N/A	34.3	N/A		N/A	8.1	N/A		N/A	14.7	N/A	
Lane LOS	N/A	C	N/A		N/A	D	N/A		N/A	A	N/A		N/A	B	N/A	
Approach control delay (s/veh)	20.5				34.3				0.0				14.7			
Approach LOS	C				D				N/A				B			
Intersection control delay (s/veh)	27.6															
Intersection LOS	D															
95th percentile queue (veh)	N/A	9.5	N/A		N/A	18.4	N/A		N/A	0.0	N/A		N/A	1.6	N/A	

SR 50 at Tuscanooga Road
 2045 AM
 Single Lane Roundabout
 Draft TOPR 34

Parameter	Approach															
	EB (West Leg): SR 50				WB (East Leg): SR 50				NB (South Leg):				SB (North Leg): Tuscanooga Road			
INPUTS																
Lane Configuration																
Entry Lane(s) Configuration (Note: This assumes 4 legs.)	LTR Case: <input type="text"/>				LTR Case: <input type="text"/>				LTR Case: <input type="text"/>				LTR Case: <input type="text"/>			
RT bypass configuration (Note: This is in addition to the entry lane(s))	None Case: <input type="text"/>				None Case: <input type="text"/>				None Case: <input type="text"/>				None Case: <input type="text"/>			
Number of conflicting circ lanes	1				1				1				1			
Number of conflicting exit lanes for bypass lane (if used)																
Vehicular Volumes	U (v1U)	L (v1)	T (v2)	R (v3)	U (v4U)	L (v4)	T (v5)	R (v6)	U (v7U)	L (v7)	T (v8)	R (v9)	U (v10U)	L (v10)	T (v11)	R (v12)
Flow (veh/h)		5	1200	0		0	1033	171		0	0	0		246	0	5
% HV		11	11	11		7	7	7		11	9	7		7	9	11
PHF		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92
Pedestrian Volumes (crossing leg)																
n_p	0				0				0				0			
Constants																
Time period, T (h)	0.25															
PCE for HV	2															
SUMMARY																
Entry lane volume (veh/h)	N/A	1205	N/A		N/A	1204	N/A		N/A	0	N/A		N/A	251	N/A	
Entry lane capacity (veh/h)	N/A	950	N/A		N/A	1282	N/A		N/A	270	N/A		N/A	418	N/A	
x (v/c ratio)	N/A	1.27	N/A		N/A	0.94	N/A		N/A	0.00	N/A		N/A	0.60	N/A	
Lane control delay (s/veh)	N/A	145.3	N/A		N/A	30.8	N/A		N/A	13.3	N/A		N/A	23.8	N/A	
Lane LOS	N/A	F	N/A		N/A	D	N/A		N/A	B	N/A		N/A	C	N/A	
Approach control delay (s/veh)	145.3				30.8				0.0				23.8			
Approach LOS	F				D				N/A				C			
Intersection control delay (s/veh)	82.0															
Intersection LOS	F															
95th percentile queue (veh)	N/A	42.5	N/A		N/A	16.9	N/A		N/A	0.0	N/A		N/A	3.8	N/A	

SR 50 at Tuscanooga Road
 2045 PM
 Single Lane Roundabout
 Draft TOPR 34

Parameter	Approach															
	EB (West Leg): SR 50				WB (East Leg): SR 50				NB (South Leg):				SB (North Leg): Tuscanooga Road			
INPUTS																
Lane Configuration																
Entry Lane(s) Configuration (Note: This assumes 4 legs.)	LTR Case: <input type="text" value="LTR"/>				LTR Case: <input type="text" value="LTR"/>				LTR Case: <input type="text" value="LTR"/>				LTR Case: <input type="text" value="LTR"/>			
RT bypass configuration (Note: This is in addition to the entry lane(s))	None Case: <input type="text" value="None"/>				None Case: <input type="text" value="None"/>				None Case: <input type="text" value="None"/>				None Case: <input type="text" value="None"/>			
Number of conflicting circ lanes	1				1				1				1			
Number of conflicting exit lanes for bypass lane (if used)																
Vehicular Volumes																
	U (v1U)	L (v1)	T (v2)	R (v3)	U (v4U)	L (v4)	T (v5)	R (v6)	U (v7U)	L (v7)	T (v8)	R (v9)	U (v10U)	L (v10)	T (v11)	R (v12)
Flow (veh/h)	5	1033	0		0	1200	246		0	0	0		171	0	5	
% HV	11	11	11		7	7	7		11	9	7		7	9	11	
PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Pedestrian Volumes (crossing leg)																
n_p	0				0				0				0			
Constants																
Time period, T (h)	0.25															
PCE for HV	2															
SUMMARY																
Entry lane volume (veh/h)	N/A	1039	N/A		N/A	1446	N/A		N/A	0	N/A		N/A	177	N/A	
Entry lane capacity (veh/h)	N/A	1032	N/A		N/A	1282	N/A		N/A	353	N/A		N/A	348	N/A	
x (v/c ratio)	N/A	1.01	N/A		N/A	1.13	N/A		N/A	0.00	N/A		N/A	0.51	N/A	
Lane control delay (s/veh)	N/A	49.9	N/A		N/A	83.9	N/A		N/A	10.2	N/A		N/A	23.1	N/A	
Lane LOS	N/A	F	N/A		N/A	F	N/A		N/A	B	N/A		N/A	C	N/A	
Approach control delay (s/veh)	49.9				83.9				0.0				23.1			
Approach LOS	E				F				N/A				C			
Intersection control delay (s/veh)	66.6															
Intersection LOS	F															
95th percentile queue (veh)	N/A	20.2	N/A		N/A	35.7	N/A		N/A	0.0	N/A		N/A	2.7	N/A	

SR 50 at Tuscanooga Road
2025 AM
Multi-Lane Roundabout
Draft TOPR 34

Parameter	Approach															
	EB (West Leg): SR 50				WB (East Leg): SR 50				NB (South Leg):				SB (North Leg): Tuscanooga Road			
INPUTS																
Lane Configuration																
Entry Lane(s) Configuration (Note: This assumes 4 legs.)	LT, TR Case: 4				LT, TR Case: 4				LTR Case: 1				LTR Case: 1			
RT bypass configuration (Note: This is in addition to the entry lane(s))	None Case: 1				None Case: 1				None Case: 1				None Case: 1			
Number of conflicting circ lanes	1 1				1 1				2				2			
Number of conflicting exit lanes for bypass lane (if used)																
Vehicular Volumes																
Flow (veh/h)	U (v1U)	L (v1)	T (v2)	R (v3)	U (v4U)	L (v4)	T (v5)	R (v6)	U (v7U)	L (v7)	T (v8)	R (v9)	U (v10U)	L (v10)	T (v11)	R (v12)
	19	829	0	0	0	567	61	0	0	0	0	0	131	0	23	
% HV	11	11	11	11	7	7	7	7	11	9	7	7	7	9	11	
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Pedestrian Volumes (crossing leg)																
n_p	0				0				0				0			
Constants																
Time period, T (h)	0.25															
PCE for HV	2															
SUMMARY																
Entry lane volume (veh/h)	420	473	N/A		310	350	N/A		N/A	0	N/A		N/A	164	N/A	
Entry lane capacity (veh/h)	1118	1118	N/A		1301	1301	N/A		N/A	539	N/A		N/A	771	N/A	
x (v/c ratio)	0.38	0.42	N/A		0.24	0.27	N/A		N/A	0.00	N/A		N/A	0.21	N/A	
Lane control delay (s/veh)	7.0	7.7	N/A		4.8	5.1	N/A		N/A	6.7	N/A		N/A	7.0	N/A	
Lane LOS	A	A	N/A		A	A	N/A		N/A	A	N/A		N/A	A	N/A	
Approach control delay (s/veh)	7.4				5.0				0.0				7.0			
Approach LOS	A				A				N/A				A			
Intersection control delay (s/veh)	6.4															
Intersection LOS	A															
95th percentile queue (veh)	1.8	2.1	N/A		0.9	1.1	N/A		N/A	0.0	N/A		N/A	0.8	N/A	

SR 50 at Tuscanooga Road
2025 PM
Multi-Lane Roundabout
Draft TOPR 34

Parameter	Approach															
	EB (West Leg): SR 50				WB (East Leg): SR 50				NB (South Leg):				SB (North Leg): Tuscanooga Road			
INPUTS																
Lane Configuration																
Entry Lane(s) Configuration (Note: This assumes 4 legs.)	LT, TR Case: 4				LT, TR Case: 4				LTR Case: 1				LTR Case: 1			
RT bypass configuration (Note: This is in addition to the entry lane(s))	None Case: 1				None Case: 1				None Case: 1				None Case: 1			
Number of conflicting circ lanes	1 1				1 1				2				2			
Number of conflicting exit lanes for bypass lane (if used)																
Vehicular Volumes																
Flow (veh/h)	U (v1U)	L (v1)	T (v2)	R (v3)	U (v4U)	L (v4)	T (v5)	R (v6)	U (v7U)	L (v7)	T (v8)	R (v9)	U (v10U)	L (v10)	T (v11)	R (v12)
% HV	25	647	0		0	818	145		0	0	0		92	0	19	
PHF	11	11	11		7	7	7		11	9	7		7	9	11	
	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Pedestrian Volumes (crossing leg)																
n_p	0				0				0				0			
Constants																
Time period, T (h)	0.25															
PCE for HV	2															
SUMMARY																
Entry lane volume (veh/h)	332	375	N/A		477	537	N/A		N/A	0	N/A		N/A	118	N/A	
Entry lane capacity (veh/h)	1164	1164	N/A		1293	1293	N/A		N/A	667	N/A		N/A	607	N/A	
x (v/c ratio)	0.29	0.32	N/A		0.37	0.42	N/A		N/A	0.00	N/A		N/A	0.19	N/A	
Lane control delay (s/veh)	5.8	6.2	N/A		6.2	6.8	N/A		N/A	5.4	N/A		N/A	8.3	N/A	
Lane LOS	A	A	N/A		A	A	N/A		N/A	A	N/A		N/A	A	N/A	
Approach control delay (s/veh)	6.0				6.6				0.0				8.3			
Approach LOS	A				A				N/A				A			
Intersection control delay (s/veh)	6.4															
Intersection LOS	A															
95th percentile queue (veh)	1.2	1.4	N/A		1.7	2.1	N/A		N/A	0.0	N/A		N/A	0.7	N/A	

SR 50 at Tuscanooga Road
2035 AM
Multi-Lane Roundabout
Draft TOPR 34

Parameter	Approach															
	EB (West Leg): SR 50				WB (East Leg): SR 50				NB (South Leg):				SB (North Leg): Tuscanooga Road			
INPUTS																
Lane Configuration																
Entry Lane(s) Configuration (Note: This assumes 4 legs.)	LT, TR Case: 4			LT, TR Case: 4			LTR Case: 1			LTR Case: 1						
RT bypass configuration (Note: This is in addition to the entry lane(s))	None Case: 1			None Case: 1			None Case: 1			None Case: 1						
Number of conflicting circ lanes	1 1			1 1			2			2						
Number of conflicting exit lanes for bypass lane (if used)																
Vehicular Volumes																
Flow (veh/h)	U (v1U)	L (v1)	T (v2)	R (v3)	U (v4U)	L (v4)	T (v5)	R (v6)	U (v7U)	L (v7)	T (v8)	R (v9)	U (v10U)	L (v10)	T (v11)	R (v12)
% HV	40	1189	0	0	893	81	0	0	0	140	0	50	11	11	11	11
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Pedestrian Volumes (crossing leg)																
n_p	0			0			0			0						
Constants																
Time period, T (h)	0.25															
PCE for HV	2															
SUMMARY																
Entry lane volume (veh/h)	577	651	N/A	458	517	N/A	N/A	0	N/A	N/A	193	N/A	N/A	589	N/A	N/A
Entry lane capacity (veh/h)	1116	1116	N/A	1275	1275	N/A	N/A	392	N/A	N/A	589	N/A	N/A	589	N/A	N/A
x (v/c ratio)	0.52	0.58	N/A	0.36	0.41	N/A	N/A	0.00	N/A	N/A	0.33	N/A	N/A	0.33	N/A	N/A
Lane control delay (s/veh)	9.2	10.6	N/A	6.2	6.8	N/A	N/A	9.2	N/A	N/A	10.7	N/A	N/A	10.7	N/A	N/A
Lane LOS	A	B	N/A	A	A	N/A	N/A	A	N/A	N/A	B	N/A	N/A	B	N/A	N/A
Approach control delay (s/veh)	9.9			6.5			0.0			10.7						
Approach LOS	A			A			N/A			B						
Intersection control delay (s/veh)	8.6															
Intersection LOS	A															
95th percentile queue (veh)	3.1	3.9	N/A	1.7	2.0	N/A	N/A	0.0	N/A	N/A	1.4	N/A	N/A	1.4	N/A	N/A

SR 50 at Tuscanooga Road
2035 PM
Multi-Lane Roundabout
Draft TOPR 34

Parameter	Approach															
	EB (West Leg): SR 50				WB (East Leg): SR 50				NB (South Leg):				SB (North Leg): Tuscanooga Road			
INPUTS																
Lane Configuration																
Entry Lane(s) Configuration (Note: This assumes 4 legs.)	LT, TR Case: 4			LT, TR Case: 4			LTR Case: 1			LTR Case: 1						
RT bypass configuration (Note: This is in addition to the entry lane(s))	None Case: 1			None Case: 1			None Case: 1			None Case: 1						
Number of conflicting circ lanes	1		1		1		1		2		2					
Number of conflicting exit lanes for bypass lane (if used)																
Vehicular Volumes	U (v1U)	L (v1)	T (v2)	R (v3)	U (v4U)	L (v4)	T (v5)	R (v6)	U (v7U)	L (v7)	T (v8)	R (v9)	U (v10U)	L (v10)	T (v11)	R (v12)
Flow (veh/h)		50	933	0		0	1184	148		0	0	0		96	0	40
% HV		11	11	11		7	7	7		11	9	7		7	9	11
PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Pedestrian Volumes (crossing leg)																
n_p	0			0			0			0						
Constants																
Time period, T (h)	0.25															
PCE for HV	2															
SUMMARY																
Entry lane volume (veh/h)	462	522	N/A		626	706	N/A		N/A	0	N/A		N/A	137	N/A	
Entry lane capacity (veh/h)	1165	1165	N/A		1261	1261	N/A		N/A	514	N/A		N/A	452	N/A	
x (v/c ratio)	0.40	0.45	N/A		0.50	0.56	N/A		N/A	0.00	N/A		N/A	0.30	N/A	
Lane control delay (s/veh)	7.1	7.8	N/A		8.1	9.2	N/A		N/A	7.0	N/A		N/A	12.9	N/A	
Lane LOS	A	A	N/A		A	A	N/A		N/A	A	N/A		N/A	B	N/A	
Approach control delay (s/veh)	7.5															
Approach LOS	A															
Intersection control delay (s/veh)	8.4															
Intersection LOS	A															
95th percentile queue (veh)	1.9	2.4	N/A		2.9	3.6	N/A		N/A	0.0	N/A		N/A	1.3	N/A	

SR 50 at Tuscanooga Road
2045 AM
Multi-Lane Roundabout
Draft TOPR 34

Parameter	Approach															
	EB (West Leg): SR 50				WB (East Leg): SR 50				NB (South Leg):				SB (North Leg): Tuscanooga Road			
INPUTS																
Lane Configuration																
Entry Lane(s) Configuration (Note: This assumes 4 legs.)	LT, TR Case: 4			LT, TR Case: 4			LTR Case: 1			LTR Case: 1						
RT bypass configuration (Note: This is in addition to the entry lane(s))	None Case: 1			None Case: 1			None Case: 1			None Case: 1						
Number of conflicting circ lanes	1 1			1 1			2			2						
Number of conflicting exit lanes for bypass lane (if used)																
Vehicular Volumes																
Flow (veh/h)	U (v1U)	L (v1)	T (v2)	R (v3)	U (v4U)	L (v4)	T (v5)	R (v6)	U (v7U)	L (v7)	T (v8)	R (v9)	U (v10U)	L (v10)	T (v11)	R (v12)
% HV	60	1549	0	0	0	1219	100	0	0	0	0	0	150	0	76	76
PHF	11	11	11	11	7	7	7	11	9	7	7	7	7	9	11	11
	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Pedestrian Volumes (crossing leg)																
n_p	0			0			0			0						
Constants																
Time period, T (h)	0.25															
PCE for HV	2															
SUMMARY																
Entry lane volume (veh/h)	756	853	N/A	620	699	N/A	N/A	0	N/A	N/A	229	N/A	N/A	438	N/A	N/A
Entry lane capacity (veh/h)	1105	1105	N/A	1249	1249	N/A	N/A	271	N/A	N/A	438	N/A	N/A	438	N/A	N/A
x (v/c ratio)	0.68	0.77	N/A	0.50	0.56	N/A	N/A	0.00	N/A	N/A	0.52	N/A	N/A	0.52	N/A	N/A
Lane control delay (s/veh)	13.4	17.2	N/A	8.2	9.3	N/A	N/A	13.3	N/A	N/A	19.5	N/A	N/A	19.5	N/A	N/A
Lane LOS	B	C	N/A	A	A	N/A	N/A	B	N/A	N/A	C	N/A	N/A	C	N/A	N/A
Approach control delay (s/veh)	15.4			8.8				0.0			19.5					
Approach LOS	C			A				N/A			C					
Intersection control delay (s/veh)	12.9															
Intersection LOS	B															
95th percentile queue (veh)	5.7	8.1	N/A	2.9	3.6	N/A	N/A	0.0	N/A	N/A	2.9	N/A	N/A	2.9	N/A	N/A

SR 50 at Tuscanooga Road
2045 PM
Multi-Lane Roundabout
Draft TOPR 34

Parameter	Approach															
	EB (West Leg): SR 50				WB (East Leg): SR 50				NB (South Leg):				SB (North Leg): Tuscanooga Road			
INPUTS																
Lane Configuration																
Entry Lane(s) Configuration (Note: This assumes 4 legs.)	LT, TR Case: 4			LT, TR Case: 4			LTR Case: 1			LTR Case: 1						
RT bypass configuration (Note: This is in addition to the entry lane(s))	None Case: 1			None Case: 1			None Case: 1			None Case: 1						
Number of conflicting circ lanes	1 1			1 1			2			2						
Number of conflicting exit lanes for bypass lane (if used)																
Vehicular Volumes																
Flow (veh/h)	U (v1U)	L (v1)	T (v2)	R (v3)	U (v4U)	L (v4)	T (v5)	R (v6)	U (v7U)	L (v7)	T (v8)	R (v9)	U (v10U)	L (v10)	T (v11)	R (v12)
% HV	76	1219	0	0	1549	150	0	0	0	100	0	60	100	0	60	
PHF	11	11	11	7	7	7	11	9	7	7	9	11	7	9	11	
	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Pedestrian Volumes (crossing leg)																
n_p	0			0			0			0						
Constants																
Time period, T (h)	0.25															
PCE for HV	2															
SUMMARY																
Entry lane volume (veh/h)	608	686	N/A	798	901	N/A	N/A	0	N/A	N/A	163	N/A	N/A	324	N/A	
Entry lane capacity (veh/h)	1160	1160	N/A	1230	1230	N/A	N/A	382	N/A	N/A	324	N/A	N/A	324	N/A	
x (v/c ratio)	0.52	0.59	N/A	0.65	0.73	N/A	N/A	0.00	N/A	N/A	0.50	N/A	N/A	0.50	N/A	
Lane control delay (s/veh)	9.1	10.5	N/A	11.4	14.1	N/A	N/A	9.4	N/A	N/A	24.3	N/A	N/A	24.3	N/A	
Lane LOS	A	B	N/A	B	B	N/A	N/A	A	N/A	N/A	C	N/A	N/A	C	N/A	
Approach control delay (s/veh)	9.8			12.9			0.0			24.3						
Approach LOS	A			B			N/A			C						
Intersection control delay (s/veh)	12.2			5.1			N/A			2.7						
Intersection LOS	B			7.0			N/A			N/A						
95th percentile queue (veh)	3.2	4.1	N/A	5.1	7.0	N/A	N/A	0.0	N/A	N/A	2.7	N/A	N/A	2.7	N/A	

SR 50 at South Bay Lake Road
2025 AM
Single Lane Roundabout
Draft TOPR 34

Parameter	Approach															
	EB (West Leg): SR 50				WB (East Leg): SR 50				NB (South Leg): S Bay Lake Road				SB (North Leg): S Bay Lake Road			
INPUTS																
Lane Configuration																
Entry Lane(s) Configuration (Note: This assumes 4 legs.)	LTR			LTR			LTR			LTR						
RT bypass configuration (Note: This is in addition to the entry lane(s))	None			None			None			None						
Number of conflicting circ lanes	1			1			1			1						
Number of conflicting exit lanes for bypass lane (if used)																
Vehicular Volumes																
Flow (veh/h)	U (v1U)	L (v1)	T (v2)	R (v3)	U (v4U)	L (v4)	T (v5)	R (v6)	U (v7U)	L (v7)	T (v8)	R (v9)	U (v10U)	L (v10)	T (v11)	R (v12)
% HV	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pedestrian Volumes (crossing leg)																
n_p	0			0			0			0						
Constants																
Time period, T (h)	0.25															
PCE for HV	2															
SUMMARY																
Entry lane volume (veh/h)	N/A	893	N/A	N/A	636	N/A	N/A	145	N/A	N/A	636	N/A	N/A	1	N/A	N/A
Entry lane capacity (veh/h)	N/A	1212	N/A	N/A	1270	N/A	N/A	497	N/A	N/A	636	N/A	N/A	636	N/A	N/A
x (v/c ratio)	N/A	0.74	N/A	N/A	0.50	N/A	N/A	0.29	N/A	N/A	0.00	N/A	N/A	0.00	N/A	N/A
Lane control delay (s/veh)	N/A	14.4	N/A	N/A	8.1	N/A	N/A	11.6	N/A	N/A	5.7	N/A	N/A	5.7	N/A	N/A
Lane LOS	N/A	B	N/A	N/A	A	N/A	N/A	B	N/A	N/A	A	N/A	N/A	A	N/A	N/A
Approach control delay (s/veh)	14.4				8.1			11.6			5.7			5.7		
Approach LOS	B				A			B			A			A		
Intersection control delay (s/veh)	11.8															
Intersection LOS	B															
95th percentile queue (veh)	N/A	7.1	N/A	N/A	2.9	N/A	N/A	1.2	N/A	N/A	0.0	N/A	N/A	0.0	N/A	N/A

SR 50 at South Bay Lake Road
2025 PM
Single Lane Roundabout
Draft TOPR 34

Parameter	Approach															
	EB (West Leg): SR 50				WB (East Leg): SR 50				NB (South Leg): S Bay Lake Road				SB (North Leg): S Bay Lake Road			
INPUTS																
Lane Configuration																
Entry Lane(s) Configuration (Note: This assumes 4 legs.)	LTR Case: <input type="text" value="LTR"/>			LTR Case: <input type="text" value="LTR"/>			LTR Case: <input type="text" value="LTR"/>			LTR Case: <input type="text" value="LTR"/>						
RT bypass configuration (Note: This is in addition to the entry lane(s))	None Case: <input type="text" value="None"/>			None Case: <input type="text" value="None"/>			None Case: <input type="text" value="None"/>			None Case: <input type="text" value="None"/>						
Number of conflicting circ lanes	1			1			1			1						
Number of conflicting exit lanes for bypass lane (if used)																
Vehicular Volumes	U (v1U)	L (v1)	T (v2)	R (v3)	U (v4U)	L (v4)	T (v5)	R (v6)	U (v7U)	L (v7)	T (v8)	R (v9)	U (v10U)	L (v10)	T (v11)	R (v12)
Flow (veh/h)	2	694	15		128	873	3		23	2	78		2	1	1	
% HV	7	7	7		7	7	7		7	7	7		7	7	7	
PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Pedestrian Volumes (crossing leg)																
n_p	0			0			0			0						
Constants																
Time period, T (h)	0.25															
PCE for HV	2															
SUMMARY																
Entry lane volume (veh/h)	N/A	711	N/A		N/A	1004	N/A		N/A	103	N/A		N/A	4	N/A	
Entry lane capacity (veh/h)	N/A	1118	N/A		N/A	1252	N/A		N/A	602	N/A		N/A	421	N/A	
x (v/c ratio)	N/A	0.64	N/A		N/A	0.80	N/A		N/A	0.17	N/A		N/A	0.01	N/A	
Lane control delay (s/veh)	N/A	11.9	N/A		N/A	17.3	N/A		N/A	8.1	N/A		N/A	8.7	N/A	
Lane LOS	N/A	B	N/A		N/A	C	N/A		N/A	A	N/A		N/A	A	N/A	
Approach control delay (s/veh)	11.9			17.3			8.1			8.7						
Approach LOS	B			C			A			A						
Intersection control delay (s/veh)	14.6															
Intersection LOS	B															
95th percentile queue (veh)	N/A	4.8	N/A		N/A	9.3	N/A		N/A	0.6	N/A		N/A	0.0	N/A	

SR 50 at South Bay Lake Road
2035 AM
Single Lane Roundabout
Draft TOPR 34

Parameter	Approach															
	EB (West Leg): SR 50				WB (East Leg): SR 50				NB (South Leg): S Bay Lake Road				SB (North Leg): S Bay Lake Road			
INPUTS																
Lane Configuration																
Entry Lane(s) Configuration (Note: This assumes 4 legs.)	LTR			LTR			LTR			LTR						
RT bypass configuration (Note: This is in addition to the entry lane(s))	None			None			None			None						
Number of conflicting circ lanes	1			1			1			1						
Number of conflicting exit lanes for bypass lane (if used)																
Vehicular Volumes																
Flow (veh/h)	U (v1U)	L (v1)	T (v2)	R (v3)	U (v4U)	L (v4)	T (v5)	R (v6)	U (v7U)	L (v7)	T (v8)	R (v9)	U (v10U)	L (v10)	T (v11)	R (v12)
% HV	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pedestrian Volumes (crossing leg)																
n_p	0			0			0			0						
Constants																
Time period, T (h)	0.25															
PCE for HV	2															
SUMMARY																
Entry lane volume (veh/h)	N/A	1176	N/A		N/A	964	N/A		N/A	197	N/A		N/A	4	N/A	
Entry lane capacity (veh/h)	N/A	1167	N/A		N/A	1252	N/A		N/A	369	N/A		N/A	439	N/A	
x (v/c ratio)	N/A	1.01	N/A		N/A	0.77	N/A		N/A	0.53	N/A		N/A	0.01	N/A	
Lane control delay (s/veh)	N/A	47.1	N/A		N/A	15.6	N/A		N/A	23.1	N/A		N/A	8.3	N/A	
Lane LOS	N/A	F	N/A		N/A	C	N/A		N/A	C	N/A		N/A	A	N/A	
Approach control delay (s/veh)	47.1				15.6				23.1				8.3			
Approach LOS	E				C				C				A			
Intersection control delay (s/veh)	32.0															
Intersection LOS	D															
95th percentile queue (veh)	N/A	21.5	N/A		N/A	8.2	N/A		N/A	3.0	N/A		N/A	0.0	N/A	

