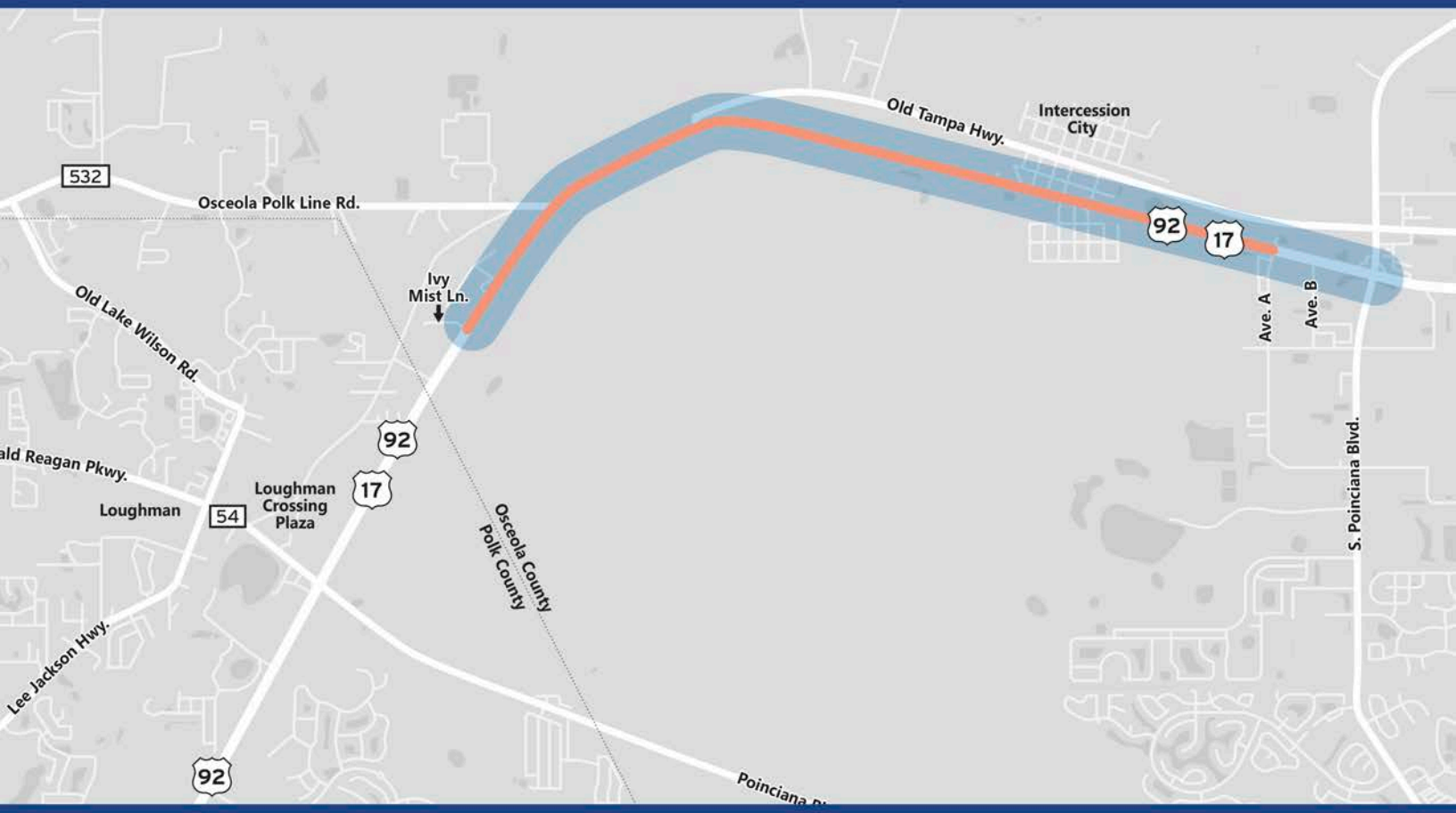
FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT FIVE

FINAL PROJECT TRAFFIC ANALYSIS REPORT (PTAR)

FOR US 17/92 FROM IVY MIST LANE TO AVENUE A



FPID: 437200-2-22-01

June 2021

Revised February 2025

Final

Project Traffic Analysis Report

Project Development & Environment (PD&E) Study

for US 17/92 from Ivy Mist Lane to Avenue A

Prepared for
Florida Department of Transportation
District Five

Financial Project Number (FPID): 437200-2-22-01
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Executive Summary

Introduction

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) study on US 17/92 to evaluate the capacity needs and safety improvements for a 3.8 miles segment from Ivy Mist Lane to Avenue A in Osceola County, Florida. This project involves the two-lane to four-lane widening of US 17/92 within the study limits and ties in with the ongoing widening of US 17/92 from Avenue A to CR 535 (FPID 239714) to four lanes (which is estimated to be completed by end of 2021). The portion of US 17/92 included in the study is in Roadway IDs 92010000 and 92010100 located in Osceola County.

The purpose of this project is to address current and future congestion and safety issues along US 17/92 within the study limits. Based on the anticipated future traffic demand, the study corridor is projected to operate below the Level of Service (LOS) D starting from the year 2025 traffic conditions under the No Build alternative (compared to the Generalized Service Volume for a two-lane urbanized arterial). Moreover, most of the study unsignalized intersections and the signalized intersection at US 17/92 and CR 532 are anticipated to experience very high delays starting from the year 2025 traffic conditions under the No Build alternative. Based on the calculated crash rates for the period between 2014 and 2018, the intersection crash rate for US 17/92 at CR 532 is very close to the statewide crash rate for a similar intersection category. The intersection crash rates for US 17/92 at Shepherd St/Hope St and US 17/92 at Avenue A are much higher than the statewide crash rate for similar intersection categories.

This Project Traffic Analysis Report (PTAR) documents the requirements and summarizes the results of the operational evaluations for the proposed capacity and safety improvements and has been developed following the approved Traffic Analysis Methodology dated September 2020. The current document is revised based on FDOT's comments on the draft report, dated March 2021. The responses to these comments are provided in **Appendix A-1**.

Change in Project Limits

As mentioned in the approved Traffic Analysis Methodology, the original study limits along US 17/92 were from CR 54/Ronald Reagan Parkway in Polk County to Avenue A in Osceola County. Subsequently, as part of the project coordination meetings held on February 4 and 8, 2021, a decision was made by all the stakeholders including FDOT Central Office, FDOT District 5, FDOT District 1, MetroPlan Orlando, Polk Transportation Planning Organization (TPO), Central Florida Expressway Authority (CFX), Osceola County, and VHB (PD&E Study Consultant) to modify the southern study limit from CR 54 to the south of CR 532 (near Ivy Mist Lane). This decision was made to avoid conflicts between different ongoing studies near the study area including the proposed Poinciana Parkway Extension (PPE) that will have an interchange with US 17/92 (between CR 54 and CR 532) and adopt the Polk TPO's long range vision for US 17/92 south of CR 532.

Project Information

US 17/92 is classified as an urban principal arterial (other) that is primarily a north/south facility with a posted speed of 45 to 55 miles per hour. Within the study limits, US 17/92 is an undivided two-lane roadway with paved shoulders that serves the travel demands of residential developments, schools, industrial developments, and related commercial businesses. However, most of the study corridor has no sidewalks. Wetland areas are present in the area surrounded by US 17/92 to the west and north, Poinciana Parkway to the south, and Poinciana Boulevard to the east.

Study Alternatives & Analysis Years

As part of this PTAR, a No Build alternative and a Build alternative were evaluated. The No Build alternative represents the existing roadway and intersection configuration along with the programmed and planned improvements near the study corridor. The Build alternative represents the widening of the US 17/92 corridor from two to four lanes within the study limits along with the programmed and planned improvements near the study corridor.

As part of the Build alternative, the required turn lane improvements at the study intersections are recommended to accommodate the projected traffic demand within the study corridor.

To determine the future capacity needs of the study corridor, operational analyses (No Build and Build alternatives) for all the modes including automobile (auto), pedestrian, bicycle, and transit were conducted for the existing year 2019, opening year 2025, mid-design year 2035, and design year 2045. A safety analysis using Highway Safety Manual (HSM) predictive methodologies was also conducted to compare the anticipated safety performance of the No Build and Build alternatives.

Analysis Tools

As part of the study analysis (existing and future), the US 17/92 corridor with seven (7) study intersections were evaluated based on the latest Highway Capacity Manual (HCM) 6th Edition methodologies within the Synchro software. The Central Florida Regional Planning Model (CFRPM) v6.1 was developed for use in this PTAR. A subarea model was validated for the base year 2019, and a future year (2040) subarea model scenario was then developed based on the calibration efforts to obtain future year volume forecasts. Recommended traffic growth rates for the study corridors were determined based on a comparison of historical traffic trends, travel demand model volumes, and population estimates. FDOT HSM Sheets for the urban/suburban arterials were used to evaluate the safety performance.

Operational Analysis Summary

Existing Conditions - Auto Mode

Based on the existing operational analysis, all the minor street movements at the unsignalized study intersections were found to operate at LOS F. The signalized intersection of US 17/92 at CR 532 was found to operate at LOS E (below the target LOS D) during PM peak hour. The signalized intersection of US 17/92 at Poinciana Boulevard was found to operate at LOS F (below the target LOS D) (both AM and PM peak hours).

However, this intersection is currently under construction that will include turn lane improvements (along with four lanes on US 17/92) as part of the ongoing widening project. For the existing conditions, the roadway LOS along US 17/92 is within the target LOS D.

Existing Conditions - Other Modes

Both the pedestrian and bicycle modes are found to operate within LOS D during both the AM and PM peak hours at the signalized intersections except for the westbound approach at US 17/92 and CR 532. The roadway bicycle LOS is within LOS D because of the presence of paved shoulders. However, both the pedestrian and transit levels of service are at F because of the lack of sidewalk coverage and transit routes.

No Build Alternative - Auto Mode

Under the No Build alternative, all the study intersections are anticipated to experience very high delays. Specifically, the high delays start from the opening year 2025 for the majority of the unsignalized intersections and the signalized intersection at US 17/92 and CR 532. Starting from the opening year 2025, both the study signalized intersections are expected to operate at LOS E or F (below the target LOS D). Starting from the opening year 2025, all the unsignalized intersections along US 17 / 92 within the study limits have minor street movements that will operate at LOS E or F (below the target LOS D) during both AM and PM design hours.

Under the No Build alternative, the US 17/92 study corridor was found to operate at LOS Target D or better through the design year 2045, except for the northbound/eastbound approach south of CR 532 starting from the year 2035 AM design hour. The most likely reason for this is the absence of signalized intersections between CR 532 and Poinciana Boulevard and the existing high posted speed limit. However, both the signalized intersections are expected to have very high approach delays and extensive queueing along US 17/92, which will impact the arterial operations. Moreover, a comparison of the projected AADTs along US 17/92 with the Generalized Service Volume of 18,590 (LOS D) for a two-lane urbanized arterial based on FDOT 2020 Quality/Level of Service (Q/LOS) Handbook shows that the study roadway segment will operate below the target LOS D starting from the opening year 2025 conditions.

No Build Alternative - Other Modes

Since the No Build alternative assumes the existing geometry, the pedestrian and bicycle modes at US 17/92 and CR 532 and pedestrian, bicycle, and transit LOS are anticipated to operate worse than the existing conditions as traffic volumes increase through the design year 2045. However, the pedestrian and bicycle modes at the intersection of US 17/92 and Poinciana Boulevard and for the segment between Avenue A and Poinciana Boulevard are expected to operate better than the existing conditions through the design year 2045 because of the programmed improvements-that are currently being constructed. The No Build analysis results show that the pedestrian, bicycle, and transit LOS is F within the study limits.

Based on the operational analysis results for the No Build alternative, the study corridor (US 17/92 from Ivy Mist Lane to Avenue A) must be widened to four lanes along with multimodal improvements to accommodate the projected traffic demand and provide a safe corridor for all the modes.

Build Alternative – Auto Mode

Under Build conditions, operational analysis was performed for the US 17/92 corridor with the improvements mentioned in **Table ES 1**. All the study intersections are anticipated to operate at LOS D or better during both AM and PM design hours through the design year 2045 (with exception of Poinciana Boulevard). The overall US 17/92 study corridor is expected to operate at target LOS D or better under all the future year conditions through the design year 2045. When compared with the Generalized Service Volume of 41,790 (LOS D) for a four-lane urbanized arterial based on the 2020 Q/LOS Handbook, the segment on US 17/92 between CR 532 and Old Tampa slightly exceeds the four-lane capacity (by less than 5%) in the year 2045. With adequate turn lane improvements at US 17/92 and CR 532, and US 17/92 and Old Tampa Highway, this segment is expected to operate within the target LOS D.

Table ES 1: Recommended Improvements – Build Alternative

Roadway/Intersection	Improvement
US 17/92 from Ivy Mist Lane to Avenue A	Widen to a four-lane divided roadway along with 85-100% coverage of sidewalks and bicycle lanes
CR 532	Add additional southbound left & right turn lanes along CR 532 Add additional eastbound left & westbound right turn lanes along US 17/92 Remove all channelization
Old Tampa Highway	Signalize intersection by 2025 and coordinate timings with the signal at CR 532 Add an exclusive westbound right turn lane along US 17/92 Add an exclusive southbound right turn lane along Old Tampa Highway
Tallahassee Boulevard	Provide a bi-directional median opening along US 17/92 and eliminate the through and left turn movements from the side street. Provide a bi-directional median opening on US 17/92 west of Tallahassee Boulevard to facilitate the restricted movements from the side streets.
Manatee Street / Hope Street	Allow only right-in right-out movements at US 17/92 and Manatee Street/Hope Streets.
Shepherd Lane / Nocatee Street	Provide a bi-directional median opening along US 17/92 and eliminate the through and left turn movements from the side street.
Avenue A	Signalize intersection by 2035 and coordinate timings with the signal at Poinciana Boulevard Improvements based on FPID 239714 Add an exclusive northbound left turn lane on Avenue A
Poinciana Boulevard	Improvements based on FPID 239714

Build Alternative – Other Modes

With the proposed multimodal improvements at the signalized intersections and along the study corridor (exclusive bicycle lanes and sidewalks for the entire study corridor), both the pedestrian and bicycle modes are expected to operate within LOS D through the design year 2045. However, the roadway pedestrian LOS from the year 2035 and bicycle LOS in the year 2045 is expected to operate below LOS D, most likely because of the increase in traffic volumes. Since transit route(s)

are not planned along US 17/92 within the study limits, the transit LOS is F for all the future years. These results will be shared with the PD&E Study Team to determine mitigation strategies that would improve the LOS for all these modes.

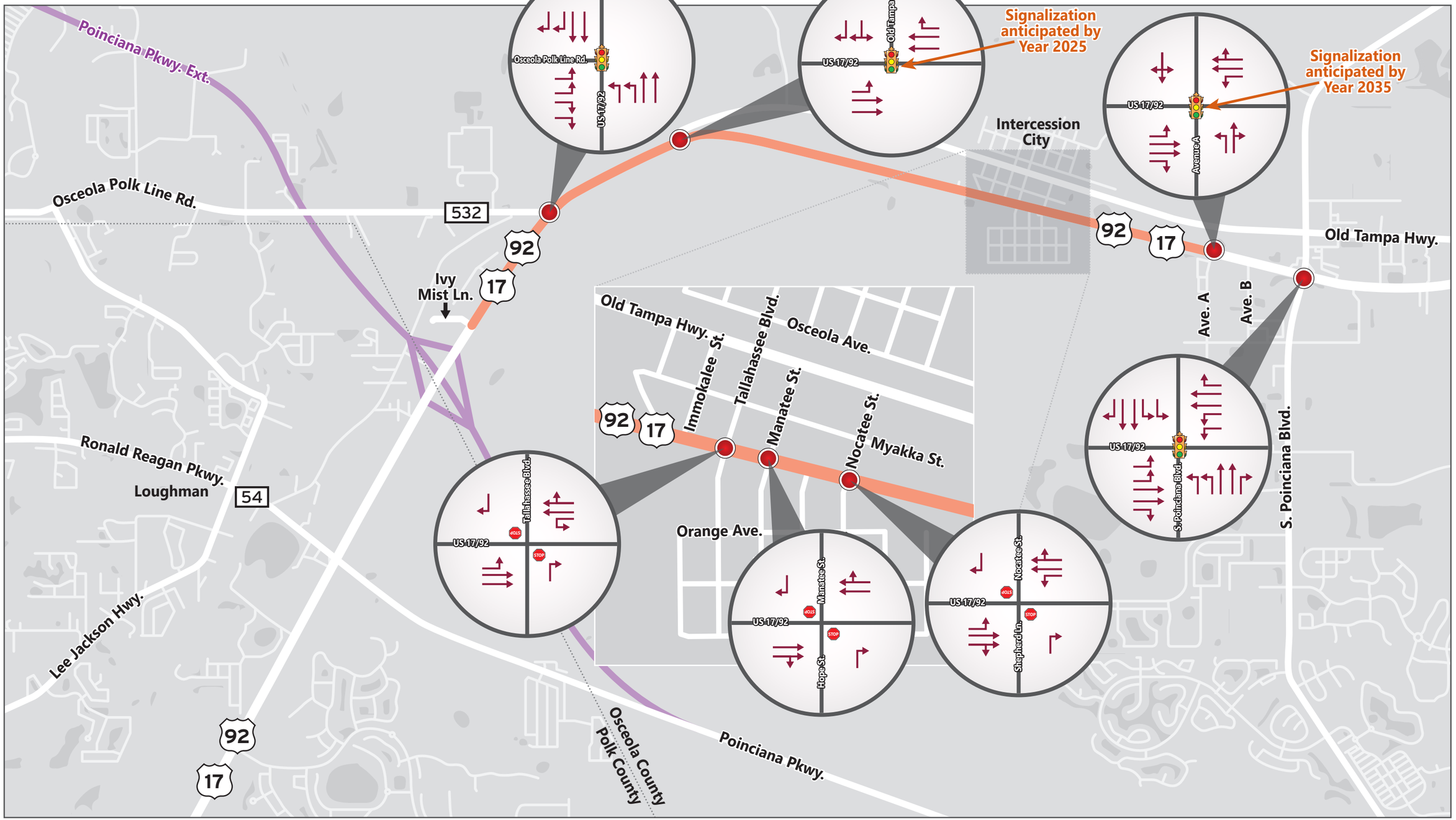
Recommended Improvements & Next Steps

With the recommended improvements for the US 17/92 study corridor (shown in **Table ES 1** and illustrated in **Figure ES 1**), the overall intersection and roadway LOS results (under the Build alternative) show significant improvement over the No Build alternative.

With the implementation of these improvements in the Build alternative, including the addition of a raised median, roadway widening, incorporation of turn lane improvements, and corridor/intersection lighting enhancements, the following safety outcomes are anticipated:

- The total number of crashes in the corridor is expected to fall by 10%, from roughly 90 to 81 crashes per year.
- Fatal and injury crashes are anticipated to be reduced by 11%, from about 27 crashes per year to 24 crashes per year.

However, it should be noted these recommended improvements are traditional, i.e., that maximize the number of turn lanes at the study intersections based on the design year 2045 traffic demand. As such, these turn lane recommendations (at each study intersection) are a starting point and will be one of the Build alternatives for the Stage 1 Intersection Control Evaluation (ICE) that will evaluate alternative intersection designs at the study intersections. ICE will be documented under a separate cover as part of the PD&E study.



Project Limits

Lane Geometry

Stop-Controlled Intersection

Signalized Intersection

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Figure ES 1

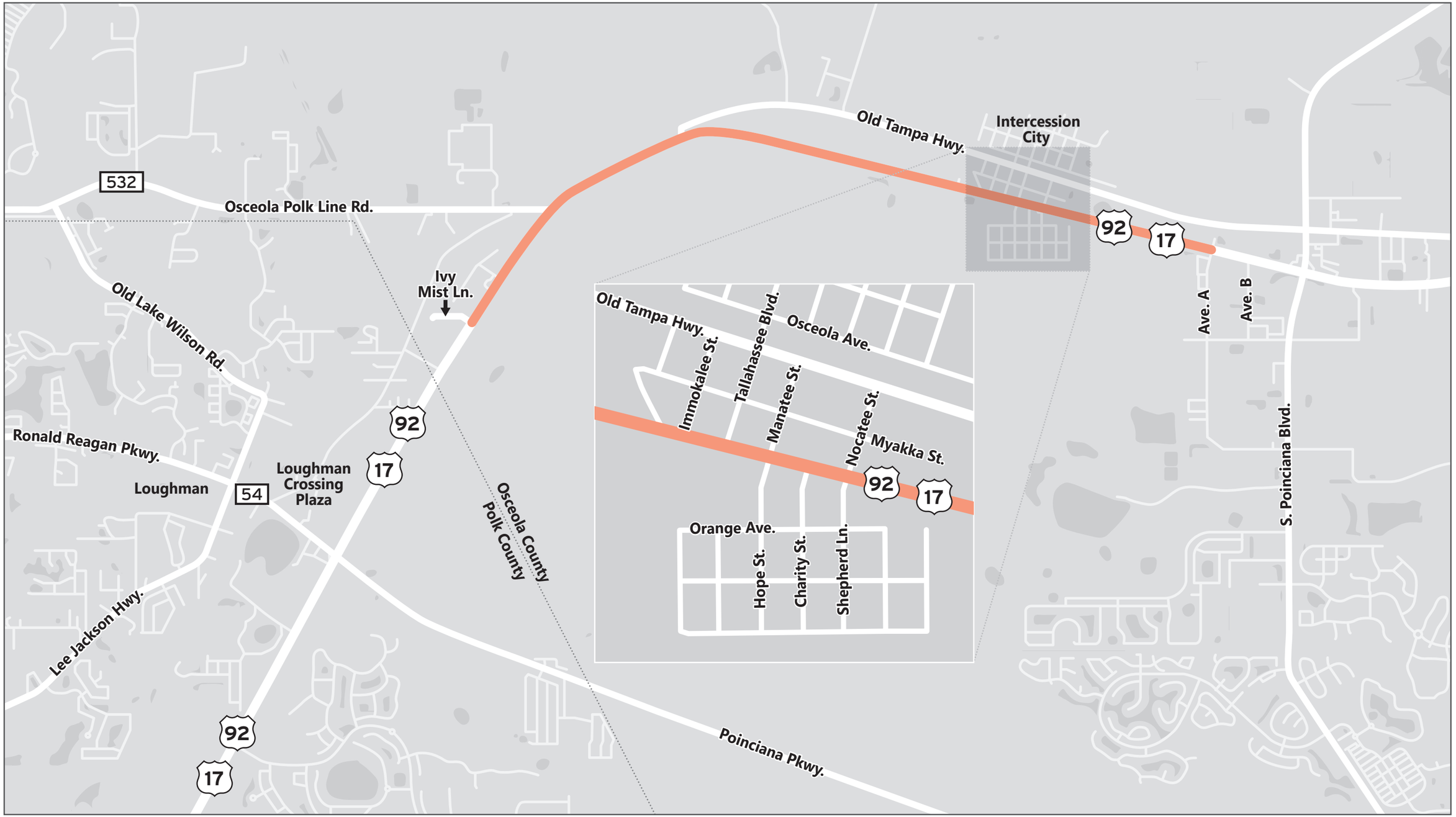
Future Build Geometry
Project Traffic Analysis Report (PTAR)
US17/92 from Ivy Mist Lane to Avenue A

1 Introduction

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) study on US 17/92 to evaluate the additional capacity needs and safety improvements for a 3.793 miles segment from Ivy Mist Lane to Avenue A in Osceola County, Florida as shown in **Figure 1**. This project involves the two-lane to four-lane widening of US 17/92 within the study limits and ties in with the ongoing widening of US 17/92 from Avenue A to CR 535 (FPID 239714) to four lanes (which is estimated to be completed by end of 2021). The project also involves the addition of a westbound bridge across Reedy Creek and the conversion of the existing bridge over Reedy Creek to eastbound travel lanes. The portion of US 17/92 included in the study is in Roadway IDs 92010000 and 92010100 located in Osceola County.

The purpose of this project is to address current and future congestion and safety issues along US 17/92 within the study limits. Based on the anticipated future traffic demand, the study corridor is projected to operate below the Level of Service (LOS) D starting from the year 2025 traffic conditions under the No Build alternative (compared to the Generalized Service Volume for a two-lane urbanized arterial). Moreover, most of the study unsignalized intersections and the signalized intersection at US 17/92 and CR 532 are anticipated to experience very high delays starting from the year 2025 traffic conditions under the No Build alternative. Based on the calculated crash rates for the period between 2014 and 2018, the intersection crash rate for US 17/92 at CR 532 is very close to the statewide crash rate for a similar intersection category. The intersection crash rates for US 17/92 at Shepherd St/Hope St and US 17/92 at Avenue A are much higher than the statewide crash rate for similar intersection categories.

This PD&E Project Traffic Analysis Report (PTAR) documents the requirements and summarizes the results of the operational evaluations for the proposed capacity and safety improvements and has been developed following the approved Traffic Analysis Methodology dated September 2020. The current document is revised based on FDOT's comments on the draft report, dated March 2021. The responses to these comments are provided in **Appendix A-1**.



N
N.T.S.

Project Limits

Figure 1

Project Location Map
Project Traffic Analysis Report (PTAR)
US17/92 from Ivy Mist Lane to Avenue A

1.1 Change in Project Limits

As mentioned in the approved Traffic Analysis Methodology, the original study limits along US 17/92 were from CR 54/Ronald Reagan Parkway in Polk County to Avenue A in Osceola County. Subsequently, as part of the project coordination meetings held on February 4 and 8, 2021, a decision was made by all the stakeholders including FDOT Central Office, FDOT District 5, FDOT District 1, MetroPlan Orlando, Polk Transportation Planning Organization (TPO), Central Florida Expressway Authority (CFX), Osceola County, and VHB (PD&E Study Consultant) to modify the southern study limit from CR 54 to the south of CR 532 (near Ivy Mist Lane).

This decision was made to avoid conflicts between different ongoing studies near the study area including the proposed Poinciana Parkway Extension (PPE) that will have an interchange with US 17/92 (between CR 54 and CR 532) and adopt the Polk TPO's long range vision for US 17/92 south of CR 532.

The ongoing PPE project will serve as a break between two different corridor types and capacity needs. North of PPE, US 17/92 would serve as a four-lane multimodal corridor, and south of PPE, it would serve as a connection to I-4 and a reliever to US 27. As such, the new study limits of the US 17/92 PD&E Study will be from Ivy Mist Lane to Avenue A entirely within Osceola County, Florida. The meeting notes prepared for these coordination meetings are included in **Appendix A-2**.

1.2 Objective

The overall objective of the PTAR is to provide FDOT with the Annual Average Daily Traffic (AADT), peak hour volumes, intersection and roadway LOS for the existing year 2019, and traffic forecasts for the opening year 2025, mid-design year 2035, and design year 2045 for No Build and Build conditions.

The PTAR includes a five-year safety review, development of the design traffic characteristics including Standard K Factor, Directional Distribution Factor (D), and percentage of trucks for both the design hour and daily demand (DHT, T) for use in the operational analysis of future conditions.

In addition, this PTAR includes a future operational analysis for the opening year 2025, mid-design year 2035, and design year 2045 for No Build and Build conditions and recommended improvements based on the results. The Highway Safety Manual (HSM) safety analysis was conducted to compare predicted future crashes between No Build and Build alternatives.

1.3 Methodology

The goal of this PTAR is to evaluate the traffic conditions along US 17/92 and at the study intersections and the potential traffic impacts at these intersections. The methodology used for the development of this PTAR is based on the Traffic Analysis Methodology document approved in September 2020. A copy of this methodology document is included in **Appendix B.**

2 Project Information

US 17/92 is classified as an urban principal arterial (other) that is primarily a north/south facility with a posted speed of 45 to 55 miles per hour. Within the study limits, US 17/92 is an undivided two-lane roadway with paved shoulders that serves the travel demands of residential developments, schools, industrial developments, and related commercial businesses. However, most of the study corridor has no sidewalks. There are overhead utilities located on the west side of the study corridor. Land uses along the US 17/92 study corridor and at or near the study intersections consist of residential developments and commercial businesses. Wetland areas are present in the area surrounded by US 17/92 to the west and north, Poinciana Parkway to the south, and Poinciana Boulevard to the east.

2.1 Transit Service

The Central Florida Regional Transportation Authority (LYNX) provides public transportation services to Orange, Seminole, and Osceola counties. Currently, there are no transit routes on US 17/92 within the study limits. However, LYNX currently provides a NeighborLink transit service route (route 604) in the northern study limits for the cities of Intercession City and Campbell City. For this NeighborLink route, the local bus stop route will be Route 306 that is located at the intersection of US 17/92 and Poinciana Boulevard.

With this NeighborLink route, the transit operator will provide transportation anywhere within the designated service area or to a designated LYNX local bus stop route. A copy of the LYNX system map and routing map showing this information is provided in **Appendix C.**

2.2 Study Area

The study area for this PTAR includes the intersections considered to be impacted by the proposed and planned improvements along the US 17/92 study corridor as discussed with FDOT, Osceola

County, Polk County, and Central Florida Expressway staff and provided in the Traffic Analysis Methodology.

The project study corridor includes a total of (7) study intersections, of which two are signalized and the remaining five are unsignalized. The study intersections to be evaluated, per the approved Traffic Analysis Methodology, are listed below:

- US 17/92 and CR 532 - Signal
- US 17/92 and Old Tampa Highway – Stop Control
- US 17/92 and Tallahassee Boulevard – Stop Control
- US 17/92 and Manatee Street/Hope Street – Stop Control
- US 17/92 and Shepherd Lane/Nocatee Street – Stop Control
- US 17/92 and Avenue A – Stop Control
- US 17/92 and Poinciana Boulevard – Signal

Please note that as part of the ongoing widening project on US 17/92 from Avenue A to CR 535 (FPID 239714), the intersection of US 17/92 at Poinciana Boulevard will have an improved intersection configuration. Therefore, this intersection will not be separately evaluated (for future intersection configuration) in this PTAR. This intersection was included to provide a logical terminus (a signal) for the US 17/92 study corridor.

The existing roadway characteristics obtained from the FDOT Roadway Characteristics Inventory (RCI) that are relevant to this study are summarized in **Table 1**. The relevant RCI data is provided in **Appendix D** of this report.

Table 1: Roadway Characteristics of US 17/92

Roadway Characteristics	Summary/Findings
Study Limits	• Ivy Mist Lane to Avenue A
FDOT Roadway ID	• Roadway ID 92010000 (MP 0.299 to MP 0.536 and MP 1.915 to MP 4.117) • Roadway ID 92010100 (MP 0.000 to MP 1.354)
Functional Classification	• Urban Principal Arterial Other (MP 0.299 to MP 1.354) Urban Principal Arterial Other (MP 0.000 to MP 0.536 and MP 1.915 to MP 4.117)
Access Management Classification	• Access Class 3
FDOT LOS Target	• LOS D
Speed Limit	• 55 MPH (Ivy Mist Lane – 600 feet south of Suwannee Ave) • 45 MPH (600 feet south of Suwannee Ave to Poinciana Boulevard)
Sidewalk	• No Sidewalks
Bicycle Lane	• No Designated bike lanes within the study corridor • Paved shoulder within the study corridor
Pavement Width	• 12-foot wide travel lanes with paved shoulder
Land Uses	• Vacant land, residential and commercial developments
Context Classification	• 92010000 (MP 0.299 to MP 0.536) – C3R Suburban Residential • 92010000 (MP 1.915 to MP 2.964) – C3R Suburban Residential • 92010000 (MP 2.964 to MP 3.462) – C2T Rural Town • 92010000 (MP 3.462 to MP 4.117) – C1 Natural • 92010100 (MP 0.000 to MP 0.155) – C3R Suburban Residential • 92010100 (MP 0.155 to MP 1.354) – C1 Natural

3 Existing Conditions

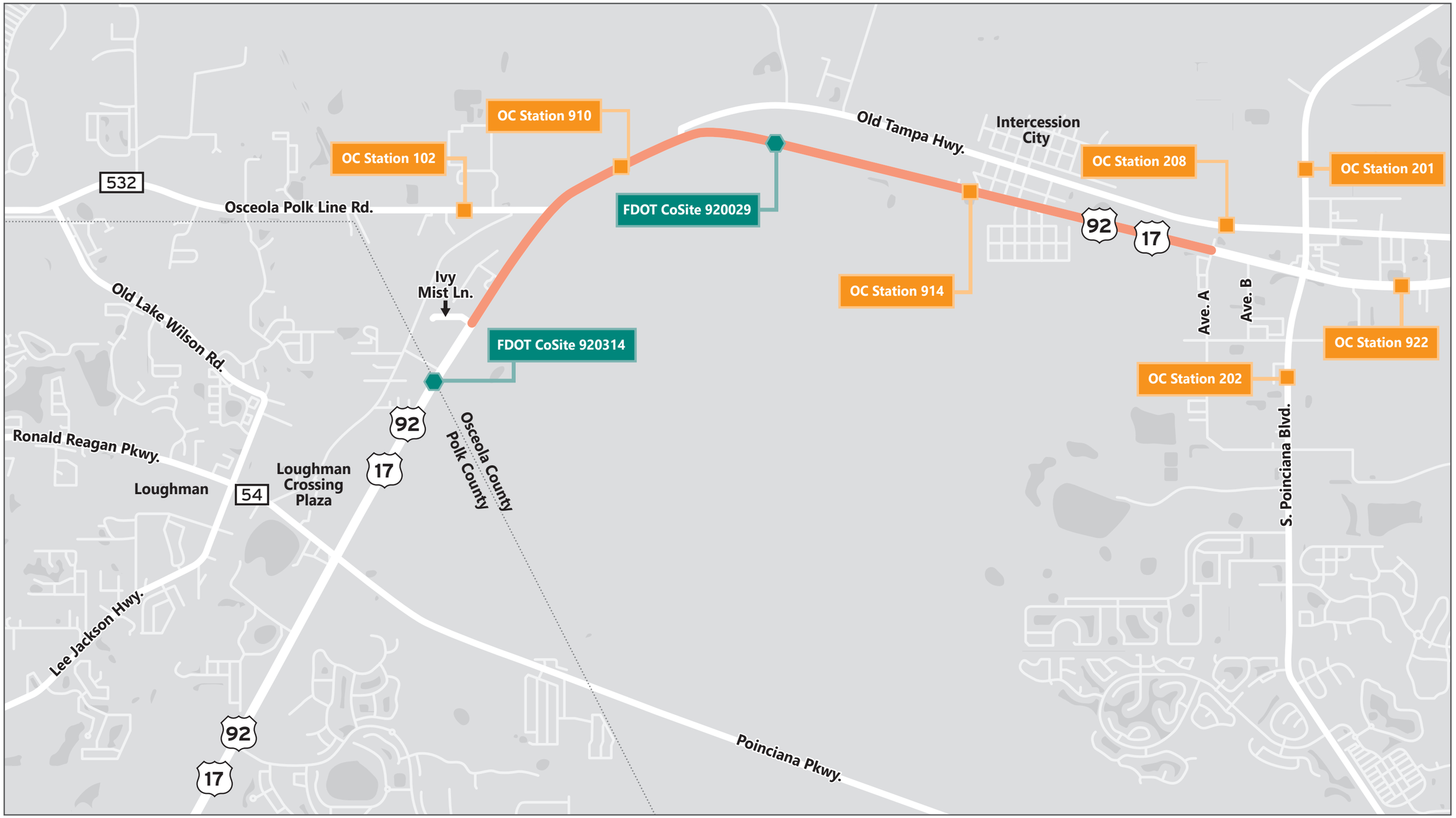
This section describes the analysis of traffic flow operating conditions for the existing year 2019 at the study intersections and roadway segments along the project corridor.

In analyzing the year 2019 operating conditions of the intersections and roadway segments, available 2019 traffic counts and intersection turning movement count (TMC) estimates from the StreetLight data were used along with the existing roadway and intersection geometry. The TMC estimates were used for the year 2019 LOS analysis for the intersections and roadway segments. The intersection LOS analysis for the existing year 2019 was performed using signal timing data provided by FDOT. The following sub-sections describe the overall process.

3.1 Traffic Count Information

As mentioned in the methodology document, available 2019 traffic volumes for the US 17/92 study corridor were obtained for all roadway segments within the study limits using the 2019 Florida Traffic Online (2019 FTO) and 2019 Osceola County Annual Count Program. Because of the ongoing COVID-19 Pandemic, the StreetLight data was used to collect TMC estimates for pre-COVID traffic conditions at study intersections. As per the methodology document, the TMC estimates obtained from the StreetLight data were adjusted using counts from previous studies for consistency with the pre-COVID conditions.

Figure 2 provides the location and type of counts collected or obtained in support of this PTAR study. Copies of all traffic count data used for this PTAR study are provided in **Appendix E**. The year 2019 FDOT seasonal and axle adjustment factors for Osceola County are provided in **Appendix F**.



N.T.S.

- Project Limits
- 2019 FDOT CoSite - No Synopsis Report
- 2019 FDOT CoSite - Classification Counts
- 2019 Osceola County (OC) Counts - Volume Counts

Figure 2

Traffic Data Collection Sources (Volume & Classification Counts)
Project Traffic Analysis Report (PTAR)
US17/92 from Ivy Mist Lane to Avenue A

3.2 Existing Geometry

Figure 3 provides the year 2019 intersection geometry for all the intersections evaluated in this study. The year 2019 intersection geometry information was obtained and verified based on field visits and aerial photographs.

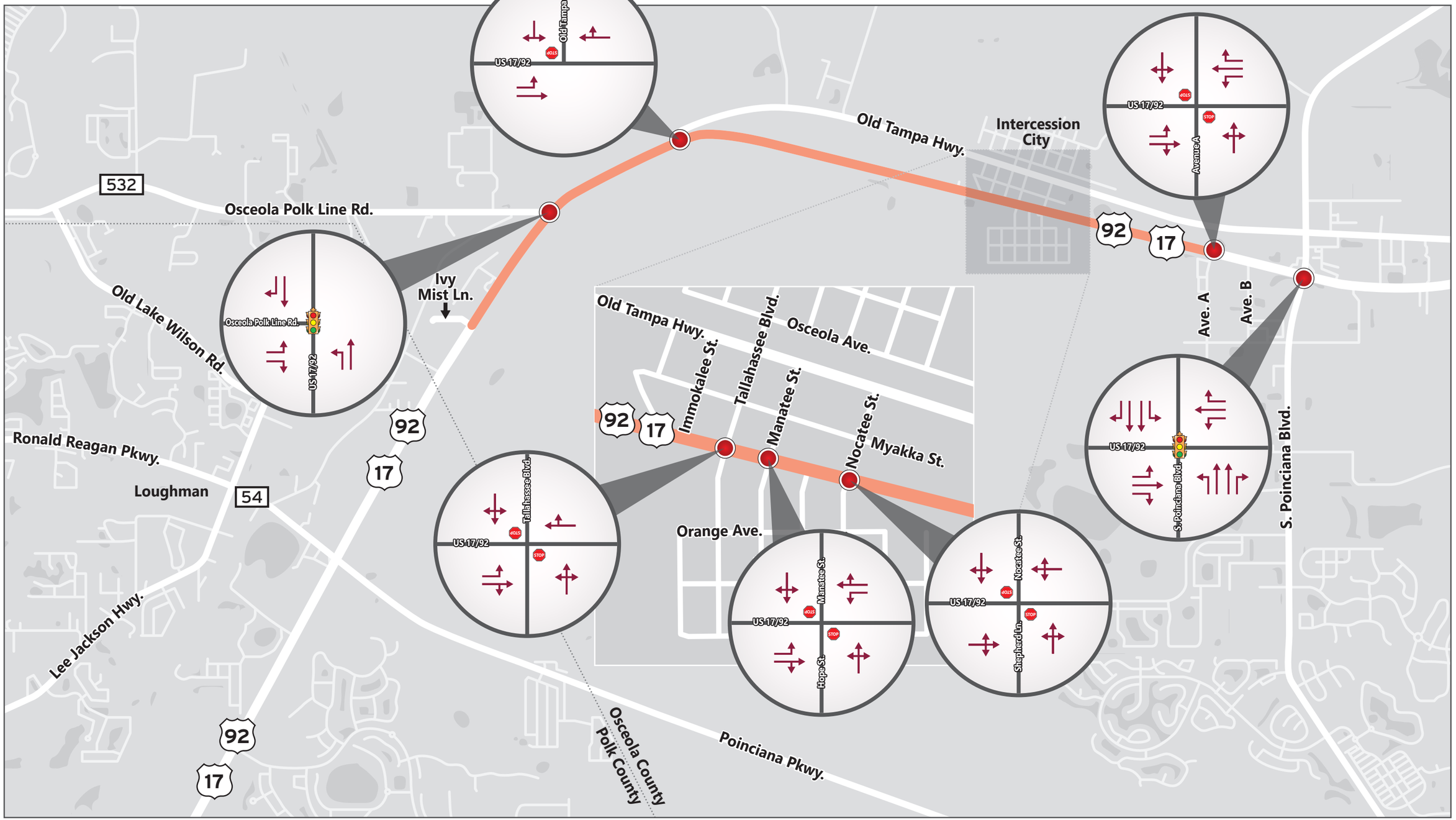
The existing geometry plays a vital role in assessing the intersection LOS. LOS is a qualitative measure of how efficiently a roadway or intersection operates. LOS A represents the highest traffic flow quality, while LOS E represents traffic flow at capacity. LOS F represents forced flow congested conditions. LOS B, C, and D represent a gradual degradation in traffic flow quality before reaching capacity. The existing geometry will be considered as one of the factors in determining potential intersection improvements to accommodate the travel demand.

3.3 Existing Traffic Volumes

Traffic count information available from different sources (2019 FTO and 2019 Osceola County annual counts) were used to develop existing traffic characteristics for the US 17/92 study corridor and the side streets.

Based on the volume counts, peak hour traffic flow (K measured) and directional split (D measured) for the roadways in the study area were derived. These field-measured factors indicate the existing traffic flow characteristics. The existing year 2019 AADT volumes for the individual roadway segments are provided in **Table 2.**

For the low volume side street locations where the year 2019 traffic counts are not available, the 2019 AADT was derived based on the TMC estimates at each intersection and the Standard K of 9.0%. Please note that the StreetLight data based daily estimates were not used for this purpose as the intersection TMC estimates were adjusted to be consistent with the previous studies. **Figure 4** provides the existing year 2019 AADT's for the study corridor.



N.T.S.

- Project Limits
- Lane Geometry
- Stop-Controlled Intersection
- Signalized Intersection

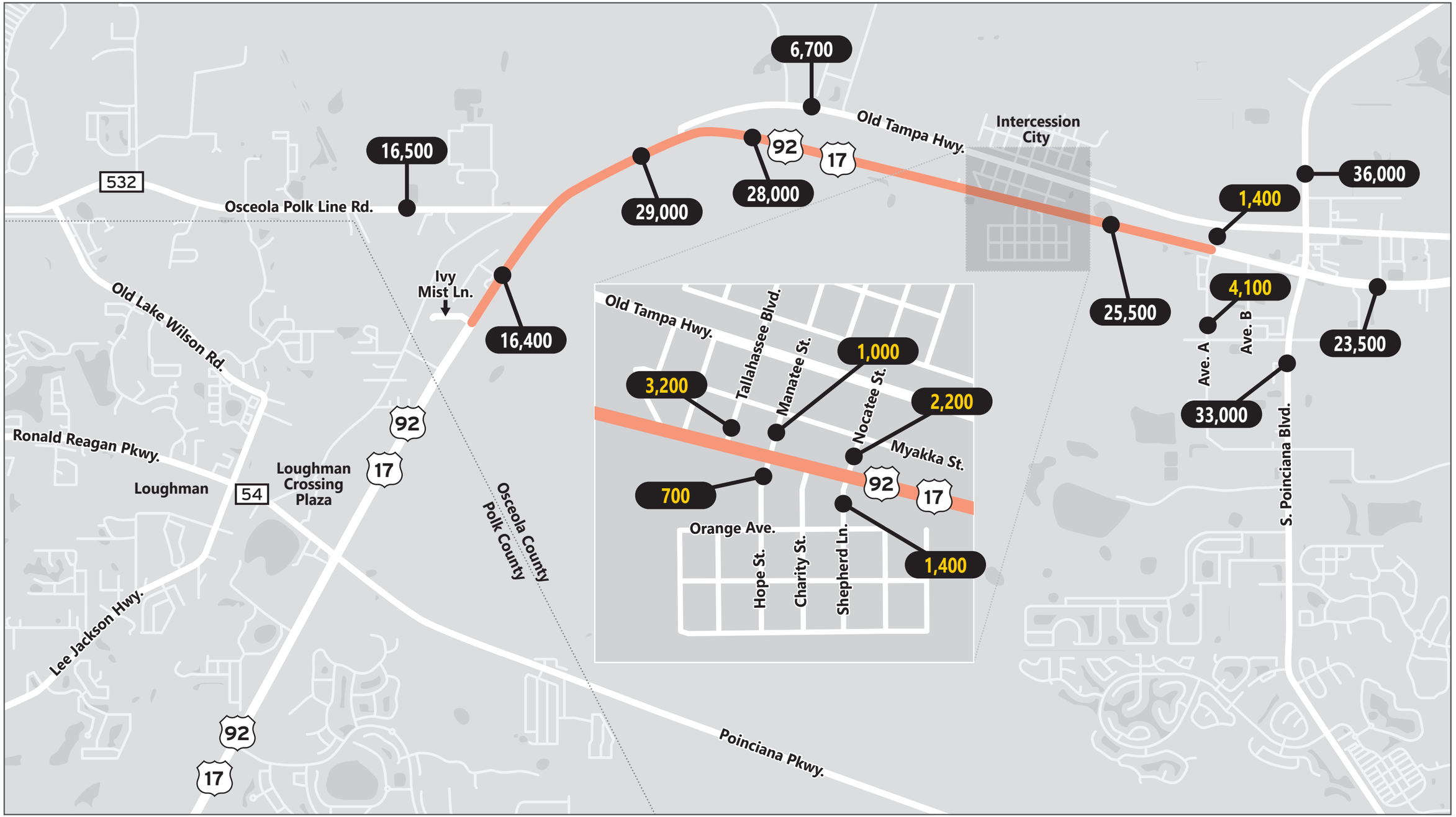
Figure 3

Existing Year 2019 Geometry
Project Traffic Analysis Report (PTAR)
US17/92 from Ivy Mist Lane to Avenue A

Table 2: Existing Year 2019 AADT Traffic Volumes & Characteristics Summary

Roadway/Segment	Source of Count	Type of Count	Measured Characteristics									Seasonal Adj. [1]	Axle Adj. [2]	Adjusted AADT [3]
			Date of Count	ADT	Peak Hour	NB/EB	SB/WB	Peak Time	K Factor	D Factor	T Factor			
US 17/92														
CR 54/Ronald Reagan Parkway to CR 532[5]	2019 FTO Station 920314	-	-	-	- -	- -	- -	- -	9.0%	53.2%	10.1%	-	-	16,400
CR 532 to Old Tampa Highway	Osceola County Station 910	24 Hour Volume	3/5/2019	30,600	2,092 2,233	1,199 1,020	893 1,213	6:45-7:45 AM 5:00-6:00 PM	6.8% 7.3%	57.3% 54.3%	-NA-	0.96	0.99	29,000
East of Old Tampa Highway[5]	2019 FTO Station 920029	-	-	-	- -	- -	- -	- -	9.0%	53.2%	9.3%	-	-	28,000
West of Poinciana Boulevard	Osceola Count Station	24 Hour Volume	4/16/2019	26,262								0.98	0.99	25,500
East of Poinciana Boulevard	Osceola County Station 922	24 Hour Volume	3/5/2019	24,878	1,466 1,589	681 810	785 779	7:00-8:00 AM 3:00-4:00 PM	5.9% 6.4%	53.5% 51.0%	-NA-	0.96	0.99	23,500
CR 532														
East of Old Lake Wilson Road	Osceola County Station 102	24 Hour Volume	3/5/2019	17,308	1,194 1,217	369 601	825 616	6:30-7:30 AM 4:30-5:30 PM	6.9% 7.0%	69.1% 50.6%	10.2%	0.96	0.99	16,500
Old Tampa Highway														
West of Poinciana Boulevard	Osceola County STA 208	24 Hour Volume	3/5/2019	7,083	592 721	455 253	137 468	6:45-7:45 AM 4:45-5:45 PM	8.4% 10.2%	76.9% 64.9%	5.5%[6]	0.96	0.99	6,700
Poinciana Boulevard														
North of US 17/92	Osceola County STA 201	24 Hour Volume	3/5/2019	37,626	2,724 2,768	1,928 1,013	796 1,755	7:00-8:00 AM 3:45-4:45 PM	7.2% 7.4%	70.8% 63.4%	-NA-	0.96	0.99	36,000
South of US 17/92	Osceola County STA 202	24 Hour Volume	3/5/2019	34,888	2,368 2,340	1,625 1,131	743 1,209	6:30-7:30 AM 3:30-4:30 PM	6.8% 6.7%	68.6% 51.7%	-NA-	0.96	0.99	33,000
Tallahassee Boulevard[4]														
North of US 17/92		4 Hour TMC	September 2019	-NA-	137 286	93 111	44 175	7:00-8:00 AM 5:00-6:00 PM	9.0% 9.0%	67.9% 61.2%	-NA-	-NA-	-NA-	3,200
Manatee Street/Hope Street[4]														
North of US 17/92		4 Hour TMC	September 2019	-NA-	88 62	25 26	63 36	7:00-8:00 AM 5:00-6:00 PM	9.0% 9.0%	71.6% 58.1%	-NA-	-NA-	-NA-	1,000
South of US 17/92		4 Hour TMC	September 2019	-NA-	60 57	26 30	34 27	7:00-8:00 AM 5:00-6:00 PM	9.0% 9.0%	56.7% 52.6%	-NA-	-NA-	-NA-	650
Nocatee Street/Shepherd Lane[4]														
North of US 17/92		4 Hour TMC	September 2019	-NA-	59 196	43 128	16 68	7:00-8:00 AM 5:00-6:00 PM	9.0% 9.0%	72.9% 65.3%	-NA-	-NA-	-NA-	2,200
South of US 17/92		4 Hour TMC	September 2019	-NA-	57 125	31 58	26 67	7:00-8:00 AM 5:00-6:00 PM	9.0% 9.0%	54.4% 53.6%	-NA-	-NA-	-NA-	1,400
Avenue A[4]														
North of US 17/92		4 Hour TMC	September 2019	-NA-	128 100	89 67	39 33	7:00-8:00 AM 5:00-6:00 PM	9.0% 9.0%	69.5% 67.0%	-NA-	-NA-	-NA-	1,400
South of US 17/92		4 Hour TMC	September 2019	-NA-	369 227	105 96	264 131	7:00-8:00 AM 5:00-6:00 PM	9.0% 9.0%	71.5% 57.7%	-NA-	-NA-	-NA-	4,100

Notes:
1. Most Recent Seasonal Adjustment Factors were obtained from 2019 FTI
2. Most Recent Axle Factors were obtained from 2019 FTI
*3. Adjusted AADT = Measured ADT * Seasonal Adjustment * Axle Adjustment*
4. The AADT volume was estimated using TMCs and a Standard K factor of 9.0%
5. These values are reported in the year 2019 Florida Traffic Online (FTO)
6. Daily truck percentage is based on the 2019 FTO Count. FTO count was not used because it was estimated based on 2018 count



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Project Limits

1,000 2019 AADT Volumes - based on 2019 FTI, 2019 Osceola Counts, and 2019 Polk County Counts

1,000 2019 AADT Volumes - based on TMC and Standard K (9%)

Figure 4

Existing Year 2019 AADT Volumes
Project Traffic Analysis Report (PTAR)
US17/92 from Ivy Mist Lane to Avenue A

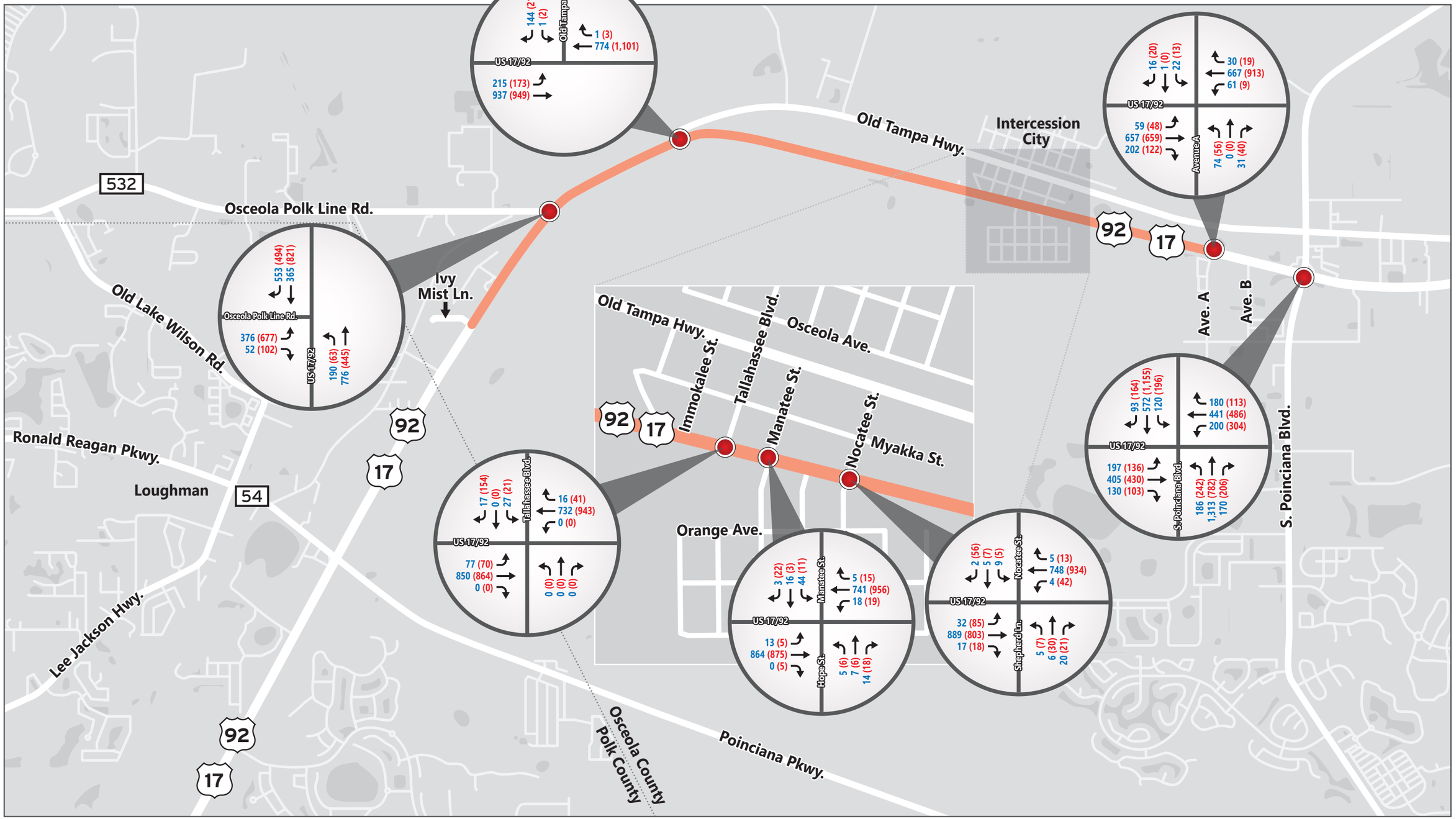
3.4 Existing Year Turning Movement Counts

The StreetLight data used for the year 2019 AM and PM peak hour TMC estimates at the study intersections is provided in **Appendix E**. StreetLight data obtained is an average of all weekdays during September 2019 and represents both a pre-COVID and a non-holiday period. Since the StreetLight TMC estimates are monthly averages and validated using available volume and turning movement counts, seasonal factors were not used to adjust these estimates. The adjusted existing year 2019 AM and PM peak hour TMC estimates for the study corridor are shown in **Figure 5.**

3.5 Existing Year 2019 LOS Analysis

As mentioned in the approved Traffic Analysis Methodology, Synchro 10 was used to perform the LOS operational analyses for all modes (auto, pedestrian, and bicycle) at the study intersections. Auto LOS analysis was conducted for both the signalized and unsignalized study intersections. Pedestrian and bicycle LOS analysis was conducted at the signalized study intersections. HCM 6th Edition based analysis results from Synchro are provided for all the modes. Roadway segment LOS for the auto mode was computed using Synchro reported average speed and criteria from Exhibit 18-1 of the HCM. Pedestrian, bicycle, and transit LOS for the study corridor is provided based on the criteria outlined in the latest 2020 Q/LOS Handbook.

The existing year 2019 AM and PM peak hour Synchro outputs are included in **Appendix G**.



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Project Limits

AM (PM) Turning Movement Volumes

Figure 5

Existing Year 2019 AM & PM Peak Turning Movement Volumes
Project Traffic Analysis Report (PTAR)
US17/92 from Ivy Mist Lane to Avenue A

3.5.1 *Existing Year 2019 Intersection LOS Analysis*

The year 2019 AM and PM peak hour turning movement volumes (**Figure 5**) along with existing intersection geometry (**Figure 3**) and signal timings were used in the intersection LOS analysis. Since the StreetLight data does not provide the heavy vehicle percentages and peak hour factors (PHFs), these values were extracted from previous counts and the 2019 FTO data. For the intersections of US 17/92 at Avenue A, where previous count information is not available, truck data was collected in the field (September 2020). Except for the intersections of US 17/92 at CR 532 and US 17/92 at Poinciana Boulevard, a PHF of 0.95 was assumed for the remaining intersections since these locations either did not have previous counts or counts with 15-minute intervals.

A summary of the LOS analysis for the study intersections is included in **Table 3**. As shown in **Table 3**, the signalized intersection of US 17/92 at CR 532 was found to operate at LOS C & LOS E during AM and PM peak hours, respectively. The signalized intersection of US 17/92 at Poinciana Boulevard was found to operate at LOS F during AM and PM peak hours, respectively. At the unsignalized intersections in the AM peak hour, the minor streets along Manatee Street/Hope Street, Shepherd Lane/Nocatee Street, and Avenue A were found to operate at LOS F condition. The minor street movements along Old Tampa Highway and Tallahassee Boulevard were found to operate at or below the target LOS D in the AM peak hour. All the minor street movements at the unsignalized intersections were found to operate at LOS F during PM peak hour.

Table 3: Existing Year 2019 AM & PM Peak Intersection Analysis Summary

Study Intersections along US 17/92	Control Type	Target LOS	Existing Year 2019			
			AM Peak Hour		PM Peak Hour	
			Delay (s)	LOS	Delay (s)	LOS
CR 532	Signal	D	26.8	C	59.9	E
Old Tampa Highway	Stop	D	11.1 / 22.8	B/ C	13.6 / 119.8	B / F
Tallahassee Boulevard	Stop	D	9.9 / 28.0	A / D	11.2 / 50.7	B/ F
Manatee Street/Hope Street	Stop	D	10.1 / 254.7	B / F	10.4 / 80.6	B / F
Shepherd Lane/Nocatee Street	Stop	D	10.1 / 85.2	B / F	11.1 / >300.0	B / F
Avenue A	Stop	D	10.7/ >300.0	B / F	11.0 / >300.0	B / F
Poinciana Boulevard	Signal	D	85.0	F	108.5	F

Notes:
1. HCM 6th Edition based outputs are presented in this table for the signalized and unsignalized intersections, respectively.
2. In the case of unsignalized intersections, worst case results (delay and LOS) of major/minor movements are reported.
3. Result shown in color exceeds the target LOS D.

3.5.2 *Existing Year 2019 Roadway Arterial Performance*

The roadway arterial operational analysis was performed for the existing year traffic conditions for AM and PM peak hours based on Synchro 10. The LOS reported in **Table 4** is based on Exhibit 18-1 (for 50 MPH travel speed) of HCM 6th Edition. As shown in **Table 4**, the US 17/92 study corridor was found to operate at an overall LOS B and C for the AM and PM peak hours, respectively.

Table 4: Existing Year 2019 Roadway Arterial Analysis Summary

Roadway Segments along US 17/92	Year 2019 AM Peak Hour		Year 2019 PM Peak Hour	
	Speed (mph)	LOS	Speed (mph)	LOS
Northbound / Eastbound Direction				
West of CR 532	30.0	C	37.6	B
CR 532 to Poinciana Boulevard	37.2	B	33.8	C
Overall Total	**36.0**	**B**	**34.3**	**B**
Southbound / Westbound Direction				
East of Poinciana Boulevard	12.9	F	12.0	F
Poinciana Boulevard to CR 532	49.8	A	44.2	A
Overall Total	**37.1**	**B**	**33.5**	**C**

Note: Segment LOS is computed using Synchro reported average speed and LOS criteria from Exhibit 18-1 of HCM 6th Edition.

3.5.3 *Existing Year 2019 Multimodal LOS Analysis*

A summary of the pedestrian and bicycle LOS analysis at the signalized study intersections is included in **Table 5**. As shown in this table, both the pedestrian and bicycle modes are found to operate within the LOS target D during both the AM and PM peak hours at the signalized intersections, except for the westbound approach at US 17/92 and CR 532 in the PM peak hour. The pedestrian and bicycle LOS values reported at the signalized study intersections are based on the HCM 6th Edition methodologies. Pedestrian LOS at a signalized intersection is based on factors such as the number of traffic lanes crossed, disturbance caused by motorized vehicle traffic (traffic volumes, turning types, etc.), and the presence of channelized right turns. The bicycle LOS at a signalized intersection is based on factors such as the presence of bicycle lanes and/or paved shoulders, separation from motorized vehicle traffic, traffic volumes and speeds, and heavy vehicle percentage.

Table 6 shows the multimodal LOS including pedestrian, bicycle, and transit LOS for the study corridor. This LOS is based on the Generalized Service Volume Table 1 of the 2020 Q/LOS Handbook (included in **Appendix G**).

The roadway segment bicycle LOS is based on a combination of paved shoulder/bicycle lane coverage and roadway volumes, pedestrian LOS is based on a combination of sidewalk coverage and roadway volumes, and transit LOS is based on a combination of sidewalk coverage and the number of buses in the peak hour peak direction. The results show that both the pedestrian and transit LOS is F. Currently sidewalks are not provided along US 17/92 within the study limits and there are no transit routes for the study corridor.

Table 5: Existing Year 2019 Multimodal LOS Analysis

Study Intersections along US 17/92	Control Type	Pedestrian Mode LOS				Bicycle Mode LOS			
		EB	WB	NB	SB	EB	WB	NB	SB
AM Peak Hour									
CR 532	Signal	C	D	-	C	C	C	-	B
Poinciana Boulevard	Signal	C	C	C	C	D	D	B	C
PM Peak Hour									
CR 532	Signal	C	E	-	C	B	C	-	C
Poinciana Boulevard	Signal	C	C	C	C	D	D	B	C

Notes:
1. Signalized intersection multimodal LOS is based on HCM 6th Edition methodology
2. EB/WB is for US 17/92 movements and NB/SB is for side street movements

Table 6: Existing Year 2019 Multimodal LOS Analysis

Roadway/Segment	2019 AADT	Bicycle Mode LOS	Pedestrian Mode LOS	Transit Mode LOS
US 17/92				
West of CR 532	16,400	C	F	F
CR 532 to Poinciana Boulevard	28,000	D	F	F

Notes:
1. Segment multimodal LOS is based on Generalized Service Volume Table 1 of the 2020 Q/LOS
2. US 17/92 corridor does not have transit routes under the existing conditions
3. Currently sidewalks are not provided along US 17/92 within study limits

Based on the results shown in **Table 5** and **Table 6**, the differences between the pedestrian LOS for signalized intersections and segments are because of the different factors and methodologies used in calculating each of these LOS values. For instance, the lack of sidewalks for most of the study corridor has caused the pedestrian LOS to be F for the study segments.

4 Historical Crash Data Review

The latest available five years of crash data from (January 1, 2014, to December 31, 2018) along US 17/92 were extracted from the FDOT Crash Analysis Reporting System (CARS). Based on the crash data obtained, a total of 161 crashes occurred within the study limits in the last five years. Raw crash data is included in **Appendix H**.

4.1 Crash Summary

As shown in **Table 7**, out of the 161 total crashes that occurred over the five (5) year period, there were a total of 2 fatal crashes (1.24%), 91 injury crashes (56.52%), and 68 (42.24%) property damage only crashes. In addition, a total of 3 crashes (1.86%) occurred during the five (5) year study period that involved being under the influence of alcohol and/or drugs. Most crashes were rear end (62.11%) followed by angle crashes (14.29%) and sideswipe (3.73%). 110 (68.32%) of the crashes occurred in daylight and the remaining 51 crashes occurred in dark, dawn, or dusk conditions. Pavement condition was dry for 140 of the crashes (86.96%) and wet conditions for the remaining 21 crashes (13.04%).

Table 7: Crash Summary by Year and Severity

Crash Type	2014	2015	2016	2017	2018	Total	Percent
Rear End	14	13	29	16	28	**100**	62.11%
Head On	0	1	2	1	1	**5**	3.11%
Sideswipe	1	1	3	0	1	**6**	3.73%
Overturn/Rollover	0	0	0	1	0	**1**	0.62%
Angle	6	2	6	3	6	**23**	14.29%
Utility Pole	0	1	0	0	1	**2**	1.24%
Sign Assembly	0	0	0	1	2	**3**	1.86%
Guardrail	0	0	2	0	0	**2**	1.24%
Barrier Wall	0	0	1	0	0	**1**	0.62%
Parked Vehicle	1	0	0	0	0	**1**	0.62%
Ran into Ditch/Water Canal	0	1	0	1	1	**3**	1.86%
Pedestrian & Bicycle	1	3	0	2	0	**6**	3.73%
Fixed Object	0	0	0	0	0	**0**	0.00%
Animal	0	1	0	0	0	**1**	0.62%
Other	2	1	1	1	2	**7**	4.35%
Total	**25**	**24**	**44**	**26**	**42**	**161**	100%
Crash Severity							
Fatality	0	1	0	1	0	**2**	1.24%
Injury	15	12	21	17	26	**91**	56.52%
Property Damage Only	10	11	23	8	16	**68**	42.24%
Total	**25**	**24**	**44**	**26**	**42**	**161**	100%
Pavement Condition							
Wet	6	3	5	2	5	**21**	13.04%
Dry	19	21	39	24	37	**140**	86.96%
Slippery	0	0	0	0	0	**0**	0.00%
Total	**25**	**24**	**44**	**26**	**42**	**161**	100%
Light Condition							
Daylight	19	13	29	17	32	**110**	68.32%
Dusk	0	2	3	0	2	**7**	4.35%
Dawn	0	0	2	0	0	**2**	1.24%
Dark	6	9	10	9	8	**42**	26.09%
Total	**25**	**24**	**44**	**26**	**42**	**161**	100%
Under the Influence							
Alcohol / Drugs	0	1	1	1	0	**3**	1.86%

4.2 Existing Crash Data by Intersections

A detailed review was performed for study intersections. As shown in **Table 8**, 99 crashes out of a total of 161 crashes have occurred at the study intersections. Out of the 99 crashes that occurred over the five (5) year period at the study intersections, there was a total of 2 fatal crashes, 60 injury crashes, and 37 property damage only crashes. There was a total of 66 crashes occurred during the daylight hours, and 87 crashes occurred during dry roadway conditions.

Table 8: Intersection Crash Summary by Severity

Study Intersection	Control Type	Total Crashes	Fatal Crashes	Injury Crashes	Property Damage Only Crashes	Dry	Daylight
CR 532	Signal	14	0	9	5	11	6
Old Tampa Hwy	Stop	6	0	2	4	5	3
Tallahassee Blvd	Stop	5	0	2	3	5	5
Manatee St/Hope St	Stop	5	2	2	1	5	2
Shepherd Ln/Nocatee St	Stop	27	0	16	11	23	18
Avenue A	Stop	42	0	29	13	38	32
Total		**99**	**2**	**60**	**37**	**87**	**66**

4.2.1 *Study Intersection Crash Summary*

This section provides a summary of the study intersection during the five (5) year study period for the existing conditions. **Appendix H** contains and provides a detailed summary of the crash types, crash severity, and pavement conditions for each study intersection.

***US 17/92 at CR 532*:** A total of 14 crashes were reported at or in the vicinity of this signalized intersection during the five (5) year study period. Nine (9) of the reported crashes involved injury, zero involved fatalities, and five (5) involved property damage only. There were no Pedestrian and Bike crashes reported for this intersection. Rear End crashes accounted for most crashes (35.7% of total) followed by Angle or Left Turn crashes (35.7% of total), and Head On crashes (14.3% of total). Based on a review of the current intersection geometry, there are no crosswalks, sidewalks, or dedicated bike lanes at or in the vicinity of this intersection.

***US 17/92 at Old Tampa Highway*:** A total of 6 crashes were reported at or in the vicinity of this unsignalized intersection during the five (5) year study period. Two (2) of the reported crashes involved injury, zero involved fatalities, and four (4) involved property damage only. There were no Pedestrian and Bike crashes reported for this intersection. Rear End crashes, Head On crashes, and sideswipe crashes accounted for most crashes followed by vehicles impacting guardrail barrier protection and impacting a sign assembly. In reviewing the intersection geometry currently, there are no crosswalks, sidewalks, or dedicated bike lanes at or in the vicinity of this intersection.

***US 17/92 at Tallahassee Boulevard*:** A total of 5 crashes were reported at or in the vicinity of this unsignalized intersection during the five (5) year study period. Two (2) of the reported crashes involved injury, zero involved fatalities, and three (3) involved property damage only. There were no Pedestrian and Bike crashes reported for this intersection. Rear End crashes accounted for most crashes (60.0% of total) followed by Angle or Left Turn crashes (40.0% of total). In reviewing the intersection geometry currently, there are no crosswalks, sidewalks, or dedicated bike lanes at or in the vicinity of this intersection.

***US 17/92 at Manatee Street/Hope Street*:** A total of 5 crashes were reported at or in the vicinity of this unsignalized intersection during the five (5) year study period. Two (2) of the reported crashes involved fatalities, two (2) involved injury, and one (1) involved property damage only. Pedestrian/ bicycle involved crashes accounted for most crashes (40.0% of total) followed by angle or left turn crashes (40.0% of total) and Rear-end (20.0% of total). Both Fatalities reported at this intersection involved a pedestrian and bicycle. Further detailed information on these 2 fatalities is shown in section 4.3 of this PTAR study. In reviewing the intersection geometry currently, there are no crosswalks, sidewalks, or dedicated bike lanes at or in the vicinity of this intersection.

***US 17/92 at Shepherd Lane/Nocatee Street*:** A total of 27 crashes were reported at or in the vicinity of this unsignalized intersection during the five (5) year study period. Sixteen (16) of the reported crashes involved an injury, zero involved fatalities, and eleven (11) involved property damage only. Rear-end crashes accounted for most crashes (59.3% of total) followed by angle or left turn crashes (11.13% of total), impacting sign assembly (7.4% of total), and other or unidentified crashes (7.4% of total).

There was one (1) pedestrian and/or bicycle related crash reported. In reviewing the intersection geometry currently, there are no crosswalks, sidewalks, or dedicated bike lanes at or in the vicinity of this intersection.

***US 17/92 at Avenue A*:** A total of 42 crashes were reported at or in the vicinity of this unsignalized intersection during the five (5) year study period. Twenty-nine (29) of the reported crashes involved an injury, zero involved fatalities, and thirteen (13) involved property damage only. Rear-end crashes accounted for most crashes (81.0% of total) followed by angle or left turn crashes (7.1% of total), and sideswipe crashes (4.8% of total). There were two (2) reported pedestrian and/or bicycle related crashes. In reviewing the intersection geometry currently, there are no crosswalks, sidewalks, or dedicated bike lanes at or in the vicinity of this intersection. Note that this intersection is located within the FDOT ongoing construction project that is widening US 17/92 from Avenue A to CR 535.

4.3 Overview of Fatal & Pedestrian Crashes

A total of six (6) pedestrian/bicycle involved crashes occurred resulting in two (2) fatalities over the five (5) year study period from January 2014 to December 2018:

- **Crash# 844874420**: This pedestrian/bicycle crash occurred in the year 2014 and involved a vehicle colliding with a bicyclist riding in the travel lane approaching the unsignalized intersection of Avenue A. Based on the crash report, the vehicle and bicyclist were traveling east along US 17/92 approaching the unsignalized intersection of US 17/92 at Avenue A. The bicyclist was riding a motorized bike without lights and bright clothing in the travel lane and as the driver of the vehicle began to approach, the driver of the vehicle was not able to see the bicyclist and was unable to stop in time. This caused the driver of the vehicle to run into the back of the motorized bicycle. This crash occurred in dark (unlighted) and dry conditions. The person riding the motorized bike was found at fault and cited for violating the proper and/or applicable bicycle regulations. The crash resulted in an injury only.
- **Crash# 845712920** (Fatal Crash): This pedestrian crash occurred in the year 2015 and involved a vehicle colliding with a pedestrian that resulted in a fatality. While traveling west along US 17/92 approaching the unsignalized intersection of US 17/92 at Manatee

Street/Hope Street, the driver of the vehicle stated he saw the pedestrian standing in the travel lane and tried to make a maneuver to avoid hitting the pedestrian. The crash occurred in dark (unlighted) and dry conditions. Based on the crash report, the pedestrian was under the influence of alcohol.

- **Crash# 852414630**: This pedestrian crash occurred in the year 2015 and involved a vehicle colliding with a pedestrian approaching the intersection of Wonder Court. Based on the crash report, the vehicle was traveling east along US 17/92 approaching the unsignalized intersection of US 17/92 at Wonder Court. The pedestrian was walking in the shoulder and was attempting to cross US 17/92 from the northside shoulder to the southside shoulder. The pedestrian observed the oncoming vehicle and attempted to run to cross US 17/92 to avoid the collision but was not able to. This crash occurred in daylight conditions and dry pavement conditions. The crash resulted in an injury.
- **Crash# 852302890**: This pedestrian/bicyclist crash occurred in the year 2015 and involved a vehicle colliding with a pedestrian crossing US 17/92 at the intersection of Shepherd Lane. Based on the crash report obtained, the vehicle was traveling east along US 17/92 approaching the unsignalized intersection of US 17/92 at Shepherd Lane. The pedestrian was riding his bicycle north along Shepherd Lane and was attempting to cross US 17/92 to Nocatee Street. The driver of the vehicle was unable to stop in time and collided with the bicyclist crossing US 17/92. This crash occurred in dark (not lighted) conditions and on wet pavement conditions. The pedestrian riding the bike was found at fault and cited for failure to yield the right of way to traffic. The crash resulted in an injury.
- **Crash# 855461280** (Fatal Crash): This pedestrian crash occurred in the year 2017 and involved a vehicle colliding with a pedestrian walking along US 17/92 approaching the intersection of Hope Street that resulted in a fatality. Based on the crash report, the vehicle was traveling east along US 17/92 approaching the unsignalized intersection of US 17/92 at Hope Street. The pedestrian was walking eastbound on US 17/92 within the shoulder. The driver of the vehicle failed to maintain control and traveled off the roadway into the shoulder and collided with the pedestrian. This crash occurred in dark (not lighted) conditions and on dry pavement conditions.

- **Crash# 855723180**: This pedestrian/bicycle crash occurred in the year 2017 and involved a vehicle colliding with a bicyclist approaching the intersection of Avenue A. Based on the crash report, the vehicle and bicyclist were traveling east along US 17/92 approaching the unsignalized intersection of US 17/92 at Avenue A. The bicyclist was riding his bicycle within the shoulder traveling in the eastbound direction. The driver of the vehicle stated as he approached the intersection the bicyclist veered into the travel lane that caused his mirror to hit the bicyclist. The bicyclist conflicted with this statement and stated the vehicle veered into the shoulder causing his mirror to hit him. This crash occurred in dark (not lighted) conditions and on dry pavement conditions. The crash resulted in an injury.

4.4 Crash Rate Summary

As shown in **Table 9**, along the US 17/92 study corridor, the roadway segment from Ivy Mist Lane to CR 532 had a crash rate of 0.78 per million vehicle miles traveled with a total of 14 crashes. The roadway segment from CR 532 to Avenue A had a crash rate of 0.87 per million vehicle miles traveled with a total of 147 crash occurrences. The table also shows the crash rates for the study intersections.

4.4.1 *Crash Rate Comparison*

As shown in **Table 10**, the historical segment crash rates were found to be below the statewide crash rate for similar facilities. The intersection crash rate for US 17/92 at CR 532 is very close to the statewide crash rate for a similar intersection category. The intersection crash rates for US 17/92 at Shepherd St/Hope St and US 17/92 at Avenue A are much higher than the statewide crash rate for similar intersection categories. The crash detail summaries and the latest FDOT statewide crash rate summaries utilized for this PTAR study are provided in **Appendix H**.

Table 9: Crash Frequency & Crash Rate Summary

Roadway Segment	Average AADT	Number of Crashes	Segment Length	Crash Frequency	Crash Rate
Ivy Mist Lane to CR 532	11,160	14	0.6	2.8	1.15
CR 532 to Avenue A	22,800	147	3.19	29.4	1.11
CR 532	23,510	14	1	2.8	0.33
Old Tampa Hwy	26,150	6	1	30.4	0.13
Tallahassee Blvd	24,400	5	1	1	0.11
Manatee St/Hope St	23,650	5	1	31.4	0.12
Shepherd Ln/Nocatee St	24,600	27	1	5.4	0.60
Avenue A	25,950	42	1	32.4	0.89

Table 10: Crash Rate Comparison Summary

Roadway/Intersection Along US 17/92	Historical Crash Rate	Statewide Crash Rate	Crash Rate > Statewide Rate
Ivy Mist Lane to CR 532	1.15	3.33[1]	No
CR 532 to Avenue A	1.11	3.33[1]	No
CR 532	0.33	0.38[2]	No (very close to the statewide crash rate)
Old Tampa Hwy	0.13	0.38[2]	No
Tallahassee Blvd	0.11	0.38[2]	No
Manatee St/Hope St	0.12	0.38[2]	No
Shepherd Ln/Nocatee St	0.60	0.38[2]	Yes
Avenue A	0.89	0.38[2]	Yes

Notes:
1. Statewide crash rate reported for the period 2012-2016 for an urban 2-3 lane 2-way undivided roadway category
2. Statewide crash rate reported for the period 2012-2016 for an urban 2-3 lane 2-way divided intersection category

5 Development of Design Characteristics

The design traffic characteristics established in this section will be used in developing design hour volumes (DHV's) at the study intersections for future conditions. These characteristics are determined based on the procedures outlined in the 2019 FDOT Project Traffic Forecasting (PTF) Handbook.

5.1 Standard K Factor

Based on direction from the FDOT District Office, a Standard K Factor of 9.0% was used for the US 17/92 study corridor and the intersecting study roadways.

5.2 D Factor

The directional distribution factor, D, is based on the median value of the directional factors for the highest 200 hours of volumes for each continuous count station. In determining this factor for the study corridor and side streets, statewide guidelines (from the 2019 FDOT PTF Handbook) for D factor were compared to D factors obtained from the field collected traffic counts and historical information obtained from the 2019 FTO.

The measured D for the study area roadways is shown in **Table 2.** As shown in **Table 2**, the measured D factors along US 17/92 ranged from 51.0% to 57.3%. For the major side streets (CR 532 and Poinciana Boulevard), the measured D factors were found to range from 50.6% to 70.8%. For Old Tampa Highway, the measured D factors ranged from 64.9% to 76.9%.

Table 11 provides the current recommended range of D values from the FDOT PTF Handbook (2019) for the roadway classifications of an urban arterial. In addition, **Table 12** illustrates the historical D factors from the FDOT count sites along the US 17/92 study corridor and the major side streets. The factors were extracted for eight years between 2012 and 2019.

Table 11: Recommended Range of D Values

Area Type	Value	Source: FDOT[1]
Urban Arterial	Low	50.80%
	Medium	57.90%
	High	67.10%

Note: 1. Source - Table 2-2: FDOT Project Traffic Forecasting Handbook, January 2019

Table 12: Historical "D" Factor Characteristics

Year	US 17/92		CR 532	Old Tampa Highway	Poinciana Boulevard
	Station 920029	**Station 920314**	**Station 928076**	**Station 928007**	**Station 927076**
2012	53.10%	53.10%	53.10%	53.10%	53.10%
2013	53.00%	53.00%	53.00%	53.00%	53.00%
2014	52.80%	52.80%	52.80%	52.80%	52.80%
2015	52.70%	52.70%	52.70%	52.70%	52.70%
2016	52.50%	52.50%	52.50%	52.50%	52.50%
2017	52.80%	52.80%	52.80%	52.80%	52.80%
2018	53.60%	53.60%	53.60%	53.60%	53.60%
2019	53.20%	53.20%	53.20%	53.20%	53.20%
Average	53.00%	53.00%	53.00%	53.00%	53.00%

The average D factors over the 8 years for the US 17/92 corridor is 53.0%. The average D factors for the crossroads of Poinciana Boulevard, CR 532, and Old Tampa Highway were found to be the same as US 17/92 corridor locations at an average value of 53.0%.

For this PTAR study, based on a review of the measured and historical averages, statewide guidelines, and anticipated future growth in this area, a D factor of 57.0% is recommended for US 17/92, CR 532, Old Tampa Highway, and Poinciana Boulevard.

As shown in **Table 2**, the existing measured characteristics are recommended for the remaining minor streets of Avenue A, Tallahassee Boulevard, Shepherd Lane/Nocatee Street, and Manatee Street/Hope Street.

5.3 T & DHT Factors

The daily truck factor, T, represents the percentage composition of medium and heavy trucks occurring in the traffic stream for 24 hours. The design hour truck, DHT, is the percentage of truck traffic during the peak hour and is recommended as one-half of the T factor in the 2019 FDOT PTF Handbook.

The existing year 2019 measured T factor for the US 17/92 study corridor is shown in **Table 2**. Based on the summary shown in **Table 2**, T factors for the US 17/92 corridor range from 9.3% to 10.1% based on the 2019 FTO counts. **Table 13** illustrates the historical T factors for the FTO count locations along the US 17/92 study corridor and along the major crossroads. The factors were obtained for eight (8) years between 2012 and 2019. **Table 13** also shows the measured truck factor for CR 532 west of US 17/92 from the recently completed Poinciana Parkway PTAR, dated June 2020.

Based on the evaluation of the existing measured characteristics, historical characteristics, and measured characteristics from other studies, a T factor of 10.0% is recommended for the US 17/92 study corridor. For Old Tampa Highway and Poinciana Boulevard, a T factor of 5.0% is recommended. For CR 532, a T factor of 10.0% is recommended based on the daily truck percentage reported in the Poinciana Parkway PTAR, dated June 2020. **Table 14** provides a summary of the recommended design traffic characteristics within the study corridor to be utilized for this PTAR. Please note that the minor streets only show the DHT factors that will be used in the intersection analysis.

Table 13: Historical T Factors

Year	US 17/92		CR 532	Old Tampa Highway	Poinciana Boulevard
	Station 920029	Station 920314	*	Station 928007	Station 927076
2012	9.30%	12.40%	-NA-	5.8%	9.30%
2013	10.90%	9.20%	-NA-	5.3%	9.30%
2014	11.30%	11.00%	-NA-	5.0%	10.50%
2015	9.70%	11.90%	-NA-	4.4%	10.50%
2016	10.20%	10.10%	-NA-	5.8%	10.50%
2017	14.20%	11.60%	-NA-	4.1%	4.70%
2018	9.50%	7.70%	10.2%	5.50%	4.70%
2019	9.30%	10.10%	-NA-	5.5%	4.70%
Average	10.60%	10.50%	-NA-	5.2%	8.00%

*Note: * Source: Poinciana Parkway Extension PTAR (June 2020)*

Table 14: Recommended Design Traffic Characteristics

Roadway	Recommended Design Characteristics			
	K Factor	D Factor	T Factor	DHT Factor
US 17/92	9.00%	57.0%	10.0%	5.0%
CR 532	9.00%	57.0%	10.0%	5.0%
Old Tampa Highway	9.00%	57.0%	5.0%	2.5%
Tallahassee Boulevard	9.00%	Existing	-	Existing
Manatee Street/Hope Street	9.00%	Existing	-	Existing
Shepherd Lane/Nocatee Street	9.00%	Existing	-	Existing
Avenue A	9.00%	Existing	-	Existing
Poinciana Boulevard	9.00%	57.0%	5.0%	2.5%

6 Sub-Area Model Validation

6.1 Subarea Model Development

A subarea model using FDOT's Central Florida Regional Planning Model (CFRPM) version 6.1 (v6.1) was developed for use in this PTAR. The subarea model calibration and validation followed the procedures outlined in FDOT's 2019 PTF Handbook and Florida Standard Urban Transportation Model Structure (FSUTMS) Model Calibration and Validation Standards.

The model validation is performed to ensure the model is accurate enough to reflect the year 2019 traffic conditions in the study area and to study the traffic flow pattern for the future year 2045. The level of accuracy of the model is checked by percent error by volume groups, percent error by facility types, and the percent root mean square error (RMSE) for the study area.

The year 2019 AADT counts for individual roadway segments were obtained from traffic counts from 2019 FDOT Florida Traffic Online (FTO), 2019 Osceola County Counts, and 2019 Polk County Counts. The peak season weekly average daily traffic (PSWADT) obtained from CFRPM6.1 was converted to AADT using the 2019 model output conversion factor (MOCF) of 0.97 for Osceola County and 0.95 for Polk County.

The CFRPM 6.1 model has the base year of 2010 and the horizon year of 2040. The year 2019 socio-economic (SE) data were interpolated using the year 2010 and year 2040 SE data. Adjustments were made to the 2019 SE data based on 2015 SE data provided by FDOT, information from Osceola and Polk Counties, and available aerial photography. The approved 2015 SE data is part of the next version of CFRPM version 7 (v7) recently adopted by FDOT District 5 (as of March 10, 2021). The details are included in **Appendix I**.

The subarea limits (CR 532 to the north, Ronald Reagan Parkway/Poinciana Parkway to the south, Poinciana Boulevard to the east, and I-4 to the west) are shown in **Figure 6**. As part of the validation effort, 30 roadway segments are evaluated for the base year in the vicinity of the study area as shown in **Appendix I.** Centroid connections for Traffic Analysis Zones (TAZs) are adjusted to reflect the available aerials. The centroid connections for the following TAZs are adjusted: 895, 1140, 1141, 1175, 1176, 1286, 1288, 1800, 5056, 5060, 5063, 5117, 5134, and 5140. As part of the roadway network check within the subarea, the following changes are made:

- Poinciana Boulevard from Oren Brown Road to Old Tampa Highway
    - Facility Type changed from 43 to 41
    - Number of lanes changed from 2 to 4
- US 27 from US 192 to I-4
    - Number of lanes changed from 4 to 6
    - Facility Type changed from 21 to 23
- Ronald Reagan Parkway from US 27 to Champions Gate Boulevard
    - Facility Type changed from 22 to 23
- Ronald Reagan Parkway from Pine Tree Trail to Lake Wilson Road
    - Facility Type changed from 22 to 23
- CR 532 from I-4 west to Old Lake Wilson Road
    - Number of lanes changed from 2 to 4
    - Facility Type changed from 43 to 41
- CR 532 from Old Lake Wilson Road to US 17/92
    - Facility Type changed from 43 to 41
- Added a 2-lane roadway with Facility Type 43 (Poinciana Parkway from US 17/92 to Osceola County Line)
- Added a 2-lane Toll Road with a toll booth and Facility Type 97 (Poinciana Parkway from Ronald Reagan Parkway/Osceola County Line to Marigold Avenue)
- Extended 2-lane Poinciana Parkway as Facility Type 46 between Marigold Avenue and KOA Street

- US 192 from Griffin Road to east of I-4/World Drive Interchange
    - Facility Type changed from 23 to 21
- Lake Wilson Road from CR 532 to Ronald Reagan Parkway
    - Facility Type changed from 43 to 41
- Sinclair Road from west of SR 429 to Old Lake Wilson Road
    - Facility Type changed from 41 to 43
- Old Tampa Highway from US 17/92 to N Hoagland Boulevard
    - Facility Type changed from 41 to 46
    - Speed limit changed from 45 mph to 40 mph
- Old Lake Wilson Road from Sinclair Road to CR 532
    - Facility Type changed from 43 to 41
- Connector Road from Sand Hill Road to Sinclair Road
    - Facility Type changed from 43 to 46
- Funie Steed Road
    - Extended from Morgan Williams Road to Old Lake Wilson Road
    - Facility Type changed from 43 to 41 from Formosa Gardens Boulevard to Old Lake Wilson Road

Figure 6: Sub-Area Model Validation Study Area

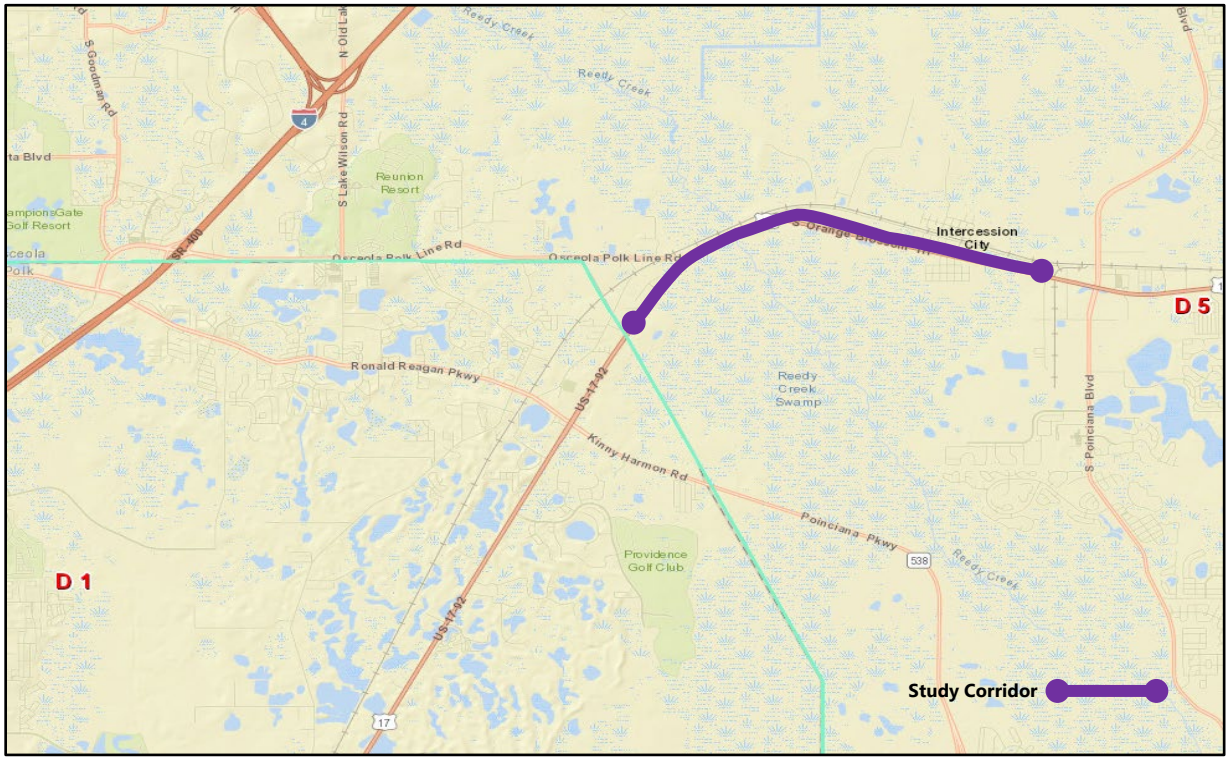


Table 15 shows the percent deviation error by facility type. The percent deviation is defined as ((base year model assignment in AADT – base year actual count in AADT)/ (base year actual count in AADT)). **Table 16** shows the percent deviation error by volume group. As shown in **Table 15** and **Table 16**, the traffic count percent errors for both facility type and volume groups are within the preferable FDOT model validation standards for the "After" validation condition.

The percent RMSE for the study area is another aggregate measure of how well the model has been validated against the ground counts. The RMSE for the study area comprising the study roadway links is 3.34% and usually can be +/-35% to 45%. **Table 17** shows the adjusted network has been revised to replicate the existing traffic counts within the study area.

Table 15: Volume-over-Count Ratio and Percent Error by Facility Type

Facility Type	FDOT Standards		Base Year 2019 Model Validation	
	Acceptable	Preferable	Before	After
Freeway (FT1X, FT8X, FT9X)	+/- 6%	+/- 5%	-10.54%	-4.85%
Divided Arterial (FT2X)	+/- 10%	+/- 7%	37.59%	-5.62%
Undivided Arterial (FT3X)	+/- 10%	+/- 7%	-7.05%	4.79%
Collector (FT 4X)	+/- 15%	+/- 10%	-20.70%	-7.01%

Source: FSUTMS - Cube Framework Phase II Model Calibration and Validation Standards

Table 16: Percent Error by Volume Group

Volume Group	FDOT Standards		Base Year 2019 Model Validation	
	Acceptable	Preferable	Before	After
< 10,000 Volume	50%	25%	74.54%	1.11%
10,000 - 30,000	30%	20%	-5.50%	-3.12%
30,000 - 50,000	25%	15%	-20.26%	-2.71%
50,000 - 65,000	20%	10%	N/A	N/A
65,000 - 75,000	15%	10%	N/A	N/A
> 75,000	10%	5%	-15.24%	-5.68%

Source: FSUTMS - Cube Framework Phase II Model Calibration and Validation Standards

Table 17: Percent Root Mean Square Error by Volume Group

Volume Group	% RMSE	Acceptable % RMSE	Preferable % RMSE
1 - 5,000:	N/A	100%	45%
5,000 - 10,000:	3.27%	45%	35%
10,000 - 15,000:	21.98%	35%	27%
15,000 - 20,000:	7.07%	30%	25%
20,000 - 30,000:	4.21%	27%	15%
30,000 - 50,000:	5.36%	25%	15%
50,000 - 60,000:	N/A	20%	10%
> 60,000	9.88%	19%	10%
Areawide	**3.34%**	**45%**	**35%**

Source: FSUTMS - Cube Framework Phase II Model Calibration and Validation Standards

Based on the validation efforts performed, the model is considered acceptable for use in estimating future travel demand within the study area. A future year (2040) subarea model scenario is developed based on these calibration efforts to obtain future year volume forecasts. The base year model plots are provided in **Appendix I**.

7 Future Traffic Forecasts

The development of traffic projections for the US 17/92 study corridor required the examination of historical growth, proposed development levels within the corridor vicinity, and a basic understanding of local traffic circulation patterns and travel characteristics of the corridor. As such, the following sources were used to derive reasonable future traffic forecasts for the study corridor.

1) Travel Demand Models: The CFRPM V6.1 model was used in the traffic forecasting process.

2) Historical Traffic Trends Analysis: Historical traffic trends analysis based on least squares regression analysis was conducted for the study roadways using traffic data from the 2019 FTO, and the 2019 Osceola County Traffic Count Programs.

3) Population Projections: The population estimates obtained from the most current Bureau of Economic and Business Research (BEBR), Florida Population Studies, Volume 53 Bulletin 186, dated January 2020 was used.

7.1 Future Years

Based on the approved Traffic Analysis Methodology, the following design periods are used to provide the future traffic forecasts for the study corridor.

- Opening Year – 2025
- Mid-design Year – 2035
- Design Year – 2045

7.2 Study Alternatives

For this study, a No Build alternative and Build alternative will be evaluated. The proposed Poinciana Parkway Extension (PPE) intersects with US 17/92, south of Ivy Mist Lane, and is

considered in both No Build and Build alternatives. The No Build alternative evaluates the existing two-lane configuration of US 17/92, whereas the Build alternative evaluates a four-lane configuration of US 17/92 as described below:

- **No Build Alternative:** The No Build alternative will represent the existing roadway and intersection configuration and any programmed and planned improvements as described in Section 7.3.
- **Build Alternative**: The Build alternative will represent the widening of the US 17/92 corridor from two to four lanes within the study limits and any programmed and planned improvements as described in Section 7.3.

7.3 Travel Demand Model

The year 2040 CFRPM V6.1 model is the appropriate travel-forecasting tool for generating future daily traffic volume projections during a typical weekday in the predefined project sub-area based on the FSUTMS-Cube Framework Phase II – Model Calibration Standards. The base year model (2019) was validated to meet all the applicable performance criteria. As the first step, the validation adjustments that were applied to the base year validated 2019 model were carried over to the future year 2040 model.

For future conditions, two model runs were conducted, 1) a year 2040 No Build alternative and 2) a year 2040 Build alternative. Based on the input from FDOT (Central Office and District 5), the 2040 SE data for the study area was based on the CFRPM v7 SE data. The year 2040 SE data was developed for the study area by interpolating between the latest 2015 and 2045 SE data from CFRPM v7. The SE data for the remaining CFRPM v6.1 model area for the year 2040 was not changed and is based on the approved 2040 SE data that is available for CFRPM v6.1.

7.3.1 *Stakeholder Coordination*

7.3.1.1 Planned and Programmed Improvements

Before conducting the year 2040 model run, the roadway network (Cost Feasible 2040 CFRPM) was updated to account for any new developments and network connectivity identified by FDOT.

The future year travel demand model considered all the programmed and planned improvements in the vicinity of the study area that are consistent with regional transportation plans including the following:

- FDOT Five Year Work Program
- FDOT Strategic Intermodal System (SIS) plans
- Committed improvements from local and private sources
- Adopted LRTPs and Comprehensive Plans

Figure 7 shows a list of programmed and planned improvements assembled using information from the available regional transportation plans and based on the coordination meeting held on August 20, 2020, with the stakeholders including FDOT, CFX, Florida's Turnpike Enterprise (FTE), MetroPlan Orlando, Polk TPO, and Osceola County.

Then the future year 2040 model network was reviewed and modified to include all the programmed and planned capacity improvements within or in the vicinity of the study corridor.

7.3.1.2 Coordination with CFX

The proposed PPE intersects with US 17/92 just south of Ivy Mist Lane. For this study, traffic forecasts recommended in the Poinciana Parkway Extension PTAR, dated June 2020 were reviewed for comparison purposes.

Ref#	Segments	Status	2040 CFRPM Model	Source
Programmed Improvements with Construction Funding by FY 2025				
2	444329-1: I-4 Aux Lanes from CR 532 to SR 429	CST: FY 2022	Will be included	FDOT Work Program
3	4441871: I-4/CR 532 Interchange modification	CST: FY 2021	Will be included	FDOT Work Program
4	2397141: US17/92 from W. of Poinciana Blvd to CR 535 – Widen to 4 lanes	CST: Ongoing	Already included	FDOT Work Program
6	**Poinciana Parkway Extension (PPE)**			
	Four- Lane widening of Poinciana Pkwy from Ronald Reagan Pkwy to KOA St	Design Ongoing CST: FY 2022	Will be included	CFX Five Year Work Plan - FY 2021- 2025
	(CFX) Segment 1: Four-lane Toll Roadway from Ronald Reagan Pkwy to US 17/92;		Already included	
	(CFX) Segment 2: Four-lane Toll Roadway from US 17/92 to CR 532		Already included	
11	Four-lane widening of CR 532 from Old Lake Wilson Rd to US 17/92	Design Ongoing CST: FY 2022	Already included	CFX Five Year Work Plan - FY 2021-2025
13	0600013: Four-lane widening of Lake Wilson Rd from Ronald Reagan Pkwy to CR 532	CST: FY 2021	Will be included	Polk TPO TIP (2019/20 - 2023/24) Amended February 2020
16	92108: Four-lane widening of Hoagland Blvd from 5th St to Pleasant Hill Rd	CST Ongoing	Already included	MetroPlan Orlando TIP (FY 2020/21 - 2024/25)
7	5400140: Four-lane widening of Cypress Pkwy from Solivita Blvd (W. of Poinciana Pkwy) to Solivita Blvd (W. of Marigold)	CST: FY 2022	Will be included	Polk TPO TIP (2019/20 - 2023/24) Amended February 2020
8	5400138: Four-lane widening of Marigold Ave from Coyote Rd to Cypress Pkwy	CST: FY 2023	Already included	Polk TPO TIP (2019/20 - 2023/24) Amended February 2020
Planned Improvements				
1	Four-lane widening of US 17/92 from Ronald Reagan Pkwy to Avenue A	PD&E Ongoing	Already included	MetroPlan Orlando 2040 LRTP
9	444625-1, 2: Four-lane widening of US 17/92 from US 27 to Ronald Reagan Pkwy	Feasibility Study and PD&E: FY 2025	Will be included	FDOT Work Program & Polk TPO
5	**I-4 Beyond the Ultimate (BtU)**			
	431456-1 (Segment 1A): I-4 West of CR 532 to east of Osceola Pkwy	Design and ROW: FY 2021	Already included	MetroPlan Orlando 2040 LRTP
	201210-3 (Segment 5): I-4 west of US 27 to west of CR 532	Design and ROW: FY 2021	Already included	Polk TPO 2040 LRTP
6	**Poinciana Parkway Extension (PPE)**			
	(FTE) Segment 3: CR 532 to SR 429/Sinclair Rd	PD&E: FY 2021	Already included	FTE
10	Four-lane widening of Old Lake Wilson Rd from CR 532 to Sinclair Rd	PD&E: FY 2021	Already included	MetroPlan Orlando 2040 LRTP
12	Eight-lane widening of SR 429 from Sinclair Rd to Seidel Rd	PD&E: FY 2020	Will be included	FTE
14	Southport Connector Expressway from Poinciana Parkway to Florida's Turnpike	PD&E: FY 2020	Already included	CFX Five Year Work Plan - FY 2021-2025 (CFX 2040 Master Plan Summary)
17	418403-3, 6 Six-lane widening of US 17/92 from CR 535 to Portage St	PD&E, Design, ROW: FY 2025	Already included	FDOT Work Program
15	Four-lane widening of Poinciana Blvd from Pleasant Hill Blvd to Crescent Lakes	Design & CST: FY 2025	Already included	MetroPlan Orlando 2040 LRTP



PD&E: Project Development & Engineering (PD&E), **ROW:** Right of Way, CST: Construction
LRTP: Long Range Transportation Plan
TIP: Transportation Improvement Program
TPO: Transportation Planning Organization

Figure 7

List of Programmed and Planned Improvements
Project Traffic Analysis Report (PTAR), US17/92 from Ivy Mist Lane to Avenue A

7.3.2 *Model Based Growth Rates*

Table 18 summarizes the growth rates derived using the 2019 base year and the horizon year 2040 model volumes for the No Build and Build alternatives. The following observations were made based on **Table 18**.

- Except for Old Tampa Highway, US 17/92 within the study limits and the major intersecting side streets have comparable growth rates between the No Build and Build alternatives. This shows that the future traffic demand will exist on US 17/92 within the study limits regardless of the roadway widening. The other reason could also be because of the proposed PPE between Ronald Reagan Parkway and CR 532.
- US 17/92 between Ronald Reagan Parkway and CR 532 has a distinct (higher) growth rate compared to the other segments. The most likely reason is the presence of PPE between Ronald Reagan Parkway and CR 532.

The model plots showing volumes (PSWADT), are included in **Appendix J**.

Table 18: Model Growth Rate Summary

Study Segments	Base Year 2019 Model Volume	Year 2040 No Build		Year 2040 Build	
		Model Volume	Growth Rate	Model Volume	Growth Rate
US 17/92					
Ronald Reagan Parkway to CR 532*	18,992	37,090	4.54%	39,428	5.12%
CR 532 to Old Tampa Highway	32,400	46,166	2.02%	45,407	1.91%
Old Tampa Highway to Poinciana Boulevard	27,452	30,994	0.61%	34,946	1.30%
East of Poinciana Boulevard	25,647	38,562	2.40%	38,081	2.31%
CR 532					
West of Poinciana Parkway Extension	16,057	40,344	7.20%	39,791	7.04%
Poinciana Parkway to US 17/92	16,057	36,197	5.97%	36,479	6.06%
Old Tampa Highway					
US 17/92 to Poinciana Boulevard	7,176	17,517	6.86%	12,600	3.60%
Poinciana Boulevard					
North of US 17/92	38,883	41,594	0.33%	42,209	0.41%
South of US 17/92	31,174	35,403	0.65%	36,140	0.76%

*Note: *Model based 2040 volume on US 17/92 between the proposed PPE and CR 532 was not used based on a review of the Poinciana Parkway PTAR, dated June 2020, and discussion with FDOT*

7.4 Historical Traffic Trends

Based on the historical count information obtained from the 2019 FTO and Osceola County Annual Traffic Count Programs, linear regression trends analyses were performed for the following locations.

- US 17/92 from Polk-Osceola County Line to CR 532
- US 17/92 from CR 532 to Old Tampa Highway
- US 17/92 from Old Tampa Highway to the west of Tallahassee Boulevard
- US 17/92 west of Poinciana Boulevard
- US 17/92 east of Poinciana Boulevard
- CR 532 west of US 17/92
- Old Tampa Highway north of US 17/92
- Old Tampa Highway west of Poinciana Boulevard
- Poinciana Boulevard north of US 17/92
- Poinciana Boulevard south of US 17/92

The following **Table 19** summarizes the trends analysis results for the study roadways. R-square values denote the goodness-of-fit of a linear regression model to the existing data points. As shown in **Table 19,** 7 locations were found to have R-square values greater than or equal to 75%. The trends analysis sheets are provided in **Appendix K**.

Table 19: Historical Traffic Trends Summary

Study Segments	2019 Trends Volume	2045 Trends Volume	Trends Analysis	
			R-Squared Value	Annual Growth Rate
US 17/92				
Polk-Osceola County Line to CR 532 (FTI 920314)	15,900	54,100	91.93%	9.24%
CR 532 to Old Tampa Highway (Osceola County 910)	33,200	100,500	67.78%	7.80%
Old Tampa Highway to Poinciana Boulevard (FTI 920029)	28,000	71,900	95.61%	6.03%
Old Tampa Highway to Poinciana Boulevard (Osceola County 914)	26,600	49,200	83.10%	3.27%
East of Poinciana Boulevard (Osceola County 922)	26,800	35,900	9.83%	1.31%
CR 532				
West of US 17/92 (Osceola County 102)	18,300	25,000	11.79%	1.41%
East of I-4 (FTI 928076)	13,600	-8,000	44.95%	-6.11%
Old Tampa Highway				
North of US 17/92 (FTI 928007)	3,200	12,800	71.86%	11.54%
West of Poinciana Boulevard (Osceola County 208)	7,500	35,300	95.82%	14.26%
Poinciana Boulevard				
North of US 17/92 (Osceola County 201)	39,900	121,100	80.21%	7.83%
South of US 17/92 (Osceola County 202)	35,800	60,500	73.18%	2.65%

7.5 Population Estimates

Low, medium, and high population projections for Osceola County were obtained from the latest BEBR publication (Volume 53, Bulletin 186, dated January 2020). **Table 20** shows the growth rates derived from the population estimates for the year 2045. As shown in **Table 20**, the BEBR reported an annual growth rate of 1.44%, 2.82%, and 4.29% per year for the low, medium, and high population estimates for Osceola County. The BEBR projection estimates are provided in **Appendix L**.

Table 20: Population Analysis Summary

Projection Type	2019 Population Estimate	Future Year 2045	
		Projection	Growth Rate
Osceola County			
Low	370,552	508,900	1.44%
Medium	370,552	642,600	2.82%
High	370,552	783,900	4.29%

Source: BEBR estimate and projections based on Volume 53, Bulletin 186, dated January 2020

7.6 Recommended Traffic Growth Rates

Based on the comparison of annual growth rates from the three primary sources (historical trends analysis, CFRPM models, and BEBR population estimates), **Table 21** shows the recommended growth rates that are used to forecast future AADTs for this study. The following provides a discussion on the recommended growth rates.

- Because of the extensive list of planned and programmed improvements as shown in **Figure 7**, model-based growth rates are used for US 17/92 and the major sidestreets.
- Since the model based growth clearly shows that the future traffic will remain approximately the same on US 17/92 within the study limits regardless of the roadway widening, this study will use the same AADT forecasts for both the No Build and Build

alternatives that are developed using Build alternative model based growth rates for conservative purposes.

- For US 17/92, separate growth rates are recommended for the following segments
    - South of CR 532
    - CR 532 to Old Tampa Highway
    - Old Tampa Highway to Poinciana Boulevard
    - East of Poinciana Boulevard
- A minimum growth rate of 0.5% is assumed for the minor side streets.

Table 21: Recommended Growth Rates

Study Segment	Recommended Annual Growth Rate (No Build & Build Alternatives)	Source
US 17/92 Ronald Reagan Parkway to CR 532	5.12%	Model-based growth rate (please note that the 2045 AADT volume for US 17/92 north of PPE (or south of CR 532) used in this study are similar to the 2045 AADT volume reported in the PPE PTAR dated June 2020)
US 17/92 CR 532 to Old Tampa Highway	1.91%	
US 17/92 Old Tampa Highway to Poinciana Boulevard	1.30%	
US 17/92 East of Poinciana Boulevard	2.31%	
CR 532 West of US 17/92	4.24%	Average of model-based growth rate & BEBR low (Osceola County) growth rate
Old Tampa Highway North of US 17/92	3.60%	Model-based growth rate
Poinciana Boulevard North of US 17/92	0.50%	A minimum growth rate of 0.5% is assumed
Poinciana Boulevard South of US 17/92	0.76%	Model-based growth rate
Other Side Streets	0.50%	A minimum growth rate of 0.5% is assumed because of the build-out nature of land uses along these minor side streets

7.7 Future Traffic Forecasts

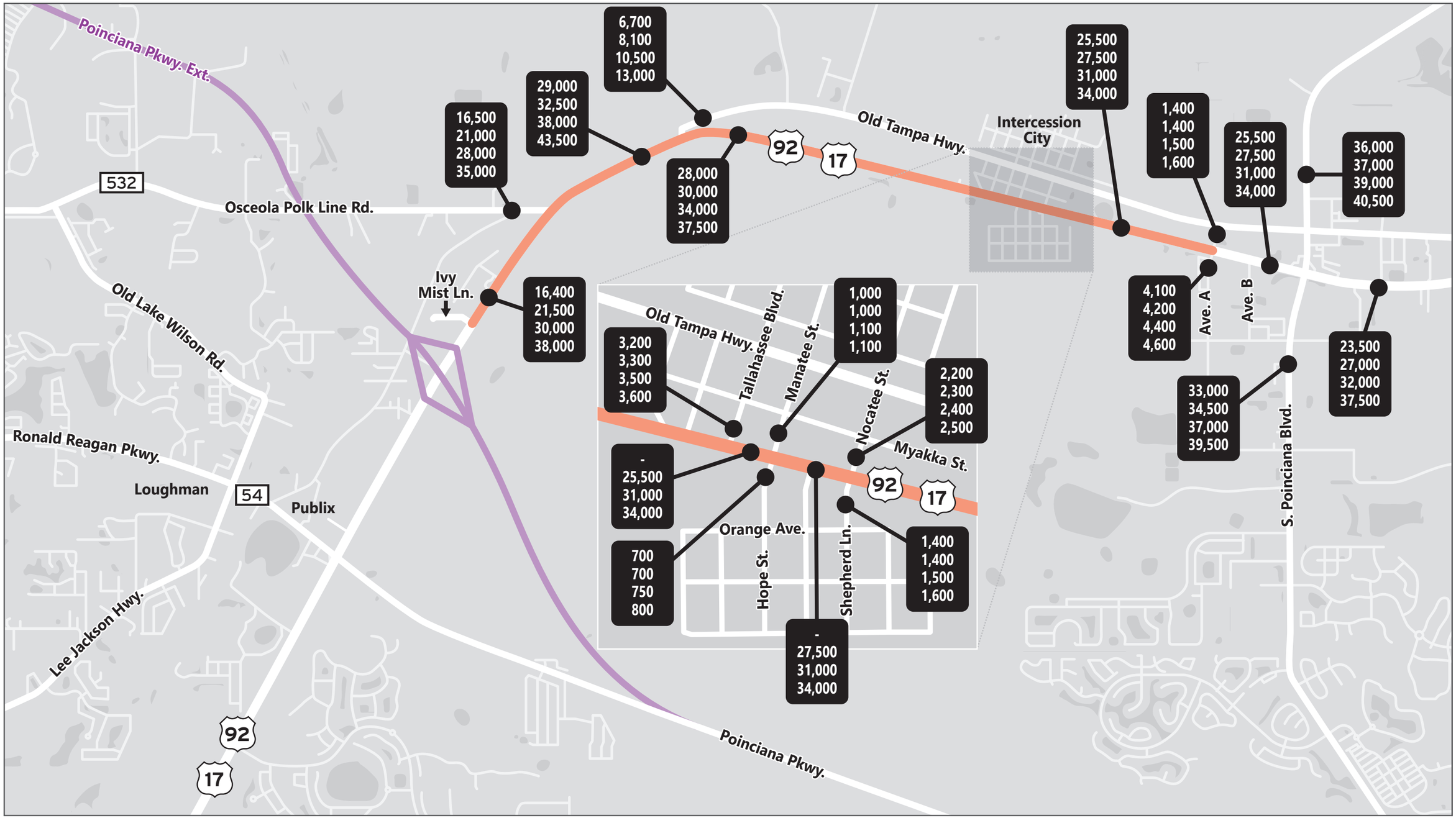
Figure 8 provide the projected opening year 2025, mid-design year 2035, and design year 2045 AADT volumes based on the recommended growth rates for the proposed US 17/92 study corridor for the No Build and Build alternatives.

7.8 Intersection Design Hour Volumes

The existing AADT, future year (2045) AADT forecasts, existing turning movement counts, and recommended traffic characteristics (K and D factors) documented in **Table 14** (Section 5.0) were used to develop the design hour volumes (DHVs) for both the AM and PM design hours at the intersections for the opening (2025), mid-design (2035), and design (2045) years.

The DHVs for the study intersections were developed by inputting the parameters discussed above into the TURNS5 program. The TURNS5 program balances AADTs and calculates DHVs based on these inputs: existing AADTs (counts), model forecasted AADTs, existing turning movement counts (when available), and K and D factors. The estimated design hour volumes for the AM and PM design hours from TURNS5 spreadsheet were assessed and balanced for reasonableness. Adjustments were made and are reported in the TURNS5 output sheets included in **Appendix M**. Generally, when TURNS5 outputs indicated that the year 2025 and year 2045 design hour volumes were lower than or equal to the existing peak hour volumes, volumes were adjusted to reflect modest growth. These adjustments are necessary because accepting an estimated volume that is unrealistically large may lead to overdesign and accepting an estimated volume that is too small may result in an inadequate design. Turning movement volumes were also adjusted to resolve any volume balancing inconsistencies between adjacent intersections.

Figure 9 through **Figure 11** present the future volumes (AM and PM) in the years 2025, 2035, and 2045, respectively.



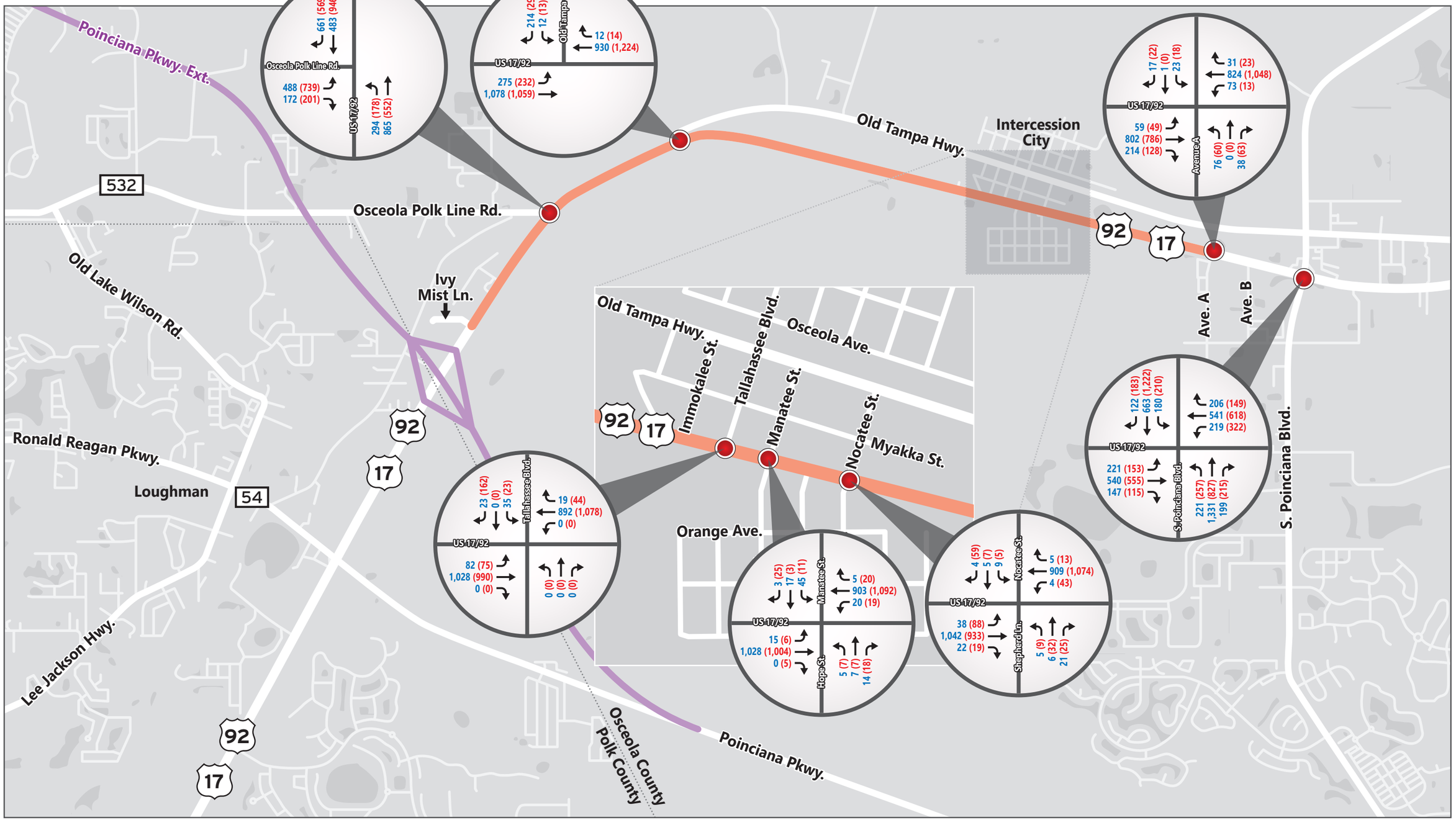
Project Limits

N.T.S.

YR 2019
YR 2025
YR 2035
YR 2045
AADT Volumes

Figure 8

Future Year AADT Volumes
Project Traffic Analysis Report (PTAR)
US17/92 from Ivy Mist Lane to Avenue A



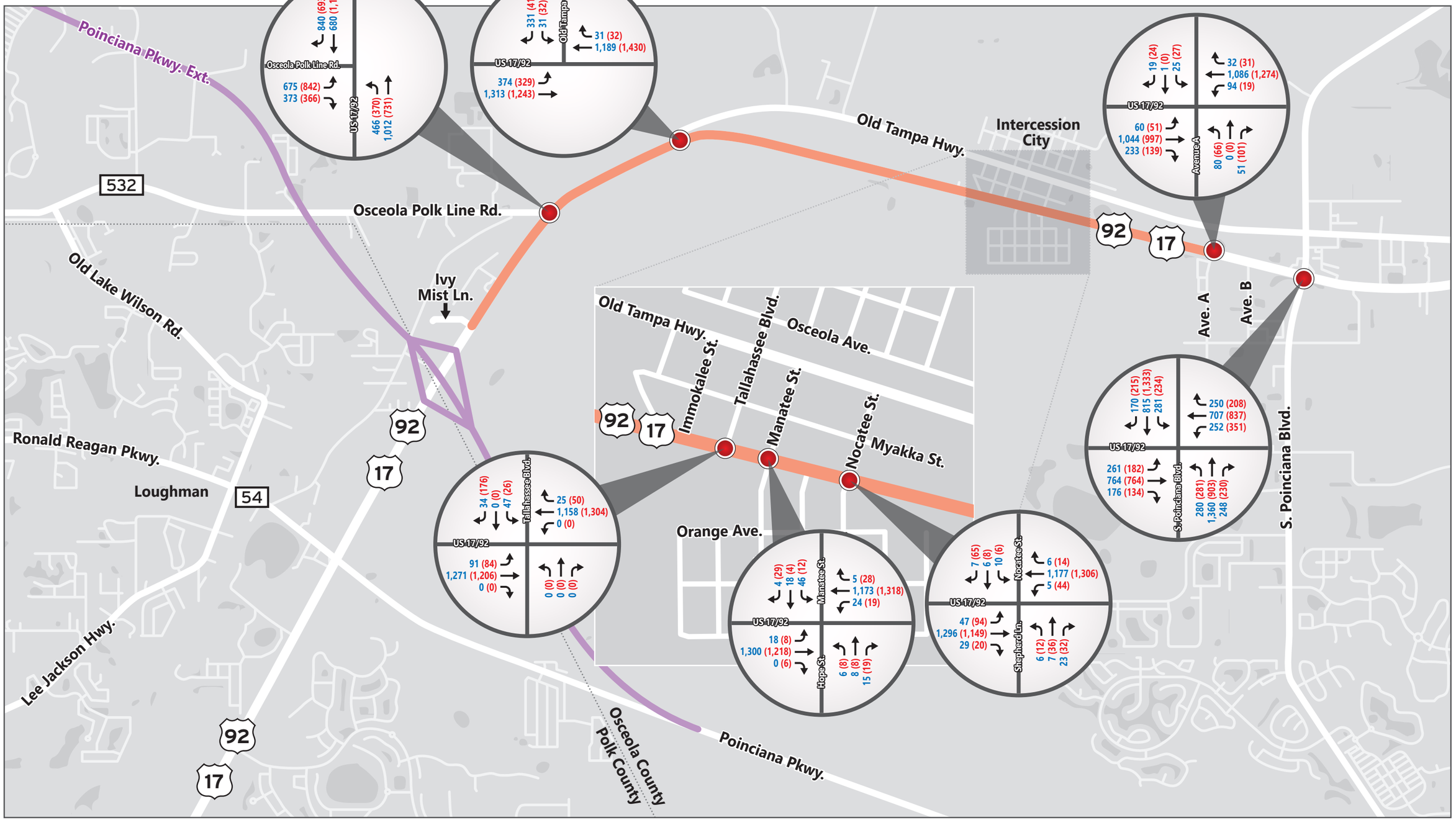
N.T.S.

Project Limits

AM (PM) Turning Movement Volumes

Figure 9

Future Year 2025 AM & PM Peak Turning Movement Volumes
Project Traffic Analysis Report (PTAR)
US17/92 from Ivy Mist Lane to Avenue A



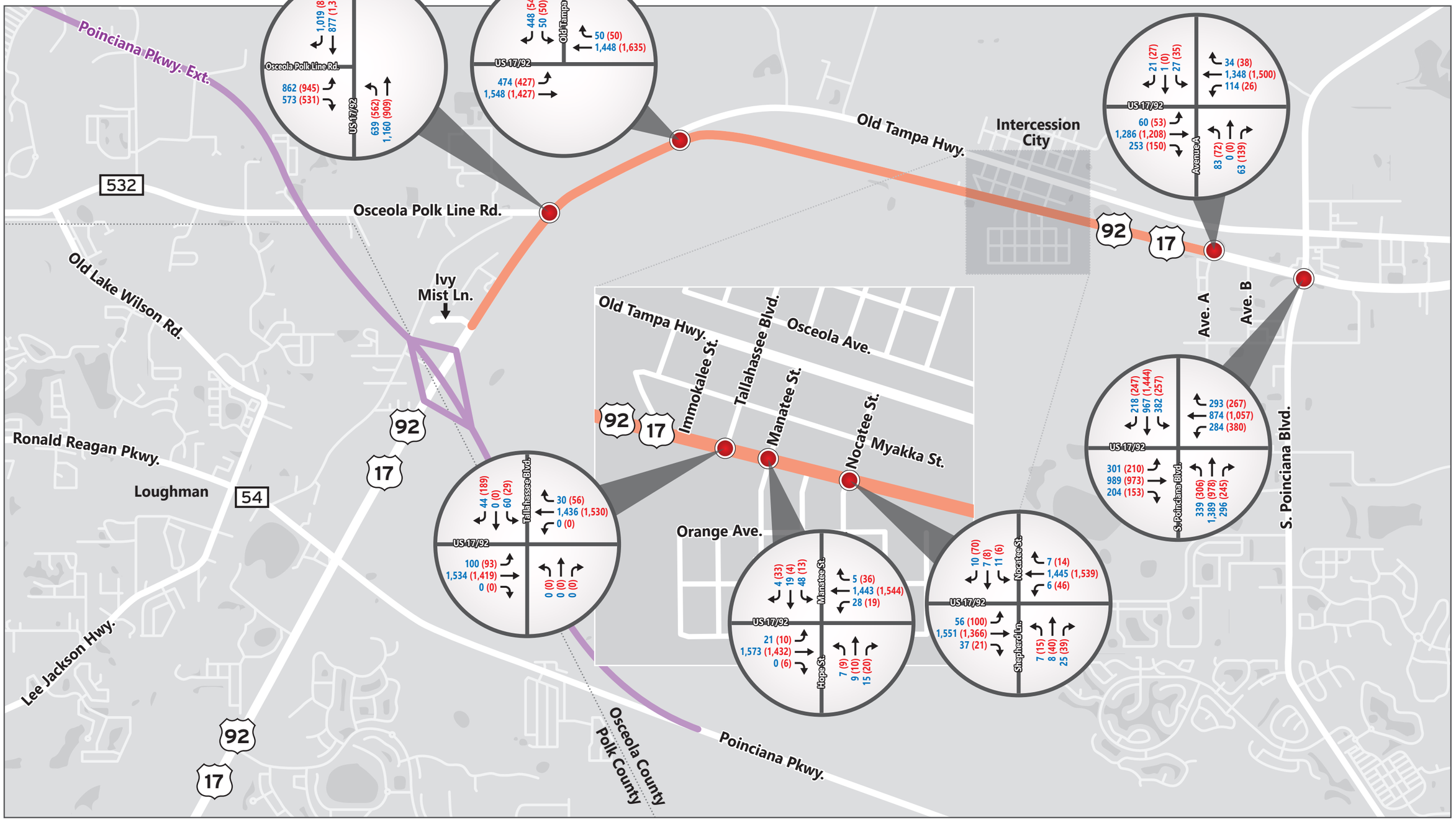
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Project Limits

AM (PM) Turning Movement Volumes

Figure 10

Future Year 2035 AM & PM Peak Turning Movement Volumes
Project Traffic Analysis Report (PTAR)
US17/92 from Ivy Mist Lane to Avenue A



N.T.S.

Project Limits

AM (PM) Turning Movement Volumes

Figure 11

Future Year 2045 AM & PM Peak Turning Movement Volumes
Project Traffic Analysis Report (PTAR)
US17/92 from Ivy Mist Lane to Avenue A

8 Future Operational Analysis

This chapter presents the results of the traffic operations analysis conducted for No Build and Build alternatives. A detailed operational evaluation at study intersections using Synchro software version 10.0 was performed to develop the operational recommendations. Analysis techniques used in the study include the signalized and unsignalized intersection evaluations in Synchro based on the HCM 6th Edition methodology.

The analysis evaluated the No Build and Build alternatives under three separate planning horizons:

- Opening Year (2025)
- Mid Design Year (2035)
- Design Year (2045)

The results of this analysis are presented in the sections that follow.

8.1 No Build Operational Analysis

Under the No Build scenario, the corridor operations are evaluated assuming the existing geometry along US 17/92 and the ongoing widening of US 17/92 from Avenue A to CR 535 (FPID 239714) to four lanes (estimated to be completed by end of 2021). The design concept for the FPID 239714 is included in **Appendix N**. All the programmed & planned improvements listed in **Figure 7** (Section 7.0) were also assumed in this evaluation of No Build conditions.

8.1.1 *Intersection LOS Analysis – No Build*

Intersection analysis was performed to determine if there are any deficiencies for the signalized and unsignalized intersections under future year (2025, 2035, and 2045) conditions. Forecasted turning movement volumes as shown in Section 7.8 were used to analyze the No Build alternative. The results of the intersection analysis are summarized in **Table 22** for Years 2025, 2035, and 2045 conditions. Synchro output sheets for each of these analyses are provided in **Appendix N**. The lane geometries assumed for each intersection in the No Build analysis are presented in **Figure 12**.

- Starting from the opening year 2025, all the unsignalized intersections along US 17 / 92 within the study limits have minor street movements that will operate at LOS E or F (below the target LOS D) during both AM and PM design hours.
- Starting from the mid-design year 2035, the left turn movement from the major street at the unsignalized intersection of US 17/92 at Old Tampa Highway is expected to operate at LOS E or F (below the target LOS D).
- Starting from the opening year 2025, both the study signalized intersections are expected to operate at LOS E or F (below the target LOS D) in both AM and PM design hours.
- Most of the study intersections are anticipated to experience very high delays under the No Build alternative. Specifically, the high delays start from the opening year 2025 for the majority of the unsignalized intersections and the signalized intersection at US 17/92 and CR 532.

Table 22: Intersection LOS Analysis – No Build

Study Intersections along US 17/92	Control Type	Existing Year 2019				Year 2025 No Build				Year 2035 No Build				Year 2045 No Build			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
CR 532	Signal	26.8	C	59.9	E	43.3	D	126.1	F	137.5	F	231.9	F	259.2	F	340.0	F
Old Tampa Highway	Stop	11.1 / 22.8	B/ C	13.6 / 119.8	B / F	14.0/>300.0	B/F	17.8/>300.0	C/F	28.9/>300.0	D/F	42.0/>300.0	E/F	148.6/>300.0	F/F	190.5/>300.0	F/F
Tallahassee Boulevard	Stop	9.9 / 28.0	A / D	11.2 / 50.7	B / F	10.8/43.0	B/E	12.2/100.1	B/F	12.9/135.9	B/F	14.4/>300.0	B/F	16.4/>300.0	C/F	17.7/>300.0	C/F
Manatee Street / Hope Street	Stop	10.1 / 254.7	B / F	10.4 / 80.6	B / F	10.9/>300.0	B/F	11.2/172.3	B/F	12.7/>300.0	B/F	12.8/>300.0	B/F	15.2/*	C/F	14.8/>300.0	B/F
Shepherd Lane / Nocatee Street	Stop	10.1 / 85.2	B / F	11.1 / >300.0	B / F	10.9/193.6	B/F	12.1/>300.0	B/F	12.6/>300.0	B/F	14.4/*	B/F	14.8/*	B/F	17.7/*	C/F
Avenue A	Stop	10.7/ >300.0	B / F	11.0 / >300.0	B / F	11.4/126.4	B/F	11.5/71.2	B/F	14.0/>300.0	B/F	13.3/>300.0	B/F	18.3/>300.0	C/F	15.8/>300.0	C/F
Poinciana Boulevard	Signal	85.0	F	108.5	F	52.7	D	55.1	E	66.7	E	65.5	E	88.1	F	75.8	E

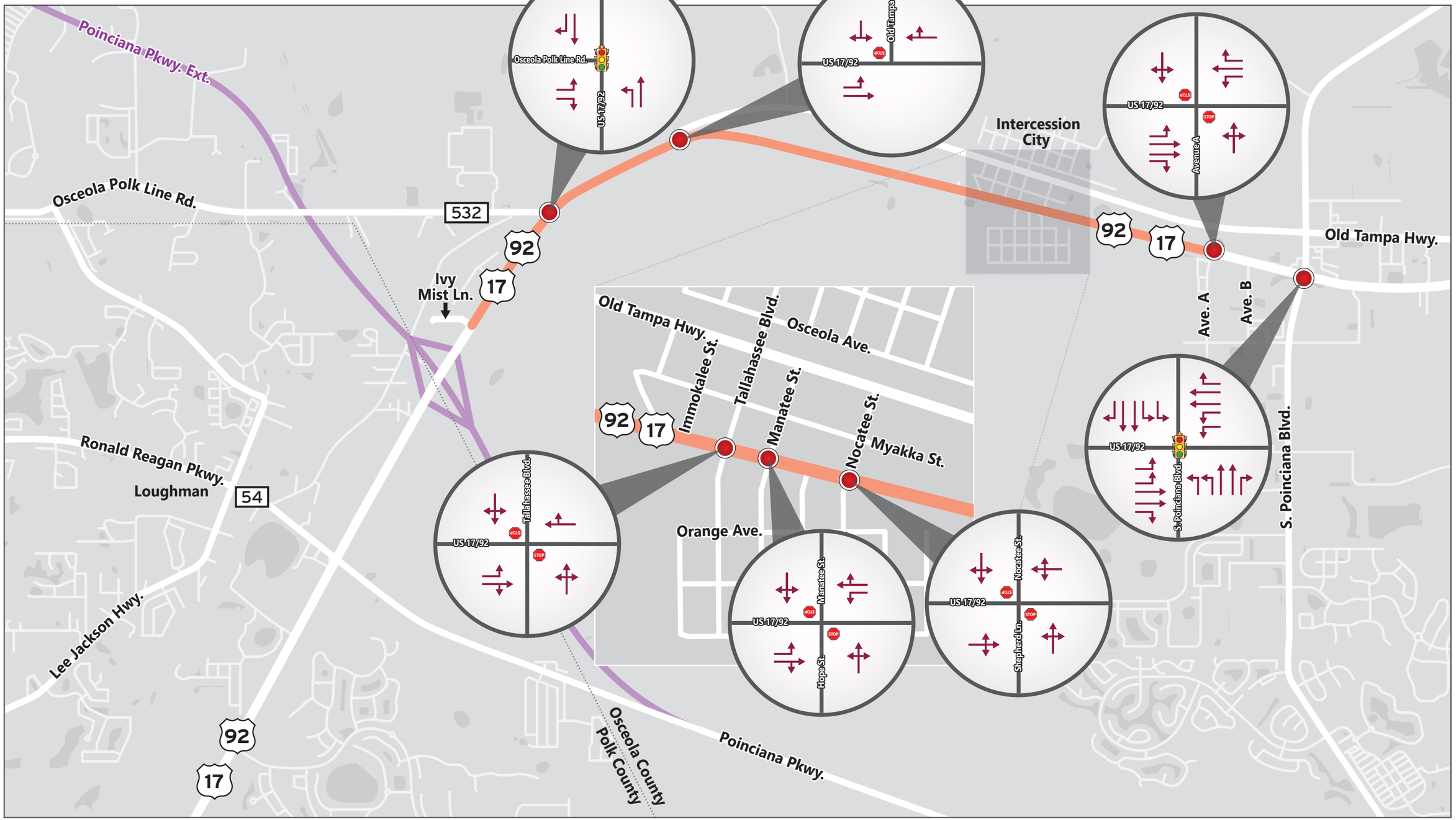
Notes:

1. HCM 6th Edition based outputs are presented in this table for both signalized and unsignalized intersections.

2. In the case of unsignalized intersections, worst case results (delay and LOS) of major/minor movements are reported.

3. Result shown in red color exceeds the target LOS D.

*4. *The analysis software cannot determine the delay. However, the side street traffic is very low.*



N.T.S.

- Project Limits
- Lane Geometry
- Stop-Controlled Intersection
- Signalized Intersection

Figure 12

Future No-Build Geometry
Project Traffic Analysis Report (PTAR)
US17/92 from Ivy Mist Lane to Avenue A

8.1.2 *Roadway Arterial Performance – No Build*

The roadway arterial operational analysis was performed for the No Build traffic conditions for AM and PM design hours based on Synchro 10. The LOS reported in **Table 23** is based on Exhibit 18-1 of HCM 6th Edition. The following are to be noted based on the arterial analysis for the No Build conditions:

- The US 17/92 study corridor was found to operate at LOS Target D or better through the design year 2045, except for the northbound/eastbound approach south of CR 532 in the 2045 AM design hour. The most likely reason for this is the lack of signalized intersections between CR 532 and Poinciana Boulevard and the existing high posted speed limit. However, both the signalized intersections are expected to have very high approach delays and extensive queueing along US 17/92, which will impact the arterial operations.

Moreover, a comparison of the projected AADTs on US 17/92 with the Generalized Service Volume of 18,590 (LOS D) for a two-lane urbanized arterial based on 2020 Q/LOS Handbook (included in **Appendix F**) shows that the study roadway segment will operate below the target LOS D starting from the opening year 2025 conditions.

8.1.3 *Multimodal LOS Analysis – No Build*

A summary of the pedestrian and bicycle LOS analysis at the signalized intersections is included in **Table 24** with similar conditions as existing conditions. As shown in this table, the bicycle mode at the intersection of US 17/92 and CR 532 will have a LOS below D in the year 2045 for the westbound direction because of the increase in traffic volumes including the heavy southbound right turning volume. This intersection will have a pedestrian LOS below D starting from the year 2025 in the westbound direction and for the southbound direction in 2045 because of the increase in traffic volumes including the heavy southbound right turning volume.

Table 23: Roadway Arterial LOS Analysis Summary – No Build Conditions

Roadway Study Segments along US 17/92	Year 2019 AM Peak Hour		Year 2019 PM Peak Hour		Year 2025 No Build AM Peak Hour		Year 2025 No Build PM Peak Hour		Year 2035 No Build AM Peak Hour		Year 2035 No Build PM Peak Hour		Year 2045 No Build AM Peak Hour		Year 2045 No Build PM Peak Hour	
	Speed (mph)	LOS	Speed (mph)	LOS	Speed (mph)	LOS	Speed (mph)	LOS	Speed (mph)	LOS	Speed (mph)	LOS	Speed (mph)	LOS	Speed (mph)	LOS
Northbound / Eastbound Direction																
South of CR 532	30.0	C	37.6	B	26.0	D	33.9	B	20.8	E	32.5	C	14.6	F	30.0	C
CR 532 to Poinciana Boulevard	37.2	B	33.8	C	39.6	B	38.7	B	35.7	B	35.7	B	33.9	C	33.7	C
Overall Total	**36.0**	**B**	**34.3**	**B**	**36.8**	**B**	**37.9**	**B**	**32.4**	**C**	**35.2**	**B**	**28.5**	**C**	**33.1**	**C**
Southbound / Westbound Direction																
Poinciana Boulevard to CR 532	49.8	A	44.2	A	42.3	A	33.0	C	33.2	C	25.4	D	24.1	D	20.3	D

Notes:
1) Segment LOS is computed using Synchro reported average speed and LOS criteria from Exhibit 18-1 of HCM 6th Edition.
2) For the southbound/westbound direction on US 17/92, Synchro reported average speed is presented between the signals (Poinciana Boulevard and CR 532). South of CR 532, US 17/92 will have free-flow conditions.

Table 24: Intersection Multimodal LOS Analysis – No Build Conditions

Study Intersections along US 17/92	Control Type	Pedestrian Mode LOS				Pedestrian Mode LOS				Pedestrian Mode LOS				Pedestrian Mode LOS			
		EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
		Existing Year AM				2025 No Build AM				2035 No Build AM				2045 No Build AM			
CR 532	Signal	C	D	-	C	C	E	-	C	D	F	-	D	D	F	-	E
Poinciana Boulevard	Signal	C	C	C	C	C	C	C	C	D	D	D	D	D	D	D	D
		Existing Year PM				2025 No Build PM				2035 No Build PM				2045 No Build PM			
CR 532	Signal	C	E	-	C	C	E	-	C	D	F	-	D	D	F	-	D
Poinciana Boulevard	Signal	C	C	C	C	C	C	D	C	D	D	D	C	D	D	D	C

Study Intersections along US 17/92	Control Type	Bicycle Mode LOS				Bicycle Mode LOS				Bicycle Mode LOS				Bicycle Mode LOS			
		EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
		Existing Year AM				2025 No Build AM				2035 No Build AM				2045 No Build AM			
CR 532	Signal	C	C	-	B	C	C	-	B	D	D	-	C	D	E	-	D
Poinciana Boulevard	Signal	D	D	B	C	C	C	C	C	C	C	C	C	C	C	D	C
		Existing Year PM				2025 No Build AM				2035 No Build AM				2045 No Build AM			
CR 532	Signal	B	C	-	C	B	D	-	C	C	D	-	C	D	E	-	D
Poinciana Boulevard	Signal	D	D	B	C	B	C	C	C	C	C	C	C	C	C	C	C

Notes:
1.Signalized intersection multimodal LOS is based on HCM 6th Edition methodology.
2. EB/WB is for US 17/92 movements and NB/SB is for side street movements.

Both the pedestrian and bicycle modes are expected to operate at LOS D or better in the AM and PM design hours at the intersection of US 17/92 and Poinciana Boulevard through the design year 2045 because of the improvements that are currently being constructed at this intersection including eliminating channelized right turn lanes and providing exclusive bike lanes (that also provides separation between the sidewalk and travel lanes).

The roadway segment bicycle LOS is based on a combination of paved shoulder/bicycle lane coverage and roadway volumes, pedestrian LOS is based on a combination of sidewalk coverage and roadway volumes, and transit LOS is based on a combination of sidewalk coverage and number of buses in the peak hour peak direction. The results show that the pedestrian, bicycle, and transit LOS is F within the study limits. Currently, sidewalks are not provided along US 17/92 within the study limits and there are no transit routes planned for the study corridor.

Table 25 shows the multimodal LOS including pedestrian, bicycle, and transit LOS for the study corridor. This LOS is based on the Generalized Service Volume Table 1 of the 2020 Q/LOS Handbook (included in **Appendix F**).

Table 25: Roadway Multimodal LOS Analysis – No Build Conditions

Roadway/Segment along US 17/92	AADT	Bicycle Mode LOS[1]	Pedestrian Mode LOS[1]	Transit Mode LOS[1]
US 17/92	**Existing 2019**			
West of CR 532	16,400	C	F	F
CR 532 to Poinciana Boulevard	28,000	D	F	F
US 17/92	**2025 No Build**			
Ivy Mist Lane to CR 532	21,500	F	F	F
CR 532 to Old Tampa Highway	32,500	F	F	F
Old Tampa Highway to Avenue A	30,000	F	F	F
Avenue A to Poinciana Boulevard	27,500	C	D	F
US 17/92	**2035 No Build**			
Ivy Mist Lane to CR 532	30,000	F	F	F
CR 532 to Old Tampa Highway	38,000	F	F	F
Old Tampa Highway to Avenue A	34,000	F	F	F
Avenue A to Poinciana Boulevard	31,000	C	D	F
US 17/92	**2045 No Build**			
Ivy Mist Lane to CR 532	38,000	F	F	F
CR 532 to Old Tampa Highway	43,500	F	F	F
Old Tampa Highway to Avenue A	37,500	F	F	F
Avenue A to Poinciana Boulevard	34,000	C	D	F

Notes:
1.Segment multimodal LOS is based on Generalized Service Volume Table 1 of the 2020 Q/LOS
2. US 17/92 corridor is not planned to have transit routes in the future conditions
3. Currently there are no sidewalks along US 17/92 from south of CR 532 to Avenue A. Sidewalks and bicycle lanes will be provided as part of the ongoing widening project on US 17/92 between Avenue A and Poinciana Boulevard

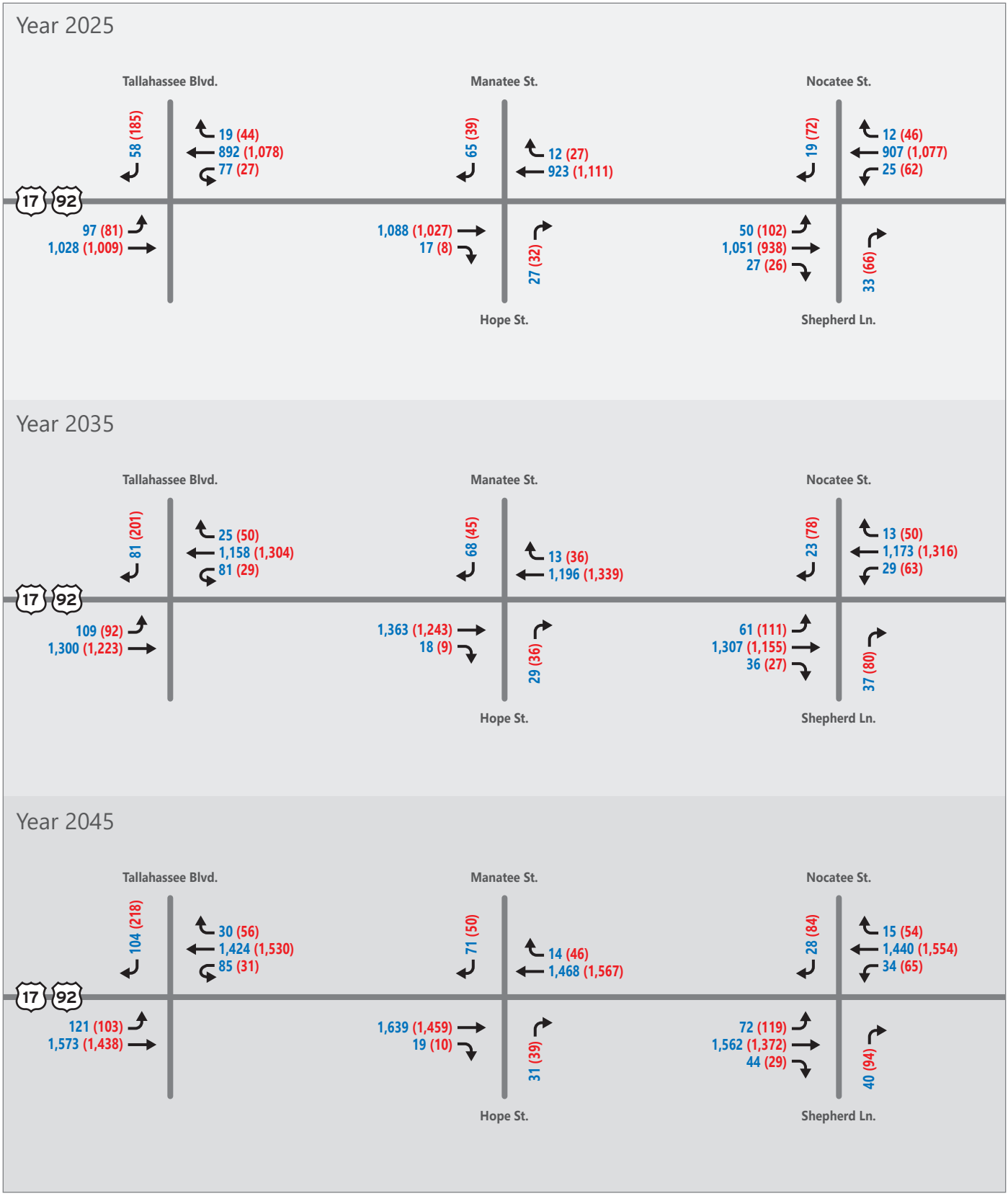
8.2 Build Operational Analysis

Under the Build scenario, the study corridor operations are evaluated with a four-lane divided roadway with turn lanes and signal phasing improvements at signalized intersections along the corridor. The Build alternative also includes all the programmed & planned improvements listed in **Figure 7** (Section 7.0) in this evaluation.

Based on the preliminary access management plan developed for this PD&E Study, access changes are proposed for the following three study intersections within Intercession City:

- Provide a bi-directional median opening at US 17/92 and Tallahassee Boulevard and eliminate the through and left turn movements from the side street.
- Allow only right-in right-out movements at US 17/92 and Manatee Street/Hope Street.
- Provide a bi-directional median opening at US 17/92 and Shepherd Lane/Nocatee Street and eliminate the through and left turn movements from the side street.
- Provide a bi-directional median opening on US 17/92 west of Tallahassee Boulevard (at Aspire Health Partners) to facilitate the restricted movements from the side streets.

The updated future volumes (AM and PM) for these 3 study intersections are presented in **Figure 13**. The meeting minutes regarding the preliminary access management guidance are provided in **Appendix O**.



N
N.T.S.

AM (PM) Turning Movement Volumes

FDOT

Figure 13

Future Turning Movement Volumes
Intercession City
Project Traffic Analysis Report (PTAR)
US17/92 from Ivy Mist Lane to Avenue A

8.2.1 *Intersection LOS Analysis – Build*

Intersection operations were evaluated under the Build Alternative using the forecasted turning movement volumes as shown in Section 7.8. The intersection analysis results are summarized in **Table 26** for 2025, 2035, and 2045 conditions. Synchro output sheets for each of these analyses are provided in **Appendix P**. The following are noted based on the intersection operational evaluation.

US 17/92 and CR 532

- The signalized intersection at US 17/92 and CR 532 is anticipated to operate at or above the target LOS D through the design year 2045 with the proposed intersection geometry under the Build Alternative.

US 17/92 and Old Tampa Highway

- With a stop control at the intersection of US 17/92 and Old Tampa Highway, high average delays and v/c ratios are observed (especially in the PM peak hour) for the southbound movement along Old Tampa Highway. Using forecasted traffic volumes, a planning-level signal warrant analysis indicated that this intersection would meet signal warrants 1A and 1B of the Manual on Uniform Traffic Control Devices (MUTCD) by 2025 (provided in **Appendix P**). It should be noted that the actual signalization of this location will be based on a signal warrant analysis using observed turning movement counts and other pertinent conditions. As shown in **Table 26**, with a signal this intersection is anticipated to operate at LOS D or better through the design year 2045.

US 17/92 and Tallahassee Boulevard

- With a bi-directional median opening that allows left turns from US 17/92 and only right turns allowed from the side street, this stop-controlled intersection is anticipated to have movements (stop or yield controlled) that will operate at or above the target LOS D through the design year 2045 except for one side street movement. The southbound right turn movement is expected to operate at LOS E in the year 2045 PM design hour.

However, the v/c ratio is less than 1 for this movement, and commuters have several other alternative routes to complete this movement.

US 17/92 and Manatee Street/Hope Street

- With right-in right-out only movements allowed at this stop-controlled intersection, it is anticipated to have side street movements that will operate at or above the target LOS D through the design year 2045

US 17/92 and Shepherd Lane/Nocatee Street

- With a bi-directional median opening that allows left turns from US 17/92 and only right turns allowed from the side street, this stop-controlled intersection is anticipated to have movements (stop or yield controlled) that will operate at or above the target LOS D through the design year 2045. The right turns from the side street have the choice to use alternative routes if desired.

US 17/92 and Avenue A

- The northbound left turn movement at US 17/92 and Avenue A is anticipated to operate at LOS F in the year 2025 AM design hour. However, it should be noted that this amount of side street delay is not unreasonable, especially since the v/c ratio is under 1 for this movement. By the year 2035, notably high average delays and v/c ratios are observed for the side street movements at this location. Using forecasted traffic volumes, a planning-level signal warrant analysis indicated that this intersection would meet signal warrants 1A and 1B of the Manual on Uniform Traffic Control Devices (MUTCD) by 2035 (provided in **Appendix P**). It should be noted that the actual signalization of this location will be based on a signal warrant analysis using observed turning movement counts and other pertinent conditions. As shown in **Table 26**, with a signal this intersection is anticipated to operate above the target LOS D through the design year 2045.

US 17/92 and Poinciana Boulevard

- As mentioned in the Introduction Section of this PTAR, the intersection at US 17/92 and Poinciana Boulevard is included because it provides a logical study limit (as a signal). For this study, this intersection was evaluated for the Build Alternative using the recommended design configuration that will be constructed in the field as part of the ongoing widening project along US 17/92 between Avenue A and CR 535. Based on the operational analysis conducted for the Build alternative, this intersection is expected to operate at LOS E (slightly above the LOS D delay threshold of 55.0 seconds per vehicle) during the PM Peak hour for the opening year 2025 and at LOS E (with increased delay) during both AM and PM Peak hours for the mid design year 2035. By the year 2045, this intersection is expected to operate at LOS F condition.

8.2.2 *Roadway Arterial Performance – Build*

The roadway arterial operational analysis was performed for the Build traffic conditions for the AM and PM design hours based on Synchro 10. The LOS reported in **Table 27** is based on Exhibit 18-1 of HCM 6th Edition. As shown in **Table 27**, the overall US 17/92 study corridor is expected to operate at target LOS D or better under all the future year conditions. It should be noted that the roadway segment between Avenue A and Poinciana Boulevard is expected to operate below the target LOS D starting from the year 2035 because of the closely spaced intersections.

Moreover, a comparison of the projected AADTs along US 17/92 with the Generalized Service Volume of 41,790 (LOS D) for a four-lane urbanized arterial based on 2020 Q/LOS Handbook (included in **Appendix F**) shows that the study roadway segments will operate above the target LOS D except for one segment in the year 2045. The segment on US 17/92 between CR 532 and Old Tampa slightly exceeds the four-lane capacity (by less than 5%) in the year 2045. With adequate turn lane improvements at US 17/92 and CR 532, and US 17/92 and Old Tampa Highway, this segment is expected to operate within the target LOS D.

8.2.3 *Multimodal LOS Analysis – Build*

A summary of the pedestrian and bicycle LOS analysis at the signalized intersections is included in **Table 28** with exclusive bicycle lanes and sidewalks assumed for the entire study corridor. As shown in this table both the pedestrian and bicycle modes are expected to operate within LOS D in the AM and PM design hours at all the study intersections.

Table 29 shows the results of the multimodal operations including pedestrian, bicycle, and transit LOS for the study corridor. This LOS is based on the Generalized Service Volume Table 1 of the 2020 Q/LOS Handbook (included in **Appendix F**). The roadway segment bicycle LOS is based on a combination of paved shoulder/bicycle lane coverage and roadway volumes, pedestrian LOS is based on a combination of sidewalk coverage and roadway volumes, and transit LOS is based on a combination of sidewalk coverage and the number of buses in the peak hour peak direction.

The results show that the bicycle LOS is expected to be within LOS D through the design year 2045 with one exception. The segment between CR 532 and Old Tampa Highway has a bicycle LOS F in the year 2045.

The pedestrian LOS exceeds LOS D starting from the year 2035 for the segment between CR 532 and Old Tampa Highway. By the year 2045, all the study segments are expected to have a pedestrian LOS F because of the increase in traffic volumes.

Since transit route(s) are not planned along US 17/92 within the study limits, the transit LOS is F for all the future years.

These results will be shared with the PD&E Study Team to determine mitigation strategies that would improve the LOS for all these modes. Please note that this PTAR has assumed the presence of sidewalks and bicycle lanes for the entire corridor for the multimodal analysis. However, additional strategies (which cannot be evaluated by the methodology used in this PTAR) such as buffered bicycle lanes or shared-use paths can be used to provide better multimodal LOS.

Table 26: Intersection LOS Analysis – Build

Study Intersections along US 17/92	Control Type	Year 2025 Build				Year 2035 Build				Year 2045 Build			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
CR 532	Signal	31.2	C	37.3	D	33.7	C	40.6	D	38.8	D	53.6	D
Old Tampa Highway	Signal	12.5	B	30.5	C	14.2	B	35.2	D	26.3	C	40.9	D
Tallahassee Boulevard	Bi-directional Median	15.8/12.7	C/B	14.1/19.1	B/C	22.0/15.6	C/C	17.2/26.7	C/D	33.8/20.3	D/C	21.6/43.9	C/E
Manatee Street / Hope Street*	Right-in/Right-out	13.4	B	14.3	B	15.8	C	16.7	C	19.4	C	20.0	C
Shepherd Lane / Nocatee Street	Bi-directional Median	11.3/13.5	B/B	12.8/14.5	B/B	13.3/15.8	B/C	15.7/17.4	C/C	16.1/18.9	C/C	20.2/21.4	C/C
Avenue A	Stop/Signal	11.5/53.4	B/F	11.6/30.9	B/D	14.2	B	10.1	B	16.1	B	18.6	B
Poinciana Boulevard	Signal	51.6	D	55.1	E	65.1	E	65.7	E	83.1	F	74.0	E

Notes:
1. HCM 6th Edition based outputs are presented in this table for signalized and unsignalized intersections.
2. In case of unsignalized intersections, worst case results (delay and LOS) of major/minor movements are reported.
3. Result shown in red color exceeds the target LOS D.
*4. * Worst case minor street delay/Los are reported.*
5. A signal control is assumed at US 17/92 & Old Tampa Highway from the year 2025 and at US 17/92 & Avenue A from the year 2035.

Table 27: Roadway Arterial LOS Analysis Summary – Build Conditions

Roadway Study Segments along US 17/92	Year 2025 Build AM Peak Hour		Year 2025 Build PM Peak Hour		Year 2035 Build AM Peak Hour		Year 2035 Build PM Peak Hour		Year 2045 Build AM Peak Hour		Year 2045 Build PM Peak Hour	
	Speed (mph)	LOS	Speed (mph)	LOS	Speed (mph)	LOS	Speed (mph)	LOS	Speed (mph)	LOS	Speed (mph)	LOS
Northbound / Eastbound Direction												
West of CR 532	24.8	D	35.4	B	33.1	C	34.4	B	32.0	C	33.8	C
CR 532 to Old Tampa Highway	42.6	A	43.7	A	43.2	A	41.5	A	40.2	A	38.9	B
Old Tampa Highway to Avenue A	36.6	B	35.9	B	41.5	A	41.9	A	40.7	A	41.5	A
Avenue A to Poinciana Boulevard					14.1	F	13.8	F	11.3	F	11.4	F
Overall Total	**36.3**	**B**	**36.9**	**B**	**33.8**	**C**	**33.8**	**C**	**31.2**	**C**	**31.6**	**C**
Southbound / Westbound Direction												
Poinciana Boulevard to Avenue A	41.7	A	42.8	A	32.0	C	30.7	C	31.9	C	26.7	C
Avenue A to Old Tampa Highway					41.2	A	43.5	A	36.6	B	37.1	C
Old Tampa Highway to CR 532	32.7	C	27.7	C	28.6	C	26.1	C	25.1	C	25.2	C
Overall Total	**34.7**	**B**	**34.1**	**B**	**31.7**	**C**	**31.9**	**C**	**28.1**	**C**	**28.3**	**C**

Note: Segment LOS is computed using Synchro reported average speed and LOS criteria from Exhibit 18-1 of HCM 6th Edition.

Table 28: Intersection Multimodal LOS Analysis – Build Conditions

Study Intersections along US 17/92	Control Type	Pedestrian Mode LOS				Bicycle Mode LOS				Pedestrian Mode LOS				Bicycle Mode LOS				Pedestrian Mode LOS				Bicycle Mode LOS			
		EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
		2025 Build AM								2035 Build AM								2045 Build PM							
CR 532	Signal	C	C	-	C	C	C	-	B	C	C	-	C	C	C	-	B	C	C	-	C	D	C	-	C
Old Tampa Highway	Signal	C	C	-	C	C	B	-	B	C	C	-	C	C	B	-	B	D	C	-	C	C	B	-	B
Avenue A	Signal	-	-	-	-	-	-	-	-	C	C	B	B	B	B	B	B	C	C	B	B	B	B	B	B
Poinciana Boulevard	Signal	C	C	D	D	C	C	C	C	D	D	D	D	C	C	C	C	D	D	D	D	C	C	D	C
		2025 Build PM								2035 Build PM								2045 Build PM							
CR 532	Signal	C	C	-	C	C	C	-	B	C	C	-	C	C	C	-	C	C	C	-	C	C	C	-	C
Old Tampa Highway	Signal	C	C	-	C	C	B	-	B	C	C	-	C	C	B	-	B	D	C	-	C	C	C	-	B
Avenue A	Signal	-	-	-	-	-	-	-	-	C	C	B	B	B	B	B	B	C	C	B	B	B	B	B	B
Poinciana Boulevard	Signal	C	C	D	C	B	C	C	C	D	D	D	D	C	C	C	C	D	D	D	D	C	C	C	C

Notes:
1.Signalized intersection multimodal LOS is based on HCM 6th Edition methodology.
2. EB/WB is for US 17/92 movements and NB/SB is for side street movements
3. A signal control is assumed at Old Tampa Highway from Year 2025 and at Avenue A from Year 2035

Table 29: Roadway Multimodal LOS Analysis – Build Conditions

Roadway/Segment along US 17/92	AADT	Bicycle Mode LOS[1]	Pedestrian Mode LOS[1]	Transit Mode LOS[1]
US 17/92	**2025 Build**			
Ivy Mist Lane to CR 532	21,500	C	D	F
CR 532 to Old Tampa Highway	32,500	C	D	F
Old Tampa Highway to Avenue A	30,000	C	D	F
Avenue A to Poinciana Boulevard	27,500	C	D	F
US 17/92	**2035 Build**			
Ivy Mist Lane to CR 532	30,000	C	D	F
CR 532 to Old Tampa Highway	38,000	C	F	F
Old Tampa Highway to Avenue A	34,000	C	D	F
Avenue A to Poinciana Boulevard	31,000	C	D	F
US 17/92	**2045 Build**			
Ivy Mist Lane to CR 532	38,000	C	F	F
CR 532 to Old Tampa Highway	43,500	F	F	F
Old Tampa Highway to Avenue A	37,500	C	F	F
Avenue A to Poinciana Boulevard	34,000	C	D	F

Notes:
1.Segment multimodal LOS is based on Generalized Service Volume Table 1 of the 2020 Q/LOS
2. US 17/92 corridor does not have transit routes under the future conditions
3. A coverage of 85-100% for both sidewalks and bicycle lanes is assumed along US 17/92 under the Build alternative

8.3 Operations Analysis Conclusion

Based on the operational analysis results for all the modes under the No Build and Build alternatives, the study corridor (US 17/92 from Ivy Mist Lane to Avenue A) must be widened to four lanes along with multimodal improvements to accommodate the projected traffic demand and provide a safe corridor for all the modes.

9 Safety Analysis

An HSM Safety analysis was conducted for the No Build and Build alternatives using predictive crash methods to quantify and compare the potential future crashes. The results of this analysis are presented in **Table 30**. The predictive method was able to account for all proposed roadway improvements included in the recommendations, except for the proposed access modifications at unsignalized intersections in Intercession City. Conversely, the proposed access modifications in Intercession City are only proposed under the Build alternative, therefore the CMF for converting full medians to direction median openings was applied to the subject intersections under Build conditions only. Though the intersection with Manatee Street/Hope Street is proposed for right in, right out access, a reliable CMF is not available for the conversion from full access to right in, right out access; thus, the CMF for converting a full median to the next closest configuration, direction median opening, was applied. The associated calculations and supporting documentation of this analysis are presented in **Appendix Q**.

With the implementation of the improvements in the Build alternative, including the addition of a raised median, roadway widening, incorporation of turn lane improvements, and corridor/intersection lighting enhancements, the following safety outcomes are anticipated to result:

- The total number of crashes in the corridor is expected to fall by 10%, from roughly 90 to 81 crashes per year.
- Fatal and injury crashes are anticipated to be reduced by 11%, from about 27 crashes per year to 24 crashes per year.

Table 30: Predicted Average Crash Frequency (Crashes/Year)

Facility	Fatal and Injury (FI)		Total	
	No Build	Build	No Build	Build
Segments				
CR 532 to Old Tampa Highway	3.400	3.102	12.263	10.834
Old Tampa Highway to Tallahassee Boulevard	7.255	6.121	25.696	21.220
Tallahassee Boulevard to Manatee Street/Hope Street	0.324†	0.273†	1.027††	0.940††
Manatee Street/Hope Street to Shepherd Street/Nocatee Street	0.629	0.473	2.146	1.624
to Shepherd Street/Nocatee Street to Avenue A	3.314	2.728	10.045	9.465
Avenue A to Poinciana Boulevard	1.605	1.498	5.784	5.196
Intersections				
CR 532	2.506	2.146	7.087	6.067
Old Tampa Highway	0.740	0.945	1.643	2.302
Tallahassee Boulevard	0.914	0.640†	2.718	2.299††
Manatee Street / Hope Street#	0.639	0.447†	1.709	1.445††
Shepherd Lane / Nocatee Street	3.370	2.361†	12.957	10.960††
Avenue A	0.968	1.582	2.260	4.404
Poinciana Boulevard	1.710	1.544	4.782	4.313
Total	**27.374**	**23.860**	**90.117**	**81.069**

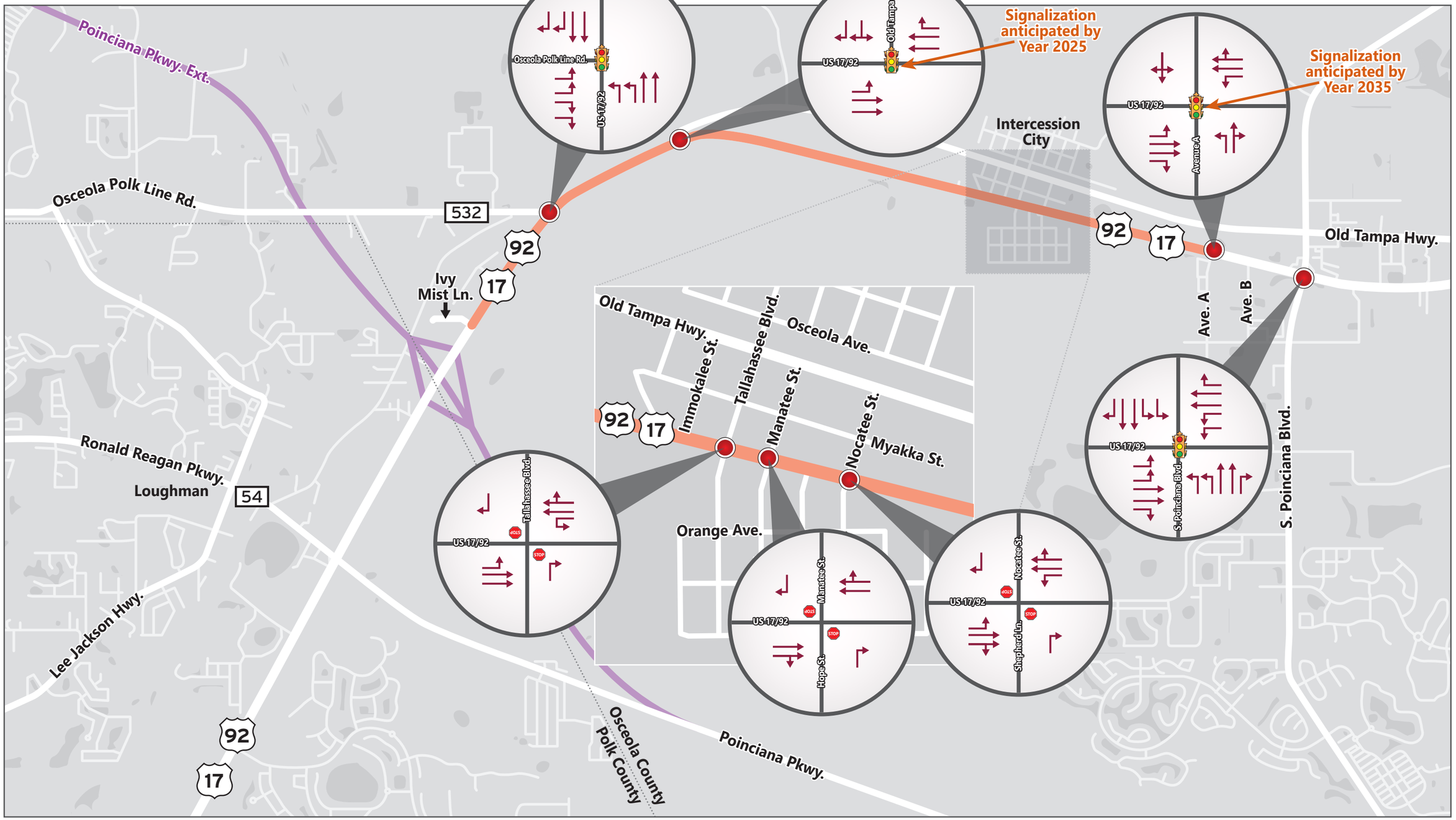
Notes:
1) † CMF (0.77) applied to results of predictive analysis to account for conversion from open median to directional median
2) †† CMF (0.93) applied to results of predictive analysis to account for conversion from open median to directional median
3) # Although the intersection with Manatee Street/Hope Street is proposed for right in, right out access, a reliable CMF is not available for the conversion from full access to right in, right out access; thus, the CMF for converting a full median to the next closest configuration, direction median opening, was applied.

10 Recommendations

Based on the evaluation of operating conditions for the Design Year 2045 Build traffic conditions, this study recommends the roadway and intersection capacity improvements as shown in **Table 31** and on **Figure 14,** to accommodate projected traffic volumes and enhance safety within the study corridor.

Table 31: Recommended Improvements – Build Alternative

Roadway/Intersection	Improvement
US 17/92 from Ivy Mist Lane to Avenue A	Widen to a four-lane divided roadway along with 85-100% coverage of sidewalks and bicycle lanes
CR 532	Add additional southbound left & right turn lanes along CR 532 Add additional eastbound left & westbound right turn lanes along US 17/92 Remove all channelization
Old Tampa Highway	Signalize intersection by 2025 and coordinate timings with the signal at CR 532 Add an exclusive westbound right turn lane along US 17/92 Add an exclusive southbound right turn lane along Old Tampa Highway
Tallahassee Boulevard	Provide a bi-directional median opening along US 17/92 and eliminate the through and left turn movements from the side street. Provide a bi-directional median opening on US 17/92 west of Tallahassee Boulevard to facilitate the restricted movements from the side streets.
Manatee Street / Hope Street	Allow only right-in right-out movements at US 17/92 and Manatee Street/Hope Streets.
Shepherd Lane / Nocatee Street	Provide a bi-directional median opening along US 17/92 and eliminate the through and left turn movements from the side street.
Avenue A	Signalize intersection by 2035 and coordinate timings with the signal at Poinciana Boulevard Improvements based on FPID 239714 Add an exclusive northbound left turn lane on Avenue A
Poinciana Boulevard	Improvements based on FPID 239714



N.T.S.

- Project Limits
- Lane Geometry
- Stop-Controlled Intersection
- Signalized Intersection

Figure 14

Future Build Geometry
Project Traffic Analysis Report (PTAR)
US17/92 from Ivy Mist Lane to Avenue A

However, it should be noted these recommended improvements are traditional, i.e., that maximize the number of turn lanes at the study intersections based on the design year 2045 traffic demand. As such, these turn lane recommendations (at each study intersection) are a starting point and will be one of the Build alternatives for the Stage 1 ICE that will evaluate alternative intersection designs at the study intersections. ICE will be documented under a separate cover as part of the PD&E study.

In addition to the proposed improvements, this study used the 95th percentile queues from the HCM intersection analysis, to develop the queue length recommendations at the signalized intersections along the study corridor. **Table 32** shows the recommended queue lengths for the Design Year 2045 design hour conditions.

It should be noted that the specific lengths do not include the taper or deceleration distance (refer to FDOT index 301 to determine the appropriate specific taper and deceleration length). These queue lengths are recommended at locations where these lengths can be achieved. The actual design and implementation of these queue length requirements will be a function of design and the physical practicality of their construction.

Table 32: Recommended Queue Lengths for Turn Lanes at Signals

Intersection on US 17/92	Turn Lane Queue Length (feet)							
	US 17/92				Side Streets			
	EBL	EBR	WBL	WBR	NBL	NBR	SBL	SBR
CR 532	525	-	-	675	-	-	775	300
Old Tampa Highway	725	-	-	25	-	-	-	400
Avenue A	50	150	100	-	100	-	-	-
Poinciana Boulevard	250	225	400	525	425	350	500	325

Note: Queue lengths do not include the taper or deceleration distance. Please refer to FDOT index 301 to determine the appropriate specific taper and deceleration length.

Appendices

Appendix A

Appendix A-1: Responses to Comments

Appendix A-2: PD&E limits change – Meeting Notes

Appendix B – Approved Traffic Analysis Methodology

Appendix C – LYNX Route Maps

Appendix D – FDOT RCI Information

Appendix E – Raw Traffic Counts

Appendix F – FDOT Seasonal & Axle Adjustment Factors

Appendix G – Existing Synchro Analysis Outputs

Appendix H – Historical Crash Data

Appendix I – Base Year Model Validation

Appendix J – Future Model Plots

Appendix K – Trends Analysis

Appendix L – BEBR Estimates

Appendix M – TURNS5 Sheets

Appendix N – No Build Results

Appendix O – Preliminary Access Management Plan

Appendix P – Build Results

Appendix Q – HSM Analysis

Appendix A-1

Responses to Comments

Appendix A-2

PD&E Limits Change – Meeting Notes

Appendix A1

Responses to Comments

Memorandum

To: Suraj Pamulapati, FDOT

Date: May 4, 2021

Project #: 63316.11

From: VHB

Re: Draft US 17/92 PTAR

The following are our responses to the comments regarding the draft US 17/92 PTAR dated March 2021.

1) TOC
    a. Appendix O: It appears that Appendix O is referenced twice in the body of the report (for Build Results and Access Management Recommendations). Please review references update as needed.
    Response: This comment is noted. Since the access management recommendations were part of Build conditions traffic derivation, Appendix O contained both Access Management recommendations and Build results. However, the report is updated with two different appendices.
    b. Appendices should not be a separate Chapter 11.
    Response: This comment is noted, and report is updated accordingly.

2) Pgs 1, 9: Roadway section number 92010100 has an extra digit.
Response: The Roadway section number 92010100 is correct. However, the Roadway Section number 9201000 is incorrect and is revised to 92010000 on pages 1 and 9 of the report.

3) Pg 62: Synchro version 10 was used but newer Synchro version 11 is available.
Response: This comment is noted. Based on the approved methodology Synchro 10 was used.

4) Pg 62: "….based on the HCM 6th Edition methodology (if available/applicable)." Why "if available/applicable"?
Response: This comment is noted. "If available/applicable" was carried from the previous draft report where DDI was analyzed for PPE interchange. "If available/applicable" is removed from the text.

5) Roadway misspelled "Rodway" in section headings 8.1.2 and 8.2.2
Response: This comment is noted, and the report is updated accordingly.

6) Table A:
    a. Consider including a similar table in the body of the report.
    Response: This comment is noted. Table 30 in Section 10 Recommendations is similar to Table A in Executive Summary.
    b. Recommendations appear to be operational only. Consider expanding this table to include both operational and safety (for example, lighting fatalities identified in section 7.3)

Response: This comment is noted. As mentioned in Section 4.3, few fatalities have occurred due to no lighting (or dark conditions). Typically, lighting improvements is done during any widening or resurfacing projects. The lighting recommendations along with other general recommendations are included in the "Recommended Improvements & Next Steps" section of the Executive Summary and Section 9 – Safety Analysis.

c. Include the bi-directional median opening recommendation on US 17/92 west of Tallahassee Boulevard to facilitate the restricted movements from the side streets discussed in Section 7.
Response: This comment is noted. Since US 17/92 west of Tallahassee Blvd is not a study intersection – this improvement is not mentioned in Table A (& Table30). However, this improvement will also be included in the corresponding tables.

7) Section 6.1: Consider re-wording this intro as this may be more applicable to Section7.
Response: This comment is noted, and the report is updated accordingly
8) Consider rewriting CFRPM 7 references as this is the latest approved model for D-5 since March 10.
Response: This comment is noted, and text regarding CFRPM 7 is updated accordingly (on pages 40 and 47)
9) Table 17: Model volumes appear to different than Phase 1 model volumes. Please clarify.
Response: This comment is noted. The model volumes shown in Table 17 were the same as the model volumes shown in Table 14 of the Phase 1 report.

10) Table 20: The AGR for the CR 532 west of US 17/92 is higher than the recommended growth rate in the Phase 1 report. Table 20 also shows that model GR and BEBR low GR were averaged. Please provide additional clarification for higher GR than previously recommended GR.
Response: This comment is noted. The recommended growth rates shown in Table 20 were the same as growth rates shown in Table 17 of the Phase1 report.

11) Figure 8:
    a. Update the legend for the existing year from 2020 to 2019
    b. 2025 AADT for Hope St is lower than 2019 AADT. Please review and update.
    c. US 17/92 2019 AADT west of Hope St is missing

Response: This comment is noted, and the figure is updated accordingly.

12) Section 7.8: Please review turning movement volume growth and specifically address the following.
    a. Growth along US 17/92 through movements is higher than recommended growth.
    b. Growth for the EBR and NBL movements at CR 532 at US 17/92 is significantly higher than recommended approach growth.
    c. Growth for the EBL and SBR movements is higher than segment growth rates.

Response: This comment is noted. Please note that the TMVs are based on projected AADTs and recommended K/D factors that are input into the TURNS5 tool. The AADTs calculated from 2045 Turning movement volumes (TMV) and K of 9.0% on any leg of the study intersection will match with the final AADTs shown in Figure 8.

b) The EBR and NBL movements at CR 532 and US 17/92 are based on the balanced AADTs at this intersection using TURNS5 tool. As discussed in our last meeting, we believe that dual NB left turns and EB right turns are needed at this intersection because of the following reasons:

- accommodate the future traffic (see approved AADTs for this project) demand along US 17/92 and CR 532,
- provide a conservative estimate for the ROW requirements, and

Also, as a rule-of-thumb, dual left turns are needed whenever the volume exceeds 300 to avoid queue backup and other operational issues.

c) The EBL and SBR Old Tampa Highway and US 17/92 are based on the balanced AADTs at this intersection using TURNS5 tool. Please note that the inside SB right turn is a shared SB right/left lane. As discussed in our last meeting, we believe that dual EB left turns are needed at this intersection because of the following reasons:

- existing AADT on Old Tampa Highway was based on 2019 Osceola County counts and existing TMCs were based on 2016 Corridor Planning Study and StreetLight Data. Please note that Osceola County counts show an increasing trend in traffic over the years,
- accommodate the future traffic (see approved AADTs for this project) demand along US 17/92 and Old Tampa Highway,
- provide a conservative estimate for the ROW requirements,
- With increase in traffic in the future along US 17/92 and Poinciana Blvd, motorists will choose alternative routes like Old Tampa Hwy to avoid travelling through major signalized intersections like US 17/92 and Poinciana Blvd.

Also, as a rule-of-thumb, dual left turns are needed whenever the volume exceeds 300 to avoid queue backup and other operational issues.

13) Consider expanding Tables 21 thru 24 and include existing LOS for comparison purposes.
Response: This comment is noted, and the existing LOS information is included in all the Tables 21 through 24.

14) Section 8.2: Please discuss the location for the fourth access management location proposed.
Response: This comment is noted, and the report is updated accordingly.

15) Figure 13: It appears that the WBU at the Tallahassee Blvd does not account for the re-routing of WBL movement from the Manatee intersection. Please review the reassignments.
Response: This comment is noted. The WBL at Manatee Street is considered as WBL at Nocatee St.

16) Figure 14: Consider changing the WBL at Tallahassee Blvd to a U-turn.
Response: This comment is noted, and the figure is updated accordingly.

17) Table 31: Note if taper lengths are not included in Queue Length values in the table.

Response: This comment is noted. The following text is included in the body of the report, on Page 86) – "It should be noted that the specific lengths do not include the taper or deceleration distance (refer to FDOT index 301 to determine the appropriate specific taper and deceleration length)". However, a similar text is added under Table 31 (as a Note).

18) Appendix N: Please review the following No-Build geometry in Figure 12 vs No-Build synchro.
    a. WB geometry doesn't match for Tallahassee Blvd intersection.
    b. EB geometry for the Ave A intersection.

    Response: This comment is noted, and the figure is updated accordingly.

19) Appendix O: Please review the following Build geometry in Figure 14 vs Build synchro.
    a. SB geometry for Old Tampa intersection

       Response: This comment is noted. The updated synchro outputs (with correct geometry) for 2025 AM and 2035 AM conditions is included in Appendix O. The geometry is correct for the rest of the scenarios.

    b. NB geometry for Ave A intersection.

       Response: This comment is noted. The build geometry in Figure 14 is matching with the synchro outputs for both 2035 and 2045. The synchro geometry for 2025 conditions will match with No Build geometry – since the signalization & turn lane improvements were needed from 2035.