SR 50 at South Bay Lake Road
2035 PM
Single Lane Roundabout
Draft TOPR 34

Parameter	Approach															
	EB (West Leg): SR 50				WB (East Leg): SR 50				NB (South Leg): S Bay Lake Road				SB (North Leg): S Bay Lake Road			
INPUTS																
Lane Configuration																
Entry Lane(s) Configuration (Note: This assumes 4 legs.)	LTR Case: <input type="text" value="LTR"/>			LTR Case: <input type="text" value="LTR"/>			LTR Case: <input type="text" value="LTR"/>			LTR Case: <input type="text" value="LTR"/>						
RT bypass configuration (Note: This is in addition to the entry lane(s))	None Case: <input type="text" value="None"/>			None Case: <input type="text" value="None"/>			None Case: <input type="text" value="None"/>			None Case: <input type="text" value="None"/>						
Number of conflicting circ lanes	1			1			1			1						
Number of conflicting exit lanes for bypass lane (if used)																
Vehicular Volumes	U (v1U)	L (v1)	T (v2)	R (v3)	U (v4U)	L (v4)	T (v5)	R (v6)	U (v7U)	L (v7)	T (v8)	R (v9)	U (v10U)	L (v10)	T (v11)	R (v12)
Flow (veh/h)		5	931	26		170	1143	4		33	4	101		3	1	1
% HV		7	7	7		7	7	7		7	7	7		7	7	7
PHF		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91
Pedestrian Volumes (crossing leg)																
n_p	0			0			0			0						
Constants																
Time period, T (h)	0.25															
PCE for HV	2															
SUMMARY																
Entry lane volume (veh/h)	N/A	962	N/A		N/A	1317	N/A		N/A	137	N/A		N/A	5	N/A	
Entry lane capacity (veh/h)	N/A	1067	N/A		N/A	1233	N/A		N/A	464	N/A		N/A	297	N/A	
x (v/c ratio)	N/A	0.90	N/A		N/A	1.07	N/A		N/A	0.30	N/A		N/A	0.02	N/A	
Lane control delay (s/veh)	N/A	28.8	N/A		N/A	63.8	N/A		N/A	12.5	N/A		N/A	12.4	N/A	
Lane LOS	N/A	D	N/A		N/A	F	N/A		N/A	B	N/A		N/A	B	N/A	
Approach control delay (s/veh)	28.8				63.8				12.5				12.4			
Approach LOS	D				F				B				B			
Intersection control delay (s/veh)	46.9															
Intersection LOS	E															
95th percentile queue (veh)	N/A	13.5	N/A		N/A	28.1	N/A		N/A	1.2	N/A		N/A	0.0	N/A	

SR 50 at South Bay Lake Road
2045 AM
Single Lane Roundabout
Draft TOPR 34

Parameter	Approach															
	EB (West Leg): SR 50				WB (East Leg): SR 50				NB (South Leg): S Bay Lake Road				SB (North Leg): S Bay Lake Road			
INPUTS																
Lane Configuration																
Entry Lane(s) Configuration (Note: This assumes 4 legs.)	LTR Case: <input type="text" value="LTR"/>			LTR Case: <input type="text" value="LTR"/>			LTR Case: <input type="text" value="LTR"/>			LTR Case: <input type="text" value="LTR"/>						
RT bypass configuration (Note: This is in addition to the entry lane(s))	None Case: <input type="text" value="None"/>			None Case: <input type="text" value="None"/>			None Case: <input type="text" value="None"/>			None Case: <input type="text" value="None"/>						
Number of conflicting circ lanes	1			1			1			1						
Number of conflicting exit lanes for bypass lane (if used)																
Vehicular Volumes																
Flow (veh/h)	U (v1U)	L (v1)	T (v2)	R (v3)	U (v4U)	L (v4)	T (v5)	R (v6)	U (v7U)	L (v7)	T (v8)	R (v9)	U (v10U)	L (v10)	T (v11)	R (v12)
% HV	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pedestrian Volumes (crossing leg)																
n_p	0			0			0			0						
Constants																
Time period, T (h)	0.25															
PCE for HV	2															
SUMMARY																
Entry lane volume (veh/h)	N/A	1456	N/A	N/A	N/A	1293	N/A	N/A	N/A	250	N/A	N/A	N/A	5	N/A	N/A
Entry lane capacity (veh/h)	N/A	1122	N/A	N/A	N/A	1236	N/A	N/A	N/A	275	N/A	N/A	N/A	303	N/A	N/A
x (v/c ratio)	N/A	1.30	N/A	N/A	N/A	1.05	N/A	N/A	N/A	0.91	N/A	N/A	N/A	0.02	N/A	N/A
Lane control delay (s/veh)	N/A	154.7	N/A	N/A	N/A	56.7	N/A	N/A	N/A	73.0	N/A	N/A	N/A	12.2	N/A	N/A
Lane LOS	N/A	F	N/A	N/A	N/A	F	N/A	N/A	N/A	F	N/A	N/A	N/A	B	N/A	N/A
Approach control delay (s/veh)	154.7			56.7			73.0			12.2						
Approach LOS	F			F			F			B						
Intersection control delay (s/veh)	105.5															
Intersection LOS	F															
95th percentile queue (veh)	N/A	52.2	N/A	N/A	N/A	25.9	N/A	N/A	N/A	8.2	N/A	N/A	N/A	0.0	N/A	N/A

SR 50 at South Bay Lake Road
2045 PM
Single Lane Roundabout
Draft TOPR 34

Parameter	Approach															
	EB (West Leg): SR 50				WB (East Leg): SR 50				NB (South Leg): S Bay Lake Road				SB (North Leg): S Bay Lake Road			
INPUTS																
Lane Configuration																
Entry Lane(s) Configuration (Note: This assumes 4 legs.)	LTR Case: <input type="text"/>			LTR Case: <input type="text"/>			LTR Case: <input type="text"/>			LTR Case: <input type="text"/>						
RT bypass configuration (Note: This is in addition to the entry lane(s))	None Case: <input type="text"/>			None Case: <input type="text"/>			None Case: <input type="text"/>			None Case: <input type="text"/>						
Number of conflicting circ lanes	1			1			1			1						
Number of conflicting exit lanes for bypass lane (if used)																
Vehicular Volumes	U (v1U)	L (v1)	T (v2)	R (v3)	U (v4U)	L (v4)	T (v5)	R (v6)	U (v7U)	L (v7)	T (v8)	R (v9)	U (v10U)	L (v10)	T (v11)	R (v12)
Flow (veh/h)	8	1167	36		212	1412	5		43	6	123		3	1	1	
% HV	7	7	7		7	7	7		7	7	7		7	7	7	
PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Pedestrian Volumes (crossing leg)																
n_p	0			0			0			0						
Constants																
Time period, T (h)	0.25															
PCE for HV	2															
SUMMARY																
Entry lane volume (veh/h)	N/A	1212	N/A		N/A	1629	N/A		N/A	172	N/A		N/A	5	N/A	
Entry lane capacity (veh/h)	N/A	1019	N/A		N/A	1212	N/A		N/A	356	N/A		N/A	209	N/A	
x (v/c ratio)	N/A	1.19	N/A		N/A	1.34	N/A		N/A	0.48	N/A		N/A	0.02	N/A	
Lane control delay (s/veh)	N/A	112.2	N/A		N/A	173.6	N/A		N/A	21.6	N/A		N/A	17.7	N/A	
Lane LOS	N/A	F	N/A		N/A	F	N/A		N/A	C	N/A		N/A	C	N/A	
Approach control delay (s/veh)	112.2				173.6				21.6				17.7			
Approach LOS	F				F				C				C			
Intersection control delay (s/veh)	140.0															
Intersection LOS	F															
95th percentile queue (veh)	N/A	36.6	N/A		N/A	62.0	N/A		N/A	2.5	N/A		N/A	0.1	N/A	

SR 50 at South Bay Lake Road
2025 AM
Multi-Lane Roundabout
Draft TOPR 34

Parameter	Approach															
	EB (West Leg): SR 50				WB (East Leg): SR 50				NB (South Leg): S Bay Lake Road				SB (North Leg): S Bay Lake Road			
INPUTS																
Lane Configuration																
Entry Lane(s) Configuration (Note: This assumes 4 legs.)	LT, TR Case: 4			LT, TR Case: 4			LTR Case: 1			LTR Case: 1						
RT bypass configuration (Note: This is in addition to the entry lane(s))	None Case: 1			None Case: 1			None Case: 1			None Case: 1						
Number of conflicting circ lanes	1 1			1 1			2			2						
Number of conflicting exit lanes for bypass lane (if used)																
Vehicular Volumes																
Flow (veh/h)	U (v1U)	L (v1)	T (v2)	R (v3)	U (v4U)	L (v4)	T (v5)	R (v6)	U (v7U)	L (v7)	T (v8)	R (v9)	U (v10U)	L (v10)	T (v11)	R (v12)
	0	931	24		52	608	2		13	0	132		1	0	0	
% HV	7	7	7		7	7	7		7	7	7		7	7	7	
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pedestrian Volumes (crossing leg)																
n_p	0			0			0			0						
Constants																
Time period, T (h)	0.25															
PCE for HV	2															
SUMMARY																
Entry lane volume (veh/h)	449	507	N/A		311	351	N/A		N/A	145	N/A		N/A	1	N/A	
Entry lane capacity (veh/h)	1260	1260	N/A		1310	1310	N/A		N/A	568	N/A		N/A	719	N/A	
x (v/c ratio)	0.36	0.40	N/A		0.24	0.27	N/A		N/A	0.25	N/A		N/A	0.00	N/A	
Lane control delay (s/veh)	6.2	6.8	N/A		4.8	5.1	N/A		N/A	9.8	N/A		N/A	5.0	N/A	
Lane LOS	A	A	N/A		A	A	N/A		N/A	A	N/A		N/A	A	N/A	
Approach control delay (s/veh)	6.5			4.9			9.8			5.0						
Approach LOS	A			A			A			A						
Intersection control delay (s/veh)	6.2															
Intersection LOS	A															
95th percentile queue (veh)	1.6	2.0	N/A		0.9	1.1	N/A		N/A	1.0	N/A		N/A	0.0	N/A	

SR 50 at South Bay Lake Road
2025 PM
Multi-Lane Roundabout
Draft TOPR 34

Parameter	Approach															
	EB (West Leg): SR 50				WB (East Leg): SR 50				NB (South Leg): S Bay Lake Road				SB (North Leg): S Bay Lake Road			
INPUTS																
Lane Configuration																
Entry Lane(s) Configuration (Note: This assumes 4 legs.)	LT, TR Case: 4			LT, TR Case: 4			LTR Case: 1			LTR Case: 1						
RT bypass configuration (Note: This is in addition to the entry lane(s))	None Case: 1			None Case: 1			None Case: 1			None Case: 1						
Number of conflicting circ lanes	1 1			1 1			2			2						
Number of conflicting exit lanes for bypass lane (if used)																
Vehicular Volumes																
Flow (veh/h)	U (v1U)	L (v1)	T (v2)	R (v3)	U (v4U)	L (v4)	T (v5)	R (v6)	U (v7U)	L (v7)	T (v8)	R (v9)	U (v10U)	L (v10)	T (v11)	R (v12)
	2	724	14		130	931	3		26	2	75		2	1	1	
% HV	7	7	7		7	7	7		7	7	7		7	7	7	
PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91		0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Pedestrian Volumes (crossing leg)																
n_p	0			0			0			0						
Constants																
Time period, T (h)	0.25															
PCE for HV	2															
SUMMARY																
Entry lane volume (veh/h)	348	393	N/A		500	564	N/A		N/A	103	N/A		N/A	4	N/A	
Entry lane capacity (veh/h)	1166	1166	N/A		1289	1289	N/A		N/A	684	N/A		N/A	493	N/A	
x (v/c ratio)	0.30	0.34	N/A		0.39	0.44	N/A		N/A	0.15	N/A		N/A	0.01	N/A	
Lane control delay (s/veh)	5.9	6.3	N/A		6.5	7.1	N/A		N/A	6.9	N/A		N/A	7.4	N/A	
Lane LOS	A	A	N/A		A	A	N/A		N/A	A	N/A		N/A	A	N/A	
Approach control delay (s/veh)	6.1				6.8				6.9				7.4			
Approach LOS	A				A				A				A			
Intersection control delay (s/veh)	6.6															
Intersection LOS	A															
95th percentile queue (veh)	1.3	1.5	N/A		1.9	2.3	N/A		N/A	0.5	N/A		N/A	0.0	N/A	

SR 50 at South Bay Lake Road
2035 AM
Multi-Lane Roundabout
Draft TOPR 34

Parameter	Approach															
	EB (West Leg): SR 50				WB (East Leg): SR 50				NB (South Leg): S Bay Lake Road				SB (North Leg): S Bay Lake Road			
INPUTS																
Lane Configuration																
Entry Lane(s) Configuration (Note: This assumes 4 legs.)	LT, TR Case: 4			LT, TR Case: 4			LTR Case: 1			LTR Case: 1						
RT bypass configuration (Note: This is in addition to the entry lane(s))	None Case: 1			None Case: 1			None Case: 1			None Case: 1						
Number of conflicting circ lanes	1 1			1 1			2			2						
Number of conflicting exit lanes for bypass lane (if used)																
Vehicular Volumes																
Flow (veh/h)	U (v1U)	L (v1)	T (v2)	R (v3)	U (v4U)	L (v4)	T (v5)	R (v6)	U (v7U)	L (v7)	T (v8)	R (v9)	U (v10U)	L (v10)	T (v11)	R (v12)
% HV	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pedestrian Volumes (crossing leg)																
n_p	0			0			0			0						
Constants																
Time period, T (h)	0.25															
PCE for HV	2															
SUMMARY																
Entry lane volume (veh/h)	616	695	N/A	481	543	N/A	N/A	197	N/A	N/A	4	N/A	N/A	513	N/A	N/A
Entry lane capacity (veh/h)	1221	1221	N/A	1296	1296	N/A	N/A	417	N/A	N/A	0.01	N/A	N/A	0.01	N/A	N/A
x (v/c ratio)	0.50	0.57	N/A	0.37	0.42	N/A	N/A	0.47	N/A	N/A	7.1	N/A	N/A	7.1	N/A	N/A
Lane control delay (s/veh)	8.4	9.6	N/A	6.3	6.9	N/A	N/A	18.5	N/A	N/A	7.1	N/A	N/A	7.1	N/A	N/A
Lane LOS	A	A	N/A	A	A	N/A	N/A	C	N/A	N/A	A	N/A	N/A	A	N/A	N/A
Approach control delay (s/veh)	9.1			6.6			18.5				7.1					
Approach LOS	A			A			C				A					
Intersection control delay (s/veh)	8.8															
Intersection LOS	A															
95th percentile queue (veh)	2.9	3.8	N/A	1.7	2.1	N/A	N/A	2.5	N/A	N/A	0.0	N/A	N/A	0.0	N/A	N/A

SR 50 at South Bay Lake Road
2035 PM
Multi-Lane Roundabout
Draft TOPR 34

Parameter	Approach															
	EB (West Leg): SR 50				WB (East Leg): SR 50				NB (South Leg): S Bay Lake Road				SB (North Leg): S Bay Lake Road			
INPUTS																
Lane Configuration																
Entry Lane(s) Configuration (Note: This assumes 4 legs.)	LT, TR Case: 4			LT, TR Case: 4			LTR Case: 1			LTR Case: 1						
RT bypass configuration (Note: This is in addition to the entry lane(s))	None Case: 1			None Case: 1			None Case: 1			None Case: 1						
Number of conflicting circ lanes	1 1			1 1			2			2						
Number of conflicting exit lanes for bypass lane (if used)																
Vehicular Volumes	U (v1U)	L (v1)	T (v2)	R (v3)	U (v4U)	L (v4)	T (v5)	R (v6)	U (v7U)	L (v7)	T (v8)	R (v9)	U (v10U)	L (v10)	T (v11)	R (v12)
Flow (veh/h)		5	998	23		173	1271	4		41	4	93		3	1	1
% HV		7	7	7		7	7	7		7	7	7		7	7	7
PHF		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91
Pedestrian Volumes (crossing leg)																
n_p	0			0			0			0						
Constants																
Time period, T (h)	0.25															
PCE for HV	2															
SUMMARY																
Entry lane volume (veh/h)	482	544	N/A		680	767	N/A		N/A	138	N/A		N/A	5	N/A	
Entry lane capacity (veh/h)	1118	1118	N/A		1264	1264	N/A		N/A	532	N/A		N/A	344	N/A	
x (v/c ratio)	0.43	0.49	N/A		0.54	0.61	N/A		N/A	0.26	N/A		N/A	0.01	N/A	
Lane control delay (s/veh)	7.8	8.7	N/A		8.8	10.2	N/A		N/A	10.4	N/A		N/A	10.7	N/A	
Lane LOS	A	A	N/A		A	B	N/A		N/A	B	N/A		N/A	B	N/A	
Approach control delay (s/veh)	8.3			9.5			10.4			10.7						
Approach LOS	A			A			B			B						
Intersection control delay (s/veh)	9.1															
Intersection LOS	A															
95th percentile queue (veh)	2.2	2.7	N/A		3.3	4.3	N/A		N/A	1.0	N/A		N/A	0.0	N/A	

SR 50 at South Bay Lake Road
2045 AM
Multi-Lane Roundabout
Draft TOPR 34

Parameter	Approach															
	EB (West Leg): SR 50				WB (East Leg): SR 50				NB (South Leg): S Bay Lake Road				SB (North Leg): S Bay Lake Road			
INPUTS																
Lane Configuration																
Entry Lane(s) Configuration (Note: This assumes 4 legs.)	LT, TR Case: 4			LT, TR Case: 4			LTR Case: 1			LTR Case: 1						
RT bypass configuration (Note: This is in addition to the entry lane(s))	None Case: 1			None Case: 1			None Case: 1			None Case: 1						
Number of conflicting circ lanes	1 1			1 1			2			2						
Number of conflicting exit lanes for bypass lane (if used)																
Vehicular Volumes																
Flow (veh/h)	U (v1U)	L (v1)	T (v2)	R (v3)	U (v4U)	L (v4)	T (v5)	R (v6)	U (v7U)	L (v7)	T (v8)	R (v9)	U (v10U)	L (v10)	T (v11)	R (v12)
% HV	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pedestrian Volumes (crossing leg)																
n_p	0			0			0			0						
Constants																
Time period, T (h)	0.25															
PCE for HV	2															
SUMMARY																
Entry lane volume (veh/h)	784	884	N/A	651	735	N/A	N/A	249	N/A	N/A	5	N/A	N/A	366	N/A	N/A
Entry lane capacity (veh/h)	1187	1187	N/A	1284	1284	N/A	N/A	306	N/A	N/A	0.01	N/A	N/A	0.01	N/A	N/A
x (v/c ratio)	0.66	0.74	N/A	0.51	0.57	N/A	N/A	0.81	N/A	N/A	10.0	N/A	N/A	10.0	N/A	N/A
Lane control delay (s/veh)	12.0	15.0	N/A	8.2	9.3	N/A	N/A	51.8	N/A	N/A	10.0	N/A	N/A	10.0	N/A	N/A
Lane LOS	B	C	N/A	A	A	N/A	N/A	F	N/A	N/A	B	N/A	N/A	B	N/A	N/A
Approach control delay (s/veh)	13.6			8.8				51.8			10.0					
Approach LOS	B			A				F			B					
Intersection control delay (s/veh)	14.5															
Intersection LOS	B															
95th percentile queue (veh)	5.3	7.3	N/A	3.0	3.8	N/A	N/A	6.7	N/A	N/A	0.0	N/A	N/A	0.0	N/A	N/A

SR 50 at South Bay Lake Road
2045 PM
Multi-Lane Roundabout
Draft TOPR 34

Parameter	Approach															
	EB (West Leg): SR 50				WB (East Leg): SR 50				NB (South Leg): S Bay Lake Road				SB (North Leg): S Bay Lake Road			
INPUTS																
Lane Configuration																
Entry Lane(s) Configuration (Note: This assumes 4 legs.)	LT, TR Case: 4			LT, TR Case: 4			LTR Case: 1			LTR Case: 1						
RT bypass configuration (Note: This is in addition to the entry lane(s))	None Case: 1			None Case: 1			None Case: 1			None Case: 1						
Number of conflicting circ lanes	1 1			1 1			2			2						
Number of conflicting exit lanes for bypass lane (if used)																
Vehicular Volumes																
Flow (veh/h)	U (v1U)	L (v1)	T (v2)	R (v3)	U (v4U)	L (v4)	T (v5)	R (v6)	U (v7U)	L (v7)	T (v8)	R (v9)	U (v10U)	L (v10)	T (v11)	R (v12)
% HV	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Pedestrian Volumes (crossing leg)																
n_p	0			0			0			0						
Constants																
Time period, T (h)	0.25															
PCE for HV	2															
SUMMARY																
Entry lane volume (veh/h)	617	695	N/A		862	971	N/A		N/A	172	N/A		N/A	5	N/A	
Entry lane capacity (veh/h)	1072	1072	N/A		1241	1241	N/A		N/A	413	N/A		N/A	239	N/A	
x (v/c ratio)	0.58	0.65	N/A		0.69	0.78	N/A		N/A	0.42	N/A		N/A	0.02	N/A	
Lane control delay (s/veh)	10.7	12.6	N/A		12.7	16.3	N/A		N/A	16.9	N/A		N/A	15.4	N/A	
Lane LOS	B	B	N/A		B	C	N/A		N/A	C	N/A		N/A	C	N/A	
Approach control delay (s/veh)	11.7				14.6				16.9				15.4			
Approach LOS	B				B				C				C			
Intersection control delay (s/veh)	13.6															
Intersection LOS	B															
95th percentile queue (veh)	3.8	5.0	N/A		6.0	8.6	N/A		N/A	2.0	N/A		N/A	0.1	N/A	

SR 50 at CR 33
2025 AM
Partial Two-Lane Roundabout
Draft TOPR 34

Parameter	Approach															
	EB (West Leg): SR 50				WB (East Leg): SR 50				NB (South Leg): SR 471				SB (North Leg): SR 471			
INPUTS																
Lane Configuration																
Entry Lane(s) Configuration (Note: This assumes 4 legs.)	LT, TR Case: 4			LT, TR Case: 4			LTR Case: 1			L, LTR Case: 3						
RT bypass configuration (Note: This is in addition to the entry lane(s))	None Case: 1			Yield Case: 1			None Case: 1			None Case: 1						
Number of conflicting circ lanes	2		2		1		1		2		2		2			
Number of conflicting exit lanes for bypass lane (if used)					1											
Vehicular Volumes																
Flow (veh/h)	U (v1U)	L (v1)	T (v2)	R (v3)	U (v4U)	L (v4)	T (v5)	R (v6)	U (v7U)	L (v7)	T (v8)	R (v9)	U (v10U)	L (v10)	T (v11)	R (v12)
% HV	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Pedestrian Volumes (crossing leg)																
n_p	0				0				1				0			
Constants																
Time period, T (h)	0.25															
PCE for HV	2															
SUMMARY																
Entry lane volume (veh/h)	517	583	N/A		319	359	240		N/A	44	N/A		203	179	N/A	
Entry lane capacity (veh/h)	879	950	N/A		1252	1252	1229		N/A	360	N/A		637	707	N/A	
x (v/c ratio)	0.59	0.61	N/A		0.25	0.29	0.20		N/A	0.12	N/A		0.32	0.25	N/A	
Lane control delay (s/veh)	12.7	12.7	N/A		5.1	5.5	4.6		N/A	12.0	N/A		9.9	8.1	N/A	
Lane LOS	B	B	N/A		A	A	A		N/A	B	N/A		A	A	N/A	
Approach control delay (s/veh)	12.7				5.1				12.0				9.0			
Approach LOS	B				A				B				A			
Intersection control delay (s/veh)	9.3															
Intersection LOS	A															
95th percentile queue (veh)	3.9	4.4	N/A		1.0	1.2	0.7		N/A	0.4	N/A		1.4	1.0	N/A	

SR 50 at CR 33
2025 PM
Partial Two-Lane Roundabout
Draft TOPR 34

Parameter	Approach															
	EB (West Leg): SR 50				WB (East Leg): SR 50				NB (South Leg): SR 471				SB (North Leg): SR 471			
INPUTS																
Lane Configuration																
Entry Lane(s) Configuration (Note: This assumes 4 legs.)	LT, TR Case: 4			LT, TR Case: 4			LTR Case: 1			L, LTR Case: 3						
RT bypass configuration (Note: This is in addition to the entry lane(s))	None Case: 1			Yield Case: 1			None Case: 1			None Case: 1						
Number of conflicting circ lanes	2		2		1		1		2		2		2			
Number of conflicting exit lanes for bypass lane (if used)					1											
Vehicular Volumes																
Flow (veh/h)	U (v1U)	L (v1)	T (v2)	R (v3)	U (v4U)	L (v4)	T (v5)	R (v6)	U (v7U)	L (v7)	T (v8)	R (v9)	U (v10U)	L (v10)	T (v11)	R (v12)
% HV	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pedestrian Volumes (crossing leg)																
n_p	0			0			1			0						
Constants																
Time period, T (h)	0.25															
PCE for HV	2															
SUMMARY																
Entry lane volume (veh/h)	403	453	N/A		485	547	334		N/A	71	N/A		174	154	N/A	
Entry lane capacity (veh/h)	917	988	N/A		1234	1234	1233		N/A	486	N/A		442	504	N/A	
x (v/c ratio)	0.44	0.46	N/A		0.39	0.44	0.27		N/A	0.15	N/A		0.39	0.31	N/A	
Lane control delay (s/veh)	9.2	9.0	N/A		6.8	7.4	5.4		N/A	9.4	N/A		15.3	11.8	N/A	
Lane LOS	A	A	N/A		A	A	A		N/A	A	N/A		C	B	N/A	
Approach control delay (s/veh)	9.1				6.7				9.4				13.6			
Approach LOS	A				A				A				B			
Intersection control delay (s/veh)	8.4															
Intersection LOS	A															
95th percentile queue (veh)	2.3	2.5	N/A		1.9	2.3	1.1		N/A	0.5	N/A		1.8	1.3	N/A	

SR 50 at CR 33
2035 AM
Partial Two-Lane Roundabout
Draft TOPR 34

Parameter	Approach															
	EB (West Leg): SR 50				WB (East Leg): SR 50				NB (South Leg): SR 471				SB (North Leg): SR 471			
INPUTS																
Lane Configuration																
Entry Lane(s) Configuration (Note: This assumes 4 legs.)	LT, TR Case: 4			LT, TR Case: 4			LTR Case: 1			L, LTR Case: 3						
RT bypass configuration (Note: This is in addition to the entry lane(s))	None Case: 1			Yield Case: 1			None Case: 1			None Case: 1						
Number of conflicting circ lanes	2		2		1		1		2		2		2			
Number of conflicting exit lanes for bypass lane (if used)					1											
Vehicular Volumes	U (v1U)	L (v1)	T (v2)	R (v3)	U (v4U)	L (v4)	T (v5)	R (v6)	U (v7U)	L (v7)	T (v8)	R (v9)	U (v10U)	L (v10)	T (v11)	R (v12)
Flow (veh/h)	58	1342	25	25	16	970	332	332	25	19	22	22	472	15	46	46
% HV	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Pedestrian Volumes (crossing leg)																
n_p	0			0			1			0						
Constants																
Time period, T (h)	0.25															
PCE for HV	2															
SUMMARY																
Entry lane volume (veh/h)	705	795	N/A	N/A	488	550	349	349	N/A	69	N/A	N/A	297	264	N/A	N/A
Entry lane capacity (veh/h)	749	820	N/A	N/A	1196	1196	1181	1181	N/A	221	N/A	N/A	443	505	N/A	N/A
x (v/c ratio)	0.94	0.97	N/A	N/A	0.41	0.46	0.30	0.30	N/A	0.31	N/A	N/A	0.67	0.52	N/A	N/A
Lane control delay (s/veh)	43.3	46.9	N/A	N/A	7.1	7.8	5.8	5.8	N/A	25.2	N/A	N/A	26.5	17.3	N/A	N/A
Lane LOS	E	E	N/A	N/A	A	A	A	A	N/A	D	N/A	N/A	D	C	N/A	N/A
Approach control delay (s/veh)	45.2						7.1			25.2			22.2			
Approach LOS	E			A			A			D			C			
Intersection control delay (s/veh)	26.1															
Intersection LOS	D															
95th percentile queue (veh)	13.7	15.8	N/A	N/A	2.0	2.5	1.2	1.2	N/A	1.3	N/A	N/A	4.8	3.0	N/A	N/A