20) Please include US 17/92 corridor context classification information in the PTAR.

    Response: This comment is noted, and context classification information from RCI is included in Table 1 of the PTAR.

Appendix A2

PD&E Limits Change – Meeting Notes

SUMMARY MEMORANDUM

Meeting Date:	February 4, 2020 (Thursday)	**Time**:	1:00 pm – 2:00 pm
Project:	US 17/92 Project Development & Environmental (PD&E) Study		
FPID:	437200-1-22-01		
Subject:	US 17/92 PD&E Limits Discussion with OEM		
Meeting Location:	Microsoft Teams Call		

I. ATTENDEES

NAME	EMAIL
Brittany Bianco – FDOT OEM	Brittany.Bianco@dot.state.fl.us
Denise Rach – FDOT OEM	Denise.Rach@dot.state.fl.us
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Kevin Freeman – Study Team PM (VHB)	kfreeman@vhb.com
Babuji Ambikapathy – Study Team (VHB)	bambikapathy@vhb.com

II. INTRODUCTION / OBJECTIVE:

The purpose of the meeting was to review existing projects located in the area and discuss with OEM the reasoning behind the change in limits from CR 54 to Poinciana Parkway Extension. The goal of the meeting is to gain concurrence with OEM on this limit change.

III. DISCUSSION NOTES:

The following is a summary of the open dialogue during the meeting:

- Suraj provided an overview of the different projects going on in both D1, D5, CFX, and the Florida's Turnpike Enterprise (FTE). One study to note is the NE Polk Mobility study that is looking to relieve some of the strain on US 27 in District One. US 17/92 may be used to provide some relief to that area.

- Based on previous coordination with District 1 and District 5 it has been agreed to shorten the project limits of the US 17/92 PD&E from CR 54 to Ave A to north of Poinciana Parkway Extension interchange to Ave A for the southern terminus. The team asked OEM for concurrence on the shortened limits.

- Brittany had two questions:
  1) Have we coordinated with the FTE on this project.
  - Yes, we have been in coordination with all the agencies on this project.
  2) Does this meet logical termini?
  - Yes, the Poinciana Parkway Extension Project serves as a break between two different corridor types and capacity needs in District Five and District One. North and east of the Poinciana Parkway Project would serve as a 4 lane multimodal corridor and the South and west of the Poinciana Parkway would serve as a connection to I-4 and a reliever to US 27.

- Brittany agreed with the approach and didn't have any further questions.

- Mike and Denise agreed with the change in termini and didn't have any additional questions.

- Based on the review and discussion, OEM concurred with the changing the limits from CR 54 to north of Poinciana Parkway Extension Interchange.

-- END MEMO --

SUMMARY MEMORANDUM

Meeting Date:	February 8, 2020 (Thursday)	**Time**:	9:30 pm – 10:30 pm
Project:	US 17/92 Project Development & Environmental (PD&E) Study		
FPID:	437200-1-22-01		
Subject:	US 17/92 PD&E Limits Discussion with Stakeholders		
Meeting Location:	Microsoft Teams Call		

I. ATTENDEES

NAME	EMAIL
Hari Salkapuram – FDOT D5	Hari.Salkapuram@dot.state.fl.us
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II. INTRODUCTION / OBJECTIVE:

The purpose of the meeting was to review existing projects located in the area and discuss with stakeholders the reasoning behind the change in project limits from CR 54 to north of Poinciana Parkway Extension. The goal of the meeting is to gain concurrence with stakeholders on this project limit change.

III. DISCUSSION NOTES:

The following is a summary of the open dialogue during the meeting:

- Suraj began the meeting with an overview of all the project in the area.
- Suraj stated that due to the conflicts with different ongoing studies in the area it would make sense to move the project limit for US 17/92 to north of Poinciana Parkway Extension (PPE) and have the District 1 PD&E planned for YR 2025 (which may be pushed out to 2027) handle the improvements south of PPE. Suraj then opened the meeting to any questions or comments on this change
- A question was asked about the timeline for the CFX PPE. Carnot stated that right of way phase will start in the next 5 months. Then, construction will start in early 2022.
- Carnot has concerns about the small section of roughly .5 miles between CR 54 and PPE that will be a two lane piece in between two - four lane section.
    - FDOT D5 indicated that piece would be an issue for CFX because this current US 17/92 project is tentative for design in 2026, and construction is unfunded.
- Carnot also wants to discuss traffic with D1 to make sure they are on the same page. OJ said he would coordinate with him.
- Based on no further comments it was stated that the US 17/92 PD&E will move forward with shortened limits and the study would start north of the proposed PPE, at the beginning of the transitions from 2 to 4 lanes near Ivy Mist Lane.

-- END MEMO --

Appendix B

Approved Traffic Analysis Methodology

Final

Traffic Analysis Methodology

Project Development & Environment (PD&E) Study

for US 17/92 from CR 54 to Avenue A

Florida Department of Transportation (FDOT) District 5
Financial Project Number (FPID): 437200-1-22-01
Efficient Transportation Decision Making (ETDM) Number: 14365

September 2020

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1 Project Description

1.1 Project Background

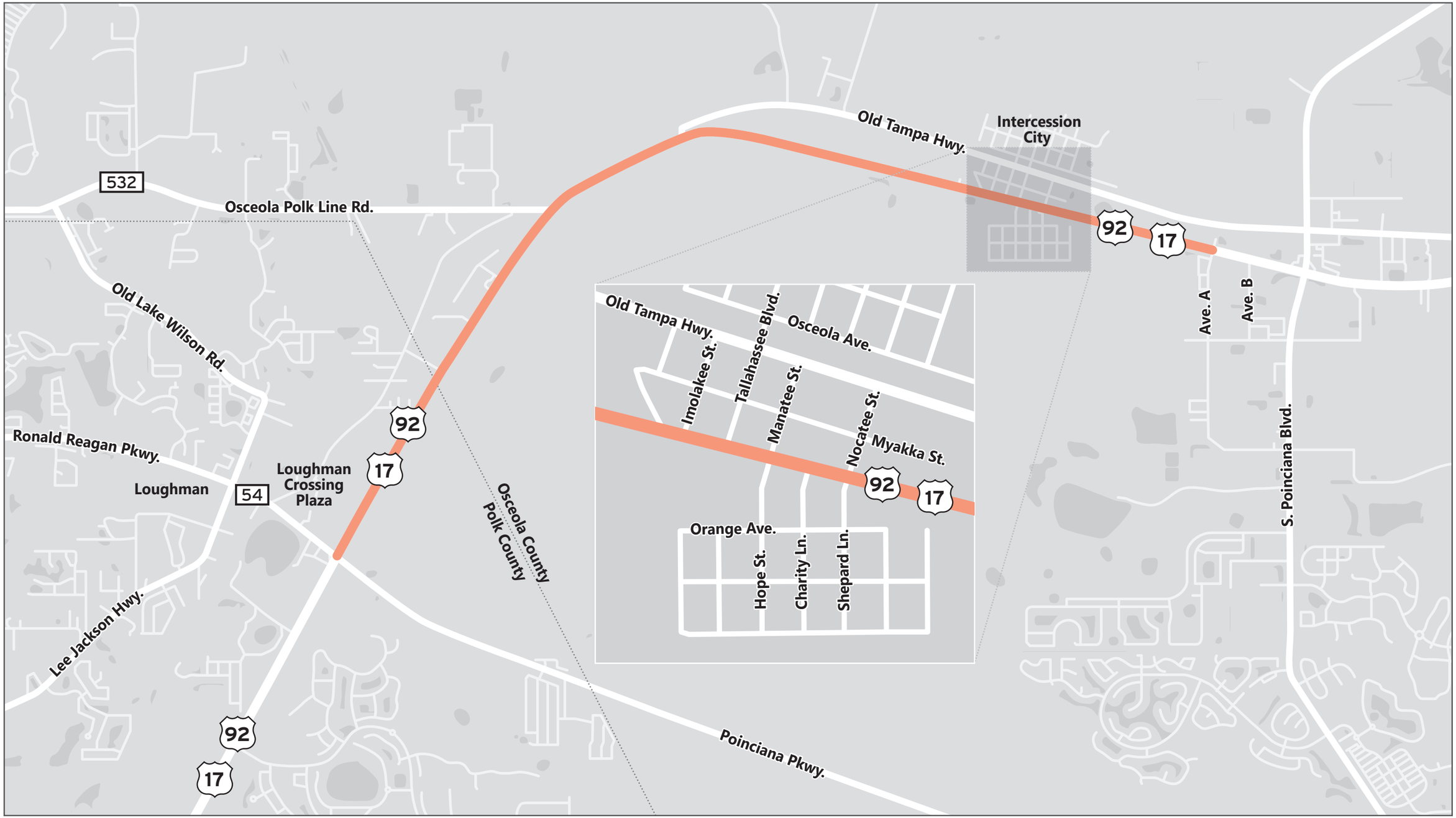
The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) study on US 17/92 to evaluate the additional capacity needs and safety improvements for a 5.04 miles segment from CR 54/Ronald Reagan Parkway (in Polk County) to Avenue A (in Osceola County), as shown in **Figure 1**. This project involves the two-lane to four-lane widening of US 17/92 from CR 54 to Avenue A and ties in with the ongoing widening of US 17/92 from Avenue A to CR 535 (FPID 239714) to four lanes (which is estimated to be completed by end of 2021). The project also involves the addition of a westbound bridge across Reedy Creek and the conversion of the existing bridge over Reedy Creek to eastbound travel lanes.

In the existing condition, US 17/92 is a principal arterial with two travel lanes (one in each direction), with posted speeds ranging from 45 miles per hour (MPH) to 55 MPH. The project is in both Polk and Osceola Counties as shown below in **Table 1**.

Table 1: US 17/92 Existing Roadway Characteristics

Roadway ID	From	Begin MP	To	End MP	Functional Class	Speed (MPH)
16050000	CR 54/Ronald Reagan Parkway	9.806	0.514 Miles North of CR 54	10.320	Rural Principal Arterial	55
	0.514 Miles North of CR 54	10.320	Polk/Osceola County Line	10.750	Urban Principal Arterial	
92010000	Polk/Osceola County Line	0.000	Sundown Drive	0.536		
92010100	Sundown Drive	0.000	At Drive to Pond Left	1.354		
92010000	Inside Urban, Outside City	1.915	Poinciana Boulevard	4.572		55/45

This document provides details of the technical approach for Task 4.5, Traffic Analysis of the US 17/92 study corridor. The traffic analysis will be conducted based on methods and procedures described in the 2020 FDOT PD&E Manual, the 2014 FDOT Traffic Analysis Handbook, and the 2019 FDOT Project Traffic Forecasting Handbook. This traffic analysis will be documented in the Project Traffic Analysis Report (PTAR).



Project Limits

N.T.S.

Figure 1

Project Location Map
Project Development and Environment (PD&E) Study, US17/92 from CR 54 to Avenue A

2 Data Collection

Because of the COVID-19 Pandemic, the existing traffic data for pre-COVID traffic conditions (before March 2020) will be collected from various sources including StreetLight data, FDOT, Polk, and Osceola Counties, and previous studies. StreetLight data can be used to collect turning movement and volume estimates for pre-COVID traffic conditions at any desired location. Field visits will also be conducted to collect information on existing geometry, storage lengths, traffic signal heads, and to determine/verify signal phasing information, such as protected/permitted left-turn operations, right-turn-on-red restrictions, phase overlaps, etc. The signal timing plans for signalized intersections will be obtained from Polk and Osceola Counties.

The project corridor includes a total of nine study intersections, of which three (3) are signalized and the remaining six (6) are unsignalized. The study count locations per the approved scope are shown in **Table 2**. The following sections describe the methodology that will be used to collect the traffic data for the count locations listed in **Table 2**.

Table 2: Study Count Locations List

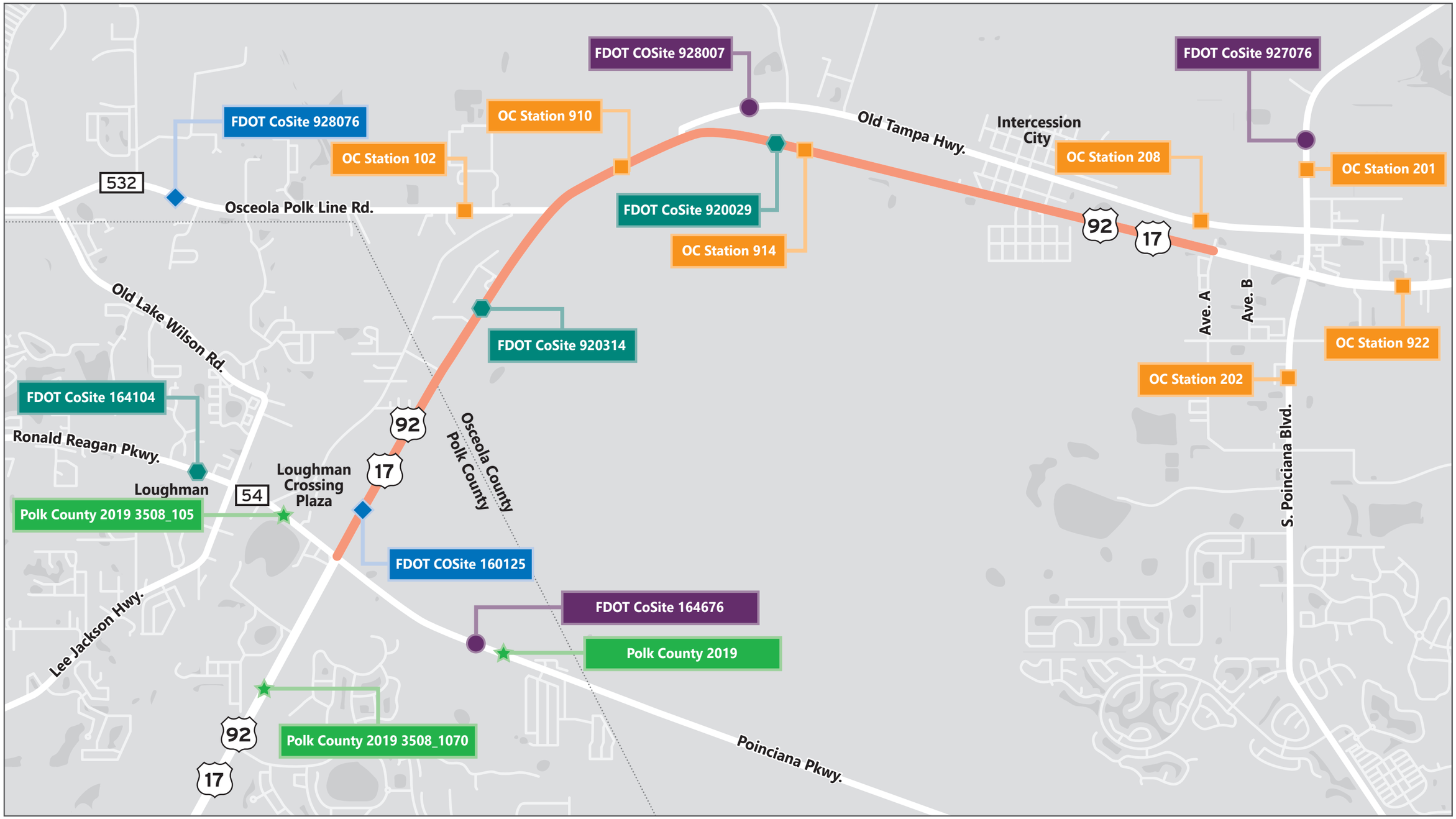
Count Type	Study Location
24-hour Bi-directional Volume Count	▪ US 17/92, South of CR 54/Ronald Reagan Parkway ▪ CR 54, West of US 17/92 ▪ CR 54, East of US 17/92 ▪ US 17/92, North of CR 532 ▪ CR 532, West of US 17/92 ▪ Old Tampa Highway, North of US 17/92 ▪ US 17/92, East of Old Tampa Highway ▪ Tallahassee Boulevard, North of US 17/92 ▪ Manatee Street/Hope Street, North of US 17/92 ▪ Manatee Street /Hope Street, South of US 17/92 ▪ Shepherd Lane/Nocatee Street, North of US 17/92 ▪ Shepherd Lane/Nocatee Street, South of US 17/92 ▪ Avenue A, North of US 17/92 ▪ Avenue A, South of US 17/92 ▪ Poinciana Boulevard, North of US 17/92 ▪ Poinciana Boulevard, South of US 17/92 ▪ US 17/92, East of Poinciana Boulevard
72-hour Bi-directional Classification Count	▪ US 17-92, South of CR 532 ▪ US 17-92, West of Poinciana Boulevard
4-hour Turning Movement Count	▪ CR 54/Ronald Reagan Parkway - Signal ▪ Development Driveway with Full Access located 0.25 miles north of CR 54 – Stop Control ▪ CR 532 - Signal ▪ Old Tampa Highway – Stop Control ▪ Tallahassee Boulevard – Stop Control. ▪ Manatee Street/Hope Street – Stop Control ▪ Shepherd Lane/Nocatee Street – Stop Control ▪ Avenue A – Stop Control ▪ Poinciana Boulevard – Signal Control

2.1 Traffic Count Sources

As shown in **Figure 2** and **Table 3**, the available volume and classification counts will be collected and summarized from different sources including 2019 Florida Traffic Online (FTO), 2019 Osceola County Counts, and 2019 Polk County Counts.

As shown in **Figure 3** and **Table 4**, the turning movement counts (TMC) will be obtained from the following previous projects.

- US 17/92 Corridor Planning Study – March 2017 (Data collected in 2016).
- Composite Study – US 17/92 at CR 532 – May 2017 (Data collected in 2017).
- Composite Study – US 17/92 from Immokalee Street to Nocatee Street – September 2017 (Data collected in 2017).
- Poinciana Parkway Extension, PTAR – July 2019 (Data collected in 2018).
- Cypress Hammock Traffic Impact Analysis – March 2020 (Data collected in 2019).
- Loughman Plaza Traffic Access Study – August 2011 (Data collected in 2011)
- Providence Storage Traffic Impact Study - February 2020 (Data collected in January 2020)



N.T.S.

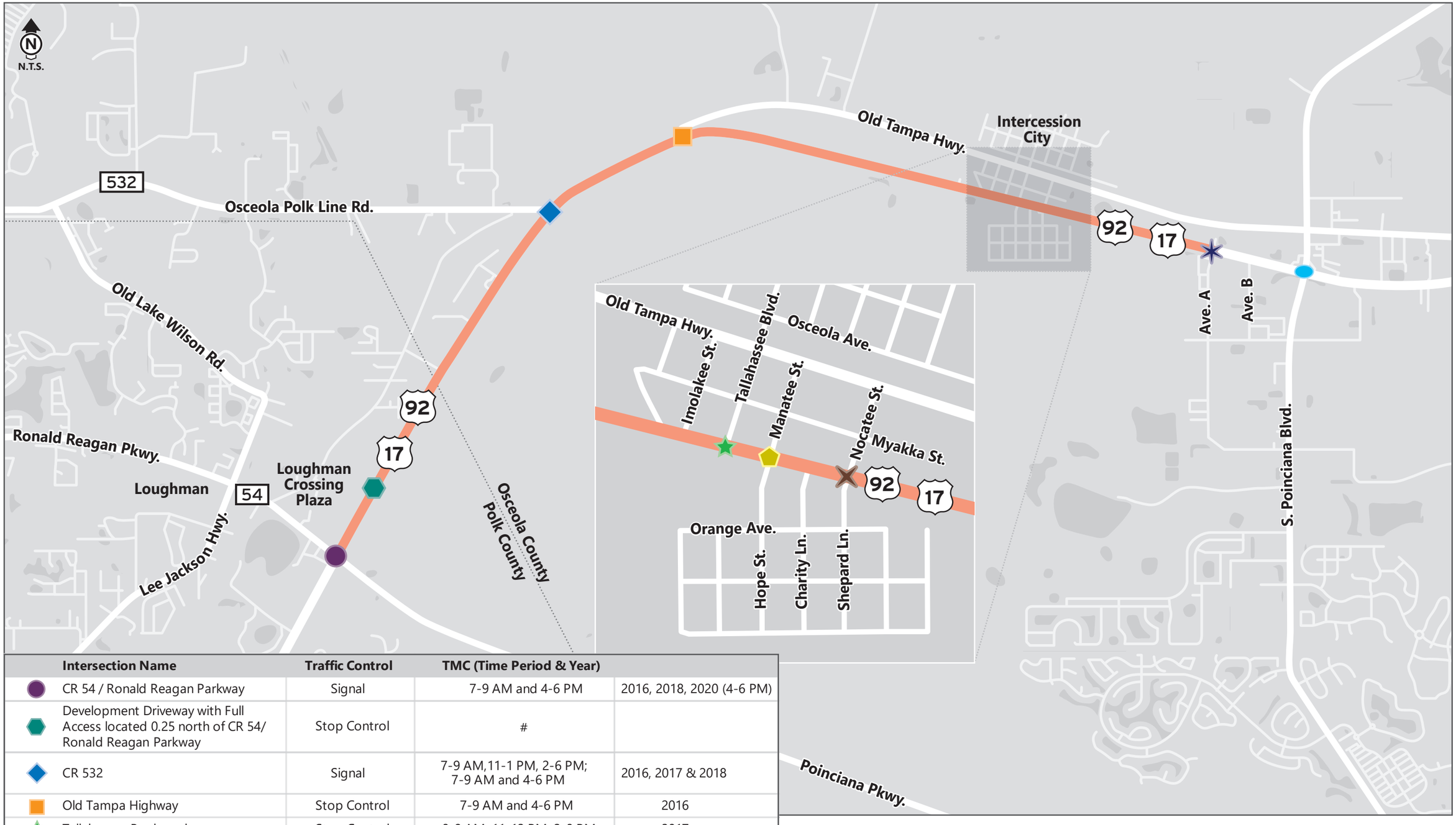
- Project Limits
- 2019 FDOT CoSite - No Synopsis Report
- 2019 FDOT CoSite - Classification Counts
- 2019 FDOT CoSite - Volume Counts
- 2019 Osceola County (OC) Counts - Volume Counts
- 2019 Polk County Counts - Volume Counts

Figure 2

Traffic Data Collection Sources (Volume/Class Counts)
Project Development and Environment (PD&E) Study, US17/92 from CR 54 to Avenue A

Table 3: Pre-COVID Data Collection Sources (Volume/Classification Counts)

Source	CoSite/Station#	Location	Volume/Classification	Date Counted
2019 FTO	164104	CR 54/Ronald Reagan Parkway, East of Lake Wilson Road	Classification (Synopsis Report)	5/21/2019
	164676	Ronald Reagan Parkway, East of US 17/92	No Synopsis Report	-
	160125	US 17/92, Northeast of CR 54/Ronald Reagan Parkway	Volume (Synopsis Report)	5/14/2019
	920314	US 17/92, Northeast of Polk/Osceola County Line	Classification (Synopsis Report)	5/13/2019
	928076	CR 532, East of Old Lake Wilson Road	Volume (Synopsis Report)	6/26/2019
	920029	US 17/92, East of Old Tampa Highway	Classification (Synopsis Report)	5/13/2019
	928007	Old Tampa Highway, b/w US 17/92 & Poinciana Boulevard	No Synopsis Report	
	927076	Poinciana Boulevard, North of Old Tampa Highway	No Synopsis Report	
2019 Osceola County Counts	102	CR 532, West of US 17/92	Volume	3/5/2019
	910	US 17/92, b/w CR 532 & Old Tampa Highway		
	914	US 17/92, East of Old Tampa Highway		
	202	Poinciana Boulevard, South of US 17/92		
	922	US 17/92, East of Poinciana Boulevard		
	201	Poinciana Boulevard, North of Old Tampa Highway		
	208	Old Tampa Highway, b/w US 17/92 & Poinciana Boulevard		
2019 Polk County Counts	3508_105	CR 54/Ronald Reagan Parkway, West of US 17/92	Volume	9/17/2019
	3508_1070	US 17/92, South of CR 54	Volume	10/1/2019



	Intersection Name	Traffic Control	TMC (Time Period & Year)	
●	CR 54 / Ronald Reagan Parkway	Signal	7-9 AM and 4-6 PM	2016, 2018, 2020 (4-6 PM)
⬢	Development Driveway with Full Access located 0.25 north of CR 54/ Ronald Reagan Parkway	Stop Control	#	
◆	CR 532	Signal	7-9 AM,11-1 PM, 2-6 PM; 7-9 AM and 4-6 PM	2016, 2017 & 2018
■	Old Tampa Highway	Stop Control	7-9 AM and 4-6 PM	2016
★	Tallahassee Boulevard	Stop Control	8-9 AM, 11-12 PM, 2-8 PM	2017
⬟	Manatee Street/Hope Street	Stop Control	7-9 AM,11-1 PM, 2-6 PM	2017
✕	Shepherd Lane / Nocatee Street	Stop Control	7-10 AM, 1-4 PM , 4-7 PM	2017
✶	Avenue A	Stop Control		
⬬	Poinciana Boulevard	Signal	7-9 AM and 4-6 PM	2019

- Loughman Crossing Plaza TIA Report will only be used for future turning movement volume estimates and not for estimating existing volumes.

Project Limits

Figure 3

Traffic Data Collection Sources (TMC)
Project Development and Environment (PD&E) Study, US17/92 from CR 54 to Avenue A

Table 4: Pre-COVID Data Collection Sources (TMC)

Roadway ID	MP	Intersection Name	Traffic Control	TMC (Time Period & Year)	
16050000	9.806	CR 54 / Ronald Reagan Parkway	Signal	7-9 AM and 4-6 PM	2016, 2018 & 2020*
	10.056	Development Driveway with Full Access located 0.25 miles north of CR 54/ Ronald Reagan Parkway	Stop Control	#	
92010100	0.365	CR 532	Signal	7-9 AM,11-1 PM, 2-6 PM; 7-9 AM and 4-6 PM	2016, 2017 & 2018
	1.074	Old Tampa Highway	Stop Control	7-9 AM and 4-6 PM	2016
92010000	3.157	Tallahassee Boulevard	Stop Control	8-9 AM, 11-12 PM, 2-8 PM	2017
	3.225	Manatee Street/Hope Street	Stop Control	7-9 AM,11-1 PM, 2-6 PM	2017
	3.341	Shepherd Lane/Nocatee Street	Stop Control	7-10 AM, 1-4 PM, 4-7 PM	2017
	4.117	Avenue A	Stop Control	Not Available	-
	4.572	Poinciana Boulevard	Signal	7-9 AM and 4-6 PM	2019

*Note: *Only 4-6 PM TMC is available for 2020 at this location. # Loughman Crossing Plaza TIA Report will only be used for future turning movement volume estimates and not for estimating existing volumes.*

2.2 Pedestrian, Bicycle & Other Multimodal Data

Pedestrian and bicycle data will be extracted from the turning movement counts as shown in **Table 4**. Freight movement data or the number of trucks will be extracted from the available 2019 FDOT count sites (920314 and 920029) and previous turning movement counts (if available). Transit data including route and frequency information will be collected from LYNX and Citrus Connection (Polk County Transit Provider).

2.3 Existing Traffic Development

Because of the COVID-19 Pandemic, the existing year of 2019 will be used for this project. The development of the existing year 2019 AADT and TMC volumes are discussed in this section.

2.3.1 Annual Average Daily Traffic (AADT)

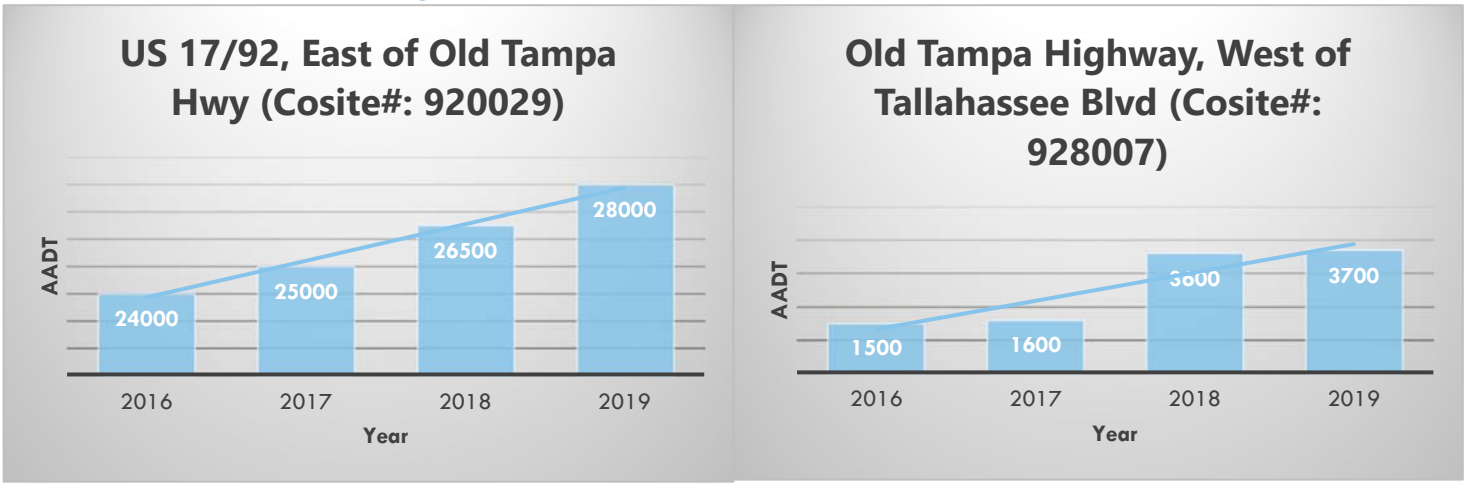
As shown in **Table 3/Figure 2**, the year 2019 AADTs are available at the majority of the study count locations and will be used in the PTAR. The following list shows the locations that do not have available 2019 counts.

- Tallahassee Boulevard, North of US 17/92
- Manatee Street/Hope Street, North of US 17/92
- Manatee Street /Hope Street, South of US 17/92
- Shepherd Lane/Nocatee Street, North of US 17/92
- Shepherd Lane /Nocatee Street, South of US 17/92
- Avenue A, North of US 17/92
- Avenue A, South of US 17/92
- Poinciana Boulevard, North of US 17/92
- US 17/92, West of Poinciana Boulevard

The methodology proposed to collect volume counts for the locations that do not have 2019 counts is explained in Section 2.3.2.

To investigate if the ongoing roadway widening construction (that started in February 2019) on US 17/92 between Avenue A and Poinciana Boulevard impacted the roadway volumes on US 17/92 east of CR 532, FDOT count data (see **Figure 4**) between 2016 and 2019 were reviewed. This review revealed that there was a positive annual growth between 2016 and 2019. Therefore, the latest 2019 volumes will be used for all study locations including the locations on US 17/92 between CR 532 and Poinciana Boulevard.

Figure 4: Historical Traffic Counts for US 17/92



2.3.2 Intersection Peak Hour Volumes (from TMC)

Historical TMCs range from 2016 to 2019 and are available at all the study locations except for US 17/92 and Avenue A. To estimate the year 2019 TMCs and also to collect volume counts at locations that do not have the year 2019 counts, the following methodology is proposed:

US 17/92 at CR 54

- As noted in **Figure 3/Table 4**, only the PM peak hour TMCs between 4 and 6 PM collected in January 2020 are available at this study intersection. Therefore, turning movement volume estimates from the StreetLight data will be collected at this location. The available 2018 TMCs (7-9 AM and 4-6 PM), 2020 TMCs (4-6 PM), and the available 2019 volume counts will be reviewed and used to validate the Streetlight data.

US 17/92 at CR 532

- Turning movement volume estimates from the StreetLight data will be collected at this location. The available 2018 TMCs (7-9 AM and 4-6 PM) and the available 2019 volume counts will be reviewed and used to validate the Streetlight data.

US 17/92 at Poinciana Boulevard

- The available 2019 TMCs will be used in the PTAR.

US 17/92 at Development Driveway with Full Access located 0.25 miles north of CR 54

- Turning movement volume estimates from the StreetLight data will be collected at this location. The Publix Shopping Center opened around September 2019, and therefore the TMC at this location will be collected for October 2019. The TMC available at US 17/92 and CR 54 (for January 2020) will be used to validate the StreetLight data at this location.
- Estimated counts that are shown in the Loughman Plaza Traffic Access Study, dated August 2011 will be used to estimate the sidestreet (Development Driveway) in/out volumes for future conditions. The latest Institute of Transportation Engineers (ITE) trip generation rates for the land uses in this development will be reviewed to conduct reasonableness checks for the turning movement volumes from the Traffic Access Study.

Other Unsignalized intersections

- Turning movement volume estimates from the StreetLight data will be collected for all the remaining unsignalized intersections. The data will be collected for September 2019 that represents both a pre-COVID and a non-holiday period. The available 2019 volume counts and the 2019 TMCs available at US 17/92 and Poinciana Boulevard, and other available TMCs (for 2016 and 2017) at adjacent intersections will be used to validate the StreetLight data.
- The other advantage of collecting the StreetLight data is that 24-hour volume estimates can also be collected at each leg of these study intersections. This will provide volume estimates for the locations that do not have the year 2019 volume counts (as mentioned in Section 2.3.1).

- Based on input from the Department, TMCs will be collected at US 17/92 & CR 54, US 17/92 & CR 532, and US 17/92 & Poinciana Blvd in September 2020 and September 2021 to conduct reasonableness checks for existing counts and to understand the traffic patterns for pre- and post-COVID periods.

3 Project Assumptions

3.1 Analysis Years

The corridor will be analyzed for the following years:

- Existing Year 2019
- Opening Year 2025
- Mid-design Year 2035
- Design Year 2045

3.2 Project Alternatives

The PD&E Study will evaluate the following alternatives:

- **No-Build Alternative:** The No-Build alternative will represent the existing roadway and intersection configuration and any programmed and planned improvements as described in Section 4. The proposed Poinciana Parkway Extension (PPE) intersects with US 17/92 within the study limits and this new interchange (only the ramp terminals along US 17/92) will be evaluated as part of the No-Build alternative.
- **Build Alternative**: The Build alternative will represent the widening of US 17/92 corridor from two-lanes to four-lanes within the study limits and any programmed and planned improvements as described in Section 4. The proposed PPE intersects with US 17/92 within the study limits and this new interchange (only the ramp terminals along US 17/92) will be evaluated as part of the Build alternative.

3.3 Travel Demand Model

The latest version of the Central Florida Regional Planning Model (CFRPM) version 6.1 daily travel demand model (FDOT's adopted regional planning model) with the base year 2010 and the horizon year 2040 will be used in developing the future traffic projections within the study area.

3.4 Target Level of Service (LOS)

LOS targets per the State Highway System, Policy No. 000-525-006c, effective April 19, 2017, are summarized below:

- US 17/92 and Study Intersections: LOS D

3.5 Analysis Tool(s)

Synchro 10 will be used to perform the LOS operational analyses for all modes (automobile [auto], pedestrian, and bicycle) at the study intersections. Auto LOS analysis will be conducted for both the signalized and unsignalized study intersections. Pedestrian and bicycle LOS analysis will be conducted at signalized study intersections. HCM 6th Edition based analysis results (if available) will be provided for all modes. Please note that the current HCM methodologies do not report pedestrian and bicycle LOS at unsignalized intersections, and transit LOS at signalized and unsignalized intersections.

Roadway segment LOS for the auto mode will be computed using Synchro reported average speed and criteria from Exhibit 18-1 of HCM 6th Edition. Pedestrian, bicycle, and transit LOS for the study corridor will be provided based on the criteria outlined in the latest 2020 Quality/Level of Service (Q/LOS) Handbook.

3.6 Design Hour Traffic Factors for Future Analysis

- Peak Hour Factor (PHF)
    - 0.95
- Standard K Factor (proportion of the AADT that occurs during the design hour):
    - 9.0% for all study roadways (source: Project Traffic Forecasting Handbook)
- D Factor (percentage of the total, two-way design hour traffic traveling in the peak direction)
    - Will be determined in the PTAR
- T Factor (percentage of the AADT volume generated by trucks or commercial vehicles)
    - Will be determined in the PTAR

3.7 Study Measures of Effectiveness (MOEs)

The analysis results will include the following performance measures as shown in Table 5.

Table 5: Study MOEs

Configuration Type	Mode	MOE
Signalized Intersection	Auto	▪ Overall LOS & Delay (seconds per vehicle) ▪ 95th percentile queues for turn lanes (for future storage length requirements)
	Pedestrian/Bicycle	▪ Approach LOS
Unsignalized Intersection	Auto	▪ Worst Movement LOS & Delay (seconds per vehicle) ▪ 95th percentile queues for turn lanes (for future storage length requirements)
Roadway Segment	Auto	▪ Average Speed (miles per hour) & LOS
	Pedestrian/Bicycle/Transit	▪ LOS

3.8 Safety Analysis

Historical Crash Data: 2014-2018

Source:

- FDOT Crash Analysis Reporting System (CARS) database

4 Future Traffic Development

The traffic forecasting methodology will be consistent with the procedures outlined in the 2019 FDOT Project Traffic Forecasting Handbook. This section discusses the detailed methodology for the future year traffic forecast development process for both No-Build and Build conditions.

4.1 Sub-Area Model Validation

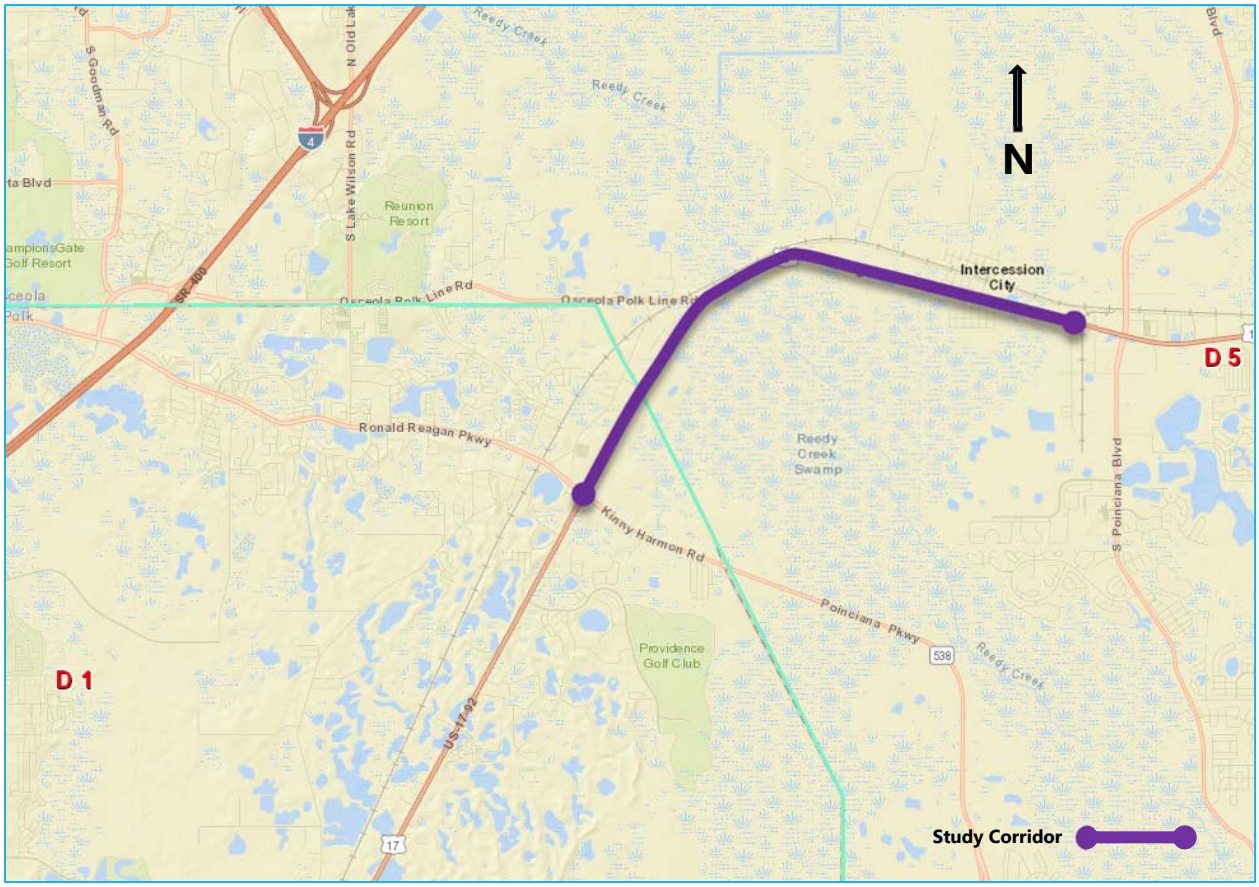
As mentioned before, CFRPM version 6.1 with the base year 2010, and the horizon year 2040 will be used in developing the future traffic projections within the study area. The proposed sub-area, shown in **Figure 5**, in the CFRPM model will be calibrated and validated for the existing year 2019 conditions. The Socio-Economic (SE) data for the year 2019 will be derived using interpolation between the approved 2015 and 2020 datasets that are available for CFRPM v6.1. As part of the sub-area validation, land use and roadway network data, roadway speeds, capacities, travel patterns, and pathfinding algorithms will be examined, and necessary model updates will be made to better validate model results within the study area. The model validation and calibration of the CFRPM model will be following the guidance provided in the "FSUTMS-Cube Framework Phase II Model Calibration and Validation Standards".

4.2 Future Year Model Development

After the subarea base year validation, the same model updates will be applied to 2040 future year models. For future conditions, a total of two model runs will be conducted; one (1) Year 2040 No-Build alternative and one (1) Year 2040 Build alternative.

For the model sub-area shown in **Figure 5**, the 2040 SE data will be based on the CFRPM v7 SE data. Year 2040 SE data from CFRPM v7 will be obtained by interpolating between the latest 2015 and 2045 SE data in CFRPM v7 (currently used for developing 2045 LRTP) and obtained from FDOT D5 in September 2020. The SE data for the rest of the CFRPM v6.1 model for year 2040 has not been changed and will be based on the approved 2040 SE data that is available for CFRPM 6.1.

Figure 5: Proposed Travel Demand Model Sub-Area



4.2.1 Stakeholder Coordination

Before conducting the year 2040 model run, the roadway network (Cost Feasible 2040 CFRPM) will be updated to account for any new developments and network connectivity identified by FDOT. The future year travel demand model will consider programmed and planned improvements in the vicinity of the study area that are consistent with regional transportation plans including the following:

- FDOT Five Year Work Program
- FDOT Strategic Intermodal System (SIS) plans
- Committed improvements from local and private sources
- Adopted LRTPs and Comprehensive Plans

Figure 6 shows a list of programmed and planned improvements assembled using information from the available regional transportation plans and based on the coordination meeting held on August 20, 2020, with the stakeholders including FDOT, Central Florida Expressway Authority (CFX), Florida's Turnpike Enterprise (FTE), and Polk and Osceola Counties.

4.3 Future Traffic Forecasts

The design year 2045 traffic volumes will be estimated by using a recommended growth rate or rates. The rate(s) will be determined based on a review of the historical traffic trends analysis, travel demand model projections, Bureau of Economics & Business Research [BEBR] low, medium, and high population estimates, and the recently completed (in July 2019) Poinciana Parkway Extension PTAR.

Should there be future traffic estimates that are not consistent with the historic trends or reasonable expectations for growth in the study corridor, these issues will be reviewed with the Department, and an acceptable solution will be reached on any revisions necessary.

Ref#	Segments	Status	2040 CFRPM Model	Source
Programmed Improvements with Construction Funding by FY 2025				
2	444329-1: I-4 Aux Lanes from CR 532 to SR 429	CST: FY 2022	Will be included	FDOT Work Program
3	4441871: I-4/CR 532 Interchange modification	CST: FY 2021	Will be included	FDOT Work Program
4	2397141: US17/92 from W. of Poinciana Blvd to CR 535 – Widen to 4 lanes	CST: Ongoing	Already included	FDOT Work Program
6	**Poinciana Parkway Extension (PPE)**			
	Four- Lane widening of Poinciana Pkwy from Ronald Reagan Pkwy to KOA St	Design Ongoing CST: FY 2022	Will be included	CFX Five Year Work Plan - FY 2021- 2025
	(CFX) Segment 1: Four-lane Toll Roadway from Ronald Reagan Pkwy to US 17/92;		Already included	
	(CFX) Segment 2: Four-lane Toll Roadway from US 17/92 to CR 532		Already included	
11	Four-lane widening of CR 532 from Old Lake Wilson Rd to US 17/92	Design Ongoing CST: FY 2022	Already included	CFX Five Year Work Plan - FY 2021-2025
13	0600013: Four-lane widening of Lake Wilson Rd from Ronald Reagan Pkwy to CR 532	CST: FY 2021	Will be included	Polk TPO TIP (2019/20 - 2023/24) Amended February 2020
16	92108: Four-lane widening of Hoagland Blvd from 5th St to Pleasant Hill Rd	CST Ongoing	Already included	MetroPlan Orlando TIP (FY 2020/21 - 2024/25)
7	5400140: Four-lane widening of Cypress Pkwy from Solivita Blvd (W. of Poinciana Pkwy) to Solivita Blvd (W. of Marigold)	CST: FY 2022	Will be included	Polk TPO TIP (2019/20 - 2023/24) Amended February 2020
8	5400138: Four-lane widening of Marigold Ave from Coyote Rd to Cypress Pkwy	CST: FY 2023	Already included	Polk TPO TIP (2019/20 - 2023/24) Amended February 2020
Planned Improvements				
1	Four-lane widening of US 17/92 from Ronald Reagan Pkwy to Avenue A	PD&E Ongoing	Already included	MetroPlan Orlando 2040 LRTP
9	444625-1, 2: Four-lane widening of US 17/92 from US 27 to Ronald Reagan Pkwy	Feasibility Study and PD&E: FY 2025	Will be included	FDOT Work Program & Polk TPO
5	**I-4 Beyond the Ultimate (BtU)**			
	431456-1 (Segment 1A): I-4 West of CR 532 to east of Osceola Pkwy	Design and ROW: FY 2021	Already included	MetroPlan Orlando 2040 LRTP
	201210-3 (Segment 5): I-4 west of US 27 to west of CR 532	Design and ROW: FY 2021	Already included	Polk TPO 2040 LRTP
6	**Poinciana Parkway Extension (PPE)**			
	(FTE) Segment 3: CR 532 to SR 429/Sinclair Rd	PD&E: FY 2021	Already included	FTE
10	Four-lane widening of Old Lake Wilson Rd from CR 532 to Sinclair Rd	PD&E: FY 2021	Already included	MetroPlan Orlando 2040 LRTP
12	Eight-lane widening of SR 429 from Sinclair Rd to Seidel Rd	PD&E: FY 2020	Will be included	FTE
14	Southport Connector Expressway from Poinciana Parkway to Florida's Turnpike	PD&E: FY 2020	Already included	CFX Five Year Work Plan - FY 2021-2025 (CFX 2040 Master Plan Summary)
17	418403-3, 6 Six-lane widening of US 17/92 from CR 535 to Portage St	PD&E, Design, ROW: FY 2025	Already included	FDOT Work Program
15	Four-lane widening of Poinciana Blvd from Pleasant Hill Blvd to Crescent Lakes	Design & CST: FY 2025	Already included	MetroPlan Orlando 2040 LRTP



PD&E: Project Development & Engineering (PD&E), **ROW:** Right of Way, CST: Construction
LRTP: Long Range Transportation Plan
TIP: Transportation Improvement Program
TPO: Transportation Planning Organization

Figure 6

List of Programmed and Planned Improvements
Project Development and Environment (PD&E) Study, US 17/92 from CR 54 to Avenue A

The opening year 2025 and the mid-design year 2035 traffic projections at all the intersections (except for the proposed interchange at US 17/92 and PPE) will be developed by the method of interpolation using the year 2019 (existing traffic volumes) and the year 2045 traffic volumes. The ramp volumes for all the future years at the proposed interchange of US 17/92 and PPE will be provided by CFX.

4.4 Design Traffic Characteristics

The recommended standard "K" factor of 9.0% will be used for all the study roadway segments. The "D" and "T" factors will be developed using historical data reported by FTO and recommended ranges identified in the 2019 Project Traffic Forecasting Handbook.

4.5 Design Hour Volumes

The recommended design traffic characteristics, existing intersection turning movement volumes and the future traffic projections will be used as inputs to the TURNS5 spreadsheet to develop the intersection design hour volumes. The output of the TURNS5 will be adjusted to account for reasonability and balancing purposes.

5 Operational Analysis

5.1 Traffic Operational Analysis

Detailed operational analyses will be performed for all analysis years for both AM and PM peak hours. Analyses will be performed for the following scenarios:

- Existing Year 2019
- Opening Year 2025 – No-Build and Build
- Mid-design Year 2035 – No-Build and Build
- Design Year 2045 – No-Build and Build

The proposed PPE intersects with US 17/92 within the study limits and this new interchange (only the ramp terminals along US 17/92) will be evaluated as part of the No-Build and Build analysis. The interchange configuration for PPE at US 17/92 will be determined based on coordination with CFX. The need for future signalization at the stop-controlled intersections will be based on volume-based signal warrants (1-3). These requirements will be evaluated for both the No-Build and the Build alternatives.

5.2 Alternative Analysis

The preliminary potential project alternatives will be identified, developed, assessed, and screened following Part 2, Chapter 3 of the PD&E Manual.

This task will be performed in conjunction with the Intersection Control Evaluation (ICE) analysis. ICE analysis will be documented under a separate cover.

6 Safety Analysis

6.1 Crash Data Analysis

Detailed crash data within the study area will be analyzed and documented. Crash Analysis will summarize crash rates, location of crashes, crash types, contributing causes of these crashes, most common types of crashes, crash severity (fatal, injury and property damage only), critical crash rates, and safety ratios.

6.2 Safety Analysis

The safety analysis will be performed in accordance with Part 1, Chapter 2 of the PD&E Manual**.** Based on the information obtained from the crash data, the project safety needs associated with the existing and future conditions will be identified. Furthermore, No-Build and Build Highway Safety Manual (HSM) safety analysis will be conducted utilizing Crash Modification Factors (CMF's) and predictive crash methods to compare potential future crashes between alternatives.

7 Documentation

A PTAR will be prepared to document the data collection task, results of existing conditions analysis, results of the CFRPM model validation, the year 2040 land use and network changes in the model, development of future AADTs and design hour volumes, safety analysis, No-Build and Build alternative analysis results and recommendations for the preferred alternative.

Appendix C

LYNX Route Maps

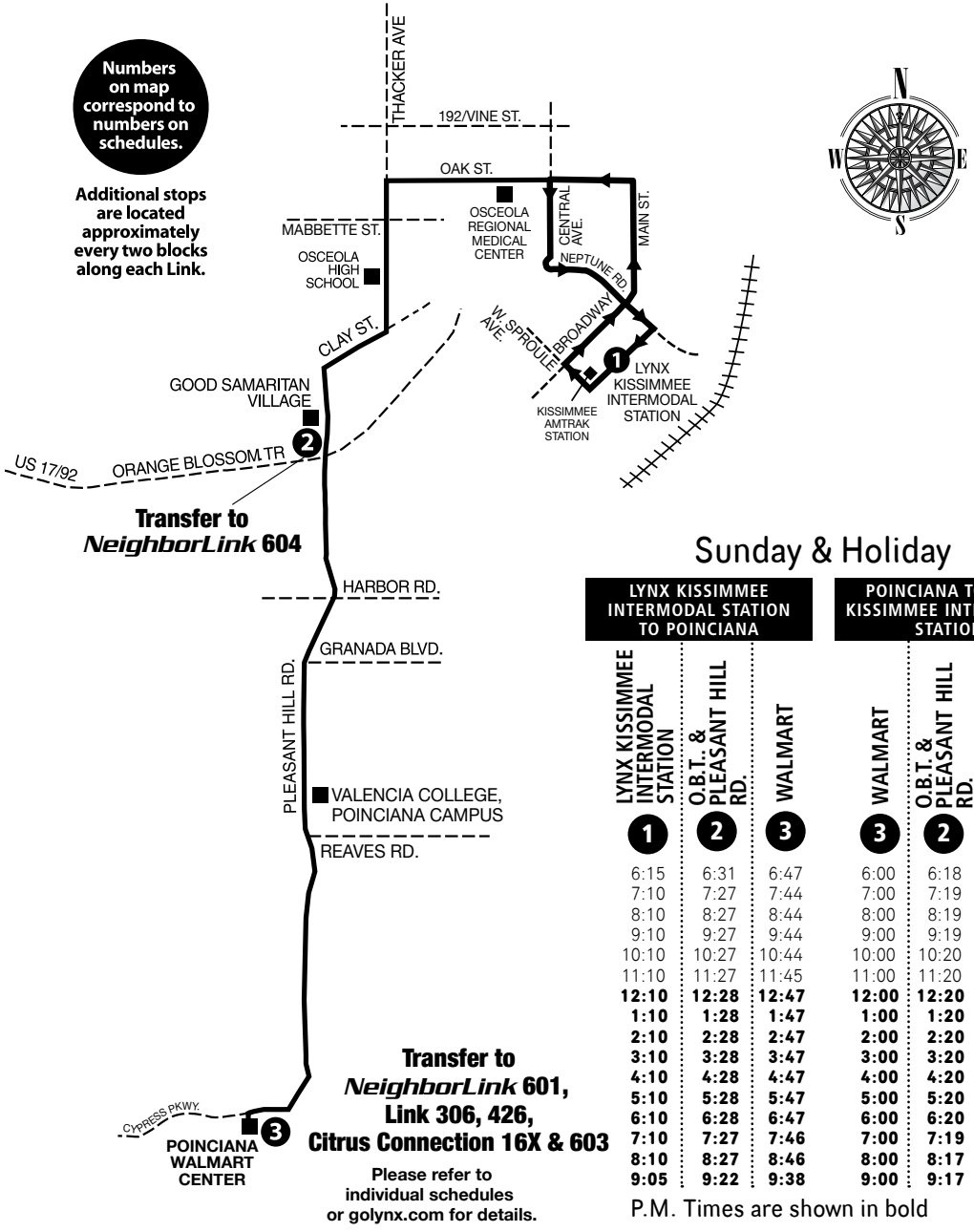
Link 26

Pleasant Hill Road/ Poinciana

Monday–Sunday
& Holiday service

SERVING:

- LYNX Kissimmee Intermodal Station/SunRail
- Osceola Regional Medical Center
- Thacker Avenue
- Osceola High School
- Good Samaritan Village
- NeighborLink 601
- Citrus Connection 603 & 16X
- NeighborLink 604
- Valencia College - Poinciana Campus
- Walmart Poinciana



Sunday & Holiday

LYNX KISSIMMEE INTERMODAL STATION TO POINCIANA			POINCIANA TO LYNX KISSIMMEE INTERMODAL STATION		
LYNX KISSIMMEE INTERMODAL STATION	O.B.T. & PLEASANT HILL RD.	WALMART	WALMART	O.B.T. & PLEASANT HILL RD.	LYNX KISSIMMEE INTERMODAL STATION
1	2	3	3	2	1
6:15	6:31	6:47	6:00	6:18	6:31
7:10	7:27	7:44	7:00	7:19	7:33
8:10	8:27	8:44	8:00	8:19	8:33
9:10	9:27	9:44	9:00	9:19	9:33
10:10	10:27	10:44	10:00	10:20	10:35
11:10	11:27	11:45	11:00	11:20	11:35
12:10	**12:28**	**12:47**	**12:00**	**12:20**	**12:35**
1:10	**1:28**	**1:47**	**1:00**	**1:20**	**1:35**
2:10	**2:28**	**2:47**	**2:00**	**2:20**	**2:35**
3:10	**3:28**	**3:47**	**3:00**	**3:20**	**3:35**
4:10	**4:28**	**4:47**	**4:00**	**4:20**	**4:34**
5:10	**5:28**	**5:47**	**5:00**	**5:20**	**5:34**
6:10	**6:28**	**6:47**	**6:00**	**6:20**	**6:33**
7:10	**7:27**	**7:46**	**7:00**	**7:19**	**7:31**
8:10	**8:27**	**8:46**	**8:00**	**8:17**	**8:29**
9:05	**9:22**	**9:38**	**9:00**	**9:17**	**9:29**

P.M. Times are shown in bold

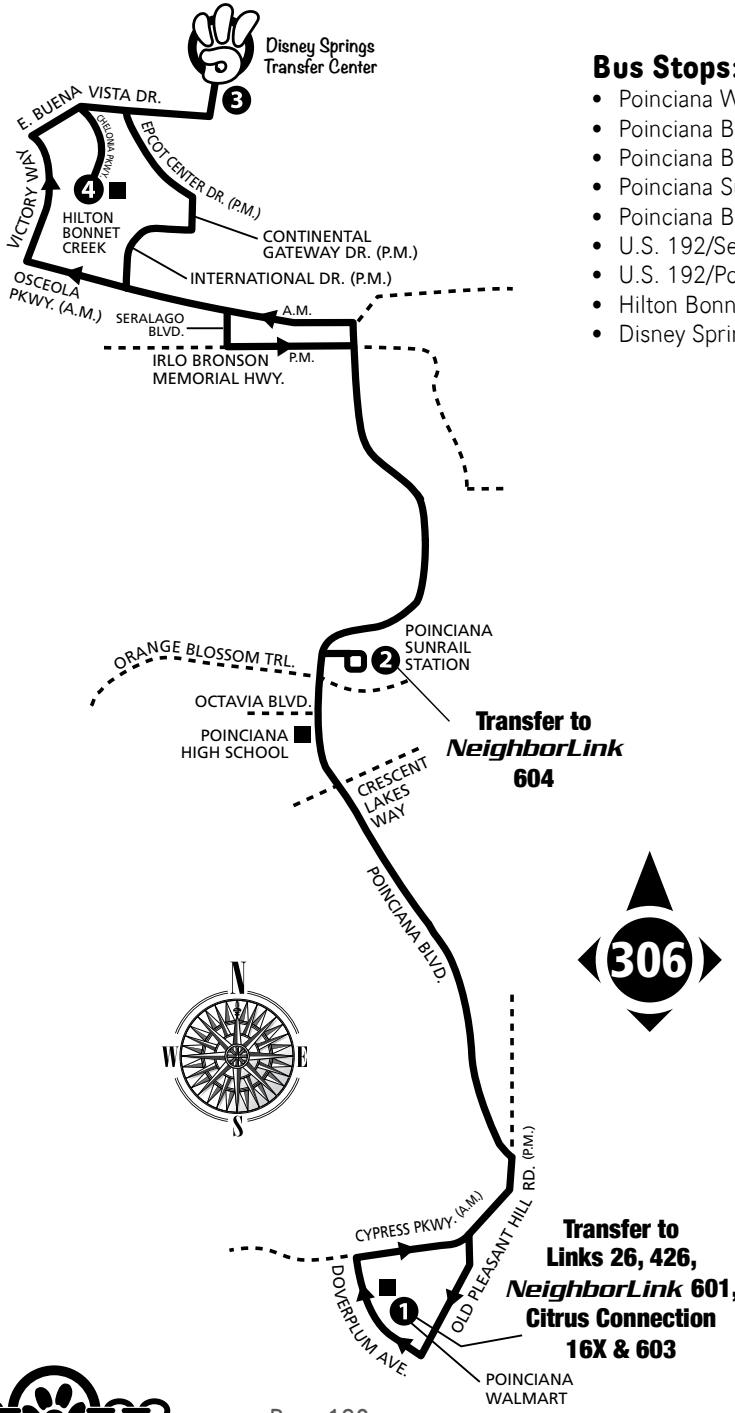
Link 306

Disney Direct

Monday–Sunday & Holiday service

SERVING:

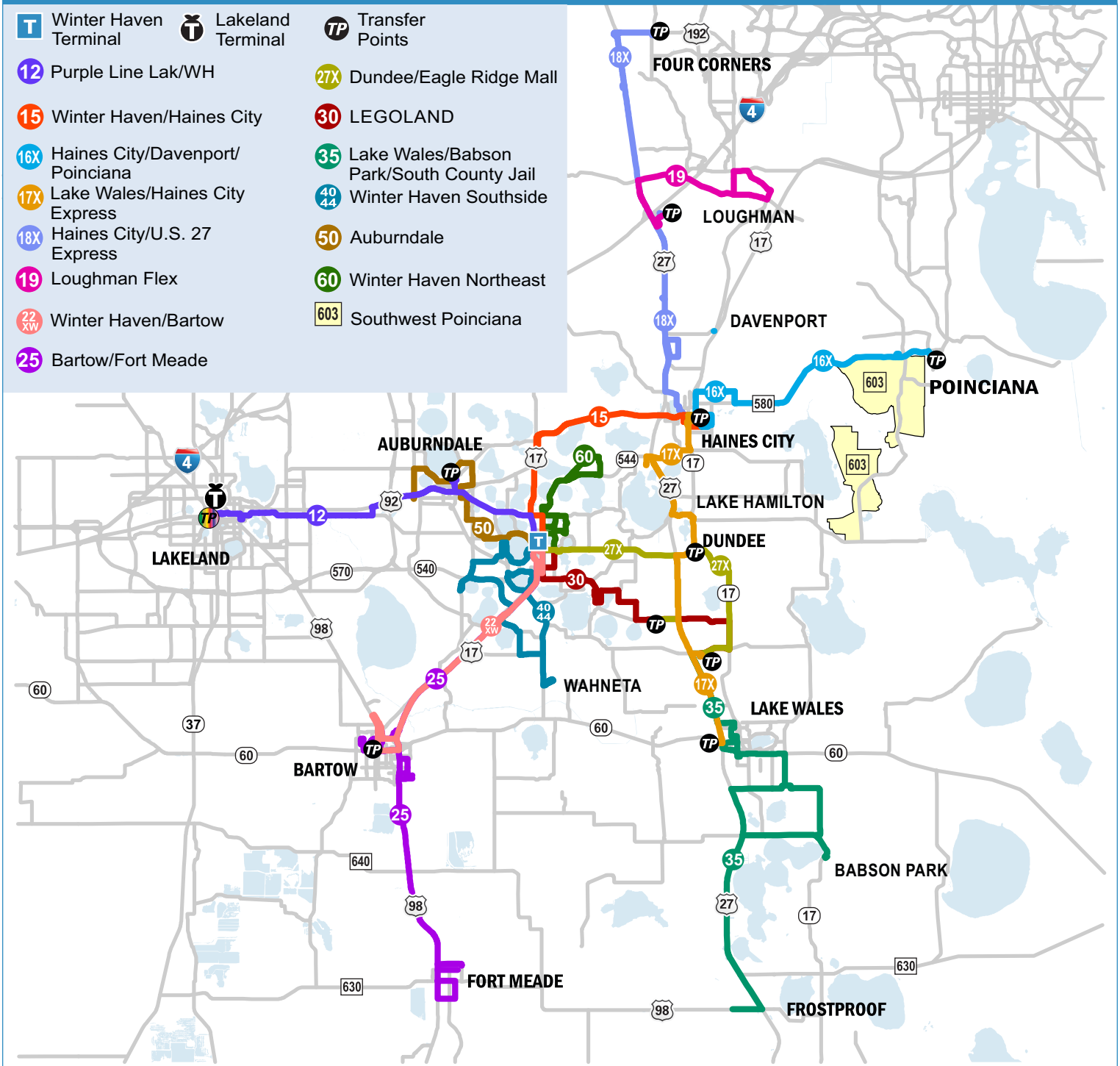
- Poinciana
- Poinciana High School
- Disney Springs Transfer Center
- Hilton Bonnet Creek Resort
- NeighborLink 601
- Citrus Connection 16X & 603
- NeighborLink 604
- Poinciana Walmart
- Poinciana SunRail Station



Bus Stops:

- Poinciana Walmart
- Poinciana Blvd./Crescent Lakes Way
- Poinciana Blvd./Trafalgar Blvd.
- Poinciana SunRail Station
- Poinciana Blvd./Irlo Bronson (a.m.)
- U.S. 192/Seralago Blvd. (p.m.)
- U.S. 192/Poinciana Blvd. (p.m.)
- Hilton Bonnet Creek
- Disney Springs Transfer Center

EAST COUNTY
ROUTES



Appendix D

FDOT RCI Information

Roadway Characteristics Inventory

FEATURE/CHARACTERISTIC SORT

Run Date: 07/14/2020 . . Run Time: 16.47.59
Roadway ID: 92010000
Sorted By: Beg. MP, Side of Road, End. MP and Characteristic Code

FEAT NUM	Beg MP	End MP	Side	Characteristic Description	Value	Last updated on
111	000.000	000.536	C	STATE ROAD NUMBER	SR 600	09/05/2007
111	001.915	010.298	C	STATE ROAD NUMBER	SR 600	09/10/2007
111	011.764	014.750	C	STATE ROAD NUMBER	SR 500	09/10/2007
112	000.000	000.536	C	FEDERAL HIGHWAY SYSTEM CODE	5 - NHS	10/06/2012
112	000.000	000.536	C	NHS DESIGNATION APPROVAL DATE	09/21/2012	11/01/2018
112	000.000	000.536	C	TRAVEL WAY ALONG ROADWAY	7 - NHS/MAP-21 PRINCIPAL ARTERIALS	10/04/2012
112	000.536	001.915	C	FEDERAL HIGHWAY SYSTEM CODE	6 - STP	10/06/2012
112	000.536	001.915	C	OLD FEDERAL HIGHWAY SYSTEM	2 - FA PRIMARY	12/17/2007
112	001.915	010.298	C	FEDERAL HIGHWAY SYSTEM CODE	5 - NHS	10/06/2012
112	001.915	010.298	C	NHS DESIGNATION APPROVAL DATE	09/21/2012	11/01/2018
112	001.915	010.298	C	TRAVEL WAY ALONG ROADWAY	7 - NHS/MAP-21 PRINCIPAL ARTERIALS	10/04/2012
112	010.298	011.764	C	FEDERAL HIGHWAY SYSTEM CODE	6 - STP	10/06/2012
112	011.764	014.750	C	FEDERAL HIGHWAY SYSTEM CODE	5 - NHS	10/06/2012
112	011.764	014.750	C	NHS DESIGNATION APPROVAL DATE	09/21/2012	11/01/2018
112	011.764	014.750	C	TRAVEL WAY ALONG ROADWAY	7 - NHS/MAP-21 PRINCIPAL ARTERIALS	10/04/2012
113	000.000	000.536	C	US ROUTE NUMBER	US 17	09/10/2007
113	000.000	000.536	C	SECONDARY U S ROUTE NUMBER	US 92	09/10/2007
113	001.915	010.298	C	US ROUTE NUMBER	US 17	09/10/2007
113	001.915	010.298	C	SECONDARY U S ROUTE NUMBER	US 92	09/10/2007
113	011.764	014.750	C	US ROUTE NUMBER	US 17	08/16/2007
113	011.764	014.750	C	SECONDARY U S ROUTE NUMBER	US 441	08/16/2007
113	011.764	014.750	C	SECONDARY U S ROUTE NUMBER	US 92	08/16/2007
114	000.000	007.658	C	LOCAL NAME OF FACILITY	S ORANGE BLOSSOM TRL	01/08/2013
114	007.658	010.298	C	LOCAL NAME OF FACILITY	JOHN YOUNG PKWY	01/23/2003
114	010.298	011.153	C	LOCAL NAME OF FACILITY	EMMETT ST	12/05/1990
114	011.153	012.264	C	LOCAL NAME OF FACILITY	MAIN ST	12/05/1990
114	012.264	014.750	C	LOCAL NAME OF FACILITY	ORANGE BLOSSOM TRL	08/05/2010
118	000.035	000.536	C	OTHR OR NO CONTROL AT-GR.INT.	3	07/15/2019
118	000.035	000.536	C	CURVES BY CLASS - CLASS A	100501	07/12/2010
118	000.035	000.536	C	GRADES BY CLASS - CLASS A	100501	07/12/2010
118	000.035	000.536	C	HPMS SAMPLE ID NUMBER	920100000025	07/12/2010
118	000.035	000.536	C	NO. LANES PEAK DIR/PEAK HOUR	1	07/12/2010
118	000.035	000.536	C	TURN LANE LEFT	4 - NO LEFT TURN LANES/BAYS EXIST	07/12/2010
118	000.035	000.536	C	TURN LANE RIGHT	3 - SINGLE RIGHT TURN LANE/BAY	07/12/2010
118	000.035	000.536	C	TYPE OF PARKING (HPMS)	3 - NO PARKING ALLOWED	08/16/2016
118	000.035	000.536	C	ROAD CAN BE WIDENED-NO OBSTACL	1 - YES	07/12/2010
118	000.035	000.536	C	WIDENING POTENTIAL LANES	9	07/12/2010
118	001.915	002.330	C	OTHR OR NO CONTROL AT-GR.INT.	1	09/18/2019
118	001.915	002.330	C	CURVES BY CLASS - CLASS A	100415	09/18/2019
118	001.915	002.330	C	GRADES BY CLASS - CLASS A	100415	09/18/2019
118	001.915	002.330	C	HPMS SAMPLE ID NUMBER	920100000200	09/18/2019
118	001.915	002.330	C	NO. LANES PEAK DIR/PEAK HOUR	1	09/18/2019
118	001.915	002.330	C	TURN LANE LEFT	4 - NO LEFT TURN LANES/BAYS EXIST	09/18/2019
118	001.915	002.330	C	TURN LANE RIGHT	4 - NO RIGHT TURN LANES/BAYS EXIST	09/18/2019
118	001.915	002.330	C	TYPE OF PARKING (HPMS)	2 - PARKING PERMITTED BOTH SIDES	11/18/2019
118	001.915	002.330	C	ROAD CAN BE WIDENED-NO OBSTACL	1 - YES	09/18/2019
118	001.915	002.330	C	WIDENING POTENTIAL LANES	9	09/18/2019
118	003.341	004.572	C	OTHR OR NO CONTROL AT-GR.INT.	2	01/30/2017
118	003.341	004.572	C	SIGNALS AT-GRADE INTERSECT.	1	01/30/2017
118	003.341	004.572	C	CURVES BY CLASS - CLASS A	101231	10/29/2008
118	003.341	004.572	C	GRADES BY CLASS - CLASS A	101231	10/29/2008
118	003.341	004.572	C	HPMS SAMPLE ID NUMBER	920100000250	07/25/2006
118	003.341	004.572	C	NO. LANES PEAK DIR/PEAK HOUR	1	07/25/2006
118	003.341	004.572	C	PREVAILING TYPE OF SIGNALIZAT.	1 - UNCOORDINATED FIXED TIME	01/30/2017
118	003.341	004.572	C	TURN LANE LEFT	3 - SINGLE LEFT TURN LANE/BAY	07/25/2006
118	003.341	004.572	C	TURN LANE RIGHT	3 - SINGLE RIGHT TURN LANE/BAY	07/25/2006
118	003.341	004.572	C	TYPE OF PARKING (HPMS)	2 - PARKING PERMITTED BOTH SIDES	07/25/2006
118	003.341	004.572	C	ROAD CAN BE WIDENED-NO OBSTACL	1 - YES	08/25/2010
118	003.341	004.572	C	WIDENING POTENTIAL LANES	9	08/25/2010
118	005.334	005.546	C	OTHR OR NO CONTROL AT-GR.INT.	1	11/03/2003
118	005.334	005.546	C	CURVES BY CLASS - CLASS A	100212	08/25/2010
118	005.334	005.546	C	GRADES BY CLASS - CLASS A	100212	08/25/2010
118	005.334	005.546	C	HPMS SAMPLE ID NUMBER	920100000590	12/08/2003
118	005.334	005.546	C	NO. LANES PEAK DIR/PEAK HOUR	1	11/03/2003
118	005.334	005.546	C	PREVAILING TYPE OF SIGNALIZAT.	9 - NONE	03/23/2009
118	005.334	005.546	C	TURN LANE LEFT	3 - SINGLE LEFT TURN LANE/BAY	07/24/2006

118	005.334	005.546	C	TURN LANE RIGHT	3 - SINGLE RIGHT TURN LANE/BAY	07/24/2006
118	005.334	005.546	C	TYPE OF PARKING (HPMS)	2 - PARKING PERMITTED BOTH SIDES	07/21/2000
118	005.334	005.546	C	ROAD CAN BE WIDENED-NO OBSTACL	1 - YES	08/25/2010
118	005.334	005.546	C	WIDENING POTENTIAL LANES	9	08/25/2010
118	008.446	009.316	C	OTHR OR NO CONTROL AT-GR.INT.	5	01/17/2020
118	008.446	009.316	C	SIGNALS AT-GRADE INTERSECT.	1	01/30/2017
118	008.446	009.316	C	CURVES BY CLASS - CLASS A	100870	05/28/2004
118	008.446	009.316	C	GRADES BY CLASS - CLASS A	100870	05/28/2004
118	008.446	009.316	C	HPMS SAMPLE ID NUMBER	920100000880	05/28/2004
118	008.446	009.316	C	NO. LANES PEAK DIR/PEAK HOUR	2	05/28/2004
118	008.446	009.316	C	PREVAILING TYPE OF SIGNALIZAT.	2 - UNCOORDINATED TRAFFIC ACTUATED	01/30/2017
118	008.446	009.316	C	TURN LANE LEFT	3 - SINGLE LEFT TURN LANE/BAY	05/28/2004
118	008.446	009.316	C	TURN LANE RIGHT	3 - SINGLE RIGHT TURN LANE/BAY	05/28/2004
118	008.446	009.316	C	TYPE OF PARKING (HPMS)	2 - PARKING PERMITTED BOTH SIDES	05/28/2004
118	008.446	009.316	C	ENVIRONMENTALLY SENSITIVE AREA	1 - YES	08/25/2010
118	008.446	009.316	C	WIDENING POTENTIAL LANES	6	08/21/2013
118	010.408	010.867	C	OTHR OR NO CONTROL AT-GR.INT.	8	05/12/2020
118	010.408	010.867	C	SIGNALS AT-GRADE INTERSECT.	1	08/02/2011
118	010.408	010.867	C	STOP SIGNS AT-GRADE INTERSECT.		05/12/2020
118	010.408	010.867	C	HPMS SAMPLE ID NUMBER	920100001050	08/02/2011
118	010.408	010.867	C	NO. LANES PEAK DIR/PEAK HOUR	2	08/02/2011
118	010.408	010.867	C	PREVAILING TYPE OF SIGNALIZAT.	2 - UNCOORDINATED TRAFFIC ACTUATED	08/02/2011
118	010.408	010.867	C	TURN LANE LEFT	3 - SINGLE LEFT TURN LANE/BAY	08/02/2011
118	010.408	010.867	C	TURN LANE RIGHT	4 - NO RIGHT TURN LANES/BAYS EXIST	08/02/2011
118	010.408	010.867	C	TYPE OF PARKING (HPMS)	1 - PARKING PERMITTED ONE SIDE	05/29/2020
118	010.408	010.867	C	DENSE DEVELOPMENT	1 - YES	08/02/2011
118	010.408	010.867	C	OTHER PUBLIC FACILITIES	1 - YES	08/02/2011
118	010.408	010.867	C	WIDENING POTENTIAL LANES		05/12/2020
118	011.573	011.764	C	OTHR OR NO CONTROL AT-GR.INT.	2	08/21/2013
118	011.573	011.764	C	SIGNALS AT-GRADE INTERSECT.	1	07/24/2006
118	011.573	011.764	C	STOP SIGNS AT-GRADE INTERSECT.		05/12/2020
118	011.573	011.764	C	HPMS SAMPLE ID NUMBER	920100001150	07/24/2006
118	011.573	011.764	C	NO. LANES PEAK DIR/PEAK HOUR	2	07/24/2006
118	011.573	011.764	C	PREVAILING TYPE OF SIGNALIZAT.	2 - UNCOORDINATED TRAFFIC ACTUATED	08/01/2006
118	011.573	011.764	C	TURN LANE LEFT	3 - SINGLE LEFT TURN LANE/BAY	07/24/2006
118	011.573	011.764	C	TURN LANE RIGHT	3 - SINGLE RIGHT TURN LANE/BAY	07/24/2006
118	011.573	011.764	C	TYPE OF PARKING (HPMS)	3 - NO PARKING ALLOWED	08/21/2013
118	011.573	011.764	C	DENSE DEVELOPMENT	1 - YES	05/12/2020
118	011.573	011.764	C	WIDENING POTENTIAL LANES		05/12/2020
118	012.760	013.466	C	OTHR OR NO CONTROL AT-GR.INT.	9	03/26/2009
118	012.760	013.466	C	SIGNALS AT-GRADE INTERSECT.	1	03/26/2009
118	012.760	013.466	C	CURVES BY CLASS - CLASS A	100706	02/19/2009
118	012.760	013.466	C	GRADES BY CLASS - CLASS A	100706	02/19/2009
118	012.760	013.466	C	HPMS SAMPLE ID NUMBER	920100001275	07/25/2006
118	012.760	013.466	C	NO. LANES PEAK DIR/PEAK HOUR	2	07/25/2006
118	012.760	013.466	C	PREVAILING TYPE OF SIGNALIZAT.	2 - UNCOORDINATED TRAFFIC ACTUATED	07/25/2006
118	012.760	013.466	C	TURN LANE LEFT	2 - CONTINUOUS LEFT TURN LANE	07/25/2006
118	012.760	013.466	C	TURN LANE RIGHT	4 - NO RIGHT TURN LANES/BAYS EXIST	03/05/2015
118	012.760	013.466	C	TYPE OF PARKING (HPMS)	3 - NO PARKING ALLOWED	03/01/2018
118	012.760	013.466	C	DENSE DEVELOPMENT	1 - YES	03/01/2018
118	012.760	013.466	C	WIDENING POTENTIAL LANES	6	03/26/2009
118	013.466	013.740	C	OTHR OR NO CONTROL AT-GR.INT.	1	02/02/2012
118	013.466	013.740	C	CURVES BY CLASS - CLASS A	100274	02/19/2009
118	013.466	013.740	C	GRADES BY CLASS - CLASS A	100274	02/19/2009
118	013.466	013.740	C	HPMS SAMPLE ID NUMBER	920100001350	07/25/2006
118	013.466	013.740	C	NO. LANES PEAK DIR/PEAK HOUR	2	07/25/2006
118	013.466	013.740	C	TURN LANE LEFT	2 - CONTINUOUS LEFT TURN LANE	07/25/2006
118	013.466	013.740	C	TURN LANE RIGHT	3 - SINGLE RIGHT TURN LANE/BAY	07/25/2006
118	013.466	013.740	C	TYPE OF PARKING (HPMS)	3 - NO PARKING ALLOWED	01/29/2018
118	013.466	013.740	C	ROAD CAN BE WIDENED-NO OBSTACL	1 - YES	02/02/2012
118	013.466	013.740	C	WIDENING POTENTIAL LANES	9	02/02/2012
119	000.000	001.915	C	YEAR OF LAST IMPROVEMENT	2007	12/23/2017
119	000.000	005.725	C	YEAR OF LAST CONSTRUCTION	1990	11/20/2019
119	000.000	014.750	C	HPMS BASE THICKNESS	8	08/28/2019
119	000.000	014.750	C	HPMS BASE TYPE	2 - AGGREGATE	08/28/2019
119	000.000	014.750	C	HPMS THICKNESS FLEXIBLE PVMT	5	08/28/2019
119	000.000	014.750	C	SURFACE TYPE	02 - ASPHALT CEMENT CONC BIT (ACC)	08/28/2019
119	001.915	009.316	C	YEAR OF LAST IMPROVEMENT	2007	07/07/2011
119	010.298	010.367	C	YEAR OF LAST IMPROVEMENT	1997	08/02/2011
119	010.298	010.759	C	YEAR OF LAST CONSTRUCTION	1966	08/02/2011
119	010.408	010.867	C	YEAR OF LAST IMPROVEMENT	1999	08/04/2014
119	010.759	011.764	C	YEAR OF LAST CONSTRUCTION	1959	08/21/2013
119	011.573	011.764	C	YEAR OF LAST IMPROVEMENT	2003	08/04/2014
119	012.760	013.466	C	YEAR OF LAST CONSTRUCTION	1994	04/25/2012
119	012.760	014.750	C	YEAR OF LAST IMPROVEMENT	2009	12/23/2017

119	013.466	013.740	C	YEAR OF LAST CONSTRUCTION	1954	02/02/2012
120	000.000	000.540	C	TYPE OF ROAD	0 - NOT DIVIDED	08/16/2007
120	000.000	014.750	C	ROUTE SIGNING	9 - NONE OF THE ABOVE	03/26/2009
120	000.540	000.938	C	TYPE OF ROAD	2 - DIVIDED	08/16/2007
120	000.938	001.400	C	TYPE OF ROAD	0 - NOT DIVIDED	08/16/2007
120	001.400	001.915	C	TYPE OF ROAD	2 - DIVIDED	04/16/2007
120	001.915	002.843	C	TYPE OF ROAD	0 - NOT DIVIDED	08/16/2007
120	002.843	003.376	C	TYPE OF ROAD	2 - DIVIDED	03/16/1995
120	003.376	003.931	C	TYPE OF ROAD	0 - NOT DIVIDED	09/20/1979
120	003.931	004.190	C	TYPE OF ROAD	2 - DIVIDED	09/20/1979
120	004.190	004.426	C	TYPE OF ROAD	0 - NOT DIVIDED	08/16/2007
120	004.426	004.925	C	TYPE OF ROAD	2 - DIVIDED	08/16/2007
120	004.925	005.438	C	TYPE OF ROAD	0 - NOT DIVIDED	12/05/1990
120	005.438	005.636	C	TYPE OF ROAD	2 - DIVIDED	08/16/2007
120	005.636	005.715	C	TYPE OF ROAD	0 - NOT DIVIDED	08/16/2007
120	005.715	014.750	C	TYPE OF ROAD	2 - DIVIDED	03/29/1994
121	000.000	000.536	C	FUNCTIONAL CLASSIFICATION	14 - URBAN PRIN ART OTHER	09/10/2014
121	001.915	010.298	C	FUNCTIONAL CLASSIFICATION	14 - URBAN PRIN ART OTHER	09/10/2014
121	010.298	011.764	C	FUNCTIONAL CLASSIFICATION	16 - URBAN MINOR ART	09/10/2014
121	011.764	014.750	C	FUNCTIONAL CLASSIFICATION	14 - URBAN PRIN ART OTHER	09/10/2014
122	000.000	014.750	C	ACCESS CONTROL TYPE	3 - NONE	08/16/2007
122	000.000	014.750	C	TOLL ROAD FLAG	0 - FREE	08/16/2007
124	000.000	000.536	C	HIGHWAY LOCATION CODE	3 - INSIDE URBAN, OUTSIDE CITY	09/16/2014
124	000.000	000.536	C	MPO AREA	16 - METROPLAN ORLANDO	12/18/2017
124	000.000	000.536	C	URBAN AREA NUMBER	9904 - FOUR CORNERS	09/16/2014
124	000.000	000.536	C	URBAN SIZE	2 - SMALL URBAN	09/16/2014
124	001.915	008.463	C	HIGHWAY LOCATION CODE	3 - INSIDE URBAN, OUTSIDE CITY	09/16/2014
124	001.915	010.298	C	MPO AREA	16 - METROPLAN ORLANDO	12/18/2017
124	001.915	014.750	C	URBAN AREA NUMBER	1075 - KISSIMMEE	09/16/2014
124	001.915	014.750	C	URBAN SIZE	4 - LARGE URBANIZED	09/16/2014
124	008.463	012.245	C	HIGHWAY LOCATION CODE	4 - INSIDE CITY, AND URBAN	09/16/2014
124	008.463	012.245	C	CENSUS PLACE (CITY) CODE	1075 - KISSIMMEE	09/16/2014
124	010.298	011.764	C	MPO AREA	16 - METROPLAN ORLANDO	12/18/2017
124	011.764	014.750	C	MPO AREA	16 - METROPLAN ORLANDO	12/18/2017
124	012.245	012.435	C	HIGHWAY LOCATION CODE	3 - INSIDE URBAN, OUTSIDE CITY	09/16/2014
124	012.435	012.898	C	HIGHWAY LOCATION CODE	4 - INSIDE CITY, AND URBAN	09/16/2014
124	012.435	012.898	C	CENSUS PLACE (CITY) CODE	1075 - KISSIMMEE	09/16/2014
124	012.898	014.750	C	HIGHWAY LOCATION CODE	3 - INSIDE URBAN, OUTSIDE CITY	09/16/2014
125	000.000	000.536	C	PAVEMENT ROUGHNESS INDEX	74	06/18/2014
125	001.915	002.770	C	PAVEMENT ROUGHNESS INDEX	57	06/18/2014
125	002.770	003.300	C	PAVEMENT ROUGHNESS INDEX	63	06/18/2014
125	003.300	005.671	C	PAVEMENT ROUGHNESS INDEX	67	06/18/2014
125	005.671	009.624	C	PAVEMENT ROUGHNESS INDEX	58	06/18/2014
125	009.624	010.298	C	PAVEMENT ROUGHNESS INDEX	118	06/18/2014
125	011.003	011.764	C	PAVEMENT ROUGHNESS INDEX	172	06/18/2014
125	011.764	012.228	C	PAVEMENT ROUGHNESS INDEX	125	06/18/2014
125	012.228	013.500	C	PAVEMENT ROUGHNESS INDEX	70	06/18/2014
125	013.500	013.765	C	PAVEMENT ROUGHNESS INDEX	80	06/18/2014
125	013.765	014.750	C	PAVEMENT ROUGHNESS INDEX	82	06/18/2014
126	000.000	000.690	C	PRELIM CURRENT CONTEXT CLASS	C3R - SUBURBAN RESIDENTIAL	08/14/2019
126	000.000	000.690	C	PRELIM CURRENT CONTEXT DATE	08/06/2019	08/14/2019
126	000.690	001.912	C	PRELIM CURRENT CONTEXT CLASS	C1 - NATURAL	08/14/2019
126	000.690	001.912	C	PRELIM CURRENT CONTEXT DATE	08/06/2019	08/14/2019
126	001.912	002.964	C	PRELIM CURRENT CONTEXT CLASS	C3R - SUBURBAN RESIDENTIAL	08/14/2019
126	001.912	002.964	C	PRELIM CURRENT CONTEXT DATE	08/06/2019	08/14/2019
126	002.964	003.462	C	PRELIM CURRENT CONTEXT CLASS	C2T - RURAL TOWN	08/14/2019
126	002.964	003.462	C	PRELIM CURRENT CONTEXT DATE	08/06/2019	08/14/2019
126	003.462	003.983	C	PRELIM CURRENT CONTEXT CLASS	C1 - NATURAL	08/14/2019
126	003.462	003.983	C	PRELIM CURRENT CONTEXT DATE	08/06/2019	08/14/2019
126	003.983	006.050	C	PRELIM CURRENT CONTEXT CLASS	C3C - SUBURBAN COMMERCIAL	08/14/2019
126	003.983	006.050	C	PRELIM CURRENT CONTEXT DATE	08/06/2019	08/14/2019
126	006.050	006.149	C	PRELIM CURRENT CONTEXT CLASS	C3C - SUBURBAN COMMERCIAL	08/14/2019
126	006.050	006.149	C	PRELIM CURRENT CONTEXT DATE	08/06/2019	08/14/2019
126	006.149	006.848	C	PRELIM CURRENT CONTEXT CLASS	C3R - SUBURBAN RESIDENTIAL	08/14/2019
126	006.149	006.848	C	PRELIM CURRENT CONTEXT DATE	08/06/2019	08/14/2019
126	006.848	009.932	C	PRELIM CURRENT CONTEXT CLASS	C3C - SUBURBAN COMMERCIAL	08/14/2019
126	006.848	009.932	C	PRELIM CURRENT CONTEXT DATE	08/06/2019	08/14/2019
126	009.932	010.295	C	PRELIM CURRENT CONTEXT CLASS	C3C - SUBURBAN COMMERCIAL	08/14/2019
126	009.932	010.295	C	PRELIM CURRENT CONTEXT DATE	08/06/2019	08/14/2019
126	010.295	011.753	C	PRELIM CURRENT CONTEXT CLASS	C5 - URBAN CENTER	08/14/2019
126	010.295	011.753	C	PRELIM CURRENT CONTEXT DATE	08/06/2019	08/14/2019
126	011.753	012.652	C	PRELIM CURRENT CONTEXT CLASS	C4 - URBAN GENERAL	08/14/2019
126	011.753	012.652	C	PRELIM CURRENT CONTEXT DATE	08/06/2019	08/14/2019
126	012.652	014.750	C	PRELIM CURRENT CONTEXT CLASS	C3C - SUBURBAN COMMERCIAL	08/14/2019
126	012.652	014.750	C	PRELIM CURRENT CONTEXT DATE	08/06/2019	08/14/2019

137	000.000	014.750	C	COST CENTER NUMBER	594 - ORLANDO MAINTENANCE	10/08/2018
138	000.536	001.915	C	NEW ALIGNMENT DATE	01/08/2003	08/29/2007
138	000.536	001.915	C	SECT./SUBSECT.OF NEW ALIGNMENT	92010100	08/29/2007
138	000.536	001.915	C	NEW ALIGNMENT BEG. PT.		08/29/2007
138	000.536	001.915	C	NEW ALIGNMENT END PT.	1.354	08/29/2007
140	000.000	000.536	C	SECTION STATUS EXCEPTION	02 - ACTIVE ON THE SHS	08/03/1999
140	000.536	001.915	C	ON OR OFF-SYSTEM DATE	08/02/2007	08/23/2007
140	000.536	001.915	C	SECTION STATUS EXCEPTION	04 - INACTIVE	08/23/2007
140	001.915	010.298	C	SECTION STATUS EXCEPTION	02 - ACTIVE ON THE SHS	08/23/2007
140	010.298	011.764	C	ON OR OFF-SYSTEM DATE	07/09/1999	08/03/1999
140	010.298	011.764	C	SECTION STATUS EXCEPTION	09 - ACTIVE OFF THE SHS	08/03/1999
140	011.764	014.750	C	SECTION STATUS EXCEPTION	02 - ACTIVE ON THE SHS	08/03/1999
146	000.000	009.624	C	ACCESS MGMT CLASSIFICATION	03 - ACCESS CLASS03	04/22/1993
146	009.624	010.212	C	ACCESS MGMT CLASSIFICATION	05 - ACCESS CLASS05	04/22/1993
146	010.212	010.256	C	ACCESS MGMT CLASSIFICATION	05 - ACCESS CLASS05	09/18/2007
146	011.726	013.991	C	ACCESS MGMT CLASSIFICATION	07 - ACCESS CLASS07	04/22/1993
146	013.991	014.750	C	ACCESS MGMT CLASSIFICATION	05 - ACCESS CLASS05	12/21/2005
147	011.001	014.008	C	SIS FACILITY TYPE LEVEL 1	27 - SG CONNECTOR	05/07/2019
147	011.001	014.008	C	SIS FACILITY MAP ID LEVEL 1	130171	05/07/2019
212	000.000	000.540	C	NUMBER OF ROADWAY LANES	2	08/17/2007
212	000.000	000.540	C	PAVEMENT SURFACE WIDTH	24	08/17/2007
212	000.540	000.938	L	NUMBER OF ROADWAY LANES	1	08/17/2007
212	000.540	000.938	L	PAVEMENT SURFACE WIDTH	12	08/17/2007
212	000.540	000.938	R	NUMBER OF ROADWAY LANES	1	08/17/2007
212	000.540	000.938	R	PAVEMENT SURFACE WIDTH	12	08/17/2007
212	000.938	001.400	C	NUMBER OF ROADWAY LANES	2	08/17/2007
212	000.938	001.400	C	PAVEMENT SURFACE WIDTH	24	08/17/2007
212	001.400	001.915	L	NUMBER OF ROADWAY LANES	1	08/17/2007
212	001.400	001.915	L	PAVEMENT SURFACE WIDTH	12	08/17/2007
212	001.400	001.915	R	NUMBER OF ROADWAY LANES	1	08/17/2007
212	001.400	001.915	R	PAVEMENT SURFACE WIDTH	12	08/17/2007
212	001.915	002.843	C	NUMBER OF ROADWAY LANES	2	08/17/2007
212	001.915	002.843	C	PAVEMENT SURFACE WIDTH	26	01/30/2017
212	002.843	003.376	L	NUMBER OF ROADWAY LANES	1	08/17/2007
212	002.843	003.376	L	PAVEMENT SURFACE WIDTH	12	08/17/2007
212	002.843	003.376	R	NUMBER OF ROADWAY LANES	1	08/17/2007
212	002.843	003.376	R	PAVEMENT SURFACE WIDTH	12	08/17/2007
212	003.376	003.931	C	NUMBER OF ROADWAY LANES	2	08/17/2007
212	003.376	003.931	C	PAVEMENT SURFACE WIDTH	26	08/17/2007
212	003.931	004.190	L	NUMBER OF ROADWAY LANES	1	08/17/2007
212	003.931	004.190	L	PAVEMENT SURFACE WIDTH	12	08/17/2007
212	003.931	004.190	R	NUMBER OF ROADWAY LANES	1	08/17/2007
212	003.931	004.190	R	PAVEMENT SURFACE WIDTH	12	08/17/2007
212	004.190	004.426	C	NUMBER OF ROADWAY LANES	2	08/17/2007
212	004.190	004.426	C	PAVEMENT SURFACE WIDTH	26	01/30/2017
212	004.426	004.925	L	NUMBER OF ROADWAY LANES	1	08/17/2007
212	004.426	004.925	L	PAVEMENT SURFACE WIDTH	12	08/17/2007
212	004.426	004.925	R	NUMBER OF ROADWAY LANES	1	08/17/2007
212	004.426	004.925	R	PAVEMENT SURFACE WIDTH	12	08/17/2007
212	004.925	005.438	C	NUMBER OF ROADWAY LANES	2	08/17/2007
212	004.925	005.438	C	PAVEMENT SURFACE WIDTH	26	01/30/2017
212	005.438	005.636	L	NUMBER OF ROADWAY LANES	1	08/17/2007
212	005.438	005.636	L	PAVEMENT SURFACE WIDTH	13	01/30/2017
212	005.438	005.636	R	NUMBER OF ROADWAY LANES	1	08/17/2007
212	005.438	005.636	R	PAVEMENT SURFACE WIDTH	12	08/17/2007
212	005.636	005.715	C	NUMBER OF ROADWAY LANES	2	08/17/2007
212	005.636	005.715	C	PAVEMENT SURFACE WIDTH	26	01/30/2017
212	005.715	005.805	L	NUMBER OF ROADWAY LANES	1	08/17/2007
212	005.715	005.805	L	PAVEMENT SURFACE WIDTH	13	01/30/2017
212	005.715	005.805	R	NUMBER OF ROADWAY LANES	1	08/17/2007
212	005.715	005.805	R	PAVEMENT SURFACE WIDTH	12	08/17/2007
212	005.805	006.031	L	NUMBER OF ROADWAY LANES	1	08/17/2007
212	005.805	006.031	L	PAVEMENT SURFACE WIDTH	19	01/30/2017
212	005.805	006.031	R	NUMBER OF ROADWAY LANES	2	08/17/2007
212	005.805	006.031	R	PAVEMENT SURFACE WIDTH	24	08/17/2007
212	006.031	006.805	L	NUMBER OF ROADWAY LANES	2	02/03/1998
212	006.031	006.805	L	PAVEMENT SURFACE WIDTH	26	01/30/2017
212	006.031	006.805	R	NUMBER OF ROADWAY LANES	2	02/03/1998
212	006.031	006.805	R	PAVEMENT SURFACE WIDTH	26	01/30/2017
212	006.805	007.084	L	NUMBER OF ROADWAY LANES	2	12/13/2019
212	006.805	007.084	L	PAVEMENT SURFACE WIDTH	24	12/13/2019
212	006.805	007.084	R	NUMBER OF ROADWAY LANES	2	12/13/2019
212	006.805	007.084	R	PAVEMENT SURFACE WIDTH	24	12/13/2019
212	007.084	008.255	L	NUMBER OF ROADWAY LANES	2	12/13/2019
212	007.084	008.255	L	PAVEMENT SURFACE WIDTH	26	12/13/2019

212	007.084	008.255	R	NUMBER OF ROADWAY LANES	2	12/13/2019
212	007.084	008.255	R	PAVEMENT SURFACE WIDTH	26	12/13/2019
212	008.255	009.711	L	NUMBER OF ROADWAY LANES	2	01/30/2017
212	008.255	009.711	L	PAVEMENT SURFACE WIDTH	25	01/30/2017
212	008.255	009.711	R	NUMBER OF ROADWAY LANES	2	01/30/2017
212	008.255	009.711	R	PAVEMENT SURFACE WIDTH	25	01/30/2017
212	009.711	010.104	L	NUMBER OF ROADWAY LANES	2	12/13/2019
212	009.711	010.104	L	PAVEMENT SURFACE WIDTH	24	12/13/2019
212	009.711	009.948	R	NUMBER OF ROADWAY LANES	2	12/13/2019
212	009.711	009.948	R	PAVEMENT SURFACE WIDTH	24	12/13/2019
212	009.948	010.298	R	NUMBER OF ROADWAY LANES	3	12/13/2019
212	009.948	010.298	R	PAVEMENT SURFACE WIDTH	36	12/13/2019
212	010.104	010.298	L	NUMBER OF ROADWAY LANES	3	12/13/2019
212	010.104	010.298	L	PAVEMENT SURFACE WIDTH	36	01/30/2017
212	010.298	011.764	L	NUMBER OF ROADWAY LANES	2	12/04/2019
212	010.298	011.764	L	PAVEMENT SURFACE WIDTH	24	12/04/2019
212	010.298	011.764	R	NUMBER OF ROADWAY LANES	2	12/04/2019
212	010.298	011.764	R	PAVEMENT SURFACE WIDTH	24	12/04/2019
212	011.764	014.750	L	NUMBER OF ROADWAY LANES	3	12/04/2019
212	011.764	014.750	L	PAVEMENT SURFACE WIDTH	36	12/04/2019
212	011.764	014.750	R	NUMBER OF ROADWAY LANES	3	12/04/2019
212	011.764	014.750	R	PAVEMENT SURFACE WIDTH	36	12/04/2019
215	000.605	000.938	C	HIGHWAY MEDIAN WIDTH	12	04/16/2007
215	000.605	000.938	C	HIGHWAY MEDIAN TYPE	01 - PAVED (NOT TWLTL)	10/30/2014
215	001.400	001.893	C	HIGHWAY MEDIAN WIDTH	12	04/16/2007
215	001.400	001.893	C	HIGHWAY MEDIAN TYPE	01 - PAVED (NOT TWLTL)	10/30/2014
215	002.843	002.932	C	HIGHWAY MEDIAN WIDTH	14	08/17/2007
215	002.843	002.932	C	HIGHWAY MEDIAN TYPE	01 - PAVED (NOT TWLTL)	10/30/2014
215	002.932	003.284	C	HIGHWAY MEDIAN WIDTH	14	08/17/2007
215	002.932	003.284	C	HIGHWAY MEDIAN TYPE	01 - PAVED (NOT TWLTL)	03/21/1995
215	003.284	003.376	C	HIGHWAY MEDIAN WIDTH	14	08/17/2007
215	003.284	003.376	C	HIGHWAY MEDIAN TYPE	01 - PAVED (NOT TWLTL)	10/30/2014
215	003.931	004.190	C	HIGHWAY MEDIAN WIDTH	12	04/16/2007
215	003.931	004.190	C	HIGHWAY MEDIAN TYPE	01 - PAVED (NOT TWLTL)	10/30/2014
215	004.426	004.640	C	HIGHWAY MEDIAN WIDTH	12	04/09/1986
215	004.426	004.640	C	HIGHWAY MEDIAN TYPE	01 - PAVED (NOT TWLTL)	10/30/2014
215	004.640	004.788	C	HIGHWAY MEDIAN WIDTH	20	10/27/2008
215	004.640	004.788	C	HIGHWAY MEDIAN TYPE	02 - RAISED TRAFFIC SEPARATOR	10/30/2014
215	004.788	004.925	C	HIGHWAY MEDIAN WIDTH	20	10/27/2008
215	004.788	004.925	C	HIGHWAY MEDIAN TYPE	01 - PAVED (NOT TWLTL)	10/30/2014
215	005.438	005.636	C	HIGHWAY MEDIAN WIDTH	12	12/05/1990
215	005.438	005.636	C	HIGHWAY MEDIAN TYPE	01 - PAVED (NOT TWLTL)	10/30/2014
215	005.715	005.805	C	HIGHWAY MEDIAN WIDTH	35	08/17/2007
215	005.715	005.805	C	HIGHWAY MEDIAN TYPE	01 - PAVED (NOT TWLTL)	10/30/2014
215	005.805	006.031	C	HIGHWAY MEDIAN WIDTH	35	08/17/2007
215	005.805	006.031	C	HIGHWAY MEDIAN TYPE	08 - VEGETATION	12/05/1990
215	006.031	006.779	C	HIGHWAY MEDIAN WIDTH	40	07/19/1994
215	006.031	006.779	C	HIGHWAY MEDIAN TYPE	08 - VEGETATION	11/12/2008
215	006.779	007.100	C	HIGHWAY MEDIAN WIDTH	35	11/27/2019
215	006.779	007.100	C	HIGHWAY MEDIAN TYPE	02 - RAISED TRAFFIC SEPARATOR	11/27/2019
215	007.100	007.658	C	HIGHWAY MEDIAN WIDTH	40	11/12/2008
215	007.100	007.658	C	HIGHWAY MEDIAN TYPE	08 - VEGETATION	11/12/2008
215	007.658	007.822	C	HIGHWAY MEDIAN WIDTH	40	08/17/2007
215	007.658	007.822	C	HIGHWAY MEDIAN TYPE	02 - RAISED TRAFFIC SEPARATOR	10/30/2014
215	007.822	009.994	C	HIGHWAY MEDIAN WIDTH	40	07/19/1994
215	007.822	009.994	C	HIGHWAY MEDIAN TYPE	08 - VEGETATION	07/19/1994
215	009.994	010.105	C	HIGHWAY MEDIAN WIDTH	29	12/13/2019
215	009.994	010.105	C	HIGHWAY MEDIAN TYPE	08 - VEGETATION	12/13/2019
215	010.105	010.298	C	HIGHWAY MEDIAN WIDTH	17	12/13/2019
215	010.105	010.298	C	HIGHWAY MEDIAN TYPE	02 - RAISED TRAFFIC SEPARATOR	12/13/2019
215	010.298	010.604	C	HIGHWAY MEDIAN WIDTH	12	03/30/1994
215	010.298	010.604	C	HIGHWAY MEDIAN TYPE	01 - PAVED (NOT TWLTL)	03/30/1994
215	010.604	010.706	C	HIGHWAY MEDIAN WIDTH	11	08/04/2014
215	010.604	010.706	C	HIGHWAY MEDIAN TYPE	17 - CURB & VEGETATION	08/04/2014
215	010.706	010.807	C	HIGHWAY MEDIAN WIDTH	11	08/04/2014
215	010.706	010.807	C	HIGHWAY MEDIAN TYPE	01 - PAVED (NOT TWLTL)	08/04/2014
215	010.807	011.146	C	HIGHWAY MEDIAN WIDTH	16	12/04/2019
215	010.807	011.146	C	HIGHWAY MEDIAN TYPE	17 - CURB & VEGETATION	08/04/2014
215	011.146	011.764	C	HIGHWAY MEDIAN WIDTH	18	02/03/1998
215	011.146	011.764	C	HIGHWAY MEDIAN TYPE	17 - CURB & VEGETATION	08/04/2014
215	011.764	011.852	C	HIGHWAY MEDIAN WIDTH	22	01/29/2018
215	011.764	013.706	C	HIGHWAY MEDIAN TYPE	01 - PAVED (NOT TWLTL)	02/03/1998
215	011.852	011.872	C	HIGHWAY MEDIAN WIDTH	16	01/29/2018
215	011.872	011.890	C	HIGHWAY MEDIAN WIDTH	15	01/29/2018
215	011.890	011.908	C	HIGHWAY MEDIAN WIDTH	14	01/29/2018

215	011.908	012.019	C	HIGHWAY MEDIAN WIDTH	12	01/29/2018
215	012.019	013.706	C	HIGHWAY MEDIAN WIDTH	11	01/29/2018
215	013.706	013.800	C	HIGHWAY MEDIAN WIDTH	18	01/30/2017
215	013.706	013.928	C	HIGHWAY MEDIAN TYPE	17 - CURB & VEGETATION	02/20/2007
215	013.800	013.928	C	HIGHWAY MEDIAN WIDTH	30	01/30/2017
215	013.928	014.130	C	HIGHWAY MEDIAN WIDTH	30	02/02/2012
215	013.928	014.130	C	HIGHWAY MEDIAN TYPE	02 - RAISED TRAFFIC SEPARATOR	02/20/2007
215	014.130	014.232	C	HIGHWAY MEDIAN WIDTH	24	02/02/2012
215	014.130	014.232	C	HIGHWAY MEDIAN TYPE	17 - CURB & VEGETATION	02/20/2007
215	014.232	014.402	C	HIGHWAY MEDIAN WIDTH	24	02/02/2012
215	014.232	014.402	C	HIGHWAY MEDIAN TYPE	02 - RAISED TRAFFIC SEPARATOR	02/20/2007
215	014.402	014.596	C	HIGHWAY MEDIAN WIDTH	24	02/02/2012
215	014.402	014.596	C	HIGHWAY MEDIAN TYPE	17 - CURB & VEGETATION	02/20/2007
215	014.596	014.708	C	HIGHWAY MEDIAN WIDTH	24	02/02/2012
215	014.596	014.708	C	HIGHWAY MEDIAN TYPE	02 - RAISED TRAFFIC SEPARATOR	02/20/2007
215	014.708	014.750	C	HIGHWAY MEDIAN WIDTH	24	02/02/2012
215	014.708	014.750	C	HIGHWAY MEDIAN TYPE	17 - CURB & VEGETATION	02/20/2007
216	002.214	002.258	L	SIDEWALK BARRIER CODE	4 - GRDRAIL/TRAF RAIL BARR/SWALE	01/30/2017
216	002.214	002.258	L	SIDEWALK WIDTH AND SEP.	5	01/30/2017
216	003.098	003.148	L	SIDEWALK BARRIER CODE	4 - GRDRAIL/TRAF RAIL BARR/SWALE	01/30/2017
216	003.098	003.148	L	SIDEWALK WIDTH AND SEP.	5	01/30/2017
216	003.142	003.181	R	SIDEWALK BARRIER CODE	0 - NO BARRIER	01/30/2017
216	003.142	003.181	R	SIDEWALK WIDTH AND SEP.	6	01/30/2017
216	004.636	004.743	L	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	004.643	004.857	L	SIDEWALK BARRIER CODE	4 - GRDRAIL/TRAF RAIL BARR/SWALE	02/11/2014
216	004.733	004.857	L	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	004.743	004.803	L	BICYCLE KEYHOLE LANE	1 - DESIGNATED	11/02/2016
216	004.750	004.810	R	BICYCLE KEYHOLE LANE	1 - DESIGNATED	11/02/2016
216	004.765	004.815	R	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	004.765	004.870	R	SIDEWALK BARRIER CODE	4 - GRDRAIL/TRAF RAIL BARR/SWALE	02/11/2014
216	004.798	004.818	L	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	004.810	004.883	L	BICYCLE KEYHOLE LANE	1 - DESIGNATED	11/02/2016
216	004.815	004.870	R	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	004.818	004.873	L	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	004.870	004.895	R	SIDEWALK BARRIER CODE	0 - NO BARRIER	02/11/2014
216	004.870	004.895	R	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	004.895	004.905	R	SIDEWALK BARRIER CODE	4 - GRDRAIL/TRAF RAIL BARR/SWALE	02/11/2014
216	004.895	004.905	R	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	005.870	005.940	R	BICYCLE LANE	1 - DESIGNATED	02/11/2014
216	005.870	005.940	R	BICYCLE KEYHOLE LANE	1 - DESIGNATED	02/11/2014
216	005.915	005.945	R	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	005.915	006.150	R	SIDEWALK BARRIER CODE	4 - GRDRAIL/TRAF RAIL BARR/SWALE	02/11/2014
216	005.945	005.975	R	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	005.975	006.040	R	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	006.040	006.150	R	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	006.150	006.220	R	SIDEWALK BARRIER CODE	0 - NO BARRIER	02/11/2014
216	006.150	006.220	R	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	006.220	006.335	R	SIDEWALK BARRIER CODE	4 - GRDRAIL/TRAF RAIL BARR/SWALE	02/11/2014
216	006.220	006.335	R	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	007.030	007.050	R	SIDEWALK BARRIER CODE	4 - GRDRAIL/TRAF RAIL BARR/SWALE	02/11/2014
216	007.030	007.050	R	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	007.080	007.265	R	SIDEWALK BARRIER CODE	4 - GRDRAIL/TRAF RAIL BARR/SWALE	02/11/2014
216	007.080	007.265	R	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	007.478	007.593	L	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	007.478	007.663	L	SIDEWALK BARRIER CODE	4 - GRDRAIL/TRAF RAIL BARR/SWALE	02/11/2014
216	007.485	007.510	R	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	007.485	007.640	R	SIDEWALK BARRIER CODE	4 - GRDRAIL/TRAF RAIL BARR/SWALE	02/11/2014
216	007.510	007.540	R	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	007.540	007.595	R	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	007.593	007.608	L	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	007.595	007.620	R	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	007.608	007.663	L	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	007.620	007.640	R	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	007.675	007.745	R	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	007.675	007.805	R	SIDEWALK BARRIER CODE	4 - GRDRAIL/TRAF RAIL BARR/SWALE	02/11/2014
216	007.745	007.805	R	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	007.773	007.798	L	SIDEWALK BARRIER CODE	4 - GRDRAIL/TRAF RAIL BARR/SWALE	02/11/2014
216	007.773	007.798	L	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	007.918	007.953	L	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	007.918	008.008	L	SIDEWALK BARRIER CODE	4 - GRDRAIL/TRAF RAIL BARR/SWALE	02/11/2014
216	007.950	007.980	R	SIDEWALK WIDTH AND SEP.	7	02/11/2014
216	007.950	008.015	R	SIDEWALK BARRIER CODE	0 - NO BARRIER	02/11/2014
216	007.953	008.008	L	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	007.980	008.015	R	SIDEWALK WIDTH AND SEP.	7	02/11/2014
216	008.015	008.055	R	SIDEWALK BARRIER CODE	4 - GRDRAIL/TRAF RAIL BARR/SWALE	02/11/2014

216	008.015	008.055	R	SIDEWALK WIDTH AND SEP.	7	02/11/2014
216	008.763	008.798	L	SIDEWALK WIDTH AND SEP.	6	02/11/2014
216	008.763	009.068	L	SIDEWALK BARRIER CODE	4 - GRDRAIL/TRAF RAIL BARR/SWALE	02/11/2014
216	008.798	008.888	L	SIDEWALK WIDTH AND SEP.	6	02/11/2014
216	008.888	008.953	L	SIDEWALK WIDTH AND SEP.	6	02/11/2014
216	008.953	009.053	L	SIDEWALK WIDTH AND SEP.	6	02/11/2014
216	009.053	009.068	L	SIDEWALK WIDTH AND SEP.	6	02/11/2014
216	009.223	009.298	L	SIDEWALK WIDTH AND SEP.	6	02/11/2014
216	009.223	009.303	L	BICYCLE LANE	1 - DESIGNATED	02/11/2014
216	009.223	009.303	L	BICYCLE KEYHOLE LANE	1 - DESIGNATED	02/11/2014
216	009.223	009.343	L	SIDEWALK BARRIER CODE	4 - GRDRAIL/TRAF RAIL BARR/SWALE	02/11/2014
216	009.298	009.313	L	SIDEWALK WIDTH AND SEP.	6	02/11/2014
216	009.313	009.343	L	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	009.343	009.363	L	SIDEWALK BARRIER CODE	0 - NO BARRIER	02/11/2014
216	009.343	009.363	L	SIDEWALK WIDTH AND SEP.	6	02/11/2014
216	009.363	009.403	L	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	009.363	009.633	L	SIDEWALK BARRIER CODE	4 - GRDRAIL/TRAF RAIL BARR/SWALE	02/11/2014
216	009.403	009.548	L	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	009.548	009.568	L	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	009.568	009.588	L	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	009.588	009.613	L	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	009.613	009.633	L	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	009.620	009.680	R	SIDEWALK WIDTH AND SEP.	6	02/11/2014
216	009.620	009.740	R	SIDEWALK BARRIER CODE	0 - NO BARRIER	02/11/2014
216	009.633	009.648	L	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	009.633	009.728	L	SIDEWALK BARRIER CODE	0 - NO BARRIER	02/11/2014
216	009.648	009.728	L	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	009.680	009.725	R	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	009.725	009.750	R	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	009.728	009.978	L	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	009.728	009.993	L	SIDEWALK BARRIER CODE	4 - GRDRAIL/TRAF RAIL BARR/SWALE	02/11/2014
216	009.740	010.000	R	SIDEWALK BARRIER CODE	4 - GRDRAIL/TRAF RAIL BARR/SWALE	02/11/2014
216	009.750	010.000	R	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	009.978	009.993	L	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	009.993	010.158	L	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	009.993	010.298	L	SIDEWALK BARRIER CODE	0 - NO BARRIER	02/11/2014
216	010.000	010.010	R	SIDEWALK WIDTH AND SEP.	6	02/11/2014
216	010.000	010.298	R	SIDEWALK BARRIER CODE	0 - NO BARRIER	02/11/2014
216	010.010	010.025	R	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	010.025	010.298	R	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	010.158	010.253	L	SIDEWALK WIDTH AND SEP.	7	02/11/2014
216	010.253	010.288	L	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	010.288	010.298	L	SIDEWALK WIDTH AND SEP.	6	02/11/2014
216	010.298	010.505	L	SIDEWALK WIDTH AND SEP.	5	08/04/2014
216	010.298	010.807	L	SIDEWALK BARRIER CODE	0 - NO BARRIER	08/04/2014
216	010.298	010.408	R	SIDEWALK WIDTH AND SEP.	6	08/04/2014
216	010.298	010.807	R	SIDEWALK BARRIER CODE	0 - NO BARRIER	08/04/2014
216	010.408	010.647	R	SIDEWALK WIDTH AND SEP.	5	08/04/2014
216	010.505	010.550	L	SIDEWALK WIDTH AND SEP.	8	08/04/2014
216	010.550	010.703	L	SIDEWALK WIDTH AND SEP.	5	08/04/2014
216	010.647	010.714	R	SIDEWALK WIDTH AND SEP.	10	08/04/2014
216	010.703	010.807	L	SIDEWALK WIDTH AND SEP.	6	08/04/2014
216	010.714	010.807	R	SIDEWALK WIDTH AND SEP.	6	08/04/2014
216	010.807	011.146	L	SIDEWALK BARRIER CODE	3 - BOTH 1 AND 2	08/04/2014
216	010.807	011.146	L	SIDEWALK WIDTH AND SEP.	10	08/04/2014
216	010.807	010.821	R	SIDEWALK BARRIER CODE	2 - TREES,PLANTERS,UTIL POLES,ETC	08/04/2014
216	010.807	010.821	R	SIDEWALK WIDTH AND SEP.	5	08/04/2014
216	010.821	011.146	R	SIDEWALK BARRIER CODE	3 - BOTH 1 AND 2	08/04/2014
216	010.821	011.146	R	SIDEWALK WIDTH AND SEP.	8	08/04/2014
216	011.146	011.764	L	SIDEWALK BARRIER CODE	0 - NO BARRIER	08/04/2014
216	011.146	011.764	L	SIDEWALK WIDTH AND SEP.	6	08/04/2014
216	011.146	011.313	R	SIDEWALK WIDTH AND SEP.	8	08/04/2014
216	011.146	011.764	R	SIDEWALK BARRIER CODE	0 - NO BARRIER	08/04/2014
216	011.313	011.764	R	SIDEWALK WIDTH AND SEP.	6	08/04/2014
216	011.764	011.893	L	SIDEWALK WIDTH AND SEP.	6	01/29/2018
216	011.764	012.025	L	SIDEWALK BARRIER CODE	0 - NO BARRIER	02/11/2014
216	011.764	011.789	R	SIDEWALK WIDTH AND SEP.	6	02/11/2014
216	011.764	011.849	R	SIDEWALK BARRIER CODE	0 - NO BARRIER	02/11/2014
216	011.789	011.849	R	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	011.893	011.900	L	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	011.900	012.025	L	SIDEWALK WIDTH AND SEP.	8	02/11/2014
216	011.984	012.024	R	SIDEWALK WIDTH AND SEP.	6	02/11/2014
216	011.984	012.119	R	SIDEWALK BARRIER CODE	0 - NO BARRIER	02/11/2014
216	012.024	012.064	R	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	012.064	012.119	R	SIDEWALK WIDTH AND SEP.	6	02/11/2014

216	012.090	012.105	L	SIDEWALK BARRIER CODE	0 - NO BARRIER	02/11/2014
216	012.090	012.105	L	SIDEWALK WIDTH AND SEP.	7	02/11/2014
216	012.175	012.180	L	SIDEWALK WIDTH AND SEP.	6	02/11/2014
216	012.175	012.305	L	SIDEWALK BARRIER CODE	0 - NO BARRIER	02/11/2014
216	012.180	012.210	L	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	012.194	012.209	R	SIDEWALK BARRIER CODE	0 - NO BARRIER	02/11/2014
216	012.194	012.209	R	SIDEWALK WIDTH AND SEP.	6	02/11/2014
216	012.210	012.255	L	SIDEWALK WIDTH AND SEP.	6	02/11/2014
216	012.255	012.305	L	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	012.674	012.714	R	SIDEWALK BARRIER CODE	0 - NO BARRIER	02/11/2014
216	012.674	012.714	R	SIDEWALK WIDTH AND SEP.	4	02/11/2014
216	012.714	012.724	R	SIDEWALK WIDTH AND SEP.	6	02/11/2014
216	012.714	012.769	R	SIDEWALK BARRIER CODE	2 - TREES,PLANTERS,UTIL POLES,ETC	02/11/2014
216	012.724	012.769	R	SIDEWALK WIDTH AND SEP.	4	02/11/2014
216	012.760	012.835	L	SIDEWALK BARRIER CODE	0 - NO BARRIER	01/29/2018
216	012.760	012.835	L	SIDEWALK WIDTH AND SEP.	6	01/29/2018
216	012.769	012.884	R	SIDEWALK BARRIER CODE	4 - GRDRAIL/TRAF RAIL BARR/SWALE	02/11/2014
216	012.769	012.884	R	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	012.835	012.859	L	SIDEWALK BARRIER CODE	4 - GRDRAIL/TRAF RAIL BARR/SWALE	01/29/2018
216	012.835	012.859	L	SIDEWALK WIDTH AND SEP.	5	01/29/2018
216	012.865	012.875	L	SIDEWALK BARRIER CODE	4 - GRDRAIL/TRAF RAIL BARR/SWALE	02/11/2014
216	012.865	012.875	L	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	013.050	013.125	L	SIDEWALK BARRIER CODE	4 - GRDRAIL/TRAF RAIL BARR/SWALE	02/11/2014
216	013.050	013.125	L	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	013.204	013.229	R	SIDEWALK BARRIER CODE	4 - GRDRAIL/TRAF RAIL BARR/SWALE	02/11/2014
216	013.204	013.229	R	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	013.260	013.280	L	SIDEWALK BARRIER CODE	0 - NO BARRIER	02/11/2014
216	013.260	013.280	L	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	013.269	013.299	R	SIDEWALK BARRIER CODE	4 - GRDRAIL/TRAF RAIL BARR/SWALE	02/11/2014
216	013.269	013.299	R	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	013.454	013.464	R	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	013.454	013.474	R	SIDEWALK BARRIER CODE	4 - GRDRAIL/TRAF RAIL BARR/SWALE	02/11/2014
216	013.464	013.474	R	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	013.474	013.514	R	SIDEWALK BARRIER CODE	0 - NO BARRIER	02/11/2014
216	013.474	013.514	R	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	013.635	013.750	L	SIDEWALK BARRIER CODE	4 - GRDRAIL/TRAF RAIL BARR/SWALE	02/11/2014
216	013.635	013.750	L	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	013.750	013.775	L	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	013.750	014.750	L	SIDEWALK BARRIER CODE	0 - NO BARRIER	02/11/2014
216	013.764	013.799	R	SIDEWALK WIDTH AND SEP.	6	02/11/2014
216	013.764	013.944	R	SIDEWALK BARRIER CODE	0 - NO BARRIER	02/11/2014
216	013.775	014.750	L	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	013.799	013.944	R	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	013.944	013.954	R	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	013.944	014.013	R	BICYCLE KEYHOLE LANE	1 - DESIGNATED	11/02/2016
216	013.944	014.044	R	SIDEWALK BARRIER CODE	4 - GRDRAIL/TRAF RAIL BARR/SWALE	02/11/2014
216	013.954	014.044	R	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	014.013	014.095	L	BICYCLE KEYHOLE LANE	1 - DESIGNATED	11/02/2016
216	014.044	014.324	R	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	014.044	014.750	R	SIDEWALK BARRIER CODE	0 - NO BARRIER	02/11/2014
216	014.254	014.329	R	BICYCLE KEYHOLE LANE	1 - DESIGNATED	11/02/2016
216	014.324	014.339	R	SIDEWALK WIDTH AND SEP.	10	02/11/2014
216	014.339	014.750	R	SIDEWALK WIDTH AND SEP.	5	02/11/2014
216	014.579	014.654	R	BICYCLE KEYHOLE LANE	1 - DESIGNATED	11/02/2016
217	006.035	006.535	L	SIDEWALK WIDTH	5	01/30/2017
217	006.035	006.702	R	SIDEWALK WIDTH	5	01/30/2017
217	008.737	009.057	L	SIDEWALK WIDTH	5	01/30/2017
217	009.211	009.709	L	SIDEWALK WIDTH	5	01/30/2017
217	009.612	009.660	R	SIDEWALK WIDTH	8	01/30/2017
217	009.660	010.000	R	SIDEWALK WIDTH	5	01/30/2017
217	009.709	009.732	L	SIDEWALK WIDTH	10	01/30/2017
217	009.732	010.158	L	SIDEWALK WIDTH	5	01/30/2017
217	010.000	010.010	R	SIDEWALK WIDTH	6	01/30/2017
217	010.010	010.298	R	SIDEWALK WIDTH	5	01/30/2017
217	010.158	010.253	L	SIDEWALK WIDTH	7	01/30/2017
217	010.253	010.288	L	SIDEWALK WIDTH	5	01/30/2017
217	010.288	010.298	L	SIDEWALK WIDTH	6	01/30/2017
217	011.764	011.797	L	SIDEWALK WIDTH	8	01/30/2017
217	011.764	011.797	R	SIDEWALK WIDTH	8	01/30/2017
217	011.797	011.854	L	SIDEWALK WIDTH	6	01/30/2017
217	011.797	011.829	R	SIDEWALK WIDTH	5	01/30/2017
217	011.854	011.876	L	SIDEWALK WIDTH	5	01/30/2017
217	011.876	012.037	L	SIDEWALK WIDTH	10	01/30/2017
217	011.984	012.019	R	SIDEWALK WIDTH	8	01/30/2017
217	012.019	012.078	R	SIDEWALK WIDTH	6	01/30/2017

217	012.078	012.104	R	SIDEWALK WIDTH	5	01/30/2017
217	012.101	012.117	L	SIDEWALK WIDTH	10	01/30/2017
217	012.104	012.123	R	SIDEWALK WIDTH	8	01/30/2017
217	012.170	012.214	L	SIDEWALK WIDTH	10	01/30/2017
217	012.214	012.263	L	SIDEWALK WIDTH	6	01/30/2017
217	012.263	012.313	L	SIDEWALK WIDTH	5	01/30/2017
217	012.659	012.760	L	SIDEWALK WIDTH	6	01/30/2017
217	012.760	012.882	L	SIDEWALK WIDTH	5	01/30/2017
217	013.365	013.757	L	SIDEWALK WIDTH	6	01/30/2017
217	013.757	014.750	L	SIDEWALK WIDTH	5	01/30/2017
217	013.760	014.013	R	SIDEWALK WIDTH	6	01/30/2017
217	014.013	014.232	R	SIDEWALK WIDTH	5	01/30/2017
217	014.232	014.402	R	SIDEWALK WIDTH	6	01/30/2017
217	014.242	014.750	R	SIDEWALK WIDTH	6	01/30/2017
217	014.455	014.507	R	SIDEWALK WIDTH	6	01/30/2017
217	014.596	014.708	R	SIDEWALK WIDTH	6	01/30/2017
219	007.197	007.658	R	INSIDE SHOULDER TYPE	1 - PAVED	11/12/2008
219	007.197	007.658	R	INSIDE SHOULDER WIDTH	4	11/12/2008
219	007.822	008.068	R	INSIDE SHOULDER TYPE	1 - PAVED	11/12/2008
219	007.822	008.068	R	INSIDE SHOULDER WIDTH	4	08/20/2007
219	010.031	010.109	L	INSIDE SHOULDER TYPE	6 - CURB&GUTTER	01/30/2017
219	010.031	010.109	L	INSIDE SHOULDER WIDTH	2	01/30/2017
219	010.031	010.109	R	INSIDE SHOULDER TYPE	6 - CURB&GUTTER	01/30/2017
219	010.031	010.109	R	INSIDE SHOULDER WIDTH	2	01/30/2017
219	010.604	010.706	L	INSIDE SHOULDER TYPE	6 - CURB&GUTTER	08/04/2014
219	010.604	010.706	L	INSIDE SHOULDER WIDTH	2	08/04/2014
219	010.604	010.706	R	INSIDE SHOULDER TYPE	6 - CURB&GUTTER	08/04/2014
219	010.604	010.706	R	INSIDE SHOULDER WIDTH	2	08/04/2014
219	010.807	011.764	L	INSIDE SHOULDER TYPE	6 - CURB&GUTTER	08/04/2014
219	010.807	011.764	L	INSIDE SHOULDER WIDTH	2	08/04/2014
219	010.807	011.764	R	INSIDE SHOULDER TYPE	6 - CURB&GUTTER	08/04/2014
219	010.807	011.764	R	INSIDE SHOULDER WIDTH	2	08/04/2014
219	013.706	013.928	L	INSIDE SHOULDER TYPE	6 - CURB&GUTTER	01/30/2017
219	013.706	013.928	L	INSIDE SHOULDER WIDTH	2	01/30/2017
219	013.706	013.928	R	INSIDE SHOULDER TYPE	6 - CURB&GUTTER	01/30/2017
219	013.706	013.928	R	INSIDE SHOULDER WIDTH	2	01/30/2017
219	014.130	014.232	L	INSIDE SHOULDER TYPE	6 - CURB&GUTTER	01/30/2017
219	014.130	014.232	L	INSIDE SHOULDER WIDTH	2	01/30/2017
219	014.130	014.232	R	INSIDE SHOULDER TYPE	6 - CURB&GUTTER	01/30/2017
219	014.130	014.232	R	INSIDE SHOULDER WIDTH	2	01/30/2017
219	014.402	014.596	L	INSIDE SHOULDER TYPE	6 - CURB&GUTTER	01/30/2017
219	014.402	014.596	L	INSIDE SHOULDER WIDTH	2	01/30/2017
219	014.402	014.596	R	INSIDE SHOULDER TYPE	6 - CURB&GUTTER	01/30/2017
219	014.402	014.596	R	INSIDE SHOULDER WIDTH	2	01/30/2017
219	014.708	014.750	L	INSIDE SHOULDER TYPE	6 - CURB&GUTTER	08/20/2007
219	014.708	014.750	L	INSIDE SHOULDER WIDTH	2	08/20/2007
219	014.708	014.750	R	INSIDE SHOULDER TYPE	6 - CURB&GUTTER	08/20/2007
219	014.708	014.750	R	INSIDE SHOULDER WIDTH	2	08/20/2007
220	005.725	000.000	R	NONCURVE PT OF INTERSECTION	002D37'48.00"	07/20/1994
220	010.298	000.000	C	NONCURVE PT OF INTERSECTION	090D00'.00"	07/20/1994
220	011.185	000.000	C	NONCURVE PT OF INTERSECTION	043D05'00.00"	12/05/1990
221	001.915	004.723	C	COMPASS BEARING	S76D12'00"E	01/02/1992
221	004.723	005.123	C	HORIZONTAL CURVE CENTRAL ANGLE	021D06'00.00"	04/03/2000
221	004.723	005.123	C	HORIZONTAL DEGREE OF CURVE	001D00'00 00	07/30/1981
221	004.723	005.123	C	HORIZONTAL PT. OF INTERSECTION	4.925	08/16/2007
221	005.123	005.721	C	COMPASS BEARING	N82D42'00"E	01/02/1992
221	005.721	005.858	C	COMPASS BEARING	N85D19'48"E	07/20/1994
221	005.858	005.933	R	HORIZONTAL CURVE CENTRAL ANGLE	004D00'00.00"	05/22/2006
221	005.858	005.933	R	HORIZONTAL DEGREE OF CURVE	001D00'	05/22/2006
221	005.858	005.933	R	HORIZONTAL PT. OF INTERSECTION	5.895	08/16/2007
221	005.933	007.244	C	COMPASS BEARING	N81D19'48"E	07/20/1994
221	007.244	008.013	C	HORIZONTAL CURVE CENTRAL ANGLE	040D36'30.00"	04/03/2000
221	007.244	008.013	C	HORIZONTAL DEGREE OF CURVE	001D00'00 00	07/30/1981
221	007.244	008.013	C	HORIZONTAL PT. OF INTERSECTION	7.645	08/16/2007
221	008.013	009.231	C	COMPASS BEARING	N44D05'30"E	01/02/1992
221	009.231	009.631	C	HORIZONTAL CURVE CENTRAL ANGLE	042D11'05.00"	04/03/2000
221	009.231	009.631	C	HORIZONTAL DEGREE OF CURVE	002D00'00 00	07/30/1981
221	009.231	009.631	C	HORIZONTAL PT. OF INTERSECTION	9.44	08/16/2007
221	009.631	010.298	C	COMPASS BEARING	N01D54'25"E	01/02/1992
221	010.298	010.712	C	COMPASS BEARING	S88D05'35"E	07/21/1994
221	010.712	010.780	C	HORIZONTAL CURVE CENTRAL ANGLE	046D51'00.00"	04/03/2000
221	010.712	010.780	C	HORIZONTAL DEGREE OF CURVE	013D00'00 00	07/30/1981
221	010.712	010.780	C	HORIZONTAL PT. OF INTERSECTION	10.748	07/30/1981
221	010.780	011.131	C	COMPASS BEARING	N45D03'25"E	01/02/1992
221	011.131	014.491	C	COMPASS BEARING	N01D58'25"E	07/21/1994

221	014.491	014.750	C	HORIZONTAL CURVE CENTRAL ANGLE	006D57'00.00"	04/03/2000
221	014.491	014.750	C	HORIZONTAL DEGREE OF CURVE	000D30'00 00	07/31/1981
221	014.491	014.750	C	HORIZONTAL PT. OF INTERSECTION	14.623	08/16/2007
248	005.742	000.000	L	OUTFALL DITCH HAULED LENGTH	300	01/30/2017
248	006.742	000.000	L	OUTFALL DITCH HAULED LENGTH	1300	01/30/2017
248	006.742	000.000	R	OUTFALL DITCH HAULED LENGTH	300	01/30/2017
248	008.441	000.000	R	OUTFALL DITCH LENGTH PAVED	26	01/30/2017
248	008.442	000.000	L	OUTFALL DITCH LENGTH PAVED	40	01/30/2017
248	008.513	000.000	L	OUTFALL DITCH LENGTH PAVED	36	01/30/2017
248	008.514	000.000	R	OUTFALL DITCH LENGTH PAVED	32	01/30/2017
248	009.324	000.000	L	OUTFALL DITCH SPREAD LENGTH	130	01/30/2017
248	009.354	000.000	R	OUTFALL DITCH HAULED LENGTH	265	01/30/2017
248	009.747	000.000	R	OUTFALL DITCH LENGTH PIPED	40	01/30/2017
248	009.808	000.000	R	OUTFALL DITCH LENGTH PIPED	62	01/30/2017
248	009.844	000.000	R	OUTFALL DITCH LENGTH PAVED	27	01/30/2017
248	009.936	000.000	R	OUTFALL DITCH LENGTH PIPED	43	01/30/2017
248	010.102	000.000	R	OUTFALL DITCH LENGTH PAVED	42	01/30/2017
248	010.105	000.000	R	OUTFALL DITCH LENGTH PIPED	955	01/30/2017
248	010.169	000.000	R	OUTFALL DITCH LENGTH PIPED	1200	01/30/2017
248	010.298	000.000	L	OUTFALL DITCH LENGTH PIPED	1290	01/30/2017
248	013.856	000.000	L	OUTFALL DITCH LENGTH PIPED	116	01/30/2017
248	014.749	000.000	R	OUTFALL DITCH LENGTH PIPED	1216	01/30/2017
251	000.000	000.000	C	BEG.RDWY.SECTION POINT DESC.	POLK CO LINE	10/30/2014
251	000.035	000.000	C	90 DEGREES LEFT	LABOR CAMP RD	10/22/2008
251	000.299	000.000	C	90 DEGREES LEFT	IVY MIST LN	02/03/1998
251	000.536	000.000	C	90 DEGREES LEFT	SUNDOWN DR	06/03/1986
251	000.838	000.000	C	45 DEGREES LEFT	LEG TO 532	03/08/2007
251	000.852	000.000	C	90 DEGREES LEFT	C532/OSCEOLA/POLK RD	10/22/2008
251	000.881	000.000	C	135 DEGREES LEFT	LEG TO 532	03/08/2007
251	001.580	000.000	C	45 DEGREES LEFT	OLD TAMPA HWY	12/05/1990
251	002.330	000.000	C	90 DEGREES RIGHT	ADOLESCENT REH CTR	07/06/1994
251	003.055	000.000	C	135 DEGREES LEFT	SUWANNE AVE	01/14/1992
251	003.091	000.000	C	90 DEGREES LEFT	IMMOKALEE ST	02/11/1986
251	003.157	000.000	C	90 DEGREES LEFT	TALLAHASSEE BLVD	06/03/1986
251	003.225	000.000	C	90 DEGREES LEFT	MANATEE ST	01/14/1992
251	003.225	000.000	C	90 DEGREES RIGHT	HOPE ST	01/14/1992
251	003.284	000.000	C	90 DEGREES RIGHT	CHARITY ST	02/11/1986
251	003.341	000.000	C	90 DEGREES LEFT	NOCATEE ST	03/28/1994
251	003.341	000.000	C	90 DEGREES RIGHT	SHEPHERD LN	03/28/1994
251	004.117	000.000	C	90 DEGREES L. & 90 DEGREES R.	AVE A	02/11/1986
251	004.278	000.000	C	90 DEGREES RIGHT	AVE B	08/20/2007
251	004.572	000.000	C	90 DEGREES L. & 90 DEGREES R.	POINCIANA BLVD	11/05/2008
251	004.934	000.000	C	90 DEGREES LEFT	LOUIS DR	02/11/1986
251	005.149	000.000	C	90 DEGREES LEFT	PINE LAKE TR PK	12/05/1990
251	005.334	000.000	C	90 DEGREES LEFT	DOLORES DR	02/11/1986
251	005.546	000.000	C	90 DEGREES LEFT	ALEXANDER ST	12/05/1990
251	005.546	000.000	C	90 DEGREES RIGHT	WHISPERING PINES BLV	08/25/2010
251	006.031	000.000	C	90 DEGREES LEFT	BROAD ST	04/07/1998
251	006.031	000.000	C	90 DEGREES RIGHT	CR535/HAM BROWN RD	04/07/1998
251	006.159	000.000	C	90 DEGREES LEFT	LIME ST	02/11/1986
251	006.287	000.000	C	90 DEGREES LEFT	PEACH ST	02/11/1986
251	006.365	000.000	C	90 DEGREES L. & 90 DEGREES R.	VINTAGE ST	03/28/1994
251	006.402	000.000	C	90 DEGREES LEFT	DURWOOD ST	06/03/1986
251	006.439	000.000	C	90 DEGREES RIGHT	EVERGREEN ST	07/06/1994
251	006.467	000.000	C	90 DEGREES LEFT	EVERGREEN ST	06/03/1986
251	006.528	000.000	C	90 DEGREES L. & 90 DEGREES R.	BRYANT ST	02/11/1986
251	006.697	000.000	C	90 DEGREES RIGHT	ORANGE VISTA BLVD	12/05/1990
251	006.870	000.000	C	90 DEGREES LEFT	WESTGATE DR	02/02/2012
251	007.253	000.000	C	90 DEGREES LEFT	PARKGATE DR	02/02/2012
251	007.303	000.000	C	90 DEGREES LEFT	WONDERLAND WAY	02/02/2012
251	007.323	000.000	C	90 DEGREES RIGHT	ORANGE LN	02/11/1986
251	007.430	000.000	C	90 DEGREES RIGHT	WYNN LN	03/28/1994
251	007.437	000.000	C	90 DEGREES LEFT	ALDERSGATE DR	02/02/2012
251	007.478	000.000	C	90 DEGREES LEFT	VILLAGE OAK LN	02/02/2012
251	007.478	000.000	C	90 DEGREES RIGHT	LAKE LN	02/11/1986
251	007.658	000.000	C	45 DEGREES L. & 135 DEGREES R.	CR-531/PLEASANT H R	06/01/2016
251	007.822	000.000	C	90 DEGREES LEFT	SHOPPES OF KISSIMM	07/06/1994
251	007.822	000.000	C	90 DEGREES RIGHT	THE OAKS BLVD	08/20/2007
251	008.007	000.000	C	90 DEGREES LEFT	TEMPLE DR	02/11/1986
251	008.068	000.000	C	45 DEGREES RIGHT	HARRIS BLVD	02/11/1986
251	008.792	000.000	C	90 DEGREES LEFT	JOHN HENRYJONES BLVD	08/20/2007
251	008.953	000.000	C	90 DEGREES LEFT	JOHN HENRYJONES BLVD	10/22/2008
251	009.154	000.000	C	90 DEGREES LEFT	MOHAWK DR	10/22/2008
251	009.211	000.000	C	90 DEGREES LEFT	REE LN	12/05/1990
251	009.316	000.000	C	90 DEGREES LEFT	OSCEOLA PARK DR	02/02/2012

251	009.316	000.000	C	90 DEGREES RIGHT	HACIENDA CIR	11/03/2003
251	009.670	000.000	C	90 DEGREES LEFT	HARRELSON LN	10/22/2008
251	009.711	000.000	C	90 DEGREES RIGHT	PALMETTO AVE	06/03/1986
251	010.040	000.000	C	90 DEGREES L. & 90 DEGREES R.	PORTAGE ST	11/10/2008
251	010.105	000.000	C	90 DEGREES L. & 90 DEGREES R.	HUGHEY ST	01/14/1992
251	010.169	000.000	C	90 DEGREES L. & 90 DEGREES R.	PATRICK ST	12/05/1990
251	010.235	000.000	C	90 DEGREES L. & 90 DEGREES R.	BRYAN ST	12/05/1990
251	010.298	000.000	C	90 DEGREES LEFT	EMMETT ST	12/05/1990
251	010.298	000.000	C	45 DEGREES LEFT	SR600/JOHN YOUNG PKW	12/10/2002
251	010.319	000.000	C	135 DEGREES RIGHT	FROM JOHN YOUNG PKWY	08/04/2014
251	010.343	000.000	C	90 DEGREES L. & 90 DEGREES R.	RANDOLPH AVE	07/20/1994
251	010.408	000.000	C	90 DEGREES L. & 90 DEGREES R.	DILLINGHAM AVE	02/11/1986
251	010.473	000.000	C	90 DEGREES L. & 90 DEGREES R.	CLYDE AVE	09/23/2003
251	010.540	000.000	C	90 DEGREES L. & 90 DEGREES R.	ROSE AVE	03/28/1994
251	010.604	000.000	C	90 DEGREES L. & 90 DEGREES R.	VERNON AVE	10/22/2008
251	010.669	000.000	C	90 DEGREES L. & 90 DEGREES R.	BEAUMONT AVE	02/11/1986
251	010.735	000.000	C	90 DEGREES L. & 90 DEGREES R.	ORLANDO AVE	02/11/1986
251	010.807	000.000	C	45 DEGREES LEFT	STEWART AVE	12/05/1990
251	010.807	000.000	C	90 DEGREES RIGHT	E RUBY AVE	10/22/2008
251	010.867	000.000	C	90 DEGREES L. & 90 DEGREES R.	DARLINGTON AVE	06/03/1986
251	010.938	000.000	C	90 DEGREES L. & 90 DEGREES R.	MONUMENT AVE	06/03/1986
251	011.007	000.000	C	90 DEGREES L. & 90 DEGREES R.	DAKIN AVE	06/03/1986
251	011.077	000.000	C	90 DEGREES L. & 90 DEGREES R.	SPROULE AVE	06/03/1986
251	011.146	000.000	C	90 DEGREES L. & 90 DEGREES R.	NEPTUNE RD	08/06/2012
251	011.165	000.000	C	45 DEGREES RIGHT	BRACK ST	08/06/2012
251	011.278	000.000	C	90 DEGREES LEFT	CHURCH ST	02/11/1986
251	011.313	000.000	C	90 DEGREES L. & 90 DEGREES R.	PARK ST	06/03/1986
251	011.380	000.000	C	90 DEGREES L. & 90 DEGREES R.	BASS	02/11/1986
251	011.444	000.000	C	90 DEGREES L. & 90 DEGREES R.	LAKE	02/11/1986
251	011.514	000.000	C	90 DEGREES L. & 90 DEGREES R.	OAK ST	03/28/1994
251	011.573	000.000	C	90 DEGREES L. & 90 DEGREES R.	MAGNOLIA ST	06/03/1986
251	011.635	000.000	C	90 DEGREES L. & 90 DEGREES R.	ORANGE ST	06/03/1986
251	011.698	000.000	C	90 DEGREES L. & 90 DEGREES R.	CHERRY ST	03/28/1994
251	011.764	000.000	C	90 DEGREES LEFT	SR-530/VINE ST	06/01/2016
251	011.764	000.000	C	90 DEGREES RIGHT	US-192/US-441/SR-500	06/01/2016
251	011.854	000.000	C	90 DEGREES L. & 90 DEGREES R.	CYPRESS ST	06/03/1986
251	011.942	000.000	C	90 DEGREES RIGHT	WALNUT ST	06/03/1986
251	012.019	000.000	C	90 DEGREES RIGHT	COLUMBIA AVE	03/09/2009
251	012.065	000.000	C	90 DEGREES LEFT	COLUMBIA AVE	02/20/2007
251	012.192	000.000	C	90 DEGREES LEFT	DELLWOOD DR	03/09/2009
251	012.263	000.000	C	90 DEGREES RIGHT	BENITA ST	06/03/1986
251	012.267	000.000	C	45 DEGREES RIGHT	CR-527/OLD DIXIE HWY	06/01/2016
251	012.379	000.000	C	90 DEGREES RIGHT	TREMONT AVE	03/09/2009
251	012.442	000.000	C	90 DEGREES LEFT	PARK PLACE BLVD	03/09/2009
251	012.442	000.000	C	90 DEGREES RIGHT	WASHINGTON AVE	01/23/2003
251	012.504	000.000	C	90 DEGREES L. & 90 DEGREES R.	RIDGEWOOD AVE	06/03/1986
251	012.659	000.000	C	90 DEGREES LEFT	W HILDA ST	01/23/2003
251	012.760	000.000	C	90 DEGREES L. & 90 DEGREES R.	DONEGAN AVE	03/09/2009
251	012.888	000.000	C	90 DEGREES RIGHT	DUNCAN AVE	02/11/1986
251	012.943	000.000	C	90 DEGREES RIGHT	WHITNEY ST	02/11/1986
251	013.010	000.000	C	90 DEGREES L. & 90 DEGREES R.	JACKSON ST	02/11/1986
251	013.075	000.000	C	90 DEGREES RIGHT	MARTIN ST	06/03/1986
251	013.137	000.000	C	90 DEGREES L. & 90 DEGREES R.	FLETCHER ST	02/11/1986
251	013.200	000.000	C	90 DEGREES L. & 90 DEGREES R.	KEEN ST	02/11/1986
251	013.260	000.000	C	90 DEGREES L. & 90 DEGREES R.	CARROLL ST	10/22/2008
251	013.375	000.000	C	90 DEGREES RIGHT	HOME ST	12/05/1990
251	013.402	000.000	C	90 DEGREES LEFT	TROPICAL LAKE DR	02/03/1998
251	013.466	000.000	C	90 DEGREES LEFT	COURT ST	02/03/1998
251	013.517	000.000	C	90 DEGREES RIGHT	WOODLAND CREEK BLVD	03/09/2009
251	013.850	000.000	C	90 DEGREES LEFT	COUNTRY BLVD	10/22/2008
251	013.930	000.000	C	90 DEGREES RIGHT	BARN ST	06/03/1986
251	014.013	000.000	C	90 DEGREES L. & 90 DEGREES R.	OSCEOLA PKWY	10/22/2008
251	014.322	000.000	C	90 DEGREES LEFT	CENTERVIEW BLVD	01/30/2017
251	014.322	000.000	C	90 DEGREES RIGHT	SCHOOL OF THE ARTS	01/30/2017
251	014.646	000.000	C	90 DEGREES RIGHT	TUPPERWARE ENT	07/07/1994
251	014.750	000.000	C	END OF SECT. DESC.	ORANGE CO LINE	11/03/2014
253	004.190	000.000	C	CHECK DIGIT	B	04/10/1989
253	004.190	000.000	C	NATIONAL RR GRADE CROSSING NO.	622952	04/10/1989
256	000.000	000.536	L	UNPAVED TURNOUTS WITH PIPE	3	01/30/2017
256	000.000	000.536	L	AV. WIDTH TRNOUT,UNPAVE,PIPE	46	01/30/2017
256	000.000	000.536	R	PAVED TURNOUTS WITHOUT PIPE	1	01/30/2017
256	000.000	000.536	R	UNPAVED TURNOUTS WITH PIPE	2	01/30/2017
256	000.000	000.536	R	AV. WIDTH TRNOUT,PAVED,NO PIPE	44	01/30/2017
256	000.000	000.536	R	AV. WIDTH TRNOUT,UNPAVE,PIPE	32	01/30/2017
256	001.915	002.000	L	UNPAVED TURNOUTS WITH PIPE	1	01/30/2017

256	001.915	002.000	L	AV. WIDTH TRNOUT,UNPAVE,PIPE	38	01/30/2017
256	002.000	003.000	L	PAVED TURNOUTS WITH PIPE	4	01/30/2017
256	002.000	003.000	L	UNPAVED TURNOUTS WITH PIPE	14	01/30/2017
256	002.000	003.000	L	AV. WIDTH TRNOUT, PAVED, PIPE	90	01/30/2017
256	002.000	003.000	L	AV. WIDTH TRNOUT,UNPAVE,PIPE	53	01/30/2017
256	002.000	003.000	R	PAVED TURNOUTS WITHOUT PIPE	1	01/30/2017
256	002.000	003.000	R	UNPAVED TURNOUTS WITHOUT PIPE	4	01/30/2017
256	002.000	003.000	R	UNPAVED TURNOUTS WITH PIPE	6	01/30/2017
256	002.000	003.000	R	AV. WIDTH TRNOUT,PAVED,NO PIPE	35	01/30/2017
256	002.000	003.000	R	AV.WIDTH TRNOUT,UNPAVE,NO PIPE	24	01/30/2017
256	002.000	003.000	R	AV. WIDTH TRNOUT,UNPAVE,PIPE	40	01/30/2017
256	003.000	004.000	L	PAVED TURNOUTS WITH PIPE	4	01/30/2017
256	003.000	004.000	L	UNPAVED TURNOUTS WITH PIPE	10	01/30/2017
256	003.000	004.000	L	AV. WIDTH TRNOUT, PAVED, PIPE	50	01/30/2017
256	003.000	004.000	L	AV. WIDTH TRNOUT,UNPAVE,PIPE	66	01/30/2017
256	003.000	004.000	R	PAVED TURNOUTS WITHOUT PIPE	2	01/30/2017
256	003.000	004.000	R	PAVED TURNOUTS WITH PIPE	2	01/30/2017
256	003.000	004.000	R	UNPAVED TURNOUTS WITHOUT PIPE	5	01/30/2017
256	003.000	004.000	R	UNPAVED TURNOUTS WITH PIPE	4	01/30/2017
256	003.000	004.000	R	AV. WIDTH TRNOUT,PAVED,NO PIPE	46	01/30/2017
256	003.000	004.000	R	AV. WIDTH TRNOUT, PAVED, PIPE	102	01/30/2017
256	003.000	004.000	R	AV.WIDTH TRNOUT,UNPAVE,NO PIPE	16	01/30/2017
256	003.000	004.000	R	AV. WIDTH TRNOUT,UNPAVE,PIPE	51	01/30/2017
256	004.000	005.000	L	PAVED TURNOUTS WITHOUT PIPE	1	01/30/2017
256	004.000	005.000	L	PAVED TURNOUTS WITH PIPE	4	01/30/2017
256	004.000	005.000	L	UNPAVED TURNOUTS WITH PIPE	2	01/30/2017
256	004.000	005.000	L	AV. WIDTH TRNOUT,PAVED,NO PIPE	30	01/30/2017
256	004.000	005.000	L	AV. WIDTH TRNOUT, PAVED, PIPE	110	01/30/2017
256	004.000	005.000	L	AV. WIDTH TRNOUT,UNPAVE,PIPE	88	01/30/2017
256	004.000	005.000	R	PAVED TURNOUTS WITHOUT PIPE	1	01/30/2017
256	004.000	005.000	R	PAVED TURNOUTS WITH PIPE	1	01/30/2017
256	004.000	005.000	R	UNPAVED TURNOUTS WITH PIPE	2	01/30/2017
256	004.000	005.000	R	AV. WIDTH TRNOUT,PAVED,NO PIPE	20	01/30/2017
256	004.000	005.000	R	AV. WIDTH TRNOUT, PAVED, PIPE	158	01/30/2017
256	004.000	005.000	R	AV. WIDTH TRNOUT,UNPAVE,PIPE	56	01/30/2017
256	005.000	006.000	L	PAVED TURNOUTS WITH PIPE	8	01/30/2017
256	005.000	006.000	L	UNPAVED TURNOUTS WITH PIPE	3	01/30/2017
256	005.000	006.000	L	AV. WIDTH TRNOUT, PAVED, PIPE	75	01/30/2017
256	005.000	006.000	L	AV. WIDTH TRNOUT,UNPAVE,PIPE	45	01/30/2017
256	005.000	006.000	R	PAVED TURNOUTS WITH PIPE	5	01/30/2017
256	005.000	006.000	R	UNPAVED TURNOUTS WITH PIPE	6	01/30/2017
256	005.000	006.000	R	AV. WIDTH TRNOUT, PAVED, PIPE	93	01/30/2017
256	005.000	006.000	R	AV. WIDTH TRNOUT,UNPAVE,PIPE	45	01/30/2017
256	006.000	007.000	L	PAVED TURNOUTS WITH PIPE	5	01/30/2017
256	006.000	007.000	L	UNPAVED TURNOUTS WITH PIPE	5	01/30/2017
256	006.000	007.000	L	AV. WIDTH TRNOUT, PAVED, PIPE	58	01/30/2017
256	006.000	007.000	L	AV. WIDTH TRNOUT,UNPAVE,PIPE	65	01/30/2017
256	006.000	007.000	R	PAVED TURNOUTS WITH PIPE	7	01/30/2017
256	006.000	007.000	R	UNPAVED TURNOUTS WITH PIPE	7	01/30/2017
256	006.000	007.000	R	AV. WIDTH TRNOUT, PAVED, PIPE	98	01/30/2017
256	006.000	007.000	R	AV. WIDTH TRNOUT,UNPAVE,PIPE	71	01/30/2017
256	007.000	008.000	L	PAVED TURNOUTS WITHOUT PIPE	1	01/30/2017
256	007.000	008.000	L	PAVED TURNOUTS WITH PIPE	5	01/30/2017
256	007.000	008.000	L	UNPAVED TURNOUTS WITH PIPE	7	01/30/2017
256	007.000	008.000	L	AV. WIDTH TRNOUT,PAVED,NO PIPE	34	01/30/2017
256	007.000	008.000	L	AV. WIDTH TRNOUT, PAVED, PIPE	98	01/30/2017
256	007.000	008.000	L	AV. WIDTH TRNOUT,UNPAVE,PIPE	60	01/30/2017
256	007.000	008.000	R	PAVED TURNOUTS WITHOUT PIPE	2	01/30/2017
256	007.000	008.000	R	PAVED TURNOUTS WITH PIPE	7	01/30/2017
256	007.000	008.000	R	UNPAVED TURNOUTS WITH PIPE	2	01/30/2017
256	007.000	008.000	R	AV. WIDTH TRNOUT,PAVED,NO PIPE	27	01/30/2017
256	007.000	008.000	R	AV. WIDTH TRNOUT, PAVED, PIPE	80	01/30/2017
256	007.000	008.000	R	AV. WIDTH TRNOUT,UNPAVE,PIPE	58	01/30/2017
256	008.000	009.000	L	PAVED TURNOUTS WITH PIPE	2	01/30/2017
256	008.000	009.000	L	AV. WIDTH TRNOUT, PAVED, PIPE	93	01/30/2017
256	008.000	009.000	R	UNPAVED TURNOUTS WITHOUT PIPE	1	01/30/2017
256	008.000	009.000	R	AV.WIDTH TRNOUT,UNPAVE,NO PIPE	14	01/30/2017
256	009.000	010.000	L	PAVED TURNOUTS WITHOUT PIPE	2	01/30/2017
256	009.000	010.000	L	PAVED TURNOUTS WITH PIPE	9	01/30/2017
256	009.000	010.000	L	UNPAVED TURNOUTS WITH PIPE	1	01/30/2017
256	009.000	010.000	L	AV. WIDTH TRNOUT,PAVED,NO PIPE	32	01/30/2017
256	009.000	010.000	L	AV. WIDTH TRNOUT, PAVED, PIPE	83	01/30/2017
256	009.000	010.000	L	AV. WIDTH TRNOUT,UNPAVE,PIPE	56	01/30/2017
256	009.000	010.000	R	PAVED TURNOUTS WITHOUT PIPE	1	01/30/2017
256	009.000	010.000	R	UNPAVED TURNOUTS WITH PIPE	1	01/30/2017

256	009.000	010.000	R	AV. WIDTH TRNOUT,PAVED,NO PIPE	32	01/30/2017
256	009.000	010.000	R	AV. WIDTH TRNOUT,UNPAVE,PIPE	31	01/30/2017
256	010.000	010.298	L	PAVED TURNOUTS WITHOUT PIPE	8	01/30/2017
256	010.000	010.298	L	AV. WIDTH TRNOUT,PAVED,NO PIPE	26	01/30/2017
256	010.000	010.298	R	PAVED TURNOUTS WITHOUT PIPE	7	01/30/2017
256	010.000	010.298	R	AV. WIDTH TRNOUT,PAVED,NO PIPE	28	01/30/2017
256	011.764	012.000	L	PAVED TURNOUTS WITHOUT PIPE	7	01/30/2017
256	011.764	012.000	L	AV. WIDTH TRNOUT,PAVED,NO PIPE	37	01/30/2017
256	011.764	012.000	R	PAVED TURNOUTS WITHOUT PIPE	14	01/30/2017
256	011.764	012.000	R	AV. WIDTH TRNOUT,PAVED,NO PIPE	31	01/30/2017
256	012.000	013.000	L	PAVED TURNOUTS WITHOUT PIPE	19	01/30/2017
256	012.000	013.000	L	PAVED TURNOUTS WITH PIPE	1	01/30/2017
256	012.000	013.000	L	UNPAVED TURNOUTS WITHOUT PIPE	1	01/30/2017
256	012.000	013.000	L	AV. WIDTH TRNOUT,PAVED,NO PIPE	50	01/30/2017
256	012.000	013.000	L	AV. WIDTH TRNOUT, PAVED, PIPE	60	01/30/2017
256	012.000	013.000	L	AV.WIDTH TRNOUT,UNPAVE,NO PIPE	12	01/30/2017
256	012.000	013.000	R	PAVED TURNOUTS WITHOUT PIPE	20	01/30/2017
256	012.000	013.000	R	PAVED TURNOUTS WITH PIPE	5	01/30/2017
256	012.000	013.000	R	UNPAVED TURNOUTS WITH PIPE	1	01/30/2017
256	012.000	013.000	R	AV. WIDTH TRNOUT,PAVED,NO PIPE	39	01/30/2017
256	012.000	013.000	R	AV. WIDTH TRNOUT, PAVED, PIPE	96	01/30/2017
256	012.000	013.000	R	AV. WIDTH TRNOUT,UNPAVE,PIPE	20	01/30/2017
256	013.000	014.000	L	PAVED TURNOUTS WITHOUT PIPE	20	01/30/2017
256	013.000	014.000	L	PAVED TURNOUTS WITH PIPE	4	01/30/2017
256	013.000	014.000	L	AV. WIDTH TRNOUT,PAVED,NO PIPE	32	01/30/2017
256	013.000	014.000	L	AV. WIDTH TRNOUT, PAVED, PIPE	97	01/30/2017
256	013.000	014.000	R	PAVED TURNOUTS WITHOUT PIPE	17	01/30/2017
256	013.000	014.000	R	AV. WIDTH TRNOUT,PAVED,NO PIPE	30	01/30/2017
256	014.000	014.750	R	PAVED TURNOUTS WITHOUT PIPE	1	01/30/2017
256	014.000	014.750	R	AV. WIDTH TRNOUT,PAVED,NO PIPE	24	01/30/2017
257	004.810	000.000	R	LENGTH OF CROSSOVER	112	01/30/2017
257	007.092	000.000	R	LENGTH OF CROSSOVER	54	01/30/2017
257	008.569	000.000	R	LENGTH OF CROSSOVER	55	01/30/2017
257	009.477	000.000	R	LENGTH OF CROSSOVER	74	01/30/2017
257	014.452	000.000	R	LENGTH OF CROSSOVER	32	01/30/2017
258	000.353	000.358	C	BRIDGE NUMBER	920001	07/07/2011
258	000.354	000.357	C	FACILITY CROSSED	REEDY CREEK	12/05/1990
258	008.446	008.509	L	BRIDGE NUMBER	920151	07/07/2011
258	008.446	008.509	R	BRIDGE NUMBER	920152	07/07/2011
258	008.447	008.508	L	FACILITY CROSSED	SHINGLE CREEK	02/08/1994
258	008.447	008.508	R	FACILITY CROSSED	SHINGLE CREEK	02/08/1994
258	009.348	009.356	C	BOX CULVERT NUMBER	920147	07/07/2011
258	009.349	009.355	C	FACILITY CROSSED	UNNAMED CANAL	12/05/1990
258	009.844	009.900	L	BRIDGE NUMBER	920143	07/07/2011
258	009.844	009.900	R	BRIDGE NUMBER	920144	07/07/2011
258	009.845	009.872	L	FACILITY CROSSED	RAILROAD	02/21/2012
258	009.845	009.872	R	FACILITY CROSSED	RAILROAD	02/21/2012
258	009.872	009.899	L	FACILITY CROSSED	CR-531/CLAY ST	06/01/2016
258	009.872	009.899	R	FACILITY CROSSED	CR-531/CLAY ST	06/01/2016
258	012.105	012.114	C	BRIDGE NUMBER	920007	07/07/2011
258	012.106	012.113	C	FACILITY CROSSED	UNNAMED CANAL	12/05/1990
271	001.915	002.000	R	STANDARD GUARDRAIL LENGTH	0.054	01/30/2017
271	003.000	004.000	L	STANDARD GUARDRAIL LENGTH	0.026	01/30/2017
271	003.000	004.000	R	STANDARD GUARDRAIL LENGTH	0.027	01/30/2017
271	007.000	008.000	R	MISC. GUARDRAIL LENGTH	0.02	01/30/2017
271	008.000	009.000	L	BARRIER WALL LENGTH	0.002	01/30/2017
271	008.000	009.000	L	STANDARD GUARDRAIL LENGTH	0.038	01/30/2017
271	008.000	009.000	R	BARRIER WALL LENGTH	0.018	01/30/2017
271	008.000	009.000	R	DBL.FACE GUARDRAIL LENGTH	0.077	01/30/2017
271	008.000	009.000	R	STANDARD GUARDRAIL LENGTH	0.394	01/30/2017
271	009.000	010.000	L	BARRIER WALL LENGTH	0.249	01/30/2017
271	009.000	010.000	L	MISC. GUARDRAIL LENGTH	0.233	01/30/2017
271	009.000	010.000	L	STANDARD GUARDRAIL LENGTH	0.013	01/30/2017
271	009.000	010.000	R	BARRIER WALL LENGTH	0.259	01/30/2017
271	009.000	010.000	R	DBL.FACE GUARDRAIL LENGTH	0.067	01/30/2017
271	009.000	010.000	R	MISC. GUARDRAIL LENGTH	0.225	01/30/2017
271	009.000	010.000	R	STANDARD GUARDRAIL LENGTH	0.023	01/30/2017
271	011.776	011.789	L	MISC. GUARDRAIL LENGTH	0.013	01/29/2018
271	012.000	013.000	L	MISC. GUARDRAIL LENGTH	0.016	01/30/2017
271	012.000	013.000	R	MISC. GUARDRAIL LENGTH	0.013	01/30/2017
271	013.000	014.000	L	MISC. GUARDRAIL LENGTH	0.002	01/30/2017
271	013.000	014.000	R	MISC. GUARDRAIL LENGTH	0.009	01/30/2017
271	014.000	014.750	L	MISC. GUARDRAIL LENGTH	0.009	01/30/2017
271	014.000	014.750	R	MISC. GUARDRAIL LENGTH	0.01	01/30/2017
272	009.000	010.000	L	LENGTH OF MISCELLANEOUS FENCES	1096	01/30/2017

272	009.844	009.904	L	NO.OF CHAIN LINK FENCES	1	01/30/2017
272	009.844	009.904	R	NO.OF CHAIN LINK FENCES	1	01/30/2017
272	012.101	012.116	L	NO.OF CHAIN LINK FENCES	1	01/30/2017
272	012.105	012.118	R	NO.OF CHAIN LINK FENCES	1	01/30/2017
275	008.000	009.000	L	SLPE PAV AREA RIP-RAP	665	01/30/2017
275	008.000	009.000	R	SLPE PAV AREA RIP-RAP	665	01/30/2017
275	009.000	010.000	L	SLPE PAV AREA CONCRETE	928	01/30/2017
275	009.000	010.000	L	SLPE PAV AREA RIP-RAP	274	01/30/2017
275	009.000	010.000	R	SLPE PAV AREA CONCRETE	985	01/30/2017
275	009.000	010.000	R	SLPE PAV AREA RIP-RAP	35	01/30/2017
275	010.000	010.298	L	SLPE PAV AREA RIP-RAP	1841	01/30/2017
275	011.776	011.789	L	RETAINING WALL LENGTH	69	01/29/2018
311	000.000	002.881	C	DATE SPEED ZONE APPROVED	01/27/1971	02/17/1980
311	000.000	002.881	C	MAXIMUM SPEED LIMIT	55	02/17/1980
311	002.881	003.401	C	DATE SPEED ZONE APPROVED	01/27/1971	06/13/1990
311	002.881	003.401	C	MAXIMUM SPEED LIMIT	45	06/13/1990
311	003.401	004.716	C	DATE SPEED ZONE APPROVED	03/10/2009	03/11/2009
311	003.401	004.716	C	MAXIMUM SPEED LIMIT	45	03/11/2009
311	004.716	006.722	C	MAXIMUM SPEED LIMIT	55	11/13/1984
311	006.722	007.310	C	DATE SPEED ZONE APPROVED	03/10/2009	03/11/2009
311	006.722	007.310	C	MAXIMUM SPEED LIMIT	55	10/28/1980
311	007.310	007.961	C	DATE SPEED ZONE APPROVED	03/10/2009	03/11/2009
311	007.310	007.961	C	MAXIMUM SPEED LIMIT	45	03/11/2009
311	007.961	009.543	C	DATE SPEED ZONE APPROVED	03/10/2009	03/11/2009
311	007.961	009.543	C	MAXIMUM SPEED LIMIT	55	03/11/2009
311	009.543	010.103	C	MAXIMUM SPEED LIMIT	45	11/13/1984
311	010.103	010.298	C	DATE SPEED ZONE APPROVED	08/07/1997	05/10/2005
311	010.103	010.298	C	MAXIMUM SPEED LIMIT	40	05/10/2005
311	010.408	010.867	C	MAXIMUM SPEED LIMIT	35	12/19/2016
311	011.001	011.040	C	MAXIMUM SPEED LIMIT	30	06/10/2019
311	011.040	011.182	C	MAXIMUM SPEED LIMIT	30	06/26/2017
311	011.182	011.764	C	MAXIMUM SPEED LIMIT	40	06/26/2017
311	011.764	012.250	C	DATE SPEED ZONE APPROVED	07/24/1975	02/17/1980
311	011.764	012.250	C	MAXIMUM SPEED LIMIT	40	02/17/1980
311	012.250	012.710	C	DATE SPEED ZONE APPROVED	05/31/1962	02/17/1980
311	012.250	012.710	C	MAXIMUM SPEED LIMIT	45	02/17/1980
311	012.710	013.330	C	DATE SPEED ZONE APPROVED	08/23/1973	02/17/1980
311	012.710	013.330	C	MAXIMUM SPEED LIMIT	45	02/17/1980
311	013.330	014.159	C	MAXIMUM SPEED LIMIT	45	10/07/2014
311	014.159	014.750	C	MAXIMUM SPEED LIMIT	50	10/07/2014
313	000.000	002.780	C	TYPE OF ROADWAY PARKING	0 - HIGHWAY TYPE	03/22/1995
313	002.780	003.330	L	TYPE OF ROADWAY PARKING	0 - HIGHWAY TYPE	03/22/1995
313	002.780	003.330	R	TYPE OF ROADWAY PARKING	0 - HIGHWAY TYPE	03/22/1995
313	003.330	004.409	C	TYPE OF ROADWAY PARKING	0 - HIGHWAY TYPE	12/05/1990
313	004.409	004.643	L	TYPE OF ROADWAY PARKING	0 - HIGHWAY TYPE	12/05/1990
313	004.409	004.643	R	TYPE OF ROADWAY PARKING	0 - HIGHWAY TYPE	12/05/1990
313	004.643	005.394	C	TYPE OF ROADWAY PARKING	0 - HIGHWAY TYPE	12/05/1990
313	005.394	009.601	L	TYPE OF ROADWAY PARKING	0 - HIGHWAY TYPE	12/05/1990
313	005.394	009.601	R	TYPE OF ROADWAY PARKING	0 - HIGHWAY TYPE	12/05/1990
313	009.601	010.759	L	TYPE OF ROADWAY PARKING	1 - NO PARKING	07/19/1994
313	009.601	010.759	R	TYPE OF ROADWAY PARKING	1 - NO PARKING	07/19/1994
313	010.759	011.107	L	TYPE OF ROADWAY PARKING	4 - CURB ONE SIDE	02/03/1998
313	010.759	011.107	R	TYPE OF ROADWAY PARKING	4 - CURB ONE SIDE	02/03/1998
313	011.107	012.229	L	TYPE OF ROADWAY PARKING	1 - NO PARKING	02/03/1998
313	011.107	012.229	R	TYPE OF ROADWAY PARKING	1 - NO PARKING	02/03/1998
313	012.229	014.750	L	TYPE OF ROADWAY PARKING	0 - HIGHWAY TYPE	07/19/1994
313	012.229	014.750	R	TYPE OF ROADWAY PARKING	0 - HIGHWAY TYPE	07/19/1994
322	004.572	000.000	C	CONTROLLER DESCRIPTION	SR500(US441/1792-OBT	02/15/2017
322	004.572	000.000	C	MAINTAINING AGENCY NAME	OSCEOLA COUNTY	02/15/2017
322	004.572	000.000	C	SIDE STREET NAME	POINCIANA BV	02/15/2017
322	004.572	000.000	C	SIGNAL CABINET ID NUMBER	92001	02/15/2017
322	004.572	000.000	C	TYPE OF TRAFFIC SIGNAL	02 - INTERSECTION CONTROL SIGNAL	01/24/1990
322	004.572	000.000	C	DATE SIGNAL OPERATIONAL	04/25/1989	06/27/1990
322	004.572	000.000	C	TYPE OF SIGNAL STRUCTURE	01 - MAST ARM	02/15/2017
322	006.031	000.000	C	CONTROLLER DESCRIPTION	SR500(US441/1792-OBT	02/15/2017
322	006.031	000.000	C	MAINTAINING AGENCY NAME	OSCEOLA COUNTY	02/15/2017
322	006.031	000.000	C	SIDE STREET NAME	CR535(HAM BROWN RD)	02/15/2017
322	006.031	000.000	C	SIGNAL CABINET ID NUMBER	92002	02/15/2017
322	006.031	000.000	C	TYPE OF TRAFFIC SIGNAL	02 - INTERSECTION CONTROL SIGNAL	03/10/2005
322	006.031	000.000	C	DATE SIGNAL OPERATIONAL	03/01/2005	03/10/2005
322	006.031	000.000	C	TYPE OF SIGNAL STRUCTURE	03 - CONCRETE STRAIN POLE	02/15/2017
322	006.031	000.000	C	TYPE OF CABLE CONNECTION	02 - TWO POINT CONNECTION	02/15/2017
322	007.658	000.000	C	CONTROLLER DESCRIPTION	SR500(US441/1792-OBT	02/15/2017
322	007.658	000.000	C	MAINTAINING AGENCY NAME	OSCEOLA COUNTY	02/15/2017
322	007.658	000.000	C	SIDE STREET NAME	CR531(PLEASANT HILL)	02/15/2017

322	007.658	000.000 C	SIGNAL CABINET ID NUMBER	92003	02/15/2017
322	007.658	000.000 C	TYPE OF TRAFFIC SIGNAL	02 - INTERSECTION CONTROL SIGNAL	11/25/1985
322	007.658	000.000 C	DATE SIGNAL OPERATIONAL	11/25/1985	09/06/2018
322	007.658	000.000 C	TYPE OF SIGNAL STRUCTURE	03 - CONCRETE STRAIN POLE	02/15/2017
322	007.658	000.000 C	TYPE OF CABLE CONNECTION	02 - TWO POINT CONNECTION	05/09/2019
322	007.822	000.000 C	CONTROLLER DESCRIPTION	SR500(US441/1792-OBT	02/15/2017
322	007.822	000.000 C	MAINTAINING AGENCY NAME	KISSIMMEE	02/15/2017
322	007.822	000.000 C	SIDE STREET NAME	THE OAKS BV	02/15/2017
322	007.822	000.000 C	SIGNAL CABINET ID NUMBER	92004	02/15/2017
322	007.822	000.000 C	TYPE OF TRAFFIC SIGNAL	02 - INTERSECTION CONTROL SIGNAL	05/31/2005
322	007.822	000.000 C	DATE SIGNAL OPERATIONAL	05/13/2005	05/31/2005
322	007.822	000.000 C	TYPE OF SIGNAL STRUCTURE	03 - CONCRETE STRAIN POLE	02/15/2017
322	007.822	000.000 C	TYPE OF CABLE CONNECTION	02 - TWO POINT CONNECTION	02/15/2017
322	009.316	000.000 C	CONTROLLER DESCRIPTION	SR 600(US 17/92-JYP)	02/15/2017
322	009.316	000.000 C	MAINTAINING AGENCY NAME	KISSIMMEE	02/15/2017
322	009.316	000.000 C	SIDE STREET NAME	OSCEOLA PARK DR	01/06/2011
322	009.316	000.000 C	SIGNAL CABINET ID NUMBER	92005	02/15/2017
322	009.316	000.000 C	TYPE OF TRAFFIC SIGNAL	02 - INTERSECTION CONTROL SIGNAL	01/06/2011
322	009.316	000.000 C	DATE SIGNAL OPERATIONAL	01/05/2011	01/06/2011
322	009.316	000.000 C	TYPE OF SIGNAL STRUCTURE	03 - CONCRETE STRAIN POLE	01/06/2011
322	009.316	000.000 C	TYPE OF CABLE CONNECTION	02 - TWO POINT CONNECTION	02/15/2017
322	010.169	000.000 C	CONTROLLER DESCRIPTION	SR 600(US 17/92-JYP)	02/15/2017
322	010.169	000.000 C	MAINTAINING AGENCY NAME	KISSIMMEE	02/15/2017
322	010.169	000.000 C	SIDE STREET NAME	PATRICK ST	02/15/2017
322	010.169	000.000 C	SIGNAL CABINET ID NUMBER	92006	02/15/2017
322	010.169	000.000 C	TYPE OF TRAFFIC SIGNAL	02 - INTERSECTION CONTROL SIGNAL	04/16/1987
322	010.169	000.000 C	DATE SIGNAL OPERATIONAL	04/16/1987	09/06/2018
322	010.169	000.000 C	TYPE OF SIGNAL STRUCTURE	03 - CONCRETE STRAIN POLE	02/15/2017
322	010.169	000.000 C	TYPE OF CABLE CONNECTION	02 - TWO POINT CONNECTION	02/15/2017
322	010.298	000.000 C	CONTROLLER DESCRIPTION	SR 600(US 17/92-JYP)	02/15/2017
322	010.298	000.000 C	MAINTAINING AGENCY NAME	KISSIMMEE	09/06/2018
322	010.298	000.000 C	SIDE STREET NAME	EMMETT ST	02/15/2017
322	010.298	000.000 C	NON-COUNTED SIGNAL	02 - INTERSECTION CONTROL SIGNAL	09/06/2018
322	011.764	000.000 C	CONTROLLER DESCRIPTION	SR500(US441/1792-OBT	02/15/2017
322	011.764	000.000 C	MAINTAINING AGENCY NAME	KISSIMMEE	09/06/2018
322	011.764	000.000 C	SIDE STREET NAME	SR 530/500-VINE ST)	02/15/2017
322	011.764	000.000 C	NON-COUNTED SIGNAL	02 - INTERSECTION CONTROL SIGNAL	09/06/2018
322	012.019	000.000 C	CONTROLLER DESCRIPTION	SR500(US441/1792-OBT	02/15/2017
322	012.019	000.000 C	MAINTAINING AGENCY NAME	KISSIMMEE	02/15/2017
322	012.019	000.000 C	SIDE STREET NAME	COLUMBIA AV	02/15/2017
322	012.019	000.000 C	SIGNAL CABINET ID NUMBER	92007	02/15/2017
322	012.019	000.000 C	TYPE OF TRAFFIC SIGNAL	02 - INTERSECTION CONTROL SIGNAL	07/27/1993
322	012.019	000.000 C	DATE SIGNAL OPERATIONAL	07/15/1993	07/27/1993
322	012.019	000.000 C	TYPE OF SIGNAL STRUCTURE	03 - CONCRETE STRAIN POLE	02/15/2017
322	012.019	000.000 C	TYPE OF CABLE CONNECTION	02 - TWO POINT CONNECTION	02/15/2017
322	012.760	000.000 C	CONTROLLER DESCRIPTION	SR500(US441/1792-OBT	02/15/2017
322	012.760	000.000 C	MAINTAINING AGENCY NAME	OSCEOLA COUNTY	02/15/2017
322	012.760	000.000 C	SIDE STREET NAME	DONEGAN AV	02/15/2017
322	012.760	000.000 C	SIGNAL CABINET ID NUMBER	92008	02/15/2017
322	012.760	000.000 C	TYPE OF TRAFFIC SIGNAL	02 - INTERSECTION CONTROL SIGNAL	11/25/1985
322	012.760	000.000 C	DATE SIGNAL OPERATIONAL	11/25/1985	09/06/2018
322	012.760	000.000 C	TYPE OF SIGNAL STRUCTURE	03 - CONCRETE STRAIN POLE	02/15/2017
322	012.760	000.000 C	TYPE OF CABLE CONNECTION	02 - TWO POINT CONNECTION	02/15/2017
322	013.260	000.000 C	CONTROLLER DESCRIPTION	SR500(US441/1792-OBT	02/15/2017
322	013.260	000.000 C	MAINTAINING AGENCY NAME	OSCEOLA COUNTY	02/15/2017
322	013.260	000.000 C	SIDE STREET NAME	CARROL ST	02/15/2017
322	013.260	000.000 C	SIGNAL CABINET ID NUMBER	92009	02/15/2017
322	013.260	000.000 C	TYPE OF TRAFFIC SIGNAL	02 - INTERSECTION CONTROL SIGNAL	04/16/1987
322	013.260	000.000 C	DATE SIGNAL OPERATIONAL	04/16/1987	09/06/2018
322	013.260	000.000 C	TYPE OF SIGNAL STRUCTURE	03 - CONCRETE STRAIN POLE	02/15/2017
322	013.260	000.000 C	TYPE OF CABLE CONNECTION	02 - TWO POINT CONNECTION	02/15/2017
322	014.013	000.000 C	CONTROLLER DESCRIPTION	SR500(US441/1792-OBT	02/15/2017
322	014.013	000.000 C	MAINTAINING AGENCY NAME	OSCEOLA COUNTY	02/15/2017
322	014.013	000.000 C	SIDE STREET NAME	CR 522(OSCEOLA PY)	02/15/2017
322	014.013	000.000 C	SIGNAL CABINET ID NUMBER	92010	02/15/2017
322	014.013	000.000 C	TYPE OF TRAFFIC SIGNAL	02 - INTERSECTION CONTROL SIGNAL	01/24/1990
322	014.013	000.000 C	DATE SIGNAL OPERATIONAL	01/24/1990	09/06/2018
322	014.013	000.000 C	TYPE OF SIGNAL STRUCTURE	03 - CONCRETE STRAIN POLE	02/15/2017
322	014.013	000.000 C	TYPE OF CABLE CONNECTION	02 - TWO POINT CONNECTION	02/15/2017
322	014.322	000.000 C	CONTROLLER DESCRIPTION	SR500(US441/1792-OBT	02/15/2017
322	014.322	000.000 C	MAINTAINING AGENCY NAME	OSCEOLA COUNTY	02/15/2017
322	014.322	000.000 C	SIDE STREET NAME	OSCEOLA SCHOOL_ARTS	05/16/2008
322	014.322	000.000 C	SIGNAL CABINET ID NUMBER	92011	02/15/2017
322	014.322	000.000 C	TYPE OF TRAFFIC SIGNAL	02 - INTERSECTION CONTROL SIGNAL	09/06/2018
322	014.322	000.000 C	DATE SIGNAL OPERATIONAL	07/01/2004	09/06/2018