SR 50 at CR 33
2035 PM
Partial Two-Lane Roundabout
Draft TOPR 34

Parameter	Approach															
	EB (West Leg): SR 50				WB (East Leg): SR 50				NB (South Leg): SR 471				SB (North Leg): SR 471			
INPUTS																
Lane Configuration																
Entry Lane(s) Configuration (Note: This assumes 4 legs.)	LT, TR Case: 4			LT, TR Case: 4			LTR Case: 1			L, LTR Case: 3						
RT bypass configuration (Note: This is in addition to the entry lane(s))	None Case: 1			Yield Case: 1			None Case: 1			None Case: 1						
Number of conflicting circ lanes	2		2		1		1		2		2		2			
Number of conflicting exit lanes for bypass lane (if used)					1											
Vehicular Volumes																
Flow (veh/h)	U (v1U)	L (v1)	T (v2)	R (v3)	U (v4U)	L (v4)	T (v5)	R (v6)	U (v7U)	L (v7)	T (v8)	R (v9)	U (v10U)	L (v10)	T (v11)	R (v12)
% HV	46	1034	31		28	1319	465		35	19	22		349	23	58	
PHF	7	7	7		7	7	7		7	7	7		7	7	7	
	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pedestrian Volumes (crossing leg)																
n_p	0				0				1				0			
Constants																
Time period, T (h)	0.25															
PCE for HV	2															
SUMMARY																
Entry lane volume (veh/h)	549	620	N/A		666	750	489		N/A	80	N/A		240	212	N/A	
Entry lane capacity (veh/h)	834	906	N/A		1198	1198	1198		N/A	338	N/A		302	353	N/A	
x (v/c ratio)	0.66	0.68	N/A		0.56	0.63	0.41		N/A	0.24	N/A		0.80	0.60	N/A	
Lane control delay (s/veh)	15.5	15.5	N/A		9.5	11.0	7.1		N/A	15.1	N/A		49.8	27.4	N/A	
Lane LOS	C	C	N/A		A	B	A		N/A	C	N/A		E	D	N/A	
Approach control delay (s/veh)	15.5				9.5				15.1				39.3			
Approach LOS	C				A				C				E			
Intersection control delay (s/veh)	15.3															
Intersection LOS	C															
95th percentile queue (veh)	5.1	5.6	N/A		3.6	4.6	2.0		N/A	0.9	N/A		6.4	3.7	N/A	

SR 50 at CR 33
2045 AM
Partial Two-Lane Roundabout
Draft TOPR 34

Parameter	Approach															
	EB (West Leg): SR 50				WB (East Leg): SR 50				NB (South Leg): SR 471				SB (North Leg): SR 471			
INPUTS																
Lane Configuration																
Entry Lane(s) Configuration (Note: This assumes 4 legs.)	LT, TR Case: 4			LT, TR Case: 4			LTR Case: 1			L, LTR Case: 3						
RT bypass configuration (Note: This is in addition to the entry lane(s))	None Case: 1			Yield Case: 1			None Case: 1			None Case: 1						
Number of conflicting circ lanes	2		2		1		1		2		2		2			
Number of conflicting exit lanes for bypass lane (if used)					1											
Vehicular Volumes	U (v1U)	L (v1)	T (v2)	R (v3)	U (v4U)	L (v4)	T (v5)	R (v6)	U (v7U)	L (v7)	T (v8)	R (v9)	U (v10U)	L (v10)	T (v11)	R (v12)
Flow (veh/h)	87	1683	39		24	1305	436		36	27	30		613	22	70	
% HV	7	7	7		7	7	7		7	7	7		7	7	7	
PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Pedestrian Volumes (crossing leg)																
n_p	0				0				1				0			
Constants																
Time period, T (h)	0.25															
PCE for HV	2															
SUMMARY																
Entry lane volume (veh/h)	895	1009	N/A		658	741	459		N/A	98	N/A		393	349	N/A	
Entry lane capacity (veh/h)	637	707	N/A		1138	1138	1132		N/A	136	N/A		307	359	N/A	
x (v/c ratio)	1.40	1.43	N/A		0.58	0.65	0.41		N/A	0.72	N/A		1.28	0.97	N/A	
Lane control delay (s/veh)	210.6	218.7	N/A		10.3	12.1	7.4		N/A	80.0	N/A		184.7	75.0	N/A	
Lane LOS	F	F	N/A		B	B	A		N/A	F	N/A		F	F	N/A	
Approach control delay (s/veh)	214.9				10.3				80.0				133.2			
Approach LOS	F				B				F				F			
Intersection control delay (s/veh)	116.2															
Intersection LOS	F															
95th percentile queue (veh)	40.5	46.1	N/A		3.9	5.1	2.0		N/A	4.2	N/A		18.7	10.8	N/A	

SR 50 at CR 33
2045 PM
Partial Two-Lane Roundabout
Draft TOPR 34

Parameter	Approach															
	EB (West Leg): SR 50				WB (East Leg): SR 50				NB (South Leg): SR 471				SB (North Leg): SR 471			
INPUTS																
Lane Configuration																
Entry Lane(s) Configuration (Note: This assumes 4 legs.)	LT, TR Case: 4			LT, TR Case: 4			LTR Case: 1			L, LTR Case: 3						
RT bypass configuration (Note: This is in addition to the entry lane(s))	None Case: 1			Yield Case: 1			None Case: 1			None Case: 1						
Number of conflicting circ lanes	2		2		1		1		2		2		2			
Number of conflicting exit lanes for bypass lane (if used)					1											
Vehicular Volumes																
Flow (veh/h)	U (v1U)	L (v1)	T (v2)	R (v3)	U (v4U)	L (v4)	T (v5)	R (v6)	U (v7U)	L (v7)	T (v8)	R (v9)	U (v10U)	L (v10)	T (v11)	R (v12)
% HV	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pedestrian Volumes (crossing leg)																
n_p	0				0				1				0			
Constants																
Time period, T (h)	0.25															
PCE for HV	2															
SUMMARY																
Entry lane volume (veh/h)	698	788	N/A		848	956	645		N/A	90	N/A		307	272	N/A	
Entry lane capacity (veh/h)	757	828	N/A		1160	1160	1160		N/A	235	N/A		206	248	N/A	
x (v/c ratio)	0.92	0.95	N/A		0.73	0.82	0.56		N/A	0.38	N/A		1.49	1.10	N/A	
Lane control delay (s/veh)	39.6	42.7	N/A		14.7	19.8	9.7		N/A	26.5	N/A		287.7	129.2	N/A	
Lane LOS	E	E	N/A		B	C	A		N/A	D	N/A		F	F	N/A	
Approach control delay (s/veh)	41.2				15.4				26.5				213.2			
Approach LOS	E				C				D				F			
Intersection control delay (s/veh)	48.8															
Intersection LOS	E															
95th percentile queue (veh)	12.9	14.9	N/A		6.9	10.1	3.6		N/A	1.7	N/A		18.7	11.7	N/A	

FUTURE PRELIMINARY SIGNAL WARRANT ANALYSES

SR 50 at CR 469

Traffic Volumes

Hour	Begin	End	Major Street		Minor Street	
			EB	WB	NB	SB
7:00 AM	8:00 AM		1301	1227	0	290
2nd	Highest Hour		1197	1129	0	252
3rd	Highest Hour		1210	1141	0	136
4th	Highest Hour		1353	1276	0	110
5th	Highest Hour		924	871	0	96
6th	Highest Hour		1353	1276	0	96
7th	Highest Hour		1314	1239	0	93
8th	Highest Hour		1210	1141	0	90
9th	Highest Hour		1262	1190	0	87
10th	Highest Hour		1327	1252	0	87
11th	Highest Hour		1392	1313	0	81
12th	Highest Hour		1171	1104	0	73
13th	Highest Hour		872	822	0	73
14th	Highest Hour		1119	1055	0	64
15th	Highest Hour		481	454	0	46
16th	Highest Hour		598	564	0	32
17th	Highest Hour		455	429	0	26
18th	Highest Hour		338	319	0	20
19th	Highest Hour		195	184	0	12
20th	Highest Hour		143	135	0	9
21st	Highest Hour		130	123	0	6
22nd	Highest Hour		208	196	0	6
23rd	Highest Hour		117	110	0	3
24th	Highest Hour		91	86	0	3

100% Warrant Met
70% Warrant Met

Number of lanes for moving traffic on each approach (Major Street) 2
 Number of lanes for moving traffic on each approach (Minor Street) 1
 Warrant Factor 70%
 Row Index for VLOOKUP 2

Calculations

Combined Major Street	Higher Minor Street	Major Plus Minor	Hourly Rank	Condition A			Condition B		
				100%	80%	70%	100%	80%	70%
2528	290	2818	1	Yes	Yes	Yes	Yes	Yes	Yes
2326	252	2578	7	Yes	Yes	Yes	Yes	Yes	Yes
2351	136	2487	9	N	Yes	Yes	Yes	Yes	Yes
2629	110	2739	3	N	N	Yes	Yes	Yes	Yes
1795	96	1891	13	N	N	N	Yes	Yes	Yes
2629	96	2725	4	N	N	N	Yes	Yes	Yes
2553	93	2646	6	N	N	N	Yes	Yes	Yes
2351	90	2441	10	N	N	N	Yes	Yes	Yes
2452	87	2539	8	N	N	N	Yes	Yes	Yes
2579	87	2666	5	N	N	N	Yes	Yes	Yes
2705	81	2786	2	N	N	N	Yes	Yes	Yes
2275	73	2348	11	N	N	N	N	Yes	Yes
1694	73	1766	14	N	N	N	N	Yes	Yes
2174	64	2238	12	N	N	N	N	Yes	Yes
935	46	982	16	N	N	N	N	N	N
1163	32	1195	15	N	N	N	N	N	N
885	26	911	17	N	N	N	N	N	N
657	20	678	18	N	N	N	N	N	N
379	12	391	20	N	N	N	N	N	N
278	9	287	21	N	N	N	N	N	N
253	6	259	22	N	N	N	N	N	N
404	6	410	19	N	N	N	N	N	N
228	3	230	23	N	N	N	N	N	N
177	3	180	24	N	N	N	N	N	N
				2	3	4	11	14	14

Lookup Table

Index	Lanes		Condition A - Minimum Vehicular Volume			Higher Minor Street		
	Major Street	Minor Street	100%	80%	70%	100%	80%	70%
1	1	1	500	400	350	150	120	105
2	2 or more	1	600	480	420	150	120	105
3	2 or more	2 or more	600	480	420	200	160	140
4	1	2 or more	500	400	350	200	160	140

Index	Lanes		Condition B - Interruption of Continuous Traffic			Higher Minor Street		
	Major Street	Minor Street	100%	80%	70%	100%	80%	70%
1	1	1	750	600	525	75	60	53
2	2 or more	1	900	720	630	75	60	53
3	2 or more	2 or more	900	720	630	100	80	70
4	1	2 or more	750	600	525	100	80	70

Vehicles per hour on major street (100% Volume) 600
 Vehicles per hour on major street (80% Volume) 480
 Vehicles per hour on major street (70% Volume) 420
 Vehicles per hour on higher-volume minor-street approach (100% Volume) 150
 Vehicles per hour on higher-volume minor-street approach (80% Volume) 120
 Vehicles per hour on higher-volume minor-street approach (70% Volume) 105

Vehicles per hour on major street (100% Volume) 900
 Vehicles per hour on major street (80% Volume) 720
 Vehicles per hour on major street (70% Volume) 630
 Vehicles per hour on higher-volume minor-street approach (100% Volume) 75
 Vehicles per hour on higher-volume minor-street approach (80% Volume) 60
 Vehicles per hour on higher-volume minor-street approach (70% Volume) 53

Warrant Summary

Warrant Factor	Condition	Major Street Requirement	Minor Street Requirement	Hours That Condition Is Met	Threshold	Condition for Warrant Factor Met?	Signal Warrant Met?
100%	A	600	150	2	8	No	Yes
	B	900	75	11	8	Yes	Yes
80%	A	480	120	3	8	No	No
	B	720	60	14	8	Yes	Yes
70%	A	420	105	4	8	No	Yes
	B	630	53	14	8	Yes	Yes

Is Warrant #1 met based on the applicable warrant factor?

Yes

SR 50 at Tuscanooga Rd

Traffic Volumes

Hour	Begin	End	Major Street		Minor Street	
			EB	WB	NB	SB
7:00 AM	8:00 AM		1609	1219	0	150
2nd	Highest Hour		1496	1134	0	116
3rd	Highest Hour		1062	805	0	111
4th	Highest Hour		1529	1158	0	108
5th	Highest Hour		1545	1170	0	105
6th	Highest Hour		1046	792	0	95
7th	Highest Hour		1319	1000	0	89
8th	Highest Hour		1416	1073	0	87
9th	Highest Hour		1255	951	0	84
10th	Highest Hour		1400	1061	0	78
11th	Highest Hour		1271	963	0	78
12th	Highest Hour		1319	1000	0	69
13th	Highest Hour		1352	1024	0	62
14th	Highest Hour		1319	1000	0	59
15th	Highest Hour		499	378	0	50
16th	Highest Hour		676	512	0	48
17th	Highest Hour		515	390	0	27
18th	Highest Hour		354	268	0	26
19th	Highest Hour		209	158	0	23
20th	Highest Hour		113	85	0	11
21st	Highest Hour		129	98	0	11
22nd	Highest Hour		209	158	0	8
23rd	Highest Hour		145	110	0	5
24th	Highest Hour		97	73	0	2

100% Warrant Met
70% Warrant Met

Number of lanes for moving traffic on each approach (Major Street) 2
 Number of lanes for moving traffic on each approach (Minor Street) 1
 Warrant Factor 70%
 Row Index for VLOOKUP 2

Lookup Table

Condition A - Minimum Vehicular Volume								
Index	Lanes		Combined Major Street			Higher Minor Street		
	Major Street	Minor Street	100%	80%	70%	100%	80%	70%
1	1	1	500	400	350	150	120	105
2	2 or more	1	600	480	420	150	120	105
3	2 or more	2 or more	600	480	420	200	160	140
4	1	2 or more	500	400	350	200	160	140

Condition B - Interruption of Continuous Traffic								
Index	Lanes		Combined Major Street			Higher Minor Street		
	Major Street	Minor Street	100%	80%	70%	100%	80%	70%
1	1	1	750	600	525	75	60	53
2	2 or more	1	900	720	630	75	60	53
3	2 or more	2 or more	900	720	630	100	80	70
4	1	2 or more	750	600	525	100	80	70

Vehicles per hour on major street (100% Volume) 600
 Vehicles per hour on major street (80% Volume) 480
 Vehicles per hour on major street (70% Volume) 420
 Vehicles per hour on higher-volume minor-street approach (100% Volume) 150
 Vehicles per hour on higher-volume minor-street approach (80% Volume) 120
 Vehicles per hour on higher-volume minor-street approach (70% Volume) 105

 Vehicles per hour on major street (100% Volume) 900
 Vehicles per hour on major street (80% Volume) 720
 Vehicles per hour on major street (70% Volume) 630
 Vehicles per hour on higher-volume minor-street approach (100% Volume) 75
 Vehicles per hour on higher-volume minor-street approach (80% Volume) 60
 Vehicles per hour on higher-volume minor-street approach (70% Volume) 53

Calculations

Combined Major Street	Higher Minor Street	Major Plus Minor	Hourly Rank	Condition A			Condition B		
				100%	80%	70%	100%	80%	70%
2828	150	2978	1	Yes	Yes	Yes	Yes	Yes	Yes
2630	116	2746	4	N	N	Yes	Yes	Yes	Yes
1866	111	1977	13	N	N	Yes	Yes	Yes	Yes
2687	108	2795	3	N	N	Yes	Yes	Yes	Yes
2715	105	2820	2	N	N	Yes	Yes	Yes	Yes
1838	95	1933	14	N	N	N	Yes	Yes	Yes
2319	89	2407	8	N	N	N	Yes	Yes	Yes
2489	87	2576	5	N	N	N	Yes	Yes	Yes
2206	84	2290	12	N	N	N	Yes	Yes	Yes
2460	78	2538	6	N	N	N	Yes	Yes	Yes
2234	78	2312	11	N	N	N	Yes	Yes	Yes
2319	69	2388	9	N	N	N	N	Yes	Yes
2376	62	2437	7	N	N	N	N	Yes	Yes
2319	59	2377	10	N	N	N	N	N	Yes
877	50	926	17	N	N	N	N	N	N
1188	48	1236	15	N	N	N	N	N	N
905	27	932	16	N	N	N	N	N	N
622	26	648	18	N	N	N	N	N	N
368	23	390	19	N	N	N	N	N	N
198	11	208	23	N	N	N	N	N	N
226	11	237	22	N	N	N	N	N	N
368	8	375	20	N	N	N	N	N	N
255	5	259	21	N	N	N	N	N	N
170	2	171	24	N	N	N	N	N	N

1 1 5 11 13 14

Warrant Summary

Warrant Factor	Condition	Major Street Requirement	Minor Street Requirement	Hours That Condition Is Met	Threshold	Condition for Warrant Factor Met?	Signal Warrant Met?
100%	A	600	150	1	8	No	Yes
	B	900	75	11	8	Yes	Yes
80%	A	480	120	1	8	No	No
	B	720	60	13	8	Yes	Yes
70%	A	420	105	5	8	No	Yes
	B	630	53	14	8	Yes	Yes

Is Warrant #1 met based on the applicable warrant factor?

Yes

SR 50 at Bay Lake Rd

Traffic Volumes

Hour	Begin	End	Major Street		Minor Street	
			EB	WB	NB	SB
7:00 AM	8:00 AM		1668	1386	0	249
2nd	Highest Hour		1518	1261	0	209
3rd	Highest Hour		1635	1358	0	177
4th	Highest Hour		1351	1123	0	159
5th	Highest Hour		1418	1178	0	154
6th	Highest Hour		1635	1358	0	149
7th	Highest Hour		1284	1067	0	142
8th	Highest Hour		1268	1053	0	137
9th	Highest Hour		1284	1067	0	129
10th	Highest Hour		1268	1053	0	125
11th	Highest Hour		1268	1053	0	122
12th	Highest Hour		1368	1137	0	122
13th	Highest Hour		1168	970	0	122
14th	Highest Hour		1084	901	0	110
15th	Highest Hour		734	610	0	85
16th	Highest Hour		550	457	0	57
17th	Highest Hour		534	444	0	52
18th	Highest Hour		384	319	0	37
19th	Highest Hour		200	166	0	17
20th	Highest Hour		117	97	0	12
21st	Highest Hour		234	194	0	12
22nd	Highest Hour		117	97	0	10
23rd	Highest Hour		167	139	0	10
24th	Highest Hour		117	97	0	5

100% Warrant Met
70% Warrant Met

Number of lanes for moving traffic on each approach (Major Street) 2
 Number of lanes for moving traffic on each approach (Minor Street) 1
 Warrant Factor 70%
 Row Index for VLOOKUP 2

Calculations

Combined Major Street	Higher Minor Street	Major Plus Minor	Hourly Rank	Condition A			Condition B		
				100%	80%	70%	100%	80%	70%
3054	249	3303	1	Yes	Yes	Yes	Yes	Yes	Yes
2779	209	2988	4	Yes	Yes	Yes	Yes	Yes	Yes
2993	177	3170	2	Yes	Yes	Yes	Yes	Yes	Yes
2474	159	2633	6	Yes	Yes	Yes	Yes	Yes	Yes
2596	154	2750	5	Yes	Yes	Yes	Yes	Yes	Yes
2993	149	3142	3	Yes	Yes	Yes	Yes	Yes	Yes
2352	142	2494	8	N	Yes	Yes	Yes	Yes	Yes
2321	137	2458	10	N	Yes	Yes	Yes	Yes	Yes
2352	129	2481	9	N	Yes	Yes	Yes	Yes	Yes
2321	125	2446	11	N	Yes	Yes	Yes	Yes	Yes
2321	122	2443	12	N	Yes	Yes	Yes	Yes	Yes
2504	122	2626	7	N	Yes	Yes	Yes	Yes	Yes
2138	122	2260	13	N	Yes	Yes	Yes	Yes	Yes
1985	110	2095	14	N	N	Yes	Yes	Yes	Yes
1344	85	1428	15	N	N	N	Yes	Yes	Yes
1008	57	1065	16	N	N	N	N	N	Yes
977	52	1030	17	N	N	N	N	N	Yes
702	37	740	18	N	N	N	N	N	N
366	17	384	20	N	N	N	N	N	N
214	12	226	22	N	N	N	N	N	N
428	12	440	19	N	N	N	N	N	N
214	10	224	23	N	N	N	N	N	N
305	10	315	21	N	N	N	N	N	N
214	5	219	24	N	N	N	N	N	N
				6	13	14	15	15	17

Lookup Table

Index	Condition A - Minimum Vehicular Volume							
	Lanes		Combined Major Street			Higher Minor Street		
	Major Street	Minor Street	100%	80%	70%	100%	80%	70%
1	1	1	500	400	350	150	120	105
2	2 or more	1	600	480	420	150	120	105
3	2 or more	2 or more	600	480	420	200	160	140
4	1	2 or more	500	400	350	200	160	140

Index	Condition B - Interruption of Continuous Traffic							
	Lanes		Combined Major Street			Higher Minor Street		
	Major Street	Minor Street	100%	80%	70%	100%	80%	70%
1	1	1	750	600	525	75	60	53
2	2 or more	1	900	720	630	75	60	53
3	2 or more	2 or more	900	720	630	100	80	70
4	1	2 or more	750	600	525	100	80	70

Vehicles per hour on major street (100% Volume) 600
 Vehicles per hour on major street (80% Volume) 480
 Vehicles per hour on major street (70% Volume) 420
 Vehicles per hour on higher-volume minor-street approach (100% Volume) 150
 Vehicles per hour on higher-volume minor-street approach (80% Volume) 120
 Vehicles per hour on higher-volume minor-street approach (70% Volume) 105

Vehicles per hour on major street (100% Volume) 900
 Vehicles per hour on major street (80% Volume) 720
 Vehicles per hour on major street (70% Volume) 630
 Vehicles per hour on higher-volume minor-street approach (100% Volume) 75
 Vehicles per hour on higher-volume minor-street approach (80% Volume) 60
 Vehicles per hour on higher-volume minor-street approach (70% Volume) 53

Warrant Summary

Warrant Factor	Condition	Major Street Requirement	Minor Street Requirement	Hours That Condition Is Met	Threshold	Condition for Warrant Factor Met?	Signal Warrant Met?
100%	A	600	150	6	8	No	Yes
	B	900	75	15	8	Yes	Yes
80%	A	480	120	13	8	Yes	Yes
	B	720	60	15	8	Yes	Yes
70%	A	420	105	14	8	Yes	Yes
	B	630	53	17	8	Yes	Yes

Is Warrant #1 met based on the applicable warrant factor?

Yes

APPENDIX P – FUTURE BUILD SEGMENT REPORTS

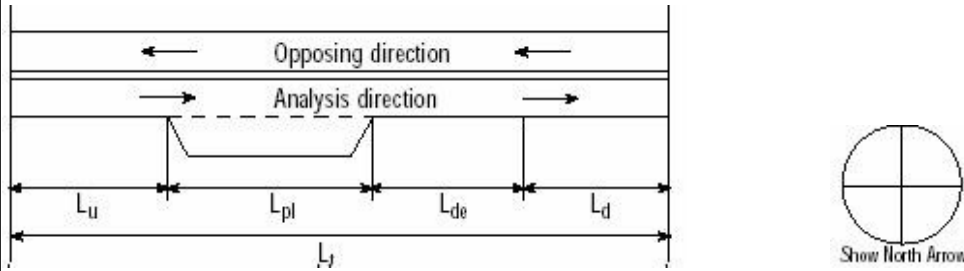
DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET WITH PASSING LANE WORKSHEET

General Information		Site Information	
Analyst	JXP	Highway of Travel	SR 50 - EB
Agency or Company	KAI	From/To	US 301 to CR 757
Date Performed	4/26/17	Jurisdiction	District 5/7
Analysis Time Period	AM Peak Hour	Analysis Year	2025 - Passing Lane

Project Description: West SR 50 PD&E Study

Input Data

Class I highway Class II highway Class III highway



Shoulder width (ft)	4.0
Lane Width (ft)	12.0
Segment Length (mi)	8.3
Total length of analysis segment, L_t	8.3
Length of two-lane highway upstream of the passing lane, L_u	0.7
Length of passing lane including tapers, L_{pl}	2.7
Average travel speed, ATS_d (from Directional Two-Lane Highway Segment Worksheet)	57.8
Percent time-spent-following, $PTSF_d$ (from Directional Two-Lane Highway Segment Worksheet)	71.1
Level of service ¹ , LOS_d (from Directional Two-Lane Highway Segment Worksheet)	D

Average Travel Speed

Length of the downstream highway segment within the effective length of passing lane for average travel speed, L_{de} (Exhibit 15-23)	1.70
Length of two-lane highway downstream of effective length of the passing lane for avg travel speed, $L_d = L_t - (L_u + L_{pl} + L_{de})$	3.20
Adj. factor for the effect of passing lane on average speed, f_{pl} (Exhibit 15-28)	1.10
Average travel speed including passing lane ² , $ATS_{pl} = (ATS_d * L_t) / (L_u + L_d + (L_{pl}/f_{pl}) + (2L_{de}/(1+f_{pl,ATS})))$	60.2
Percent free flow speed including passing lane, $PPFS_{pl} = (ATS_{pl} / FFS)$	88.6

Percent Time-Spent-Following

Length of the downstream highway segment within the effective length of passing lane for percent time-spent-following, L_{de} (Exhibit 15-23)	7.04
Length of two-lane highway downstream of effective length of the passing lane for percent-time-following, $L_d = L_t - (L_u + L_{pl} + L_{de})$	-2.14
Adj. factor for the effect of passing lane on percent time-spent-following, $f_{pl,PTSF}$ (Exhibit 15-26)	0.61

Percent time-spent-following including passing lane ³ , $PTSF_{pl}(\%)$ $PTSF_{pl} = PTSF_d [L_d + L_d + f_{pl, PTSF} L_{pl} + ((1 + f_{pl, PTSF}) / 2) L_{de}] / L_t$	51.4
Level of Service and Other Performance Measures⁴	
Level of service including passing lane LOS_{pl} (Exhibit 15-3)	C
Peak 15-min total travel time, $TT_{15}(\text{veh-h})$ $TT_{15} = VMT_{15} / ATS_{pl}$	18.3
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	531.9
Effective width, W_v (Eq. 15-29) ft	16.00
Effective speed factor, S_t (Eq. 15-30)	4.94
Bicycle level of service score, BLOS (Eq. 15-31)	12.73
Bicycle level of service (Exhibit 15-4)	F
Notes	
<ol style="list-style-type: none"> 1. If $LOS_d = F$, passing lane analysis cannot be performed. 2. If $L_d < 0$, use alternative Equation 15-18. 3. If $L_d < 0$, use alternative Equation 15-16. 4. v/c, VMT_{15} and VMT_{60} are calculated on Directional Two-Lane Highway Segment Worksheet. 	