322	014.322	000.000 C	TYPE OF SIGNAL STRUCTURE	03 - CONCRETE STRAIN POLE	02/15/2017
322	014.322	000.000 C	TYPE OF CABLE CONNECTION	02 - TWO POINT CONNECTION	02/15/2017
323	010.374	010.402 C	SCHOOL ZONE SPEED	20	02/08/1990
326	000.009	000.000 C	TRAFFIC STATION NUMBER	920314	04/21/2009
326	000.009	000.000 C	TRAFFIC STATION TYPE	P - PTMS	04/21/2009
326	007.020	000.000 C	TRAFFIC STATION NUMBER	921002	07/21/2005
326	007.020	000.000 C	TRAFFIC STATION TYPE	P - PTMS	05/24/2019
326	007.497	000.000 C	TRAFFIC STATION NUMBER	920101	07/21/2005
326	007.497	000.000 C	TRAFFIC STATION TYPE	I - INACTIVE	07/21/2005
326	007.597	000.000 C	TRAFFIC STATION NUMBER	929407	07/21/2005
326	007.597	000.000 C	TRAFFIC STATION TYPE	I - INACTIVE	07/21/2005
326	007.617	000.000 C	TRAFFIC STATION NUMBER	929402	07/21/2005
326	007.617	000.000 C	TRAFFIC STATION TYPE	I - INACTIVE	07/21/2005
326	008.750	000.000 C	TRAFFIC STATION NUMBER	921005	07/21/2005
326	008.750	000.000 C	TRAFFIC STATION TYPE	I - INACTIVE	12/14/2006
326	009.966	000.000 C	TRAFFIC STATION NUMBER	920003	07/21/2005
326	009.966	000.000 C	TRAFFIC STATION TYPE	P - PTMS	07/21/2005
326	010.116	000.000 C	TRAFFIC STATION NUMBER	925002	07/21/2005
326	010.116	000.000 C	TRAFFIC STATION TYPE	I - INACTIVE	07/21/2005
326	010.467	000.000 C	TRAFFIC STATION NUMBER	925004	07/21/2005
326	010.467	000.000 C	TRAFFIC STATION TYPE	I - INACTIVE	07/21/2005
326	010.516	000.000 C	TRAFFIC STATION NUMBER	925003	07/21/2005
326	010.516	000.000 C	TRAFFIC STATION TYPE	P - PTMS	05/11/2016
326	010.730	000.000 C	TRAFFIC STATION NUMBER	925005	07/21/2005
326	010.730	000.000 C	TRAFFIC STATION TYPE	I - INACTIVE	07/21/2005
326	010.767	000.000 C	TRAFFIC STATION NUMBER	925007	07/21/2005
326	010.767	000.000 C	TRAFFIC STATION TYPE	I - INACTIVE	07/21/2005
326	010.915	000.000 C	TRAFFIC STATION NUMBER	925008	07/21/2005
326	010.915	000.000 C	TRAFFIC STATION TYPE	I - INACTIVE	07/21/2005
326	011.023	000.000 C	TRAFFIC STATION NUMBER	925009	07/21/2005
326	011.023	000.000 C	TRAFFIC STATION TYPE	I - INACTIVE	07/21/2005
326	011.167	000.000 C	TRAFFIC STATION NUMBER	925010	07/21/2005
326	011.167	000.000 C	TRAFFIC STATION TYPE	I - INACTIVE	07/21/2005
326	011.243	000.000 C	TRAFFIC STATION NUMBER	925011	07/21/2005
326	011.243	000.000 C	TRAFFIC STATION TYPE	I - INACTIVE	07/21/2005
326	011.666	000.000 C	TRAFFIC STATION NUMBER	920113	07/21/2005
326	011.666	000.000 C	TRAFFIC STATION TYPE	I - INACTIVE	07/21/2005
326	011.691	000.000 C	TRAFFIC STATION NUMBER	927086	05/26/2009
326	011.691	000.000 C	TRAFFIC STATION TYPE	R - ROADTUBE	05/26/2009
326	011.774	000.000 C	TRAFFIC STATION NUMBER	925012	07/21/2005
326	011.774	000.000 C	TRAFFIC STATION TYPE	I - INACTIVE	07/21/2005
326	012.243	000.000 C	TRAFFIC STATION NUMBER	920135	07/21/2005
326	012.243	000.000 C	TRAFFIC STATION TYPE	P - PTMS	07/21/2005
326	013.816	000.000 C	TRAFFIC STATION NUMBER	920100	07/21/2005
326	013.816	000.000 C	TRAFFIC STATION TYPE	P - PTMS	12/12/2006
326	014.722	000.000 C	TRAFFIC STATION NUMBER	920117	07/21/2005
326	014.722	000.000 C	TRAFFIC STATION TYPE	I - INACTIVE	07/21/2005
330	000.000	000.536 C	COUNT STATION ASSIGNED TO BRK.	920314	10/02/2004
330	000.000	000.536 C	TRAFFIC BREAK CODE	1 - LOCATED WITHIN BREAK	12/12/2006
330	001.915	007.658 C	COUNT STATION ASSIGNED TO BRK.	921002	10/02/2004
330	001.915	007.658 C	TRAFFIC BREAK CODE	1 - LOCATED WITHIN BREAK	12/12/2006
330	007.658	010.298 C	COUNT STATION ASSIGNED TO BRK.	920003	06/02/2017
330	007.658	010.298 C	TRAFFIC BREAK CODE	1 - LOCATED WITHIN BREAK	06/02/2017
330	010.298	011.470 C	COUNT STATION ASSIGNED TO BRK.	925003	06/02/2017
330	010.298	011.470 C	TRAFFIC BREAK CODE	1 - LOCATED WITHIN BREAK	06/02/2017
330	011.470	011.764 C	COUNT STATION ASSIGNED TO BRK.	927086	03/15/2012
330	011.470	011.764 C	TRAFFIC BREAK CODE	1 - LOCATED WITHIN BREAK	03/15/2012
330	011.764	012.760 C	COUNT STATION ASSIGNED TO BRK.	920135	10/02/2004
330	011.764	012.760 C	TRAFFIC BREAK CODE	1 - LOCATED WITHIN BREAK	12/12/2006
330	012.760	014.750 C	COUNT STATION ASSIGNED TO BRK.	920100	06/02/2017
330	012.760	014.750 C	TRAFFIC BREAK CODE	1 - LOCATED WITHIN BREAK	12/12/2006
331	000.000	000.536 C	AADT DATE	12/31/2019	04/10/2020
331	000.000	000.536 C	AADT TYPE	1 - FINAL ESTIMATE FROM SURVEY	04/10/2020
331	000.000	000.536 C	RDWY SECTION AVG "D" FACTOR	53.2	04/10/2020
331	000.000	000.536 C	STANDARD K FACTOR	9	04/10/2020
331	000.000	000.536 C	SECTION AVERAGE T FACTOR	10.1	04/10/2020
331	000.000	000.536 C	SECTION AVERAGE ADT	16400	04/10/2020
331	001.915	007.658 C	AADT DATE	12/31/2019	04/10/2020
331	001.915	007.658 C	AADT TYPE	2 - FIN. EST. FROM GROWTH FACTOR	04/10/2020
331	001.915	007.658 C	RDWY SECTION AVG "D" FACTOR	53.2	04/10/2020
331	001.915	007.658 C	STANDARD K FACTOR	9	04/10/2020
331	001.915	007.658 C	SECTION AVERAGE T FACTOR	4.7	04/10/2020
331	001.915	007.658 C	SECTION AVERAGE ADT	32000	04/10/2020
331	007.658	010.298 C	AADT DATE	12/31/2019	04/10/2020
331	007.658	010.298 C	AADT TYPE	1 - FINAL ESTIMATE FROM SURVEY	04/10/2020

331	007.658	010.298	C	RDWY SECTION AVG "D" FACTOR	53.2	04/10/2020
331	007.658	010.298	C	STANDARD K FACTOR	9	04/10/2020
331	007.658	010.298	C	SECTION AVERAGE T FACTOR	6.8	04/10/2020
331	007.658	010.298	C	SECTION AVERAGE ADT	83000	04/10/2020
331	010.298	011.470	C	AADT DATE	12/31/2019	04/10/2020
331	010.298	011.470	C	AADT TYPE	1 - FINAL ESTIMATE FROM SURVEY	04/10/2020
331	010.298	011.470	C	RDWY SECTION AVG "D" FACTOR	53.2	04/10/2020
331	010.298	011.470	C	STANDARD K FACTOR	9	04/10/2020
331	010.298	011.470	C	SECTION AVERAGE T FACTOR	9.7	04/10/2020
331	010.298	011.470	C	SECTION AVERAGE ADT	23000	04/10/2020
331	011.470	011.764	C	AADT DATE	12/31/2019	04/10/2020
331	011.470	011.764	C	AADT TYPE	2 - FIN. EST. FROM GROWTH FACTOR	04/10/2020
331	011.470	011.764	C	RDWY SECTION AVG "D" FACTOR	53.2	04/10/2020
331	011.470	011.764	C	STANDARD K FACTOR	9	04/10/2020
331	011.470	011.764	C	SECTION AVERAGE T FACTOR	5.4	04/10/2020
331	011.470	011.764	C	SECTION AVERAGE ADT	30000	04/10/2020
331	011.764	012.760	C	AADT DATE	12/31/2019	04/10/2020
331	011.764	012.760	C	AADT TYPE	1 - FINAL ESTIMATE FROM SURVEY	04/10/2020
331	011.764	012.760	C	RDWY SECTION AVG "D" FACTOR	53.2	04/10/2020
331	011.764	012.760	C	STANDARD K FACTOR	9	04/10/2020
331	011.764	012.760	C	SECTION AVERAGE T FACTOR	4.9	04/10/2020
331	011.764	012.760	C	SECTION AVERAGE ADT	29000	04/10/2020
331	012.760	014.750	C	AADT DATE	12/31/2019	04/10/2020
331	012.760	014.750	C	AADT TYPE	1 - FINAL ESTIMATE FROM SURVEY	04/10/2020
331	012.760	014.750	C	RDWY SECTION AVG "D" FACTOR	53.2	04/10/2020
331	012.760	014.750	C	STANDARD K FACTOR	9	04/10/2020
331	012.760	014.750	C	SECTION AVERAGE T FACTOR	3.6	04/10/2020
331	012.760	014.750	C	SECTION AVERAGE ADT	37500	04/10/2020
341	003.000	007.820	R	OWNER OF LOCAL LUMINARIES	OSCEOLA COUNTY	01/30/2017
341	003.000	007.820	R	LUMINAIRES UNDER LOCAL AGRMNT	22	01/30/2017
341	009.970	010.298	R	OWNER OF LOCAL LUMINARIES	KISSIMMEE	05/01/2017
341	009.970	010.298	R	LUMINAIRES UNDER LOCAL AGRMNT	6	05/01/2017
341	011.764	012.263	R	OWNER OF LOCAL LUMINARIES	KISSIMMEE	01/30/2017
341	011.764	012.263	R	LUMINAIRES UNDER LOCAL AGRMNT	13	01/30/2017
341	012.263	014.750	R	OWNER OF LOCAL LUMINARIES	OSCEOLA COUNTY	01/30/2017
341	012.263	014.750	R	LUMINAIRES UNDER LOCAL AGRMNT	5	04/06/2017

Roadway Characteristics Inventory

FEATURE/CHARACTERISTIC SORT

Run Date: 07/14/2020 . . Run Time: 16.46.24
Roadway ID: 92010100
Sorted By: Beg. MP, Side of Road, End. MP and Characteristic Code

FEAT NUM	Beg MP	End MP	Characteristic Description	Value	Last updated on
111	000.000	001.354	STATE ROAD NUMBER	SR 600	09/05/2007
112	000.000	001.354	FEDERAL HIGHWAY SYSTEM CODE	5 - NHS	10/05/2012
112	000.000	001.354	NHS DESIGNATION APPROVAL DATE	09/21/2012	11/01/2018
112	000.000	001.354	TRAVEL WAY ALONG ROADWAY	7 - NHS/MAP-21 PRINCIPAL ARTERIALS	10/04/2012
113	000.000	001.354	US ROUTE NUMBER	US 17	08/13/2007
113	000.000	001.354	SECONDARY U S ROUTE NUMBER	US 92	08/13/2007
114	000.000	001.354	LOCAL NAME OF FACILITY	S ORANGE BLOSSOM TRL	08/28/2012
118	000.000	000.365	SIGNALS AT-GRADE INTERSECT.	1	08/29/2018
118	000.000	000.365	CURVES BY CLASS - CLASS A	100365	08/29/2018
118	000.000	000.365	GRADES BY CLASS - CLASS A	100365	08/29/2018
118	000.000	000.365	HPMS SAMPLE ID NUMBER	920101000025	08/29/2018
118	000.000	000.365	NO. LANES PEAK DIR/PEAK HOUR	1	08/29/2018
118	000.000	000.365	PREVAILING TYPE OF SIGNALIZAT.	2 - UNCOORDINATED TRAFFIC ACTUATED	08/29/2018
118	000.000	000.365	TURN LANE LEFT	3 - SINGLE LEFT TURN LANE/BAY	08/29/2018
118	000.000	000.365	TURN LANE RIGHT	4 - NO RIGHT TURN LANES/BAYS EXIST	08/29/2018
118	000.000	000.365	TYPE OF PARKING (HPMS)	3 - NO PARKING ALLOWED	08/29/2018
118	000.000	000.365	MAJOR TRANSPORTATION FACILITY	1 - YES	08/29/2018
118	000.000	000.365	ENVIRONMENTALLY SENSITIVE AREA	1 - YES	08/29/2018
118	000.000	000.365	WIDENING POTENTIAL LANES	4	08/29/2018
119	000.000	001.354	HPMS BASE THICKNESS	8	12/23/2017
119	000.000	001.354	HPMS BASE TYPE	2 - AGGREGATE	12/23/2017
119	000.000	001.354	HPMS THICKNESS FLEXIBLE PVMT	7	12/23/2017
119	000.000	001.354	SURFACE TYPE	02 - ASPHALT CEMENT CONC BIT (ACC)	12/23/2017
119	000.000	001.354	YEAR OF LAST CONSTRUCTION	2007	12/23/2017
120	000.000	000.121	TYPE OF ROAD	0 - NOT DIVIDED	08/13/2007
120	000.000	001.354	ROUTE SIGNING	9 - NONE OF THE ABOVE	08/06/2012
120	000.121	000.447	TYPE OF ROAD	2 - DIVIDED	08/13/2007
120	000.447	000.888	TYPE OF ROAD	0 - NOT DIVIDED	08/13/2007
120	000.888	001.169	TYPE OF ROAD	2 - DIVIDED	08/13/2007
120	001.169	001.354	TYPE OF ROAD	0 - NOT DIVIDED	08/13/2007
121	000.000	001.354	FUNCTIONAL CLASSIFICATION	14 - URBAN PRIN ART OTHER	09/10/2014
122	000.000	001.354	ACCESS CONTROL TYPE	3 - NONE	08/13/2007
122	000.000	001.354	TOLL ROAD FLAG	0 - FREE	08/13/2007
124	000.000	000.528	URBAN AREA NUMBER	9904 - FOUR CORNERS	09/16/2014
124	000.000	000.528	URBAN SIZE	2 - SMALL URBAN	09/16/2014
124	000.000	001.354	HIGHWAY LOCATION CODE	3 - INSIDE URBAN, OUTSIDE CITY	09/16/2014
124	000.000	001.354	MPO AREA	16 - METROPLAN ORLANDO	12/18/2017
124	000.528	001.354	URBAN AREA NUMBER	1075 - KISSIMMEE	09/16/2014
124	000.528	001.354	URBAN SIZE	4 - LARGE URBANIZED	09/16/2014
125	000.000	000.452	PAVEMENT ROUGHNESS INDEX	72	06/18/2014
125	000.875	001.354	PAVEMENT ROUGHNESS INDEX	61	06/18/2014
126	000.000	000.155	PRELIM CURRENT CONTEXT CLASS	C3R - SUBURBAN RESIDENTIAL	08/14/2019
126	000.000	000.155	PRELIM CURRENT CONTEXT DATE	08/06/2019	08/14/2019
126	000.155	001.354	PRELIM CURRENT CONTEXT CLASS	C1 - NATURAL	08/14/2019
126	000.155	001.354	PRELIM CURRENT CONTEXT DATE	08/06/2019	08/14/2019
137	000.000	001.354	COST CENTER NUMBER	594 - ORLANDO MAINTENANCE	04/06/2017
139	000.000	001.354	SECT./SUBSECT.OF OLD ALIGNMENT	92010000	08/29/2007
139	000.000	001.354	OLD ALIGNMENT BEG. PT.	0.536	08/29/2007
139	000.000	001.354	OLD ALIGNMENT END PT.	1.915	08/29/2007
140	000.000	001.354	ON OR OFF-SYSTEM DATE	08/02/2007	08/13/2007
140	000.000	001.354	SECTION STATUS EXCEPTION	02 - ACTIVE ON THE SHS	08/13/2007
212	000.000	000.121	NUMBER OF ROADWAY LANES	2	08/13/2007
212	000.000	000.121	PAVEMENT SURFACE WIDTH	24	08/13/2007
212	000.121	000.447	NUMBER OF ROADWAY LANES	1	08/13/2007
212	000.121	000.447	PAVEMENT SURFACE WIDTH	12	08/13/2007
212	000.121	000.447	NUMBER OF ROADWAY LANES	1	08/13/2007
212	000.121	000.447	PAVEMENT SURFACE WIDTH	12	08/13/2007
212	000.447	000.888	NUMBER OF ROADWAY LANES	2	08/13/2007
212	000.447	000.888	PAVEMENT SURFACE WIDTH	24	08/13/2007
212	000.888	001.169	NUMBER OF ROADWAY LANES	1	08/13/2007
212	000.888	001.169	PAVEMENT SURFACE WIDTH	12	08/13/2007
212	000.888	001.169	NUMBER OF ROADWAY LANES	1	08/13/2007

212	000.888	001.169	PAVEMENT SURFACE WIDTH	12	08/13/2007
212	001.169	001.354	NUMBER OF ROADWAY LANES	2	08/13/2007
212	001.169	001.354	PAVEMENT SURFACE WIDTH	24	08/13/2007
213	000.254	000.355	AUXILIARY LANE TYPE	3 - TURN LEFT	08/14/2007
213	000.254	000.355	NUMBER OF AUXILIARY LANES	1	08/14/2007
213	000.254	000.355	AVERAGE AUXILIARY LANE WIDTH	12	08/14/2007
213	000.393	000.503	AUXILIARY LANE TYPE	4 - TURN RIGHT	08/14/2007
213	000.393	000.503	NUMBER OF AUXILIARY LANES	1	08/14/2007
213	000.393	000.503	AVERAGE AUXILIARY LANE WIDTH	12	08/14/2007
213	000.958	001.063	AUXILIARY LANE TYPE	3 - TURN LEFT	08/14/2007
213	000.958	001.063	NUMBER OF AUXILIARY LANES	1	08/14/2007
213	000.958	001.063	AVERAGE AUXILIARY LANE WIDTH	12	08/14/2007
221	000.000	000.100	COMPASS BEARING	N33D20'33"E	08/14/2007
221	000.100	000.193	HORIZONTAL CURVE CENTRAL ANGLE	004D26'59.00"	08/14/2007
221	000.100	000.193	HORIZONTAL DEGREE OF CURVE	000D52'	08/14/2007
221	000.100	000.193	HORIZONTAL PT. OF INTERSECTION	0.146	08/14/2007
221	000.193	000.341	COMPASS BEARING	N37D47'32"E	08/14/2007
221	000.341	000.568	HORIZONTAL CURVE CENTRAL ANGLE	25D41'20.00"	08/14/2007
221	000.341	000.568	HORIZONTAL DEGREE OF CURVE	002D06'	08/14/2007
221	000.341	000.568	HORIZONTAL PT. OF INTERSECTION	0.455	08/14/2007
221	000.568	001.011	COMPASS BEARING	N63D28'52"E	08/14/2007
221	001.011	001.354	HORIZONTAL CURVE CENTRAL ANGLE	040D35'09.00"	08/14/2007
221	001.011	001.354	HORIZONTAL DEGREE OF CURVE	002D57'	08/14/2007
221	001.011	001.354	HORIZONTAL PT. OF INTERSECTION	1.188	08/14/2007
248	000.860	000.000	OUTFALL DITCH LENGTH PIPED	305	04/06/2017
248	001.230	000.000	OUTFALL DITCH LENGTH PIPED	16	04/06/2017
251	000.000	000.000	BEG.RDWY.SECTION POINT DESC.	SUNDOWN DR	08/06/2012
251	000.000	000.000	90 DEGREES LEFT	SUNDOWN DR	08/06/2012
251	000.352	000.000	45 DEGREES LEFT	TO CR 532	08/23/2012
251	000.365	000.000	90 DEGREES LEFT	CR 532	08/06/2012
251	000.393	000.000	135 DEGREES LEFT	FROM CR 532	12/10/2014
251	001.074	000.000	90 DEGREES LEFT	OLD TAMPA HWY	04/06/2017
251	001.354	000.000	END OF SECT. DESC.	AT DRIVE TO PONDLEFT	08/14/2007
256	000.000	001.000	PAVED TURNOUTS WITH PIPE	1	04/06/2017
256	000.000	001.000	AV. WIDTH TRNOUT, PAVED, PIPE	45	04/06/2017
256	001.000	001.354	PAVED TURNOUTS WITHOUT PIPE	2	04/06/2017
256	001.000	001.354	PAVED TURNOUTS WITH PIPE	4	04/06/2017
256	001.000	001.354	AV. WIDTH TRNOUT,PAVED,NO PIPE	13	04/06/2017
256	001.000	001.354	AV. WIDTH TRNOUT, PAVED, PIPE	47	04/06/2017
256	001.000	001.354	PAVED TURNOUTS WITHOUT PIPE	1	04/06/2017
256	001.000	001.354	AV. WIDTH TRNOUT,PAVED,NO PIPE	21	04/06/2017
258	000.452	000.870	BRIDGE NUMBER	920174	04/06/2017
258	000.453	000.869	FACILITY CROSSED	REEDY CREEK	04/06/2017
271	000.000	001.000	BARRIER WALL LENGTH	0.003	04/06/2017
271	000.000	001.000	STANDARD GUARDRAIL LENGTH	0.084	04/06/2017
271	000.000	001.000	BARRIER WALL LENGTH	0.003	04/06/2017
271	000.000	001.000	STANDARD GUARDRAIL LENGTH	0.511	04/06/2017
271	001.000	001.354	STANDARD GUARDRAIL LENGTH	0.026	04/06/2017
271	001.000	001.354	STANDARD GUARDRAIL LENGTH	0.354	04/06/2017
272	001.000	001.354	LENGTH OF MISCELLANEOUS FENCES	1000	04/06/2017
275	000.000	001.000	SLPE PAV AREA CONCRETE	237	04/06/2017
275	000.000	001.000	SLPE PAV AREA CONCRETE	136	04/06/2017
275	001.000	001.354	SLPE PAV AREA CONCRETE	256	04/06/2017
275	001.000	001.354	SLPE PAV AREA CONCRETE	210	04/06/2017
311	000.000	001.354	MAXIMUM SPEED LIMIT	55	08/21/2007
322	000.352	000.000	CONTROLLER DESCRIPTION	SR 600(US 17/92-OBT)	02/15/2017
322	000.352	000.000	MAINTAINING AGENCY NAME	OSCEOLA COUNTY	02/15/2017
322	000.352	000.000	SIDE STREET NAME	CR532(OSCEOLA POLK)	02/15/2017
322	000.352	000.000	SIGNAL CABINET ID NUMBER	92012	02/15/2017
322	000.352	000.000	TYPE OF TRAFFIC SIGNAL	02 - INTERSECTION CONTROL SIGNAL	12/03/2008
322	000.352	000.000	DATE SIGNAL OPERATIONAL	03/31/2003	12/03/2008
322	000.352	000.000	TYPE OF SIGNAL STRUCTURE	03 - CONCRETE STRAIN POLE	02/15/2017
322	000.352	000.000	TYPE OF CABLE CONNECTION	02 - TWO POINT CONNECTION	02/15/2017
326	001.233	000.000	TRAFFIC STATION NUMBER	920029	03/12/2012
326	001.233	000.000	TRAFFIC STATION TYPE	P - PTMS	03/12/2012
330	000.000	000.365	COUNT STATION ASSIGNED TO BRK.	920314	08/14/2007
330	000.000	000.365	TRAFFIC BREAK CODE	3 - LOCATED ON DIFFERENT RDWY	09/14/2007
330	000.365	001.354	COUNT STATION ASSIGNED TO BRK.	920029	09/14/2007
330	000.365	001.354	TRAFFIC BREAK CODE	1 - LOCATED WITHIN BREAK	03/12/2012
331	000.000	000.365	AADT DATE	12/31/2019	04/10/2020
331	000.000	000.365	AADT TYPE	1 - FINAL ESTIMATE FROM SURVEY	04/10/2020

331	000.000	000.365	RDWY SECTION AVG "D" FACTOR	53.2	04/10/2020
331	000.000	000.365	STANDARD K FACTOR	9	04/10/2020
331	000.000	000.365	SECTION AVERAGE T FACTOR	10.1	04/10/2020
331	000.000	000.365	SECTION AVERAGE ADT	16400	04/10/2020
331	000.365	001.354	AADT DATE	12/31/2019	04/10/2020
331	000.365	001.354	AADT TYPE	1 - FINAL ESTIMATE FROM SURVEY	04/10/2020
331	000.365	001.354	RDWY SECTION AVG "D" FACTOR	53.2	04/10/2020
331	000.365	001.354	STANDARD K FACTOR	9	04/10/2020
331	000.365	001.354	SECTION AVERAGE T FACTOR	9.3	04/10/2020
331	000.365	001.354	SECTION AVERAGE ADT	28000	04/10/2020

	5 YR INV	SLD REV	BMP	EMP	INV	SLD REV
DATE	01/24/2017	04/19/2017	06.803	07.084	12/13/2019 HNTB	12/16/2019 HNTB
BY	Elizabeth Nelson	Glen Dvorovy	09.948	10.298	12/13/2019 HNTB	12/16/2019 HNTB
			000.000	014.750	01/29/2018 Elizabeth Nelson	01/31/2018 Glen Dvorovy

FLORIDA DEPARTMENT OF TRANSPORTATION

STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

SECTION STATUS	INT. or US ROUTE NO.	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO:
12	US 92/US 17/US 441	SR 600/SR 500	OSCEOLA	05	92010000	1 OF 8

0.0 — 1.0

ROADWAY FEATURES

POLK CO LINE 0.000 — 0314 0.009 — LABOR CAMP RD 0.035 — IVY MIST LN 0.299 — CREEK — REEDY — SUNDOWN DR 0.536

INSIDE URBAN, OUTSIDE CITY
* FOUR CORNERS
*I<=S ORANGE BLOSSOM TRL
*I<SR 600
*I<US 17/US 92

(MP 0.536 TO MP 1.915)
REALIGNMENT
SEE ROADWAY ID: 92010100
MP 0.000 TO MP 1.354

INACTIVE
(MP 0.536 TO MP 1.915)

LANE WIDTHS ARE AVERAGED

0.000 — 56.0' - 24.0'
2 - 12.0' RDWY
2 - 4.0' PVD SHLD1
2 - 12.0' LWN SHLD2

ROADWAY COMPOSITION

0.000 — 28/FC-9.5 — 0.482 — 28/FC-9.5

HORIZONTAL ALIGNMENT

STRUCTURE DESCRIPTION

0.353 — #0001 26.4' BR — 0.358

DISTRICT USE

SIS

FUN CLASS

0.000 — URBAN PRIN ART OTHER

1.0 — 2.0

ROADWAY FEATURES

(MP 0.536 TO MP 1.915)
REALIGNMENT
SEE ROADWAY ID: 92010100
MP 0.000 TO MP 1.354

INACTIVE
(MP 0.536 TO MP 1.915)

1.915 — INSIDE URBAN, OUTSIDE CITY
* KISSIMMEE
*I<=S ORANGE BLOSSOM TRL
*I<SR 600
*I<US 17/US 92

LANE WIDTHS ARE AVERAGED

1.915 — 1.976 — 60.0' - 26.0'
2 - 13.0' RDWY
2 - 5.0' PVD SHLD1
2 - 12.0' LWN SHLD2

1.915 — 53.0' - 26.0'
2 - 13.0' RDWY
4.0' PVD SHLD1 - LT
10.0' PVD SHLD1 - RT
10.0' LWN SHLD2 - LT
3.0' VG SHLD2 - RT

ROADWAY COMPOSITION

1.915 — 28/FC-9.5

HORIZONTAL ALIGNMENT

CURVE DATA NOT FIELD VERIFIED

B=S76°12'00"E

STRUCTURE DESCRIPTION

DISTRICT USE

SIS

FUN CLASS

1.915 — URBAN PRIN ART OTHER

Version: 1.4.2.27 11/27/2019

	5 YR INV	SLD REV
DATE	01/24/2017	04/19/2017
BY	Elizabeth Nelson	Glen Dvorovy

BMP	EMP	INV	SLD REV
06.803	07.084	12/13/2019 HNTB	12/16/2019 HNTB
09.948	10.298	12/13/2019 HNTB	12/16/2019 HNTB
000.000	014.750	01/29/2018 Elizabeth Nelson	01/31/2018 Glen Dvorovy

FLORIDA DEPARTMENT OF TRANSPORTATION

STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

SECTION STATUS	INT. or US ROUTE NO.	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO:
12	US 92/US 17/US 441	SR 600/SR 500	OSCEOLA	05	92010000	2 OF 8

2.0 3.0

ROADWAY FEATURES

2.000 INSIDE URBAN, OUTSIDE CITY
* KISSIMMEE
*I<=S ORANGE BLOSSOM TRL
*I<SR 600
*I<US 17/US 92

ADOLESCENT REH CTR 2.330

LANE WIDTHS ARE AVERAGED

2.000 60.0' - 26.0'
2 - 13.0' RDWY
2 - 5.0' PVD SHLD1
2 - 12.0' LWN SHLD2

2.843 72.0' - 24.0'
2 - 12.0' RDWY
14.0 PVD MED
2 - 5.0' PVD SHLD1
2 - 12.0' LWN SHLD2

2.532 70.0' - 24.0'
2 - 12.0' RDWY
14.0 PVD MED
2 - 4.0' PVD SHLD1
2 - 12.0' LWN SHLD2

ROADWAY COMPOSITION

2.000 28/FC-9.5

2.018 28/FC-9.5

2.843 28/FC-9.5
28/FC-9.5

HORIZONTAL ALIGNMENT

STRUCTURE DESCRIPTION

2.756 1 - 3' X 2' X 85' CBC

DISTRICT USE

SIS

FUN CLASS

2.000 URBAN PRIN ART OTHER

3.0 4.0

SUWANNE AVE 3.055

IMMOKALEE ST 3.091

TALLAHASSEE BLVD 3.157

MANATEE ST 3.225

NOCATEE ST 3.341

HOPE ST 3.225

CHARITY ST 3.284

SHEPHERD LN 3.341

ROADWAY FEATURES

3.000 INSIDE URBAN, OUTSIDE CITY
* KISSIMMEE
*I<=S ORANGE BLOSSOM TRL
*I<SR 600
*I<US 17/US 92

LANE WIDTHS ARE AVERAGED

3.000 70.0' - 24.0'
2 - 12.0' RDWY
14.0 PVD MED
2 - 4.0' PVD SHLD1
2 - 12.0' LWN SHLD2

3.284 70.0' - 24.0'
2 - 12.0' RDWY
14.0 PVD MED
2 - 4.0' PVD SHLD1
2 - 12.0' LWN SHLD2

3.376 60.0' - 26.0'
2 - 13.0' RDWY
2 - 5.0' PVD SHLD1
2 - 12.0' LWN SHLD2

3.931 70.0' - 24.0'
2 - 12.0' RDWY
12.0 PVD MED
2 - 5.0' PVD SHLD1
2 - 12.0' LWN SHLD2

ROADWAY COMPOSITION

3.000 28/FC-9.5
28/FC-9.5

3.376 28/FC-9.5

3.391 28/FC-9.5

3.931 28/FC-9.5
28/FC-9.5

HORIZONTAL ALIGNMENT

STRUCTURE DESCRIPTION

3.848 1 - 8' X 3' X 47' CBC

DISTRICT USE

SIS

FUN CLASS

3.000 URBAN PRIN ART OTHER

	5 YR INV	SLD REV	BMP	EMP	INV	SLD REV
DATE	01/24/2017	04/19/2017	06.803	07.084	12/13/2019 HNTB	12/16/2019 HNTB
			09.948	10.298	12/13/2019 HNTB	12/16/2019 HNTB
BY	Elizabeth Nelson	Glen Dvorovy	000.000	014.750	01/29/2018 Elizabeth Nelson	01/31/2018 Glen Dvorovy

FLORIDA DEPARTMENT OF TRANSPORTATION

STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

SECTION STATUS	INT. or US ROUTE NO.	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO:
12	US 92/US 17/US 441	SR 600/SR 500	OSCEOLA	05	92010000	3 OF 8

4.0 — 5.0

ROADWAY FEATURES

4.000 INSIDE URBAN, OUTSIDE CITY
*| KISSIMMEE
*|<=S ORANGE BLOSSOM TRL
*|<SR 600
*|<US 17/US 92

AVE A 4.117 — 4.117
4.190 622952-B
AVE B 4.278
POINCIANA BLVD 4.572 — 4.572
LOUIS DR 4.934

LANE WIDTHS ARE AVERAGED

4.000 70.0' - 24.0'
2 - 12.0' RDWY
12.0 PVD MED
2 - 5.0' PVD SHLD1
2 - 12.0' LWN SHLD2

4.190 58.0' - 26.0'
2 - 13.0' RDWY
2 - 4.0' PVD SHLD1
2 - 12.0' LWN SHLD2

4.426 59.0' - 24.0'
2 - 12.0' RDWY
12.0 PVD MED
5.0' PVD SHLD1 - LT
6.0' PVD SHLD1 - RT
2 - 6.0' LWN SHLD2

4.640 67.0' - 24.0'
2 - 12.0' RDWY
20.0 TFSP MED
5.0' PVD SHLD1 - LT
6.0' PVD SHLD1 - RT
2 - 6.0' LWN SHLD2

4.788 67.0' - 24.0'
2 - 12.0' RDWY
20.0 PVD MED
5.0' PVD SHLD1 - LT
6.0' PVD SHLD1 - RT
2 - 6.0' LWN SHLD2

4.925 60.0' - 26.0'
2 - 13.0' RDWY
2 - 5.0' PVD SHLD1
2 - 12.0' LWN SHLD2

ROADWAY COMPOSITION

4.000 28/FC-9.5 / 28/FC-9.5
4.190 28/FC-9.5
4.426 28/FC-9.5 / 28/FC-9.5
4.602 28/FC-9.5 / 28/FC-9.5
4.925 28/FC-9.5
4.942 28/FC-9.5

HORIZONTAL ALIGNMENT

CURVE DATA NOT FIELD VERIFIED

Δ=21°06'00.00"
D=1°00'00.00
PC=4.723
PI=4.925
PT=5.123

STRUCTURE DESCRIPTION

DISTRICT USE

SIS

FUN CLASS 4.000 URBAN PRIN ART OTHER

5.0 — 6.0

ROADWAY FEATURES

5.000 INSIDE URBAN, OUTSIDE CITY
- KISSIMMEE
*|<=S ORANGE BLOSSOM TRL
*|<SR 600
*|<US 17/US 92

PINE LAKE TR PK 5.149
DOLORES DR 5.334
ALEXANDER ST 5.546
WHISPERING PINES BLV 5.546

LANE WIDTHS ARE AVERAGED

5.000 60.0' - 26.0'
2 - 13.0' RDWY
2 - 5.0' PVD SHLD1
2 - 12.0' LWN SHLD2

5.438 63.0' - 13.0'L+12.0'R
1 - 13.0'L + 1 - 12.0'R RDWY
12.0 PVD MED
2 - 5.0' PVD SHLD1
2 - 8.0' LWN SHLD2

5.636 60.0' - 26.0'
2 - 13.0' RDWY
2 - 5.0' PVD SHLD1
2 - 12.0' LWN SHLD2

5.715 94.0' - 13.0'L+12.0'R
1 - 13.0'L + 1 - 12.0'R RDWY
35.0 PVD MED
2 - 5.0' PVD SHLD1
2 - 12.0' LWN SHLD2

5.805 112.0' - 19.0'L+24.0'R
1 - 19.0'L + 2 - 12.0'R RDWY
35.0 VEG MED
2 - 5.0' PVD SHLD1
2 - 12.0' LWN SHLD2

ROADWAY COMPOSITION

5.000 28/FC-9.5
5.123 28/FC-9.5
5.438 28/FC-9.5 / 28/FC-9.5
5.636 28/FC-9.5
5.715 28/FC-5 / 28/FC-5

HORIZONTAL ALIGNMENT

CURVE DATA NOT FIELD VERIFIED

B=N82°42'00"E
PI=5.725
Δ=2°37'48.00"
B=N85°19'48"E
PC=5.858
PI=5.895
PT=5.933
Δ=4°00'00.00"
D=1°00'
B=N81°19'48"E

STRUCTURE DESCRIPTION

5.078 — 1 - 4' X 3' X 55' CBC
5.771 — 1 - 6' X 4' X 156' CBC
5.905 — 1 - 18" X 76' CC

DISTRICT USE

SIS

FUN CLASS 5.000 URBAN PRIN ART OTHER

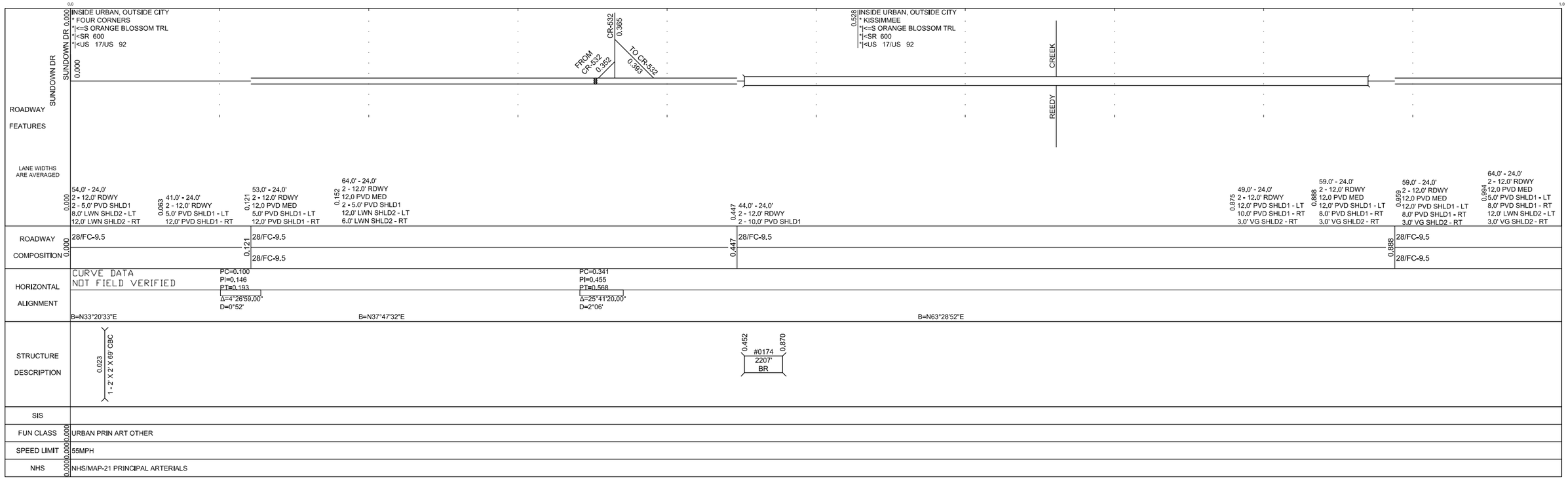
Version: 1.4.2.27 11/27/2019

	5 YR INV	SLD REV	BMP	EMP	INV	SLD REV
DATE	03/14/2017	05/25/2017				
BY	Elizabeth Nelson	Glen Dvorovy				

FLORIDA DEPARTMENT OF TRANSPORTATION

STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

SECTION STATUS	INT. or US ROUTE NO.	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO:
02	US 92/US 17	SR 600	OSCEOLA	05	92010100	1 OF 1



Version: 1.4.2.26 05/25/2017

Appendix E

Raw Traffic Counts

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 92 - OSCEOLA

SITE: 0314 - ON US-17/92 (OBT), 0.009 MI. NE OF POLK CO LINE (RCLP)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	16400 C	E 8300	W 8100	9.00	53.20	10.10
2018	15000 C	E 7500	W 7500	9.00	53.60	7.70
2017	13600 C	E 7000	W 6600	9.00	52.80	11.60
2016	10500 C	E 5200	W 5300	9.00	52.50	10.10
2015	8600 C	E 4300	W 4300	9.00	52.70	11.90
2014	8100 C	E 4100	W 4000	9.00	52.80	11.00
2013	7300 C	E 3600	W 3700	9.00	53.00	9.20
2012	6900 C	E 3700	W 3200	9.00	53.10	12.40
2011	6700 C	E 3300	W 3400	9.00	53.10	8.10
2010	7300 C	E 3600	W 3700	9.12	53.51	7.70
2009	7700 C	E 4000	W 3700	9.10	53.73	9.80
2008	8300 C	E 4100	W 4200	8.66	53.12	13.10
2007	9100 C	E 4500	W 4600	9.20	54.21	11.00
2006	10100 C	E 5200	W 4900	9.12	53.26	13.50
2005	9700 C	E 5000	W 4700	9.00	55.80	13.20
2004	9000 C	E 4400	W 4600	9.60	60.50	13.20

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = 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

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : March 5, 2019
Stop Date : March 5, 2019
County : 0
Location : US 17-92 (S.O.B.T.)Osceola Polk Line Rd (CR 532)

Start Time 00:00
Stop Time 24:00
Station Number 910
Equipment ID 100

5-Mar-19 **Eastbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	36	24	25	21	33	87	186	283	231	226	179	238
30	44	35	26	22	41	92	255	316	230	257	251	244
45	30	36	22	49	64	162	312	293	256	249	249	210
00	26	14	29	35	55	169	307	286	238	224	254	208
Hr Total	**136**	**109**	**102**	**127**	**193**	**510**	**1,060**	**1,178**	**955**	**956**	**933**	**900**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	220	211	210	233	213	259	262	169	104	78	75	57
30	226	270	237	233	209	285	196	163	111	103	91	53
45	225	210	221	224	237	238	256	153	100	81	58	72
00	183	218	218	215	188	238	135	126	78	85	64	42
Hr Total	**854**	**909**	**886**	**905**	**847**	**1,020**	**849**	**611**	**393**	**347**	**288**	**224**

24 Hour Total : 15,292
AM Peak Hour begins : 6:30 AM Peak Volume : 1,218 AM Peak Hour Factor : 0.96
PM Peak Hour begins : 17:15 PM Peak Volume : 1,023 PM PeaK Hour Factor : 0.90

5-Mar-19 **Westbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	38	26	21	25	47	79	121	208	239	173	172	189
30	39	13	22	26	56	81	187	221	190	207	207	170
45	38	20	25	43	58	120	188	248	209	169	178	205
00	26	27	33	35	89	102	216	211	223	174	183	206
Hr Total	**141**	**86**	**101**	**129**	**250**	**382**	**712**	**888**	**861**	**723**	**740**	**770**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	189	204	225	260	263	313	249	226	145	122	90	60
30	194	203	235	274	322	319	263	220	125	117	117	45
45	198	243	268	266	323	305	230	179	127	109	88	38
00	182	224	260	293	302	276	288	159	155	129	63	40
Hr Total	**763**	**874**	**988**	**1,093**	**1,210**	**1,213**	**1,030**	**784**	**552**	**477**	**358**	**183**

24 Hour Total : 15,308
AM Peak Hour begins : 7:15 AM Peak Volume : 919 AM Peak Hour Factor : 0.93
PM Peak Hour begins : 16:15 PM Peak Volume : 1,260 PM PeaK Hour Factor : 0.98

5-Mar-19 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	74	50	46	46	80	166	307	491	470	399	351	427
30	83	48	48	48	97	173	442	537	420	464	458	414
45	68	56	47	92	122	282	500	541	465	418	427	415
00	52	41	62	70	144	271	523	497	461	398	437	414
Hr Total	**277**	**195**	**203**	**256**	**443**	**892**	**1,772**	**2,066**	**1,816**	**1,679**	**1,673**	**1,670**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	409	415	435	493	476	572	511	395	249	200	165	117
30	420	473	472	507	531	604	459	383	236	220	208	98
45	423	453	489	490	560	543	486	332	227	190	146	110
00	365	442	478	508	490	514	423	285	233	214	127	82
Hr Total	**1,617**	**1,783**	**1,874**	**1,998**	**2,057**	**2,233**	**1,879**	**1,395**	**945**	**824**	**646**	**407**

24 Hour Total : 30,600
AM Peak Hour begins : 6:45 AM Peak Volume : 2,092 AM Peak Hour Factor : 0.97
PM Peak Hour begins : 17:00 PM Peak Volume : 2,233 PM PeaK Hour Factor : 0.92

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 92 - OSCEOLA

SITE: 0029 - ON US-17/92 (OBT), 0.2 MI. W OF OLD TAMPA HWY (RCLP)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	28000 C	E 13500	W 14500	9.00	53.20	9.30
2018	26500 C	E 12500	W 14000	9.00	53.60	9.50
2017	25000 C	E 12000	W 13000	9.00	52.80	14.20
2016	24000 C	E 11500	W 12500	9.00	52.50	10.20
2015	19400 C	E 8900	W 10500	9.00	52.70	9.70
2014	19100 C	E 9400	W 9700	9.00	52.80	11.30
2013	18300 C	E 9000	W 9300	9.00	53.00	10.90
2012	16800 C	E 8300	W 8500	9.00	53.10	9.30
2011	16600 C	E 8200	W 8400	9.00	53.10	9.70
2010	17400 C	E 8500	W 8900	9.12	53.51	10.00
2009	16900 C	E 8300	W 8600	9.10	53.73	11.70
2008	18000 C	E 8900	W 9100	8.66	53.12	13.60
2007	20000 C	E 10000	W 10000	9.20	54.21	12.00
2006	20000 C	E 10000	W 10000	9.12	53.26	14.80
2005	19600 C	E 9600	W 10000	9.00	55.80	15.60
2004	18100 C	E 8900	W 9200	9.60	60.50	15.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = 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

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : April 16, 2019
Stop Date : April 16, 2019
County : 0
Location : US 17-92 (S.O.B.T.) W. of Poinciana Blvd.

Start Time 00:00
Stop Time 24:00
Station Number 914
Equipment ID 5

16-Apr-19 **Northbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	30	21	25	21	28	67	149	208	178	163	140	198
30	36	34	20	18	33	99	202	242	182	208	213	199
45	37	31	27	43	61	127	236	219	190	202	212	165
00	27	15	28	35	49	149	228	219	222	191	219	162
Hr Total	**130**	**101**	**100**	**117**	**171**	**442**	**815**	**888**	**772**	**764**	**784**	**724**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	172	174	185	204	163	193	219	141	87	64	63	56
30	208	217	200	193	175	243	186	137	108	105	90	49
45	206	185	195	199	174	206	189	144	89	59	54	69
00	151	189	177	171	160	212	148	120	80	92	56	40
Hr Total	**737**	**765**	**757**	**767**	**672**	**854**	**742**	**542**	**364**	**320**	**263**	**214**

24 Hour Total : 12,805
AM Peak Hour begins : 6:30
PM Peak Hour begins : 17:15
AM Peak Volume : 914
PM Peak Volume : 880
AM Peak Hour Factor : 0.94
PM PeaK Hour Factor : 0.91

16-Apr-19 **Southbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	40	20	24	23	51	78	121	180	190	168	176	168
30	34	16	22	27	67	75	160	200	195	181	185	153
45	31	20	27	46	58	101	174	220	163	153	159	177
00	26	24	27	31	87	101	207	207	204	157	171	185
Hr Total	**131**	**80**	**100**	**127**	**263**	**355**	**662**	**807**	**752**	**659**	**691**	**683**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	174	188	195	208	238	256	192	187	110	100	94	59
30	160	179	209	228	255	251	211	189	120	103	98	42
45	182	205	236	239	276	234	209	143	130	98	74	34
00	163	207	221	240	250	248	216	145	138	108	63	42
Hr Total	**679**	**779**	**861**	**915**	**1,019**	**989**	**828**	**664**	**498**	**409**	**329**	**177**

24 Hour Total : 13,457
AM Peak Hour begins : 7:15
PM Peak Hour begins : 16:15
AM Peak Volume : 817
PM Peak Volume : 1,037
AM Peak Hour Factor : 0.93
PM PeaK Hour Factor : 0.94

16-Apr-19 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	70	41	49	44	79	145	270	388	368	331	316	366
30	70	50	42	45	100	174	362	442	377	389	398	352
45	68	51	54	89	119	228	410	439	353	355	371	342
00	53	39	55	66	136	250	435	426	426	348	390	347
Hr Total	**261**	**181**	**200**	**244**	**434**	**797**	**1,477**	**1,695**	**1,524**	**1,423**	**1,475**	**1,407**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	346	362	380	412	401	449	411	328	197	164	157	115
30	368	396	409	421	430	494	397	326	228	208	188	91
45	388	390	431	438	450	440	398	287	219	157	128	103
00	314	396	398	411	410	460	364	265	218	200	119	82
Hr Total	**1,416**	**1,544**	**1,618**	**1,682**	**1,691**	**1,843**	**1,570**	**1,206**	**862**	**729**	**592**	**391**

24 Hour Total : 26,262
AM Peak Hour begins : 6:45
PM Peak Hour begins : 17:00
AM Peak Volume : 1,704
PM Peak Volume : 1,843
AM Peak Hour Factor : 0.96
PM PeaK Hour Factor : 0.93

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : March 5, 2019
Stop Date : March 5, 2019
County : 0
Location : US 17-92 (S.O.B.T.) E. of Poinciana Blvd.

Start Time 00:00
Stop Time 24:00
Station Number 922
Equipment ID 90

5-Mar-19 **Eastbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	27	20	23	46	60	108	182	183	143	173	190
30	42	25	34	23	44	80	142	188	208	204	179	192
45	47	39	19	47	53	83	156	174	164	180	188	183
00	46	18	40	34	40	106	142	137	184	164	194	178
Hr Total	**158**	**109**	**113**	**127**	**183**	**329**	**548**	**681**	**739**	**691**	**734**	**743**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	163	197	195	209	170	211	199	163	94	94	75	62
30	200	199	218	176	224	171	188	131	83	85	94	54
45	205	215	210	228	205	211	158	166	103	86	63	69
00	183	207	198	197	202	177	170	135	104	96	50	46
Hr Total	**751**	**818**	**821**	**810**	**801**	**770**	**715**	**595**	**384**	**361**	**282**	**231**

24 Hour Total : 12,494
AM Peak Hour begins : 10:30
PM Peak Hour begins : 16:15

AM Peak Volume : 764
PM Peak Volume : 842

AM Peak Hour Factor : 0.99
PM PeaK Hour Factor : 0.94

5-Mar-19 **Westbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	22	9	20	34	78	151	204	173	159	208	185
30	29	13	22	29	36	80	187	200	169	192	147	164
45	19	14	20	34	56	135	212	173	174	150	173	179
00	20	13	26	45	83	172	194	208	185	152	161	191
Hr Total	**92**	**62**	**77**	**128**	**209**	**465**	**744**	**785**	**701**	**653**	**689**	**719**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	182	202	230	196	150	131	127	143	115	106	107	48
30	191	199	197	198	182	203	161	186	144	92	75	41
45	172	219	232	197	155	120	194	153	115	113	87	43
00	179	194	178	188	126	180	149	136	123	97	71	33
Hr Total	**724**	**814**	**837**	**779**	**613**	**634**	**631**	**618**	**497**	**408**	**340**	**165**

24 Hour Total : 12,384
AM Peak Hour begins : 6:30
PM Peak Hour begins : 13:45

AM Peak Volume : 810
PM Peak Volume : 853

AM Peak Hour Factor : 0.96
PM PeaK Hour Factor : 0.92

5-Mar-19 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	47	49	29	43	80	138	259	386	356	302	381	375
30	71	38	56	52	80	160	329	388	377	396	326	356
45	66	53	39	81	109	218	368	347	338	330	361	362
00	66	31	66	79	123	278	336	345	369	316	355	369
Hr Total	**250**	**171**	**190**	**255**	**392**	**794**	**1,292**	**1,466**	**1,440**	**1,344**	**1,423**	**1,462**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	345	399	425	405	320	342	326	306	209	200	182	110
30	391	398	415	374	406	374	349	317	227	177	169	95
45	377	434	442	425	360	331	352	319	218	199	150	112
00	362	401	376	385	328	357	319	271	227	193	121	79
Hr Total	**1,475**	**1,632**	**1,658**	**1,589**	**1,414**	**1,404**	**1,346**	**1,213**	**881**	**769**	**622**	**396**

24 Hour Total : 24,878
AM Peak Hour begins : 11:45
PM Peak Hour begins : 13:45

AM Peak Volume : 1,482
PM Peak Volume : 1,683

AM Peak Hour Factor : 0.95
PM PeaK Hour Factor : 0.95

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : March 5, 2019
Stop Date : March 5, 2019
County : 0
Location : OSCEOLA-POLK LINE RD. E. of Old Lake Wilson Rd.

Start Time 00:00
Stop Time 24:00
Station Number 102
Equipment ID 202

5-Mar-19 **Eastbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	18	15	10	10	36	66	77	70	102	94	103
30	33	31	17	11	9	40	85	81	72	98	86	101
45	19	28	14	17	26	60	111	85	115	80	122	119
00	14	9	16	15	19	51	100	104	75	96	108	100
Hr Total	**90**	**86**	**62**	**53**	**64**	**187**	**362**	**347**	**332**	**376**	**410**	**423**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	120	111	105	136	138	167	150	101	58	63	62	49
30	109	139	130	123	120	166	127	98	74	57	57	38
45	100	112	124	137	132	141	140	87	72	56	39	52
00	84	111	115	132	136	169	103	83	52	51	38	25
Hr Total	**413**	**473**	**474**	**528**	**526**	**643**	**520**	**369**	**256**	**227**	**196**	**164**

24 Hour Total : 7,581
AM Peak Hour begins : 11:30
PM Peak Hour begins : 17:00

AM Peak Volume : 448
PM Peak Volume : 643

AM Peak Hour Factor : 0.93
PM PeaK Hour Factor : 0.95

5-Mar-19 **Westbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	27	13	15	16	31	91	125	222	199	155	119	120
30	21	11	13	31	57	77	160	211	195	142	144	108
45	26	14	11	38	48	89	189	179	163	149	128	140
00	16	22	21	29	83	99	203	213	179	108	123	131
Hr Total	**90**	**60**	**60**	**114**	**219**	**356**	**677**	**825**	**736**	**554**	**514**	**499**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	136	149	122	130	141	160	110	93	69	74	58	27
30	146	116	122	155	148	145	107	100	58	62	81	34
45	136	157	164	149	151	127	110	89	66	53	50	20
00	124	143	147	153	160	101	106	64	69	68	44	29
Hr Total	**542**	**565**	**555**	**587**	**600**	**533**	**433**	**346**	**262**	**257**	**233**	**110**

24 Hour Total : 9,727
AM Peak Hour begins : 6:30
PM Peak Hour begins : 16:15

AM Peak Volume : 825
PM Peak Volume : 619

AM Peak Hour Factor : 0.93
PM PeaK Hour Factor : 0.97

5-Mar-19 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	51	31	30	26	41	127	191	299	269	257	213	223
30	54	42	30	42	66	117	245	292	267	240	230	209
45	45	42	25	55	74	149	300	264	278	229	250	259
00	30	31	37	44	102	150	303	317	254	204	231	231
Hr Total	**180**	**146**	**122**	**167**	**283**	**543**	**1,039**	**1,172**	**1,068**	**930**	**924**	**922**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	256	260	227	266	279	327	260	194	127	137	120	76
30	255	255	252	278	268	311	234	198	132	119	138	72
45	236	269	288	286	283	268	250	176	138	109	89	72
00	208	254	262	285	296	270	209	147	121	119	82	54
Hr Total	**955**	**1,038**	**1,029**	**1,115**	**1,126**	**1,176**	**953**	**715**	**518**	**484**	**429**	**274**

24 Hour Total : 17,308
AM Peak Hour begins : 6:30
PM Peak Hour begins : 16:30

AM Peak Volume : 1,194
PM Peak Volume : 1,217

AM Peak Hour Factor : 0.99
PM PeaK Hour Factor : 0.93

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : March 5, 2019
Stop Date : March 5, 2019
County : 0

Start Time 00:00
Stop Time 24:00
Station Number 208
Equipment ID 28

Location : OLD TAMPA HWY. W. of Poinciana Blvd.

5-Mar-19 **Eastbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	2	1	1	5	9	46	112	82	70	42	56
30	5	0	1	3	1	20	65	120	100	64	49	64
45	1	2	0	5	5	13	102	116	66	86	58	70
00	1	1	4	4	9	34	107	95	108	75	55	54
Hr Total	**8**	**5**	**6**	**13**	**20**	**76**	**320**	**443**	**356**	**295**	**204**	**244**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	46	37	39	39	74	66	47	30	18	8	5	2
30	42	41	43	43	63	56	64	26	14	9	9	0
45	33	44	53	46	60	71	36	20	13	9	6	3
00	33	46	52	64	60	49	35	15	8	4	2	1
Hr Total	**154**	**168**	**187**	**192**	**257**	**242**	**182**	**91**	**53**	**30**	**22**	**6**

24 Hour Total : 3,574
AM Peak Hour begins : 6:45 — AM Peak Volume : 455 — AM Peak Hour Factor : 0.95
PM Peak Hour begins : 15:45 — PM Peak Volume : 261 — PM PeaK Hour Factor : 0.88

5-Mar-19 **Westbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	3	1	3	1	5	15	33	46	37	29	31
30	5	4	1	1	3	12	24	33	25	36	20	38
45	6	4	3	0	5	14	50	39	36	24	32	37
00	4	2	3	2	8	13	32	34	32	28	23	37
Hr Total	**23**	**13**	**8**	**6**	**17**	**44**	**121**	**139**	**139**	**125**	**104**	**143**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	28	44	58	77	88	123	98	79	29	20	12	8
30	34	55	54	79	108	119	84	43	27	28	19	5
45	46	57	66	96	113	115	97	48	18	23	15	2
00	42	34	71	77	111	86	97	33	28	20	6	7
Hr Total	**150**	**190**	**249**	**329**	**420**	**443**	**376**	**203**	**102**	**91**	**52**	**22**

24 Hour Total : 3,509
AM Peak Hour begins : 7:15 — AM Peak Volume : 152 — AM Peak Hour Factor : 0.83
PM Peak Hour begins : 16:45 — PM Peak Volume : 468 — PM PeaK Hour Factor : 0.95

5-Mar-19 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	5	2	4	6	14	61	145	128	107	71	87
30	10	4	2	4	4	32	89	153	125	100	69	102
45	7	6	3	5	10	27	152	155	102	110	90	107
00	5	3	7	6	17	47	139	129	140	103	78	91
Hr Total	**31**	**18**	**14**	**19**	**37**	**120**	**441**	**582**	**495**	**420**	**308**	**387**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	74	81	97	116	162	189	145	109	47	28	17	10
30	76	96	97	122	171	175	148	69	41	37	28	5
45	79	101	119	142	173	186	133	68	31	32	21	5
00	75	80	123	141	171	135	132	48	36	24	8	8
Hr Total	**304**	**358**	**436**	**521**	**677**	**685**	**558**	**294**	**155**	**121**	**74**	**28**

24 Hour Total : 7,083
AM Peak Hour begins : 6:45 — AM Peak Volume : 592 — AM Peak Hour Factor : 0.96
PM Peak Hour begins : 16:45 — PM Peak Volume : 721 — PM PeaK Hour Factor : 0.95

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : March 5, 2019
Stop Date : March 5, 2019
County : 0

Start Time 00:00
Stop Time 24:00
Station Number 201
Equipment ID 93

Location : POINCIANA BLVD. N. of US 17-92

5-Mar-19 **Northbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	21	19	39	79	176	389	453	437	308	257	264
30	31	21	26	40	124	242	429	489	404	279	250	243
45	27	22	24	67	126	249	435	454	420	294	232	221
00	29	19	23	68	136	315	441	532	328	285	221	239
Hr Total	**110**	**83**	**92**	**214**	**465**	**982**	**1,694**	**1,928**	**1,589**	**1,166**	**960**	**967**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	209	241	250	232	248	167	160	139	102	87	90	43
30	209	232	262	273	275	226	145	132	104	107	91	44
45	233	255	282	257	246	209	148	121	97	100	72	35
00	227	235	217	244	202	176	152	106	94	99	64	18
Hr Total	**878**	**963**	**1,011**	**1,006**	**971**	**778**	**605**	**498**	**397**	**393**	**317**	**140**

24 Hour Total : 18,207
AM Peak Hour begins : 7:00 AM Peak Volume : 1,928 AM Peak Hour Factor : 0.91
PM Peak Hour begins : 13:45 PM Peak Volume : 1,029 PM PeaK Hour Factor : 0.91

5-Mar-19 **Southbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	121	71	41	28	20	27	104	177	178	161	147	188
30	145	65	29	20	25	33	115	194	166	161	188	199
45	115	42	48	30	36	65	138	220	155	129	172	190
00	114	34	40	32	42	76	177	205	158	163	190	186
Hr Total	**495**	**212**	**158**	**110**	**123**	**201**	**534**	**796**	**657**	**614**	**697**	**763**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	188	218	303	359	445	406	401	343	211	197	180	184
30	216	264	278	354	461	433	456	283	237	202	195	177
45	201	262	314	411	429	422	460	296	229	202	194	172
00	227	253	343	420	451	429	375	244	195	217	137	185
Hr Total	**832**	**997**	**1,238**	**1,544**	**1,786**	**1,690**	**1,692**	**1,166**	**872**	**818**	**706**	**718**

24 Hour Total : 19,419
AM Peak Hour begins : 7:15 AM Peak Volume : 797 AM Peak Hour Factor : 0.91
PM Peak Hour begins : 16:00 PM Peak Volume : 1,786 PM PeaK Hour Factor : 0.97

5-Mar-19 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	144	92	60	67	99	203	493	630	615	469	404	452
30	176	86	55	60	149	275	544	683	570	440	438	442
45	142	64	72	97	162	314	573	674	575	423	404	411
00	143	53	63	100	178	391	618	737	486	448	411	425
Hr Total	**605**	**295**	**250**	**324**	**588**	**1,183**	**2,228**	**2,724**	**2,246**	**1,780**	**1,657**	**1,730**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	397	459	553	591	693	573	561	482	313	284	270	227
30	425	496	540	627	736	659	601	415	341	309	286	221
45	434	517	596	668	675	631	608	417	326	302	266	207
00	454	488	560	664	653	605	527	350	289	316	201	203
Hr Total	**1,710**	**1,960**	**2,249**	**2,550**	**2,757**	**2,468**	**2,297**	**1,664**	**1,269**	**1,211**	**1,023**	**858**

24 Hour Total : 37,626
AM Peak Hour begins : 7:00 AM Peak Volume : 2,724 AM Peak Hour Factor : 0.92
PM Peak Hour begins : 15:45 PM Peak Volume : 2,768 PM PeaK Hour Factor : 0.94

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : March 5, 2019
Stop Date : March 5, 2019
County : 0
Location : POINCIANA BLVD. N. of Reedy Creek School

Start Time 00:00
Stop Time 24:00
Station Number 202
Equipment ID 119

5-Mar-19 **Northbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	25	18	37	87	188	391	408	375	286	237	260
30	23	15	21	62	141	246	411	408	334	243	265	219
45	39	35	30	74	133	270	415	349	391	227	202	206
00	37	27	32	76	139	302	394	418	270	256	211	233
Hr Total	**117**	**102**	**101**	**249**	**500**	**1,006**	**1,611**	**1,583**	**1,370**	**1,012**	**915**	**918**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	208	218	285	248	277	205	146	161	97	111	97	55
30	215	231	303	274	261	203	155	149	91	93	91	49
45	206	248	305	310	277	252	144	120	112	105	67	35
00	238	213	226	283	192	187	184	118	88	91	45	34
Hr Total	**867**	**910**	**1,119**	**1,115**	**1,007**	**847**	**629**	**548**	**388**	**400**	**300**	**173**

24 Hour Total : 17,787
AM Peak Hour begins : 6:15 AM Peak Volume : 1,628 AM Peak Hour Factor : 0.98
PM Peak Hour begins : 15:15 PM Peak Volume : 1,144 PM PeaK Hour Factor : 0.92

5-Mar-19 **Southbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	130	77	37	22	21	31	85	206	151	144	156	150
30	125	68	32	28	22	34	114	178	132	141	162	165
45	99	38	36	37	47	64	155	183	172	132	149	174
00	101	36	44	44	58	120	204	190	135	139	158	174
Hr Total	**455**	**219**	**149**	**131**	**148**	**249**	**558**	**757**	**590**	**556**	**625**	**663**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	190	201	259	295	356	311	344	338	221	201	198	164
30	194	198	267	273	299	362	307	353	244	191	167	162
45	203	211	279	273	301	301	390	308	229	187	193	162
00	198	235	261	281	293	367	298	257	200	215	144	120
Hr Total	**785**	**845**	**1,066**	**1,122**	**1,249**	**1,341**	**1,339**	**1,256**	**894**	**794**	**702**	**608**

24 Hour Total : 17,101
AM Peak Hour begins : 6:45 AM Peak Volume : 771 AM Peak Hour Factor : 0.94
PM Peak Hour begins : 17:45 PM Peak Volume : 1,408 PM PeaK Hour Factor : 0.90

5-Mar-19 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	148	102	55	59	108	219	476	614	526	430	393	410
30	148	83	53	90	163	280	525	586	466	384	427	384
45	138	73	66	111	180	334	570	532	563	359	351	380
00	138	63	76	120	197	422	598	608	405	395	369	407
Hr Total	**572**	**321**	**250**	**380**	**648**	**1,255**	**2,169**	**2,340**	**1,960**	**1,568**	**1,540**	**1,581**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	398	419	544	543	633	516	490	499	318	312	295	219
30	409	429	570	547	560	565	462	502	335	284	258	211
45	409	459	584	583	578	553	534	428	341	292	260	197
00	436	448	487	564	485	554	482	375	288	306	189	154
Hr Total	**1,652**	**1,755**	**2,185**	**2,237**	**2,256**	**2,188**	**1,968**	**1,804**	**1,282**	**1,194**	**1,002**	**781**

24 Hour Total : 34,888
AM Peak Hour begins : 6:30 AM Peak Volume : 2,368 AM Peak Hour Factor : 0.96
PM Peak Hour begins : 15:30 PM Peak Volume : 2,340 PM PeaK Hour Factor : 0.92

StreetLight TMC data

PEAK HOUR TURNING MOVEMENT COUNTS - US 17/92 Intersections from CR 54 to Avenue A

	CR 532						US 17/92			US 17/92			
Sep-19	EB			WB			NB			SB			Total
Time	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	
08: 7am (7am-8am)	366	0	42	0	0	0	180	796	0	0	325	503	2212
09: 8am (8am-9am)	289	0	27	0	0	0	95	621	0	0	285	528	1845
17: 4pm (4pm-5pm)	462	0	54	0	0	0	54	368	0	0	783	608	2329
18: 5pm (5pm-6pm)	667	0	92	0	0	0	58	495	0	0	791	494	2597

	US 17/92			US 17/92						Old Tampa Highway			
Sep-19	EB			WB			NB			SB			Total
Time	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	
08: 7am (7am-8am)	215	925	0	0	759	1	0	0	0	0	0	144	2044
09: 8am (8am-9am)	173	724	0	0	753	2	0	0	0	8	0	57	1717
17: 4pm (4pm-5pm)	103	729	0	0	1237	0	0	0	0	0	0	152	2221
18: 5pm (5pm-6pm)	153	940	0	0	1101	0	0	0	0	0	0	214	2408

	US 17/92			US 17/92			Tallahassee Blvd			Tallahassee Blvd			
Sep-19	EB			WB			NB			SB			Total
Time	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	
08: 7am (7am-8am)	77	850	0	0	732	16	0	0	0	27	0	17	1719
09: 8am (8am-9am)	51	733	0	0	725	10	0	0	0	15	0	16	1550
17: 4pm (4pm-5pm)	62	759	0	0	886	26	0	0	0	42	0	112	1887
18: 5pm (5pm-6pm)	70	864	0	0	933	41	0	0	0	12	0	144	2064

	US 17/92			US 17/92			Hope St			Manatee St			
Sep-19	EB			WB			NB			SB			Total
Time	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	
08: 7am (7am-8am)	13	902	0	18	741	0	5	7	14	34	16	3	1753
09: 8am (8am-9am)	3	668	1	6	701	15	1	0	8	11	0	1	1415
17: 4pm (4pm-5pm)	12	779	4	29	1201	32	0	5	7	9	17	7	2102
18: 5pm (5pm-6pm)	5	867	0	19	979	15	1	6	18	11	3	23	1947

	US 17/92			US 17/92			Shepherd Ln			Nocatee St			
Sep-19	EB			WB			NB			SB			Total
Time	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	
08: 7am (7am-8am)	32	869	17	4	748	5	5	5	20	9	5	2	1721
09: 8am (8am-9am)	29	699	10	8	779	0	5	20	38	0	14	20	1622
17: 4pm (4pm-5pm)	37	752	29	40	906	0	7	0	14	9	25	36	1855
18: 5pm (5pm-6pm)	85	803	18	42	934	13	7	30	11	5	7	56	2011

	US 17/92			US 17/92			Avenue A			Avenue A			
Sep-19	EB			WB			NB			SB			Total
Time	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	
08: 7am (7am-8am)	59	657	227	61	667	30	74	8	31	22	1	16	1853
09: 8am (8am-9am)	79	572	80	6	607	30	52	0	37	7	0	2	1472
17: 4pm (4pm-5pm)	40	563	74	51	1151	0	53	28	48	3	0	15	2026
18: 5pm (5pm-6pm)	48	700	122	9	910	19	56	0	40	13	0	20	1937

Previous Projects

US 17-92 (Orange Blossom) at CR-532
Wednesday TMC

Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639 4851

Count Name: 1_US 17-92(Orange Blossom) at CR-532
Site Code: 1
Start Date: 09-12-2018

Turning Movement Data

Start Time	CR-532 (Osceola Polk Line Rd) Eastbound					US 17-92 (Orange Blossom) Northbound					US 17-92 (Orange Blossom) Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
7:00	0	87	3	0	90	0	57	208	0	265	0	88	113	0	201	556
7:15	0	114	8	0	122	0	57	199	0	256	0	95	156	0	251	629
7:30	0	99	5	0	104	0	40	215	0	255	0	100	134	0	234	593
7:45	0	68	9	0	77	0	37	148	0	185	0	84	162	0	246	508
Hourly Total	0	368	25	0	393	0	191	770	0	961	0	367	565	0	932	2286
8:00	0	51	0	0	51	0	22	129	0	151	0	63	151	0	214	416
8:15	0	84	1	0	85	0	25	152	0	177	0	105	134	0	239	501
8:30	0	61	3	0	64	0	24	174	0	198	0	92	136	0	228	490
8:45	0	132	10	0	142	0	10	108	0	118	0	71	127	0	198	458
Hourly Total	0	328	14	0	342	0	81	563	0	644	0	331	548	0	879	1865
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	0	139	11	0	150	0	12	86	0	98	0	141	118	0	259	507
16:15	0	147	10	1	157	0	7	87	0	94	0	210	129	0	339	590
16:30	0	141	21	0	162	0	10	103	0	113	0	223	108	0	331	606
16:45	0	184	15	0	199	0	12	85	0	97	0	231	125	0	356	652
Hourly Total	0	611	57	1	668	0	41	361	0	402	0	805	480	0	1285	2355
17:00	0	157	26	0	183	0	11	115	0	126	0	273	125	0	398	707
17:15	0	153	24	0	177	0	13	83	0	96	0	314	137	0	451	724
17:30	0	169	22	0	191	0	10	113	0	123	0	286	126	0	412	726
17:45	0	191	19	0	210	0	5	124	0	129	0	267	111	0	378	717
Hourly Total	0	670	91	0	761	0	39	435	0	474	0	1140	499	0	1639	2874
Grand Total	0	1977	187	1	2164	0	352	2129	0	2481	0	2643	2092	0	4735	9380
Light Vehicles	0	1817	167	1	1984	0	314	2016	0	2330	0	2527	1965	0	4492	8806
% Light Vehicles	-	91.9	89.3	100.0	91.7	-	89.2	94.7	-	93.9	-	95.6	93.9	-	94.9	93.9
Heavy Vehicles	0	159	20	0	179	0	38	113	0	151	0	116	127	0	243	573
% Heavy Vehicles	-	8.0	10.7	0.0	8.3	-	10.8	5.3	-	6.1	-	4.4	6.1	-	5.1	6.1
Bicycles on Road	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Bicycles on Road	-	0.1	0.0	0.0	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0

US 17-92 (Orange Blossom) at CR-532
Wednesday TMC

Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639 4851

Count Name: 1_US 17-92(Orange Blossom) at CR-532
Site Code: 1
Start Date: 09-12-2018

Turning Movement Peak Hour Data (7:00)

Start Time	CR-532 (Osceola Polk Line Rd) Eastbound					US 17-92 (Orange Blossom) Northbound					US 17-92 (Orange Blossom) Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
7:00	0	87	3	0	90	0	57	208	0	265	0	88	113	0	201	556
7:15	0	114	8	0	122	0	57	199	0	256	0	95	156	0	251	629
7:30	0	99	5	0	104	0	40	215	0	255	0	100	134	0	234	593
7:45	0	68	9	0	77	0	37	148	0	185	0	84	162	0	246	508
Total	0	368	25	0	393	0	191	770	0	961	0	367	565	0	932	2286
PHF	0.000	0.807	0.694	-	0.805	0.000	0.838	0.895	-	0.907	0.000	0.918	0.872	-	0.928	0.909
Light Vehicles	0	332	19	0	351	0	173	741	0	914	0	336	530	0	866	2131
% Light Vehicles	-	90.2	76.0	-	89.3	-	90.6	96.2	-	95.1	-	91.6	93.8	-	92.9	93.2
Heavy Vehicles	0	36	6	0	42	0	18	29	0	47	0	31	35	0	66	155
% Heavy Vehicles	-	9.8	24.0	-	10.7	-	9.4	3.8	-	4.9	-	8.4	6.2	-	7.1	6.8
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0

US 17-92 (Orange Blossom) at CR-532
Wednesday TMC

Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639 4851

Count Name: 1_US 17-92(Orange Blossom) at CR-532
Site Code: 1
Start Date: 09-12-2018

Turning Movement Peak Hour Data (17:00)

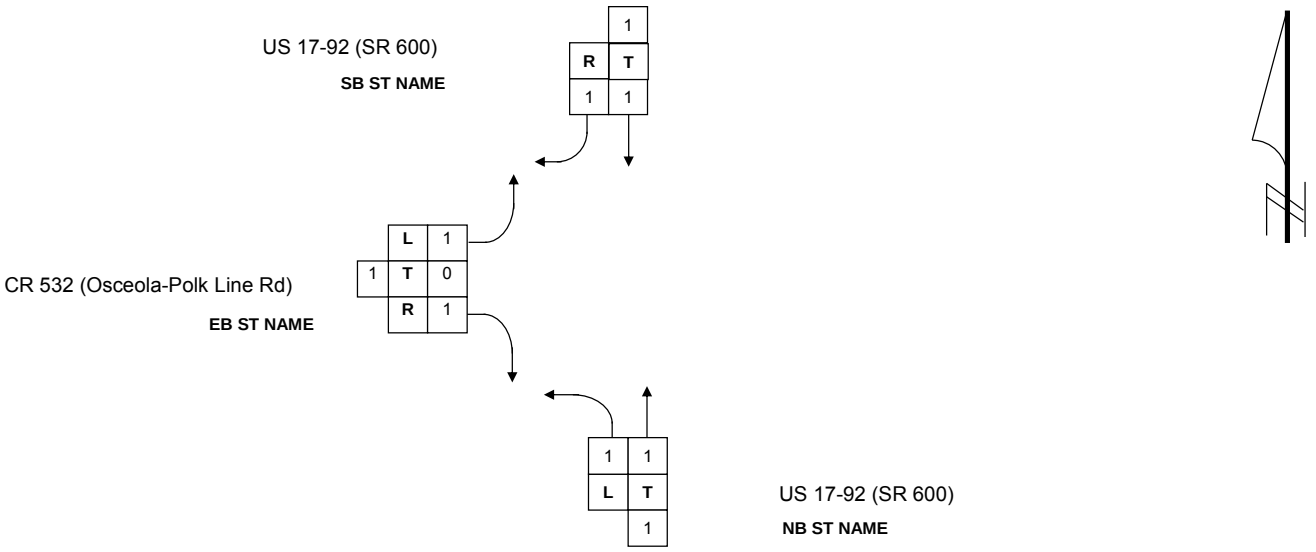
Start Time	CR-532 (Osceola Polk Line Rd) Eastbound					US 17-92 (Orange Blossom) Northbound					US 17-92 (Orange Blossom) Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
17:00	0	157	26	0	183	0	11	115	0	126	0	273	125	0	398	707
17:15	0	153	24	0	177	0	13	83	0	96	0	314	137	0	451	724
17:30	0	169	22	0	191	0	10	113	0	123	0	286	126	0	412	726
17:45	0	191	19	0	210	0	5	124	0	129	0	267	111	0	378	717
Total	0	670	91	0	761	0	39	435	0	474	0	1140	499	0	1639	2874
PHF	0.000	0.877	0.875	-	0.906	0.000	0.750	0.877	-	0.919	0.000	0.908	0.911	-	0.909	0.990
Light Vehicles	0	642	89	0	731	0	34	411	0	445	0	1106	480	0	1586	2762
% Light Vehicles	-	95.8	97.8	-	96.1	-	87.2	94.5	-	93.9	-	97.0	96.2	-	96.8	96.1
Heavy Vehicles	0	27	2	0	29	0	5	24	0	29	0	34	19	0	53	111
% Heavy Vehicles	-	4.0	2.2	-	3.8	-	12.8	5.5	-	6.1	-	3.0	3.8	-	3.2	3.9
Bicycles on Road	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Bicycles on Road	-	0.1	0.0	-	0.1	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0

FLORIDA DEPARTMENT OF TRANSPORTATION

SUMMARY OF VEHICLE MOVEMENTS

SECTION	92010-100	**CITY**	N/A	**COUNTY**	Osceola
STATE ROUTE	US 17-92 (SR 600)	**INTERSECTING ROUTE**	CR 532 (Osceola-Polk Line Rd)		
OBSERVER	ICON	**DATE**	5/2/2017	**MILEPOST**	0.362
WEATHER	Clear	**ROAD CONDITION**	Good		
REMARKS					

FORM COMPLETED BY DH **DATE** 5/13/2017



TIME	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
BEGIN/END	**L**	**T**	**R**	**RTOR**	**L**	**T**	**R**	**RTOR**	**L**	**T**	**R**	**RTOR**	**L**	**T**	**R**	**RTOR**
7 - 8	262	598	-	-	-	267	394	105	296	-	26	8	-	-	-	-
8 - 9	139	411	-	-	-	257	372	104	341	-	13	7	-	-	-	-
11 - 12	59	309	-	-	-	234	204	50	308	-	16	14	-	-	-	-
12 - 1	23	299	-	-	-	325	199	51	349	-	35	11	-	-	-	-
2 - 3	50	257	-	-	-	264	184	189	341	-	17	17	-	-	-	-
3 - 4	42	193	-	-	-	285	214	129	282	-	12	18	-	-	-	-
4 - 5	33	149	-	-	-	491	352	117	490	-	26	17	-	-	-	-
5 - 6	13	268	-	-	-	515	221	137	711	-	57	37	-	-	-	-
TOTAL	621	2,484	-	-	-	2,638	2,140	882	3,118	-	202	129	-	-	-	-
Percentage	20%	80%				55%	45%		94%		6%					
Maximum	262	598				515	394		711		57					
Minimum	13	149				234	184		282		12					

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 92010-100 **CITY** N/A **COUNTY** Osceola
STATE ROUTE US 17-92 (SR 600) **INTERSECTING ROUTE** CR 532 (Osceola-Polk Line Rd)
OBSERVER ICON **DATE** 1/0/1900 **MILEPOST** 13.841

REMARKS

FORM COMPLETED BY DH **DATE** 05/13/17



US 17-92 (SR 600)
SB ST NAME

7-8	8-9	11-12	12-1	2-3	3-4	4-5	5-6	Total
0	0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	0	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

7-8	0	0	**0**
8-9	0	0	**0**
11-12	0	0	**0**
12-1	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
Total	0	0	**0**

CR 532 (Osceola-Polk Line Rd)
EB ST NAME

N/A
WB ST NAME

7-8	0	0	**0**
8-9	0	0	**0**
11-12	0	0	**0**
12-1	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
Total	0	0	**0**

7-8	8-9	11-12	12-1	2-3	3-4	4-5	5-6	Total
0	0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	0	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

US 17-92 (SR 600)
NB ST NAME

TOTAL PEDS
0

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 92010-100 **CITY** N/A **COUNTY** Osceola
STATE ROUTE US 17-92 (SR 600) **INTERSECTING ROUTE** CR 532 (Osceola-Polk Line Rd)
OBSERVER ICON **DATE** 1/0/1900 **MILEPOST** 13.841

REMARKS

FORM COMPLETED BY DH **DATE** 05/13/17



US 17-92 (SR 600)
SB ST NAME

7-8	8-9	11-12	12-1	2-3	3-4	4-5	5-6	Total
0	0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	0	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

7-8	0	0	**0**
8-9	0	0	**0**
11-12	0	0	**0**
12-1	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
Total	0	0	**0**

CR 532 (Osceola-Polk Line Rd)
EB ST NAME

N/A
WB ST NAME

7-8	0	0	**0**
8-9	0	0	**0**
11-12	0	0	**0**
12-1	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
Total	0	0	**0**

7-8	8-9	11-12	12-1	2-3	3-4	4-5	5-6	Total
0	0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	0	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

US 17-92 (SR 600)
NB ST NAME

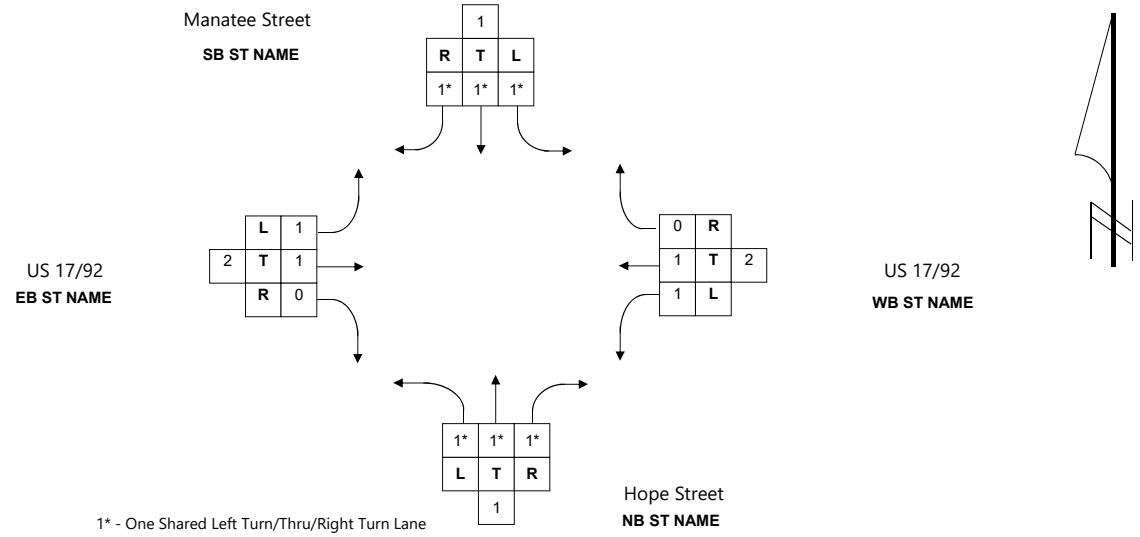
TOTAL BIKES
0

FLORIDA DEPARTMENT OF TRANSPORTATION

SUMMARY OF VEHICLE MOVEMENTS

SECTION	92010	**CITY**	Intercession City	**COUNTY**	Osceola
STATE ROUTE	US 17/92	**INTERSECTING ROUTE**	Manatee Street		
OBSERVER	Icon Consultant Group, Inc.	**DATE**	8/16/2017	**MILEPOST**	3.225
WEATHER	Clear	**ROAD CONDITION**	Dry		
REMARKS					

FORM COMPLETED BY DM **DATE** 09/06/17



1* - One Shared Left Turn/Thru/Right Turn Lane

TIME	NORTHBOUND					SOUTHBOUND					TOTAL	EASTBOUND					WESTBOUND					TOTAL
BEGIN/END	**U**	**L**	**T**	**R**	**TOT**	**U**	**L**	**T**	**R**	**TOT**	**N/S**	**U**	**L**	**T**	**R**	**TOT**	**U**	**L**	**T**	**R**	**TOT**	**E/W**
7 - 8	0	3	6	3	**12**	0	1	0	1	**2**	**14**	0	4	700	3	**707**	0	0	731	2	**733**	**1,440**
8 - 9	0	3	1	4	**8**	0	0	1	2	**3**	**11**	0	5	599	0	**604**	0	4	720	4	**728**	**1,332**
11 - 12	0	4	3	4	**11**	0	0	3	1	**4**	**15**	0	2	559	0	**561**	0	4	553	2	**559**	**1,120**
12 - 1	0	2	0	5	**7**	0	1	1	4	**6**	**13**	0	2	618	2	**622**	0	4	606	3	**613**	**1,235**
2 - 3	0	3	3	1	**7**	0	1	1	1	**3**	**10**	0	4	604	3	**611**	0	6	726	2	**734**	**1,345**
3 - 4	0	3	2	2	**7**	0	3	0	5	**8**	**15**	0	3	639	3	**645**	0	6	781	3	**790**	**1,435**
4 - 5	0	4	1	3	**8**	0	3	0	9	**12**	**20**	0	5	691	6	**702**	0	5	834	1	**840**	**1,542**
5 - 6	0	4	1	5	**10**	0	4	3	18	**25**	**35**	0	2	729	2	**733**	0	4	768	2	**774**	**1,507**
TOTAL	0	26	17	27	**70**	0	13	9	41	**63**	**133**	0	27	5,139	19	**5,185**	0	33	5,719	19	**5,771**	**10,956**
% Trucks			**2%**					**8%**						**4%**					**9%**			
Percentage	0%	37%	24%	39%		0%	21%	14%	65%			0%	1%	99%	0%		0%	1%	99%	0%		
Maximum	0	4	6	5		0	4	3	18			0	5	729	6		0	6	834	4		
Minimum	0	2	0	1		0	0	0	1			0	2	559	0		0	0	553	1		

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 92010 **CITY** Intercession City **COUNTY** Osceola
STATE ROUTE US 17/92 **INTERSECTING ROUTE** Manatee Street
OBSERVER Icon Consultant Group, Inc. **DATE** 8/16/2017 **MILEPOST** 3.225

REMARKS

FORM COMPLETED BY DM **DATE** 09/06/17



Manatee Street

SB ST NAME

7-8	8-9	11-12	12-1	2-3	3-4	4-5	5-6	Total
0	1	1	2	1	0	0	0	**5**
0	1	0	0	0	1	0	0	**2**
0	**2**	**1**	**2**	**1**	**1**	**0**	**0**	**7**

7-8	0	0	**0**
8-9	0	0	**0**
11-12	0	0	**0**
12-1	0	1	**1**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
Total	**0**	**1**	**1**

US 17/92

EB ST NAME

US 17/92

WB ST NAME

7-8	0	0	**0**
8-9	0	0	**0**
11-12	0	0	**0**
12-1	0	0	**0**
2-3	0	0	**0**
3-4	1	0	**1**
4-5	0	0	**0**
5-6	0	0	**0**
Total	**1**	**0**	**1**

7-8	8-9	11-12	12-1	2-3	3-4	4-5	5-6	Total
0	0	0	0	2	1	0	1	**4**
0	0	2	1	0	1	2	0	**6**
0	**0**	**2**	**1**	**2**	**2**	**2**	**1**	**10**

Hope Street

NB ST NAME

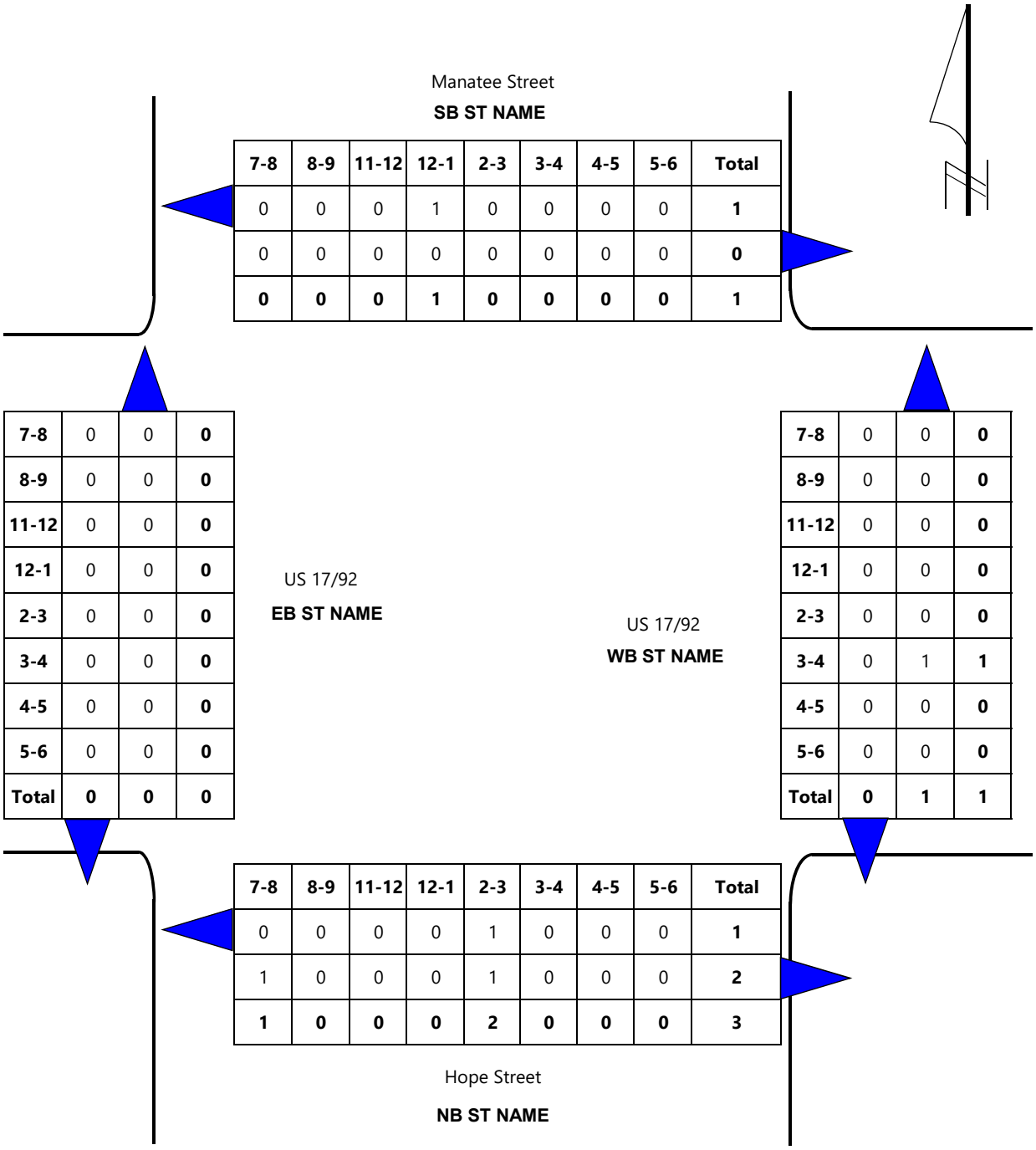
FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 92010 **CITY** Intercession City **COUNTY** Osceola
STATE ROUTE US 17/92 **INTERSECTING ROUTE** Manatee Street
OBSERVER Icon Consultant Group, Inc. **DATE** 8/16/2017 **MILEPOST** 3.225