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET WITH PASSING LANE WORKSHEET

General Information		Site Information	
Analyst	JXP	Highway of Travel	SR 50 - WB
Agency or Company	KAI	From/To	CR 757 to US 301
Date Performed	4/26/17	Jurisdiction	District 5/7
Analysis Time Period	AM Peak Hour	Analysis Year	2025 Passing Lane

Project Description: West SR 50 PD&E Study

Input Data

Class I highway
 Class II highway
 Class III highway

Show North Arrow

Shoulder width (ft)	4.0
Lane Width (ft)	12.0
Segment Length (mi)	8.3
Total length of analysis segment, L_t	8.3
Length of two-lane highway upstream of the passing lane, L_u	1.8
Length of passing lane including tapers, L_{pl}	3.2
Average travel speed, ATS_d (from Directional Two-Lane Highway Segment Worksheet)	58.4
Percent time-spent-following, $PTSF_d$ (from Directional Two-Lane Highway Segment Worksheet)	61.8
Level of service ¹ , LOS_d (from Directional Two-Lane Highway Segment Worksheet)	C

Average Travel Speed

Length of the downstream highway segment within the effective length of passing lane for average travel speed, L_{de} (Exhibit 15-23)	1.70
Length of two-lane highway downstream of effective length of the passing lane for avg travel speed, $L_d = L_t - (L_u + L_{pl} + L_{de})$	1.60
Adj. factor for the effect of passing lane on average speed, f_{pl} (Exhibit 15-28)	1.10
Average travel speed including passing lane ² , $ATS_{pl} = (ATS_d * L_t) / (L_u + L_d + (L_{pl}/f_{pl}) + (2L_{de}/(1+f_{pl,ATS})))$	61.1
Percent free flow speed including passing lane, $PPFS_{pl} = (ATS_{pl} / FFS)$	90.0

Percent Time-Spent-Following

Length of the downstream highway segment within the effective length of passing lane for percent time-spent-following, L_{de} (Exhibit 15-23)	7.89
Length of two-lane highway downstream of effective length of the passing lane for percent-time-following, $L_d = L_t - (L_u + L_{pl} + L_{de})$	-4.59
Adj. factor for the effect of passing lane on percent time-spent-following, $f_{pl,PTSF}$ (Exhibit 15-26)	0.61

Percent time-spent-following including passing lane ³ , $PTSF_{pl}(\%)$ $PTSF_{pl} = PTSF_d [L_u + L_d + f_{pl, PTSF} L_{pl} + ((1 + f_{pl, PTSF}) / 2) L_{de}] / L_t$	44.9
Level of Service and Other Performance Measures⁴	
Level of service including passing lane LOS_{pl} (Exhibit 15-3)	B
Peak 15-min total travel time, $TT_{15}(\text{veh-h})$ $TT_{15} = VMT_{15} / ATS_{pl}$	14.4
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	425.5
Effective width, W_v (Eq. 15-29) ft	16.00
Effective speed factor, S_t (Eq. 15-30)	4.94
Bicycle level of service score, BLOS (Eq. 15-31)	12.62
Bicycle level of service (Exhibit 15-4)	F
Notes	
<ol style="list-style-type: none"> 1. If $LOS_d = F$, passing lane analysis cannot be performed. 2. If $L_d < 0$, use alternative Equation 15-18. 3. If $L_d < 0$, use alternative Equation 15-16. 4. v/c, VMT_{15} and VMT_{60} are calculated on Directional Two-Lane Highway Segment Worksheet. 	

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET WITH PASSING LANE WORKSHEET

General Information		Site Information	
Analyst	JXP	Highway of Travel	SR 50 - EB
Agency or Company	Kittelson & Associates, Inc.	From/To	US 301 to CR 757
Date Performed	4/26/17	Jurisdiction	District 5/7
Analysis Time Period	PM Peak Hour	Analysis Year	2025 Passing Lane

Project Description: West SR 50 PD&E Study

Input Data

Class I highway
 Class II highway
 Class III highway

Show North Arrow

Shoulder width (ft)	4.0
Lane Width (ft)	12.0
Segment Length (mi)	8.3
Total length of analysis segment, L_t	8.3
Length of two-lane highway upstream of the passing lane, L_u	0.7
Length of passing lane including tapers, L_{pl}	2.7
Average travel speed, ATS_d (from Directional Two-Lane Highway Segment Worksheet)	58.1
Percent time-spent-following, $PTSF_d$ (from Directional Two-Lane Highway Segment Worksheet)	63.8
Level of service ¹ , LOS_d (from Directional Two-Lane Highway Segment Worksheet)	C

Average Travel Speed

Length of the downstream highway segment within the effective length of passing lane for average travel speed, L_{de} (Exhibit 15-23)	1.70
Length of two-lane highway downstream of effective length of the passing lane for avg travel speed, $L_d = L_t - (L_u + L_{pl} + L_{de})$	3.20
Adj. factor for the effect of passing lane on average speed, f_{pl} (Exhibit 15-28)	1.10
Average travel speed including passing lane ² , $ATS_{pl} = (ATS_d * L_t) / (L_u + L_d + (L_{pl}/f_{pl}) + (2L_{de}/(1+f_{pl,ATS})))$	60.5
Percent free flow speed including passing lane, $PPFS_{pl} = (ATS_{pl} / FFS)$	89.0

Percent Time-Spent-Following

Length of the downstream highway segment within the effective length of passing lane for percent time-spent-following, L_{de} (Exhibit 15-23)	7.66
Length of two-lane highway downstream of effective length of the passing lane for percent-time-following, $L_d = L_t - (L_u + L_{pl} + L_{de})$	-2.76
Adj. factor for the effect of passing lane on percent time-spent-following, $f_{pl,PTSF}$ (Exhibit 15-26)	0.61

Percent time-spent-following including passing lane ³ , $PTSF_{pl}(\%)$ $PTSF_{pl} = PTSF_d [L_d + L_d + f_{pl, PTSF} L_{pl} + ((1 + f_{pl, PTSF}) / 2) L_{de}] / L_t$	45.7
Level of Service and Other Performance Measures⁴	
Level of service including passing lane LOS_{pl} (Exhibit 15-3)	B
Peak 15-min total travel time, $TT_{15}(\text{veh-h})$ $TT_{15} = VMT_{15} / ATS_{pl}$	15.6
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	454.5
Effective width, W_v (Eq. 15-29) ft	16.00
Effective speed factor, S_t (Eq. 15-30)	4.94
Bicycle level of service score, BLOS (Eq. 15-31)	9.12
Bicycle level of service (Exhibit 15-4)	F
Notes	
<ol style="list-style-type: none"> 1. If $LOS_d = F$, passing lane analysis cannot be performed. 2. If $L_d < 0$, use alternative Equation 15-18. 3. If $L_d < 0$, use alternative Equation 15-16. 4. v/c, VMT_{15} and VMT_{60} are calculated on Directional Two-Lane Highway Segment Worksheet. 	

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET WITH PASSING LANE WORKSHEET

General Information		Site Information	
Analyst	JXP	Highway of Travel	SR 50 - WB
Agency or Company	Kittelson & Associates, Inc.	From/To	CR 757 to US 301
Date Performed	4/26/17	Jurisdiction	District 5/7
Analysis Time Period	PM Peak Hour	Analysis Year	2025 Passing Lane

Project Description: West SR 50 PD&E Study

Input Data

Class I highway
 Class II highway
 Class III highway

Show North Arrow

Shoulder width (ft)	4.0
Lane Width (ft)	12.0
Segment Length (mi)	8.3
Total length of analysis segment, L_t	8.3
Length of two-lane highway upstream of the passing lane, L_u	1.8
Length of passing lane including tapers, L_{pl}	3.2
Average travel speed, ATS_d (from Directional Two-Lane Highway Segment Worksheet)	57.7
Percent time-spent-following, $PTSF_d$ (from Directional Two-Lane Highway Segment Worksheet)	72.8
Level of service ¹ , LOS_d (from Directional Two-Lane Highway Segment Worksheet)	D

Average Travel Speed

Length of the downstream highway segment within the effective length of passing lane for average travel speed, L_{de} (Exhibit 15-23)	1.70
Length of two-lane highway downstream of effective length of the passing lane for avg travel speed, $L_d = L_t - (L_u + L_{pl} + L_{de})$	1.60
Adj. factor for the effect of passing lane on average speed, f_{pl} (Exhibit 15-28)	1.10
Average travel speed including passing lane ² , $ATS_{pl} = (ATS_d * L_t) / (L_u + L_d + (L_{pl}/f_{pl}) + (2L_{de}/(1+f_{pl,ATS})))$	60.4
Percent free flow speed including passing lane, $PPFS_{pl} = (ATS_{pl} / FFS)$	88.9

Percent Time-Spent-Following

Length of the downstream highway segment within the effective length of passing lane for percent time-spent-following, L_{de} (Exhibit 15-23)	6.76
Length of two-lane highway downstream of effective length of the passing lane for percent-time-following, $L_d = L_t - (L_u + L_{pl} + L_{de})$	-3.46
Adj. factor for the effect of passing lane on percent time-spent-following, $f_{pl,PTSF}$ (Exhibit 15-26)	0.61

Percent time-spent-following including passing lane ³ , $PTSF_{pl}(\%)$ $PTSF_{pl} = PTSF_d [L_d + L_d + f_{pl, PTSF} L_{pl} + ((1 + f_{pl, PTSF}) / 2) L_{de}] / L_t$	53.3
Level of Service and Other Performance Measures⁴	
Level of service including passing lane LOS_{pl} (Exhibit 15-3)	C
Peak 15-min total travel time, $TT_{15}(\text{veh-h})$ $TT_{15} = VMT_{15} / ATS_{pl}$	19.5
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	568.2
Effective width, W_v (Eq. 15-29) ft	16.00
Effective speed factor, S_t (Eq. 15-30)	4.94
Bicycle level of service score, BLOS (Eq. 15-31)	9.24
Bicycle level of service (Exhibit 15-4)	F
Notes	
<p>1. If $LOS_d = F$, passing lane analysis cannot be performed.</p> <p>2. If $L_d < 0$, use alternative Equation 15-18.</p> <p>3. If $L_d < 0$, use alternative Equation 15-16.</p> <p>4. v/c, VMT_{15} and VMT_{60} are calculated on Directional Two-Lane Highway Segment Worksheet.</p>	

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET WITH PASSING LANE WORKSHEET			
General Information		Site Information	
Analyst	JXP	Highway of Travel	SR 50 - EB
Agency or Company	KAI	From/To	US 301 to CR 757
Date Performed	4/26/17	Jurisdiction	District 5/7
Analysis Time Period	AM Peak Hour	Analysis Year	2035 - Passing Lane
Project Description: West SR 50 PD&E Study			
Input Data			
<input checked="" type="checkbox"/> Class I highway <input type="checkbox"/> Class II highway <input type="checkbox"/> Class III highway			
Shoulder width (ft)			4.0
Lane Width (ft)			12.0
Segment Length (mi)			8.3
Total length of analysis segment, L_t			8.3
Length of two-lane highway upstream of the passing lane, L_u			0.7
Length of passing lane including tapers, L_{pl}			2.7
Average travel speed, ATS_d (from Directional Two-Lane Highway Segment Worksheet)			56.1
Percent time-spent-following, $PTSF_d$ (from Directional Two-Lane Highway Segment Worksheet)			78.3
Level of service ¹ , LOS_d (from Directional Two-Lane Highway Segment Worksheet)			D
Average Travel Speed			
Length of the downstream highway segment within the effective length of passing lane for average travel speed, L_{de} (Exhibit 15-23)			1.70
Length of two-lane highway downstream of effective length of the passing lane for avg travel speed, $L_d = L_t - (L_u + L_{pl} + L_{de})$			3.20
Adj. factor for the effect of passing lane on average speed, f_{pl} (Exhibit 15-28)			1.11
Average travel speed including passing lane ² , $ATS_{pl} = (ATS_d * L_t) / (L_u + L_d + (L_{pl}/f_{pl}) + (2L_{de}/(1+f_{pl,ATS})))$			58.7
Percent free flow speed including passing lane, $PPFS_{pl} = (ATS_{pl} / FFS)$			86.3
Percent Time-Spent-Following			
Length of the downstream highway segment within the effective length of passing lane for percent time-spent-following, L_{de} (Exhibit 15-23)			5.61
Length of two-lane highway downstream of effective length of the passing lane for percent-time-following, $L_d = L_t - (L_u + L_{pl} + L_{de})$			-0.71
Adj. factor for the effect of passing lane on percent time-spent-following, $f_{pl,PTSF}$ (Exhibit 15-26)			0.62

Percent time-spent-following including passing lane ³ , $PTSF_{pl}(\%)$ $PTSF_{pl} = PTSF_d [L_u + L_d + f_{pl, PTSF} L_{pl} + ((1 + f_{pl, PTSF}) / 2) L_{de}] / L_t$	58.7
Level of Service and Other Performance Measures⁴	
Level of service including passing lane LOS_{pl} (Exhibit 15-3)	C
Peak 15-min total travel time, $TT_{15}(\text{veh-h})$ $TT_{15} = VMT_{15} / ATS_{pl}$	25.2
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	712.8
Effective width, W_v (Eq. 15-29) ft	16.00
Effective speed factor, S_t (Eq. 15-30)	4.94
Bicycle level of service score, BLOS (Eq. 15-31)	12.88
Bicycle level of service (Exhibit 15-4)	F
Notes	
<ol style="list-style-type: none"> 1. If $LOS_d = F$, passing lane analysis cannot be performed. 2. If $L_d < 0$, use alternative Equation 15-18. 3. If $L_d < 0$, use alternative Equation 15-16. 4. v/c, VMT_{15} and VMT_{60} are calculated on Directional Two-Lane Highway Segment Worksheet. 	

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET WITH PASSING LANE WORKSHEET

General Information		Site Information	
Analyst	JXP	Highway of Travel	SR 50 - WB
Agency or Company	KAI	From/To	CR 757 to US 301
Date Performed	4/26/17	Jurisdiction	District 5/7
Analysis Time Period	AM Peak Hour	Analysis Year	2035 Passing Lane

Project Description: West SR 50 PD&E Study

Input Data

Class I highway
 Class II highway
 Class III highway

Show North Arrow

Shoulder width (ft)	4.0
Lane Width (ft)	12.0
Segment Length (mi)	8.3
Total length of analysis segment, L_t	8.3
Length of two-lane highway upstream of the passing lane, L_u	1.8
Length of passing lane including tapers, L_{pl}	3.2
Average travel speed, ATS_d (from Directional Two-Lane Highway Segment Worksheet)	56.7
Percent time-spent-following, $PTSF_d$ (from Directional Two-Lane Highway Segment Worksheet)	69.1
Level of service ¹ , LOS_d (from Directional Two-Lane Highway Segment Worksheet)	D

Average Travel Speed

Length of the downstream highway segment within the effective length of passing lane for average travel speed, L_{de} (Exhibit 15-23)	1.70
Length of two-lane highway downstream of effective length of the passing lane for avg travel speed, $L_d = L_t - (L_u + L_{pl} + L_{de})$	1.60
Adj. factor for the effect of passing lane on average speed, f_{pl} (Exhibit 15-28)	1.10
Average travel speed including passing lane ² , $ATS_{pl} = (ATS_d * L_t) / (L_u + L_d + (L_{pl}/f_{pl}) + (2L_{de}/(1+f_{pl,ATS})))$	59.3
Percent free flow speed including passing lane, $PPFS_{pl} = (ATS_{pl} / FFS)$	87.3

Percent Time-Spent-Following

Length of the downstream highway segment within the effective length of passing lane for percent time-spent-following, L_{de} (Exhibit 15-23)	6.88
Length of two-lane highway downstream of effective length of the passing lane for percent-time-following, $L_d = L_t - (L_u + L_{pl} + L_{de})$	-3.58
Adj. factor for the effect of passing lane on percent time-spent-following, $f_{pl,PTSF}$ (Exhibit 15-26)	0.61

Percent time-spent-following including passing lane ³ , $PTSF_{pl}(\%)$ $PTSF_{pl} = PTSF_d [L_u + L_d + f_{pl, PTSF} L_{pl} + ((1 + f_{pl, PTSF}) / 2) L_{de}] / L_t$	50.6
Level of Service and Other Performance Measures⁴	
Level of service including passing lane LOS_{pl} (Exhibit 15-3)	C
Peak 15-min total travel time, $TT_{15}(\text{veh-h})$ $TT_{15} = VMT_{15} / ATS_{pl}$	19.3
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	553.2
Effective width, W_v (Eq. 15-29) ft	16.00
Effective speed factor, S_t (Eq. 15-30)	4.94
Bicycle level of service score, BLOS (Eq. 15-31)	12.75
Bicycle level of service (Exhibit 15-4)	F
Notes	
<ol style="list-style-type: none"> 1. If $LOS_d = F$, passing lane analysis cannot be performed. 2. If $L_d < 0$, use alternative Equation 15-18. 3. If $L_d < 0$, use alternative Equation 15-16. 4. v/c, VMT_{15} and VMT_{60} are calculated on Directional Two-Lane Highway Segment Worksheet. 	

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET WITH PASSING LANE WORKSHEET

General Information		Site Information	
Analyst	JXP	Highway of Travel	SR 50 - EB
Agency or Company	Kittelson & Associates, Inc.	From/To	US 301 to CR 757
Date Performed	4/26/17	Jurisdiction	District 5/7
Analysis Time Period	PM Peak Hour	Analysis Year	2035 Passing Lane

Project Description: West SR 50 PD&E Study

Input Data

Class I highway
 Class II highway
 Class III highway

Show North Arrow

Shoulder width (ft)	4.0
Lane Width (ft)	12.0
Segment Length (mi)	8.3
Total length of analysis segment, L_t	8.3
Length of two-lane highway upstream of the passing lane, L_u	0.7
Length of passing lane including tapers, L_{pl}	2.7
Average travel speed, ATS_d (from Directional Two-Lane Highway Segment Worksheet)	56.1
Percent time-spent-following, $PTSF_d$ (from Directional Two-Lane Highway Segment Worksheet)	71.2
Level of service ¹ , LOS_d (from Directional Two-Lane Highway Segment Worksheet)	D

Average Travel Speed

Length of the downstream highway segment within the effective length of passing lane for average travel speed, L_{de} (Exhibit 15-23)	1.70
Length of two-lane highway downstream of effective length of the passing lane for avg travel speed, $L_d = L_t - (L_u + L_{pl} + L_{de})$	3.20
Adj. factor for the effect of passing lane on average speed, f_{pl} (Exhibit 15-28)	1.10
Average travel speed including passing lane ² , $ATS_{pl} = (ATS_d * L_t) / (L_u + L_d + (L_{pl}/f_{pl}) + (2L_{de}/(1+f_{pl,ATS})))$	58.4
Percent free flow speed including passing lane, $PPFS_{pl} = (ATS_{pl} / FFS)$	86.0

Percent Time-Spent-Following

Length of the downstream highway segment within the effective length of passing lane for percent time-spent-following, L_{de} (Exhibit 15-23)	6.57
Length of two-lane highway downstream of effective length of the passing lane for percent-time-following, $L_d = L_t - (L_u + L_{pl} + L_{de})$	-1.67
Adj. factor for the effect of passing lane on percent time-spent-following, $f_{pl,PTSF}$ (Exhibit 15-26)	0.61

Percent time-spent-following including passing lane ³ , $PTSF_{pl}(\%)$ $PTSF_{pl} = PTSF_d [L_u + L_d + f_{pl, PTSF} L_{pl} + ((1 + f_{pl, PTSF}) / 2) L_{de}] / L_t$	51.9
Level of Service and Other Performance Measures⁴	
Level of service including passing lane LOS_{pl} (Exhibit 15-3)	C
Peak 15-min total travel time, $TT_{15}(\text{veh-h})$ $TT_{15} = VMT_{15} / ATS_{pl}$	21.0
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	590.9
Effective width, W_v (Eq. 15-29) ft	16.00
Effective speed factor, S_t (Eq. 15-30)	4.94
Bicycle level of service score, BLOS (Eq. 15-31)	9.26
Bicycle level of service (Exhibit 15-4)	F
Notes	
<p>1. If $LOS_d = F$, passing lane analysis cannot be performed.</p> <p>2. If $L_d < 0$, use alternative Equation 15-18.</p> <p>3. If $L_d < 0$, use alternative Equation 15-16.</p> <p>4. v/c, VMT_{15} and VMT_{60} are calculated on Directional Two-Lane Highway Segment Worksheet.</p>	

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET WITH PASSING LANE WORKSHEET

General Information		Site Information	
Analyst	JXP	Highway of Travel	SR 50 - WB
Agency or Company	Kittelson & Associates, Inc.	From/To	CR 757 to US 301
Date Performed	4/26/17	Jurisdiction	District 5/7
Analysis Time Period	PM Peak Hour	Analysis Year	2035 Passing Lane

Project Description: West SR 50 PD&E Study

Input Data

Class I highway
 Class II highway
 Class III highway

Shoulder width (ft)	4.0
Lane Width (ft)	12.0
Segment Length (mi)	8.3
Total length of analysis segment, L_t	8.3
Length of two-lane highway upstream of the passing lane, L_u	1.8
Length of passing lane including tapers, L_{pl}	3.2
Average travel speed, ATS_d (from Directional Two-Lane Highway Segment Worksheet)	55.7
Percent time-spent-following, $PTSF_d$ (from Directional Two-Lane Highway Segment Worksheet)	79.7
Level of service ¹ , LOS_d (from Directional Two-Lane Highway Segment Worksheet)	D

Average Travel Speed

Length of the downstream highway segment within the effective length of passing lane for average travel speed, L_{de} (Exhibit 15-23)	1.70
Length of two-lane highway downstream of effective length of the passing lane for avg travel speed, $L_d = L_t - (L_u + L_{pl} + L_{de})$	1.60
Adj. factor for the effect of passing lane on average speed, f_{pl} (Exhibit 15-28)	1.11
Average travel speed including passing lane ² , $ATS_{pl} = (ATS_d * L_t) / (L_u + L_d + (L_{pl}/f_{pl}) + (2L_{de}/(1+f_{pl,ATS})))$	58.6
Percent free flow speed including passing lane, $PPFS_{pl} = (ATS_{pl} / FFS)$	86.2

Percent Time-Spent-Following

Length of the downstream highway segment within the effective length of passing lane for percent time-spent-following, L_{de} (Exhibit 15-23)	5.27
Length of two-lane highway downstream of effective length of the passing lane for percent-time-following, $L_d = L_t - (L_u + L_{pl} + L_{de})$	-1.97
Adj. factor for the effect of passing lane on percent time-spent-following, $f_{pl,PTSF}$ (Exhibit 15-26)	0.62

Percent time-spent-following including passing lane ³ , $PTSF_{pl}(\%)$ $PTSF_{pl} = PTSF_d [L_u + L_d + f_{pl, PTSF} L_{pl} + ((1 + f_{pl, PTSF}) / 2) L_{de}] / L_t$	59.7
Level of Service and Other Performance Measures⁴	
Level of service including passing lane LOS_{pl} (Exhibit 15-3)	C
Peak 15-min total travel time, $TT_{15}(\text{veh-h})$ $TT_{15} = VMT_{15} / ATS_{pl}$	27.0
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	761.4
Effective width, W_v (Eq. 15-29) ft	16.00
Effective speed factor, S_t (Eq. 15-30)	4.94
Bicycle level of service score, BLOS (Eq. 15-31)	9.38
Bicycle level of service (Exhibit 15-4)	F
Notes	
<p>1. If $LOS_d = F$, passing lane analysis cannot be performed.</p> <p>2. If $L_d < 0$, use alternative Equation 15-18.</p> <p>3. If $L_d < 0$, use alternative Equation 15-16.</p> <p>4. v/c, VMT_{15} and VMT_{60} are calculated on Directional Two-Lane Highway Segment Worksheet.</p>	

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET WITH PASSING LANE WORKSHEET

General Information		Site Information	
Analyst	JXP	Highway of Travel	SR 50 - EB
Agency or Company	KAI	From/To	US 301 to CR 757
Date Performed	4/21/17	Jurisdiction	District 5/7
Analysis Time Period	AM Peak Hour	Analysis Year	2045 - Passing Lane

Project Description: West SR 50 PD&E Study

Input Data

Class I highway
 Class II highway
 Class III highway

Shoulder width (ft)	4.0
Lane Width (ft)	12.0
Segment Length (mi)	8.3
Total length of analysis segment, L_t	8.3
Length of two-lane highway upstream of the passing lane, L_u	0.7
Length of passing lane including tapers, L_{pl}	2.7
Average travel speed, ATS_d (from Directional Two-Lane Highway Segment Worksheet)	54.3
Percent time-spent-following, $PTSF_d$ (from Directional Two-Lane Highway Segment Worksheet)	83.4
Level of service ¹ , LOS_d (from Directional Two-Lane Highway Segment Worksheet)	E

Average Travel Speed

Length of the downstream highway segment within the effective length of passing lane for average travel speed, L_{de} (Exhibit 15-23)	1.70
Length of two-lane highway downstream of effective length of the passing lane for avg travel speed, $L_d = L_t - (L_u + L_{pl} + L_{de})$	3.20
Adj. factor for the effect of passing lane on average speed, f_{pl} (Exhibit 15-28)	1.11
Average travel speed including passing lane ² , $ATS_{pl} = (ATS_d * L_t) / (L_u + L_d + (L_{pl}/f_{pl}) + (2L_{de}/(1+f_{pl,ATS})))$	56.7
Percent free flow speed including passing lane, $PPFS_{pl} = (ATS_{pl} / FFS)$	83.4

Percent Time-Spent-Following

Length of the downstream highway segment within the effective length of passing lane for percent time-spent-following, L_{de} (Exhibit 15-23)	4.42
Length of two-lane highway downstream of effective length of the passing lane for percent-time-following, $L_d = L_t - (L_u + L_{pl} + L_{de})$	0.48
Adj. factor for the effect of passing lane on percent time-spent-following, $f_{pl,PTSF}$ (Exhibit 15-26)	0.62

Percent time-spent-following including passing lane ³ , $PTSF_{pl}(\%)$ $PTSF_{pl} = PTSF_d [L_u + L_d + f_{pl, PTSF} L_{pl} + ((1 + f_{pl, PTSF}) / 2) L_{de}] / L_t$	64.7
Level of Service and Other Performance Measures⁴	
Level of service including passing lane LOS_{pl} (Exhibit 15-3)	C
Peak 15-min total travel time, $TT_{15}(\text{veh-h})$ $TT_{15} = VMT_{15} / ATS_{pl}$	32.3
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	883.0
Effective width, W_v (Eq. 15-29) ft	16.00
Effective speed factor, S_t (Eq. 15-30)	4.94
Bicycle level of service score, BLOS (Eq. 15-31)	12.99
Bicycle level of service (Exhibit 15-4)	F
Notes	
<p>1. If $LOS_d = F$, passing lane analysis cannot be performed.</p> <p>2. If $L_d < 0$, use alternative Equation 15-18.</p> <p>3. If $L_d < 0$, use alternative Equation 15-16.</p> <p>4. v/c, VMT_{15} and VMT_{60} are calculated on Directional Two-Lane Highway Segment Worksheet.</p>	

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET WITH PASSING LANE WORKSHEET

General Information		Site Information	
Analyst	JXP	Highway of Travel	SR 50 - WB
Agency or Company	KAI	From/To	CR 757 to US 301
Date Performed	4/21/17	Jurisdiction	District 5/7
Analysis Time Period	AM Peak Hour	Analysis Year	2045 Passing Lane

Project Description: West SR 50 PD&E Study

Input Data

Class I highway
 Class II highway
 Class III highway

Show North Arrow

Shoulder width (ft)	4.0
Lane Width (ft)	12.0
Segment Length (mi)	8.3
Total length of analysis segment, L_t	8.3
Length of two-lane highway upstream of the passing lane, L_u	1.8
Length of passing lane including tapers, L_{pl}	3.2
Average travel speed, ATS_d (from Directional Two-Lane Highway Segment Worksheet)	54.6
Percent time-spent-following, $PTSF_d$ (from Directional Two-Lane Highway Segment Worksheet)	75.3
Level of service ¹ , LOS_d (from Directional Two-Lane Highway Segment Worksheet)	D

Average Travel Speed

Length of the downstream highway segment within the effective length of passing lane for average travel speed, L_{de} (Exhibit 15-23)	1.70
Length of two-lane highway downstream of effective length of the passing lane for avg travel speed, $L_d = L_t - (L_u + L_{pl} + L_{de})$	1.60
Adj. factor for the effect of passing lane on average speed, f_{pl} (Exhibit 15-28)	1.11
Average travel speed including passing lane ² , $ATS_{pl} = (ATS_d * L_t) / (L_u + L_d + (L_{pl}/f_{pl}) + (2L_{de}/(1+f_{pl,ATS})))$	57.4
Percent free flow speed including passing lane, $PPFS_{pl} = (ATS_{pl} / FFS)$	84.5

Percent Time-Spent-Following

Length of the downstream highway segment within the effective length of passing lane for percent time-spent-following, L_{de} (Exhibit 15-23)	5.77
Length of two-lane highway downstream of effective length of the passing lane for percent-time-following, $L_d = L_t - (L_u + L_{pl} + L_{de})$	-2.47
Adj. factor for the effect of passing lane on percent time-spent-following, $f_{pl,PTSF}$ (Exhibit 15-26)	0.61

Percent time-spent-following including passing lane ³ , $PTSF_{pl}(\%)$ $PTSF_{pl} = PTSF_d [L_u + L_d + f_{pl, PTSF} L_{pl} + ((1 + f_{pl, PTSF}) / 2) L_{de}] / L_t$	55.6
Level of Service and Other Performance Measures⁴	
Level of service including passing lane LOS_{pl} (Exhibit 15-3)	C
Peak 15-min total travel time, $TT_{15}(\text{veh-h})$ $TT_{15} = VMT_{15} / ATS_{pl}$	25.0
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	691.5
Effective width, W_v (Eq. 15-29) ft	16.00
Effective speed factor, S_t (Eq. 15-30)	4.94
Bicycle level of service score, BLOS (Eq. 15-31)	12.86
Bicycle level of service (Exhibit 15-4)	F
Notes	
<p>1. If $LOS_d = F$, passing lane analysis cannot be performed.</p> <p>2. If $L_d < 0$, use alternative Equation 15-18.</p> <p>3. If $L_d < 0$, use alternative Equation 15-16.</p> <p>4. v/c, VMT_{15} and VMT_{60} are calculated on Directional Two-Lane Highway Segment Worksheet.</p>	

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET WITH PASSING LANE WORKSHEET

General Information		Site Information	
Analyst	JXP	Highway of Travel	SR 50 - EB
Agency or Company	Kittelson & Associates, Inc.	From/To	US 301 to CR 757
Date Performed	4/21/17	Jurisdiction	District 5/7
Analysis Time Period	PM Peak Hour	Analysis Year	2045 Passing Lane

Project Description: West SR 50 PD&E Study

Input Data

Class I highway
 Class II highway
 Class III highway

Show North Arrow

Shoulder width (ft)	4.0
Lane Width (ft)	12.0
Segment Length (mi)	8.3
Total length of analysis segment, L_t	8.3
Length of two-lane highway upstream of the passing lane, L_u	0.7
Length of passing lane including tapers, L_{pl}	2.7
Average travel speed, ATS_d (from Directional Two-Lane Highway Segment Worksheet)	53.8
Percent time-spent-following, $PTSF_d$ (from Directional Two-Lane Highway Segment Worksheet)	77.6
Level of service ¹ , LOS_d (from Directional Two-Lane Highway Segment Worksheet)	D

Average Travel Speed

Length of the downstream highway segment within the effective length of passing lane for average travel speed, L_{de} (Exhibit 15-23)	1.70
Length of two-lane highway downstream of effective length of the passing lane for avg travel speed, $L_d = L_t - (L_u + L_{pl} + L_{de})$	3.20
Adj. factor for the effect of passing lane on average speed, f_{pl} (Exhibit 15-28)	1.11
Average travel speed including passing lane ² , $ATS_{pl} = (ATS_d * L_t) / (L_u + L_d + (L_{pl}/f_{pl}) + (2L_{de}/(1+f_{pl,ATS})))$	56.2
Percent free flow speed including passing lane, $PPFS_{pl} = (ATS_{pl} / FFS)$	82.7

Percent Time-Spent-Following

Length of the downstream highway segment within the effective length of passing lane for percent time-spent-following, L_{de} (Exhibit 15-23)	5.43
Length of two-lane highway downstream of effective length of the passing lane for percent-time-following, $L_d = L_t - (L_u + L_{pl} + L_{de})$	-0.53
Adj. factor for the effect of passing lane on percent time-spent-following, $f_{pl,PTSF}$ (Exhibit 15-26)	0.62

Percent time-spent-following including passing lane ³ , $PTSF_{pl}(\%)$ $PTSF_{pl} = PTSF_d [L_d + L_d + f_{pl, PTSF} L_{pl} + ((1 + f_{pl, PTSF}) / 2) L_{de}] / L_t$	58.5
Level of Service and Other Performance Measures⁴	
Level of service including passing lane LOS_{pl} (Exhibit 15-3)	C
Peak 15-min total travel time, $TT_{15}(\text{veh-h})$ $TT_{15} = VMT_{15} / ATS_{pl}$	27.3
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	738.6
Effective width, W_v (Eq. 15-29) ft	16.00
Effective speed factor, S_t (Eq. 15-30)	4.94
Bicycle level of service score, BLOS (Eq. 15-31)	9.37
Bicycle level of service (Exhibit 15-4)	F
Notes	
<p>1. If $LOS_d = F$, passing lane analysis cannot be performed.</p> <p>2. If $L_d < 0$, use alternative Equation 15-18.</p> <p>3. If $L_d < 0$, use alternative Equation 15-16.</p> <p>4. v/c, VMT_{15} and VMT_{60} are calculated on Directional Two-Lane Highway Segment Worksheet.</p>	

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET WITH PASSING LANE WORKSHEET

General Information		Site Information	
Analyst	JXP	Highway of Travel	SR 50 - WB
Agency or Company	Kittelson & Associates, Inc.	From/To	CR 757 to US 301
Date Performed	4/21/17	Jurisdiction	District 5/7
Analysis Time Period	PM Peak Hour	Analysis Year	2045 Passing Lane

Project Description: West SR 50 PD&E Study

Input Data

Class I highway
 Class II highway
 Class III highway

Show North Arrow

Shoulder width (ft)	4.0
Lane Width (ft)	12.0
Segment Length (mi)	8.3
Total length of analysis segment, L_t	8.3
Length of two-lane highway upstream of the passing lane, L_u	1.8
Length of passing lane including tapers, L_{pl}	3.2
Average travel speed, ATS_d (from Directional Two-Lane Highway Segment Worksheet)	53.6
Percent time-spent-following, $PTSF_d$ (from Directional Two-Lane Highway Segment Worksheet)	84.7
Level of service ¹ , LOS_d (from Directional Two-Lane Highway Segment Worksheet)	E

Average Travel Speed

Length of the downstream highway segment within the effective length of passing lane for average travel speed, L_{de} (Exhibit 15-23)	1.70
Length of two-lane highway downstream of effective length of the passing lane for avg travel speed, $L_d = L_t - (L_u + L_{pl} + L_{de})$	1.60
Adj. factor for the effect of passing lane on average speed, f_{pl} (Exhibit 15-28)	1.11
Average travel speed including passing lane ² , $ATS_{pl} = (ATS_d * L_t) / (L_u + L_d + (L_{pl}/f_{pl}) + (2L_{de}/(1+f_{pl,ATS})))$	56.4
Percent free flow speed including passing lane, $PPFS_{pl} = (ATS_{pl} / FFS)$	83.0

Percent Time-Spent-Following

Length of the downstream highway segment within the effective length of passing lane for percent time-spent-following, L_{de} (Exhibit 15-23)	4.00
Length of two-lane highway downstream of effective length of the passing lane for percent-time-following, $L_d = L_t - (L_u + L_{pl} + L_{de})$	-0.70
Adj. factor for the effect of passing lane on percent time-spent-following, $f_{pl,PTSF}$ (Exhibit 15-26)	0.62

Percent time-spent-following including passing lane ³ , $PTSF_{pl}(\%)$ $PTSF_{pl} = PTSF_d [L_u + L_d + f_{pl, PTSF} L_{pl} + ((1 + f_{pl, PTSF}) / 2) L_{de}] / L_t$	64.8
Level of Service and Other Performance Measures⁴	
Level of service including passing lane LOS_{pl} (Exhibit 15-3)	C
Peak 15-min total travel time, $TT_{15}(\text{veh-h})$ $TT_{15} = VMT_{15} / ATS_{pl}$	34.7
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	943.2
Effective width, W_v (Eq. 15-29) ft	16.00
Effective speed factor, S_t (Eq. 15-30)	4.94
Bicycle level of service score, BLOS (Eq. 15-31)	9.49
Bicycle level of service (Exhibit 15-4)	F
Notes	
<p>1. If $LOS_d = F$, passing lane analysis cannot be performed.</p> <p>2. If $L_d < 0$, use alternative Equation 15-18.</p> <p>3. If $L_d < 0$, use alternative Equation 15-16.</p> <p>4. v/c, VMT_{15} and VMT_{60} are calculated on Directional Two-Lane Highway Segment Worksheet.</p>	

MULTILANE HIGHWAYS WORKSHEET(Direction 1)			
<div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block; margin-bottom: 5px;"></div>			
General Information		Site Information	
Analyst	JXP	Highway/Direction to Travel	SR 50
Agency or Company	KAI	From/To	Segment 1 (US 301 to CR 757)
Date Performed	4/24/2017	Jurisdiction	District 5/7
Analysis Time Period	AM Peak Hour	Analysis Year	2025
Project Description West SR 50 PD&E Study			
<input type="checkbox"/> Oper.(LOS) <input type="checkbox"/> Des. (N) <input type="checkbox"/> Plan. (vp)			
Flow Inputs			
Volume, V (veh/h)	500	Peak-Hour Factor, PHF	0.94
AADT(veh/h)		%Trucks and Buses, P _T	11
Peak-Hour Prop of AADT (veh/d)		%RVs, P _R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV}	0.948
Speed Inputs		Calc Speed Adj and FFS	
Lane Width, LW (ft)	12.0	f _{LW} (mi/h)	0.0
Total Lateral Clearance, LC (ft)	12.0	f _{LC} (mi/h)	0.0
Access Points, A (A/mi)	2	f _A (mi/h)	0.5
Median Type, M	Divided	f _M (mi/h)	0.0
FFS (measured)		FFS (mi/h)	59.5
Base Free-Flow Speed, BFFS	60.0		
Operations		Design	
<u>Operational (LOS)</u>		<u>Design (N)</u>	
Flow Rate, v _p (pc/h/ln)	280	Required Number of Lanes, N	
Speed, S (mi/h)	60.0	Flow Rate, v _p (pc/h)	
D (pc/mi/ln)	4.7	Max Service Flow Rate (pc/h/ln)	
LOS	A	Design LOS	
Bicycle Level of Service			

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	266.0
Effective width, W_v (Eq. 15-29) ft	24.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	5.19
Bicycle level of service (Exhibit 15-4)	E

Copyright © 2016 University of Florida, All Rights Reserved

HCS 2010™ Version 6.90

Generated: 4/24/2017 6:04 PM

MULTILANE HIGHWAYS WORKSHEET(Direction 2)			
<div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block; margin-bottom: 5px;"></div>			
General Information		Site Information	
Analyst	JXP	Highway/Direction to Travel	SR 50
Agency or Company	KAI	From/To	Segment 1 (US 301 to CR 757)
Date Performed	4/24/2017	Jurisdiction	District 5/7
Analysis Time Period	AM Peak Hour	Analysis Year	2025
Project Description West SR 50 PD&E Study			
<input type="checkbox"/> Oper.(LOS) <input type="checkbox"/> Des. (N) <input type="checkbox"/> Plan. (vp)			
Flow Inputs			
Volume, V (veh/h)	400	Peak-Hour Factor, PHF	0.94
AADT(veh/h)		%Trucks and Buses, P _T	11
Peak-Hour Prop of AADT (veh/d)		%RVs, P _R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV}	0.948
Speed Inputs		Calc Speed Adj and FFS	
Lane Width, LW (ft)	12.0	f _{LW} (mi/h)	0.0
Total Lateral Clearance, LC (ft)	12.0	f _{LC} (mi/h)	0.0
Access Points, A (A/mi)	2	f _A (mi/h)	0.5
Median Type, M	Divided	f _M (mi/h)	0.0
FFS (measured)		FFS (mi/h)	59.5
Base Free-Flow Speed, BFFS	60.0		
Operations		Design	
<u>Operational (LOS)</u>		<u>Design (N)</u>	
Flow Rate, v _p (pc/h/ln)	224	Required Number of Lanes, N	
Speed, S (mi/h)	60.0	Flow Rate, v _p (pc/h)	
D (pc/mi/ln)	3.7	Max Service Flow Rate (pc/h/ln)	
LOS	A	Design LOS	
Bicycle Level of Service			

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	212.8
Effective width, W_v (Eq. 15-29) ft	24.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	5.07
Bicycle level of service (Exhibit 15-4)	E

Copyright © 2016 University of Florida, All Rights Reserved

HCS 2010™ Version 6.90

Generated: 4/24/2017 6:04 PM

MULTILANE HIGHWAYS WORKSHEET(Direction 1)			
<div style="border: 1px solid black; width: 20px; height: 20px; margin-bottom: 5px;"></div>			
General Information		Site Information	
Analyst	JXP	Highway/Direction to Travel	SR 50
Agency or Company	KAI	From/To	Segment 1 (US 301 to CR 757)
Date Performed	4/25/17	Jurisdiction	District 5/7
Analysis Time Period	PM Peak Hour	Analysis Year	2025
Project Description West SR 50 PD&E Study			
<input type="checkbox"/> Oper.(LOS) <input type="checkbox"/> Des. (N) <input type="checkbox"/> Plan. (vp)			
Flow Inputs			
Volume, V (veh/h)	400	Peak-Hour Factor, PHF	0.88
AADT(veh/h)		%Trucks and Buses, P _T	11
Peak-Hour Prop of AADT (veh/d)		%RVs, P _R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV}	0.948
Speed Inputs		Calc Speed Adj and FFS	
Lane Width, LW (ft)	12.0	f _{LW} (mi/h)	0.0
Total Lateral Clearance, LC (ft)	12.0	f _{LC} (mi/h)	0.0
Access Points, A (A/mi)	2	f _A (mi/h)	0.5
Median Type, M	Divided	f _M (mi/h)	0.0
FFS (measured)		FFS (mi/h)	59.5
Base Free-Flow Speed, BFFS	60.0		
Operations		Design	
Operational (LOS)		Design (N)	
Flow Rate, v _p (pc/h/ln)	239	Required Number of Lanes, N	
Speed, S (mi/h)	60.0	Flow Rate, v _p (pc/h)	
D (pc/mi/ln)	4.0	Max Service Flow Rate (pc/h/ln)	
LOS	A	Design LOS	
Bicycle Level of Service			

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	227.3
Effective width, W_v (Eq. 15-29) ft	24.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	5.11
Bicycle level of service (Exhibit 15-4)	E

Copyright © 2016 University of Florida, All Rights Reserved

HCS 2010™ Version 6.90

Generated: 4/25/2017 5:15 PM

MULTILANE HIGHWAYS WORKSHEET(Direction 2)			
<div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block; margin-bottom: 5px;"></div>			
General Information		Site Information	
Analyst	JXP	Highway/Direction to Travel	SR 50
Agency or Company	KAI	From/To	Segment 1 (US 301 to CR 757)
Date Performed	4/25/17	Jurisdiction	District 5/7
Analysis Time Period	PM Peak Hour	Analysis Year	2025
Project Description West SR 50 PD&E Study			
<input type="checkbox"/> Oper.(LOS) <input type="checkbox"/> Des. (N) <input type="checkbox"/> Plan. (vp)			
Flow Inputs			
Volume, V (veh/h)	500	Peak-Hour Factor, PHF	0.88
AADT(veh/h)		%Trucks and Buses, P _T	11
Peak-Hour Prop of AADT (veh/d)		%RVs, P _R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV}	0.948
Speed Inputs		Calc Speed Adj and FFS	
Lane Width, LW (ft)	12.0	f _{LW} (mi/h)	0.0
Total Lateral Clearance, LC (ft)	12.0	f _{LC} (mi/h)	0.0
Access Points, A (A/mi)	2	f _A (mi/h)	0.5
Median Type, M	Divided	f _M (mi/h)	0.0
FFS (measured)		FFS (mi/h)	59.5
Base Free-Flow Speed, BFFS	60.0		
Operations		Design	
<u>Operational (LOS)</u>		<u>Design (N)</u>	
Flow Rate, v _p (pc/h/ln)	299	Required Number of Lanes, N	
Speed, S (mi/h)	60.0	Flow Rate, v _p (pc/h)	
D (pc/mi/ln)	5.0	Max Service Flow Rate (pc/h/ln)	
LOS	A	Design LOS	
Bicycle Level of Service			

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	284.1
Effective width, W_v (Eq. 15-29) ft	24.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	5.22
Bicycle level of service (Exhibit 15-4)	E

Copyright © 2016 University of Florida, All Rights Reserved

HCS 2010™ Version 6.90

Generated: 4/25/2017 5:16 PM

MULTILANE HIGHWAYS WORKSHEET(Direction 1)			
<div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block; margin-bottom: 5px;"></div>			
General Information		Site Information	
Analyst	JXP	Highway/Direction to Travel	SR 50
Agency or Company	KAI	From/To	Segment 2 (CR 757 to CR 469)
Date Performed	4/24/17	Jurisdiction	District 5
Analysis Time Period	AM Peak Hour	Analysis Year	2025 Four-Lane
Project Description West SR 50 PD&E Study			
<input type="checkbox"/> Oper.(LOS) <input type="checkbox"/> Des. (N) <input type="checkbox"/> Plan. (vp)			
Flow Inputs			
Volume, V (veh/h)	580	Peak-Hour Factor, PHF	0.97
AADT(veh/h)		%Trucks and Buses, P _T	11
Peak-Hour Prop of AADT (veh/d)		%RVs, P _R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV}	0.948
Speed Inputs		Calc Speed Adj and FFS	
Lane Width, LW (ft)	12.0	f _{LW} (mi/h)	0.0
Total Lateral Clearance, LC (ft)	12.0	f _{LC} (mi/h)	0.0
Access Points, A (A/mi)	4	f _A (mi/h)	1.0
Median Type, M	Divided	f _M (mi/h)	0.0
FFS (measured)		FFS (mi/h)	54.0
Base Free-Flow Speed, BFFS	55.0		
Operations		Design	
<u>Operational (LOS)</u>		<u>Design (N)</u>	
Flow Rate, v _p (pc/h/ln)	315	Required Number of Lanes, N	
Speed, S (mi/h)	55.0	Flow Rate, v _p (pc/h)	
D (pc/mi/ln)	5.7	Max Service Flow Rate (pc/h/ln)	
LOS	A	Design LOS	
Bicycle Level of Service			

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	299.0
Effective width, W_v (Eq. 15-29) ft	24.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	5.25
Bicycle level of service (Exhibit 15-4)	E

Copyright © 2016 University of Florida, All Rights Reserved

HCS 2010™ Version 6.90

Generated: 4/24/2017 5:48 PM

MULTILANE HIGHWAYS WORKSHEET(Direction 2)			
<div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block; margin-bottom: 5px;"></div>			
General Information		Site Information	
Analyst	JXP	Highway/Direction to Travel	SR 50
Agency or Company	KAI	From/To	Segment 2 (CR 757 to CR 469)
Date Performed	4/24/17	Jurisdiction	District 5
Analysis Time Period	AM Peak Hour	Analysis Year	2025 Four-Lane
Project Description West SR 50 PD&E Study			
<input type="checkbox"/> Oper.(LOS) <input type="checkbox"/> Des. (N) <input type="checkbox"/> Plan. (vp)			
Flow Inputs			
Volume, V (veh/h)	470	Peak-Hour Factor, PHF	0.97
AADT(veh/h)		%Trucks and Buses, P _T	11
Peak-Hour Prop of AADT (veh/d)		%RVs, P _R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV}	0.948
Speed Inputs		Calc Speed Adj and FFS	
Lane Width, LW (ft)	12.0	f _{LW} (mi/h)	0.0
Total Lateral Clearance, LC (ft)	12.0	f _{LC} (mi/h)	0.0
Access Points, A (A/mi)	3	f _A (mi/h)	0.8
Median Type, M	Divided	f _M (mi/h)	0.0
FFS (measured)		FFS (mi/h)	54.3
Base Free-Flow Speed, BFFS	55.0		
Operations		Design	
<u>Operational (LOS)</u>		<u>Design (N)</u>	
Flow Rate, v _p (pc/h/ln)	255	Required Number of Lanes, N	
Speed, S (mi/h)	55.0	Flow Rate, v _p (pc/h)	
D (pc/mi/ln)	4.6	Max Service Flow Rate (pc/h/ln)	
LOS	A	Design LOS	
Bicycle Level of Service			

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	242.3
Effective width, W_v (Eq. 15-29) ft	24.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	5.14
Bicycle level of service (Exhibit 15-4)	E

Copyright © 2016 University of Florida, All Rights Reserved

HCS 2010™ Version 6.90

Generated: 4/24/2017 5:49 PM

MULTILANE HIGHWAYS WORKSHEET(Direction 1)			
<div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block; margin-bottom: 5px;"></div>			
General Information		Site Information	
Analyst	JXP	Highway/Direction to Travel	SR 50
Agency or Company	KAI	From/To	Segment 2 (CR 757 to CR 469)
Date Performed	4/25/17	Jurisdiction	District 5
Analysis Time Period	PM Peak Hour	Analysis Year	2025
Project Description West SR 50 PD&E Study			
<input type="checkbox"/> Oper.(LOS) <input type="checkbox"/> Des. (N) <input type="checkbox"/> Plan. (vp)			
Flow Inputs			
Volume, V (veh/h)	470	Peak-Hour Factor, PHF	0.98
AADT(veh/h)		%Trucks and Buses, P _T	11
Peak-Hour Prop of AADT (veh/d)		%RVs, P _R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV}	0.948
Speed Inputs		Calc Speed Adj and FFS	
Lane Width, LW (ft)	12.0	f _{LW} (mi/h)	0.0
Total Lateral Clearance, LC (ft)	12.0	f _{LC} (mi/h)	0.0
Access Points, A (A/mi)	4	f _A (mi/h)	1.0
Median Type, M	Divided	f _M (mi/h)	0.0
FFS (measured)		FFS (mi/h)	54.0
Base Free-Flow Speed, BFFS	55.0		
Operations		Design	
<u>Operational (LOS)</u>		<u>Design (N)</u>	
Flow Rate, v _p (pc/h/ln)	252	Required Number of Lanes, N	
Speed, S (mi/h)	55.0	Flow Rate, v _p (pc/h)	
D (pc/mi/ln)	4.6	Max Service Flow Rate (pc/h/ln)	
LOS	A	Design LOS	
Bicycle Level of Service			

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	239.8
Effective width, W_v (Eq. 15-29) ft	24.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	5.14
Bicycle level of service (Exhibit 15-4)	E

Copyright © 2016 University of Florida, All Rights Reserved

HCS 2010™ Version 6.90

Generated: 4/25/2017 5:23 PM

MULTILANE HIGHWAYS WORKSHEET(Direction 2)			
<div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block; margin-bottom: 5px;"></div>			
General Information		Site Information	
Analyst	JXP	Highway/Direction to Travel	SR 50
Agency or Company	KAI	From/To	Segment 2 (CR 757 to CR 469)
Date Performed	4/25/17	Jurisdiction	District 5
Analysis Time Period	PM Peak Hour	Analysis Year	2025
Project Description West SR 50 PD&E Study			
<input type="checkbox"/> Oper.(LOS) <input type="checkbox"/> Des. (N) <input type="checkbox"/> Plan. (vp)			
Flow Inputs			
Volume, V (veh/h)	580	Peak-Hour Factor, PHF	0.98
AADT(veh/h)		%Trucks and Buses, P _T	11
Peak-Hour Prop of AADT (veh/d)		%RVs, P _R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV}	0.948
Speed Inputs		Calc Speed Adj and FFS	
Lane Width, LW (ft)	12.0	f _{LW} (mi/h)	0.0
Total Lateral Clearance, LC (ft)	12.0	f _{LC} (mi/h)	0.0
Access Points, A (A/mi)	3	f _A (mi/h)	0.8
Median Type, M	Divided	f _M (mi/h)	0.0
FFS (measured)		FFS (mi/h)	54.3
Base Free-Flow Speed, BFFS	55.0		
Operations		Design	
<u>Operational (LOS)</u>		<u>Design (N)</u>	
Flow Rate, v _p (pc/h/ln)	312	Required Number of Lanes, N	
Speed, S (mi/h)	55.0	Flow Rate, v _p (pc/h)	
D (pc/mi/ln)	5.7	Max Service Flow Rate (pc/h/ln)	
LOS	A	Design LOS	
Bicycle Level of Service			

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	295.9
Effective width, W_v (Eq. 15-29) ft	24.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	5.24
Bicycle level of service (Exhibit 15-4)	E

Copyright © 2016 University of Florida, All Rights Reserved

HCS 2010™ Version 6.90

Generated: 4/25/2017 5:24 PM

MULTILANE HIGHWAYS WORKSHEET(Direction 1)			
<div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block; margin-bottom: 5px;"></div>			
General Information		Site Information	
Analyst	JXP	Highway/Direction to Travel	SR 50
Agency or Company	KAI	From/To	Segment 3 (CR 469 to Tusca.)
Date Performed	4/24/17	Jurisdiction	District 5
Analysis Time Period	AM Peak Hour	Analysis Year	2025
Project Description West SR 50 PD&E Study			
<input type="checkbox"/> Oper.(LOS) <input type="checkbox"/> Des. (N) <input type="checkbox"/> Plan. (vp)			
Flow Inputs			
Volume, V (veh/h)	870	Peak-Hour Factor, PHF	0.89
AADT(veh/h)		%Trucks and Buses, P _T	11
Peak-Hour Prop of AADT (veh/d)		%RVs, P _R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV}	0.948
Speed Inputs		Calc Speed Adj and FFS	
Lane Width, LW (ft)	12.0	f _{LW} (mi/h)	0.0
Total Lateral Clearance, LC (ft)	12.0	f _{LC} (mi/h)	0.0
Access Points, A (A/mi)	7	f _A (mi/h)	1.8
Median Type, M	Divided	f _M (mi/h)	0.0
FFS (measured)		FFS (mi/h)	53.3
Base Free-Flow Speed, BFFS	55.0		
Operations		Design	
<u>Operational (LOS)</u>		<u>Design (N)</u>	
Flow Rate, v _p (pc/h/ln)	515	Required Number of Lanes, N	
Speed, S (mi/h)	55.0	Flow Rate, v _p (pc/h)	
D (pc/mi/ln)	9.4	Max Service Flow Rate (pc/h/ln)	
LOS	A	Design LOS	
Bicycle Level of Service			

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	488.8
Effective width, W_v (Eq. 15-29) ft	24.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	5.50
Bicycle level of service (Exhibit 15-4)	E