REMARKS

FORM COMPLETED BY DM **DATE** 09/06/17



7-8	8-9	11-12	12-1	2-3	3-4	4-5	5-6	Total
0	0	0	1	0	0	0	0	**1**
0	0	0	0	0	0	0	0	**0**
0	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**

7-8	0	0	**0**
8-9	0	0	**0**
11-12	0	0	**0**
12-1	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
Total	**0**	**0**	**0**

7-8	0	0	**0**
8-9	0	0	**0**
11-12	0	0	**0**
12-1	0	0	**0**
2-3	0	0	**0**
3-4	0	1	**1**
4-5	0	0	**0**
5-6	0	0	**0**
Total	**0**	**1**	**1**

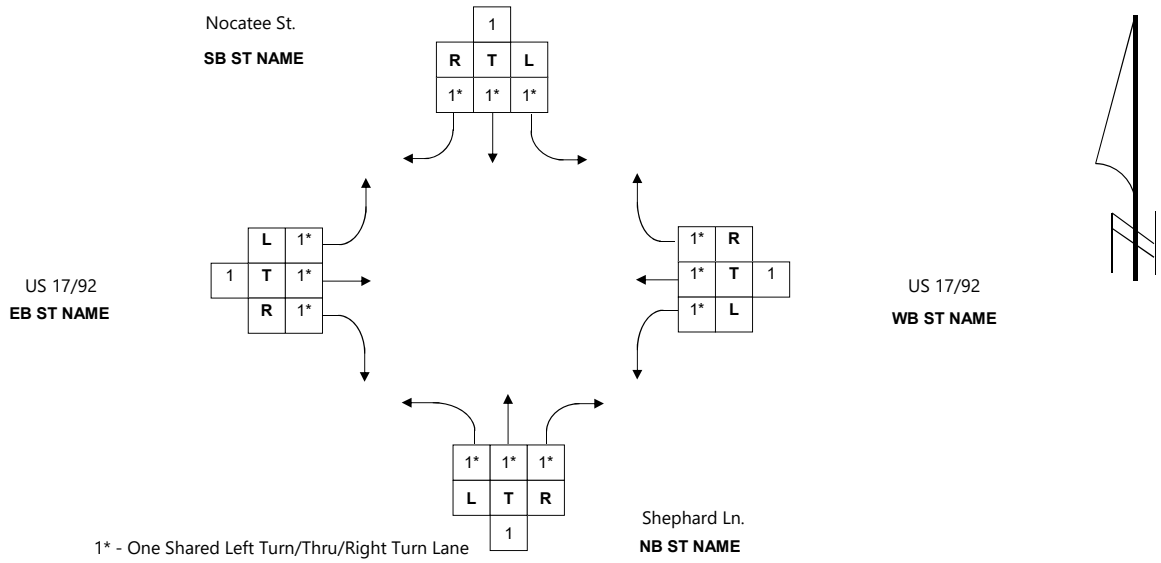
7-8	8-9	11-12	12-1	2-3	3-4	4-5	5-6	Total
0	0	0	0	1	0	0	0	**1**
1	0	0	0	1	0	0	0	**2**
1	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**3**

FLORIDA DEPARTMENT OF TRANSPORTATION

SUMMARY OF VEHICLE MOVEMENTS

SECTION 92010 **CITY** Intercession City **COUNTY** Osceola
STATE ROUTE US 17/92 **INTERSECTING ROUTE** Nocatee St.
OBSERVER Icon Consultant Group, Inc. **DATE** 8/9/2017 **MILEPOST** 3.341
WEATHER Clear **ROAD CONDITION** Dry
REMARKS

FORM COMPLETED BY DM **DATE** 09/06/17



TIME	NORTHBOUND					SOUTHBOUND					TOTAL	EASTBOUND					WESTBOUND					TOTAL
BEGIN/END	U	L	T	R	TOT	U	L	T	R	TOT	N/S	U	L	T	R	TOT	U	L	T	R	TOT	E/W
7 - 8	0	2	4	19	**25**	0	2	2	5	**9**	**34**	0	28	883	3	**914**	0	5	666	4	**675**	**1,589**
8 - 9	0	4	6	14	**24**	0	1	2	9	**12**	**36**	0	76	829	1	**906**	0	4	616	15	**635**	**1,541**
9 - 10	0	6	6	20	**32**	0	0	1	6	**7**	**39**	0	51	819	4	**874**	0	4	536	3	**543**	**1,417**
1 - 2	0	3	4	16	**23**	1	0	4	10	**15**	**38**	0	14	577	8	**599**	0	7	602	3	**612**	**1,211**
3 - 4	0	0	8	21	**29**	0	0	5	22	**27**	**56**	0	15	667	2	**684**	0	9	732	1	**742**	**1,426**
4 - 5	0	6	10	17	**33**	0	0	8	28	**36**	**69**	0	17	703	3	**723**	0	9	727	4	**740**	**1,463**
5 - 6	0	3	8	19	**30**	0	3	3	45	**51**	**81**	0	40	726	2	**768**	0	10	789	12	**811**	**1,579**
6 - 7	0	3	5	11	**19**	0	2	3	28	**33**	**52**	0	25	577	6	**608**	0	13	700	5	**718**	**1,326**
TOTAL	0	27	51	137	**215**	1	8	28	153	**190**	**405**	0	266	5,781	29	**6,076**	0	61	5,368	47	**5,476**	**11,552**
% Trucks			**5%**					**1%**						**6%**					**6%**			

Percentage	0%	13%	24%	64%		1%	4%	15%	81%			0%	4%	95%	0%		0%	1%	98%	1%		
Maximum	0	6	10	21		1	3	8	45			0	76	883	8		0	13	789	15		
Minimum	0	0	4	11		0	0	1	5			0	14	577	1		0	4	536	1		

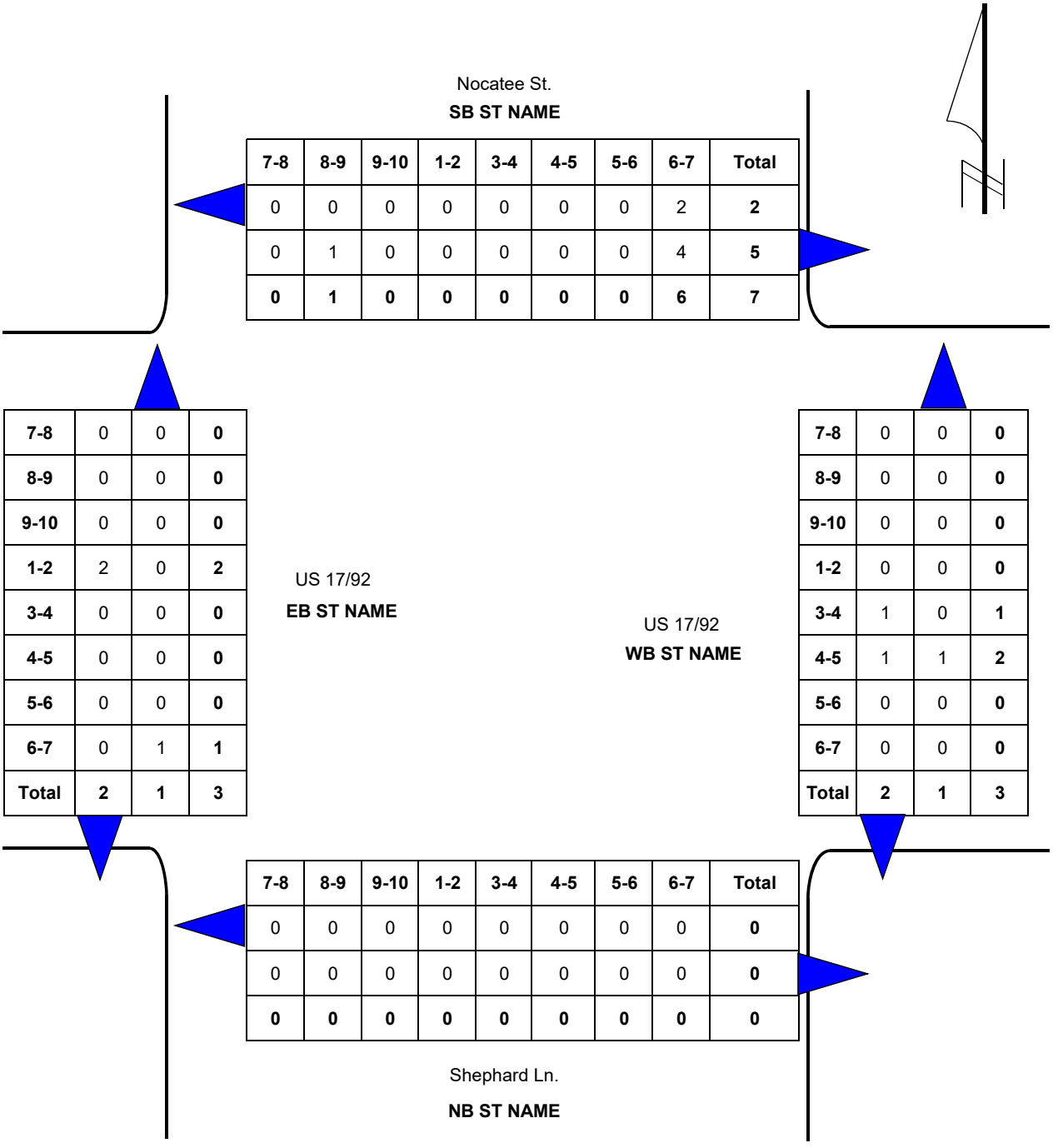
FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION	92010	**CITY**	Intercession City	**COUNTY**	Osceola
STATE ROUTE	US 17/92	**INTERSECTING ROUTE**	Nocatee St.		
OBSERVER	Icon Consultant Group, Inc.	**DATE**	8/9/2017	**MILEPOST**	3.341

REMARKS

FORM COMPLETED BY DM **DATE** 09/06/17



7-8	8-9	9-10	1-2	3-4	4-5	5-6	6-7	Total
0	0	0	0	0	0	0	2	**2**
0	1	0	0	0	0	0	4	**5**
0	**1**	**0**	**0**	**0**	**0**	**0**	**6**	**7**

7-8	0	0	**0**
8-9	0	0	**0**
9-10	0	0	**0**
1-2	2	0	**2**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7	0	1	**1**
Total	**2**	**1**	**3**

7-8	0	0	**0**
8-9	0	0	**0**
9-10	0	0	**0**
1-2	0	0	**0**
3-4	1	0	**1**
4-5	1	1	**2**
5-6	0	0	**0**
6-7	0	0	**0**
Total	**2**	**1**	**3**

7-8	8-9	9-10	1-2	3-4	4-5	5-6	6-7	Total
0	0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	0	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

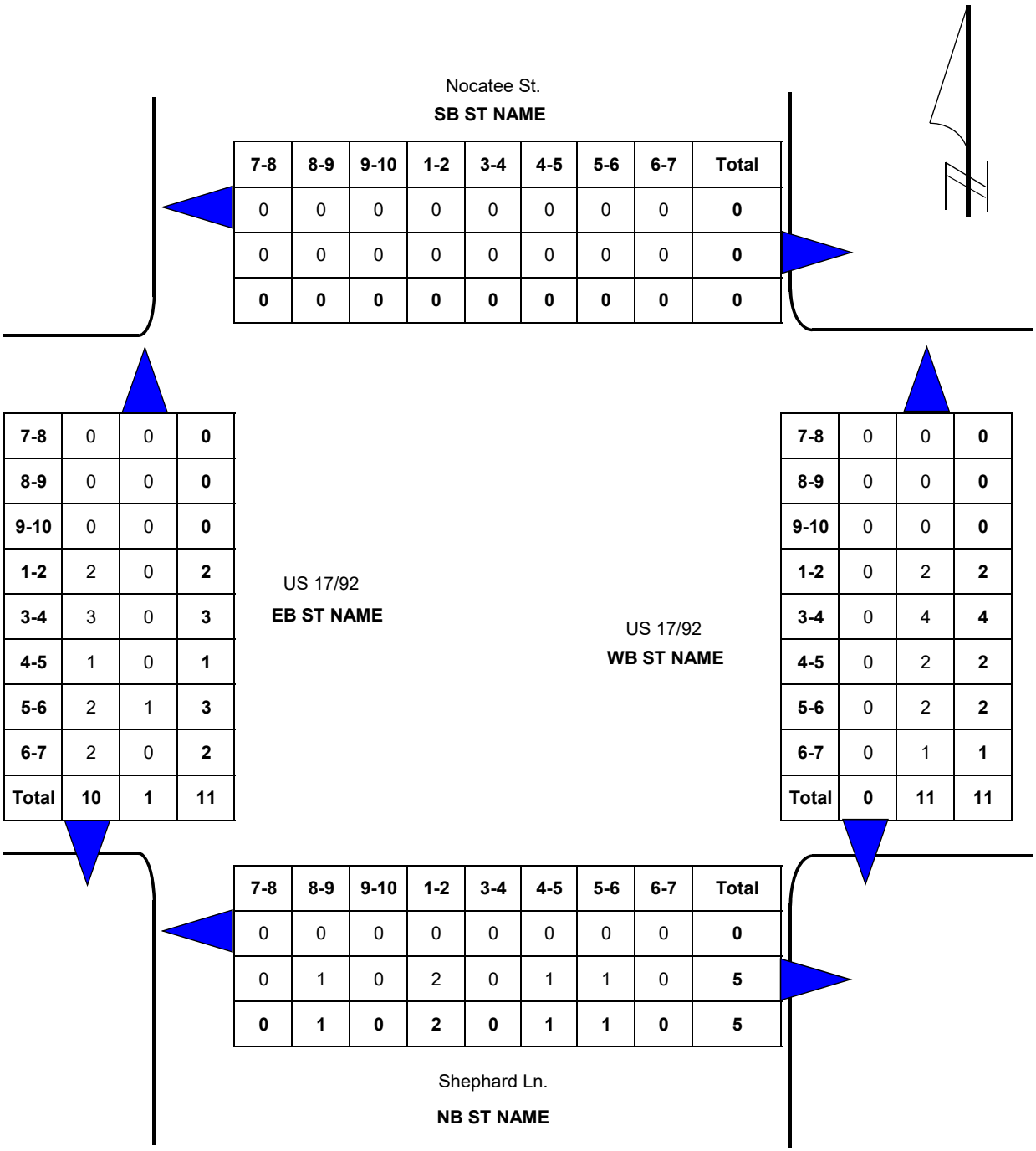
FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 92010 **CITY** Intercession City **COUNTY** Osceola
STATE ROUTE US 17/92 **INTERSECTING ROUTE** Nocatee St.
OBSERVER Icon Consultant Group, Inc. **DATE** 8/9/2017 **MILEPOST** 3.341

REMARKS

FORM COMPLETED BY DM **DATE** 09/06/17



7-8	8-9	9-10	1-2	3-4	4-5	5-6	6-7	Total
0	0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	0	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

7-8	0	0	**0**
8-9	0	0	**0**
9-10	0	0	**0**
1-2	2	0	**2**
3-4	3	0	**3**
4-5	1	0	**1**
5-6	2	1	**3**
6-7	2	0	**2**
Total	**10**	**1**	**11**

7-8	0	0	**0**
8-9	0	0	**0**
9-10	0	0	**0**
1-2	0	2	**2**
3-4	0	4	**4**
4-5	0	2	**2**
5-6	0	2	**2**
6-7	0	1	**1**
Total	**0**	**11**	**11**

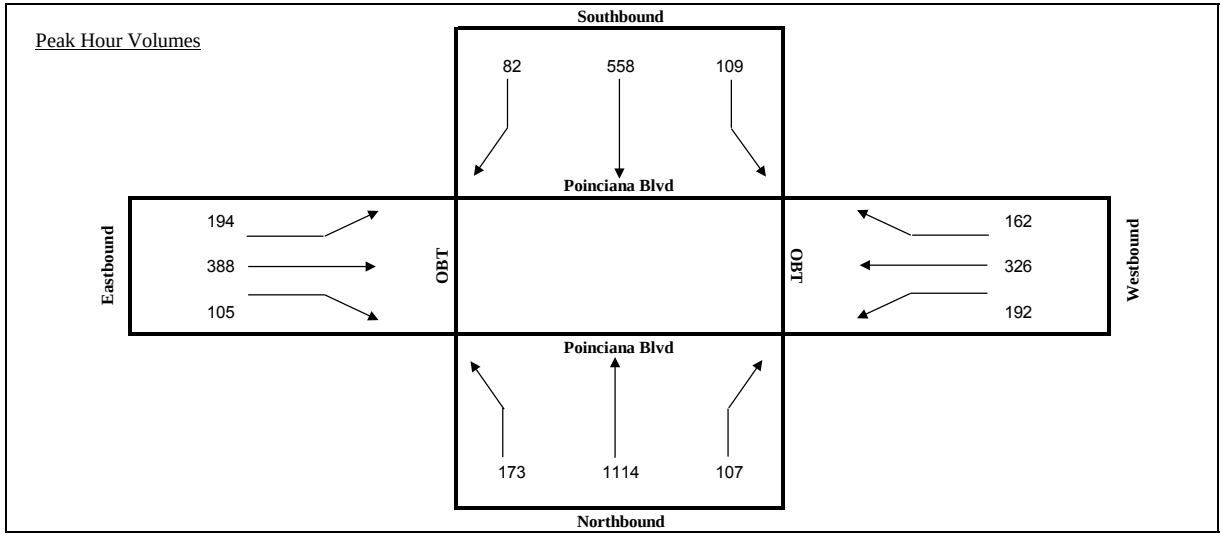
7-8	8-9	9-10	1-2	3-4	4-5	5-6	6-7	Total
0	0	0	0	0	0	0	0	**0**
0	1	0	2	0	1	1	0	**5**
0	**1**	**0**	**2**	**0**	**1**	**1**	**0**	**5**

TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): Poinciana Blvd
Intersection (E/W): OBT
Date: 5/22/2019

		Poinciana Blvd			Poinciana Blvd			OBT			OBT			
		NB			SB			EB			WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 AM	7:15 AM	53	283	31	27	112	21	52	100	20	54	83	36	872
7:15 AM	7:30 AM	48	276	29	30	128	23	50	95	25	50	69	39	862
7:30 AM	7:45 AM	42	249	32	25	135	20	55	102	19	51	72	44	846
7:45 AM	8:00 AM	45	275	28	29	143	19	49	99	26	47	88	42	890
8:00 AM	8:15 AM	39	268	22	27	136	22	53	96	30	50	79	40	862
8:15 AM	8:30 AM	50	280	30	31	149	20	44	104	22	44	80	41	895
8:30 AM	8:45 AM	39	291	27	22	130	21	48	89	27	51	79	39	863
8:45 AM	9:00 AM	41	257	26	19	136	18	51	93	21	43	66	39	810
Total for:	7:00 AM	8:00 AM	188	1083	120	111	518	83	206	396	90	202	312	161	3470
Total for:	8:00 AM	9:00 AM	169	1096	105	99	551	81	196	382	100	188	304	159	3430
Tota Peak Hour:	7:45 AM	8:45 AM	173	1114	107	109	558	82	194	388	105	192	326	162	3510
Overall PHF:	0.98														

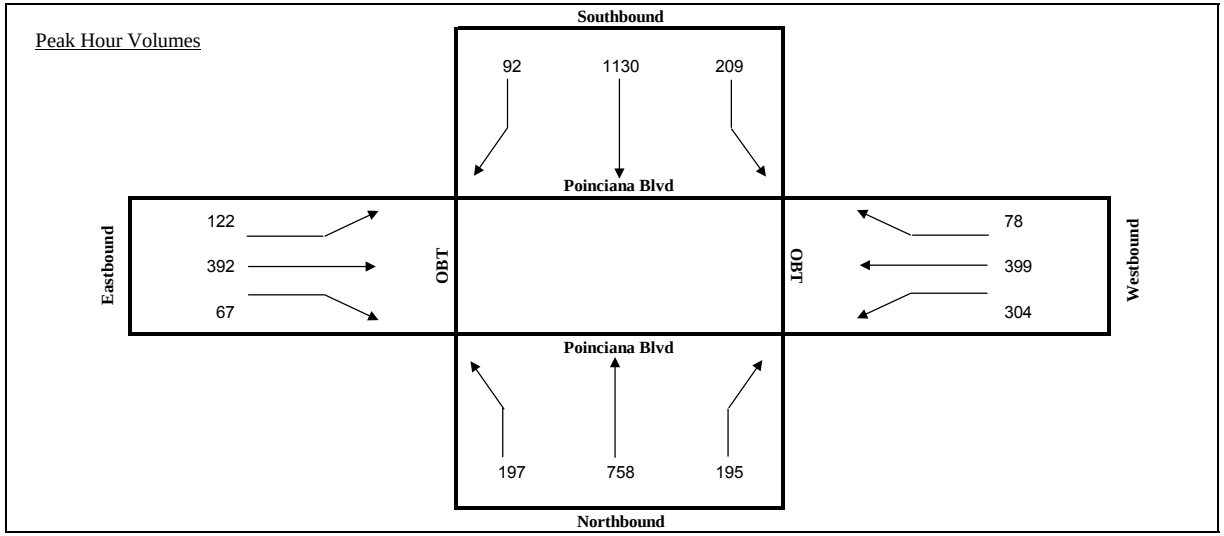


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): Poinciana Blvd
Intersection (E/W): OBT
Date: 5/22/2019

		Poinciana Blvd			Poinciana Blvd			OBT			OBT			
		NB			SB			EB			WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 PM	4:15 PM	44	198	52	56	288	23	31	110	12	83	108	19	1024
4:15 PM	4:30 PM	48	176	49	50	271	25	28	96	15	75	95	21	949
4:30 PM	4:45 PM	55	188	50	48	288	20	33	99	20	80	100	20	1001
4:45 PM	5:00 PM	50	196	44	55	283	24	30	87	20	66	96	18	969
5:00 PM	5:15 PM	39	177	48	43	300	33	29	101	19	65	98	15	967
5:15 PM	5:30 PM	41	182	47	39	310	30	31	90	18	74	84	13	959
5:30 PM	5:45 PM	39	181	39	30	286	24	27	88	15	69	91	12	901
5:45 PM	6:00 PM	42	163	39	29	302	21	27	80	16	52	88	15	874
Total for:	4:00 PM	5:00 PM	197	758	195	209	1130	92	122	392	67	304	399	78	3943
Total for:	5:00 PM	6:00 PM	161	703	173	141	1198	108	114	359	68	260	361	55	3701
Tota Peak Hour:	4:00 PM	5:00 PM	197	758	195	209	1130	92	122	392	67	304	399	78	3943
Overall PHF:	0.96														

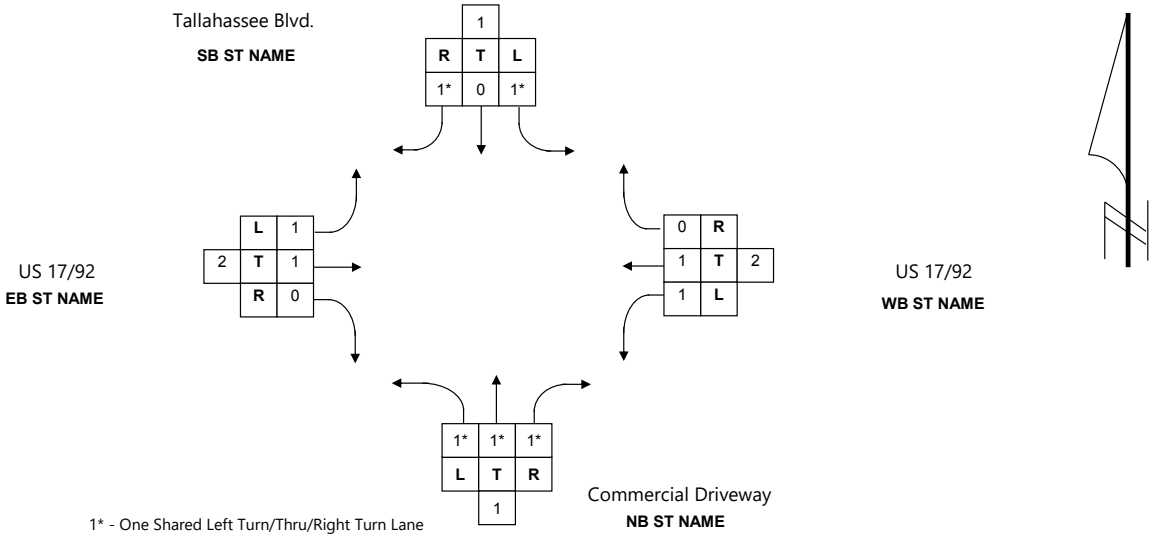


FLORIDA DEPARTMENT OF TRANSPORTATION

SUMMARY OF VEHICLE MOVEMENTS

SECTION	92010	**CITY**	Intercession City	**COUNTY**	Osceola
STATE ROUTE	US 17/92	**INTERSECTING ROUTE**	Tallahassee Blvd.		
OBSERVER	Icon Consultant Group, Inc.	**DATE**	8/9/2017	**MILEPOST**	3.157
WEATHER	Clear	**ROAD CONDITION**	Dry		
REMARKS					

FORM COMPLETED BY DM **DATE** 09/05/17



1* - One Shared Left Turn/Thru/Right Turn Lane

TIME	NORTHBOUND					SOUTHBOUND					TOTAL	EASTBOUND					WESTBOUND					TOTAL
BEGIN/END	**U**	**L**	**T**	**R**	**TOT**	**U**	**L**	**T**	**R**	**TOT**	**N/S**	**U**	**L**	**T**	**R**	**TOT**	**U**	**L**	**T**	**R**	**TOT**	**E/W**
8 - 9	0	0	0	1	**1**	1	24	0	15	**40**	**41**	0	63	910	2	**975**	0	0	630	12	**642**	**1,617**
11 - 12	0	0	0	2	**2**	0	19	0	18	**37**	**39**	0	12	556	0	**568**	0	1	547	23	**571**	**1,139**
2 - 3	0	0	0	1	**1**	3	22	0	34	**59**	**60**	0	18	601	0	**619**	1	0	741	23	**765**	**1,384**
3 - 4	2	0	0	0	**2**	2	12	0	38	**52**	**54**	0	17	695	3	**715**	0	0	733	23	**756**	**1,471**
4 - 5	3	0	0	1	**4**	0	15	0	54	**69**	**73**	0	39	729	0	**768**	1	1	749	12	**763**	**1,531**
5 - 6	0	0	0	0	**0**	1	19	0	77	**97**	**97**	1	36	783	1	**821**	0	0	838	20	**858**	**1,679**
6 - 7	0	0	0	0	**0**	3	8	0	59	**70**	**70**	0	22	608	0	**630**	0	0	714	14	**728**	**1,358**
7 - 8	0	0	0	0	**0**	0	11	0	43	**54**	**54**	0	10	500	0	**510**	0	0	628	13	**641**	**1,151**
TOTAL	5	0	0	5	**10**	10	130	0	338	**478**	**488**	1	217	5,382	6	**5,606**	2	2	5,580	140	**5,724**	**11,330**
% Trucks			**10%**					**3%**						**6%**					**5%**			

Percentage	50%	0%	0%	50%		2%	27%	0%	71%			0%	4%	96%	0%		0%	0%	97%	2%		
Maximum	3	0	0	2		3	24	0	77			1	63	910	3		1	1	838	23		
Minimum	0	0	0	0		0	8	0	15			0	10	500	0		0	0	547	12		

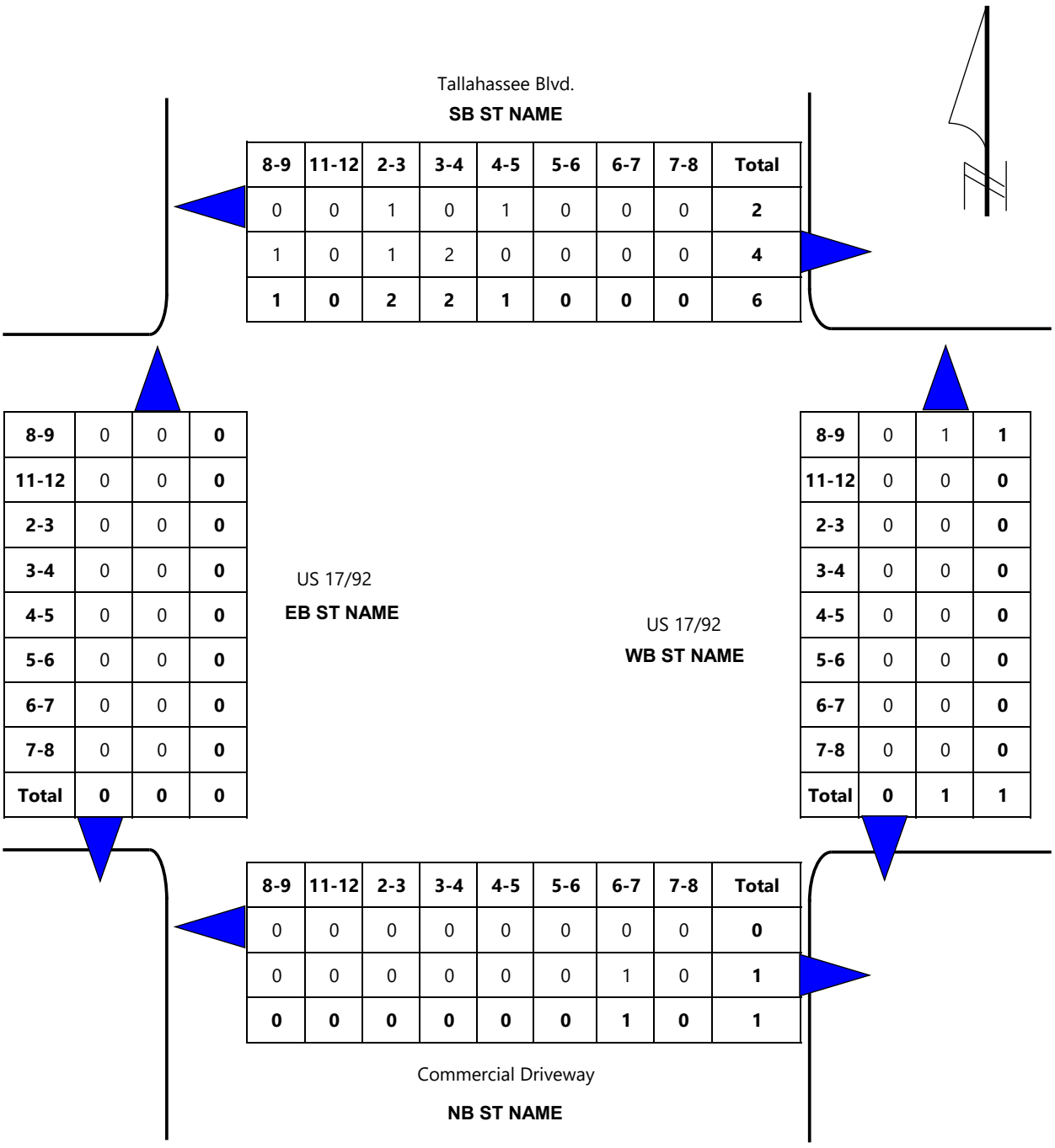
FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION	92010	**CITY**	Intercession City	**COUNTY**	Osceola
STATE ROUTE	US 17/92	**INTERSECTING ROUTE**	Tallahassee Blvd.		
OBSERVER	Icon Consultant Group, Inc.	**DATE**	8/9/2017	**MILEPOST**	3.157

REMARKS

FORM COMPLETED BY DM **DATE** 09/05/17



	8-9	11-12	2-3	3-4	4-5	5-6	6-7	7-8	Total
	0	0	1	0	1	0	0	0	**2**
	1	0	1	2	0	0	0	0	**4**
	1	**0**	**2**	**2**	**1**	**0**	**0**	**0**	**6**

8-9	0	0	**0**
11-12	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7	0	0	**0**
7-8	0	0	**0**
Total	**0**	**0**	**0**

8-9	0	1	**1**
11-12	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7	0	0	**0**
7-8	0	0	**0**
Total	**0**	**1**	**1**

	8-9	11-12	2-3	3-4	4-5	5-6	6-7	7-8	Total
	0	0	0	0	0	0	0	0	**0**
	0	0	0	0	0	0	1	0	**1**
	0	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**

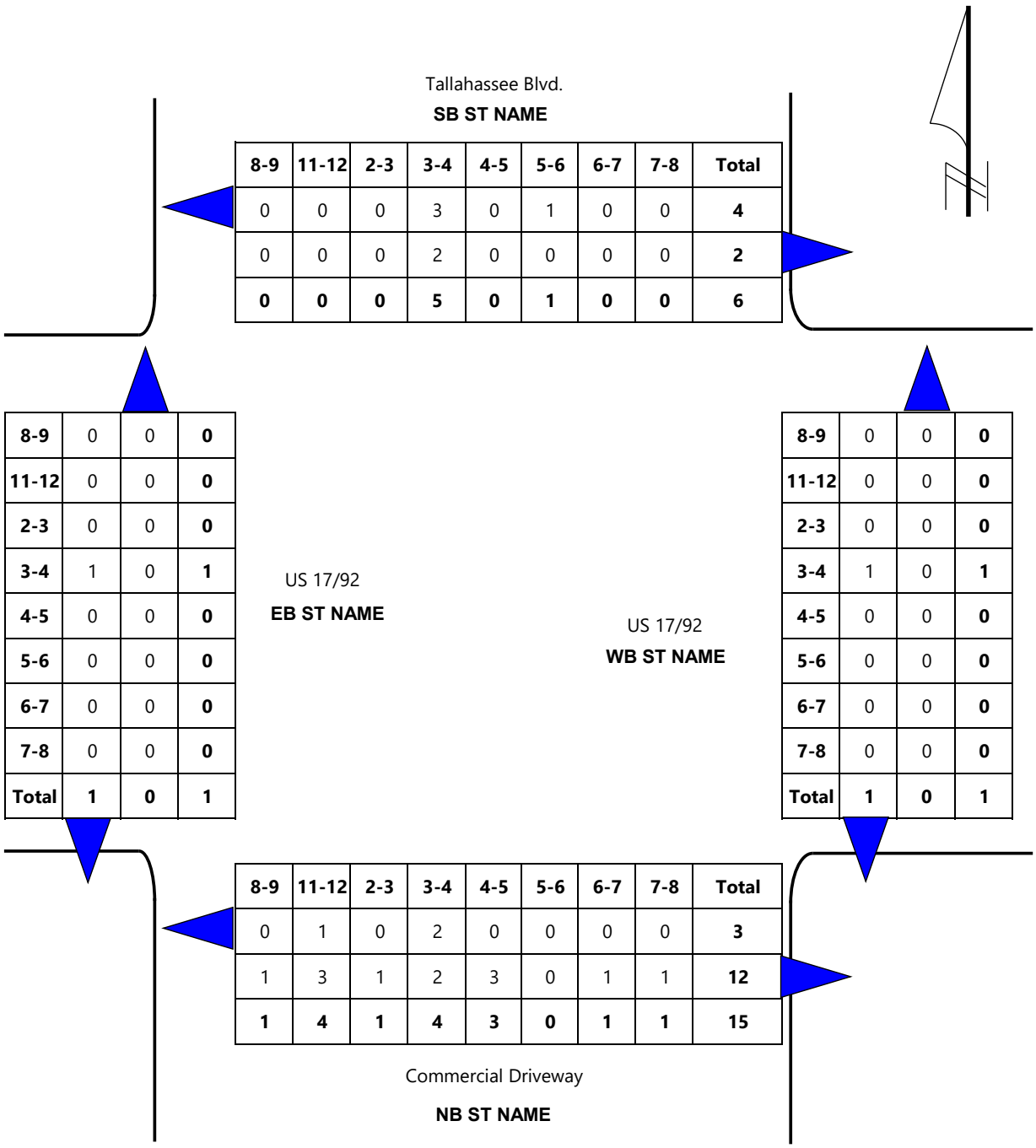
FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION	92010	**CITY**	Intercession City	**COUNTY**	Osceola
STATE ROUTE	US 17/92	**INTERSECTING ROUTE**	Tallahassee Blvd.		
OBSERVER	Icon Consultant Group, Inc.	**DATE**	8/9/2017	**MILEPOST**	3.157

REMARKS

FORM COMPLETED BY DM **DATE** 09/05/17



8-9	11-12	2-3	3-4	4-5	5-6	6-7	7-8	Total
0	0	0	3	0	1	0	0	**4**
0	0	0	2	0	0	0	0	**2**
0	**0**	**0**	**5**	**0**	**1**	**0**	**0**	**6**

8-9	0	0	**0**
11-12	0	0	**0**
2-3	0	0	**0**
3-4	1	0	**1**
4-5	0	0	**0**
5-6	0	0	**0**
6-7	0	0	**0**
7-8	0	0	**0**
Total	**1**	**0**	**1**

8-9	0	0	**0**
11-12	0	0	**0**
2-3	0	0	**0**
3-4	1	0	**1**
4-5	0	0	**0**
5-6	0	0	**0**
6-7	0	0	**0**
7-8	0	0	**0**
Total	**1**	**0**	**1**

8-9	11-12	2-3	3-4	4-5	5-6	6-7	7-8	Total
0	1	0	2	0	0	0	0	**3**
1	3	1	2	3	0	1	1	**12**
1	**4**	**1**	**4**	**3**	**0**	**1**	**1**	**15**

Appendix F

FDOT Seasonal & Axle Adjustment Factors

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 9200 OSCEOLA COUNTYWIDE

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2019 - 01/05/2019	0.99	1.02
2	01/06/2019 - 01/12/2019	1.01	1.04
3	01/13/2019 - 01/19/2019	1.03	1.06
4	01/20/2019 - 01/26/2019	1.02	1.05
5	01/27/2019 - 02/02/2019	1.01	1.04
6	02/03/2019 - 02/09/2019	1.00	1.03
7	02/10/2019 - 02/16/2019	0.99	1.02
* 8	02/17/2019 - 02/23/2019	0.98	1.01
* 9	02/24/2019 - 03/02/2019	0.97	1.00
*10	03/03/2019 - 03/09/2019	0.96	0.99
*11	03/10/2019 - 03/16/2019	0.95	0.98
*12	03/17/2019 - 03/23/2019	0.96	0.99
*13	03/24/2019 - 03/30/2019	0.96	0.99
*14	03/31/2019 - 04/06/2019	0.97	1.00
*15	04/07/2019 - 04/13/2019	0.97	1.00
*16	04/14/2019 - 04/20/2019	0.98	1.01
*17	04/21/2019 - 04/27/2019	0.98	1.01
*18	04/28/2019 - 05/04/2019	0.98	1.01
*19	05/05/2019 - 05/11/2019	0.99	1.02
*20	05/12/2019 - 05/18/2019	0.99	1.02
21	05/19/2019 - 05/25/2019	0.99	1.02
22	05/26/2019 - 06/01/2019	1.00	1.03
23	06/02/2019 - 06/08/2019	1.01	1.04
24	06/09/2019 - 06/15/2019	1.02	1.05
25	06/16/2019 - 06/22/2019	1.01	1.04
26	06/23/2019 - 06/29/2019	1.01	1.04
27	06/30/2019 - 07/06/2019	1.01	1.04
28	07/07/2019 - 07/13/2019	1.01	1.04
29	07/14/2019 - 07/20/2019	1.01	1.04
30	07/21/2019 - 07/27/2019	1.01	1.04
31	07/28/2019 - 08/03/2019	1.02	1.05
32	08/04/2019 - 08/10/2019	1.02	1.05
33	08/11/2019 - 08/17/2019	1.02	1.05
34	08/18/2019 - 08/24/2019	1.03	1.06
35	08/25/2019 - 08/31/2019	1.04	1.07
36	09/01/2019 - 09/07/2019	1.06	1.09
37	09/08/2019 - 09/14/2019	1.07	1.10
38	09/15/2019 - 09/21/2019	1.08	1.11
39	09/22/2019 - 09/28/2019	1.06	1.09
40	09/29/2019 - 10/05/2019	1.05	1.08
41	10/06/2019 - 10/12/2019	1.03	1.06
42	10/13/2019 - 10/19/2019	1.01	1.04
43	10/20/2019 - 10/26/2019	1.01	1.04
44	10/27/2019 - 11/02/2019	1.00	1.03
45	11/03/2019 - 11/09/2019	0.99	1.02
46	11/10/2019 - 11/16/2019	0.99	1.02
47	11/17/2019 - 11/23/2019	0.99	1.02
48	11/24/2019 - 11/30/2019	0.99	1.02
49	12/01/2019 - 12/07/2019	0.99	1.02
50	12/08/2019 - 12/14/2019	0.99	1.02
51	12/15/2019 - 12/21/2019	0.99	1.02
52	12/22/2019 - 12/28/2019	1.01	1.04
53	12/29/2019 - 12/31/2019	1.03	1.06

* PEAK SEASON

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 9215 OSCEOLA SR15/US441

MOCF: 0.96

WEEK	DATES	SF	PSCF
1	01/01/2019 - 01/05/2019	0.98	1.02
2	01/06/2019 - 01/12/2019	1.02	1.06
3	01/13/2019 - 01/19/2019	1.05	1.09
4	01/20/2019 - 01/26/2019	1.04	1.08
5	01/27/2019 - 02/02/2019	1.03	1.07
6	02/03/2019 - 02/09/2019	1.01	1.05
7	02/10/2019 - 02/16/2019	1.00	1.04
8	02/17/2019 - 02/23/2019	0.98	1.02
* 9	02/24/2019 - 03/02/2019	0.96	1.00
*10	03/03/2019 - 03/09/2019	0.94	0.98
*11	03/10/2019 - 03/16/2019	0.92	0.96
*12	03/17/2019 - 03/23/2019	0.93	0.97
*13	03/24/2019 - 03/30/2019	0.94	0.98
*14	03/31/2019 - 04/06/2019	0.96	1.00
*15	04/07/2019 - 04/13/2019	0.97	1.01
*16	04/14/2019 - 04/20/2019	0.98	1.02
*17	04/21/2019 - 04/27/2019	0.98	1.02
*18	04/28/2019 - 05/04/2019	0.97	1.01
*19	05/05/2019 - 05/11/2019	0.97	1.01
*20	05/12/2019 - 05/18/2019	0.96	1.00
*21	05/19/2019 - 05/25/2019	0.97	1.01
22	05/26/2019 - 06/01/2019	0.99	1.03
23	06/02/2019 - 06/08/2019	1.00	1.04
24	06/09/2019 - 06/15/2019	1.01	1.05
25	06/16/2019 - 06/22/2019	1.01	1.05
26	06/23/2019 - 06/29/2019	1.01	1.05
27	06/30/2019 - 07/06/2019	1.00	1.04
28	07/07/2019 - 07/13/2019	1.00	1.04
29	07/14/2019 - 07/20/2019	1.00	1.04
30	07/21/2019 - 07/27/2019	1.01	1.05
31	07/28/2019 - 08/03/2019	1.02	1.06
32	08/04/2019 - 08/10/2019	1.02	1.06
33	08/11/2019 - 08/17/2019	1.03	1.07
34	08/18/2019 - 08/24/2019	1.04	1.08
35	08/25/2019 - 08/31/2019	1.06	1.10
36	09/01/2019 - 09/07/2019	1.07	1.11
37	09/08/2019 - 09/14/2019	1.09	1.14
38	09/15/2019 - 09/21/2019	1.10	1.15
39	09/22/2019 - 09/28/2019	1.08	1.13
40	09/29/2019 - 10/05/2019	1.06	1.10
41	10/06/2019 - 10/12/2019	1.04	1.08
42	10/13/2019 - 10/19/2019	1.02	1.06
43	10/20/2019 - 10/26/2019	1.01	1.05
44	10/27/2019 - 11/02/2019	1.01	1.05
45	11/03/2019 - 11/09/2019	1.00	1.04
46	11/10/2019 - 11/16/2019	0.99	1.03
47	11/17/2019 - 11/23/2019	0.99	1.03
48	11/24/2019 - 11/30/2019	0.99	1.03
49	12/01/2019 - 12/07/2019	0.98	1.02
50	12/08/2019 - 12/14/2019	0.98	1.02
51	12/15/2019 - 12/21/2019	0.98	1.02
52	12/22/2019 - 12/28/2019	1.02	1.06
53	12/29/2019 - 12/31/2019	1.05	1.09

* PEAK SEASON

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 9241 OSCEOLA I4 RURAL

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2019 - 01/05/2019	1.01	1.04
2	01/06/2019 - 01/12/2019	1.02	1.05
3	01/13/2019 - 01/19/2019	1.03	1.06
4	01/20/2019 - 01/26/2019	1.02	1.05
5	01/27/2019 - 02/02/2019	1.01	1.04
6	02/03/2019 - 02/09/2019	1.00	1.03
* 7	02/10/2019 - 02/16/2019	0.99	1.02
* 8	02/17/2019 - 02/23/2019	0.98	1.01
* 9	02/24/2019 - 03/02/2019	0.97	1.00
*10	03/03/2019 - 03/09/2019	0.96	0.99
*11	03/10/2019 - 03/16/2019	0.95	0.98
*12	03/17/2019 - 03/23/2019	0.96	0.99
*13	03/24/2019 - 03/30/2019	0.96	0.99
*14	03/31/2019 - 04/06/2019	0.97	1.00
*15	04/07/2019 - 04/13/2019	0.97	1.00
*16	04/14/2019 - 04/20/2019	0.98	1.01
*17	04/21/2019 - 04/27/2019	0.99	1.02
*18	04/28/2019 - 05/04/2019	0.99	1.02
*19	05/05/2019 - 05/11/2019	1.00	1.03
20	05/12/2019 - 05/18/2019	1.00	1.03
21	05/19/2019 - 05/25/2019	1.00	1.03
22	05/26/2019 - 06/01/2019	1.00	1.03
23	06/02/2019 - 06/08/2019	1.01	1.04
24	06/09/2019 - 06/15/2019	1.01	1.04
25	06/16/2019 - 06/22/2019	1.01	1.04
26	06/23/2019 - 06/29/2019	1.00	1.03
27	06/30/2019 - 07/06/2019	1.00	1.03
28	07/07/2019 - 07/13/2019	1.00	1.03
29	07/14/2019 - 07/20/2019	1.00	1.03
30	07/21/2019 - 07/27/2019	1.00	1.03
31	07/28/2019 - 08/03/2019	1.01	1.04
32	08/04/2019 - 08/10/2019	1.01	1.04
33	08/11/2019 - 08/17/2019	1.01	1.04
34	08/18/2019 - 08/24/2019	1.02	1.05
35	08/25/2019 - 08/31/2019	1.03	1.06
36	09/01/2019 - 09/07/2019	1.04	1.07
37	09/08/2019 - 09/14/2019	1.05	1.08
38	09/15/2019 - 09/21/2019	1.05	1.08
39	09/22/2019 - 09/28/2019	1.04	1.07
40	09/29/2019 - 10/05/2019	1.03	1.06
41	10/06/2019 - 10/12/2019	1.02	1.05
42	10/13/2019 - 10/19/2019	1.01	1.04
43	10/20/2019 - 10/26/2019	1.01	1.04
44	10/27/2019 - 11/02/2019	1.01	1.04
45	11/03/2019 - 11/09/2019	1.01	1.04
46	11/10/2019 - 11/16/2019	1.01	1.04
47	11/17/2019 - 11/23/2019	1.01	1.04
48	11/24/2019 - 11/30/2019	1.01	1.04
49	12/01/2019 - 12/07/2019	1.01	1.04
50	12/08/2019 - 12/14/2019	1.01	1.04
51	12/15/2019 - 12/21/2019	1.01	1.04
52	12/22/2019 - 12/28/2019	1.02	1.05
53	12/29/2019 - 12/31/2019	1.03	1.06

* PEAK SEASON

2019 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 92 - OSCEOLA

WEEK	DATES	9201	9202	9203	9204
		OSCEOLA RURAL	OSCEOLA URBAN	US192,ORANGE TO I-4	US441,S OF US192
1	01/01/2019 - 01/05/2019	0.80	0.99	0.98	0.76
2	01/06/2019 - 01/12/2019	0.80	0.99	0.98	0.76
3	01/13/2019 - 01/19/2019	0.80	0.99	0.98	0.76
4	01/20/2019 - 01/26/2019	0.80	0.99	0.98	0.76
5	01/27/2019 - 02/02/2019	0.80	0.99	0.98	0.76
6	02/03/2019 - 02/09/2019	0.80	0.99	0.98	0.76
7	02/10/2019 - 02/16/2019	0.80	0.99	0.98	0.76
8	02/17/2019 - 02/23/2019	0.80	0.99	0.98	0.76
9	02/24/2019 - 03/02/2019	0.80	0.99	0.98	0.76
10	03/03/2019 - 03/09/2019	0.80	0.99	0.98	0.76
11	03/10/2019 - 03/16/2019	0.80	0.99	0.98	0.76
12	03/17/2019 - 03/23/2019	0.80	0.99	0.98	0.76
13	03/24/2019 - 03/30/2019	0.80	0.99	0.98	0.76
14	03/31/2019 - 04/06/2019	0.80	0.98	0.98	0.76
15	04/07/2019 - 04/13/2019	0.80	0.98	0.98	0.76
16	04/14/2019 - 04/20/2019	0.80	0.98	0.98	0.76
17	04/21/2019 - 04/27/2019	0.80	0.98	0.98	0.76
18	04/28/2019 - 05/04/2019	0.80	0.98	0.98	0.76
19	05/05/2019 - 05/11/2019	0.80	0.98	0.98	0.76
20	05/12/2019 - 05/18/2019	0.80	0.98	0.98	0.76
21	05/19/2019 - 05/25/2019	0.80	0.98	0.98	0.76
22	05/26/2019 - 06/01/2019	0.80	0.99	0.98	0.76
23	06/02/2019 - 06/08/2019	0.80	0.99	0.98	0.76
24	06/09/2019 - 06/15/2019	0.80	0.99	0.98	0.76
25	06/16/2019 - 06/22/2019	0.80	0.98	0.98	0.76
26	06/23/2019 - 06/29/2019	0.80	0.97	0.98	0.76
27	06/30/2019 - 07/06/2019	0.80	0.97	0.98	0.76
28	07/07/2019 - 07/13/2019	0.80	0.96	0.98	0.76
29	07/14/2019 - 07/20/2019	0.80	0.95	0.98	0.76
30	07/21/2019 - 07/27/2019	0.80	0.96	0.98	0.76
31	07/28/2019 - 08/03/2019	0.80	0.97	0.98	0.76
32	08/04/2019 - 08/10/2019	0.80	0.98	0.98	0.76
33	08/11/2019 - 08/17/2019	0.80	0.99	0.98	0.76
34	08/18/2019 - 08/24/2019	0.80	0.99	0.98	0.76
35	08/25/2019 - 08/31/2019	0.80	0.99	0.98	0.76
36	09/01/2019 - 09/07/2019	0.80	0.99	0.98	0.76
37	09/08/2019 - 09/14/2019	0.80	0.99	0.98	0.76
38	09/15/2019 - 09/21/2019	0.80	0.99	0.98	0.76
39	09/22/2019 - 09/28/2019	0.80	0.99	0.98	0.76
40	09/29/2019 - 10/05/2019	0.80	0.99	0.98	0.76
41	10/06/2019 - 10/12/2019	0.80	0.99	0.98	0.76
42	10/13/2019 - 10/19/2019	0.80	0.99	0.98	0.76
43	10/20/2019 - 10/26/2019	0.80	0.99	0.98	0.76
44	10/27/2019 - 11/02/2019	0.80	0.99	0.98	0.76
45	11/03/2019 - 11/09/2019	0.80	0.99	0.98	0.76
46	11/10/2019 - 11/16/2019	0.80	0.99	0.98	0.76
47	11/17/2019 - 11/23/2019	0.80	0.99	0.98	0.76
48	11/24/2019 - 11/30/2019	0.80	0.99	0.98	0.76
49	12/01/2019 - 12/07/2019	0.80	0.99	0.98	0.76
50	12/08/2019 - 12/14/2019	0.80	0.99	0.98	0.76
51	12/15/2019 - 12/21/2019	0.80	0.99	0.98	0.76
52	12/22/2019 - 12/28/2019	0.80	0.99	0.98	0.76
53	12/29/2019 - 12/31/2019	0.80	0.99	0.98	0.76

2019 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 92 - OSCEOLA

WEEK	DATES	9205	9206	9207	9208
		I4	US-17,TO POINCIANA B	US192,OBT TO US441	SR535
1	01/01/2019 - 01/05/2019	0.89	0.91	0.92	0.95
2	01/06/2019 - 01/12/2019	0.89	0.91	0.91	0.95
3	01/13/2019 - 01/19/2019	0.89	0.91	0.90	0.95
4	01/20/2019 - 01/26/2019	0.89	0.91	0.90	0.95
5	01/27/2019 - 02/02/2019	0.89	0.91	0.90	0.95
6	02/03/2019 - 02/09/2019	0.89	0.91	0.90	0.95
7	02/10/2019 - 02/16/2019	0.89	0.91	0.90	0.95
8	02/17/2019 - 02/23/2019	0.89	0.91	0.90	0.95
9	02/24/2019 - 03/02/2019	0.89	0.91	0.91	0.95
10	03/03/2019 - 03/09/2019	0.89	0.91	0.91	0.95
11	03/10/2019 - 03/16/2019	0.89	0.91	0.91	0.95
12	03/17/2019 - 03/23/2019	0.89	0.91	0.92	0.95
13	03/24/2019 - 03/30/2019	0.89	0.91	0.92	0.95
14	03/31/2019 - 04/06/2019	0.89	0.91	0.93	0.95
15	04/07/2019 - 04/13/2019	0.89	0.91	0.93	0.95
16	04/14/2019 - 04/20/2019	0.89	0.91	0.94	0.95
17	04/21/2019 - 04/27/2019	0.89	0.91	0.94	0.95
18	04/28/2019 - 05/04/2019	0.89	0.91	0.94	0.95
19	05/05/2019 - 05/11/2019	0.89	0.91	0.93	0.95
20	05/12/2019 - 05/18/2019	0.89	0.91	0.93	0.95
21	05/19/2019 - 05/25/2019	0.89	0.91	0.93	0.95
22	05/26/2019 - 06/01/2019	0.89	0.91	0.93	0.95
23	06/02/2019 - 06/08/2019	0.89	0.91	0.92	0.95
24	06/09/2019 - 06/15/2019	0.89	0.91	0.92	0.95
25	06/16/2019 - 06/22/2019	0.89	0.91	0.92	0.95
26	06/23/2019 - 06/29/2019	0.89	0.91	0.92	0.95
27	06/30/2019 - 07/06/2019	0.89	0.91	0.92	0.95
28	07/07/2019 - 07/13/2019	0.89	0.91	0.92	0.95
29	07/14/2019 - 07/20/2019	0.89	0.91	0.92	0.95
30	07/21/2019 - 07/27/2019	0.89	0.91	0.92	0.95
31	07/28/2019 - 08/03/2019	0.89	0.91	0.92	0.95
32	08/04/2019 - 08/10/2019	0.89	0.91	0.92	0.95
33	08/11/2019 - 08/17/2019	0.89	0.91	0.92	0.95
34	08/18/2019 - 08/24/2019	0.89	0.91	0.92	0.95
35	08/25/2019 - 08/31/2019	0.89	0.91	0.92	0.95
36	09/01/2019 - 09/07/2019	0.89	0.91	0.92	0.95
37	09/08/2019 - 09/14/2019	0.89	0.91	0.92	0.95
38	09/15/2019 - 09/21/2019	0.89	0.91	0.92	0.95
39	09/22/2019 - 09/28/2019	0.89	0.91	0.92	0.95
40	09/29/2019 - 10/05/2019	0.89	0.91	0.92	0.95
41	10/06/2019 - 10/12/2019	0.89	0.91	0.91	0.95
42	10/13/2019 - 10/19/2019	0.89	0.91	0.91	0.95
43	10/20/2019 - 10/26/2019	0.89	0.91	0.91	0.95
44	10/27/2019 - 11/02/2019	0.89	0.91	0.92	0.95
45	11/03/2019 - 11/09/2019	0.89	0.91	0.92	0.95
46	11/10/2019 - 11/16/2019	0.89	0.91	0.92	0.95
47	11/17/2019 - 11/23/2019	0.89	0.91	0.92	0.95
48	11/24/2019 - 11/30/2019	0.89	0.91	0.92	0.95
49	12/01/2019 - 12/07/2019	0.89	0.91	0.92	0.95
50	12/08/2019 - 12/14/2019	0.89	0.91	0.92	0.95
51	12/15/2019 - 12/21/2019	0.89	0.91	0.92	0.95
52	12/22/2019 - 12/28/2019	0.89	0.91	0.91	0.95
53	12/29/2019 - 12/31/2019	0.89	0.91	0.90	0.95

2019 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 92 - OSCEOLA

WEEK	DATES	9209 US192,I4-US17/92/441	9210 SR-60	9211 US17,POINCIAN-EMMETT	9212 US-192,E OF US441
1	01/01/2019 - 01/05/2019	0.99	0.74	0.97	0.80
2	01/06/2019 - 01/12/2019	0.99	0.74	0.97	0.80
3	01/13/2019 - 01/19/2019	0.99	0.74	0.97	0.80
4	01/20/2019 - 01/26/2019	0.99	0.74	0.97	0.80
5	01/27/2019 - 02/02/2019	0.99	0.74	0.97	0.80
6	02/03/2019 - 02/09/2019	0.99	0.74	0.97	0.80
7	02/10/2019 - 02/16/2019	0.99	0.74	0.97	0.80
8	02/17/2019 - 02/23/2019	0.99	0.74	0.97	0.80
9	02/24/2019 - 03/02/2019	0.99	0.74	0.97	0.80
10	03/03/2019 - 03/09/2019	0.99	0.74	0.97	0.80
11	03/10/2019 - 03/16/2019	0.99	0.74	0.97	0.80
12	03/17/2019 - 03/23/2019	0.99	0.74	0.97	0.80
13	03/24/2019 - 03/30/2019	0.99	0.74	0.97	0.80
14	03/31/2019 - 04/06/2019	0.99	0.74	0.97	0.80
15	04/07/2019 - 04/13/2019	0.99	0.74	0.97	0.80
16	04/14/2019 - 04/20/2019	0.99	0.74	0.97	0.80
17	04/21/2019 - 04/27/2019	0.99	0.74	0.97	0.80
18	04/28/2019 - 05/04/2019	0.99	0.74	0.97	0.80
19	05/05/2019 - 05/11/2019	0.99	0.74	0.97	0.80
20	05/12/2019 - 05/18/2019	0.99	0.74	0.97	0.80
21	05/19/2019 - 05/25/2019	0.99	0.74	0.97	0.80
22	05/26/2019 - 06/01/2019	0.99	0.74	0.97	0.80
23	06/02/2019 - 06/08/2019	0.99	0.74	0.97	0.80
24	06/09/2019 - 06/15/2019	0.99	0.74	0.97	0.80
25	06/16/2019 - 06/22/2019	0.99	0.74	0.97	0.80
26	06/23/2019 - 06/29/2019	0.99	0.74	0.97	0.80
27	06/30/2019 - 07/06/2019	0.99	0.74	0.97	0.80
28	07/07/2019 - 07/13/2019	0.99	0.74	0.97	0.80
29	07/14/2019 - 07/20/2019	0.99	0.74	0.97	0.80
30	07/21/2019 - 07/27/2019	0.99	0.74	0.97	0.80
31	07/28/2019 - 08/03/2019	0.99	0.74	0.97	0.80
32	08/04/2019 - 08/10/2019	0.99	0.74	0.97	0.80
33	08/11/2019 - 08/17/2019	0.99	0.74	0.97	0.80
34	08/18/2019 - 08/24/2019	0.99	0.74	0.97	0.80
35	08/25/2019 - 08/31/2019	0.99	0.74	0.97	0.80
36	09/01/2019 - 09/07/2019	0.99	0.74	0.97	0.80
37	09/08/2019 - 09/14/2019	0.99	0.74	0.97	0.80
38	09/15/2019 - 09/21/2019	0.99	0.74	0.97	0.80
39	09/22/2019 - 09/28/2019	0.99	0.74	0.97	0.80
40	09/29/2019 - 10/05/2019	0.99	0.74	0.97	0.80
41	10/06/2019 - 10/12/2019	0.99	0.74	0.97	0.80
42	10/13/2019 - 10/19/2019	0.99	0.74	0.97	0.80
43	10/20/2019 - 10/26/2019	0.99	0.74	0.97	0.80
44	10/27/2019 - 11/02/2019	0.99	0.74	0.97	0.80
45	11/03/2019 - 11/09/2019	0.99	0.74	0.97	0.80
46	11/10/2019 - 11/16/2019	0.99	0.74	0.97	0.80
47	11/17/2019 - 11/23/2019	0.99	0.74	0.97	0.80
48	11/24/2019 - 11/30/2019	0.99	0.74	0.97	0.80
49	12/01/2019 - 12/07/2019	0.99	0.74	0.97	0.80
50	12/08/2019 - 12/14/2019	0.99	0.74	0.97	0.80
51	12/15/2019 - 12/21/2019	0.99	0.74	0.97	0.80
52	12/22/2019 - 12/28/2019	0.99	0.74	0.97	0.80
53	12/29/2019 - 12/31/2019	0.99	0.74	0.97	0.80

2019 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

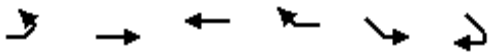
COUNTY: 92 - OSCEOLA

WEEK	DATES	9213 US17/92,EMMETT-US192	9214 OSCEOLA SIS	9215 US17-92, US192-ORANGE	9241 NEW CATEGORY
1	01/01/2019 - 01/05/2019	0.98	0.99	0.98	0.92
2	01/06/2019 - 01/12/2019	0.98	0.99	0.98	0.91
3	01/13/2019 - 01/19/2019	0.98	0.99	0.98	0.90
4	01/20/2019 - 01/26/2019	0.98	0.99	0.98	0.90
5	01/27/2019 - 02/02/2019	0.98	0.99	0.98	0.90
6	02/03/2019 - 02/09/2019	0.98	0.99	0.98	0.90
7	02/10/2019 - 02/16/2019	0.98	0.99	0.98	0.90
8	02/17/2019 - 02/23/2019	0.98	0.99	0.98	0.90
9	02/24/2019 - 03/02/2019	0.98	0.99	0.98	0.91
10	03/03/2019 - 03/09/2019	0.98	0.99	0.98	0.91
11	03/10/2019 - 03/16/2019	0.98	0.99	0.98	0.91
12	03/17/2019 - 03/23/2019	0.98	0.99	0.98	0.91
13	03/24/2019 - 03/30/2019	0.98	0.99	0.98	0.91
14	03/31/2019 - 04/06/2019	0.98	0.99	0.98	0.90
15	04/07/2019 - 04/13/2019	0.98	0.99	0.98	0.90
16	04/14/2019 - 04/20/2019	0.98	0.99	0.98	0.90
17	04/21/2019 - 04/27/2019	0.98	0.99	0.98	0.90
18	04/28/2019 - 05/04/2019	0.98	0.99	0.98	0.90
19	05/05/2019 - 05/11/2019	0.98	0.99	0.98	0.90
20	05/12/2019 - 05/18/2019	0.98	0.99	0.98	0.90
21	05/19/2019 - 05/25/2019	0.98	0.99	0.98	0.91
22	05/26/2019 - 06/01/2019	0.98	0.99	0.98	0.91
23	06/02/2019 - 06/08/2019	0.98	0.99	0.98	0.92
24	06/09/2019 - 06/15/2019	0.98	0.99	0.98	0.92
25	06/16/2019 - 06/22/2019	0.98	0.99	0.98	0.92
26	06/23/2019 - 06/29/2019	0.98	0.99	0.98	0.92
27	06/30/2019 - 07/06/2019	0.98	0.99	0.98	0.92
28	07/07/2019 - 07/13/2019	0.98	0.99	0.98	0.92
29	07/14/2019 - 07/20/2019	0.98	0.99	0.98	0.92
30	07/21/2019 - 07/27/2019	0.98	0.99	0.98	0.92
31	07/28/2019 - 08/03/2019	0.98	0.99	0.98	0.92
32	08/04/2019 - 08/10/2019	0.98	0.99	0.98	0.92
33	08/11/2019 - 08/17/2019	0.98	0.99	0.98	0.92
34	08/18/2019 - 08/24/2019	0.98	0.99	0.98	0.92
35	08/25/2019 - 08/31/2019	0.98	0.99	0.98	0.92
36	09/01/2019 - 09/07/2019	0.98	0.99	0.98	0.92
37	09/08/2019 - 09/14/2019	0.98	0.99	0.98	0.92
38	09/15/2019 - 09/21/2019	0.98	0.99	0.98	0.92
39	09/22/2019 - 09/28/2019	0.98	0.99	0.98	0.92
40	09/29/2019 - 10/05/2019	0.98	0.99	0.98	0.92
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43	10/20/2019 - 10/26/2019	0.98	0.99	0.98	0.91
44	10/27/2019 - 11/02/2019	0.98	0.99	0.98	0.92
45	11/03/2019 - 11/09/2019	0.98	0.99	0.98	0.92
46	11/10/2019 - 11/16/2019	0.98	0.99	0.98	0.92
47	11/17/2019 - 11/23/2019	0.98	0.99	0.98	0.92
48	11/24/2019 - 11/30/2019	0.98	0.99	0.98	0.92
49	12/01/2019 - 12/07/2019	0.98	0.99	0.98	0.92
50	12/08/2019 - 12/14/2019	0.98	0.99	0.98	0.92
51	12/15/2019 - 12/21/2019	0.98	0.99	0.98	0.92
52	12/22/2019 - 12/28/2019	0.98	0.99	0.98	0.91
53	12/29/2019 - 12/31/2019	0.98	0.99	0.98	0.90

Appendix G

Existing Synchro Analysis Outputs

Existing AM Peak Hour



Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Volume (veh/h)	190	776	365	553	376	52
Future Volume (veh/h)	190	776	365	553	376	52
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
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1767	1841	1781	1811	1752	1544
Adj Flow Rate, veh/h	209	853	401	0	413	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	9	4	8	6	10	24
Cap, veh/h	464	1000	968		462	
Arrive On Green	0.54	0.54	0.54	0.00	0.28	0.00
Sat Flow, veh/h	929	1841	1781	1535	1668	1309
Grp Volume(v), veh/h	209	853	401	0	413	0
Grp Sat Flow(s),veh/h/ln	929	1841	1781	1535	1668	1309
Q Serve(g_s), s	14.9	34.3	11.5	0.0	20.7	0.0
Cycle Q Clear(g_c), s	26.4	34.3	11.5	0.0	20.7	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	464	1000	968		462	
V/C Ratio(X)	0.45	0.85	0.41		0.89	
Avail Cap(c_a), veh/h	464	1000	968		618	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	19.5	16.9	11.7	0.0	30.2	0.0
Incr Delay (d2), s/veh	3.1	9.2	1.3	0.0	13.7	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	5.7	19.8	7.1	0.0	14.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.6	26.1	13.0	0.0	43.9	0.0
LnGrp LOS	C	C	B		D	
Approach Vol, veh/h		1062	401	A	413	A
Approach Delay, s/veh		25.4	13.0		43.9	
Approach LOS		C	B		D	

Timer - Assigned Phs		2				6	8
Phs Duration (G+Y+Rc), s		55.0				55.0	31.9
Change Period (Y+Rc), s		* 7.8				* 7.8	7.8
Max Green Setting (Gmax), s		* 47				* 47	32.2
Max Q Clear Time (g_c+I1), s		13.5				36.3	22.7
Green Ext Time (p_c), s		2.7				5.6	1.4

Intersection Summary		
HCM 6th Ctrl Delay	26.8	
HCM 6th LOS	C	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR, SER] is excluded from calculations of the approach delay and intersection delay.

Approach	EB	WB	SE
Crosswalk Length (ft)	36.1	35.8	25.4
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	3	2	2
Number of Right-Turn Islands	0	0	0
Type of Control	Actuated	Actuated	Actuated
Corresponding Signal Phase	8	6	2
Effective Walk Time (s)	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	376	190
Veh. Perm. R. Flow in Walk (v/h)	52	0	553
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	55	55	55
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	37.1	37.1	37.1
Pedestrian Compliance Code	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.85	4.29	3.14
Pedestrian Crosswalk LOS	C	D	C

Approach	EB	WB	SE
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	1062	1009	470
Effct. Green for Bike (s)	47.4	47.4	27.0
Cross Street Width (ft)	35.8	25.2	36.2
Through Lanes Number	1	1	1
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	4.0	4.0	4.0
Curb Is Present?	No	No	No
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	998	998	568
Bicycle Delay (s/bike)	11.9	11.9	24.3
Bicycle Compliance	Fair	Fair	Fair
Bicycle LOS Score	3.00	2.75	2.03
Bicycle LOS	C	C	B

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	215	937	774	1	1	144
Future Vol, veh/h	215	937	774	1	1	144
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	540	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	226	986	815	1	1	152

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	816	0	-	0	2254	816
Stage 1	-	-	-	-	816	-
Stage 2	-	-	-	-	1438	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	812	-	-	-	46	377
Stage 1	-	-	-	-	435	-
Stage 2	-	-	-	-	219	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	812	-	-	-	33	377
Mov Cap-2 Maneuver	-	-	-	-	33	-
Stage 1	-	-	-	-	314	-
Stage 2	-	-	-	-	219	-

Approach	EB	WB	SB
HCM Control Delay, s	2.1	0	22.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	812	-	-	-	352
HCM Lane V/C Ratio	0.279	-	-	-	0.434
HCM Control Delay (s)	11.1	-	-	-	22.8
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	1.1	-	-	-	2.1

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	77	850	0	0	732	16	0	0	0	27	0	17
Future Vol, veh/h	77	850	0	0	732	16	0	0	0	27	0	17
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	250	-	-	-	-	-	-	-	-	-	-	-
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, %	6	6	6	5	5	5	10	10	10	3	3	3
Mvmt Flow	81	895	0	0	771	17	0	0	0	28	0	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	788	0	0	-	-	0	1846	1845	895	1837	1837	780
Stage 1	-	-	-	-	-	-	1057	1057	-	780	780	-
Stage 2	-	-	-	-	-	-	789	788	-	1057	1057	-
Critical Hdwy	4.16	-	-	-	-	-	7.2	6.6	6.3	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.6	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.6	-	6.13	5.53	-
Follow-up Hdwy	2.254	-	-	-	-	-	3.59	4.09	3.39	3.527	4.027	3.327
Pot Cap-1 Maneuver	814	-	-	0	-	-	55	71	328	58	75	394
Stage 1	-	-	-	0	-	-	263	292	-	387	404	-
Stage 2	-	-	-	0	-	-	372	391	-	271	301	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	814	-	-	-	-	-	49	64	328	54	68	394
Mov Cap-2 Maneuver	-	-	-	-	-	-	138	159	-	155	178	-
Stage 1	-	-	-	-	-	-	237	263	-	348	404	-
Stage 2	-	-	-	-	-	-	355	391	-	244	271	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0	0	28
HCM LOS			A	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	-	814	-	-	-	-	202
HCM Lane V/C Ratio	-	0.1	-	-	-	-	0.229
HCM Control Delay (s)	0	9.9	-	-	-	-	28
HCM Lane LOS	A	A	-	-	-	-	D
HCM 95th %tile Q(veh)	-	0.3	-	-	-	-	0.9

Intersection	
Int Delay, s/veh	10.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	864	0	18	741	5	5	7	14	44	16	3
Future Vol, veh/h	13	864	0	18	741	5	5	7	14	44	16	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	100	-	-	100	-	-	-	-	-	-	-	-
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, %	4	4	4	9	9	9	2	2	2	8	8	8
Mvmt Flow	14	909	0	19	780	5	5	7	15	46	17	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	785	0	0	909	0	0	1768	1760	909	1769	1758	783
Stage 1	-	-	-	-	-	-	937	937	-	821	821	-
Stage 2	-	-	-	-	-	-	831	823	-	948	937	-
Critical Hdwy	4.14	-	-	4.19	-	-	7.12	6.52	6.22	7.18	6.58	6.28
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.18	5.58	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.18	5.58	-
Follow-up Hdwy	2.236	-	-	2.281	-	-	3.518	4.018	3.318	3.572	4.072	3.372
Pot Cap-1 Maneuver	825	-	-	721	-	-	65	84	333	63	82	384
Stage 1	-	-	-	-	-	-	318	343	-	360	380	-
Stage 2	-	-	-	-	-	-	364	388	-	305	336	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	825	-	-	721	-	-	52	80	333	54	78	384
Mov Cap-2 Maneuver	-	-	-	-	-	-	52	80	-	54	78	-
Stage 1	-	-	-	-	-	-	313	337	-	354	370	-
Stage 2	-	-	-	-	-	-	335	378	-	280	330	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.2	45.8	254.7
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	115	825	-	-	721	-	-	61
HCM Lane V/C Ratio	0.238	0.017	-	-	0.026	-	-	1.087
HCM Control Delay (s)	45.8	9.4	-	-	10.1	-	-	254.7
HCM Lane LOS	E	A	-	-	B	-	-	F
HCM 95th %tile Q(veh)	0.9	0.1	-	-	0.1	-	-	5.3

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	32	889	17	4	748	5	5	6	20	9	5	2
Future Vol, veh/h	32	889	17	4	748	5	5	6	20	9	5	2
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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	6	6	6	6	6	6	5	5	5	1	1	1
Mvmt Flow	34	936	18	4	787	5	5	6	21	9	5	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	792	0	0	954	0	0	1814	1813	945	1825	1820	790
Stage 1	-	-	-	-	-	-	1013	1013	-	798	798	-
Stage 2	-	-	-	-	-	-	801	800	-	1027	1022	-
Critical Hdwy	4.16	-	-	4.16	-	-	7.15	6.55	6.25	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.11	5.51	-
Follow-up Hdwy	2.254	-	-	2.254	-	-	3.545	4.045	3.345	3.509	4.009	3.309
Pot Cap-1 Maneuver	811	-	-	704	-	-	59	77	313	60	78	392
Stage 1	-	-	-	-	-	-	284	313	-	381	400	-
Stage 2	-	-	-	-	-	-	374	393	-	284	315	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	811	-	-	704	-	-	51	69	313	48	70	392
Mov Cap-2 Maneuver	-	-	-	-	-	-	51	69	-	48	70	-
Stage 1	-	-	-	-	-	-	258	285	-	347	396	-
Stage 2	-	-	-	-	-	-	363	389	-	236	287	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.1	43.7	85.2
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	125	811	-	-	704	-	-	61
HCM Lane V/C Ratio	0.261	0.042	-	-	0.006	-	-	0.276
HCM Control Delay (s)	43.7	9.6	0	-	10.1	0	-	85.2
HCM Lane LOS	E	A	A	-	B	A	-	F
HCM 95th %tile Q(veh)	1	0.1	-	-	0	-	-	1

Intersection	
Int Delay, s/veh	29.4

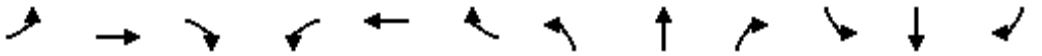
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	59	657	202	61	667	30	74	0	31	22	1	16
Future Vol, veh/h	59	657	202	61	667	30	74	0	31	22	1	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	540	-	-	170	-	380	-	-	-	-	-	-
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, %	16	7	7	16	7	10	16	0	26	0	0	26
Mvmt Flow	62	692	213	64	702	32	78	0	33	23	1	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	734	0	0	905	0	0	1778	1785	799	1769	1859	702
Stage 1	-	-	-	-	-	-	923	923	-	830	830	-
Stage 2	-	-	-	-	-	-	855	862	-	939	1029	-
Critical Hdwy	4.26	-	-	4.26	-	-	7.26	6.5	6.46	7.1	6.5	6.46
Critical Hdwy Stg 1	-	-	-	-	-	-	6.26	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.26	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.344	-	-	2.344	-	-	3.644	4	3.534	3.5	4	3.534
Pot Cap-1 Maneuver	811	-	-	697	-	-	~ 59	82	350	66	74	400
Stage 1	-	-	-	-	-	-	305	351	-	367	388	-
Stage 2	-	-	-	-	-	-	334	375	-	320	314	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	811	-	-	697	-	-	~ 49	69	350	52	62	400
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 49	69	-	52	62	-
Stage 1	-	-	-	-	-	-	282	324	-	339	352	-
Stage 2	-	-	-	-	-	-	290	341	-	268	290	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.9	$ 464.6	88.3
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	66	811	-	-	697	-	-	81
HCM Lane V/C Ratio	1.675	0.077	-	-	0.092	-	-	0.507
HCM Control Delay (s)	$ 464.6	9.8	-	-	10.7	-	-	88.3
HCM Lane LOS	F	A	-	-	B	-	-	F
HCM 95th %tile Q(veh)	9.8	0.2	-	-	0.3	-	-	2.2

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	197	405	130	200	441	180	186	1313	170	120	572	93
Future Volume (veh/h)	197	405	130	200	441	180	186	1313	170	120	572	93
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	205	422	0	208	459	0	194	1368	0	125	596	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	262	560		280	575		208	1467		138	1330	
Arrive On Green	0.09	0.30	0.00	0.09	0.31	0.00	0.12	0.41	0.00	0.08	0.37	0.00
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	205	422	0	208	459	0	194	1368	0	125	596	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	19.9	51.0	0.0	20.2	56.3	0.0	27.0	91.9	0.0	17.4	31.5	0.0
Cycle Q Clear(g_c), s	19.9	51.0	0.0	20.2	56.3	0.0	27.0	91.9	0.0	17.4	31.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	262	560		280	575		208	1467		138	1330	
V/C Ratio(X)	0.78	0.75		0.74	0.80		0.93	0.93		0.90	0.45	
Avail Cap(c_a), veh/h	284	560		315	575		244	1467		143	1330	
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	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	60.6	79.3	0.0	59.5	79.5	0.0	109.5	70.1	0.0	114.4	58.8	0.0
Incr Delay (d2), s/veh	11.7	9.1	0.0	7.5	11.0	0.0	36.2	12.1	0.0	46.4	1.1	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	15.0	34.4	0.0	14.8	37.7	0.0	21.1	55.3	0.0	15.2	20.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.3	88.4	0.0	67.0	90.5	0.0	145.7	82.2	0.0	160.7	59.9	0.0
LnGrp LOS	E	F		E	F		F	F		F	E	
Approach Vol, veh/h		627	A		667	A		1562	A		721	A
Approach Delay, s/veh		83.1			83.2			90.1			77.4	
Approach LOS		F			F			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	29.0	83.6	27.3	110.0	31.1	81.6	37.0	100.4
Change Period (Y+Rc), s	* 7	6.8	7.9	6.8	* 8.7	6.8	7.8	6.8
Max Green Setting (Gmax), s	* 25	73.2	20.1	103.2	* 27	69.2	34.2	89.2
Max Q Clear Time (g_c+I1), s	21.9	58.3	19.4	93.9	22.2	53.0	29.0	33.5
Green Ext Time (p_c), s	0.1	3.1	0.0	6.6	0.2	2.9	0.2	5.5

Intersection Summary	
HCM 6th Ctrl Delay	85.0
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	36.4	36.3	83.7	71.9
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	3	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	8	4	6	2
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	186	120	200	197
Veh. Perm. R. Flow in Walk (v/h)	93	170	130	180
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	45	35	35
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	114.2	114.2	114.2	114.2
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.99	2.93	3.24	3.21
Pedestrian Crosswalk LOS	C	C	C	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	762	855	1739	818
Effct. Green for Bike (s)	72.7	75.2	103.8	92.7
Cross Street Width (ft)	83.7	71.9	36.3	36.4
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	5.0	0.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	582	602	830	742
Bicycle Delay (s/bike)	62.9	61.1	42.7	49.5
Bicycle Compliance	Poor	Poor	Poor	Poor
Bicycle LOS Score	4.10	4.07	2.48	2.79
Bicycle LOS	D	D	B	C

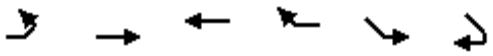
Arterial Level of Service: EB US 17/92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
CR 532 (Osceola Polk	I	55	40.2	33.6	73.8	0.61	30.0	C
Poinciana Blvd	I	51	258.7	93.1	351.8	3.64	37.2	B
Total	I		298.9	126.7	425.6	4.25	36.0	B

Arterial Level of Service: WB US 17/92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Poinciana Blvd	I	45	43.3	94.5	137.8	0.49	12.9	F
CR 532 (Osceola Polk	I	53	247.1	15.9	263.0	3.64	49.8	A
Total	I		290.4	110.4	400.8	4.13	37.1	B

Existing PM Peak Hour



Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Volume (veh/h)	63	445	821	494	677	102
Future Volume (veh/h)	63	445	821	494	677	102
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
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1707	1811	1856	1841	1841	1870
Adj Flow Rate, veh/h	64	449	829	0	684	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	13	6	3	4	4	2
Cap, veh/h	130	900	922		594	
Arrive On Green	0.50	0.50	0.50	0.00	0.34	0.00
Sat Flow, veh/h	604	1811	1856	1560	1753	1585
Grp Volume(v), veh/h	64	449	829	0	684	0
Grp Sat Flow(s),veh/h/ln	604	1811	1856	1560	1753	1585
Q Serve(g_s), s	8.6	15.8	38.6	0.0	32.2	0.0
Cycle Q Clear(g_c), s	47.2	15.8	38.6	0.0	32.2	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	130	900	922		594	
V/C Ratio(X)	0.49	0.50	0.90		1.15	
Avail Cap(c_a), veh/h	130	900	922		594	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	43.8	16.0	21.7	0.0	31.4	0.0
Incr Delay (d2), s/veh	12.6	2.0	13.4	0.0	86.2	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	3.4	10.0	24.1	0.0	37.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	56.4	18.0	35.2	0.0	117.6	0.0
LnGrp LOS	E	B	D		F	
Approach Vol, veh/h		513	829	A	684	A
Approach Delay, s/veh		22.8	35.2		117.6	
Approach LOS		C	D		F	

Timer - Assigned Phs	2				6	8
Phs Duration (G+Y+Rc), s	55.0				55.0	40.0
Change Period (Y+Rc), s	* 7.8				* 7.8	7.8
Max Green Setting (Gmax), s	* 47				* 47	32.2
Max Q Clear Time (g_c+I1), s	40.6				49.2	34.2
Green Ext Time (p_c), s	3.2				0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	59.9
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR, SER] is excluded from calculations of the approach delay and intersection delay.