Copyright © 2016 University of Florida, All Rights Reserved

HCS 2010™ Version 6.90

Generated: 4/24/2017 5:57 PM

MULTILANE HIGHWAYS WORKSHEET(Direction 2)			
<div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block; margin-bottom: 5px;"></div>			
General Information		Site Information	
Analyst	JXP	Highway/Direction to Travel	SR 50
Agency or Company	KAI	From/To	Segment 3 (CR 469 to Tusca.)
Date Performed	4/24/17	Jurisdiction	District 5
Analysis Time Period	AM Peak Hour	Analysis Year	2025
Project Description West SR 50 PD&E Study			
<input type="checkbox"/> Oper.(LOS) <input type="checkbox"/> Des. (N) <input type="checkbox"/> Plan. (vp)			
Flow Inputs			
Volume, V (veh/h)	710	Peak-Hour Factor, PHF	0.89
AADT(veh/h)		%Trucks and Buses, P _T	11
Peak-Hour Prop of AADT (veh/d)		%RVs, P _R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV}	0.948
Speed Inputs		Calc Speed Adj and FFS	
Lane Width, LW (ft)	12.0	f _{LW} (mi/h)	0.0
Total Lateral Clearance, LC (ft)	12.0	f _{LC} (mi/h)	0.0
Access Points, A (A/mi)	6	f _A (mi/h)	1.5
Median Type, M	Divided	f _M (mi/h)	0.0
FFS (measured)		FFS (mi/h)	53.5
Base Free-Flow Speed, BFFS	55.0		
Operations		Design	
<u>Operational (LOS)</u>		<u>Design (N)</u>	
Flow Rate, v _p (pc/h/ln)	420	Required Number of Lanes, N	
Speed, S (mi/h)	55.0	Flow Rate, v _p (pc/h)	
D (pc/mi/ln)	7.6	Max Service Flow Rate (pc/h/ln)	
LOS	A	Design LOS	
Bicycle Level of Service			

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	398.9
Effective width, W_v (Eq. 15-29) ft	24.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	5.39
Bicycle level of service (Exhibit 15-4)	E

Copyright © 2016 University of Florida, All Rights Reserved

HCS 2010™ Version 6.90

Generated: 4/24/2017 5:58 PM

MULTILANE HIGHWAYS WORKSHEET(Direction 1)			
<div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block; margin-bottom: 5px;"></div>			
General Information		Site Information	
Analyst	JXP	Highway/Direction to Travel	SR 50
Agency or Company	KAI	From/To	Segment 3 (CR 469 to Tusca.)
Date Performed	4/24/17	Jurisdiction	District 5
Analysis Time Period	PM Peak Hour	Analysis Year	2025
Project Description West SR 50 PD&E Study			
<input type="checkbox"/> Oper.(LOS) <input type="checkbox"/> Des. (N) <input type="checkbox"/> Plan. (vp)			
Flow Inputs			
Volume, V (veh/h)	710	Peak-Hour Factor, PHF	0.98
AADT(veh/h)		%Trucks and Buses, P _T	11
Peak-Hour Prop of AADT (veh/d)		%RVs, P _R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV}	0.948
Speed Inputs		Calc Speed Adj and FFS	
Lane Width, LW (ft)	12.0	f _{LW} (mi/h)	0.0
Total Lateral Clearance, LC (ft)	12.0	f _{LC} (mi/h)	0.0
Access Points, A (A/mi)	7	f _A (mi/h)	1.8
Median Type, M	Divided	f _M (mi/h)	0.0
FFS (measured)		FFS (mi/h)	53.3
Base Free-Flow Speed, BFFS	55.0		
Operations		Design	
<u>Operational (LOS)</u>		<u>Design (N)</u>	
Flow Rate, v _p (pc/h/ln)	382	Required Number of Lanes, N	
Speed, S (mi/h)	55.0	Flow Rate, v _p (pc/h)	
D (pc/mi/ln)	6.9	Max Service Flow Rate (pc/h/ln)	
LOS	A	Design LOS	
Bicycle Level of Service			

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	362.2
Effective width, W_v (Eq. 15-29) ft	24.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	5.34
Bicycle level of service (Exhibit 15-4)	E

Copyright © 2016 University of Florida, All Rights Reserved

HCS 2010™ Version 6.90

Generated: 4/25/2017 5:32 PM

MULTILANE HIGHWAYS WORKSHEET(Direction 2)			
<div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block; margin-bottom: 5px;"></div>			
General Information		Site Information	
Analyst	JXP	Highway/Direction to Travel	SR 50
Agency or Company	KAI	From/To	Segment 3 (CR 469 to Tusca.)
Date Performed	4/24/17	Jurisdiction	District 5
Analysis Time Period	PM Peak Hour	Analysis Year	2025
Project Description West SR 50 PD&E Study			
<input type="checkbox"/> Oper.(LOS) <input type="checkbox"/> Des. (N) <input type="checkbox"/> Plan. (vp)			
Flow Inputs			
Volume, V (veh/h)	870	Peak-Hour Factor, PHF	0.98
AADT(veh/h)		%Trucks and Buses, P _T	11
Peak-Hour Prop of AADT (veh/d)		%RVs, P _R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV}	0.948
Speed Inputs		Calc Speed Adj and FFS	
Lane Width, LW (ft)	12.0	f _{LW} (mi/h)	0.0
Total Lateral Clearance, LC (ft)	12.0	f _{LC} (mi/h)	0.0
Access Points, A (A/mi)	7	f _A (mi/h)	1.8
Median Type, M	Divided	f _M (mi/h)	0.0
FFS (measured)		FFS (mi/h)	53.3
Base Free-Flow Speed, BFFS	55.0		
Operations		Design	
<u>Operational (LOS)</u>		<u>Design (N)</u>	
Flow Rate, v _p (pc/h/ln)	468	Required Number of Lanes, N	
Speed, S (mi/h)	55.0	Flow Rate, v _p (pc/h)	
D (pc/mi/ln)	8.5	Max Service Flow Rate (pc/h/ln)	
LOS	A	Design LOS	
Bicycle Level of Service			

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	443.9
Effective width, W_v (Eq. 15-29) ft	24.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	5.45
Bicycle level of service (Exhibit 15-4)	E

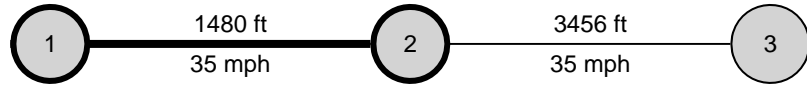
Copyright © 2016 University of Florida, All Rights Reserved

HCS 2010™ Version 6.90

Generated: 4/25/2017 5:33 PM

HCS 2010 Urban Street Segment Report

General Information				Streets Information	
Agency	KAI			Number of Intersections	3
Analyst	JXP	Analysis Date	Apr 28, 2017	Number of Segments	2
Jurisdiction		Time Period	AM Peak	Number of Iterations	15
File Name	Segment 4 - 2025 AM.xus	Analysis Year	2025	System Cycle Length, s	90
Intersections	Tuscanooga Road	S Bay Lake Ed		Analysis Period	1> 7:00
Project Description	Segment 4 - 2025 AM Build				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
1	35	45	2	2	1480	1480	50	50	0	0	17	16	0.0	0.0

Segment Output Data		Eastbound			Westbound		
		EBL	EBT	EBR	WBL	WBT	WBR
Segment	Movement	5	2			6	16
1	Bay/Lane Spillback Time, h		never			never	
1	Shared Lane Spillback Time, h						
1	Base Free-Flow Speed, mph		36.79			41.49	
1	Running Time, s		30.48			27.18	
1	Running Speed, mph		33.11			37.12	
1	Through Delay, s/veh		16.10			1.96	
1	Travel Time, s		46.57			29.15	
1	Travel Speed, mph		21.67			34.62	
1	Stop Rate, stops/veh		0.46			0.08	
1	Spatial Stop Rate, stops/mi		1.66			0.27	
1	Through vol/cap Ratio		0.61			0.26	
1	Percent of Base FFS		58.90			83.45	
1	Level of Service		C			B	
1	Auto Traveler Perception Score		2.39			2.18	

Multimodal Results (Segment)

1	Pedestrian Segment LOS Score / LOS	3.60	D	2.80	C
1	Bicycle Segment LOS Score / LOS	3.46	C	3.43	C
1	Transit Segment LOS Score / LOS	1.59	A	0.63	A

Facility Output Data

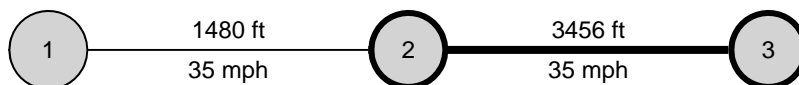
Facility Output Data	Eastbound		Westbound	
	EBL	EBT	WBL	WBT
Facility Travel Time, s	124.30		105.73	
Facility Travel Speed, mph	27.08		31.83	
Facility Base Free Flow Speed, mph	40.11		41.65	
Facility Percent of Base FFS	67.51		76.42	
Facility Level of Service	B		B	
Facility Auto Traveler Perception Score	2.32		2.27	

Multimodal Results (Facility)

Pedestrian Facility LOS Score / LOS	3.12	C	2.76	C
Bicycle Facility LOS Score / LOS	3.48	C	3.44	C
Transit Facility LOS Score / LOS	1.17	A	0.82	A

HCS 2010 Urban Street Segment Report

General Information				Streets Information	
Agency	KAI			Number of Intersections	3
Analyst	JXP	Analysis Date	Apr 28, 2017	Number of Segments	2
Jurisdiction		Time Period	AM Peak	Number of Iterations	15
File Name	Segment 4 - 2025 AM.xus	Analysis Year	2025	System Cycle Length, s	90
Intersections	S Bay Lake Ed	CR 33		Analysis Period	1 > 7:00
Project Description	Segment 4 - 2025 AM Build				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
2	35	35	2	2	3456	3456	50	50	0	0	70	70	0.0	0.0

Segment Output Data

		Eastbound			Westbound		
Segment	Movement	EBL	EBT	EBR	WBL	WBT	WBR
2	Bay/Lane Spillback Time, h	never	never			never	
2	Shared Lane Spillback Time, h	never					
2	Base Free-Flow Speed, mph	41.72			41.72		
2	Running Time, s	59.37			58.68		
2	Running Speed, mph	39.69			40.16		
2	Through Delay, s/veh	18.36			17.91		
2	Travel Time, s	77.73			76.59		
2	Travel Speed, mph	30.32			30.77		
2	Stop Rate, stops/veh	0.66			0.73		
2	Spatial Stop Rate, stops/mi	1.01			1.11		
2	Through vol/cap Ratio	0.53			0.33		
2	Percent of Base FFS	72.66			73.74		
2	Level of Service	B			B		
2	Auto Traveler Perception Score	2.29			2.31		

Multimodal Results (Segment)

2	Pedestrian Segment LOS Score / LOS	2.91	C	2.75	B
2	Bicycle Segment LOS Score / LOS	3.49	C	3.44	C
2	Transit Segment LOS Score / LOS	0.99	A	0.89	A

Facility Output Data

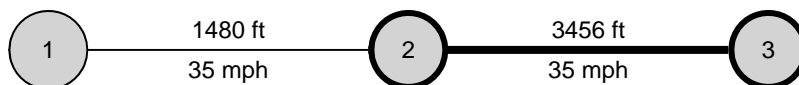
	Eastbound	Westbound
Facility Travel Time, s	124.30	105.73
Facility Travel Speed, mph	27.08	31.83
Facility Base Free Flow Speed, mph	40.11	41.65
Facility Percent of Base FFS	67.51	76.42
Facility Level of Service	B	B
Facility Auto Traveler Perception Score	2.32	2.27

Multimodal Results (Facility)

	Pedestrian Facility LOS Score / LOS	3.12	C	2.76	C
	Bicycle Facility LOS Score / LOS	3.48	C	3.44	C
	Transit Facility LOS Score / LOS	1.17	A	0.82	A

HCS 2010 Urban Street Segment Report

General Information				Streets Information	
Agency	KAI			Number of Intersections	3
Analyst	JXP	Analysis Date	Apr 28, 2017	Number of Segments	2
Jurisdiction		Time Period	PM Peak	Number of Iterations	15
File Name	Segment 4 - 2025 PM.xus	Analysis Year	2025	System Cycle Length, s	80
Intersections	S Bay Lake Ed	CR 33		Analysis Period	1 > 7:00
Project Description	Segment 4 - 2025 PM Build				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
2	35	35	2	2	3456	3456	50	50	0	0	70	70	0.0	0.0

Segment Output Data		Eastbound			Westbound		
		EBL	EBT	EBR	WBL	WBT	WBR
Segment	Movement	5	2	12	1	6	16
2	Bay/Lane Spillback Time, h	never	never			never	
2	Shared Lane Spillback Time, h	never					
2	Base Free-Flow Speed, mph	41.72			41.72		
2	Running Time, s	58.86			59.30		
2	Running Speed, mph	40.04			39.74		
2	Through Delay, s/veh	11.53			18.25		
2	Travel Time, s	70.39			77.54		
2	Travel Speed, mph	33.48			30.39		
2	Stop Rate, stops/veh	0.45			0.71		
2	Spatial Stop Rate, stops/mi	0.69			1.09		
2	Through vol/cap Ratio	0.41			0.49		
2	Percent of Base FFS	80.24			72.84		
2	Level of Service	B			B		
2	Auto Traveler Perception Score	2.24			2.30		

Multimodal Results (Segment)

2	Pedestrian Segment LOS Score / LOS	2.69	B	2.71	B
2	Bicycle Segment LOS Score / LOS	3.46	C	3.49	C
2	Transit Segment LOS Score / LOS	0.74	A	0.97	A

Facility Output Data

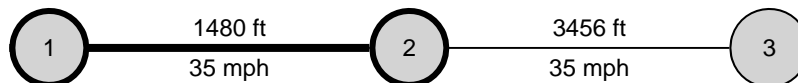
Facility Output Data	Eastbound		Westbound	
	Value	Value	Value	Value
Facility Travel Time, s	117.00		110.56	
Facility Travel Speed, mph	28.76		30.44	
Facility Base Free Flow Speed, mph	40.11		41.65	
Facility Percent of Base FFS	71.72		73.08	
Facility Level of Service	B		B	
Facility Auto Traveler Perception Score	2.29		2.29	

Multimodal Results (Facility)

Pedestrian Facility LOS Score / LOS	2.94	C	2.71	C
Bicycle Facility LOS Score / LOS	3.45	C	3.48	C
Transit Facility LOS Score / LOS	0.98	A	0.96	A

HCS 2010 Urban Street Segment Report

General Information				Streets Information	
Agency	KAI			Number of Intersections	3
Analyst	JXP	Analysis Date	Apr 28, 2017	Number of Segments	2
Jurisdiction		Time Period	PM Peak	Number of Iterations	15
File Name	Segment 4 - 2025 PM.xus	Analysis Year	2025	System Cycle Length, s	80
Intersections	Tuscanooga Road	S Bay Lake Ed		Analysis Period	1 > 7:00
Project Description	Segment 4 - 2025 PM Build				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
1	35	45	2	2	1480	1480	50	50	0	0	17	16	0.0	0.0

Segment Output Data

		Eastbound			Westbound		
Segment	Movement	EBL	EBT	EBR	WBL	WBT	WBR
		5	2			6	16
1	Bay/Lane Spillback Time, h	never	never			never	
1	Shared Lane Spillback Time, h	never					
1	Base Free-Flow Speed, mph	36.79			41.49		
1	Running Time, s	30.22			27.42		
1	Running Speed, mph	33.39			36.80		
1	Through Delay, s/veh	16.39			5.59		
1	Travel Time, s	46.61			33.02		
1	Travel Speed, mph	21.65			30.56		
1	Stop Rate, stops/veh	0.49			0.21		
1	Spatial Stop Rate, stops/mi	1.74			0.74		
1	Through vol/cap Ratio	0.55			0.40		
1	Percent of Base FFS	58.85			73.66		
1	Level of Service	C			B		
1	Auto Traveler Perception Score	2.41			2.25		

Multimodal Results (Segment)

1	Pedestrian Segment LOS Score / LOS	3.50	D	2.70	B
1	Bicycle Segment LOS Score / LOS	3.43	C	3.47	C
1	Transit Segment LOS Score / LOS	1.55	A	0.93	A

Facility Output Data

	Eastbound	Westbound
Facility Travel Time, s	117.00	110.56
Facility Travel Speed, mph	28.76	30.44
Facility Base Free Flow Speed, mph	40.11	41.65
Facility Percent of Base FFS	71.72	73.08
Facility Level of Service	B	B
Facility Auto Traveler Perception Score	2.29	2.29

Multimodal Results (Facility)

	Pedestrian Facility LOS Score / LOS	2.94	C	2.71	C
	Bicycle Facility LOS Score / LOS	3.45	C	3.48	C
	Transit Facility LOS Score / LOS	0.98	A	0.96	A

MULTILANE HIGHWAYS WORKSHEET(Direction 1)			
<div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block; margin-bottom: 5px;"></div>			
General Information		Site Information	
Analyst	JXP	Highway/Direction to Travel	SR 50
Agency or Company	KAI	From/To	Segment 1 (US 301 to CR 757)
Date Performed	4/24/2017	Jurisdiction	District 5/7
Analysis Time Period	AM Peak Hour	Analysis Year	2035
Project Description West SR 50 PD&E Study			
<input type="checkbox"/> Oper.(LOS) <input type="checkbox"/> Des. (N) <input type="checkbox"/> Plan. (vp)			
Flow Inputs			
Volume, V (veh/h)	670	Peak-Hour Factor, PHF	0.94
AADT(veh/h)		%Trucks and Buses, P _T	11
Peak-Hour Prop of AADT (veh/d)		%RVs, P _R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV}	0.948
Speed Inputs		Calc Speed Adj and FFS	
Lane Width, LW (ft)	12.0	f _{LW} (mi/h)	0.0
Total Lateral Clearance, LC (ft)	12.0	f _{LC} (mi/h)	0.0
Access Points, A (A/mi)	2	f _A (mi/h)	0.5
Median Type, M	Divided	f _M (mi/h)	0.0
FFS (measured)		FFS (mi/h)	59.5
Base Free-Flow Speed, BFFS	60.0		
Operations		Design	
<u>Operational (LOS)</u>		<u>Design (N)</u>	
Flow Rate, v _p (pc/h/ln)	375	Required Number of Lanes, N	
Speed, S (mi/h)	60.0	Flow Rate, v _p (pc/h)	
D (pc/mi/ln)	6.3	Max Service Flow Rate (pc/h/ln)	
LOS	A	Design LOS	
Bicycle Level of Service			

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	356.4
Effective width, W_v (Eq. 15-29) ft	24.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	5.33
Bicycle level of service (Exhibit 15-4)	E

Copyright © 2016 University of Florida, All Rights Reserved

HCS 2010™ Version 6.90

Generated: 4/24/2017 6:03 PM

MULTILANE HIGHWAYS WORKSHEET(Direction 2)			
<div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block; margin-bottom: 5px;"></div>			
General Information		Site Information	
Analyst	JXP	Highway/Direction to Travel	SR 50
Agency or Company	KAI	From/To	Segment 1 (US 301 to CR 757)
Date Performed	4/24/2017	Jurisdiction	District 5/7
Analysis Time Period	AM Peak Hour	Analysis Year	2035
Project Description West SR 50 PD&E Study			
<input type="checkbox"/> Oper.(LOS) <input type="checkbox"/> Des. (N) <input type="checkbox"/> Plan. (vp)			
Flow Inputs			
Volume, V (veh/h)	520	Peak-Hour Factor, PHF	0.94
AADT(veh/h)		%Trucks and Buses, P _T	11
Peak-Hour Prop of AADT (veh/d)		%RVs, P _R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV}	0.948
Speed Inputs		Calc Speed Adj and FFS	
Lane Width, LW (ft)	12.0	f _{LW} (mi/h)	0.0
Total Lateral Clearance, LC (ft)	12.0	f _{LC} (mi/h)	0.0
Access Points, A (A/mi)	2	f _A (mi/h)	0.5
Median Type, M	Divided	f _M (mi/h)	0.0
FFS (measured)		FFS (mi/h)	59.5
Base Free-Flow Speed, BFFS	60.0		
Operations		Design	
<u>Operational (LOS)</u>		<u>Design (N)</u>	
Flow Rate, v _p (pc/h/ln)	291	Required Number of Lanes, N	
Speed, S (mi/h)	60.0	Flow Rate, v _p (pc/h)	
D (pc/mi/ln)	4.8	Max Service Flow Rate (pc/h/ln)	
LOS	A	Design LOS	
Bicycle Level of Service			

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	276.6
Effective width, W_v (Eq. 15-29) ft	24.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	5.21
Bicycle level of service (Exhibit 15-4)	E

Copyright © 2016 University of Florida, All Rights Reserved

HCS 2010™ Version 6.90

Generated: 4/25/2017 6:48 PM

MULTILANE HIGHWAYS WORKSHEET(Direction 1)			
<div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block; margin-bottom: 5px;"></div>			
General Information		Site Information	
Analyst	JXP	Highway/Direction to Travel	SR 50
Agency or Company	KAI	From/To	Segment 1 (US 301 to CR 757)
Date Performed	4/25/17	Jurisdiction	District 5/7
Analysis Time Period	PM Peak Hour	Analysis Year	2035
Project Description West SR 50 PD&E Study			
<input type="checkbox"/> Oper.(LOS) <input type="checkbox"/> Des. (N) <input type="checkbox"/> Plan. (vp)			
Flow Inputs			
Volume, V (veh/h)	520	Peak-Hour Factor, PHF	0.88
AADT(veh/h)		%Trucks and Buses, P _T	11
Peak-Hour Prop of AADT (veh/d)		%RVs, P _R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV}	0.948
Speed Inputs		Calc Speed Adj and FFS	
Lane Width, LW (ft)	12.0	f _{LW} (mi/h)	0.0
Total Lateral Clearance, LC (ft)	12.0	f _{LC} (mi/h)	0.0
Access Points, A (A/mi)	2	f _A (mi/h)	0.5
Median Type, M	Divided	f _M (mi/h)	0.0
FFS (measured)		FFS (mi/h)	59.5
Base Free-Flow Speed, BFFS	60.0		
Operations		Design	
<u>Operational (LOS)</u>		<u>Design (N)</u>	
Flow Rate, v _p (pc/h/ln)	311	Required Number of Lanes, N	
Speed, S (mi/h)	60.0	Flow Rate, v _p (pc/h)	
D (pc/mi/ln)	5.2	Max Service Flow Rate (pc/h/ln)	
LOS	A	Design LOS	
Bicycle Level of Service			

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	295.5
Effective width, W_v (Eq. 15-29) ft	24.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	5.24
Bicycle level of service (Exhibit 15-4)	E

Copyright © 2016 University of Florida, All Rights Reserved

HCS 2010™ Version 6.90

Generated: 4/25/2017 5:13 PM

MULTILANE HIGHWAYS WORKSHEET(Direction 2)			
<div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block; margin-bottom: 5px;"></div>			
General Information		Site Information	
Analyst	JXP	Highway/Direction to Travel	SR 50
Agency or Company	KAI	From/To	Segment 1 (US 301 to CR 757)
Date Performed	4/25/17	Jurisdiction	District 5/7
Analysis Time Period	PM Peak Hour	Analysis Year	2035
Project Description West SR 50 PD&E Study			
<input type="checkbox"/> Oper.(LOS) <input type="checkbox"/> Des. (N) <input type="checkbox"/> Plan. (vp)			
Flow Inputs			
Volume, V (veh/h)	670	Peak-Hour Factor, PHF	0.88
AADT(veh/h)		%Trucks and Buses, P _T	11
Peak-Hour Prop of AADT (veh/d)		%RVs, P _R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV}	0.948
Speed Inputs		Calc Speed Adj and FFS	
Lane Width, LW (ft)	12.0	f _{LW} (mi/h)	0.0
Total Lateral Clearance, LC (ft)	12.0	f _{LC} (mi/h)	0.0
Access Points, A (A/mi)	2	f _A (mi/h)	0.5
Median Type, M	Divided	f _M (mi/h)	0.0
FFS (measured)		FFS (mi/h)	59.5
Base Free-Flow Speed, BFFS	60.0		
Operations		Design	
<u>Operational (LOS)</u>		<u>Design (N)</u>	
Flow Rate, v _p (pc/h/ln)	401	Required Number of Lanes, N	
Speed, S (mi/h)	60.0	Flow Rate, v _p (pc/h)	
D (pc/mi/ln)	6.7	Max Service Flow Rate (pc/h/ln)	
LOS	A	Design LOS	
Bicycle Level of Service			

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	380.7
Effective width, W_v (Eq. 15-29) ft	24.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	5.37
Bicycle level of service (Exhibit 15-4)	E

Copyright © 2016 University of Florida, All Rights Reserved

HCS 2010™ Version 6.90

Generated: 4/25/2017 5:14 PM

MULTILANE HIGHWAYS WORKSHEET(Direction 1)			
<div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block; margin-bottom: 5px;"></div>			
General Information		Site Information	
Analyst	JXP	Highway/Direction to Travel	SR 50
Agency or Company	KAI	From/To	Segment 2 (CR 757 to CR 469)
Date Performed	4/24/17	Jurisdiction	District 5
Analysis Time Period	AM Peak Hour	Analysis Year	2035 Four-Lane
Project Description West SR 50 PD&E Study			
<input type="checkbox"/> Oper.(LOS) <input type="checkbox"/> Des. (N) <input type="checkbox"/> Plan. (vp)			
Flow Inputs			
Volume, V (veh/h)	800	Peak-Hour Factor, PHF	0.97
AADT(veh/h)		%Trucks and Buses, P _T	11
Peak-Hour Prop of AADT (veh/d)		%RVs, P _R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV}	0.948
Speed Inputs		Calc Speed Adj and FFS	
Lane Width, LW (ft)	12.0	f _{LW} (mi/h)	0.0
Total Lateral Clearance, LC (ft)	12.0	f _{LC} (mi/h)	0.0
Access Points, A (A/mi)	4	f _A (mi/h)	1.0
Median Type, M	Divided	f _M (mi/h)	0.0
FFS (measured)		FFS (mi/h)	54.0
Base Free-Flow Speed, BFFS	55.0		
Operations		Design	
<u>Operational (LOS)</u>		<u>Design (N)</u>	
Flow Rate, v _p (pc/h/ln)	435	Required Number of Lanes, N	
Speed, S (mi/h)	55.0	Flow Rate, v _p (pc/h)	
D (pc/mi/ln)	7.9	Max Service Flow Rate (pc/h/ln)	
LOS	A	Design LOS	
Bicycle Level of Service			

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	412.4
Effective width, W_v (Eq. 15-29) ft	24.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	5.41
Bicycle level of service (Exhibit 15-4)	E

Copyright © 2016 University of Florida, All Rights Reserved

HCS 2010™ Version 6.90

Generated: 4/24/2017 5:42 PM

MULTILANE HIGHWAYS WORKSHEET(Direction 2)			
<div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block; margin-bottom: 5px;"></div>			
General Information		Site Information	
Analyst	JXP	Highway/Direction to Travel	SR 50
Agency or Company	KAI	From/To	Segment 2 (CR 757 to CR 469)
Date Performed	4/24/17	Jurisdiction	District 5
Analysis Time Period	AM Peak Hour	Analysis Year	2035 Four-Lane
Project Description West SR 50 PD&E Study			
<input type="checkbox"/> Oper.(LOS) <input type="checkbox"/> Des. (N) <input type="checkbox"/> Plan. (vp)			
Flow Inputs			
Volume, V (veh/h)	660	Peak-Hour Factor, PHF	0.97
AADT(veh/h)		%Trucks and Buses, P _T	11
Peak-Hour Prop of AADT (veh/d)		%RVs, P _R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV}	0.948
Speed Inputs		Calc Speed Adj and FFS	
Lane Width, LW (ft)	12.0	f _{LW} (mi/h)	0.0
Total Lateral Clearance, LC (ft)	12.0	f _{LC} (mi/h)	0.0
Access Points, A (A/mi)	3	f _A (mi/h)	0.8
Median Type, M	Divided	f _M (mi/h)	0.0
FFS (measured)		FFS (mi/h)	54.3
Base Free-Flow Speed, BFFS	55.0		
Operations		Design	
<u>Operational (LOS)</u>		<u>Design (N)</u>	
Flow Rate, v _p (pc/h/ln)	358	Required Number of Lanes, N	
Speed, S (mi/h)	55.0	Flow Rate, v _p (pc/h)	
D (pc/mi/ln)	6.5	Max Service Flow Rate (pc/h/ln)	
LOS	A	Design LOS	
Bicycle Level of Service			