Approach	EB	WB	SE
Crosswalk Length (ft)	36.1	36.0	24.8
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	3	2	2
Number of Right-Turn Islands	0	0	0
Type of Control	Actuated	Actuated	Actuated
Corresponding Signal Phase	8	6	2
Effective Walk Time (s)	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	677	63
Veh. Perm. R. Flow in Walk (v/h)	102	0	494
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	55	55	55
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	37.1	37.1	37.1
Pedestrian Compliance Code	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.80	4.88	3.01
Pedestrian Crosswalk LOS	C	E	C

Approach	EB	WB	SE
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	513	1328	787
Effct. Green for Bike (s)	47.2	47.2	32.2
Cross Street Width (ft)	36.0	24.8	36.0
Through Lanes Number	1	1	1
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	4.0	4.0	4.0
Curb Is Present?	No	No	No
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	994	994	678
Bicycle Delay (s/bike)	12.0	12.0	20.8
Bicycle Compliance	Fair	Fair	Fair
Bicycle LOS Score	2.10	3.27	2.55
Bicycle LOS	B	C	C

Intersection	
Int Delay, s/veh	11.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	173	949	1101	3	2	214
Future Vol, veh/h	173	949	1101	3	2	214
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	540	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	182	999	1159	3	2	225

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1162	0	-	0	2524	1161
Stage 1	-	-	-	-	1161	-
Stage 2	-	-	-	-	1363	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	601	-	-	-	31	238
Stage 1	-	-	-	-	298	-
Stage 2	-	-	-	-	238	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	601	-	-	-	22	238
Mov Cap-2 Maneuver	-	-	-	-	22	-
Stage 1	-	-	-	-	208	-
Stage 2	-	-	-	-	238	-

Approach	EB	WB	SB
HCM Control Delay, s	2.1	0	119.8
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	601	-	-	-	218
HCM Lane V/C Ratio	0.303	-	-	-	1.043
HCM Control Delay (s)	13.6	-	-	-	119.8
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	1.3	-	-	-	9.8

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	70	864	0	0	943	41	0	0	0	21	0	154
Future Vol, veh/h	70	864	0	0	943	41	0	0	0	21	0	154
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	250	-	-	-	-	-	-	-	-	-	-	-
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, %	6	6	6	5	5	5	10	10	10	3	3	3
Mvmt Flow	74	909	0	0	993	43	0	0	0	22	0	162

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1036	0	0	-	-	0	2153	2093	909	2072	2072	1015
Stage 1	-	-	-	-	-	-	1057	1057	-	1015	1015	-
Stage 2	-	-	-	-	-	-	1096	1036	-	1057	1057	-
Critical Hdwy	4.16	-	-	-	-	-	7.2	6.6	6.3	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.6	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.6	-	6.13	5.53	-
Follow-up Hdwy	2.254	-	-	-	-	-	3.59	4.09	3.39	3.527	4.027	3.327
Pot Cap-1 Maneuver	656	-	-	0	-	-	33	50	322	39	54	288
Stage 1	-	-	-	0	-	-	263	292	-	286	315	-
Stage 2	-	-	-	0	-	-	250	299	-	271	301	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	656	-	-	-	-	-	13	44	322	36	48	288
Mov Cap-2 Maneuver	-	-	-	-	-	-	30	130	-	129	154	-
Stage 1	-	-	-	-	-	-	233	259	-	254	315	-
Stage 2	-	-	-	-	-	-	109	299	-	240	267	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0	0	50.7
HCM LOS			A	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	-	656	-	-	-	-	251
HCM Lane V/C Ratio	-	0.112	-	-	-	-	0.734
HCM Control Delay (s)	0	11.2	-	-	-	-	50.7
HCM Lane LOS	A	B	-	-	-	-	F
HCM 95th %tile Q(veh)	-	0.4	-	-	-	-	5.1

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	875	5	19	956	15	6	6	18	11	3	22
Future Vol, veh/h	5	875	5	19	956	15	6	6	18	11	3	22
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	100	-	-	100	-	-	-	-	-	-	-	-
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, %	4	4	4	9	9	9	2	2	2	8	8	8
Mvmt Flow	5	921	5	20	1006	16	6	6	19	12	3	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1022	0	0	926	0	0	2001	1996	924	2000	1990	1014
Stage 1	-	-	-	-	-	-	934	934	-	1054	1054	-
Stage 2	-	-	-	-	-	-	1067	1062	-	946	936	-
Critical Hdwy	4.14	-	-	4.19	-	-	7.12	6.52	6.22	7.18	6.58	6.28
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.18	5.58	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.18	5.58	-
Follow-up Hdwy	2.236	-	-	2.281	-	-	3.518	4.018	3.318	3.572	4.072	3.372
Pot Cap-1 Maneuver	671	-	-	710	-	-	45	60	327	43	59	282
Stage 1	-	-	-	-	-	-	319	345	-	266	295	-
Stage 2	-	-	-	-	-	-	269	300	-	306	336	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	671	-	-	710	-	-	38	58	327	36	57	282
Mov Cap-2 Maneuver	-	-	-	-	-	-	38	58	-	36	57	-
Stage 1	-	-	-	-	-	-	317	343	-	264	287	-
Stage 2	-	-	-	-	-	-	237	292	-	281	334	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.2	60.7	80.6
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	95	671	-	-	710	-	-	83
HCM Lane V/C Ratio	0.332	0.008	-	-	0.028	-	-	0.457
HCM Control Delay (s)	60.7	10.4	-	-	10.2	-	-	80.6
HCM Lane LOS	F	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	1.3	0	-	-	0.1	-	-	1.9

Intersection	
Int Delay, s/veh	58

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	85	803	18	42	934	13	7	30	21	5	7	56
Future Vol, veh/h	85	803	18	42	934	13	7	30	21	5	7	56
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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	6	6	6	6	6	6	5	5	5	1	1	1
Mvmt Flow	89	845	19	44	983	14	7	32	22	5	7	59

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	997	0	0	864	0	0	2144	2118	855	2138	2120	990
Stage 1	-	-	-	-	-	-	1033	1033	-	1078	1078	-
Stage 2	-	-	-	-	-	-	1111	1085	-	1060	1042	-
Critical Hdwy	4.16	-	-	4.16	-	-	7.15	6.55	6.25	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.11	5.51	-
Follow-up Hdwy	2.254	-	-	2.254	-	-	3.545	4.045	3.345	3.509	4.009	3.309
Pot Cap-1 Maneuver	678	-	-	762	-	-	35	49	354	36	51	300
Stage 1	-	-	-	-	-	-	277	306	-	266	296	-
Stage 2	-	-	-	-	-	-	250	289	-	272	308	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	678	-	-	762	-	-	17	32	354	~ 2	33	300
Mov Cap-2 Maneuver	-	-	-	-	-	-	17	32	-	~ 2	33	-
Stage 1	-	-	-	-	-	-	207	228	-	198	258	-
Stage 2	-	-	-	-	-	-	170	251	-	164	230	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	0.4	$ 469.2	$ 1303.9
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	41	678	-	-	762	-	-	23
HCM Lane V/C Ratio	1.489	0.132	-	-	0.058	-	-	3.112
HCM Control Delay (s)	$ 469.2	11.1	0	-	10	0	-	$ 1303.9
HCM Lane LOS	F	B	A	-	B	A	-	F
HCM 95th %tile Q(veh)	6.2	0.5	-	-	0.2	-	-	9

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

Intersection	
Int Delay, s/veh	17.3

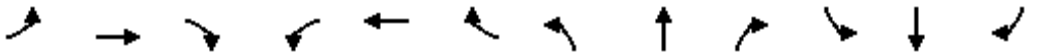
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	48	659	122	9	913	19	56	0	40	13	0	20
Future Vol, veh/h	48	659	122	9	913	19	56	0	40	13	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	540	-	-	170	-	380	-	-	-	-	-	-
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, %	17	3	3	17	3	17	6	0	6	17	0	17
Mvmt Flow	51	694	128	9	961	20	59	0	42	14	0	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	981	0	0	822	0	0	1860	1859	758	1860	1903	961
Stage 1	-	-	-	-	-	-	860	860	-	979	979	-
Stage 2	-	-	-	-	-	-	1000	999	-	881	924	-
Critical Hdwy	4.27	-	-	4.27	-	-	7.16	6.5	6.26	7.27	6.5	6.37
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.5	-	6.27	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.5	-	6.27	5.5	-
Follow-up Hdwy	2.353	-	-	2.353	-	-	3.554	4	3.354	3.653	4	3.453
Pot Cap-1 Maneuver	647	-	-	746	-	-	~ 55	74	401	51	70	291
Stage 1	-	-	-	-	-	-	345	376	-	283	331	-
Stage 2	-	-	-	-	-	-	288	324	-	321	351	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	647	-	-	746	-	-	~ 48	67	401	42	64	291
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 48	67	-	42	64	-
Stage 1	-	-	-	-	-	-	318	346	-	261	327	-
Stage 2	-	-	-	-	-	-	264	320	-	265	323	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.1	$ 310.5	71.5
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	76	647	-	-	746	-	-	87
HCM Lane V/C Ratio	1.33	0.078	-	-	0.013	-	-	0.399
HCM Control Delay (s)	$ 310.5	11	-	-	9.9	-	-	71.5
HCM Lane LOS	F	B	-	-	A	-	-	F
HCM 95th %tile Q(veh)	7.9	0.3	-	-	0	-	-	1.6

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	136	430	103	304	486	113	242	782	206	196	1155	164
Future Volume (veh/h)	136	430	103	304	486	113	242	782	206	196	1155	164
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	142	448	0	317	506	0	252	815	0	204	1203	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	196	495		248	580		194	1376		218	1424	
Arrive On Green	0.07	0.26	0.00	0.11	0.31	0.00	0.11	0.39	0.00	0.12	0.40	0.00
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	142	448	0	317	506	0	252	815	0	204	1203	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	14.5	57.9	0.0	26.3	63.9	0.0	27.2	45.6	0.0	28.4	76.7	0.0
Cycle Q Clear(g_c), s	14.5	57.9	0.0	26.3	63.9	0.0	27.2	45.6	0.0	28.4	76.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	196	495		248	580		194	1376		218	1424	
V/C Ratio(X)	0.72	0.90		1.28	0.87		1.30	0.59		0.94	0.84	
Avail Cap(c_a), veh/h	249	495		248	580		194	1376		243	1424	
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	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	67.3	88.8	0.0	70.4	81.5	0.0	111.4	60.9	0.0	108.8	67.8	0.0
Incr Delay (d2), s/veh	6.4	22.6	0.0	153.6	16.4	0.0	167.6	1.9	0.0	38.4	6.3	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	11.3	40.2	0.0	33.5	42.9	0.0	32.7	28.8	0.0	22.1	46.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.8	111.4	0.0	224.0	97.9	0.0	279.0	62.8	0.0	147.2	74.1	0.0
LnGrp LOS	E	F		F	F		F	E		F	E	
Approach Vol, veh/h		590	A		823	A		1067	A		1407	A
Approach Delay, s/veh		102.4			146.5			113.9			84.7	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.6	84.4	38.4	103.6	35.0	73.0	35.0	107.0
Change Period (Y+Rc), s	* 7	6.8	7.9	6.8	* 8.7	6.8	7.8	6.8
Max Green Setting (Gmax), s	* 24	70.2	34.1	93.2	* 26	66.2	27.2	100.2
Max Q Clear Time (g_c+I1), s	16.5	65.9	30.4	47.6	28.3	59.9	29.2	78.7
Green Ext Time (p_c), s	0.1	1.5	0.1	8.1	0.0	1.8	0.0	10.5

Intersection Summary	
HCM 6th Ctrl Delay	108.5
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	36.1	36.0	59.8	60.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	3	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	8	4	6	2
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	242	136	196	242
Veh. Perm. R. Flow in Walk (v/h)	164	206	103	113
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	45	35	35
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	114.2	114.2	114.2	114.2
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.12	3.06	3.29	3.29
Pedestrian Crosswalk LOS	C	C	C	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	697	941	1282	1578
Effct. Green for Bike (s)	66.2	74.5	95.7	100.2
Cross Street Width (ft)	59.8	60.0	36.0	36.1
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	5.0	0.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	530	596	766	802
Bicycle Delay (s/bike)	67.6	61.6	47.6	44.9
Bicycle Compliance	Poor	Poor	Poor	Poor
Bicycle LOS Score	3.62	4.03	2.10	3.41
Bicycle LOS	D	D	B	C

Arterial Level of Service: EB US 17/92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
CR 532 (Osceola Polk	I	55	40.0	18.5	58.5	0.61	37.6	B
Poinciana Blvd	I	48	275.8	111.2	387.0	3.64	33.8	C
Total	I		315.8	129.7	445.5	4.25	34.3	B

Arterial Level of Service: WB US 17/92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Poinciana Blvd	I	45	43.2	104.6	147.8	0.49	12.0	F
CR 532 (Osceola Polk	I	51	258.8	37.3	296.1	3.64	44.2	A
Total	I		302.0	141.9	443.9	4.13	33.5	C

Multimodal LOS

TABLE 1 Generalized **Annual Average Daily** Volumes for Florida's Urbanized Areas

05/01/19

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	16,800	17,700	**
4	Divided	*	37,900	39,800	**
6	Divided	*	58,400	59,900	**
8	Divided	*	78,800	80,100	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	7,300	14,800	15,600
4	Divided	*	14,500	32,400	33,800
6	Divided	*	23,300	50,000	50,900
8	Divided	*	32,000	67,300	68,100

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	2,900	7,600	19,700
50-84%	2,100	6,700	19,700	>19,700
85-100%	9,300	19,700	>19,700	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	2,800	9,500
50-84%	*	1,600	8,700	15,800
85-100%	3,800	10,700	17,400	>19,700

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Core Urbanized

Lanes	B	C	D	E
4	47,600	66,400	83,200	87,300
6	70,100	97,800	123,600	131,200
8	92,200	128,900	164,200	174,700
10	112,900	158,900	203,600	218,600
12	133,500	188,200	240,500	262,200

Urbanized

Lanes	B	C	D	E
4	45,900	62,700	75,600	85,400
6	68,900	93,900	113,600	128,100
8	91,900	125,200	151,300	170,900
10	115,000	156,800	189,300	213,600

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 20,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	11,700	18,000	24,200	32,600
4	Divided	36,300	52,600	66,200	75,300
6	Divided	54,600	78,800	99,400	113,100

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1]Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Implementation Office
https://www.fdot.gov/planning/systems/

Arterial LOS - HCM6

timing at the boundary intersection. The travel speed is between 40% and 50% of the base free-flow speed, and the volume-to-capacity ratio is no greater than 1.0.

LOS E is characterized by unstable operation and significant delay. Such operations may be due to some combination of adverse progression, high volume, and inappropriate signal timing at the boundary intersection. The travel speed is between 30% and 40% of the base free-flow speed, and the volume-to-capacity ratio is no greater than 1.0.

LOS F is characterized by flow at extremely low speed. Congestion is likely occurring at the boundary intersection, as indicated by high delay and extensive queuing. The travel speed is 30% or less of the base free-flow speed, or the volume-to-capacity ratio is greater than 1.0.

Exhibit 18-1 lists the LOS thresholds established for the motorized vehicle mode on urban streets. The threshold value is interpolated when the base free-flow speed is between the values shown in the column headings of this exhibit. For example, the LOS A threshold for a segment with a base free-flow speed of 42 mi/h is 34 mi/h [= (42 – 40)/(45 – 40) × (36 – 32) + 32].

Exhibit 18-1
LOS Criteria: Motorized Vehicle Mode

LOS	Travel Speed Threshold by Base Free-Flow Speed (mi/h) 55	50	45	40	35	30	25	Volume-to-Capacity Ratio[a]
A	>44	>40	>36	>32	>28	>24	>20	≤ 1.0
B	>37	>34	>30	>27	>23	>20	>17	
C	>28	>25	>23	>20	>18	>15	>13	
D	>22	>20	>18	>16	>14	>12	>10	
E	>17	>15	>14	>12	>11	>9	>8	
F	≤17	≤15	≤14	≤12	≤11	≤9	≤8	
F	Any							> 1.0

Note: [a] Volume-to-capacity ratio of through movement at downstream boundary intersection.

Pedestrian, Bicycle, and Transit Modes

Historically, this manual has used a single performance measure as the basis for defining LOS. However, research documented in Chapter 5, Quality and Level-of-Service Concepts, indicates that travelers consider a wide variety of factors in assessing the quality of service provided to them. Some of these factors can be described as performance measures (e.g., speed), and others can be described as basic descriptors of the urban street character (e.g., sidewalk width). The methodologies for evaluating the pedestrian, bicycle, and transit modes combine these factors to determine the corresponding mode's LOS.

The Spatial Limits subsections of Sections 4 and 5 provide guidance on when to use segment- and link-based analyses for the pedestrian and bicycle modes, respectively.

Pedestrian quality of service can be evaluated for the segment, the link, or both. A segment-based pedestrian evaluation uses the worse of the LOS letters resulting from pedestrian space and the segment pedestrian LOS score to determine the overall segment pedestrian LOS. The left side of Exhibit 18-2 lists the threshold values associated with each LOS for the segment-based evaluation of the pedestrian travel mode. The LOS is determined by consideration of both the LOS score and the average pedestrian space on the sidewalk. The applicable LOS for an evaluation is determined from the table by finding the intersection of the row corresponding to the computed score value and the column corresponding to the computed space value.

Signal Timings

Osceola County

ECONOLITE

MOVING TRAFFIC FORWARD

Osceola Polk Line @ 17-92 - Miovision - Econolite Type - ASC/3

Configuration Controller Sequence

Phase Ring Sequence and Assignment (MM) 1-1-1

Hardware Alternate Sequence Enable: No

Phase Ring Sequence.....(Note: Sequences identical to the prior one are not printed)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B	B	B		B		B		B							
Sequence 1																
Ring 1	2	4	.	.	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	.	.	.	.	11	12	15	16	.	.	.	.	.	.	.	.

Phases In Use/Exclusive Ped (MM) 1-2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phases In Use		X		X												
Exclusive Ped																

Phase Compatibility (MM) 1-1-2

Phase	
n/a	Barrier Mode

Phase and Overlap Descriptions

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**
Description																

Administration (MM) 1-7-1

Enable Controller/Cabinet Interlock CRC	No
CRC (16 bit)	FDFC
Enable Automatic Backup to Datakey	No

Backup Prevent (MM) 1-1-3

Timing Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
2	.		.	.	.	.	.	.	.	.	.	.	.	.	.	.
3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
4	.	.	.		.	.	.	.	.	.	.	.	.	.	.	.
5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
6	.	.	.	.	.		.	.	.	.	.	.	.	.	.	.
7	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
8	.	.	.	.	.	.	.		.	.	.	.	.	.	.	.
9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Simultaneous Gap (MM) 1-1-4

Phase Must Gap With Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
2	.		.	.	.	.	.	.	.	.	.	.	.	.	.	.
3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
4	.	.	.		.	.	.	.	.	.	.	.	.	.	.	.
5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
6	.	.	.	.	.		.	.	.	.	.	.	.	.	.	.
7	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
8	.	.	.	.	.	.	.		.	.	.	.	.	.	.	.
9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
Disable	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Load Switch Assignments (MM) 1-3

	Phase / Overlap	Type	Dimming				Power Up	Auto		Flash Together
			Red	Yellow	Green	Dark		Red	Yellow	
1	1	V				-	.			
2	2	V				-	Yel		X	X
3	3	V				-	.			
4	4	V				-	Red	X		X
5	5	V				+	.			
6	6	V				+	.			
7	7	V				+	.			
8	8	V				+	.			
9	1	O				-	.			

10	2	O				-	.			
11	3	O				+	.			
12	4	O				+	.			
13	2	P				-	.			
14	4	P				+	.			
15	6	P				-	.			
16	8	P				+	.			

Osceola County

ECONOLITE

MOVING TRAFFIC FORWARD

Osceola Polk Line @ 17-92 - Miovision - Econolite Type - ASC/3

Configuration Port 1 (SDLC)

Port 1 SDLC (MM) 1-4-1

BIU	1	2	3	4	5	6	7	8
Term & Facility	X	X						
Detector Rack	X							

Enable TS2/MMU Type Cabinet: Yes
Enable MMU Extended Status: Yes
Enable SDLC Stop Time: Yes
Enable 3 Critical RFE's Lockup: Yes

MMU Program (MM) 1-4-2

Channel Can Serve With Channel	
Channel 1	**Channel 2**
2	13
4	14

Color Check Enable (MM) 1-4-3

Enable Color Check: No

MMU/LS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Green	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Yellow	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Red	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Secondary Stations/Tests (MM) 1-4-4

ID	1	2	3	4	5	6	7	8	MMU
Term & Facility									

ID	1	2	3	4	5	6	7	8	Diag
Detector Rack									

Enable SDLC Diagnostic Test: No

Osceola County

ECONOLITE

MOVING TRAFFIC FORWARD

Osceola Polk Line @ 17-92 - Miovision - Econolite Type - ASC/3

Configuration Communications 1 (SDLC)

Ethernet Port Configuration (MM) 1-5-1

DHCP Enable:	No
Controller IP:	10.70.10.51
Subnet Mask:	255.255.255.0
Default Gateway IP:	10.70.10.1
Server IP:	10.70.10.1

NTCIP (MM) 1-5-5

NTCIP Backup Time (Sec):	0
NTCIP UDP Port:	501
Ethernet Priority:	1
Port 2 Priority (Port C50S for 2070):	4
Port 3A Priority (Port C21S for 2070):	2
Port 3B Priority (Port C22S for 2070):	3

Port Configuration (MM) 1-5-2 to 1-5-4

Port	2 (C50S)	3A (C21S)	3B (C22S)
Protocol	NTCIP	NTCIP	NTCIP
Enable	No	No	No
Data Rate (BPS)	19.2K	19.2K	19.2K
Data, Parity, Stop	8 N 1	8 N 1	8 N 1
Address	0	0	0
Telemetry Response Delay	0.0	0.0	0.0
Duplex - Half or Full	Full	Full	Full
Flow Control	Yes	Yes	Yes
Group Address	0	0	0
Single Flag Enable	Yes	Yes	Yes
RTS to CTS Delay	n/a	n/a	0.0
RTS Turn Off Delay	n/a	n/a	0.0
Dropout Time	10	10	10
Early RTS	n/a	n/a	No
Telemetry Mode	n/a	n/a	FSK
ATCS Railroad	0	n/a	n/a
ATCS Railroad Line	0	n/a	n/a
ATCS Group	0	n/a	n/a
Wayside Device	0	n/a	n/a
ATC Device	0	n/a	n/a
Wayside Subnode	0	n/a	n/a
ATC Subnode	0	n/a	n/a

ECPIP (MM) 1-5-6

Controller Address:	0
Expanded System Detector Address:	0

System Detector Assignment

System Detector	Local Detector

Wireless Configuration (MM) 1-5-7

Wireless Channel Number: 1
Wireless Access Code: 327423274

Osceola County

ECONOLITE

MOVING TRAFFIC FORWARD

Osceola Polk Line @ 17-92 - Miovision - Econolite Type - ASC/3

Configuration Logging / Display

Event Logging (MM) 1-6-1

Critical RFE's (MMU/TF)	Yes	3 Critical Errors Within 24 Hours	Yes
MMU Flash Faults	Yes	Local Flash Fault	Yes
Non-Critical RFE's (Det/Test)	Yes	Detector Errors	Yes
Coordination Errors	Yes	Controller Download	Yes
Preemption Events	Yes	TSP Events	Yes
Power On/Off	Yes	Low Battery	Yes
Access	Yes	Data Change	Yes
Online / Offline	Yes		

Alarm Event	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Enable Logging	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Display Options (MM) 1-7-2

Key Click Enable:	No
Backlight Enable:	Yes
LED Mode:	Auto
Display Mode:	Basic
Screen Format:	Basic
Trans Mode Pop-Up Disable:	No

Sign On (MM) 8-5

Sign On Message Line 1: Solutions that Move the World
Sign On Message Line 2:

Software Modules (MM) 8-7

Application Version: 32.67.20
OS (Boot) Version: 06.12.00

Osceola County

ECONOLITE

MOVING TRAFFIC FORWARD

Osceola Polk Line @ 17-92 - Miovision - Econolite Type - ASC/3

Logic Processor Page 1

Logic Statement Control (MM) 1-8-1

Logic #	Statement Control

Osceola County

ECONOLITE

MOVING TRAFFIC FORWARD

Osceola Polk Line @ 17-92 - Miovision - Econolite Type - ASC/3

Logic Processor Page 2

Logic Statements (MM) 1-8-2

Osceola County

ECONOLITE

MOVING TRAFFIC FORWARD

Osceola Polk Line @ 17-92 - Miovision - Econolite Type - ASC/3

Controller Timing Plan (MM) 2-1

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	0	17	0	8	0	0	0	0	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	0.0	3.5	0.0	4.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	0	55	0	40	0	0	0	0	35	35	35	35	35	35	35	35
Max2	0	0	0	0	0	0	0	0	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	0.0	5.5	0.0	5.5	0.0	0.0	0.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	0.0	2.3	0.0	2.3	0.0	0.0	0.0	0.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Osceola County

ECONOLITE

MOVING TRAFFIC FORWARD

Poinciana Blvd @ John Young - ASC/3 - 10.39.122.145 - Econolite Type - ASC/3

Configuration Controller Sequence

Phase Ring Sequence and Assignment (MM) 1-1-1

Hardware Alternate Sequence Enable: No

Phase Ring Sequence.....(Note: Sequences identical to the prior one are not printed)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B		B		B		B		B							
Sequence 1																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 2																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 3																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 4																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 5																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 6																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 7																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 8																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 9																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 10																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 11																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 12																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.

Sequence 13
Ring 1 | 1 2 | 3 4 | 9 10 | 13 14 | . . . .
Ring 2 | 6 5 | 8 7 | 12 11 | 16 15 | . . . .
Sequence 14
Ring 1 | 2 1 | 3 4 | 10 9 | 13 14 | . . . .
Ring 2 | 6 5 | 8 7 | 12 11 | 16 15 | . . . .
Sequence 15
Ring 1 | 1 2 | 4 3 | 9 10 | 14 13 | . . . .
Ring 2 | 6 5 | 8 7 | 12 11 | 16 15 | . . . .
Sequence 16
Ring 1 | 2 1 | 4 3 | 10 9 | 14 13 | . . . .
Ring 2 | 6 5 | 8 7 | 12 11 | 16 15 | . . . .

Phases In Use/Exclusive Ped (MM) 1-2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phases In Use	X	X	X	X	X	X	X	X								
Exclusive Ped																

Phase Compatibility (MM) 1-1-2

Phase	
n/a	Barrier Mode

Phase and Overlap Descriptions

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SBLT	NB	WBLT	EB	NBLT	SB								
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**
Description																

Administration (MM) 1-7-1

Enable Controller/Cabinet Interlock CRC	No
CRC (16 bit)	C85C
Enable Automatic Backup to Datakey	No

Backup Prevent (MM) 1-1-3

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Timing Phases 1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
2	.		.	.	.	.	.	.	.	.	.	.	.	.	.	.
3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
4	.	.	.		.	.	.	.	.	.	.	.	.	.	.	.
5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
6	.	.	.	.	.		.	.	.	.	.	.	.	.	.	.
7	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
8	.	.	.	.	.	.	.		.	.	.	.	.	.	.	.
9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Simultaneous Gap (MM) 1-1-4

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
2	.		.	.	.	X	.	.	.	.	.	.	.	.	.	.
3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
4	.	.	.		.	.	.	X	.	.	.	.	.	.	.	.
5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
Phase 6	.	X	.	.	.		.	.	.	.	.	.	.	.	.	.
Must 7	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
Gap 8	.	.	.	X	.	.	.		.	.	.	.	.	.	.	.
With 9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
Phase 10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
Disable	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Load Switch Assignments (MM) 1-3

	Phase / Overlap	Type	Dimming Red	Dimming Yellow	Dimming Green	Dimming Dark	Power Up	Auto Red	Auto Yellow	Flash Together
1	1	V				-	Auto	X		
2	2	V				-	Auto	X		X
3	3	V				-	Auto	X		
4	4	V				-	Auto	X		X
5	5	V				+	Auto	X		
6	6	V				+	Auto	X		X
7	7	V				+	Auto	X		
8	8	V				+	Auto	X		X
9	2	P				-	Auto			

10	4	P				-	Auto			
11	6	P				+	Auto			
12	8	P				+	Auto			
13	1	O				-	Auto	X		
14	2	O				+	Auto	X		X
15	3	O				-	Auto	X		
16	4	O				+	Auto	X		X

Osceola County

ECONOLITE

MOVING TRAFFIC FORWARD

Poinciana Blvd @ John Young - ASC/3 - 10.39.122.145 - Econolite Type - ASC/3

Configuration Port 1 (SDLC)

Port 1 SDLC (MM) 1-4-1

BIU	1	2	3	4	5	6	7	8
Term & Facility								
Detector Rack	X							

Enable TS2/MMU Type Cabinet: Yes
Enable MMU Extended Status: Yes
Enable SDLC Stop Time: Yes
Enable 3 Critical RFE's Lockup: Yes

MMU Program (MM) 1-4-2

Channel Can Serve With Channel	
Channel 1	**Channel 2**

Color Check Enable (MM) 1-4-3

Enable Color Check: No

MMU/LS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Green	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Yellow	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Red	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Secondary Stations/Tests (MM) 1-4-4

ID	1	2	3	4	5	6	7	8	MMU
Term & Facility									

ID	1	2	3	4	5	6	7	8	Diag
Detector Rack									

Enable SDLC Diagnostic Test: No

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Poinciana Blvd @ John Young - ASC/3 - 10.39.122.145 - Econolite Type - ASC/3

Configuration Communications 1 (SDLC)

Ethernet Port Configuration (MM) 1-5-1

Controller IP:	10.39.122.145
Subnet Mask:	255.255.255.0
Default Gateway IP:	10.39.122.1
Server IP:	10.39.10.10

NTCIP (MM) 1-5-5

NTCIP Backup Time (Sec):	0
NTCIP UDP Port:	501
Ethernet Priority:	1
Port 2 Priority (Port C50S for 2070):	4
Port 3A Priority (Port C21S for 2070):	2
Port 3B Priority (Port C22S for 2070):	3

Port Configuration (MM) 1-5-2 to 1-5-4

Port	2 (C50S)	3A (C21S)	3B (C22S)
Protocol	TERMINAL	NTCIP	ECPIP
Enable	No	No	No
Data Rate (BPS)	9600	19.2K	1200
Data, Parity, Stop	8 N 1	8 N 1	8 N 1
Address	0	0	0
Telemetry Response Delay	0.0	0.0	0.9
Duplex - Half or Full	Half	Full	Full
Flow Control	Yes	Yes	Yes
Group Address	0	0	0
Single Flag Enable	Yes	Yes	Yes
RTS to CTS Delay	n/a	n/a	14.0
RTS Turn Off Delay	n/a	n/a	2.0
Dropout Time	10	10	10
Early RTS	n/a	n/a	No
Telemetry Mode	n/a	n/a	FSK
ATCS Railroad	0	n/a	n/a
ATCS Railroad Line	0	n/a	n/a
ATCS Group	0	n/a	n/a
Wayside Device	0	n/a	n/a
ATC Device	0	n/a	n/a
Wayside Subnode	0	n/a	n/a
ATC Subnode	0	n/a	n/a

ECPIP (MM) 1-5-6

Controller Address:	0
Expanded System Detector Address:	0

System Detector Assignment

System Detector	Local Detector

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MOVING TRAFFIC FORWARD

Poinciana Blvd @ John Young - ASC/3 - 10.39.122.145 - Econolite Type - ASC/3

Configuration Logging / Display

Event Logging (MM) 1-6-1

Critical RFE's (MMU/TF)	Yes	3 Critical Errors Within 24 Hours	Yes
MMU Flash Faults	Yes	Local Flash Fault	Yes
Non-Critical RFE's (Det/Test)	Yes	Detector Errors	Yes
Coordination Errors	Yes	Controller Download	Yes
Preemption Events	Yes	TSP Events	Yes
Power On/Off	Yes	Low Battery	Yes
Access	Yes	Data Change	Yes
Online / Offline	Yes		

Alarm Event	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Enable Logging	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Display Options (MM) 1-7-2

Key Click Enable:	No
Backlight Enable:	Yes
LED Mode:	Auto
Display Mode:	Basic
Screen Format:	Advanced
Trans Mode Pop-Up Disable:	No

Sign On (MM) 8-5

Sign On Message Line 1: Solutions that Move the World
Sign On Message Line 2:

Software Modules (MM) 8-7

Application Version: 02.61.00
OS (Boot) Version: 01.14.03

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MOVING TRAFFIC FORWARD

Poinciana Blvd @ John Young - ASC/3 - 10.39.122.145 - Econolite Type - ASC/3

Logic Processor Page 1

Logic Statement Control (MM) 1-8-1

Logic #	Statement Control

Osceola County

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MOVING TRAFFIC FORWARD

Poinciana Blvd @ John Young - ASC/3 - 10.39.122.145 - Econolite Type - ASC/3

Logic Processor Page 2

Logic Statements (MM) 1-8-2

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MOVING TRAFFIC FORWARD

Poinciana Blvd @ John Young - ASC/3 - 10.39.122.145 - Econolite Type - ASC/3

Controller Timing Plan (MM) 2-1

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	EBLT	WB	SBLT	NB	WBLT	EB	NBLT	SB								
Min Green	8	15	8	15	8	15	8	15	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	7	0	7	0	0	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	30	0	39	0	0	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.5	4.0	2.5	3.5	2.5	4.0	2.5	3.5	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	25	65	25	90	35	65	25	90	35	35	35	35	35	35	35	35
Max2	0	0	0	0	0	0	0	0	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.2	2.0	3.1	2.0	3.9	2.0	3.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	EBLT	WB	SBLT	NB	WBLT	EB	NBLT	SB								
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	EBLT	WB	SBLT	NB	WBLT	EB	NBLT	SB								
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	EBLT	WB	SBLT	NB	WBLT	EB	NBLT	SB								
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Osceola County

ECONOLITE

MOVING TRAFFIC FORWARD

Poinciana Blvd @ John Young - ASC/3 - 10.39.122.145 - Econolite Type - ASC/3

Controller Overlaps

Vehicle Overlaps (MM) 2-2

Overlap	Type	Lag Green	Yellow	Red	Adv. Green

Phases

Overlap	Phase	Included	Protect	Ped Protect	Not Overlap	Modifier	Lag X Phases	Lag 2 Phases	Flash Green

PPLT FYA

Overlap	Protected Phase (Left Turn)	Permissive Phase (Opposing Thru)	Flashing Arrow Output	Flashing Arrow Output CH	Delay Start of FYA	Delay Start of Clearance	Action Plan SF Bit Disable	Ped Protected Enable

Guaranteed Minimum Time Data (MM) 2-4

Phase	Min Green	Walk	Ped Clear	Yellow	Red Clear	Overlap Green
A01	5	0	7	3.0	0.0	5
B02	5	0	7	3.0	0.0	5
C03	5	0	7	3.0	0.0	5
D04	5	0	7	3.0	0.0	5
E05	5	0	7	3.0	0.0	5
F06	5	0	7	3.0	0.0	5
G07	5	0	7	3.0	0.0	5
H08	5	0	7	3.0	0.0	5
I09	5	0	7	3.0	0.0	5
J10	5	0	7	3.0	0.0	5
K11	5	0	7	3.0	0.0	5
L12	5	0	7	3.0	0.0	5
M13	5	0	7	3.0	0.0	5
N14	5	0	7	3.0	0.0	5
O15	5	0	7	3.0	0.0	5
P16	5	0	7	3.0	0.0	5

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MOVING TRAFFIC FORWARD

Poinciana Blvd @ John Young - ASC/3 - 10.39.122.145 - Econolite Type - ASC/3

Controller Pedestrian Overlaps
Vehicle / Pedestrian Overlaps (MM) 2-3

Included	Pedestrian Overlaps

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MOVING TRAFFIC FORWARD

Poinciana Blvd @ John Young - ASC/3 - 10.39.122.145 - Econolite Type - ASC/3

Controller Start / Flash Data (MM) 2-5

Start Up

Phase	Phase Setting
1	.
2	G
3	.
4	.
5	.
6	G
7	.
8	.
9	.
10	.
11	.
12	.
13	.
14	.
15	.
16	.

Overlap
A
B
C
D

Flash Thru Mon: Yes
Flash Time: 8
All Red: 0
Power Start Seq: 1
MUTCD Enabled: No
Y->G: n/a

Automatic Flash

Entry
4
8

Exit
2
6

Overlap Exit
A
B
C
D

Flash Thru Mon: Yes
Exit Flash: W
Minimum Flash: 8
Mimimum Recall: No
Cycle Through Phase: No

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MOVING TRAFFIC FORWARD

Poinciana Blvd @ John Young - ASC/3 - 10.39.122.145 - Econolite Type - ASC/3

Controller Options

Controller Options (MM) 2-6-1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Grn Ph	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Guar Passage																
Non-Act I		X				X										
Non-Act II				X				X								
Dual Entry		X		X		X		X								
Cond Service																
Cond Reservice																
Ped Re-Service																
Rest In Walk																
Flashing Walk																
Ped Clr-Yel																
Ped Clr-Red																
IGRN + Veh Ext																

Ped Clear Protect: Off Unit Red Revert: 2.0 MUTCD 3 Seconds Don't Walk: No

Pre-Timed Mode (MM) 2-7

Enable Pre-Timed Mode: No Free Input Disables Pre-Timed: No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Pre-Timed																

Phase Recall Options (MM) 2-8

Plan # 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector		X				X			X	X	X	X	X	X	X	X
Vehicle Recall		X				X										
Ped Recall																
Max Recall																
Soft Recall																
No Rest																
AI Calc																

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MOVING TRAFFIC FORWARD

Poinciana Blvd @ John Young - ASC/3 - 10.39.122.145 - Econolite Type - ASC/3

Coordination Options

Options (MM) 3-1

Manual Pattern	Auto	ECPI Coord	Yes
System Source	SYS	System Format	STD
Splits In	Seconds	Offsets In	Seconds
Transition	Smooth	Max Select	MAXINH
Dwell / Add Time	0		
Delay Coord Wk-LZ	No	Force Off	Fixed
Offset Reference	Yellow	Use Ped Time	No
Ped Recall	No	Ped Reservice	No
Local Zero Override	No	FO Added Ini Green	No
Re-sync Count	0	Multisync	No

Auto Perm Minimum Green (Seconds) (MM) 3-4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Split Demand (MM) 3-5

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Demand 1																
Demand 2																

Demand	1	2
Detector	0	0
Call Time (Sec)	0	0
Cycle Count	0	0

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MOVING TRAFFIC FORWARD

Poinciana Blvd @ John Young - ASC/3 - 10.39.122.145 - Econolite Type - ASC/3

Coordination Pattern Data
Coordinator Pattern Data (MM) 3-2

Coordinator Pattern # 1

Split Pattern	1	TS2 (Pat-Off)	0-1	Splits In	Seconds
Cycle	160	Std (COS)	9	Offsets In	Seconds
Offset Value	6s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SBLT	NB	WBLT	EB	NBLT	SB								
Splits (Split Pat 1)	24	46	18	72	29	41	26	64	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	160s	160s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase				X				X								
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 2

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits In	Seconds
Cycle	130	Std (COS)	17	Offsets In	Seconds
Offset Value	60s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SBLT	NB	WBLT	EB	NBLT	SB								
Splits (Split Pat 2)	20	46	18	46	28	38	18	46	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	130s	130s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase				X				X								
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 3

Split Pattern	3	TS2 (Pat-Off)	0-3	Splits In	Seconds
Cycle	180	Std (COS)	25	Offsets In	Seconds
Offset Value	106s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SBLT	NB	WBLT	EB	NBLT	SB								
Splits (Split Pat 3)	29	63	31	57	38	54	33	55	0	0	0	0	0	0	0	0

Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	180s	180s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase				X				X								
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 4

Split Pattern	4	TS2 (Pat-Off)	1-1	Splits In	Seconds
Cycle	150	Std (COS)	33	Offsets In	Seconds
Offset Value	112s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SBLT	NB	WBLT	EB	NBLT	SB								
Splits (Split Pat 4)	28	55	27	40	29	54	29	38	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	150s	150s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 5

Split Pattern	5	TS2 (Pat-Off)	1-2	Splits In	Seconds
Cycle	180	Std (COS)	25	Offsets In	Seconds
Offset Value	114s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SBLT	NB	WBLT	EB	NBLT	SB								
Splits (Split Pat 5)	26	60	29	65	28	58	26	68	0	0	0	0	0	0	0	0

Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	180s	180s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase				X				X								
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 6

Split Pattern	6	TS2 (Pat-Off)	1-3	Splits In	Seconds
Cycle	160	Std (COS)	73	Offsets In	Seconds
Offset Value	151s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	Float		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SBLT	NB	WBLT	EB	NBLT	SB								
Splits (Split Pat 6)	25	60	24	51	26	59	27	48	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	160s	160s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase				X				X								
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 7

Split Pattern	7	TS2 (Pat-Off)	2-1	Splits In	Seconds
Cycle	250	Std (COS)	81	Offsets In	Seconds
Offset Value	13s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	Float		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SBLT	NB	WBLT	EB	NBLT	SB								
Splits (Split Pat 7)	32	80	28	110	36	76	42	96	0	0	0	0	0	0	0	0

Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	250s	250s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase				X				X								
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 8

Split Pattern	8	TS2 (Pat-Off)	2-2	Splits In	Seconds
Cycle	250	Std (COS)	89	Offsets In	Seconds
Offset Value	182s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SBLT	NB	WBLT	EB	NBLT	SB								
Splits (Split Pat 8)	31	80	39	100	38	73	35	104	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	250s	250s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase				X				X								
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 9

Split Pattern	9	TS2 (Pat-Off)	2-3	Splits In	Seconds
Cycle	250	Std (COS)	97	Offsets In	Seconds
Offset Value	200s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	Float		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SBLT	NB	WBLT	EB	NBLT	SB								
Splits (Split Pat 9)	31	77	42	100	35	73	35	107	0	0	0	0	0	0	0	0

Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	250s	250s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase				X				X								
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 10

Split Pattern	10	TS2 (Pat-Off)	3-1	Splits In	Seconds
Cycle	250	Std (COS)	105	Offsets In	Seconds
Offset Value	179s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SBLT	NB	WBLT	EB	NBLT	SB								
Splits (Split Pat 10)	31	80	39	100	35	76	31	108	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	250s	250s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase				X				X								
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 11

Split Pattern	11	TS2 (Pat-Off)	3-2	Splits In	Seconds
Cycle	250	Std (COS)	137	Offsets In	Seconds
Offset Value	13s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	Yes	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SBLT	NB	WBLT	EB	NBLT	SB								

Splits (Split Pat 11)	32	86	28	104	36	82	42	90	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	250s	250s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase				X				X								
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

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Poinciana Blvd @ John Young - ASC/3 - 10.39.122.145 - Econolite Type - ASC/3

Coordination Split Pattern
Split Pattern Data (MM) 3-3

Split Pattern # 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SBLT	NB	WBLT	EB	NBLT	SB								
Split (seconds)	24	46	18	72	29	41	26	64	0	0	0	0	0	0	0	0
Coord Phase				X				X								
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	160s	160s	0s	0s

Split Pattern # 2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SBLT	NB	WBLT	EB	NBLT	SB								
Split (seconds)	20	46	18	46	28	38	18	46	0	0	0	0	0	0	0	0
Coord Phase				X				X								
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	130s	130s	0s	0s

Split Pattern # 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SBLT	NB	WBLT	EB	NBLT	SB								
Split (seconds)	29	63	31	57	38	54	33	55	0	0	0	0	0	0	0	0
Coord Phase				X				X								
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	180s	180s	0s	0s

Split Pattern # 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SBLT	NB	WBLT	EB	NBLT	SB								
Split (seconds)	28	55	27	40	29	54	29	38	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	150s	150s	0s	0s

Split Pattern # 5

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SBLT	NB	WBLT	EB	NBLT	SB								
Split (seconds)	26	60	29	65	28	58	26	68	0	0	0	0	0	0	0	0
Coord Phase				X				X								
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	180s	180s	0s	0s

Split Pattern # 6

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SBLT	NB	WBLT	EB	NBLT	SB								
Split (seconds)	25	60	24	51	26	59	27	48	0	0	0	0	0	0	0	0
Coord Phase				X				X								
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	160s	160s	0s	0s

Split Pattern # 7

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

Description	EBLT	WB	SBLT	NB	WBLT	EB	NBLT	SB								
Split (seconds)	32	80	28	110	36	76	42	96	0	0	0	0	0	0	0	0
Coord Phase				X				X								
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	250s	250s	0s	0s

Split Pattern # 8

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SBLT	NB	WBLT	EB	NBLT	SB								
Split (seconds)	31	80	39	100	38	73	35	104	0	0	0	0	0	0	0	0
Coord Phase				X				X								
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	250s	250s	0s	0s

Split Pattern # 9

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SBLT	NB	WBLT	EB	NBLT	SB								
Split (seconds)	31	77	42	100	35	73	35	107	0	0	0	0	0	0	0	0
Coord Phase				X				X								
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	250s	250s	0s	0s

Split Pattern # 10

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SBLT	NB	WBLT	EB	NBLT	SB								
Split (seconds)	31	80	39	100	35	76	31	108	0	0	0	0	0	0	0	0
Coord Phase				X				X								
Vehicle Recall																
Pedestrian Recall																

Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	250s	250s	0s	0s

Split Pattern # 11

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SBLT	NB	WBLT	EB	NBLT	SB								
Split (seconds)	32	86	28	104	36	82	42	90	0	0	0	0	0	0	0	0
Coord Phase				X				X								
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	250s	250s	0s	0s

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Poinciana Blvd @ John Young - ASC/3 - 10.39.122.145 - Econolite Type - ASC/3

Preempt Plan

Preempt Plan (MM) 4-1

Preempt Plan 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Trk Clr Veh	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Trk Clr Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Trailing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Veh	X	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Dwell Ped																
Dwell Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycling Veh	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycling Ped																
Cycling Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Phases																
Exit Calls																
Special Function																

Enable	Yes	Preempt Override	Yes	Interlock Enable	No
Det Lock	Yes	Delay	0	Inhibit	0
Override Flash	Yes	Duration	0	CLR > GRN	No
Term Ovlp Asap	No	PC Through Yel	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	FL Exit Color	Grn	Exit Options	Off
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Pmt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	0	255	5	4.0	1.0
	Min Grn	Ext Grn	Max Grn	Yellow	Red
Track Clear	0	0	0	4.0	1.0
	Min Dwell	Pmt Ext	Max Time	Yellow	Red
Dwell / Cycle-Exit	10	0.0	60	4.0	1.0

Preemption Active Out	On	Preempt Act Dwell	No
Other - Priority Preempt	Off	Non-Priority Pmt	Off
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Preempt Plan 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**
Trk Clr Veh	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Trk Clr Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Trailing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Veh	.	X	.	.	X	.	.	.	.	.	.	.	.	.	.	.
Dwell Ped																
Dwell Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycling Veh	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycling Ped																
Cycling Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Phases																
Exit Calls																
Special Function																

Enable	Yes	Preempt Override	Yes	Interlock Enable	No
Det Lock	Yes	Delay	0	Inhibit	0
Override Flash	Yes	Duration	0	CLR > GRN	No
Term Ovlp Asap	No	PC Through Yel	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	FL Exit Color	Grn	Exit Options	Off
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Pmt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	0	255	5	4.0	1.0
	Min Grn	**Ext Grn**	**Max Grn**	**Yellow**	**Red**
Track Clear	0	0	0	4.0	1.0
	Min Dwell	**Pmt Ext**	**Max Time**	**Yellow**	**Red**

Dwell / Cycle-Exit	10	0.0	60	4.0	1.0

Preemption Active Out	On	Preempt Act Dwell	No
Other - Priority Preempt	Off	Non-Priority Pmt	Off
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Veh Pri Return %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Preempt Plan 5

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**
Trk Clr Veh	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Trk Clr Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Trailing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Veh	.	.	X	.	.	.	.	X	.	.	.	.	.	.	.	.
Dwell Ped																
Dwell Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycling Veh	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycling Ped																
Cycling Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Phases																
Exit Calls																
Special Function																

Enable	Yes	Preempt Override	Yes	Interlock Enable	No
Det Lock	Yes	Delay	0	Inhibit	0
Override Flash	Yes	Duration	0	CLR > GRN	No
Term Ovlp Asap	No	PC Through Yel	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	FL Exit Color	Grn	Exit Options	Off
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	**1**	**2**	**3**	**4**
Free During Pmt	No	No	No	No

Timing	**Walk**	**Ped Clr**	**Min Grn**	**Yellow**	**Red**
Entrance	0	255	5	4.0	1.0
	Min Grn	**Ext Grn**	**Max Grn**	**Yellow**	**Red**
Track Clear	0	0	0	4.0	1.0
				Yellow	**Red**

	Min Dwell	Pmt Ext	Max Time		
Dwell / Cycle-Exit	10	0.0	60	4.0	1.0

Preemption Active Out	On	Preempt Act Dwell	No
Other - Priority Preempt	Off	Non-Priority Pmt	Off
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Preempt Plan 6

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Trk Clr Veh	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Trk Clr Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Trailing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Veh	.	.	.	X	.	.	X	.	.	.	.	.	.	.	.	.
Dwell Ped																
Dwell Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycling Veh	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycling Ped																
Cycling Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Phases																
Exit Calls																
Special Function																

Enable	Yes	Preempt Override	Yes	Interlock Enable	No
Det Lock	Yes	Delay	0	Inhibit	0
Override Flash	Yes	Duration	0	CLR > GRN	No
Term Ovlp Asap	No	PC Through Yel	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	FL Exit Color	Grn	Exit Options	Off
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Pmt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	0	255	5	4.0	1.0
	Min Grn	Ext Grn	Max Grn	Yellow	Red

Track Clear	0	0	0	4.0	1.0
	Min Dwell	**Pmt Ext**	**Max Time**	**Yellow**	**Red**
Dwell / Cycle-Exit	10	0.0	60	4.0	1.0

Preemption Active Out	On	Preempt Act Dwell	No
Other - Priority Preempt	Off	Non-Priority Pmt	Off
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Veh Pri Return %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Poinciana Blvd @ John Young - ASC/3 - 10.39.122.145 - Econolite Type - ASC/3

Preempt Preempt Filtering
Enable Preempt Filtering & TSP/SCP (MM) 4-2

Input	Solid	Pulsing
1	...BYPASSED...	...BYPASSED...
2	...BYPASSED...	...BYPASSED...
3	PREEMPTION 3	PREEMPTION 7
4	PREEMPTION 4	PREEMPTION 8
5	PREEMPTION 5	PREEMPTION 9
6	PREEMPTION 6	PREEMPTION 10
7	...BYPASSED...	...BYPASSED...
8	...BYPASSED...	...BYPASSED...
9	...BYPASSED...	...BYPASSED...
10	...BYPASSED...	...BYPASSED...

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MOVING TRAFFIC FORWARD

Poinciana Blvd @ John Young - ASC/3 - 10.39.122.145 - Econolite Type - ASC/3

Preempt TSP/SCP Plan and Split

TSP / SCP Plan (MM) 4-3

TSP/SCP Plan	Enable Option	Signal Type	Det Lock	Delay Time	Max Presence	PMT Enables Reservice	No Delay in TSP	Action SF Inhibit	Reservice Cycles	Bus Heading
1	No	Solid	No	0	0	No	False	0	0	NB
2	No	Solid	No	0	0	No	False	0	0	SB
3	No	Solid	No	0	0	No	False	0	0	EB
4	No	Solid	No	0	0	No	False	0	0	WB
5	No	Solid	No	0	0	No	False	0	0	.
6	No	Solid	No	0	0	No	False	0	0	.

Mode: TSP
Free Default Pattern: 120
Headway Allowance: 0

TSP/SCP Plan	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
5	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
6	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

TSP / SCP Split Pattern (MM) 4-4

TSP/SCP Split Pattern	Max Type	Phase															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
4	Max Reduction	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

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MOVING TRAFFIC FORWARD

Poinciana Blvd @ John Young - ASC/3 - 10.39.122.145 - Econolite Type - ASC/3

Time Base Clock/Calendar

Clock/Calendar Data (MM) 5-1

Manual Action Plan:	0
SYNC Reference Time:	00:00
SYNC Reference:	Reference Time
Day Light Savings:	No
Time Reset Input Set Time:	3:30:00
Standard Time From GMT:	0

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MOVING TRAFFIC FORWARD

Poinciana Blvd @ John Young - ASC/3 - 10.39.122.145 - Econolite Type - ASC/3

Time Base Action Plan
Action Plan (MM) 5-2

Action Plan - 1

Pattern	1	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	1	Ped Det Diag Plan	1
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 2

Pattern	2	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	1	Ped Det Diag Plan	1
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Spec Func (1-8)								

Aux Func (1-3)			

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 3

Pattern	3	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	1	Ped Det Diag Plan	1
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Spec Func (1-8)								

Aux Func (1-3)			

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 4

Pattern	4	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	1	Ped Det Diag Plan	1
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Spec Func (1-8)								

Aux Func (1-3)			

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 5

Pattern	5	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Spec Func (1-8)								

Aux Func (1-3)			

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 6

Pattern	6	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	1	Ped Det Diag Plan	1
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Spec Func (1-8)								

Aux Func (1-3)			

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 7

Pattern	7	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	1	Ped Det Diag Plan	1
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Spec Func (1-8)								

Aux Func (1-3)			

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 8

Pattern	8	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	1	Ped Det Diag Plan	1
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Spec Func (1-8)								

Aux Func (1-3)			

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 9

Pattern	9	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	1	Ped Det Diag Plan	1
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Spec Func (1-8)								

Aux Func (1-3)			

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 10

Pattern	10	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	1	Ped Det Diag Plan	1
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Spec Func (1-8)								

Aux Func (1-3)			

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 11

Pattern	11	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Spec Func (1-8)								

Aux Func (1-3)			

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 100

Pattern	Free	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	1	Ped Det Diag Plan	1
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Spec Func (1-8)								

Aux Func (1-3)			

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Osceola County

ECONOLITE

MOVING TRAFFIC FORWARD

Poinciana Blvd @ John Young - ASC/3 - 10.39.122.145 - Econolite Type - ASC/3

Time Base Day Plan/Schedule
Day Plan (MM) 5-3

Day Plan #1

Event	Action Plan	Start Time
1	100	00:00
2	4	12:00
3	100	19:30

Day Plan #2

Event	Action Plan	Start Time
1	100	00:00
2	1	05:25
3	7	07:15
4	6	08:45
5	100	09:15
6	3	14:15
7	8	15:45
8	9	17:15
9	10	18:15
10	2	18:45
11	100	20:30

Day Plan #3

Event	Action Plan	Start Time
1	100	00:00
2	4	09:00
3	100	18:00

Schedule (MM) 5-4

Schedule Number - 1

Day Plan No.: 1

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
	X						

Day (DOM)	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

Schedule Number - 2

Day Plan No.: 2

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
		X	X	X	X	X	

Day (DOM)	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

Schedule Number - 3

Day Plan No.: 3

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
							X

Day (DOM)	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**
	X	X	X	X	X	X	X	X	X	X	X
	23	**24**	**25**	**26**	**27**	**28**	**29**	**30**	**31**		
	X	X	X	X	X	X	X	X	X		

Osceola County

ECONOLITE

MOVING TRAFFIC FORWARD

Poinciana Blvd @ John Young - ASC/3 - 10.39.122.145 - Econolite Type - ASC/3

Time Base Exceptions

Exception Day Program (MM) 5-5

Excep Day	Float/Fixed	Mon/Mon	DOW/DOM	WOM/Year	Day Plan

Osceola County

ECONOLITE

MOVING TRAFFIC FORWARD

Poinciana Blvd @ John Young - ASC/3 - 10.39.122.145 - Econolite Type - ASC/3

Detectors

Detectors - Pg 1

Veh Det Phase Assignment (MM) 6-1

Vehicle Detector Plan Number - 1

Veh Detector	Assigned Phase	Called Phase	Type
1	5		S
2	2		S
3	7		S
4	4		S
5	1		S
6	6		S
7	3		S
8	8		S
9	9		S
10	10		S
11	11		S
12	12		S
13	13		S
14	14		S
15	15		S
16	16		S

Vehicle Detector Plan Number - 2

Veh Detector	Assigned Phase	Called Phase	Type

Vehicle Detector Plan Number - 3

Veh Detector	Assigned Phase	Called Phase	Type

Vehicle Detector Plan Number - 4

Veh Detector	Assigned Phase	Called Phase	Type

Vehicle Detector Setup (MM) 6-2

Veh Detector	Type	TS2 Detector	Description
1	S-STANDARD	Yes	
2	S-STANDARD	Yes	
3	S-STANDARD	Yes	
4	S-STANDARD	Yes	
5	S-STANDARD	Yes	
6	S-STANDARD	Yes	
7	S-STANDARD	Yes	
8	S-STANDARD	Yes	

9	S-STANDARD	Yes	
10	S-STANDARD	Yes	
11	S-STANDARD	Yes	
12	S-STANDARD	Yes	
13	S-STANDARD	Yes	
14	S-STANDARD	Yes	
15	S-STANDARD	Yes	
16	S-STANDARD	Yes	
17	S-STANDARD	Yes	
18	S-STANDARD	Yes	
19	S-STANDARD	Yes	
20	S-STANDARD	Yes	
21	S-STANDARD	Yes	
22	S-STANDARD	Yes	
23	S-STANDARD	Yes	
24	S-STANDARD	Yes	
25	S-STANDARD	Yes	
26	S-STANDARD	Yes	
27	S-STANDARD	Yes	
28	S-STANDARD	Yes	
29	S-STANDARD	Yes	
30	S-STANDARD	Yes	
31	S-STANDARD	Yes	
32	S-STANDARD	Yes	
33	S-STANDARD	Yes	
34	S-STANDARD	Yes	
35	S-STANDARD	Yes	
36	S-STANDARD	Yes	
37	S-STANDARD	Yes	
38	S-STANDARD	Yes	
39	S-STANDARD	Yes	
40	S-STANDARD	Yes	
41	S-STANDARD	Yes	
42	S-STANDARD	Yes	
43	S-STANDARD	Yes	
44	S-STANDARD	Yes	
45	S-STANDARD	Yes	
46	S-STANDARD	Yes	
47	S-STANDARD	Yes	
48	S-STANDARD	Yes	
49	S-STANDARD	Yes	
50	S-STANDARD	Yes	
51	S-STANDARD	Yes	
52	S-STANDARD	Yes	
53	S-STANDARD	Yes	
54	S-STANDARD	Yes	
55	S-STANDARD	Yes	
56	S-STANDARD	Yes	
57	S-STANDARD	Yes	
58	S-STANDARD	Yes	
59	S-STANDARD	Yes	

60	S-STANDARD	Yes	
61	S-STANDARD	Yes	
62	S-STANDARD	Yes	
63	S-STANDARD	Yes	
64	S-STANDARD	Yes	

Vehicle Detector Plan Number - 1

Veh Detector	Phase	ECPI Log	Call Option	Delay Time	Ext Option	Extend Time / Passage Time	Queue Lim. / Discon. Time	Use Added Initial	Cross Switch Ph	Lock In	NTCIP Vol.	NTCIP Occ.	Pmt Queue Delay
1	5	No	Yes	0.0	Passage	0.0	0	No	6	None	No	No	No
2	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
3	7	No	Yes	0.0	Passage	0.0	0	No	0	Red	No	No	No
4	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
5	1	No	Yes	0.0	Passage	0.0	0	No	2	None	No	No	No
6	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
7	3	No	Yes	0.0	Passage	0.0	0	No	0	Red	No	No	No
8	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	9	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
10	10	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
11	11	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
12	12	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
13	13	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
14	14	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
15	15	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
16	16	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
17	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
18	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
19	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
20	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
21	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
22	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
23	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
24	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
25	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
26	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
27	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
28	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
29	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
30	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
31	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
32	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
33	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
34	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
35	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
36	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
37	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
38	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
39	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

40	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
41	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
42	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
43	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
44	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
45	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
46	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
47	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
48	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
49	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
50	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
51	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
52	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
53	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
54	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
55	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
56	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
57	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
58	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
59	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
60	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
61	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
62	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
63	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
64	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

Vehicle Detector Plan Number - 2

Veh Detector	Phase	ECPI Log	Call Option	Delay Time	Ext Option	Extend Time / Passage Time	Queue Lim. / Discon. Time	Use Added Initial	Cross Switch Ph	Lock In	NTCIP Vol.	NTCIP Occ.	Pmt Queue Delay

Vehicle Detector Plan Number - 3

Veh Detector	Phase	ECPI Log	Call Option	Delay Time	Ext Option	Extend Time / Passage Time	Queue Lim. / Discon. Time	Use Added Initial	Cross Switch Ph	Lock In	NTCIP Vol.	NTCIP Occ.	Pmt Queue Delay

Vehicle Detector Plan Number - 4

Veh Detector	Phase	ECPI Log	Call Option	Delay Time	Ext Option	Extend Time / Passage Time	Queue Lim. / Discon. Time	Use Added Initial	Cross Switch Ph	Lock In	NTCIP Vol.	NTCIP Occ.	Pmt Queue Delay

Ped Detector Phase Assignment (MM) 6-3

Mode: NTCIP

Called Phase	Detector
1	1
2	2
3	3

Called Phase	Detector
4	4
5	5
6	6
7	7
8	8
9	9
10	10
11	11
12	12
13	13
14	14
15	15
16	16

Osceola County

ECONOLITE

MOVING TRAFFIC FORWARD

Poinciana Blvd @ John Young - ASC/3 - 10.39.122.145 - Econolite Type - ASC/3

Detectors

Detectors - Pg 2

Log - Speed Detector Setup (MM) 6-4

NTCIP Log Period: 60 | ECPI Log Period: 0 | Length Unit: Inches

Speed Detector	Local Detector	One/Two Detector	Vehicle Length	Trap length	Enable Log
1	0	1	0	0	No
2	0	1	0	0	No
3	0	1	0	0	No
4	0	1	0	0	No
5	0	1	0	0	No
6	0	1	0	0	No
7	0	1	0	0	No
8	0	1	0	0	No
9	0	1	0	0	No
10	0	1	0	0	No
11	0	1	0	0	No
12	0	1	0	0	No
13	0	1	0	0	No
14	0	1	0	0	No
15	0	1	0	0	No
16	0	1	0	0	No

Vehicle Detector Diagnostics (MM) 6-5

Veh Diagnostic Plan Number - 1

Det	Counts	Act	Pres	Multiplier	Failed Time	Failed Call Delay
1	60	0	60	1	255	0
2	60	0	60	1	255	0
3	60	0	60	1	255	0
4	60	0	60	1	255	0
5	60	0	60	1	255	0
6	60	0	60	1	255	0
7	60	0	60	1	255	0
8	60	0	60	1	255	0

Veh Diagnostic Plan Number - 2

Det	Counts	Act	Pres	Multiplier		

					Failed Time	Failed Call Delay

Veh Diagnostic Plan Number - 3

Det	Counts	Act	Pres	Multiplier	Failed Time	Failed Call Delay

Veh Diagnostic Plan Number - 4

Det	Counts	Act	Pres	Multiplier	Failed Time	Failed Call Delay

Pedestrian Detector Diagnostics (MM) 6-6

Ped Diagnostic Plan Number - 1

Det	Counts	Act	Pres	Multiplier
1	0	0	5	1
2	0	0	5	1
3	0	0	5	1
4	0	0	5	1
5	0	0	5	1
6	0	0	5	1
7	0	0	5	1
8	0	0	5	1

Ped Diagnostic Plan Number - 2

Det	Counts	Act	Pres	Multiplier

Ped Diagnostic Plan Number - 3

Det	Counts	Act	Pres	Multiplier

Ped Diagnostic Plan Number - 4

Det	Counts	Act	Pres	Multiplier

Appendix H

Historical Crash Data

Crash Data Summary US 17/92 from Ivy Mist Lane to Avenue A

No.	Crash ID	Mile Post	Roadway Id	Date	Day	On Road	Manner of Collision	Crash Severity (Fatal, Injury Only, PDO)	Fatalities	Injuries	Property Damage	Day/Night	Wet/Dry	Alcohol Drugs
1	837159340	3.436	92010000	1/10/2014	Friday	US 17-92	Rear End	Injury	0	1	$150	Dark-Not Lighted	Dry	No
2	837417300	3.017	92010000	2/2/2014	Sunday	US 17-92	Other	Property Damage Only	0	0	$100	Daylight	Wet	No
3	837545720	4.278	92010000	2/13/2014	Thursday	SR 600	Angle	Property Damage Only	0	0	$350	Daylight	Dry	No
4	837568290	4.276	92010000	2/18/2014	Tuesday	ORANGE BLOSSOM TRL	Rear End	Property Damage Only	0	0	$300	Daylight	Dry	No
5	837527820	3.341	92010000	3/15/2014	Saturday	US 17-92	Other	Injury	0	2	$500	Dark-Not Lighted	Dry	No
6	837698310	4.278	92010000	4/14/2014	Monday	AVE B	Rear End	Property Damage Only	0	0	$0	Daylight	Dry	No
7	838084020	4.278	92010000	5/2/2014	Friday	US 17-92	Angle	Property Damage Only	0	0	$0	Daylight	Wet	No
8	837910560	4.117	92010000	5/9/2014	Friday	ORANGE BLOSSOM TRL	Angle	Injury	0	2	$0	Daylight	Dry	No
9	837999050	3.097	92010000	5/30/2014	Friday	ORANGE BLOSSOM TRL	Rear End	Injury	0	1	$300	Daylight	Dry	No
10	838371010	1.324	92010100	6/15/2014	Sunday	US 17-92	Rear End	Injury	0	3	$0	Dark-Not Lighted	Wet	No
11	838287230	4.136	92010000	6/27/2014	Friday	ORANGE BLOSSOM TRL S	Rear End	Injury	0	1	$0	Daylight	Wet	No
12	838371360	4.27	92010000	7/2/2014	Wednesday	US 17-92	Rear End	Property Damage Only	0	0	$0	Daylight	Dry	No
13	838394000	4.212	92010000	8/20/2014	Wednesday	SR 600	Rear End	Property Damage Only	0	0	$950	Daylight	Dry	No
14	844874420	4.113	92010000	8/26/2014	Tuesday	ORANGE BLOSSOM TRL	Hit Bike	Injury	0	1	$600	Dark-Not Lighted	Dry	No
15	844985680	4.278	92010000	8/28/2014	Thursday	US 441	Rear End	Injury	0	1	$200	Daylight	Dry	No
16	845023770	4.136	92010000	10/13/2014	Monday	ORANGE BLOSSOM TRL	Rear End	Injury	0	2	$200	Daylight	Dry	No
17	845023810	4.278	92010000	10/14/2014	Tuesday	ORANGE BLOSSOM TRL	Angle	Property Damage Only	0	0	$0	Daylight	Wet	No
18	845010720	3.841	92010000	10/15/2014	Wednesday	US 17-92	Hit Parked Vehicle	Injury	0	1	$100	Daylight	Wet	No
19	845200640	0.365	92010100	10/22/2014	Wednesday	US 92	Angle	Injury	0	8	$500	Daylight	Dry	No
20	845090840	4.155	92010000	10/24/2014	Friday	US 17-92	Sideswipe	Injury	0	1	$0	Daylight	Dry	No
21	845307500	4.136	92010000	12/4/2014	Thursday	ORANGE BLOSSOM TRL	Rear End	Property Damage Only	0	0	$200	Dark-Not Lighted	Dry	No
22	845267390	4.11	92010000	12/6/2014	Saturday	ORANGE BLOSSOM TRL	Rear End	Injury	0	1	$500	Daylight	Dry	No
23	845536460	3.148	92010000	12/19/2014	Friday	ORANGE BLOSSOM TRL	Rear End	Property Damage Only	0	0	$500	Daylight	Dry	No
24	845488070	4.126	92010000	12/24/2014	Wednesday	US 441	Rear End	Injury	0	1	$50	Daylight	Dry	No
25	845459230	4.117	92010000	12/26/2014	Friday	US 17-92	Angle	Injury	0	1	$0	Dark-Not Lighted	Dry	No
26	845559300	3.279	92010000	1/1/2015	Thursday	ORANGE BLOSSOM TRL	Rear End	Injury	0	3	$0	Daylight	Dry	No
27	845536880	4.282	92010000	1/22/2015	Thursday	ORANGE BLOSSOM TRL	Rear End	Property Damage Only	0	0	$0	Dark-Not Lighted	Dry	No
28	848588600	3.867	92010000	2/21/2015	Saturday	US 92	Rear End	Injury	0	4	$0	Daylight	Dry	No
29	848588640	2.843	92010000	2/25/2015	Wednesday	US 92	Ran Into Ditch/Water Canal	Property Damage Only	0	0	$500	Daylight	Dry	No
30	848650110	1.169	92010100	3/11/2015	Wednesday	US 92	Sideswipe	Property Damage Only	0	0	$700	Dusk	Dry	No
31	845712920	3.225	92010000	4/4/2015	Saturday	ORANGE BLOSSOM TRL S	Hit Pedestrian	Fatality	1	0	$0	Dark-Lighted	Dry	Alcohol
32	851186130	4.278	92010000	5/13/2015	Wednesday	US 92	Angle	Property Damage Only	0	0	$0	Daylight	Dry	No
33	851243090	2.938	92010000	6/23/2015	Tuesday	US 92	Rear End	Property Damage Only	0	0	$0	Dusk	Wet	No
34	851622280	4.117	92010000	7/24/2015	Friday	AVE A	Rear End	Property Damage Only	0	0	$0	Daylight	Dry	No
35	851359930	4.297	92010000	8/7/2015	Friday	ORANGE BLOSSOM TRL	Rear End	Property Damage Only	0	0	$0	Daylight	Dry	No
36	852094410	2.58	92010000	10/9/2015	Friday	ORANGE BLOSSOM TRL	Hit Animal	Property Damage Only	0	0	$500	Dark-Not Lighted	Dry	No
37	851955710	3.917	92010000	10/9/2015	Friday	US 92	Rear End	Property Damage Only	0	0	$300	Daylight	Dry	No
38	852096210	3.965	92010000	10/30/2015	Friday	US 92	Rear End	Injury	0	6	$500	Daylight	Dry	No
39	852096230	0.327	92010100	10/31/2015	Saturday	US 92	Rear End	Injury	0	4	$0	Daylight	Dry	No
40	851971210	0.356	92010100	11/4/2015	Wednesday	US 92	Rear End	Injury	0	1	$500	Daylight	Dry	No
41	852035620	3.225	92010000	11/11/2015	Wednesday	ORANGE BLOSSOM TRL	Angle	Property Damage Only	0	0	$0	Daylight	Dry	No
42	852172570	3.091	92010000	11/13/2015	Friday	ORANGE BLOSSOM TRL	Hit Utility Pole	Injury	0	1	$0	Dark-Not Lighted	Dry	No
43	852275900	4.24	92010000	12/3/2015	Thursday	ORANGE BLOSSOM TRL	Rear End	Property Damage Only	0	0	$200	Dark-Not Lighted	Wet	No
44	852302720	0.346	92010100	12/4/2015	Friday	US 17	Rear End	Injury	0	1	$500	Dark-Not Lighted	Dry	No
45	852247560	2.891	92010000	12/8/2015	Tuesday	US 92	Head On	Injury	0	1	$500	Dark-Not Lighted	Dry	No
46	852414630	2.749	92010000	12/9/2015	Wednesday	US 92	Hit Pedestrian	Injury	0	1	$750	Daylight	Dry	No
47	852302890	3.341	92010000	12/14/2015	Monday	US 92	Hit Bike	Injury	0	1	$250	Dark-Lighted	Wet	No
48	851936830	1.324	92010100	12/15/2015	Tuesday	US 92	Rear End	Injury	0	1	$900	Daylight	Dry	No
49	852309240	3.086	92010000	12/17/2015	Thursday	US 92	Other	Injury	0	1	$0	Dark-Lighted	Dry	No
50	852431850	0.384	92010100	1/1/2016	Friday	US 17	Hit Guardrail	Property Damage Only	0	0	$0	Dark-Not Lighted	Dry	No
51	852416440	0.365	92010100	1/2/2016	Saturday	US 17	Head On	Injury	0	4	$0	Dark-Not Lighted	Dry	No
52	852657350	1.112	92010100	2/2/2016	Tuesday	US 17	Hit Guardrail	Property Damage Only	0	0	$100	Dark-Not Lighted	Dry	No
53	852700850	4.126	92010000	2/12/2016	Friday	US 17	Rear End	Injury	0	2	$0	Daylight	Dry	No
54	852604770	3.339	92010000	2/13/2016	Saturday	US 17	Rear End	Injury	0	3	$0	Daylight	Dry	No
55	852444690	3.591	92010000	2/18/2016	Thursday	ORANGE BLOSSOM TRL	Rear End	Injury	0	7	$0	Daylight	Dry	No
56	852492880	4.274	92010000	2/22/2016	Monday	US 17	Rear End	Property Damage Only	0	0	$500	Dawn	Dry	No
57	833862710	1.074	92010100	2/26/2016	Friday	OLD TAMPA HWY	Other	Property Damage Only	0	0	$438	Daylight	Dry	Alcohol
58	852585130	4.279	92010000	3/12/2016	Saturday	US 17	Rear End	Injury	0	1	$0	Dusk	Dry	No
59	852829660	4.022	92010000	3/21/2016	Monday	US 17	Sideswipe	Injury	0	2	$0	Dark-Not Lighted	Dry	No
60	852974240	0.346	92010100	3/24/2016	Thursday	US 17	Rear End	Injury	0	1	$0	Dusk	Wet	No
61	852817610	1.036	92010100	4/12/2016	Tuesday	SR 600	Rear End	Injury	0	1	$500	Daylight	Dry	No
62	853041380	4.017	92010000	4/22/2016	Friday	US 17	Rear End	Injury	0	1	$0	Daylight	Dry	No
63	853134360	4.269	92010000	5/10/2016	Tuesday	US 17	Rear End	Property Damage Only	0	0	$100	Daylight	Dry	No

Crash Data Summary US 17/92 from Ivy Mist Lane to Avenue A

No.	Crash ID	Mile Post	Roadway Id	Date	Day	On Road	Manner of Collision	Crash Severity (Fatal, Injury Only, PDO)	Fatalities	Injuries	Property Damage	Day/Night	Wet/Dry	Alcohol Drugs
64	853132380	0.365	92010100	5/25/2016	Wednesday	US 17	Angle	Injury	0	1	$0	Dawn	Dry	No
65	853355360	0.365	92010100	6/5/2016	Sunday	US 17	Angle	Injury	0	3	$0	Dark-Not Lighted	Dry	No
66	853405220	0.403	92010100	6/6/2016	Monday	US 17	Rear End	Property Damage Only	0	0	$0	Daylight	Wet	No
67	853405310	4.079	92010000	6/8/2016	Wednesday	US 17	Rear End	Property Damage Only	0	0	$0	Daylight	Dry	No
68	853159680	4.316	92010000	6/10/2016	Friday	US 17	Sideswipe	Property Damage Only	0	0	$0	Daylight	Dry	No
69	853473070	0.365	92010100	7/1/2016	Friday	CR 532	Angle	Property Damage Only	0	0	$500	Daylight	Wet	No
70	845411680	4.269	92010000	7/8/2016	Friday	US 17	Rear End	Injury	0	1	$0	Daylight	Dry	No
71	853578360	3.341	92010000	7/19/2016	Tuesday	NOCATEE ST	Hit Barrier Wall	Property Damage Only	0	0	$0	Dark-Not Lighted	Dry	No
72	853422870	4.126	92010000	7/21/2016	Thursday	US 17	Rear End	Property Damage Only	0	0	$800	Daylight	Dry	No
73	853669000	2.688	92010000	8/4/2016	Thursday	US 17	Rear End	Property Damage Only	0	0	$0	Daylight	Wet	No
74	853502620	3.928	92010000	8/5/2016	Friday	US 17	Rear End	**Injury**	**0**	4	$0	Daylight	Dry	No
75	853740930	3.591	92010000	8/22/2016	Monday	US 92	Rear End	Property Damage Only	0	0	$300	Daylight	Dry	No
76	853829770	3.344	92010000	8/26/2016	Friday	US 17	Rear End	Property Damage Only	0	0	$850	Daylight	Wet	No
77	853828460	3.157	92010000	9/10/2016	Saturday	US 17	Angle	Injury	0	1	$0	Daylight	Dry	No
78	854035040	4.284	92010000	10/4/2016	Tuesday	US 17	Rear End	Property Damage Only	0	0	$0	Daylight	Dry	No
79	854035120	3.341	92010000	10/8/2016	Saturday	US 17	Angle	Injury	0	2	$100	Daylight	Dry	No
80	853988420	3.917	92010000	10/21/2016	Friday	US 17	Rear End	Injury	0	3	$0	Daylight	Dry	No
81	853926930	4.264	92010000	10/23/2016	Sunday	US 17	Rear End	Property Damage Only	0	0	$0	Daylight	Dry	No
82	854065120	0.365	92010100	10/27/2016	Thursday	US 17	Head On	Property Damage Only	0	0	$850	Daylight	Dry	No
83	853784420	3.157	92010000	10/31/2016	Monday	ORANGE BLOSSOM TRL	Rear End	Injury	0	3	$800	Daylight	Dry	No
84	854211370	3.53	92010000	11/4/2016	Friday	US 17	Rear End	Injury	0	2	$0	Daylight	Dry	No
85	854092890	1.274	92010100	11/8/2016	Tuesday	US 17	Rear End	Injury	0	1	$0	Daylight	Dry	No
86	854196900	4.297	92010000	11/17/2016	Thursday	US 17	Rear End	Property Damage Only	0	0	$0	Dusk	Dry	No
87	854232520	4.022	92010000	11/29/2016	Tuesday	US 17	Rear End	Property Damage Only	0	0	$500	Dark-Not Lighted	Dry	No
88	854208540	1.263	92010100	12/11/2016	Sunday	US 17	Sideswipe	Property Damage Only	0	0	$0	Dark-Not Lighted	Dry	No
89	853698840	4.136	92010000	12/14/2016	Wednesday	US 17	Rear End	Injury	0	1	$0	Daylight	Dry	No
90	854508630	3.284	92010000	12/15/2016	Thursday	US 17	Rear End	Injury	0	5	$500	Daylight	Dry	No
91	854296820	4.259	92010000	12/20/2016	Tuesday	US 17	Rear End	Property Damage Only	0	0	$555	Daylight	Dry	No
92	854392600	3.298	92010000	12/24/2016	Saturday	US 17	Rear End	Property Damage Only	0	0	$0	Dark-Not Lighted	Dry	No
93	854336070	0.365	92010100	12/25/2016	Sunday	SR 600	Angle	Property Damage Only	0	0	$0	Dark-Not Lighted	Dry	No
94	854484630	3.246	92010000	1/12/2017	Thursday	US 17	Hit Sign/Sign Post	Property Damage Only	0	0	$0	Dark-Lighted	Dry	No
95	854675870	2.08	92010000	1/23/2017	Monday	ORANGE BLOSSOM TRL	Angle	Injury	0	3	$0	Daylight	Dry	No
96	854695100	2.465	92010000	1/23/2017	Monday	US 441	Overturn/Rollover	Injury	0	1	$500	Dark-Lighted	Wet	No
97	854661810	3.322	92010000	2/10/2017	Friday	US 92	Rear End	Property Damage Only	0	0	$0	Daylight	Dry	No
98	867366730	4.123	92010000	2/24/2017	Friday	ORANGE BLOSSOM TRL	Rear End	Property Damage Only	0	0	$0	Daylight	Dry	No
99	854863300	4.259	92010000	2/26/2017	Sunday	US 17	Rear End	Property Damage Only	0	0	$500	Dark-Not Lighted	Dry	No
100	854934200	4.108	92010000	3/4/2017	Saturday	US 17	Rear End	Injury	0	1	$500	Dark-Not Lighted	Dry	No
101	854791780	3.36	92010000	3/25/2017	Saturday	US 17	Other	Injury	0	1	$0	Dark-Not Lighted	Dry	No
102	854986510	3.436	92010000	4/5/2017	Wednesday	ORANGE BLOSSOM TRL	Angle	Property Damage Only	0	0	$500	Dark-Not Lighted	Dry	No
103	855262530	3.867	92010000	5/15/2017	Monday	US 17	Rear End	Injury	0	2	$750	Daylight	Dry	No
104	855313980	2.438	92010000	5/26/2017	Friday	US 92	Angle	Injury	0	3	$0	Daylight	Dry	No
105	855395890	4.259	92010000	5/27/2017	Saturday	US 17	Rear End	Injury	0	3	$700	Daylight	Dry	No
106	855242150	4.174	92010000	5/29/2017	Monday	US 17	Rear End	Injury	0	2	$0	Daylight	Dry	No
107	855341310	3.541	92010000	6/15/2017	Thursday	US 17	Rear End	Property Damage Only	0	0	$500	Daylight	Wet	No
108	855461280	3.21	92010000	7/8/2017	Saturday	US 17	Hit Pedestrian	Fatality	1	0	$0	Dark-Not Lighted	Dry	Alcohol & Drugs
109	874136530	3.336	92010000	7/22/2017	Saturday	ORANGE BLOSSOM TR S	Rear End	Injury	0	1	$0	Daylight	Dry	No
110	855762870	4.116	92010000	8/18/2017	Friday	US 17	Rear End	Injury	0	1	$50	Daylight	Dry	No
111	855829350	3.093	92010000	8/19/2017	Saturday	ORANGE BLOSSOM TRL	Rear End	Injury	0	2	$700	Daylight	Dry	No
112	855783630	2.749	92010000	8/29/2017	Tuesday	US 92	Rear End	Injury	0	4	$0	Daylight	Dry	No
113	855723180	3.117	92010000	9/1/2017	Friday	US 17	Hit Bike	Injury	0	1	$100	Dark-Not Lighted	Dry	No
114	855611380	3.36	92010000	9/2/2017	Saturday	ORANGE BLOSSOM TRL	Head On	Injury	0	2	$0	Daylight	Dry	No
115	855934970	2.749	92010000	9/6/2017	Wednesday	US 92	Ran Into Ditch/Water Canal	Property Damage Only	0	0	$0	Daylight	Dry	No
116	871045140	4.115	92010000	10/23/2017	Monday	US 17	Rear End	Injury	0	2	$0	Daylight	Dry	No
117	871197900	4.122	92010000	11/20/2017	Monday	US 17	Rear End	Property Damage Only	0	0	$850	Daylight	Dry	No
118	871225570	3.436	92010000	12/18/2017	Monday	US 17	Rear End	Injury	0	4	$0	Dark-Not Lighted	Dry	No
119	871354830	4.108	92010000	12/18/2017	Monday	ORANGE BLOSSOM TRL	Rear End	Injury	0	2	$0	Daylight	Dry	No
120	871514740	3.225	92010000	1/12/2018	Friday	US 17-92	Angle	Injury	0	1	$0	Dark-Not Lighted	Dry	No
121	871530810	4.269	92010000	1/15/2018	Monday	US 17-92	Rear End	Injury	0	1	$300	Daylight	Dry	No
122	871499560	3.344	92010000	1/25/2018	Thursday	ORANGE BLOSSOM TRL S	Rear End	Property Damage Only	0	0	$400	Daylight	Dry	No
123	871483220	4.367	92010000	1/31/2018	Wednesday	ORANGE BLOSSOM TRL	Rear End	Injury	0	5	$200	Daylight	Dry	No
124	871514990	4.278	92010000	2/2/2018	Friday	US 17-92	Rear End	Injury	0	2	$0	Daylight	Dry	No
125	871614770	4.276	92010000	2/14/2018	Wednesday	US 17-92	Rear End	Injury	0	1	$100	Daylight	Dry	No
126	871721710	2.881	92010000	2/22/2018	Thursday	US 92	Head On	Injury	0	1	$0	Dark-Not Lighted	Dry	No

Crash Data Summary US 17/92 from Ivy Mist Lane to Avenue A

No.	Crash ID	Mile Post	Roadway Id	Date	Day	On Road	Manner of Collision	Crash Severity (Fatal, Injury Only, PDO)	Fatalities	Injuries	Property Damage	Day/Night	Wet/Dry	Alcohol Drugs
127	871565670	3.34	92010000	2/23/2018	Friday	US 17	Hit Sign/Sign Post	Property Damage Only	0	0	$650	Daylight	Dry	No
128	871565660	3.343	92010000	2/23/2018	Friday	US 17-92	Rear End	Property Damage Only	0	0	$500	Daylight	Dry	No
129	871582820	3.089	92010000	3/8/2018	Thursday	ORANGE BLOSSOM TRL	Rear End	Injury	0	1	$600	Daylight	Dry	No
130	871915430	3.223	92010000	3/12/2018	Monday	US 17	Rear End	Injury	0	3	$200	Daylight	Dry	No
131	871453110	4.259	92010000	3/13/2018	Tuesday	US 17-92	Rear End	Injury	0	2	$0	Daylight	Dry	No
132	871834330	3.117	92010000	4/4/2018	Wednesday	US 17-92	Rear End	Property Damage Only	0	0	$900	Daylight	Dry	No
133	872140430	3.091	92010000	5/15/2018	Tuesday	US 17-92	Sideswipe	Property Damage Only	0	0	$500	Daylight	Dry	No
134	872082810	4.126	92010000	5/20/2018	Sunday	ORANGE BLOSSOM TRL	Rear End	Injury	0	3	$500	Dark-Not Lighted	Wet	No
135	872305260	3.332	92010000	6/5/2018	Tuesday	US 17-92	Rear End	Injury	0	1	$300	Daylight	Dry	No
136	872305520	3.343	92010000	6/16/2018	Saturday	US 17-92	Ran Into Ditch/Water Canal	Injury	0	1	$0	Daylight	Dry	No
137	872262470	3.345	92010000	6/16/2018	Saturday	US 17-92	Rear End	Injury	0	1	$600	Daylight	Dry	No
138	872206520	3.148	92010000	6/18/2018	Monday	US 17-92	Rear End	Property Damage Only	0	0	$0	Daylight	Dry	No
139	872288840	4.079	92010000	7/1/2018	Sunday	ORANGE BLOSSOM TRL S	Hit Utility Pole	Property Damage Only	0	0	$0	Dark-Not Lighted	Dry	No
140	872571860	4.06	92010000	7/20/2018	Friday	US 17-92	Rear End	Injury	0	1	$500	Daylight	Wet	No
141	872517940	3.208	92010000	7/23/2018	Monday	US 17-92	Other	Injury	0	2	$0	Dark-Not Lighted	Wet	No
142	872418130	3.332	92010000	7/27/2018	Friday	US 17-92	Rear End	Property Damage Only	0	0	$500	Daylight	Dry	No
143	872601900	3.008	92010000	8/5/2018	Sunday	ORANGE BLOSSOM TRL S	Angle	Property Damage Only	0	0	$0	Daylight	Dry	No
144	872528400	3.928	92010000	8/10/2018	Friday	US 17-92	Rear End	Injury	0	6	$0	Daylight	Dry	No
145	872528410	3.965	92010000	8/10/2018	Friday	US 17-92	Rear End	Injury	0	2	$0	Daylight	Dry	No
146	872572150	4.136	92010000	8/21/2018	Tuesday	US 17-92	Rear End	Injury	0	1	$900	Daylight	Dry	No
147	872741350	3.046	92010000	8/28/2018	Tuesday	ORANGE BLOSSOM TRL S	Rear End	Injury	0	6	$500	Daylight	Dry	No
148	872602090	4.108	92010000	8/28/2018	Tuesday	ORANGE BLOSSOM TRL S	Rear End	Injury	0	1	$500	Daylight	Dry	No
149	872875320	4.117	92010000	9/19/2018	Wednesday	AVE A	Rear End	Property Damage Only	0	0	$100	Daylight	Wet	No
150	872739180	4.287	92010000	9/21/2018	Friday	US 17-92	Rear End	Property Damage Only	0	0	$500	Dusk	Dry	No
151	880153440	1.074	92010100	10/6/2018	Saturday	OLD TAMPA HWY	Hit Sign/Sign Post	Property Damage Only	0	0	$350	Daylight	Dry	No
152	872952590	4.278	92010000	10/9/2018	Tuesday	ORANGE BLOSSOM TRL S	Angle	Property Damage Only	0	0	$0	Daylight	Dry	No
153	880170310	4.117	92010000	10/15/2018	Monday	AVE A	Angle	Property Damage Only	0	0	$0	Dark-Not Lighted	Dry	No
154	872952860	3.159	92010000	10/25/2018	Thursday	ORANGE BLOSSOM TRL S	Rear End	Property Damage Only	0	0	$0	Daylight	Dry	No
155	880279510	3.341	92010000	11/7/2018	Wednesday	US 17-92	Angle	Injury	0	1	$0	Dusk	Dry	No
156	880228040	0.365	92010100	11/9/2018	Friday	SR 600	Other	Injury	0	2	$0	Dark-Not Lighted	Dry	No
157	880427800	3.305	92010000	11/19/2018	Monday	ORANGE BLOSSOM TRL S	Rear End	Injury	0	2	$0	Daylight	Dry	No
158	880396550	4.28	92010000	11/27/2018	Tuesday	US 17-92	Rear End	Injury	0	1	$0	Daylight	Dry	No
159	880295330	3.157	92010000	12/5/2018	Wednesday	ORANGE BLOSSOM TRL S	Angle	Property Damage Only	0	0	$200	Daylight	Dry	No
160	880372530	4.306	92010000	12/12/2018	Wednesday	ORANGE BLOSSOM TRL S	Rear End	Injury	0	3	$0	Daylight	Dry	No
161	880516010	4.617	92010000	12/19/2018	Wednesday	US 17-92	Rear End	Injury	0	3	$0	Dark-Not Lighted	Wet	No

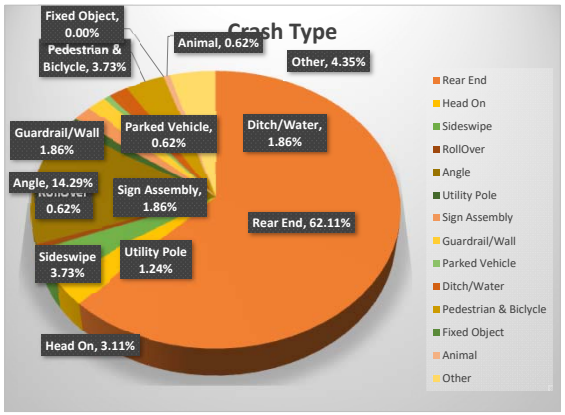
Crash Data Summary - US 17/92 from Ivy Mist Lane to Avenue A

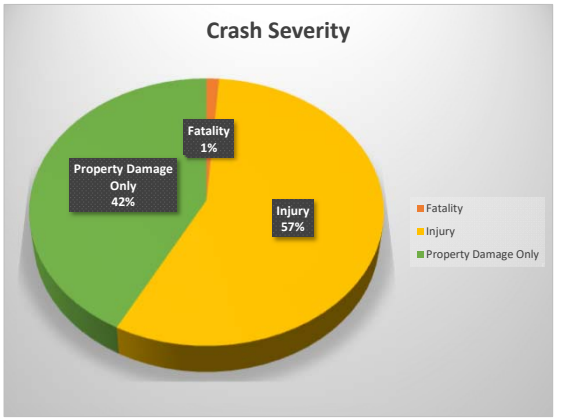
Crash Type	2014	2015	2016	2017	2018	Total	Percent
Rear End	14	13	29	16	28	**100**	62.11%
Head On	0	1	2	1	1	**5**	3.11%
Sideswipe	1	1	3	0	1	**6**	3.73%
Overturn/Rollover	0	0	0	1	0	**1**	0.62%
Angle	6	2	6	3	6	**23**	14.29%
Utility Pole	0	1	0	0	1	**2**	1.24%
Sign Assembly	0	0	0	1	2	**3**	1.86%
Guardrail	0	0	2	0	0	**2**	1.24%
Barrier Wall	0	0	1	0	0	**1**	0.62%
Parked Vehicle	1	0	0	0	0	**1**	0.62%
Ran Into Ditch/Water Canal	0	1	0	1	1	**3**	1.86%
Pedestrian & Biclycle	1	3	0	2	0	**6**	3.73%
Fixed Object	0	0	0	0	0	**0**	0.00%
Animal	0	1	0	0	0	**1**	0.62%
Other	2	1	1	1	2	**7**	4.35%
Total	**25**	**24**	**44**	**26**	**42**	**161**	100%

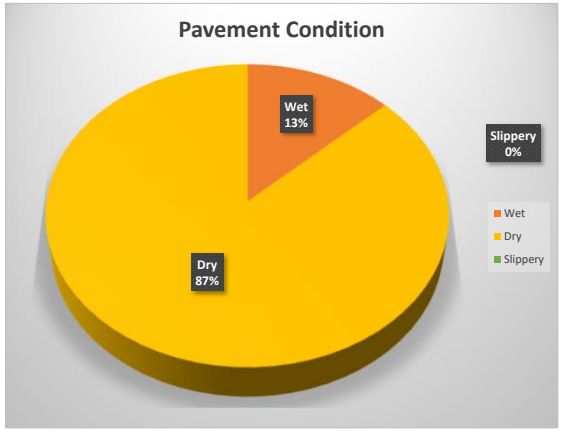
Crash Severity	2014	2015	2016	2017	2018	Total	Percent
Fatality	0	1	0	1	0	**2**	1.24%
Injury	15	12	21	17	26	**91**	56.52%
Property Damage Only	10	11	23	8	16	**68**	42.24%
Total	**25**	**24**	**44**	**26**	**42**	**161**	100%

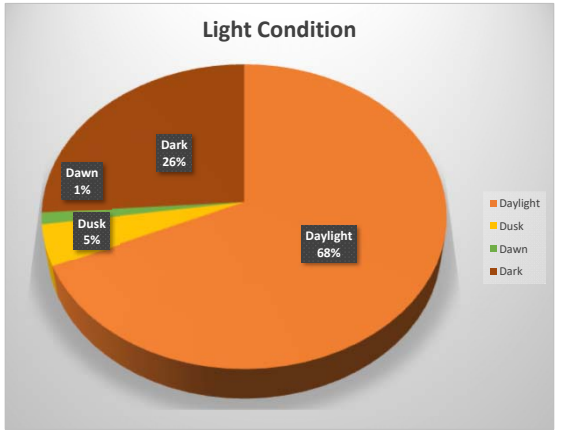
Pavement Condition	2014	2015	2016	2017	2018	Total	Percent
Wet	6	3	5	2	5	**21**	13.04%
Dry	19	21	39	24	37	**140**	86.96%
Slippery	0	0	0	0	0	**0**	0.00%
Total	**25**	**24**	**44**	**26**	**42**	**161**	100%

Light Condition	2014	2015	2016	2017	2018	Total	Percent
Daylight	19	13	29	17	32	**110**	68.32%
Dusk	0	2	3	0	2	**7**	4.35%
Dawn	0	0	2	0	0	**2**	1.24%
Dark	6	9	10	9	8	**42**	26.09%
Total	**25**	**24**	**44**	**26**	**42**	**161**	100%
Under the Influence	**2014**	**2015**	**2016**	**2017**	**2018**	**Total**	**Percent**
Alcohol / Drugs	0	1	1	1	0	**3**	1.86%









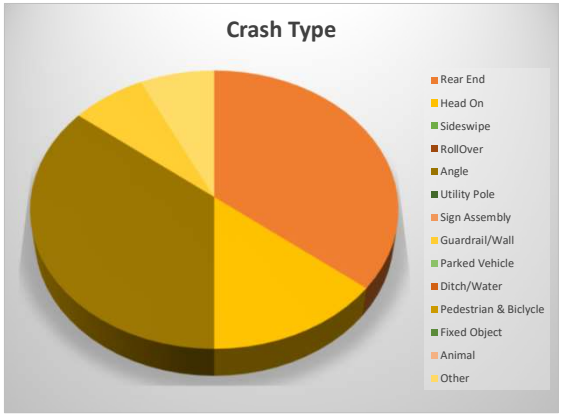
Crash Data Summary - CR 532 / Osceola Polk Line Road