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	340.2
Effective width, W_v (Eq. 15-29) ft	24.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	5.31
Bicycle level of service (Exhibit 15-4)	E

Copyright © 2016 University of Florida, All Rights Reserved

HCS 2010™ Version 6.90

Generated: 4/24/2017 5:44 PM

MULTILANE HIGHWAYS WORKSHEET(Direction 1)			
<div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block; margin-bottom: 5px;"></div>			
General Information		Site Information	
Analyst	JXP	Highway/Direction to Travel	SR 50
Agency or Company	KAI	From/To	Segment 2 (CR 757 to CR 469)
Date Performed	4/25/17	Jurisdiction	District 5
Analysis Time Period	PM Peak Hour	Analysis Year	2035
Project Description West SR 50 PD&E Study			
<input type="checkbox"/> Oper.(LOS) <input type="checkbox"/> Des. (N) <input type="checkbox"/> Plan. (vp)			
Flow Inputs			
Volume, V (veh/h)	660	Peak-Hour Factor, PHF	0.98
AADT(veh/h)		%Trucks and Buses, P _T	11
Peak-Hour Prop of AADT (veh/d)		%RVs, P _R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV}	0.948
Speed Inputs		Calc Speed Adj and FFS	
Lane Width, LW (ft)	12.0	f _{LW} (mi/h)	0.0
Total Lateral Clearance, LC (ft)	12.0	f _{LC} (mi/h)	0.0
Access Points, A (A/mi)	4	f _A (mi/h)	1.0
Median Type, M	Divided	f _M (mi/h)	0.0
FFS (measured)		FFS (mi/h)	54.0
Base Free-Flow Speed, BFFS	55.0		
Operations		Design	
<u>Operational (LOS)</u>		<u>Design (N)</u>	
Flow Rate, v _p (pc/h/ln)	355	Required Number of Lanes, N	
Speed, S (mi/h)	55.0	Flow Rate, v _p (pc/h)	
D (pc/mi/ln)	6.5	Max Service Flow Rate (pc/h/ln)	
LOS	A	Design LOS	
Bicycle Level of Service			

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	336.7
Effective width, W_v (Eq. 15-29) ft	24.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	5.31
Bicycle level of service (Exhibit 15-4)	E

Copyright © 2016 University of Florida, All Rights Reserved

HCS 2010™ Version 6.90

Generated: 4/25/2017 5:20 PM

MULTILANE HIGHWAYS WORKSHEET(Direction 2)			
<div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block; margin-bottom: 5px;"></div>			
General Information		Site Information	
Analyst	JXP	Highway/Direction to Travel	SR 50
Agency or Company	KAI	From/To	Segment 2 (CR 757 to CR 469)
Date Performed	4/25/17	Jurisdiction	District 5
Analysis Time Period	PM Peak Hour	Analysis Year	2035
Project Description West SR 50 PD&E Study			
<input type="checkbox"/> Oper.(LOS) <input type="checkbox"/> Des. (N) <input type="checkbox"/> Plan. (vp)			
Flow Inputs			
Volume, V (veh/h)	820	Peak-Hour Factor, PHF	0.98
AADT(veh/h)		%Trucks and Buses, P _T	11
Peak-Hour Prop of AADT (veh/d)		%RVs, P _R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV}	0.948
Speed Inputs		Calc Speed Adj and FFS	
Lane Width, LW (ft)	12.0	f _{LW} (mi/h)	0.0
Total Lateral Clearance, LC (ft)	12.0	f _{LC} (mi/h)	0.0
Access Points, A (A/mi)	3	f _A (mi/h)	0.8
Median Type, M	Divided	f _M (mi/h)	0.0
FFS (measured)		FFS (mi/h)	54.3
Base Free-Flow Speed, BFFS	55.0		
Operations		Design	
<u>Operational (LOS)</u>		<u>Design (N)</u>	
Flow Rate, v _p (pc/h/ln)	441	Required Number of Lanes, N	
Speed, S (mi/h)	55.0	Flow Rate, v _p (pc/h)	
D (pc/mi/ln)	8.0	Max Service Flow Rate (pc/h/ln)	
LOS	A	Design LOS	
Bicycle Level of Service			

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	418.4
Effective width, W_v (Eq. 15-29) ft	24.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	5.42
Bicycle level of service (Exhibit 15-4)	E

Copyright © 2016 University of Florida, All Rights Reserved

HCS 2010™ Version 6.90

Generated: 4/25/2017 5:22 PM

MULTILANE HIGHWAYS WORKSHEET(Direction 1)			
<div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block; margin-bottom: 5px;"></div>			
General Information		Site Information	
Analyst	JXP	Highway/Direction to Travel	SR 50
Agency or Company	KAI	From/To	Segment 3 (CR 469 to Tusca.)
Date Performed	4/24/17	Jurisdiction	District 5
Analysis Time Period	AM Peak Hour	Analysis Year	2035
Project Description West SR 50 PD&E Study			
<input type="checkbox"/> Oper.(LOS) <input type="checkbox"/> Des. (N) <input type="checkbox"/> Plan. (vp)			
Flow Inputs			
Volume, V (veh/h)	1200	Peak-Hour Factor, PHF	0.89
AADT(veh/h)		%Trucks and Buses, P _T	11
Peak-Hour Prop of AADT (veh/d)		%RVs, P _R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV}	0.948
Speed Inputs		Calc Speed Adj and FFS	
Lane Width, LW (ft)	12.0	f _{LW} (mi/h)	0.0
Total Lateral Clearance, LC (ft)	12.0	f _{LC} (mi/h)	0.0
Access Points, A (A/mi)	7	f _A (mi/h)	1.8
Median Type, M	Divided	f _M (mi/h)	0.0
FFS (measured)		FFS (mi/h)	53.3
Base Free-Flow Speed, BFFS	55.0		
Operations		Design	
<u>Operational (LOS)</u>		<u>Design (N)</u>	
Flow Rate, v _p (pc/h/ln)	711	Required Number of Lanes, N	
Speed, S (mi/h)	55.0	Flow Rate, v _p (pc/h)	
D (pc/mi/ln)	12.9	Max Service Flow Rate (pc/h/ln)	
LOS	B	Design LOS	
Bicycle Level of Service			

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	674.2
Effective width, W_v (Eq. 15-29) ft	24.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	5.66
Bicycle level of service (Exhibit 15-4)	F

Copyright © 2016 University of Florida, All Rights Reserved

HCS 2010™ Version 6.90

Generated: 4/24/2017 5:53 PM

MULTILANE HIGHWAYS WORKSHEET(Direction 2)			
<div style="border: 1px solid black; width: 20px; height: 20px; margin-bottom: 5px;"></div>			
General Information		Site Information	
Analyst	JXP	Highway/Direction to Travel	SR 50
Agency or Company	KAI	From/To	Segment 3 (CR 469 to Tusca.)
Date Performed	4/24/17	Jurisdiction	District 5
Analysis Time Period	AM Peak Hour	Analysis Year	2035
Project Description West SR 50 PD&E Study			
<input type="checkbox"/> Oper.(LOS) <input type="checkbox"/> Des. (N) <input type="checkbox"/> Plan. (vp)			
Flow Inputs			
Volume, V (veh/h)	980	Peak-Hour Factor, PHF	0.89
AADT(veh/h)		%Trucks and Buses, P _T	11
Peak-Hour Prop of AADT (veh/d)		%RVs, P _R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV}	0.948
Speed Inputs		Calc Speed Adj and FFS	
Lane Width, LW (ft)	12.0	f _{LW} (mi/h)	0.0
Total Lateral Clearance, LC (ft)	12.0	f _{LC} (mi/h)	0.0
Access Points, A (A/mi)	6	f _A (mi/h)	1.5
Median Type, M	Divided	f _M (mi/h)	0.0
FFS (measured)		FFS (mi/h)	53.5
Base Free-Flow Speed, BFFS	55.0		
Operations		Design	
Operational (LOS)		Design (N)	
Flow Rate, v _p (pc/h/ln)	580	Required Number of Lanes, N	
Speed, S (mi/h)	55.0	Flow Rate, v _p (pc/h)	
D (pc/mi/ln)	10.5	Max Service Flow Rate (pc/h/ln)	
LOS	A	Design LOS	
Bicycle Level of Service			

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	550.6
Effective width, W_v (Eq. 15-29) ft	24.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	5.56
Bicycle level of service (Exhibit 15-4)	F

Copyright © 2016 University of Florida, All Rights Reserved

HCS 2010™ Version 6.90

Generated: 4/24/2017 5:53 PM

MULTILANE HIGHWAYS WORKSHEET(Direction 1)			
<div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block; margin-bottom: 5px;"></div>			
General Information		Site Information	
Analyst	JXP	Highway/Direction to Travel	SR 50
Agency or Company	KAI	From/To	Segment 3 (CR 469 to Tusca.)
Date Performed	4/24/17	Jurisdiction	District 5
Analysis Time Period	PM Peak Hour	Analysis Year	2035
Project Description West SR 50 PD&E Study			
<input type="checkbox"/> Oper.(LOS) <input type="checkbox"/> Des. (N) <input type="checkbox"/> Plan. (vp)			
Flow Inputs			
Volume, V (veh/h)	980	Peak-Hour Factor, PHF	0.98
AADT(veh/h)		%Trucks and Buses, P _T	11
Peak-Hour Prop of AADT (veh/d)		%RVs, P _R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV}	0.948
Speed Inputs		Calc Speed Adj and FFS	
Lane Width, LW (ft)	12.0	f _{LW} (mi/h)	0.0
Total Lateral Clearance, LC (ft)	12.0	f _{LC} (mi/h)	0.0
Access Points, A (A/mi)	7	f _A (mi/h)	1.8
Median Type, M	Divided	f _M (mi/h)	0.0
FFS (measured)		FFS (mi/h)	53.3
Base Free-Flow Speed, BFFS	55.0		
Operations		Design	
<u>Operational (LOS)</u>		<u>Design (N)</u>	
Flow Rate, v _p (pc/h/ln)	527	Required Number of Lanes, N	
Speed, S (mi/h)	55.0	Flow Rate, v _p (pc/h)	
D (pc/mi/ln)	9.6	Max Service Flow Rate (pc/h/ln)	
LOS	A	Design LOS	
Bicycle Level of Service			

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	500.0
Effective width, W_v (Eq. 15-29) ft	24.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	5.51
Bicycle level of service (Exhibit 15-4)	F

Copyright © 2016 University of Florida, All Rights Reserved

HCS 2010™ Version 6.90

Generated: 4/25/2017 5:29 PM

MULTILANE HIGHWAYS WORKSHEET(Direction 2)			
<div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block; margin-bottom: 5px;"></div>			
General Information		Site Information	
Analyst	JXP	Highway/Direction to Travel	SR 50
Agency or Company	KAI	From/To	Segment 3 (CR 469 to Tusca.)
Date Performed	4/24/17	Jurisdiction	District 5
Analysis Time Period	PM Peak Hour	Analysis Year	2035
Project Description West SR 50 PD&E Study			
<input type="checkbox"/> Oper.(LOS) <input type="checkbox"/> Des. (N) <input type="checkbox"/> Plan. (vp)			
Flow Inputs			
Volume, V (veh/h)	1600	Peak-Hour Factor, PHF	0.98
AADT(veh/h)		%Trucks and Buses, P _T	11
Peak-Hour Prop of AADT (veh/d)		%RVs, P _R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV}	0.948
Speed Inputs		Calc Speed Adj and FFS	
Lane Width, LW (ft)	12.0	f _{LW} (mi/h)	0.0
Total Lateral Clearance, LC (ft)	12.0	f _{LC} (mi/h)	0.0
Access Points, A (A/mi)	7	f _A (mi/h)	1.8
Median Type, M	Divided	f _M (mi/h)	0.0
FFS (measured)		FFS (mi/h)	53.3
Base Free-Flow Speed, BFFS	55.0		
Operations		Design	
<u>Operational (LOS)</u>		<u>Design (N)</u>	
Flow Rate, v _p (pc/h/ln)	861	Required Number of Lanes, N	
Speed, S (mi/h)	55.0	Flow Rate, v _p (pc/h)	
D (pc/mi/ln)	15.7	Max Service Flow Rate (pc/h/ln)	
LOS	B	Design LOS	
Bicycle Level of Service			

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	816.3
Effective width, W_v (Eq. 15-29) ft	24.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	5.76
Bicycle level of service (Exhibit 15-4)	F

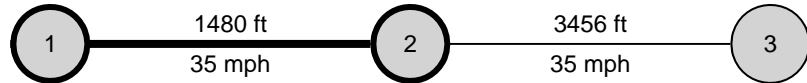
Copyright © 2016 University of Florida, All Rights Reserved

HCS 2010™ Version 6.90

Generated: 4/25/2017 5:30 PM

HCS 2010 Urban Street Segment Report

General Information				Streets Information	
Agency	KAI			Number of Intersections	3
Analyst	JXP	Analysis Date	Apr 28, 2017	Number of Segments	2
Jurisdiction		Time Period	AM Peak	Number of Iterations	15
File Name	Segment 4 - 2035 AM.xus	Analysis Year	2035	System Cycle Length, s	120
Intersections	Tuscanooga Road	S Bay Lake Ed		Analysis Period	1> 7:00
Project Description	Segment 4 - 2035 AM Build				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
1	35	45	2	2	1480	1480	50	50	0	0	17	16	0.0	0.0

Segment Output Data		Eastbound			Westbound		
		EBL	EBT	EBR	WBL	WBT	WBR
Segment	Movement	5	2			6	16
1	Bay/Lane Spillback Time, h		never			never	
1	Shared Lane Spillback Time, h						
1	Base Free-Flow Speed, mph		36.79			41.49	
1	Running Time, s		30.96			27.51	
1	Running Speed, mph		32.60			36.68	
1	Through Delay, s/veh		14.82			2.34	
1	Travel Time, s		45.77			29.85	
1	Travel Speed, mph		22.05			33.80	
1	Stop Rate, stops/veh		0.42			0.08	
1	Spatial Stop Rate, stops/mi		1.51			0.29	
1	Through vol/cap Ratio		0.68			0.38	
1	Percent of Base FFS		59.93			81.47	
1	Level of Service		C			B	
1	Auto Traveler Perception Score		2.37			2.18	

Multimodal Results (Segment)

1	Pedestrian Segment LOS Score / LOS	3.77	D	3.47	C
1	Bicycle Segment LOS Score / LOS	3.50	D	3.48	C
1	Transit Segment LOS Score / LOS	1.63	A	0.75	A

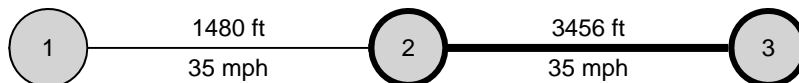
Facility Output Data		Eastbound		Westbound	
Facility Travel Time, s		133.56		109.23	
Facility Travel Speed, mph		25.20		30.81	
Facility Base Free Flow Speed, mph		40.11		41.65	
Facility Percent of Base FFS		62.83		73.97	
Facility Level of Service		C		B	
Facility Auto Traveler Perception Score		2.33		2.26	

Multimodal Results (Facility)

Pedestrian Facility LOS Score / LOS	3.66	D	3.22	C
Bicycle Facility LOS Score / LOS	3.52	D	3.48	C
Transit Facility LOS Score / LOS	1.39	A	0.95	A

HCS 2010 Urban Street Segment Report

General Information				Streets Information	
Agency	KAI			Number of Intersections	3
Analyst	JXP	Analysis Date	Apr 28, 2017	Number of Segments	2
Jurisdiction		Time Period	AM Peak	Number of Iterations	15
File Name	Segment 4 - 2035 AM.xus	Analysis Year	2035	System Cycle Length, s	120
Intersections	S Bay Lake Ed	CR 33		Analysis Period	1> 7:00
Project Description	Segment 4 - 2035 AM Build				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
2	35	35	2	2	3456	3456	50	50	0	0	70	70	0.0	0.0

Segment Output Data

		Eastbound			Westbound		
Segment	Movement	EBL	EBT	EBR	WBL	WBT	WBR
		5	2	12	1	6	16
2	Bay/Lane Spillback Time, h	never	never			never	
2	Shared Lane Spillback Time, h	never					
2	Base Free-Flow Speed, mph	41.72			41.72		
2	Running Time, s	60.23			59.42		
2	Running Speed, mph	39.12			39.66		
2	Through Delay, s/veh	27.55			19.96		
2	Travel Time, s	87.78			79.38		
2	Travel Speed, mph	26.84			29.68		
2	Stop Rate, stops/veh	0.74			0.69		
2	Spatial Stop Rate, stops/mi	1.14			1.05		
2	Through vol/cap Ratio	0.69			0.44		
2	Percent of Base FFS	64.34			71.15		
2	Level of Service	C			B		
2	Auto Traveler Perception Score	2.31			2.30		

Multimodal Results (Segment)

2	Pedestrian Segment LOS Score / LOS	3.61	D	3.12	C
2	Bicycle Segment LOS Score / LOS	3.54	D	3.49	C
2	Transit Segment LOS Score / LOS	1.30	A	1.03	A

Facility Output Data

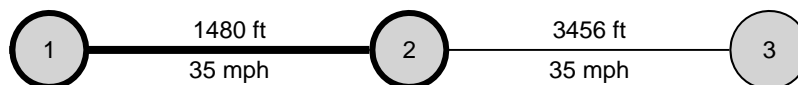
	Eastbound	Westbound
Facility Travel Time, s	133.56	109.23
Facility Travel Speed, mph	25.20	30.81
Facility Base Free Flow Speed, mph	40.11	41.65
Facility Percent of Base FFS	62.83	73.97
Facility Level of Service	C	B
Facility Auto Traveler Perception Score	2.33	2.26

Multimodal Results (Facility)

	Pedestrian Facility LOS Score / LOS	3.66	D	3.22	C
	Bicycle Facility LOS Score / LOS	3.52	D	3.48	C
	Transit Facility LOS Score / LOS	1.39	A	0.95	A

HCS 2010 Urban Street Segment Report

General Information				Streets Information	
Agency	KAI			Number of Intersections	3
Analyst	JXP	Analysis Date	Apr 28, 2017	Number of Segments	2
Jurisdiction		Time Period	PM Peak	Number of Iterations	15
File Name	Segment 4 - 2035 PM.xus	Analysis Year	2035	System Cycle Length, s	120
Intersections	Tuscanooga Road	S Bay Lake Ed		Analysis Period	1> 7:00
Project Description	Segment 4 - 2035 PM Build				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
1	35	45	2	2	1480	1480	50	50	0	0	17	16	0.0	0.0

Segment Output Data		Eastbound			Westbound		
		EBL	EBT	EBR	WBL	WBT	WBR
Segment	Movement	5	2			6	16
1	Bay/Lane Spillback Time, h	never	never			never	
1	Shared Lane Spillback Time, h	never					
1	Base Free-Flow Speed, mph	36.79			41.49		
1	Running Time, s	30.56			27.79		
1	Running Speed, mph	33.02			36.31		
1	Through Delay, s/veh	13.77			3.88		
1	Travel Time, s	44.33			31.67		
1	Travel Speed, mph	22.76			31.86		
1	Stop Rate, stops/veh	0.38			0.12		
1	Spatial Stop Rate, stops/mi	1.37			0.42		
1	Through vol/cap Ratio	0.55			0.52		
1	Percent of Base FFS	61.88			76.80		
1	Level of Service	C			B		
1	Auto Traveler Perception Score	2.35			2.20		

Multimodal Results (Segment)

1	Pedestrian Segment LOS Score / LOS	3.63	D	3.51	D
1	Bicycle Segment LOS Score / LOS	3.47	C	3.51	D
1	Transit Segment LOS Score / LOS	1.51	A	0.91	A

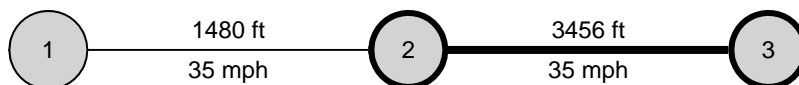
Facility Output Data		Eastbound		Westbound	
Facility Travel Time, s		123.64		114.14	
Facility Travel Speed, mph		27.22		29.49	
Facility Base Free Flow Speed, mph		40.11		41.65	
Facility Percent of Base FFS		67.87		70.79	
Facility Level of Service		B		B	
Facility Auto Traveler Perception Score		2.30		2.27	

Multimodal Results (Facility)

Pedestrian Facility LOS Score / LOS	3.53	D	3.38	C
Bicycle Facility LOS Score / LOS	3.49	C	3.53	D
Transit Facility LOS Score / LOS	1.18	A	1.09	A

HCS 2010 Urban Street Segment Report

General Information				Streets Information	
Agency	KAI			Number of Intersections	3
Analyst	JXP	Analysis Date	Apr 28, 2017	Number of Segments	2
Jurisdiction		Time Period	PM Peak	Number of Iterations	15
File Name	Segment 4 - 2035 PM.xus	Analysis Year	2035	System Cycle Length, s	120
Intersections	S Bay Lake Ed	CR 33		Analysis Period	1> 7:00
Project Description	Segment 4 - 2035 PM Build				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
2	35	35	2	2	3456	3456	50	50	0	0	70	70	0.0	0.0

Segment Output Data		Eastbound			Westbound		
		EBL	EBT	EBR	WBL	WBT	WBR
Segment	Movement	5	2	12	1	6	16
2	Bay/Lane Spillback Time, h	never	never			never	
2	Shared Lane Spillback Time, h	never					
2	Base Free-Flow Speed, mph	41.72			41.72		
2	Running Time, s	59.43			60.16		
2	Running Speed, mph	39.65			39.17		
2	Through Delay, s/veh	19.87			22.31		
2	Travel Time, s	79.31			82.47		
2	Travel Speed, mph	29.71			28.57		
2	Stop Rate, stops/veh	0.63			0.71		
2	Spatial Stop Rate, stops/mi	0.97			1.08		
2	Through vol/cap Ratio	0.49			0.56		
2	Percent of Base FFS	71.22			68.49		
2	Level of Service	B			B		
2	Auto Traveler Perception Score	2.28			2.30		

Multimodal Results (Segment)

2	Pedestrian Segment LOS Score / LOS	3.48	C	3.33	C
2	Bicycle Segment LOS Score / LOS	3.49	C	3.53	D
2	Transit Segment LOS Score / LOS	1.03	A	1.17	A

Facility Output Data		Eastbound		Westbound	
		Facility Travel Time, s	123.64		114.14
Facility Travel Speed, mph	27.22		29.49		
Facility Base Free Flow Speed, mph	40.11		41.65		
Facility Percent of Base FFS	67.87		70.79		
Facility Level of Service	B		B		
Facility Auto Traveler Perception Score	2.30		2.27		

Multimodal Results (Facility)

Pedestrian Facility LOS Score / LOS	3.53	D	3.38	C
Bicycle Facility LOS Score / LOS	3.49	C	3.53	D
Transit Facility LOS Score / LOS	1.18	A	1.09	A

MULTILANE HIGHWAYS WORKSHEET(Direction 1)			
<div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block; margin-bottom: 5px;"></div>			
General Information		Site Information	
Analyst	JXP	Highway/Direction to Travel	SR 50
Agency or Company	KAI	From/To	Segment 1 (US 301 to CR 757)
Date Performed	4/24/2017	Jurisdiction	District 5/7
Analysis Time Period	AM Peak Hour	Analysis Year	2045
Project Description West SR 50 PD&E Study			
<input type="checkbox"/> Oper.(LOS) <input type="checkbox"/> Des. (N) <input type="checkbox"/> Plan. (vp)			
Flow Inputs			
Volume, V (veh/h)	830	Peak-Hour Factor, PHF	0.94
AADT(veh/h)		%Trucks and Buses, P _T	11
Peak-Hour Prop of AADT (veh/d)		%RVs, P _R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV}	0.948
Speed Inputs		Calc Speed Adj and FFS	
Lane Width, LW (ft)	12.0	f _{LW} (mi/h)	0.0
Total Lateral Clearance, LC (ft)	12.0	f _{LC} (mi/h)	0.0
Access Points, A (A/mi)	2	f _A (mi/h)	0.5
Median Type, M	Divided	f _M (mi/h)	0.0
FFS (measured)		FFS (mi/h)	59.5
Base Free-Flow Speed, BFFS	60.0		
Operations		Design	
<u>Operational (LOS)</u>		<u>Design (N)</u>	
Flow Rate, v _p (pc/h/ln)	465	Required Number of Lanes, N	
Speed, S (mi/h)	60.0	Flow Rate, v _p (pc/h)	
D (pc/mi/ln)	7.8	Max Service Flow Rate (pc/h/ln)	
LOS	A	Design LOS	
Bicycle Level of Service			

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	441.5
Effective width, W_v (Eq. 15-29) ft	24.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	5.44
Bicycle level of service (Exhibit 15-4)	E

Copyright © 2016 University of Florida, All Rights Reserved

HCS 2010™ Version 6.90

Generated: 4/24/2017 1:58 PM

MULTILANE HIGHWAYS WORKSHEET(Direction 2)			
<div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block; margin-bottom: 5px;"></div>			
General Information		Site Information	
Analyst	JXP	Highway/Direction to Travel	SR 50
Agency or Company	KAI	From/To	Segment 1 (US 301 to CR 757)
Date Performed	4/24/2017	Jurisdiction	District 5/7
Analysis Time Period	AM Peak Hour	Analysis Year	2045
Project Description West SR 50 PD&E Study			
<input type="checkbox"/> Oper.(LOS) <input type="checkbox"/> Des. (N) <input type="checkbox"/> Plan. (vp)			
Flow Inputs			
Volume, V (veh/h)	650	Peak-Hour Factor, PHF	0.94
AADT(veh/h)		%Trucks and Buses, P _T	11
Peak-Hour Prop of AADT (veh/d)		%RVs, P _R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV}	0.948
Speed Inputs		Calc Speed Adj and FFS	
Lane Width, LW (ft)	12.0	f _{LW} (mi/h)	0.0
Total Lateral Clearance, LC (ft)	12.0	f _{LC} (mi/h)	0.0
Access Points, A (A/mi)	2	f _A (mi/h)	0.5
Median Type, M	Divided	f _M (mi/h)	0.0
FFS (measured)		FFS (mi/h)	59.5
Base Free-Flow Speed, BFFS	60.0		
Operations		Design	
<u>Operational (LOS)</u>		<u>Design (N)</u>	
Flow Rate, v _p (pc/h/ln)	364	Required Number of Lanes, N	
Speed, S (mi/h)	60.0	Flow Rate, v _p (pc/h)	
D (pc/mi/ln)	6.1	Max Service Flow Rate (pc/h/ln)	
LOS	A	Design LOS	
Bicycle Level of Service			

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	345.7
Effective width, W_v (Eq. 15-29) ft	24.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	5.32
Bicycle level of service (Exhibit 15-4)	E

Copyright © 2016 University of Florida, All Rights Reserved

HCS 2010™ Version 6.90

Generated: 4/24/2017 2:00 PM

MULTILANE HIGHWAYS WORKSHEET(Direction 1)			
<div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block; margin-bottom: 5px;"></div>			
General Information		Site Information	
Analyst	JXP	Highway/Direction to Travel	SR 50
Agency or Company	KAI	From/To	Segment 1 (US 301 to CR 757)
Date Performed	4/24/17	Jurisdiction	District 5/7
Analysis Time Period	PM Peak Hour	Analysis Year	2045
Project Description West SR 50 PD&E Study			
<input type="checkbox"/> Oper.(LOS) <input type="checkbox"/> Des. (N) <input type="checkbox"/> Plan. (vp)			
Flow Inputs			
Volume, V (veh/h)	650	Peak-Hour Factor, PHF	0.88
AADT(veh/h)		%Trucks and Buses, P _T	11
Peak-Hour Prop of AADT (veh/d)		%RVs, P _R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV}	0.948
Speed Inputs		Calc Speed Adj and FFS	
Lane Width, LW (ft)	12.0	f _{LW} (mi/h)	0.0
Total Lateral Clearance, LC (ft)	12.0	f _{LC} (mi/h)	0.0
Access Points, A (A/mi)	2	f _A (mi/h)	0.5
Median Type, M	Divided	f _M (mi/h)	0.0
FFS (measured)		FFS (mi/h)	59.5
Base Free-Flow Speed, BFFS	60.0		
Operations		Design	
<u>Operational (LOS)</u>		<u>Design (N)</u>	
Flow Rate, v _p (pc/h/ln)	389	Required Number of Lanes, N	
Speed, S (mi/h)	60.0	Flow Rate, v _p (pc/h)	
D (pc/mi/ln)	6.5	Max Service Flow Rate (pc/h/ln)	
LOS	A	Design LOS	
Bicycle Level of Service			

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	369.3
Effective width, W_v (Eq. 15-29) ft	24.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	5.29
Bicycle level of service (Exhibit 15-4)	E

Copyright © 2016 University of Florida, All Rights Reserved

HCS 2010™ Version 6.90

Generated: 4/24/2017 2:03 PM

MULTILANE HIGHWAYS WORKSHEET(Direction 2)			
<div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block; margin-bottom: 5px;"></div>			
General Information		Site Information	
Analyst	JXP	Highway/Direction to Travel	SR 50
Agency or Company	KAI	From/To	Segment 1 (US 301 to CR 757)
Date Performed	4/24/17	Jurisdiction	District 5/7
Analysis Time Period	PM Peak Hour	Analysis Year	2045
Project Description West SR 50 PD&E Study			
<input type="checkbox"/> Oper.(LOS) <input type="checkbox"/> Des. (N) <input type="checkbox"/> Plan. (vp)			
Flow Inputs			
Volume, V (veh/h)	830	Peak-Hour Factor, PHF	0.88
AADT(veh/h)		%Trucks and Buses, P _T	11
Peak-Hour Prop of AADT (veh/d)		%RVs, P _R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV}	0.948
Speed Inputs		Calc Speed Adj and FFS	
Lane Width, LW (ft)	12.0	f _{LW} (mi/h)	0.0
Total Lateral Clearance, LC (ft)	12.0	f _{LC} (mi/h)	0.0
Access Points, A (A/mi)	2	f _A (mi/h)	0.5
Median Type, M	Divided	f _M (mi/h)	0.0
FFS (measured)		FFS (mi/h)	59.5
Base Free-Flow Speed, BFFS	60.0		
Operations		Design	
<u>Operational (LOS)</u>		<u>Design (N)</u>	
Flow Rate, v _p (pc/h/ln)	497	Required Number of Lanes, N	
Speed, S (mi/h)	60.0	Flow Rate, v _p (pc/h)	
D (pc/mi/ln)	8.3	Max Service Flow Rate (pc/h/ln)	
LOS	A	Design LOS	
Bicycle Level of Service			

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	471.6
Effective width, W_v (Eq. 15-29) ft	24.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	5.41
Bicycle level of service (Exhibit 15-4)	E

Copyright © 2016 University of Florida, All Rights Reserved

HCS 2010™ Version 6.90

Generated: 4/24/2017 2:04 PM

MULTILANE HIGHWAYS WORKSHEET(Direction 1)			
<div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block; margin-bottom: 5px;"></div>			
General Information		Site Information	
Analyst	JXP	Highway/Direction to Travel	SR 50
Agency or Company	KAI	From/To	Segment 2 (CR 757 to CR 469)
Date Performed	4/24/17	Jurisdiction	District 5
Analysis Time Period	AM Peak Hour	Analysis Year	
Project Description West SR 50 PD&E Study			
<input type="checkbox"/> Oper.(LOS) <input type="checkbox"/> Des. (N) <input type="checkbox"/> Plan. (vp)			
Flow Inputs			
Volume, V (veh/h)	1000	Peak-Hour Factor, PHF	0.97
AADT(veh/h)		%Trucks and Buses, P _T	11
Peak-Hour Prop of AADT (veh/d)		%RVs, P _R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV}	0.948
Speed Inputs		Calc Speed Adj and FFS	
Lane Width, LW (ft)	12.0	f _{LW} (mi/h)	0.0
Total Lateral Clearance, LC (ft)	12.0	f _{LC} (mi/h)	0.0
Access Points, A (A/mi)	4	f _A (mi/h)	1.0
Median Type, M	Divided	f _M (mi/h)	0.0
FFS (measured)		FFS (mi/h)	54.0
Base Free-Flow Speed, BFFS	55.0		
Operations		Design	
Operational (LOS)		Design (N)	
Flow Rate, v _p (pc/h/ln)	543	Required Number of Lanes, N	
Speed, S (mi/h)	55.0	Flow Rate, v _p (pc/h)	
D (pc/mi/ln)	9.9	Max Service Flow Rate (pc/h/ln)	
LOS	A	Design LOS	
Bicycle Level of Service			

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	515.5
Effective width, W_v (Eq. 15-29) ft	24.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	5.52
Bicycle level of service (Exhibit 15-4)	F

Copyright © 2016 University of Florida, All Rights Reserved

HCS 2010™ Version 6.90

Generated: 4/24/2017 5:39 PM

MULTILANE HIGHWAYS WORKSHEET(Direction 2)			
<div style="border: 1px solid black; width: 20px; height: 20px; margin-bottom: 5px;"></div>			
General Information		Site Information	
Analyst	JXP	Highway/Direction to Travel	SR 50
Agency or Company	KAI	From/To	Segment 2 (CR 757 to CR 469)
Date Performed	4/24/17	Jurisdiction	District 5
Analysis Time Period	AM Peak Hour	Analysis Year	
Project Description West SR 50 PD&E Study			
<input type="checkbox"/> Oper.(LOS) <input type="checkbox"/> Des. (N) <input type="checkbox"/> Plan. (vp)			
Flow Inputs			
Volume, V (veh/h)	840	Peak-Hour Factor, PHF	0.97
AADT(veh/h)		%Trucks and Buses, P _T	11
Peak-Hour Prop of AADT (veh/d)		%RVs, P _R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV}	0.948
Speed Inputs		Calc Speed Adj and FFS	
Lane Width, LW (ft)	12.0	f _{LW} (mi/h)	0.0
Total Lateral Clearance, LC (ft)	12.0	f _{LC} (mi/h)	0.0
Access Points, A (A/mi)	3	f _A (mi/h)	0.8
Median Type, M	Divided	f _M (mi/h)	0.0
FFS (measured)		FFS (mi/h)	54.3
Base Free-Flow Speed, BFFS	55.0		
Operations		Design	
Operational (LOS)		Design (N)	
Flow Rate, v _p (pc/h/ln)	456	Required Number of Lanes, N	
Speed, S (mi/h)	55.0	Flow Rate, v _p (pc/h)	
D (pc/mi/ln)	8.3	Max Service Flow Rate (pc/h/ln)	
LOS	A	Design LOS	
Bicycle Level of Service			

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	433.0
Effective width, W_v (Eq. 15-29) ft	24.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	5.43
Bicycle level of service (Exhibit 15-4)	E

Copyright © 2016 University of Florida, All Rights Reserved

HCS 2010™ Version 6.90

Generated: 4/24/2017 5:39 PM

MULTILANE HIGHWAYS WORKSHEET(Direction 1)			
<input checked="" type="checkbox"/>			
General Information		Site Information	
Analyst	JXP	Highway/Direction to Travel	SR 50
Agency or Company	KAI	From/To	Segment 2 (CR 757 to CR 469)
Date Performed	4/24/17	Jurisdiction	District 5
Analysis Time Period	PM Peak Hour	Analysis Year	2045
Project Description West SR 50 PD&E Study			
<input type="checkbox"/> Oper.(LOS) <input type="checkbox"/> Des. (N) <input type="checkbox"/> Plan. (vp)			
Flow Inputs			
Volume, V (veh/h)	840	Peak-Hour Factor, PHF	0.98
AADT(veh/h)		%Trucks and Buses, P _T	11
Peak-Hour Prop of AADT (veh/d)		%RVs, P _R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV}	0.948
Speed Inputs		Calc Speed Adj and FFS	
Lane Width, LW (ft)	12.0	f _{LW} (mi/h)	0.0
Total Lateral Clearance, LC (ft)	12.0	f _{LC} (mi/h)	0.0
Access Points, A (A/mi)	4	f _A (mi/h)	1.0
Median Type, M	Divided	f _M (mi/h)	0.0
FFS (measured)		FFS (mi/h)	54.0
Base Free-Flow Speed, BFFS	55.0		
Operations		Design	
Operational (LOS)		Design (N)	
Flow Rate, v _p (pc/h/ln)	452	Required Number of Lanes, N	
Speed, S (mi/h)	55.0	Flow Rate, v _p (pc/h)	
D (pc/mi/ln)	8.2	Max Service Flow Rate (pc/h/ln)	
LOS	A	Design LOS	
Bicycle Level of Service			

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	428.6
Effective width, W_v (Eq. 15-29) ft	24.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	5.43
Bicycle level of service (Exhibit 15-4)	E

Copyright © 2016 University of Florida, All Rights Reserved

HCS 2010™ Version 6.90

Generated: 4/25/2017 5:18 PM

MULTILANE HIGHWAYS WORKSHEET(Direction 2)			
<div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block; margin-bottom: 5px;"></div>			
General Information		Site Information	
Analyst	JXP	Highway/Direction to Travel	SR 50
Agency or Company	KAI	From/To	Segment 2 (CR 757 to CR 469)
Date Performed	4/24/17	Jurisdiction	District 5
Analysis Time Period	PM Peak Hour	Analysis Year	2045
Project Description West SR 50 PD&E Study			
<input type="checkbox"/> Oper.(LOS) <input type="checkbox"/> Des. (N) <input type="checkbox"/> Plan. (vp)			
Flow Inputs			
Volume, V (veh/h)	1000	Peak-Hour Factor, PHF	0.98
AADT(veh/h)		%Trucks and Buses, P _T	11
Peak-Hour Prop of AADT (veh/d)		%RVs, P _R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV}	0.948
Speed Inputs		Calc Speed Adj and FFS	
Lane Width, LW (ft)	12.0	f _{LW} (mi/h)	0.0
Total Lateral Clearance, LC (ft)	12.0	f _{LC} (mi/h)	0.0
Access Points, A (A/mi)	3	f _A (mi/h)	0.8
Median Type, M	Divided	f _M (mi/h)	0.0
FFS (measured)		FFS (mi/h)	54.3
Base Free-Flow Speed, BFFS	55.0		
Operations		Design	
<u>Operational (LOS)</u>		<u>Design (N)</u>	
Flow Rate, v _p (pc/h/ln)	538	Required Number of Lanes, N	
Speed, S (mi/h)	55.0	Flow Rate, v _p (pc/h)	
D (pc/mi/ln)	9.8	Max Service Flow Rate (pc/h/ln)	
LOS	A	Design LOS	
Bicycle Level of Service			

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	510.2
Effective width, W_v (Eq. 15-29) ft	24.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	5.52
Bicycle level of service (Exhibit 15-4)	F

Copyright © 2016 University of Florida, All Rights Reserved

HCS 2010™ Version 6.90

Generated: 4/25/2017 5:19 PM

MULTILANE HIGHWAYS WORKSHEET(Direction 1)			
<div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block; margin-bottom: 5px;"></div>			
General Information		Site Information	
Analyst	JXP	Highway/Direction to Travel	SR 50
Agency or Company	KAI	From/To	Segment 3 (CR 469 to Tusca.)
Date Performed	4/24/17	Jurisdiction	District 5
Analysis Time Period	AM Peak Hour	Analysis Year	2045
Project Description West SR 50 PD&E Study			
<input type="checkbox"/> Oper.(LOS) <input type="checkbox"/> Des. (N) <input type="checkbox"/> Plan. (vp)			
Flow Inputs			
Volume, V (veh/h)	1600	Peak-Hour Factor, PHF	0.89
AADT(veh/h)		%Trucks and Buses, P _T	11
Peak-Hour Prop of AADT (veh/d)		%RVs, P _R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV}	0.948
Speed Inputs		Calc Speed Adj and FFS	
Lane Width, LW (ft)	12.0	f _{LW} (mi/h)	0.0
Total Lateral Clearance, LC (ft)	12.0	f _{LC} (mi/h)	0.0
Access Points, A (A/mi)	7	f _A (mi/h)	1.8
Median Type, M	Divided	f _M (mi/h)	0.0
FFS (measured)		FFS (mi/h)	53.3
Base Free-Flow Speed, BFFS	55.0		
Operations		Design	
<u>Operational (LOS)</u>		<u>Design (N)</u>	
Flow Rate, v _p (pc/h/ln)	948	Required Number of Lanes, N	
Speed, S (mi/h)	55.0	Flow Rate, v _p (pc/h)	
D (pc/mi/ln)	17.2	Max Service Flow Rate (pc/h/ln)	
LOS	B	Design LOS	
Bicycle Level of Service			

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	898.9
Effective width, W_v (Eq. 15-29) ft	24.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	5.80
Bicycle level of service (Exhibit 15-4)	F

Copyright © 2016 University of Florida, All Rights Reserved

HCS 2010™ Version 6.90

Generated: 4/24/2017 5:51 PM

MULTILANE HIGHWAYS WORKSHEET(Direction 2)			
<div style="border: 1px solid black; width: 20px; height: 20px; margin-bottom: 5px;"></div>			
General Information		Site Information	
Analyst	JXP	Highway/Direction to Travel	SR 50
Agency or Company	KAI	From/To	Segment 3 (CR 469 to Tusca.)
Date Performed	4/24/17	Jurisdiction	District 5
Analysis Time Period	AM Peak Hour	Analysis Year	2045
Project Description West SR 50 PD&E Study			
<input type="checkbox"/> Oper.(LOS) <input type="checkbox"/> Des. (N) <input type="checkbox"/> Plan. (vp)			
Flow Inputs			
Volume, V (veh/h)	1300	Peak-Hour Factor, PHF	0.89
AADT(veh/h)		%Trucks and Buses, P _T	11
Peak-Hour Prop of AADT (veh/d)		%RVs, P _R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV}	0.948
Speed Inputs		Calc Speed Adj and FFS	
Lane Width, LW (ft)	12.0	f _{LW} (mi/h)	0.0
Total Lateral Clearance, LC (ft)	12.0	f _{LC} (mi/h)	0.0
Access Points, A (A/mi)	6	f _A (mi/h)	1.5
Median Type, M	Divided	f _M (mi/h)	0.0
FFS (measured)		FFS (mi/h)	53.5
Base Free-Flow Speed, BFFS	55.0		
Operations		Design	
Operational (LOS)		Design (N)	
Flow Rate, v _p (pc/h/ln)	770	Required Number of Lanes, N	
Speed, S (mi/h)	55.0	Flow Rate, v _p (pc/h)	
D (pc/mi/ln)	14.0	Max Service Flow Rate (pc/h/ln)	
LOS	B	Design LOS	
Bicycle Level of Service			

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	730.3
Effective width, W_v (Eq. 15-29) ft	24.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	5.70
Bicycle level of service (Exhibit 15-4)	F

Copyright © 2016 University of Florida, All Rights Reserved

HCS 2010™ Version 6.90

Generated: 4/24/2017 5:51 PM

MULTILANE HIGHWAYS WORKSHEET(Direction 1)			
<div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block; margin-bottom: 5px;"></div>			
General Information		Site Information	
Analyst	JXP	Highway/Direction to Travel	SR 50
Agency or Company	KAI	From/To	Segment 3 (CR 469 to Tusca.)
Date Performed	4/24/17	Jurisdiction	District 5
Analysis Time Period	PM Peak Hour	Analysis Year	2045
Project Description West SR 50 PD&E Study			
<input type="checkbox"/> Oper.(LOS) <input type="checkbox"/> Des. (N) <input type="checkbox"/> Plan. (vp)			
Flow Inputs			
Volume, V (veh/h)	1300	Peak-Hour Factor, PHF	0.98
AADT(veh/h)		%Trucks and Buses, P _T	11
Peak-Hour Prop of AADT (veh/d)		%RVs, P _R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV}	0.948
Speed Inputs		Calc Speed Adj and FFS	
Lane Width, LW (ft)	12.0	f _{LW} (mi/h)	0.0
Total Lateral Clearance, LC (ft)	12.0	f _{LC} (mi/h)	0.0
Access Points, A (A/mi)	7	f _A (mi/h)	1.8
Median Type, M	Divided	f _M (mi/h)	0.0
FFS (measured)		FFS (mi/h)	53.3
Base Free-Flow Speed, BFFS	55.0		
Operations		Design	
<u>Operational (LOS)</u>		<u>Design (N)</u>	
Flow Rate, v _p (pc/h/ln)	699	Required Number of Lanes, N	
Speed, S (mi/h)	55.0	Flow Rate, v _p (pc/h)	
D (pc/mi/ln)	12.7	Max Service Flow Rate (pc/h/ln)	
LOS	B	Design LOS	
Bicycle Level of Service			

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	663.3
Effective width, W_v (Eq. 15-29) ft	24.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	5.65
Bicycle level of service (Exhibit 15-4)	F

Copyright © 2016 University of Florida, All Rights Reserved

HCS 2010™ Version 6.90

Generated: 4/25/2017 5:25 PM

MULTILANE HIGHWAYS WORKSHEET(Direction 2)			
<div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block; margin-bottom: 5px;"></div>			
General Information		Site Information	
Analyst	JXP	Highway/Direction to Travel	SR 50
Agency or Company	KAI	From/To	Segment 3 (CR 469 to Tusca.)
Date Performed	4/24/17	Jurisdiction	District 5
Analysis Time Period	PM Peak Hour	Analysis Year	2045
Project Description West SR 50 PD&E Study			
<input type="checkbox"/> Oper.(LOS) <input type="checkbox"/> Des. (N) <input type="checkbox"/> Plan. (vp)			
Flow Inputs			
Volume, V (veh/h)	1600	Peak-Hour Factor, PHF	0.98
AADT(veh/h)		%Trucks and Buses, P _T	11
Peak-Hour Prop of AADT (veh/d)		%RVs, P _R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV}	0.948
Speed Inputs		Calc Speed Adj and FFS	
Lane Width, LW (ft)	12.0	f _{LW} (mi/h)	0.0
Total Lateral Clearance, LC (ft)	12.0	f _{LC} (mi/h)	0.0
Access Points, A (A/mi)	7	f _A (mi/h)	1.8
Median Type, M	Divided	f _M (mi/h)	0.0
FFS (measured)		FFS (mi/h)	53.3
Base Free-Flow Speed, BFFS	55.0		
Operations		Design	
<u>Operational (LOS)</u>		<u>Design (N)</u>	
Flow Rate, v _p (pc/h/ln)	861	Required Number of Lanes, N	
Speed, S (mi/h)	55.0	Flow Rate, v _p (pc/h)	
D (pc/mi/ln)	15.7	Max Service Flow Rate (pc/h/ln)	
LOS	B	Design LOS	
Bicycle Level of Service			

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	816.3
Effective width, W_v (Eq. 15-29) ft	24.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	5.76
Bicycle level of service (Exhibit 15-4)	F

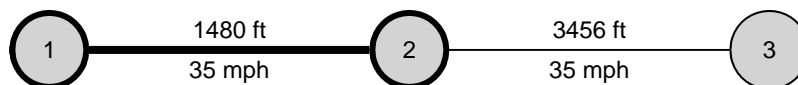
Copyright © 2016 University of Florida, All Rights Reserved

HCS 2010™ Version 6.90

Generated: 4/25/2017 5:26 PM

HCS 2010 Urban Street Segment Report

General Information				Streets Information	
Agency	KAI			Number of Intersections	3
Analyst	JXP	Analysis Date	Apr 28, 2017	Number of Segments	2
Jurisdiction		Time Period	AM Peak	Number of Iterations	15
File Name	Segment 4 - 2045 AM.xus	Analysis Year	2045	System Cycle Length, s	120
Intersections	Tuscanooga Road	S Bay Lake Ed		Analysis Period	1 > 7:00
Project Description	Segment 4 - 2045 AM Build				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
1	35	45	2	2	1480	1480	50	50	0	0	17	16	0.0	0.0

Segment Output Data

		Eastbound			Westbound		
Segment	Movement	EBL	EBT	EBR	WBL	WBT	WBR
		5	2			6	16
1	Bay/Lane Spillback Time, h		never			never	
1	Shared Lane Spillback Time, h						
1	Base Free-Flow Speed, mph		36.79			41.49	
1	Running Time, s		31.53			27.88	
1	Running Speed, mph		32.01			36.19	
1	Through Delay, s/veh		19.96			3.38	
1	Travel Time, s		51.49			31.26	
1	Travel Speed, mph		19.60			32.28	
1	Stop Rate, stops/veh		0.54			0.10	
1	Spatial Stop Rate, stops/mi		1.93			0.37	
1	Through vol/cap Ratio		0.85			0.53	
1	Percent of Base FFS		53.28			77.80	
1	Level of Service		C			B	
1	Auto Traveler Perception Score		2.44			2.20	

Multimodal Results (Segment)

1	Pedestrian Segment LOS Score / LOS	3.94	D	3.63	D
1	Bicycle Segment LOS Score / LOS	3.49	C	3.52	D
1	Transit Segment LOS Score / LOS	1.89	A	0.91	A

Facility Output Data

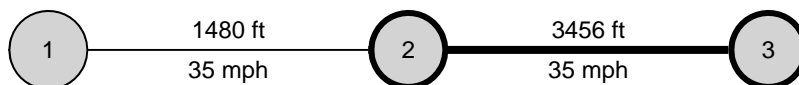
		Eastbound		Westbound	
Facility Travel Time, s		153.91		112.08	
Facility Travel Speed, mph		21.87		30.03	
Facility Base Free Flow Speed, mph		40.11		41.65	
Facility Percent of Base FFS		54.52		72.09	
Facility Level of Service		C		B	
Facility Auto Traveler Perception Score		2.38		2.26	

Multimodal Results (Facility)

Pedestrian Facility LOS Score / LOS	3.81	D	3.28	C
Bicycle Facility LOS Score / LOS	3.55	D	3.52	D
Transit Facility LOS Score / LOS	1.72	A	1.07	A

HCS 2010 Urban Street Segment Report

General Information				Streets Information	
Agency	KAI			Number of Intersections	3
Analyst	JXP	Analysis Date	Apr 28, 2017	Number of Segments	2
Jurisdiction		Time Period	AM Peak	Number of Iterations	15
File Name	Segment 4 - 2045 AM.xus	Analysis Year	2045	System Cycle Length, s	120
Intersections	S Bay Lake Ed	CR 33		Analysis Period	1> 7:00
Project Description	Segment 4 - 2045 AM Build				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
2	35	35	2	2	3456	3456	50	50	0	0	70	70	0.0	0.0

Segment Output Data

		Eastbound			Westbound		
Segment	Movement	EBL	EBT	EBR	WBL	WBT	WBR
2	Bay/Lane Spillback Time, h	never	never			never	
2	Shared Lane Spillback Time, h	never					
2	Base Free-Flow Speed, mph	41.72			41.72		
2	Running Time, s	60.98			60.27		
2	Running Speed, mph	38.64			39.10		
2	Through Delay, s/veh	41.44			20.55		
2	Travel Time, s	102.42			80.82		
2	Travel Speed, mph	23.01			29.16		
2	Stop Rate, stops/veh	0.92			0.68		
2	Spatial Stop Rate, stops/mi	1.40			1.04		
2	Through vol/cap Ratio	0.86			0.58		
2	Percent of Base FFS	55.14			69.89		
2	Level of Service	C			B		
2	Auto Traveler Perception Score	2.35			2.30		

Multimodal Results (Segment)

2	Pedestrian Segment LOS Score / LOS	3.76	D	3.13	C
2	Bicycle Segment LOS Score / LOS	3.58	D	3.53	D
2	Transit Segment LOS Score / LOS	1.64	A	1.14	A

Facility Output Data

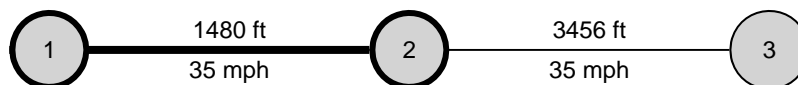
	Eastbound	Westbound
Facility Travel Time, s	153.91	112.08
Facility Travel Speed, mph	21.87	30.03
Facility Base Free Flow Speed, mph	40.11	41.65
Facility Percent of Base FFS	54.52	72.09
Facility Level of Service	C	B
Facility Auto Traveler Perception Score	2.38	2.26

Multimodal Results (Facility)

Pedestrian Facility LOS Score / LOS	3.81	D	3.28	C
Bicycle Facility LOS Score / LOS	3.55	D	3.52	D
Transit Facility LOS Score / LOS	1.72	A	1.07	A

HCS 2010 Urban Street Segment Report

General Information				Streets Information	
Agency	KAI			Number of Intersections	3
Analyst	JXP	Analysis Date	Apr 28, 2017	Number of Segments	2
Jurisdiction		Time Period	PM Peak	Number of Iterations	15
File Name	Segment 4 - 2045 PM.xus	Analysis Year	2045	System Cycle Length, s	120
Intersections	Tuscanooga Road	S Bay Lake Ed		Analysis Period	1> 7:00
Project Description	Segment 4 - 2045 PM Build				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
1	35	45	2	2	1480	1480	50	50	0	0	17	16	0.0	0.0

Segment Output Data

		Eastbound			Westbound		
Segment	Movement	EBL	EBT	EBR	WBL	WBT	WBR
		5	2			6	16
1	Bay/Lane Spillback Time, h	never	never			never	
1	Shared Lane Spillback Time, h	never					
1	Base Free-Flow Speed, mph	36.79			41.49		
1	Running Time, s	30.94			28.21		
1	Running Speed, mph	32.61			35.77		
1	Through Delay, s/veh	15.95			6.65		
1	Travel Time, s	46.89			34.86		
1	Travel Speed, mph	21.52			28.94		
1	Stop Rate, stops/veh	0.43			0.17		
1	Spatial Stop Rate, stops/mi	1.53			0.62		
1	Through vol/cap Ratio	0.70			0.69		
1	Percent of Base FFS	58.50			69.76		
1	Level of Service	C			B		
1	Auto Traveler Perception Score	2.37			2.23		

Multimodal Results (Segment)

1	Pedestrian Segment LOS Score / LOS	3.77	D	3.68	D
1	Bicycle Segment LOS Score / LOS	3.50	D	3.55	D
1	Transit Segment LOS Score / LOS	1.67	A	1.17	A

Facility Output Data

	Eastbound	Westbound
Facility Travel Time, s	133.57	115.56
Facility Travel Speed, mph	25.20	29.12
Facility Base Free Flow Speed, mph	40.11	41.65
Facility Percent of Base FFS	62.82	69.92
Facility Level of Service	C	B
Facility Auto Traveler Perception Score	2.33	2.27

Multimodal Results (Facility)

	Pedestrian Facility LOS Score / LOS	3.67	D	3.48	C
	Bicycle Facility LOS Score / LOS	3.52	D	3.57	D
	Transit Facility LOS Score / LOS	1.38	A	1.19	A