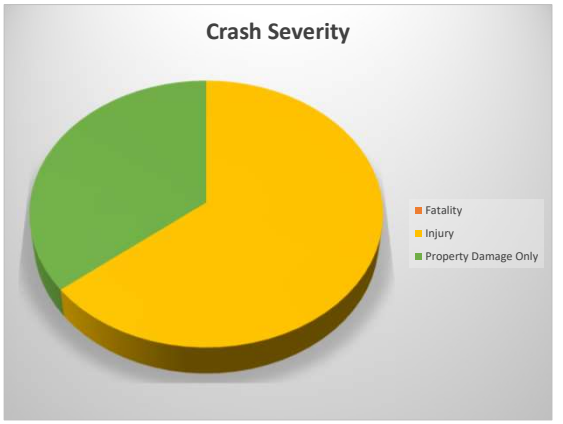
Crash Type	2014	2015	2016	2017	2018	Total	Percent
Rear End	0	3	2	0	0	**5**	35.71%
Head On	0	0	2	0	0	**2**	14.29%
Sideswipe	0	0	0	0	0	**0**	0.00%
Overturn/Rollover	0	0	0	0	0	**0**	0.00%
Angle	1	0	4	0	0	**5**	35.71%
Utilitiy Pole	0	0	0	0	0	**0**	0.00%
Sign Assembly	0	0	0	0	0	**0**	0.00%
Guardrail	0	0	1	0	0	**1**	7.14%
Barrier Wall	0	0	0	0	0	**0**	0.00%
Parked Vehicle	0	0	0	0	0	**0**	0.00%
Ran Into Ditch/Water Canal	0	0	0	0	0	**0**	0.00%
Pedestrian & Biclycle	0	0	0	0	0	**0**	0.00%
Fixed Object	0	0	0	0	0	**0**	0.00%
Animal	0	0	0	0	0	**0**	0.00%
Other	0	0	0	0	1	**1**	7.14%
Total	**1**	**3**	**9**	**0**	**1**	**14**	100%

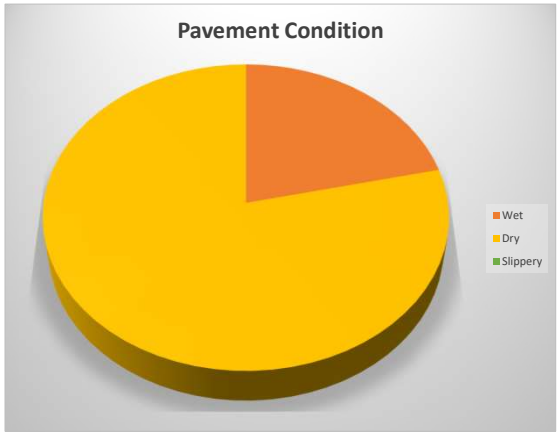
Crash Severity	2014	2015	2016	2017	2018	Total	Percent
Fatality	0	0	0	0	0	**0**	0.00%
Injury	1	3	4	0	1	**9**	64.29%
Property Damage Only	0	0	5	0	0	**5**	35.71%
Total	**1**	**3**	**9**	**0**	**1**	**14**	100%

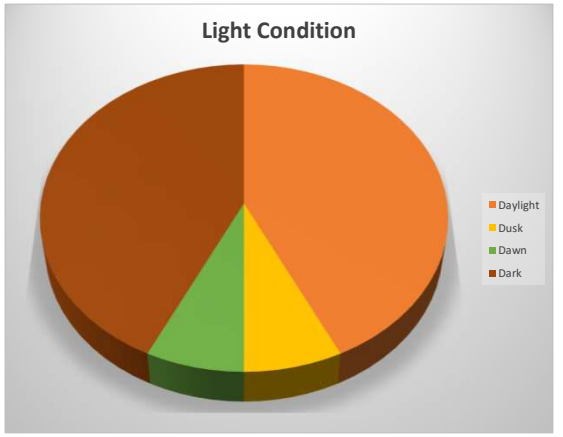
Pavement Condition	2014	2015	2016	2017	2018	Total	Percent
Wet	0	0	3	0	0	**3**	21.43%
Dry	1	3	6	0	1	**11**	78.57%
Slippery	0	0	0	0	0	**0**	0.00%
Total	**1**	**3**	**9**	**0**	**1**	**14**	100%

Light Condition	2014	2015	2016	2017	2018	Total	Percent
Daylight	1	2	3	0	0	**6**	42.86%
Dusk	0	0	1	0	0	**1**	7.14%
Dawn	0	0	1	0	0	**1**	7.14%
Dark	0	1	4	0	1	**6**	42.86%
Total	**1**	**3**	**9**	**0**	**1**	**14**	100%
Under the Influence	**2014**	**2015**	**2016**	**2017**	**2018**	**Total**	**Percent**
Alcohol / Drugs	0	0	0	0	0	**0**	0.00%









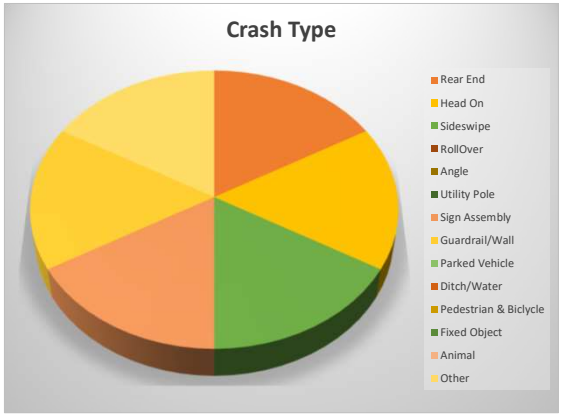
Crash Data Summary - Old Tampa Highway

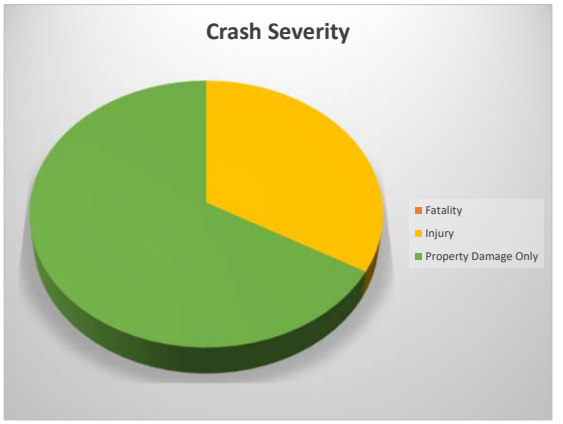
Crash Type	2014	2015	2016	2017	2018	Total	Percent
Rear End	0	0	1	0	0	**1**	16.67%
Head On	0	1	0	0	0	**1**	16.67%
Sideswipe	0	1	0	0	0	**1**	16.67%
Overturn/Rollover	0	0	0	0	0	**0**	0.00%
Angle	0	0	0	0	0	**0**	0.00%
Utilitiy Pole	0	0	0	0	0	**0**	0.00%
Sign Assembly	0	0	0	0	1	**1**	16.67%
Guardrail	0	0	1	0	0	**1**	16.67%
Barrier Wall	0	0	0	0	0	**0**	0.00%
Parked Vehicle	0	0	0	0	0	**0**	0.00%
Ran Into Ditch/Water Canal	0	0	0	0	0	**0**	0.00%
Pedestrian & Biclycle	0	0	0	0	0	**0**	0.00%
Fixed Object	0	0	0	0	0	**0**	0.00%
Animal	0	0	0	0	0	**0**	0.00%
Other	0	0	1	0	0	**1**	16.67%
Total	**0**	**2**	**3**	**0**	**1**	**6**	100%

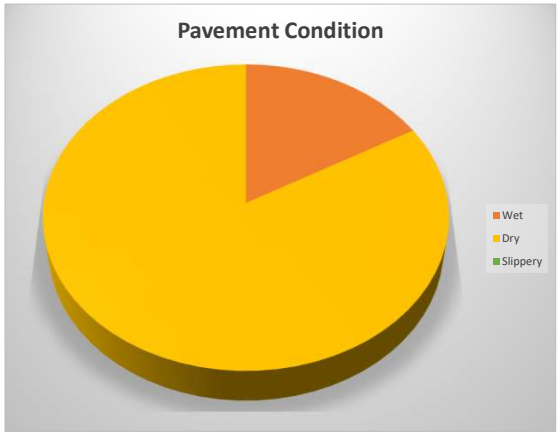
Crash Severity	2014	2015	2016	2017	2018	Total	Percent
Fatality	0	0	0	0	0	**0**	0.00%
Injury	0	1	1	0	0	**2**	33.33%
Property Damage Only	0	1	2	0	1	**4**	66.67%
Total	**0**	**2**	**3**	**0**	**1**	**6**	100%

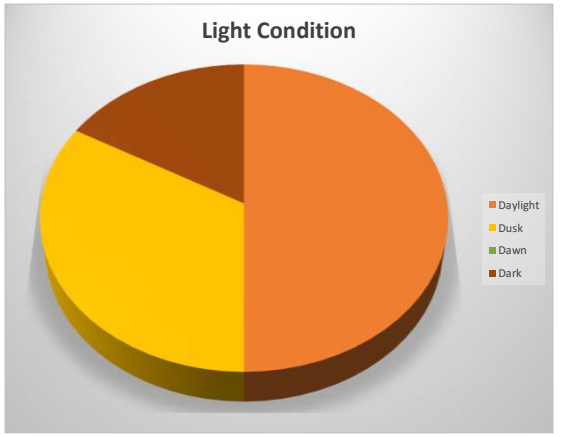
Pavement Condition	2014	2015	2016	2017	2018	Total	Percent
Wet	0	1	0	0	0	**1**	16.67%
Dry	0	1	3	0	1	**5**	83.33%
Slippery	0	0	0	0	0	**0**	0.00%
Total	**0**	**2**	**3**	**0**	**1**	**6**	100%

Light Condition	2014	2015	2016	2017	2018	Total	Percent
Daylight	0	0	2	0	1	**3**	50.00%
Dusk	0	2	0	0	0	**2**	33.33%
Dawn	0	0	0	0	0	**0**	0.00%
Dark	0	0	1	0	0	**1**	16.67%
Total	**0**	**2**	**3**	**0**	**1**	**6**	100%
Under the Influence	**2014**	**2015**	**2016**	**2017**	**2018**	**Total**	**Percent**
Alcohol / Drugs	0	0	1	0	0	**1**	16.67%









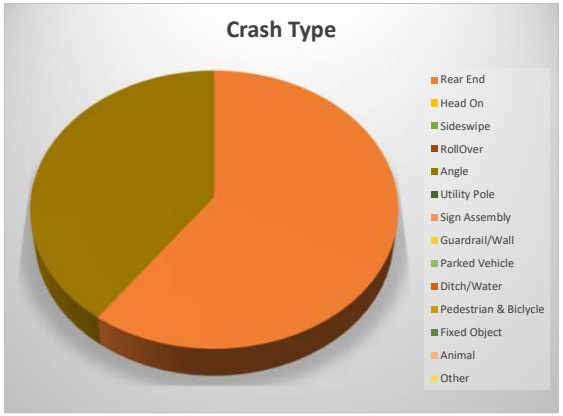
Crash Data Summary - Tallahassee Boulevard

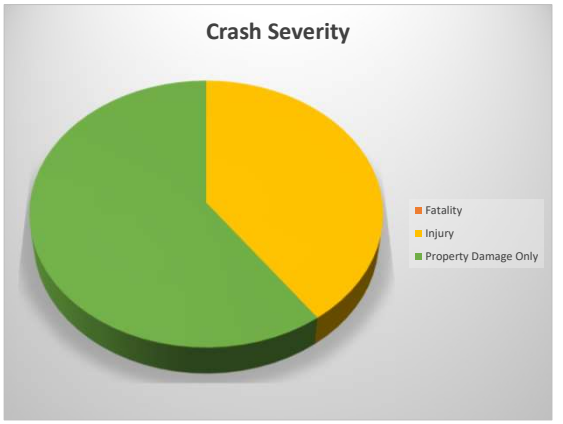
Crash Type	2014	2015	2016	2017	2018	Total	Percent
Rear End	1	0	1	0	1	**3**	60.00%
Head On	0	0	0	0	0	**0**	0.00%
Sideswipe	0	0	0	0	0	**0**	0.00%
Overturn/Rollover	0	0	0	0	0	**0**	0.00%
Angle	0	0	1	0	1	**2**	40.00%
Utilitiy Pole	0	0	0	0	0	**0**	0.00%
Sign Assembly	0	0	0	0	0	**0**	0.00%
Guardrail	0	0	0	0	0	**0**	0.00%
Barrier Wall	0	0	0	0	0	**0**	0.00%
Parked Vehicle	0	0	0	0	0	**0**	0.00%
Ran Into Ditch/Water Canal	0	0	0	0	0	**0**	0.00%
Pedestrian & Biclycle	0	0	0	0	0	**0**	0.00%
Fixed Object	0	0	0	0	0	**0**	0.00%
Animal	0	0	0	0	0	**0**	0.00%
Other	0	0	0	0	0	**0**	0.00%
Total	**1**	**0**	**2**	**0**	**2**	**5**	100%

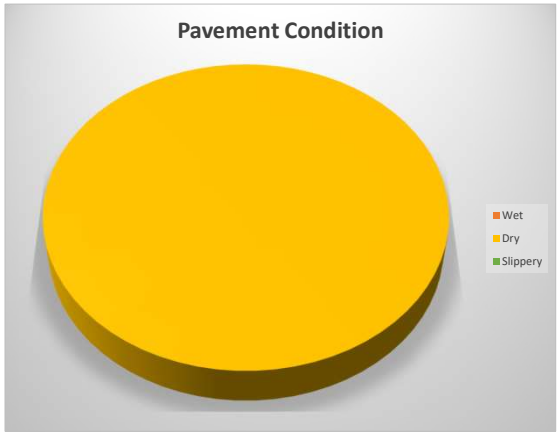
Crash Severity	2014	2015	2016	2017	2018	Total	Percent
Fatality	0	0	0	0	0	**0**	0.00%
Injury	0	0	2	0	0	**2**	40.00%
Property Damage Only	1	0	0	0	2	**3**	60.00%
Total	**1**	**0**	**2**	**0**	**2**	**5**	100%

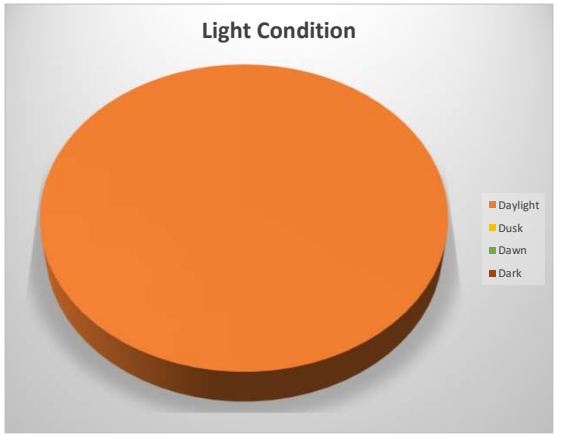
Pavement Condition	2014	2015	2016	2017	2018	Total	Percent
Wet	0	0	0	0	0	**0**	0.00%
Dry	1	0	2	0	2	**5**	100.00%
Slippery	0	0	0	0	0	**0**	0.00%
Total	**1**	**0**	**2**	**0**	**2**	**5**	100%

Light Condition	2014	2015	2016	2017	2018	Total	Percent
Daylight	1	0	2	0	2	**5**	100.00%
Dusk	0	0	0	0	0	**0**	0.00%
Dawn	0	0	0	0	0	**0**	0.00%
Dark	0	0	0	0	0	**0**	0.00%
Total	**1**	**0**	**2**	**0**	**2**	**5**	100%
Under the Influence	**2014**	**2015**	**2016**	**2017**	**2018**	**Total**	**Percent**
Alcohol / Drugs	0	0	0	0	0	**0**	0.00%









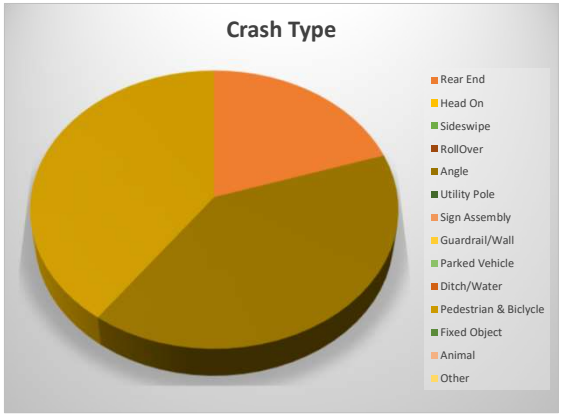
Crash Data Summary - Manatee Street / Hope Street

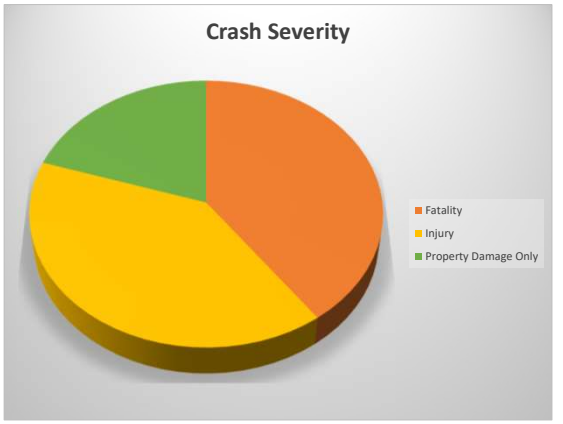
Crash Type	2014	2015	2016	2017	2018	Total	Percent
Rear End	0	0	0	0	1	**1**	20.00%
Head On	0	0	0	0	0	**0**	0.00%
Sideswipe	0	0	0	0	0	**0**	0.00%
Overturn/Rollover	0	0	0	0	0	**0**	0.00%
Angle	0	1	0	0	1	**2**	40.00%
Utilitiy Pole	0	0	0	0	0	**0**	0.00%
Sign Assembly	0	0	0	0	0	**0**	0.00%
Guardrail	0	0	0	0	0	**0**	0.00%
Barrier Wall	0	0	0	0	0	**0**	0.00%
Parked Vehicle	0	0	0	0	0	**0**	0.00%
Ran Into Ditch/Water Canal	0	0	0	0	0	**0**	0.00%
Pedestrian & Biclycle	0	1	0	1	0	**2**	40.00%
Fixed Object	0	0	0	0	0	**0**	0.00%
Animal	0	0	0	0	0	**0**	0.00%
Other	0	0	0	0	0	**0**	0.00%
Total	**0**	**2**	**0**	**1**	**2**	**5**	100%

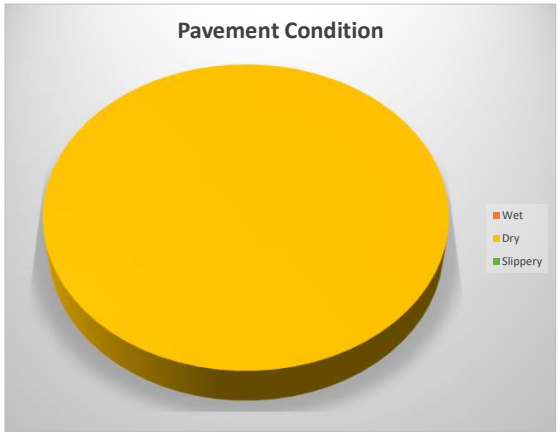
Crash Severity	2014	2015	2016	2017	2018	Total	Percent
Fatality	0	1	0	1	0	**2**	40.00%
Injury	0	0	0	0	2	**2**	40.00%
Property Damage Only	0	1	0	0	0	**1**	20.00%
Total	**0**	**2**	**0**	**1**	**2**	**5**	100%

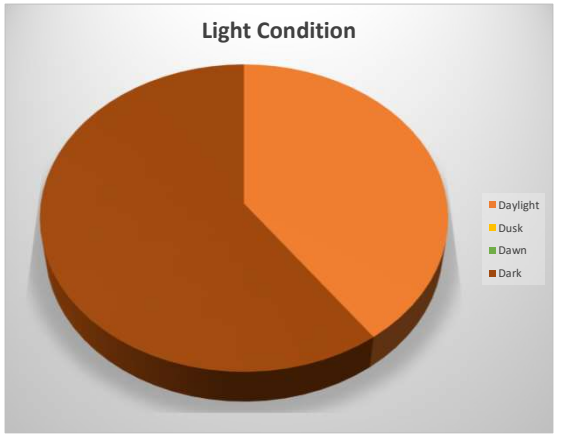
Pavement Condition	2014	2015	2016	2017	2018	Total	Percent
Wet	0	0	0	0	0	**0**	0.00%
Dry	0	2	0	1	2	**5**	100.00%
Slippery	0	0	0	0	0	**0**	0.00%
Total	**0**	**2**	**0**	**1**	**2**	**5**	100%

Light Condition	2014	2015	2016	2017	2018	Total	Percent
Daylight	0	1	0	0	1	**2**	40.00%
Dusk	0	0	0	0	0	**0**	0.00%
Dawn	0	0	0	0	0	**0**	0.00%
Dark	0	1	0	1	1	**3**	60.00%
Total	**0**	**2**	**0**	**1**	**2**	**5**	100%
Under the Influence	**2014**	**2015**	**2016**	**2017**	**2018**	**Total**	**Percent**
Alcohol / Drugs	0	1	0	1	0	**2**	40.00%









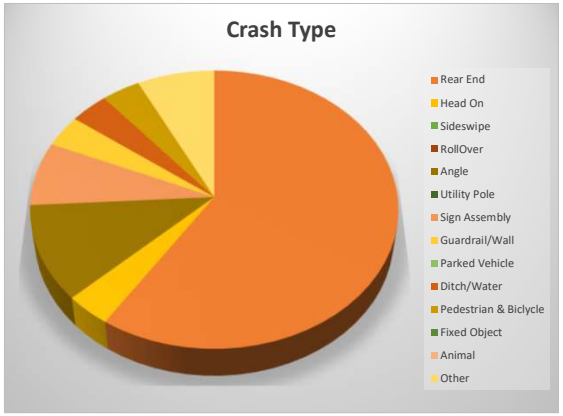
Crash Data Summary - Nocatee Street & Shepherd Lane

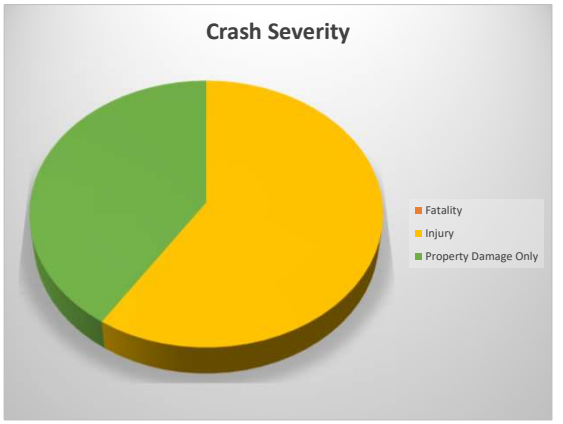
Crash Type	2014	2015	2016	2017	2018	Total	Percent
Rear End	1	0	6	4	5	**16**	59.26%
Head On	0	0	0	1	0	**1**	3.70%
Sideswipe	0	0	0	0	0	**0**	0.00%
Overturn/Rollover	0	0	0	0	0	**0**	0.00%
Angle	0	0	1	1	1	**3**	11.11%
Utilitiy Pole	0	0	0	0	0	**0**	0.00%
Sign Assembly	0	0	0	1	1	**2**	7.41%
Guardrail	0	0	0	0	0	**0**	0.00%
Barrier Wall	0	0	1	0	0	**1**	3.70%
Parked Vehicle	0	0	0	0	0	**0**	0.00%
Ran Into Ditch/Water Canal	0	0	0	0	1	**1**	3.70%
Pedestrian & Biclycle	0	1	0	0	0	**1**	3.70%
Fixed Object	0	0	0	0	0	**0**	0.00%
Animal	0	0	0	0	0	**0**	0.00%
Other	0	0	0	1	1	**2**	7.41%
Total	**1**	**1**	**8**	**8**	**9**	**27**	100%

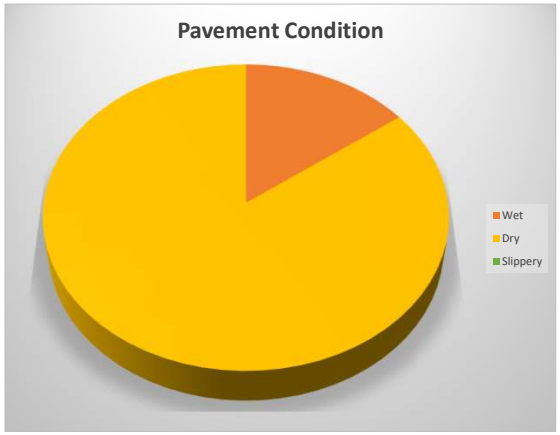
Crash Severity	2014	2015	2016	2017	2018	Total	Percent
Fatality	0	0	0	0	0	**0**	0.00%
Injury	1	1	5	4	5	**16**	59.26%
Property Damage Only	0	0	3	4	4	**11**	40.74%
Total	**1**	**1**	**8**	**8**	**9**	**27**	100%

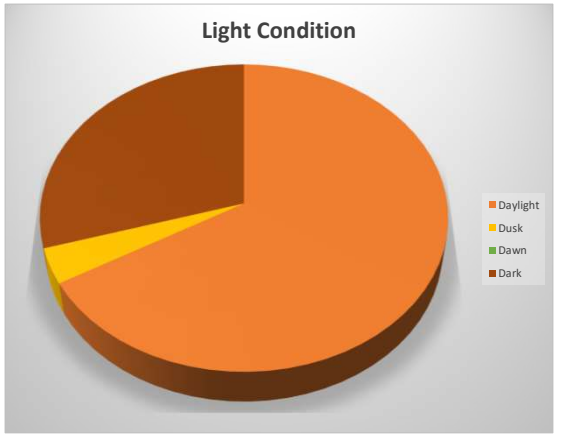
Pavement Condition	2014	2015	2016	2017	2018	Total	Percent
Wet	0	1	1	1	1	**4**	14.81%
Dry	1	0	7	7	8	**23**	85.19%
Slippery	0	0	0	0	0	**0**	0.00%
Total	**1**	**1**	**8**	**8**	**9**	**27**	100%

Light Condition	2014	2015	2016	2017	2018	Total	Percent
Daylight	0	0	7	4	7	**18**	66.67%
Dusk	0	0	0	0	1	**1**	3.70%
Dawn	0	0	0	0	0	**0**	0.00%
Dark	1	1	1	4	1	**8**	29.63%
Total	**1**	**1**	**8**	**8**	**9**	**27**	100%
Under the Influence	**2014**	**2015**	**2016**	**2017**	**2018**	**Total**	**Percent**
Alcohol / Drugs	0	0	0	0	0	**0**	0.00%









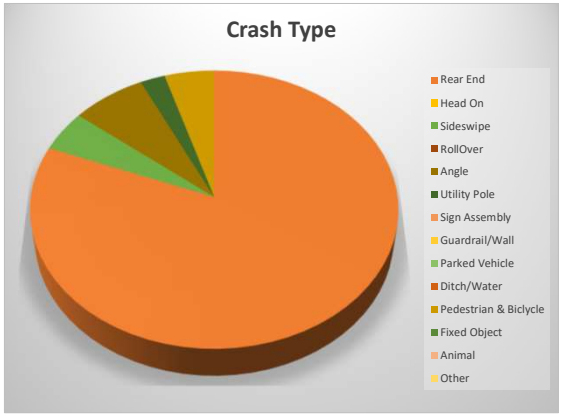
Crash Data Summary - Avenue A

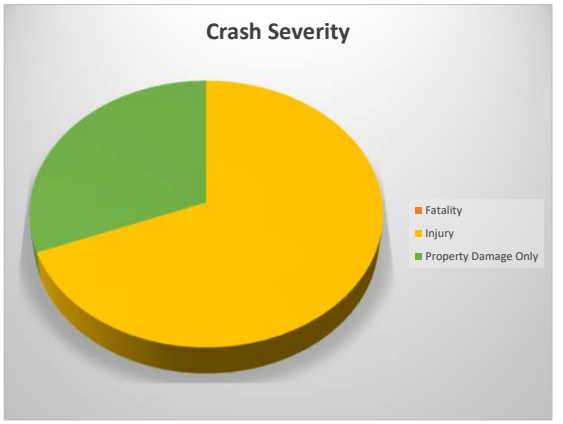
Crash Type	2014	2015	2016	2017	2018	Total	Percent
Rear End	6	4	8	8	8	**34**	80.95%
Head On	0	0	0	0	0	**0**	0.00%
Sideswipe	1	0	1	0	0	**2**	4.76%
Overturn/Rollover	0	0	0	0	0	**0**	0.00%
Angle	2	0	0	0	1	**3**	7.14%
Utilitiy Pole	0	0	0	0	1	**1**	2.38%
Sign Assembly	0	0	0	0	0	**0**	0.00%
Guardrail	0	0	0	0	0	**0**	0.00%
Barrier Wall	0	0	0	0	0	**0**	0.00%
Parked Vehicle	0	0	0	0	0	**0**	0.00%
Ran Into Ditch/Water Canal	0	0	0	0	0	**0**	0.00%
Pedestrian & Biclycle	1	0	0	1	0	**2**	4.76%
Fixed Object	0	0	0	0	0	**0**	0.00%
Animal	0	0	0	0	0	**0**	0.00%
Other	0	0	0	0	0	**0**	0.00%
Total	**10**	**4**	**9**	**9**	**10**	**42**	100%

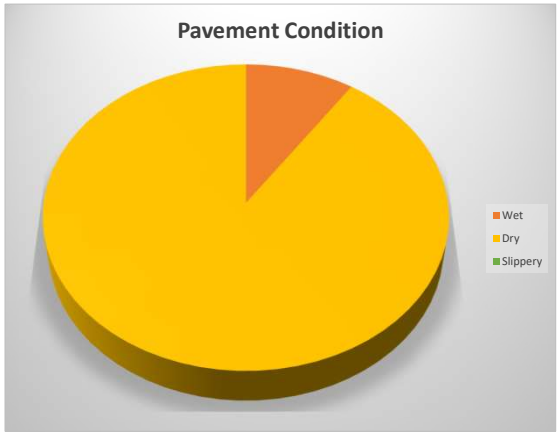
Crash Severity	2014	2015	2016	2017	2018	Total	Percent
Fatality	0	0	0	0	0	**0**	0.00%
Injury	8	2	6	7	6	**29**	69.05%
Property Damage Only	2	2	3	2	4	**13**	30.95%
Total	**10**	**4**	**9**	**9**	**10**	**42**	100%

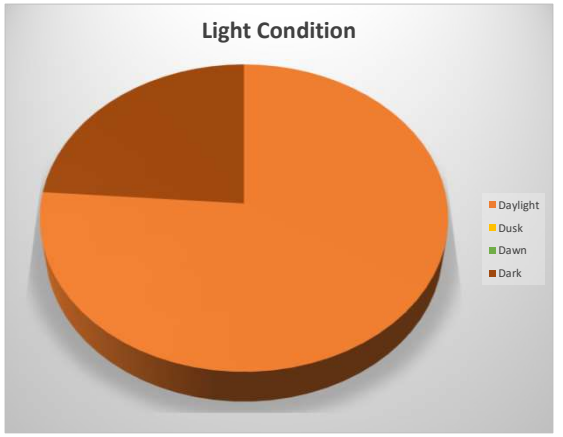
Pavement Condition	2014	2015	2016	2017	2018	Total	Percent
Wet	1	0	0	0	3	**4**	9.52%
Dry	9	4	9	9	7	**38**	90.48%
Slippery	0	0	0	0	0	**0**	0.00%
Total	**10**	**4**	**9**	**9**	**10**	**42**	100%

Light Condition	2014	2015	2016	2017	2018	Total	Percent
Daylight	7	4	7	7	7	**32**	76.19%
Dusk	0	0	0	0	0	**0**	0.00%
Dawn	0	0	0	0	0	**0**	0.00%
Dark	3	0	2	2	3	**10**	23.81%
Total	**10**	**4**	**9**	**9**	**10**	**42**	100%
Under the Influence	**2014**	**2015**	**2016**	**2017**	**2018**	**Total**	**Percent**
Alcohol / Drugs	0	0	0	0	0	**0**	0.00%









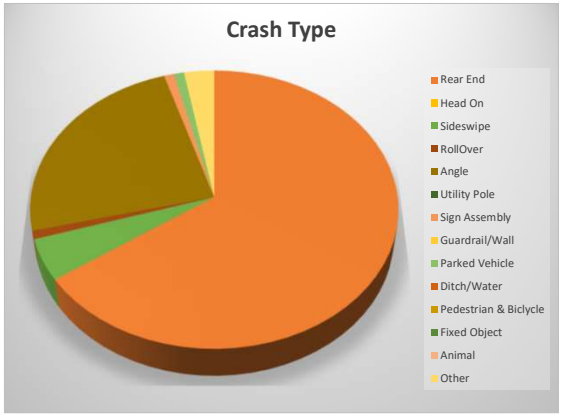
Crash Data Summary - Poinciana Boulevard

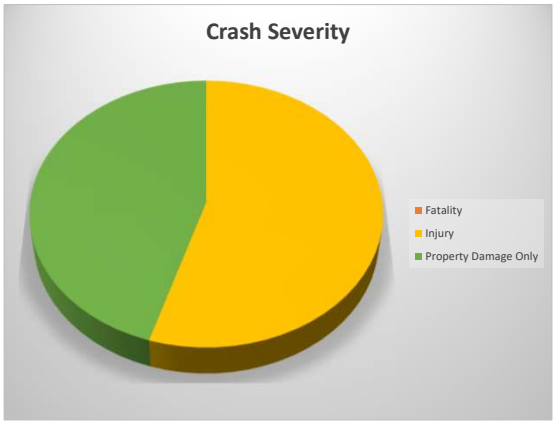
Crash Type	2014	2015	2016	2017	2018	Total	Percent
Rear End	6	10	12	13	27	**68**	65.38%
Head On	0	0	0	0	0	**0**	0.00%
Sideswipe	0	1	2	0	2	**5**	4.81%
Overturn/Rollover	1	0	0	0	0	**1**	0.96%
Angle	3	2	6	3	11	**25**	24.04%
Utilitiy Pole	0	0	0	0	0	**0**	0.00%
Sign Assembly	0	0	0	0	1	**1**	0.96%
Guardrail	0	0	0	0	0	**0**	0.00%
Barrier Wall	0	0	0	0	0	**0**	0.00%
Parked Vehicle	0	0	0	0	1	**1**	0.96%
Ran Into Ditch/Water Canal	0	0	0	0	0	**0**	0.00%
Pedestrian & Biclycle	0	0	0	0	0	**0**	0.00%
Fixed Object	0	0	0	0	0	**0**	0.00%
Animal	0	0	0	0	0	**0**	0.00%
Other	0	0	0	1	2	**3**	2.88%
Total	**10**	**13**	**20**	**17**	**44**	**104**	100%

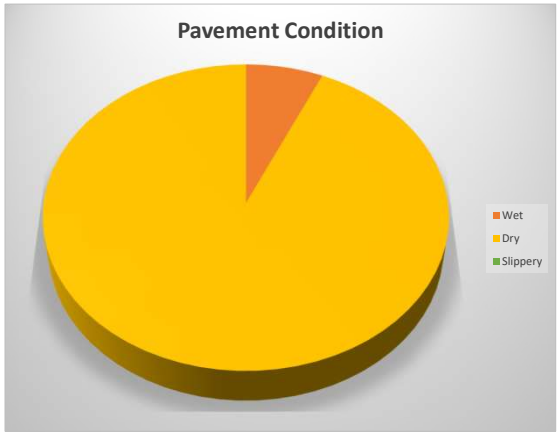
Crash Severity	2014	2015	2016	2017	2018	Total	Percent
Fatality	0	0	0	0	0	**0**	0.00%
Injury	5	8	10	5	29	**57**	54.81%
Property Damage Only	5	5	10	12	15	**47**	45.19%
Total	**10**	**13**	**20**	**17**	**44**	**104**	100%

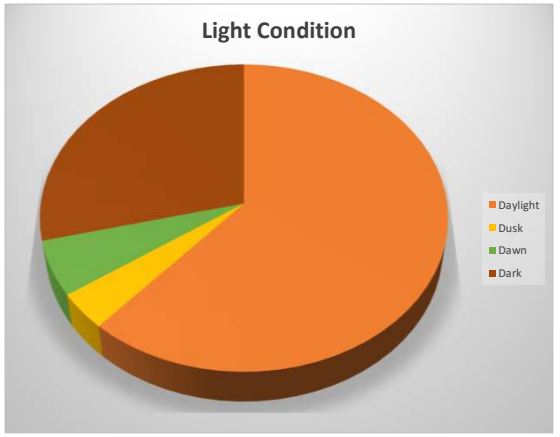
Pavement Condition	2014	2015	2016	2017	2018	Total	Percent
Wet	1	0	1	1	4	**7**	6.73%
Dry	9	13	19	16	40	**97**	93.27%
Slippery	0	0	0	0	0	**0**	0.00%
Total	**10**	**13**	**20**	**17**	**44**	**104**	100%

Light Condition	2014	2015	2016	2017	2018	Total	Percent
Daylight	4	11	10	9	30	**64**	61.54%
Dusk	0	1	2	1	0	**4**	3.85%
Dawn	0	0	2	2	2	**6**	5.77%
Dark	6	1	6	5	12	**30**	28.85%
Total	**10**	**13**	**20**	**17**	**44**	**104**	100%
Under the Influence	**2014**	**2015**	**2016**	**2017**	**2018**	**Total**	**Percent**
Alcohol / Drugs	1	0	1	1	0	**3**	2.88%









District	County	Crash Rate Category	Average Crash Rate	Influence Area Crashes	Crash Count	Millions Entering Vehicles	Total Centerline Miles	Average Economic Loss Per Crash	Average Economic Loss Per Injury	Total Property Damage Only Crashes	Total Crashes With Highest Injury Possible	Total Crashes With Highest Injury Non Incapacitating	Total Crashes With Highest Injury Incapacitating	Total Crashes Involving Traffic Fatality	Total Crashes With Only Injury Non Traffic Fatality	Total Non Injured Persons	Total Persons With Possible Injury	Total Persons With Non Incapacitating Injury	Total Persons With Incapacitating Injury	Total Traffic Fatalities	Total Non Traffic Fatalities
5	Districtwide	Interstate Urban	0.86661	14	24670	28483	987	164736	176826	14993	5455	3029	1008	183	16	54825	10211	4371	1366	216	22
5	Districtwide	Interstate Rural	0.51719	13	3654	7090	409	232685	248747	2356	615	444	202	48	2	8250	1250	714	276	55	4
5	Districtwide	Toll Road Urban	0.57613	75	5214	9180	465	131961	131350	3234	1077	798	150	27	3	9650	1771	1103	213	28	3
5	Districtwide	Toll Road Rural	0.48436	11	632	1328	111	319969	304226	398	102	101	27	14	1	1116	186	138	39	14	1
5	Districtwide	Urban Other Limited Access	0.49471	1	279	566	39	213665	205709	139	65	48	25	2	1	588	122	66	30	2	1
5	Districtwide	Rural Other Limited Access	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	Districtwide	Ramp Urban	0	5323	741	195	99	141368	137509	3617	1385	787	244	31	0	11568	2286	1018	323	32	0
5	Districtwide	Ramp Rural	0	12128	8315	2297	1021	132530	132432	12139	4732	2655	824	87	6	41963	8001	3584	1075	94	6
5	Districtwide	Urban 2-3Ln 2Wy Divd Rasd	4.80499	228	491	150	28	110978	109306	431	178	83	25	2	0	1466	283	116	34	2	0
5	Districtwide	Urban 2-3Ln 2Wy Divd Pavd	4.40418	466	927	316	63	151323	140133	784	347	200	54	8	0	2861	580	251	61	8	0
5	Districtwide	Urban 2-3Ln 2Wy Undivd	3.09642	525	667	385	131	158794	152934	658	293	195	38	8	0	2345	504	281	44	8	0
5	Districtwide	Suburban 2-3Ln 2Wy Divd Rasd	3.65661	114	511	171	36	251842	273611	375	140	79	21	10	0	1354	277	118	26	12	0
5	Districtwide	Suburban 2-3Ln 2Wy Divd Pavd	1.83197	487	2899	1848	372	198144	223147	1770	912	499	172	30	3	6874	1621	735	233	39	3
5	Districtwide	Suburban 2-3Ln 2Wy Undivd	0.77795	187	2455	3396	1014	347364	364374	1201	660	497	230	51	3	4994	1221	715	310	58	3
5	Districtwide	Rural 2-3Ln 2Wy Divd Rasd	2.34162	34	58	39	11	219113	213373	57	17	11	6	1	0	211	37	13	8	1	0
5	Districtwide	Rural 2-3Ln 2Wy Divd Pavd	1.98514	115	821	472	148	324264	345128	455	203	189	71	17	1	1618	409	284	102	19	2
5	Districtwide	Rural 2-3Ln 2Wy Undivd	0.62681	125	2408	4041	1897	536773	578906	1127	539	524	252	91	0	3709	1105	826	407	102	2
5	Districtwide	Urban 4-5Ln 2Wy Divd Rasd	2.8798	4398	23375	9644	1060	166474	161813	14399	7556	4303	1342	166	7	58136	12271	5824	1642	175	13
5	Districtwide	Urban 4-5Ln 2Wy Divd Pavd	4.10634	3311	14018	4220	475	158000	153262	9543	4516	2494	663	109	4	36616	7378	3293	805	116	8
5	Districtwide	Urban 4-5Ln 2Wy Undivd	5.50865	171	1510	305	45	111207	103580	921	444	247	66	3	0	3413	692	348	71	3	0
5	Districtwide	Suburban 4-5Ln 2Wy Divd Rasd	1.61444	1155	19331	12689	1466	265881	272739	10213	5252	3322	1410	278	11	40809	9482	4709	1921	303	13
5	Districtwide	Suburban 4-5Ln 2Wy Divd Pavd	1.92423	193	3016	1668	171	239554	236472	1581	874	543	170	39	2	6693	1493	717	226	41	3
5	Districtwide	Suburban 4-5Ln 2Wy Undivd	2.86388	48	157	72	9	239641	229190	97	53	36	17	2	0	395	93	53	20	2	0
5	Districtwide	Rural 4-5Ln 2Wy Divd Rasd	0.74846	71	2518	3459	783	492682	527411	1225	529	475	277	82	1	3778	1026	736	429	92	2
5	Districtwide	Rural 4-5Ln 2Wy Divd Pavd	0.74941	0	92	123	33	483541	456381	42	19	21	7	3	0	120	32	26	10	3	0
5	Districtwide	Rural 4-5Ln 2Wy Undivd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	Districtwide	Urban 6+Ln 2Wy Divd Rasd	3.47761	5134	37670	12308	793	164256	165387	23396	11313	5612	2219	254	10	92848	19114	7728	2893	276	12
5	Districtwide	Urban 6+Ln 2Wy Divd Pavd	3.94878	436	3488	994	72	198334	188143	1980	1086	612	212	33	1	8524	1828	817	256	33	2
5	Districtwide	Urban 6+Ln 2Wy Undivd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	Districtwide	Suburban 6+Ln 2Wy Divd Rasd	3.16496	1201	9972	3530	216	153901	157174	6157	3024	1400	529	60	3	25018	5277	2018	720	63	5
5	Districtwide	Suburban 6+Ln 2Wy Divd Pavd	3.1381	13	222	75	6	230583	212931	114	76	34	8	3	0	493	120	44	9	3	0
5	Districtwide	Suburban 6+Ln 2Wy Undivd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	Districtwide	Rural 6+Ln 2Wy Divd Rasd	3.56343	0	43	12	1	109081	133211	17	10	15	1	0	0	102	29	22	1	0	0
5	Districtwide	Rural 6+Ln 2Wy Divd Pavd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	Districtwide	Rural 6+Ln 2Wy Undivd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	Districtwide	Urban One Way	5.65786	912	2121	536	105	104557	96802	1890	702	336	97	8	0	6586	1073	452	114	8	0
5	Districtwide	Suburban One Way	2.01423	75	429	250	52	186655	171990	298	117	67	16	5	1	1100	186	95	17	5	2
5	Districtwide	Rural One Way	0.44943	0	1	2	2	175812	270480	0	0	1	0	0	0	0	0	2	0	0	0
5	Districtwide	Undefined	0	1403	407	0	0	152428	165592	1021	477	234	67	11	0	3795	808	318	91	14	1
5	Districtwide	Not Coded	1.62046	4887	173112	109844	12136	192396	195466	97041	44659	25581	9132	1516	70	370460	77204	35635	12051	1661	98
Statewide		Interstate Urban	0.97609	917	139702	144063	4096	138778	145359	89416	29425	15643	5296	781	58	286795	52981	22128	7061	905	74
Statewide		Interstate Rural	0.45743	32	20894	45747	3389	271665	299743	13232	3321	2734	1291	337	11	40235	6989	4365	1890	398	16
Statewide		Toll Road Urban	0.76697	792	40644	54025	2444	117925	118924	27681	7927	4559	1053	199	17	79051	13727	6274	1359	222	23
Statewide		Toll Road Rural	0.44367	15	4030	9117	902	233383	262598	2477	724	597	187	54	6	7539	1533	1059	283	63	7
Statewide		Urban Other Limited Access	1.97012	3727	23023	13578	615	95958	92264	18698	5314	2089	539	97	13	56591	9058	2842	672	100	16
Statewide		Rural Other Limited Access	1.04001	22	22	42	30	283830	272840	32	6	5	0	1	0	85	10	6	1	1	0
Statewide		Ramp Urban	0	61864	17665	4280	1120	103587	100704	53112	16306	7700	2112	275	24	155496	26817	10177	2616	300	29
Statewide		Ramp Rural	0	60290	40246	10184	4426	121357	119413	64602	21294	10915	3253	441	31	203742	35771	14919	4090	475	39
Statewide		Urban 2-3Ln 2Wy Divd Rasd	7.43575	2749	3109	788	186	99167	95756	3649	1355	676	164	14	0	12604	2250	895	209	14	0
Statewide		Urban 2-3Ln 2Wy Divd Pavd	6.05442	4525	11489	2645	616	106707	102707	10262	3409	1844	440	53	6	34908	5590	2469	534	56	7
Statewide		Urban 2-3Ln 2Wy Undivd	3.65431	2292	5983	2264	859	133185	125567	5174	1687	1075	295	41	3	17456	2801	1438	343	42	4
Statewide		Suburban 2-3Ln 2Wy Divd Rasd	3.58864	966	2492	964	226	174402	183248	2029	791	430	183	25	0	7514	1467	652	245	28	0
Statewide		Suburban 2-3Ln 2Wy Divd Pavd	2.7246	4499	20773	9275	2027	188516	197966	14078	6020	3721	1232	213	8	53787	11536	5468	1674	235	10
Statewide		Suburban 2-3Ln 2Wy Undivd	1.20203	2013	18758	17280	5828	247606	252528	11275	4622	3311	1284	266	13	41124	8528	4956	1757	283	19
Statewide		Rural 2-3Ln 2Wy Divd Rasd	1.31682	172	567	561	150	324816	332861	400	144	125	56	14	0	1428	285	180	80	15	0
Statewide		Rural 2-3Ln 2Wy Divd Pavd	1.80882	741	4402	2843	981	307241	340183	2704	1063	907	376	89	4	9684	2258	1418	556	104	8
Statewide		Rural 2-3Ln 2Wy Undivd	0.76849	1465	19611	27425	18338	463618	515746	10972	3824	3686	1936	644	14	32570	7553	5726	3006	767	23
Statewide		Urban 4-5Ln 2Wy Divd Rasd	3.63399	22538	110992	36745	4333	137243	132769	81047	30342	16763	4646	701	31	291581	51367	22933	5659	726	44
Statewide		Urban 4-5Ln 2Wy Divd Pavd	5.88464	22572	94769	19940	2392	112701	108563	77825	23583	12181	3246	486	20	261039	39654	16273	3943	513	27
Statewide		Urban 4-5Ln 2Wy Undivd	6.81454	2556	15813	2696	449	112119	105453	12420	3411	1902	555	74	7	41125	5625	2576	651	76	8
Statewide		Suburban 4-5Ln 2Wy Divd Rasd	1.72964	5869	79934	49607	5573	225925	230454	46531	20451	13045	4767	967	42	176585	37287	19004	6449	1037	57
Statewide		Suburban 4-5Ln 2Wy Divd Pavd	2.39669	1201	9729	4560	451	168373	164136	6704	2409	1342	382	90	3	23749	4169	1836	510	92	5
Statewide		Suburban 4-5Ln 2Wy Undivd	1.84544	54	340	213	41	221899	205456	209	93	63	25	4	0	947	148	85	29	4	0
Statewide		Rural 4-5Ln 2Wy Divd Rasd	0.71456	421	12840	18558	4554	427522	462377	6785	2572	2424	1102	367	11	21253	5111	3862	1605	424	17
Statewide		Rural 4-5Ln 2Wy Divd Pavd	0.57728	5	347	610	176	460339	460608	189	68	54	29	11	1	549	111	70	40	12	1
Statewide		Rural 4-5Ln 2Wy Undivd	2.19644	0	39	18	9	46662	49753	26	9	4	0	0	0	158	12	8	0	0	0
Statewide		Urban 6+Ln 2Wy Divd Rasd	4.71425	48952	297452	73480	4703	122338	119121	222891	74864	36270	10705	1599	75	770378	124646	49865	13390	1686	105
Statewide		Urban 6+Ln 2Wy Divd Pavd	5.27306	3544	20458	4552	323	149386	144498	14832	5200	2774	1047	142	7	53803	9240	3831	1309	143	8
Statewide		Urban 6+Ln 2Wy Undivd	65.01849	27	307	5	1	50323	42500	271	32	22	9	0	0	757	45	26	11	0	0
Statewide		Suburban 6+Ln 2Wy Divd Rasd	2.71114	5888	69922	27962	1697	159657	162315	43775	19058	8984	3497	477	19	168264	33751	12782	4651	511	35
Statewide		Suburban 6+Ln 2Wy Divd Pavd	1.11785	204	2355	2289	95	146347	138404	1695	471	283	92	17	1	5591	758	372	108	18	1
Statewide		Suburban 6+Ln 2Wy Undivd	0	0	6	0	0	34135	22540	5	0	1	0	0	0	18	0	1	0	0	0
Statewide		Rural 6+Ln 2Wy Divd Rasd	0.86296	6	194	232	55	269910	512402	99	47	41	10	3	0	429	100	70	11	8	0
Statewide		Rural 6+Ln 2Wy Divd Pavd	0	8	0	0	0	39740	34790	6	1	1	0	0	0	20	2	1	0	0	0
Statewide		Rural 6+Ln 2Wy Undivd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Statewide		Urban One Way	10.84173	10463	29815	3715	955	82899	75617	29233	6666	3393	872	101	13	91635	10540	4472	999	103	19
Statewide		Suburban One Way	2.23848	2092	5130	3226	535	130809	122267	4948	1334	709	185	45	1	16212	2208	927	234	45	3
Statewide		Rural One Way	3.78566	655	412	282	139	112652	103991	687	233	108	33	4	2	2153	363	138	40	4	3
Statewide		Undefined	0	9619	5078	0	0	107925	107167	9642	3056	1519	425	52	3	30739	5212	2066	537	57	4
Statewide		Not Coded	1.95757	33013	1129342	593773	72715	153735	154657	723372	249408	137098	44245	7850	382	2456653	432226	192051	57543	8556	527

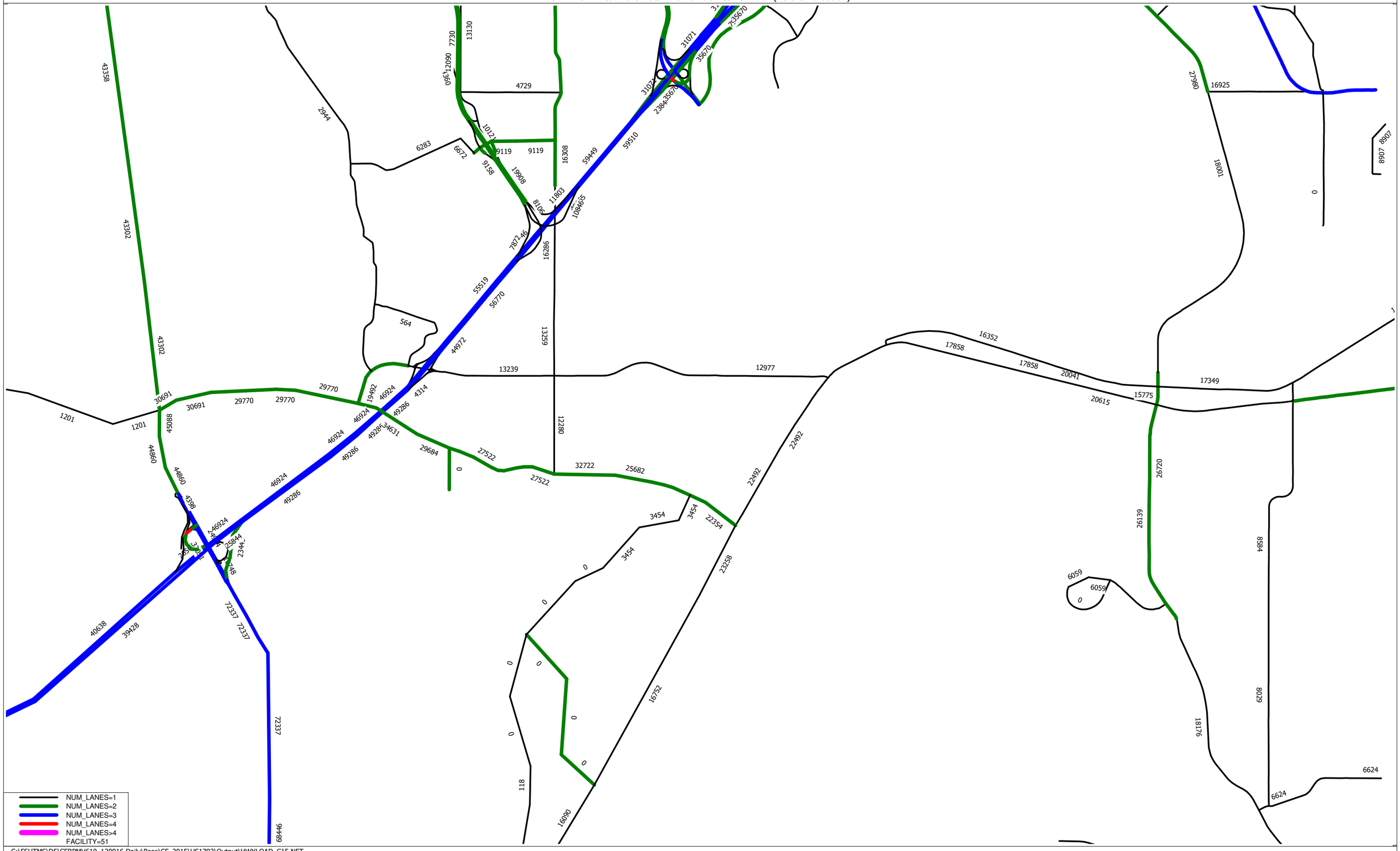
Appendix I

Base Year Model Validation

Table 1
US 17/92 Study
- Year 2019 Validation Link Report

Roadway Name	from	to	Year 2019 AADT Count	Facility Type Before	2019 Model AADT Before Validation Total	Facility Type After	2019 Model AADT After Validation Total	Volume / Count (Before)	Volume / Count (After)
I-4	North of SR 429		125,000	12	115,390	12	123,076	0.92	0.98
I-4	South of Osceola Park Line Rd		134,000	12	91,400	12	115,574	0.68	0.86
SR 429	North of I-4		28,100	94	37,467	94	28,898	1.33	1.03
US 17/92	South of Ronald Reagan Pkwy		23,093	35	22,095	35	23,251	0.96	1.01
	Ronald Reagan Pkwy	Osceola Park Line Rd	16,400	35	21,817	35	18,060	1.33	1.10
	Osceola Park Line Rd	Old Tampay Hwy	30,294	35	32,757	35	31,428	1.08	1.04
	Old Tampay Hwy	S. Poinciana Blvd.	25,999	35	19,997	35	29,130	0.77	1.12
	East of Poinciana Blvd.		24,629	36	15,761	36	24,878	0.64	1.01
S. Poinciana Blvd	North of US 17/92		37,250	41	18,738	41	37,652	0.50	1.01
	South of US 17/92		34,539	41	29,910	41	30,239	0.87	0.88
Ronald Reagan Pkwy/Kinny Harmon Rd	West of Champions Gate Blvd		17,700	22	28,282	23	16,859	1.60	0.95
	Champions Gate	Lake Wilson Rd	16,200	22	32,899	22	14,881	2.03	0.92
	Lake Wilson Rd	US 17/92	26,000	22	21,236	22	24,794	0.82	0.95
	East of US 17/92		10,400			43	12,686	0.00	1.22
Osceola Park Line Rd	West I-4		22,500	43	18,565	41	19,543	0.83	0.87
	I-4	Old Lake Wilson Rd	29,594	43	12,842	41	32,066	0.43	1.08
	Old Lake Wilson Rd	US 17/92	17,135	43	12,588	41	13,596	0.73	0.79
Old Lake Wilson Rd/CR 545	North of Osceola Park Line Rd		17,900	43	15,797	43	14,522	0.88	0.81
Lake Wilson Rd	South of Osceola Park Line Rd		21,000	43	11,666	41	14,750	0.56	0.70
Sinclair Road	East of SR 429		6,800	41	8,663	43	7,229	1.27	1.06
Old Tampay Hwy	West of S. Poinciana Blvd		7,012	44	15,861	46	6,611	2.26	0.94
	Poinciana Blvd	S Hoagland Blvd	9,880	42	16,829	43	10,115	1.70	1.02
Total			**747,325**		**668,445**		**724,988**		
2019 Osceola County I4 MOCA	0.97								
2019 Osceola County MOCA	0.97								
2019 Polk County MOCA	0.95								
*xxx - County's AADT Count									
Links in Polk County									

CFRPM61 - Year 2019 Total Traffic Volumes PSWADT (Before Validation)



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(Licensed to Vanasse Hangen Brustlin Inc)

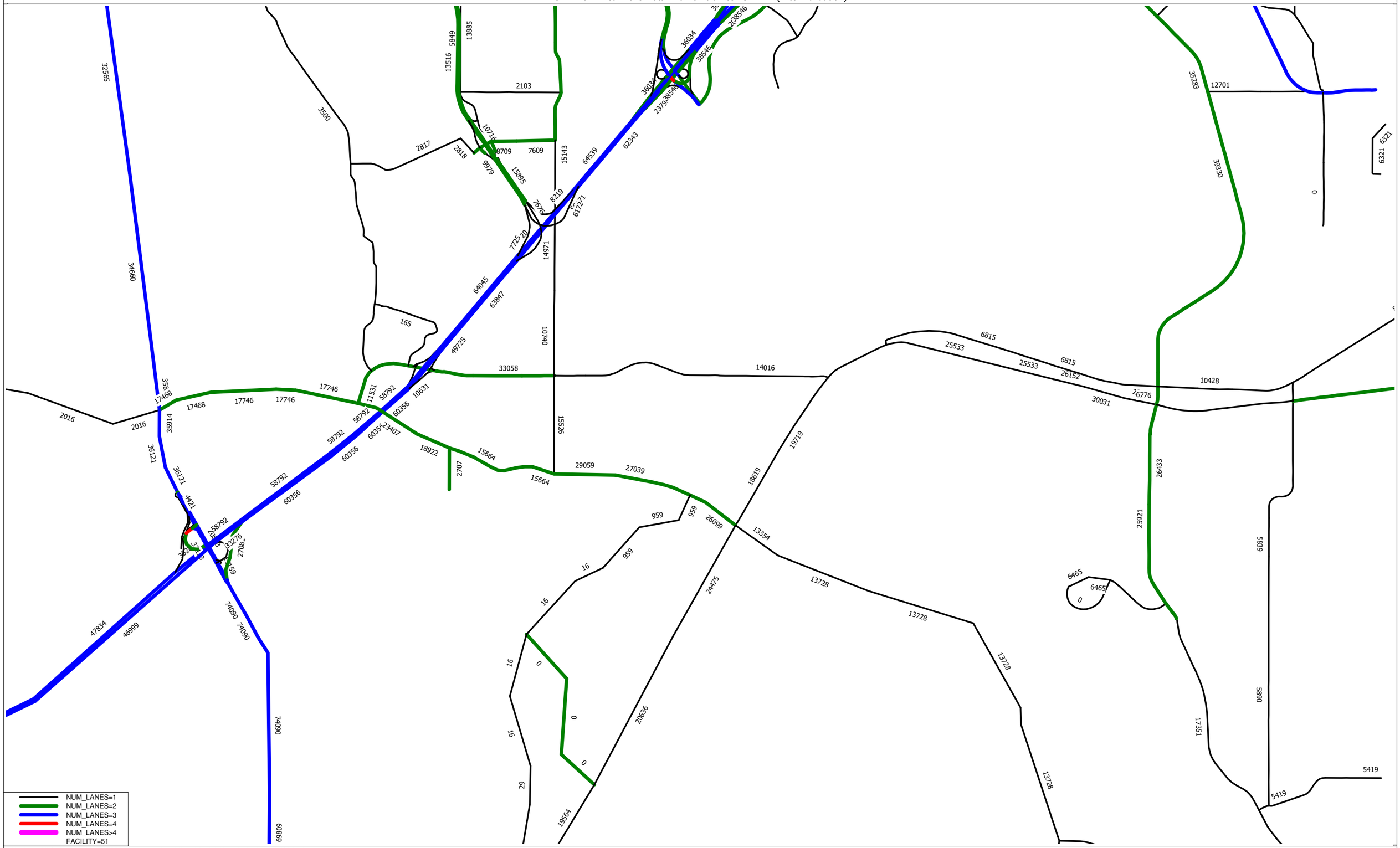
CFRPM61 - Year 2019 Total Traffic Volumes PSWADT (Before Validation)

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CFRPM61 - Year 2019 Total Traffic Volumes PSWADT (After Validation)



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CFRPM61 - Year 2019 Total Traffic Volumes PSWADT (After Validation)

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Appendix J

Future Model Plots

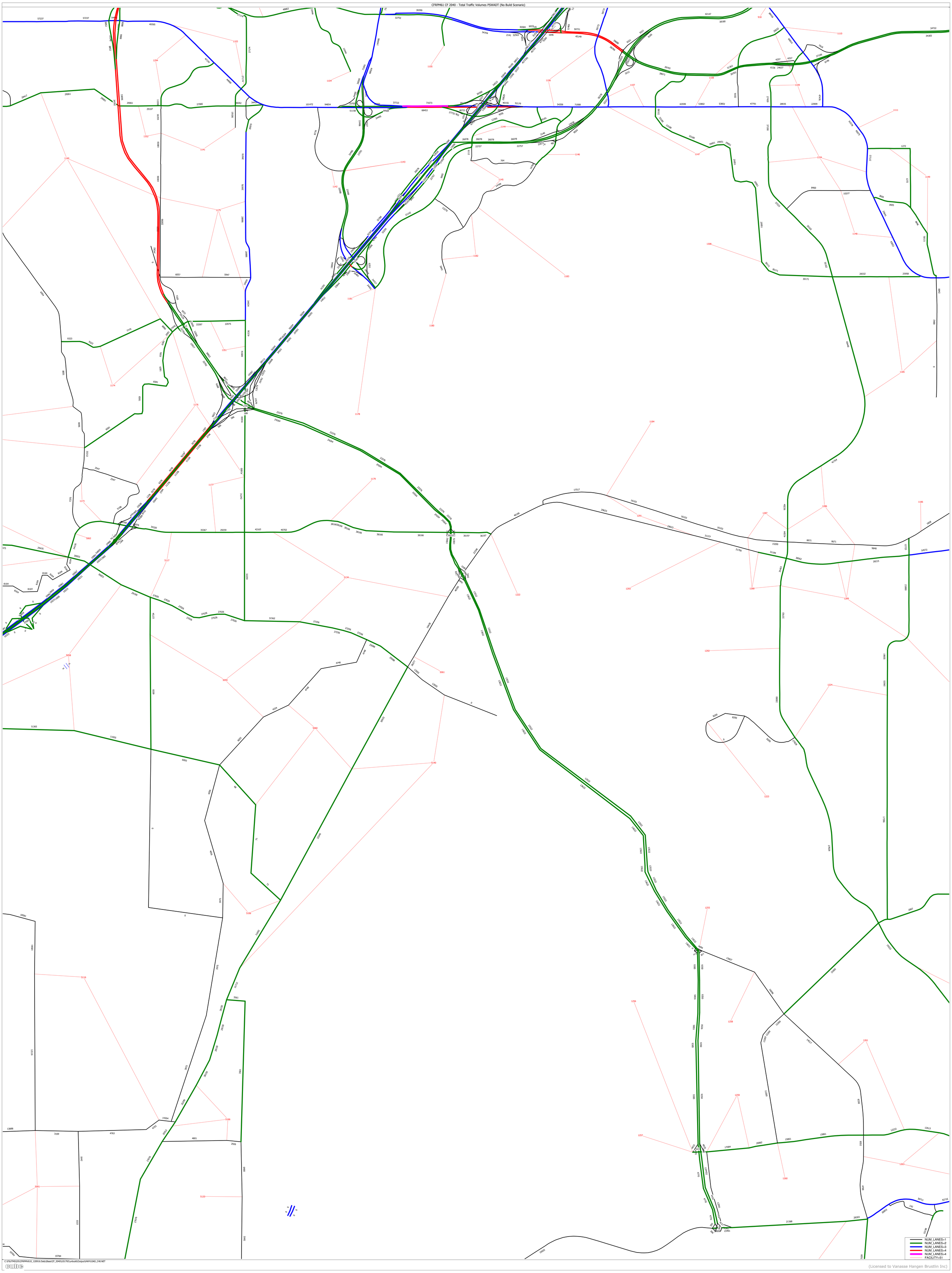
CFRPM61 CF 2040 - Total Traffic Volumes PSWADT (No Build Scenario)

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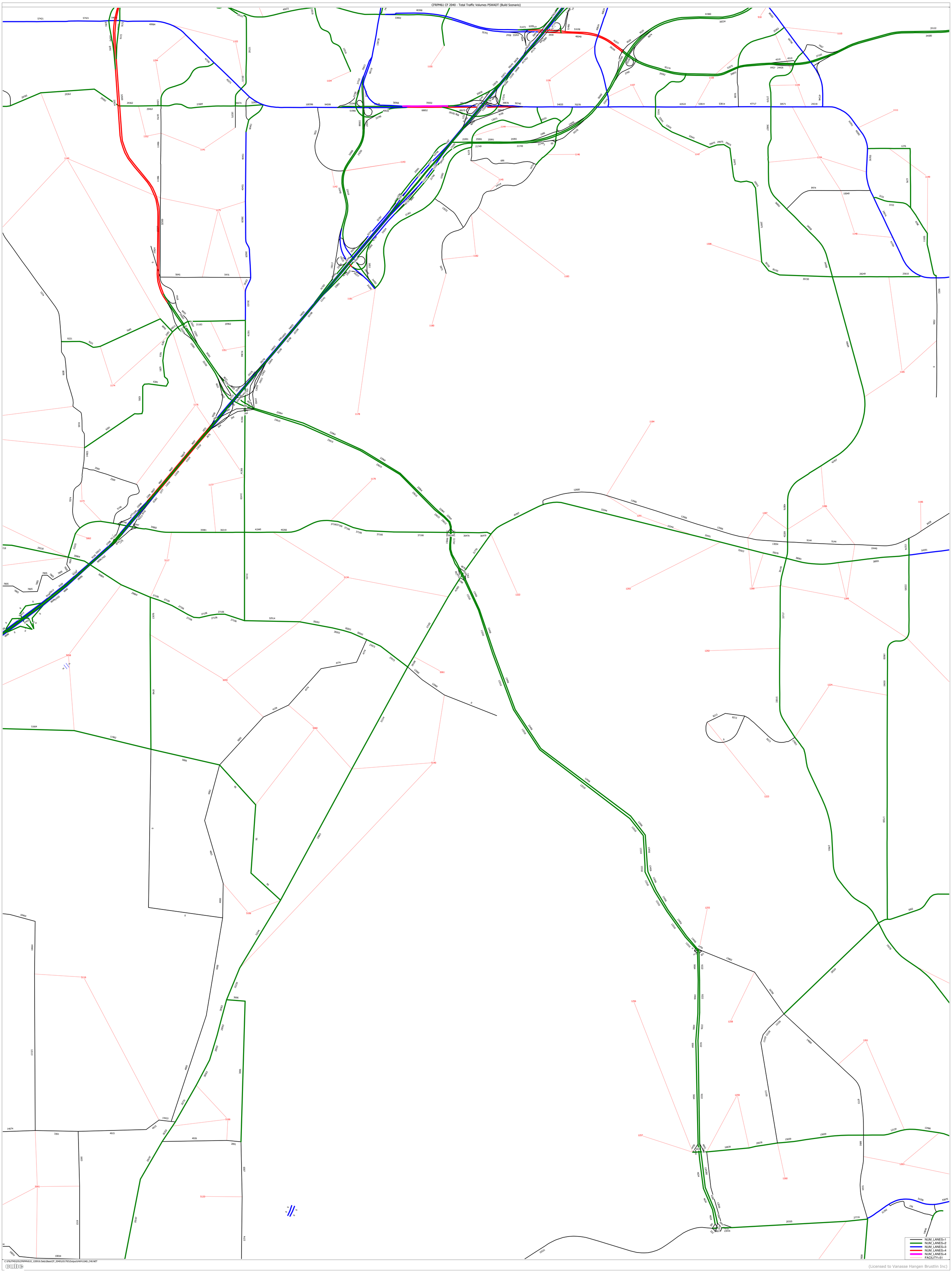
CFRPM61 CF 2040 - Total Traffic Volumes PSWADT (Build Scenario)

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Appendix K

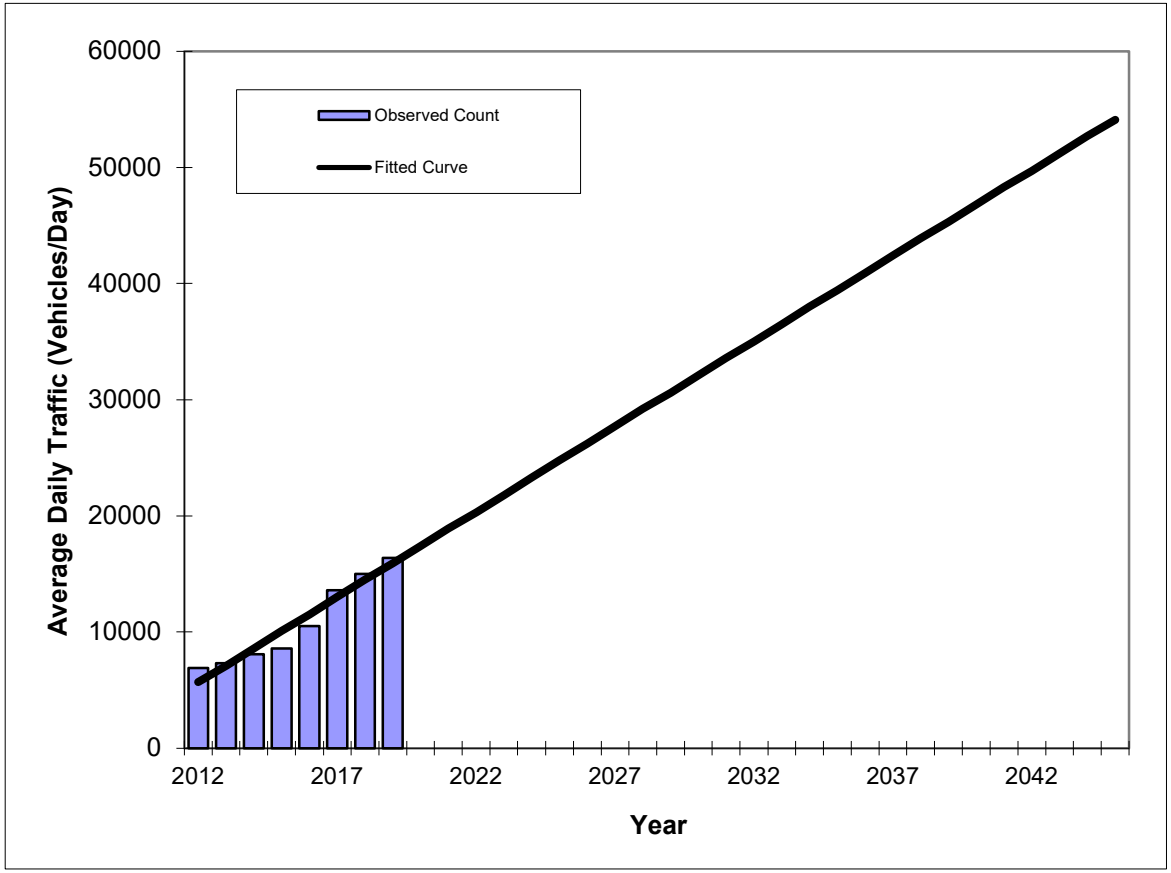
Trends Analysis

Traffic Trends - V3.0

0.009 miles NE OF POLK CO LINE

FIN#	437200-1-22-01
Location	4

County:	Osceola (92)
Station #:	0314
Highway:	US 17/92



Year	Traffic (ADT/AADT) Count*	Trend**
2012	6900	5700
2013	7300	7100
2014	8100	8600
2015	8600	10100
2016	10500	11500
2017	13600	13000
2018	15000	14500
2019	16400	15900
2025 Opening Year Trend		
2025	N/A	24800
2035 Mid-Year Trend		
2035	N/A	39400
2045 Design Year Trend		
2045	N/A	54100
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	1,469
Trend R-squared:	93.91%
Trend Annual Historic Growth Rate:	25.56%
Trend Growth Rate (2019 to Design Year):	9.24%
Printed:	21-Oct-20

Straight Line Growth Option

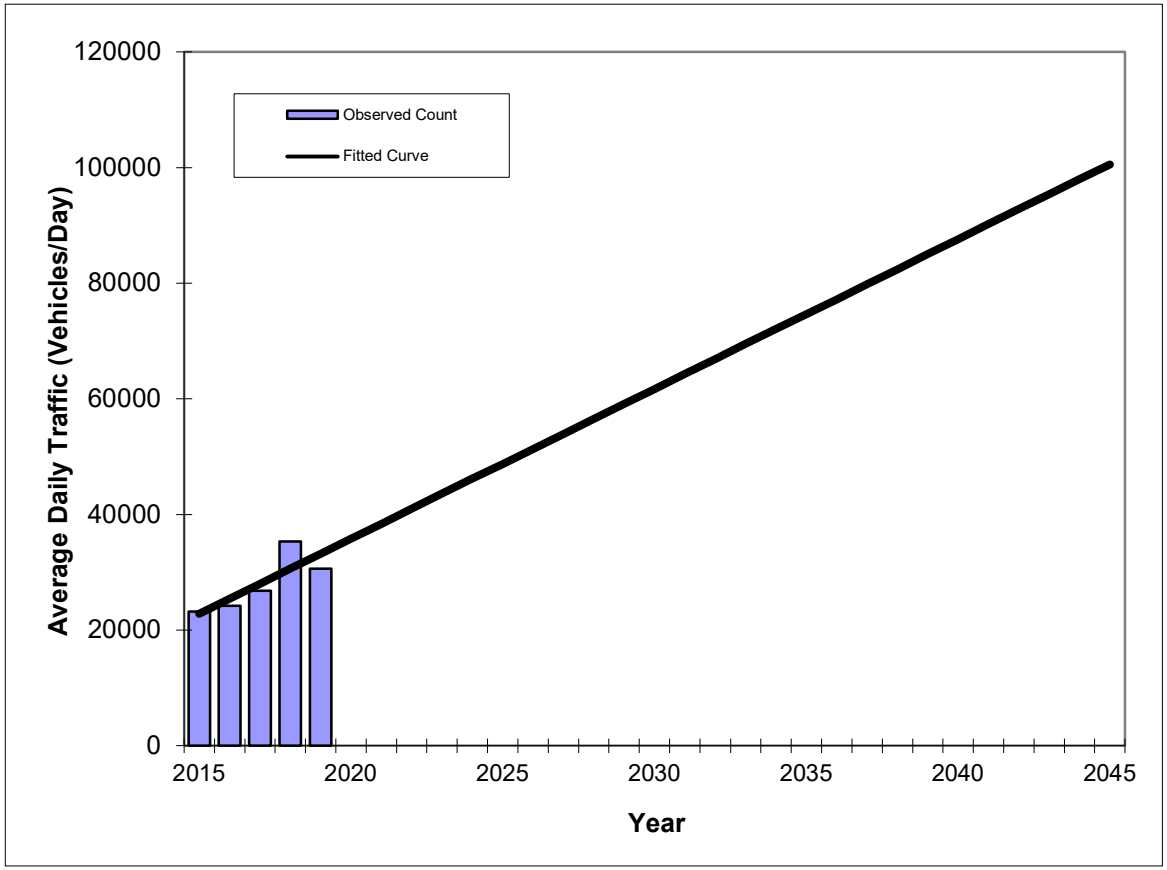
***Axle-Adjusted**

Traffic Trends - V3.0

AT REEDY CREEK BRIDGE

FIN#	437200-1-22-01
Location	4

County:	Osceola (92)
Station #:	910
Highway:	US 17-92



Year	Traffic (ADT/AADT) Count*	Trend**
2015	23200	22800
2016	24200	25400
2017	26800	28000
2018	35300	30600
2019	30600	33200
2025 Opening Year Trend		
2025	N/A	48700
2035 Mid-Year Trend		
2035	N/A	74600
2045 Design Year Trend		
2045	N/A	100500
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	2,590
Trend R-squared:	67.78%
Trend Annual Historic Growth Rate:	11.40%
Trend Growth Rate (2019 to Design Year):	7.80%
Printed:	21-Oct-20

Straight Line Growth Option

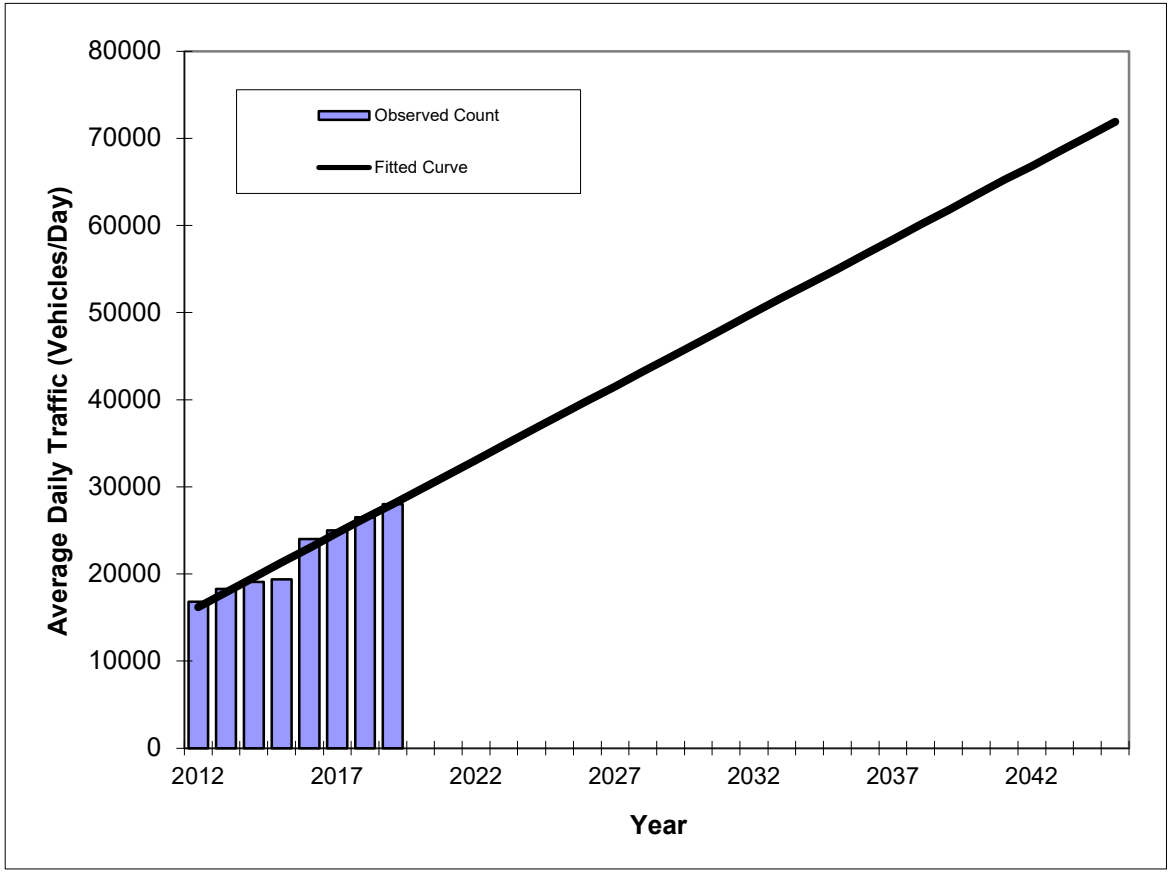
*Axle-Adjusted

Traffic Trends - V3.0

0.2 miles west of Old Tampa Highwy

FIN#	437200-1-22-01
Location	4

County:	Osceola (92)
Station #:	0029
Highway:	US 17/92



Year	Traffic (ADT/AADT) Count*	Trend**
2012	16800	16200
2013	18300	17900
2014	19100	19600
2015	19400	21300
2016	24000	23000
2017	25000	24700
2018	26500	26400
2019	28000	28000
2025 Opening Year Trend		
2025	N/A	38200
2035 Mid-Year Trend		
2035	N/A	55000
2045 Design Year Trend		
2045	N/A	71900
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	1,687
Trend R-squared:	95.61%
Trend Annual Historic Growth Rate:	10.41%
Trend Growth Rate (2019 to Design Year):	6.03%
Printed:	21-Oct-20
Straight Line Growth Option	

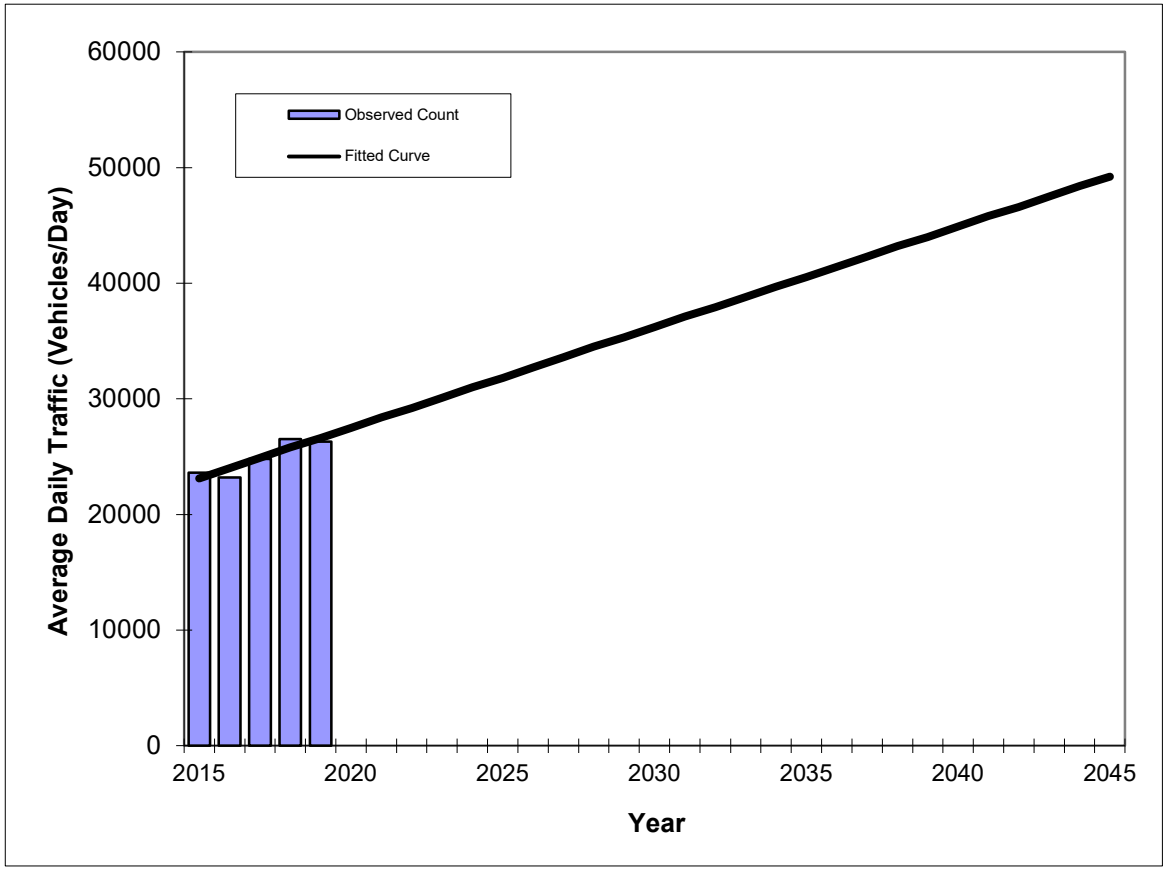
*Axle-Adjusted

Traffic Trends - V3.0

W OF POINCIANA BLVD

FIN#	437200-1-22-01
Location	4

County:	Osceola (92)
Station #:	914
Highway:	US 17-92



Year	Traffic (ADT/AADT) Count*	Trend**
2015	23600	23100
2016	23200	24000
2017	24800	24900
2018	26500	25800
2019	26300	26600
2025 Opening Year Trend		
2025	N/A	31800
2035 Mid-Year Trend		
2035	N/A	40500
2045 Design Year Trend		
2045	N/A	49200
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	870
Trend R-squared:	83.10%
Trend Annual Historic Growth Rate:	3.79%
Trend Growth Rate (2019 to Design Year):	3.27%
Printed:	21-Oct-20

Straight Line Growth Option

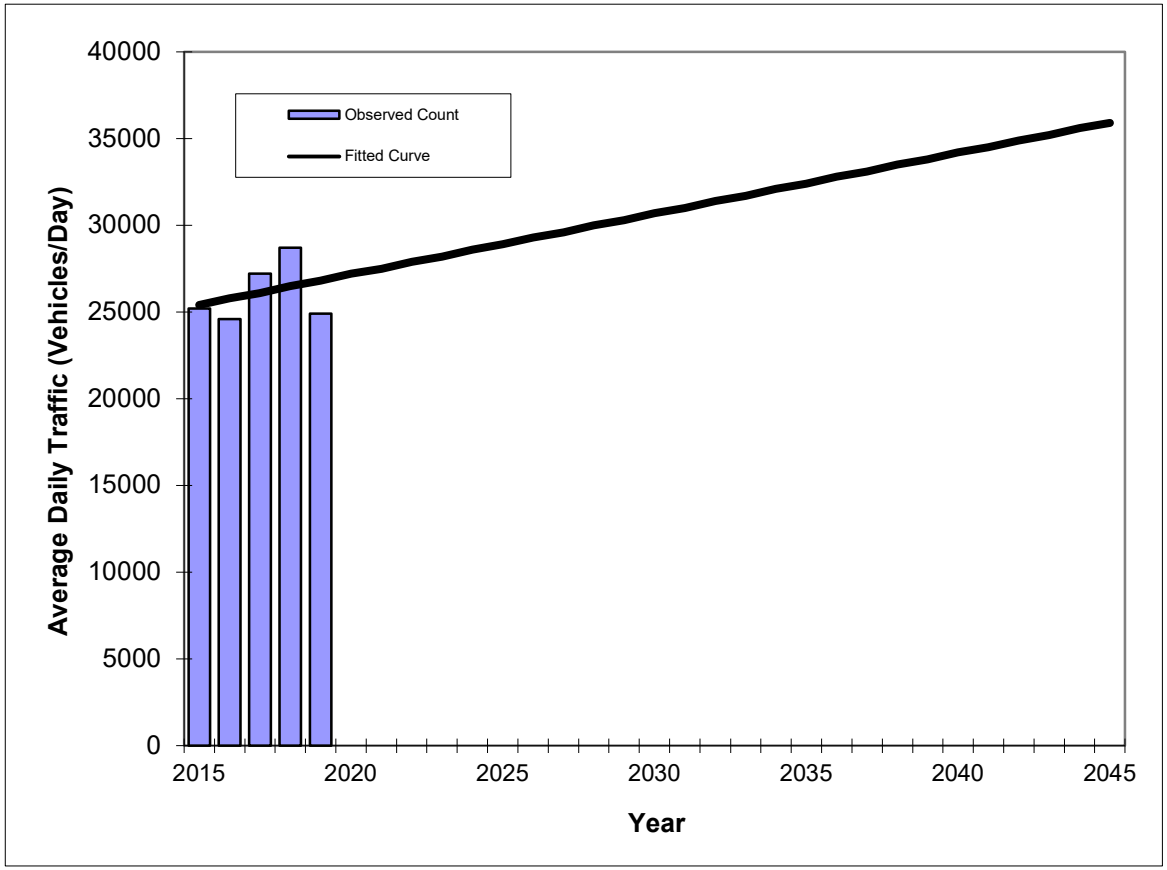
***Axle-Adjusted**

Traffic Trends - V3.0

E OF POINCIANA BLVD

FIN#	437200-1-22-01
Location	4

County:	Osceola (92)
Station #:	922
Highway:	US 17-92



Year	Traffic (ADT/AADT) Count*	Trend**
2015	25200	25400
2016	24600	25800
2017	27200	26100
2018	28700	26500
2019	24900	26800
2025 Opening Year Trend		
2025	N/A	28900
2035 Mid-Year Trend		
2035	N/A	32400
2045 Design Year Trend		
2045	N/A	35900
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	350
Trend R-squared:	9.83%
Trend Annual Historic Growth Rate:	1.38%
Trend Growth Rate (2019 to Design Year):	1.31%
Printed:	21-Oct-20

Straight Line Growth Option

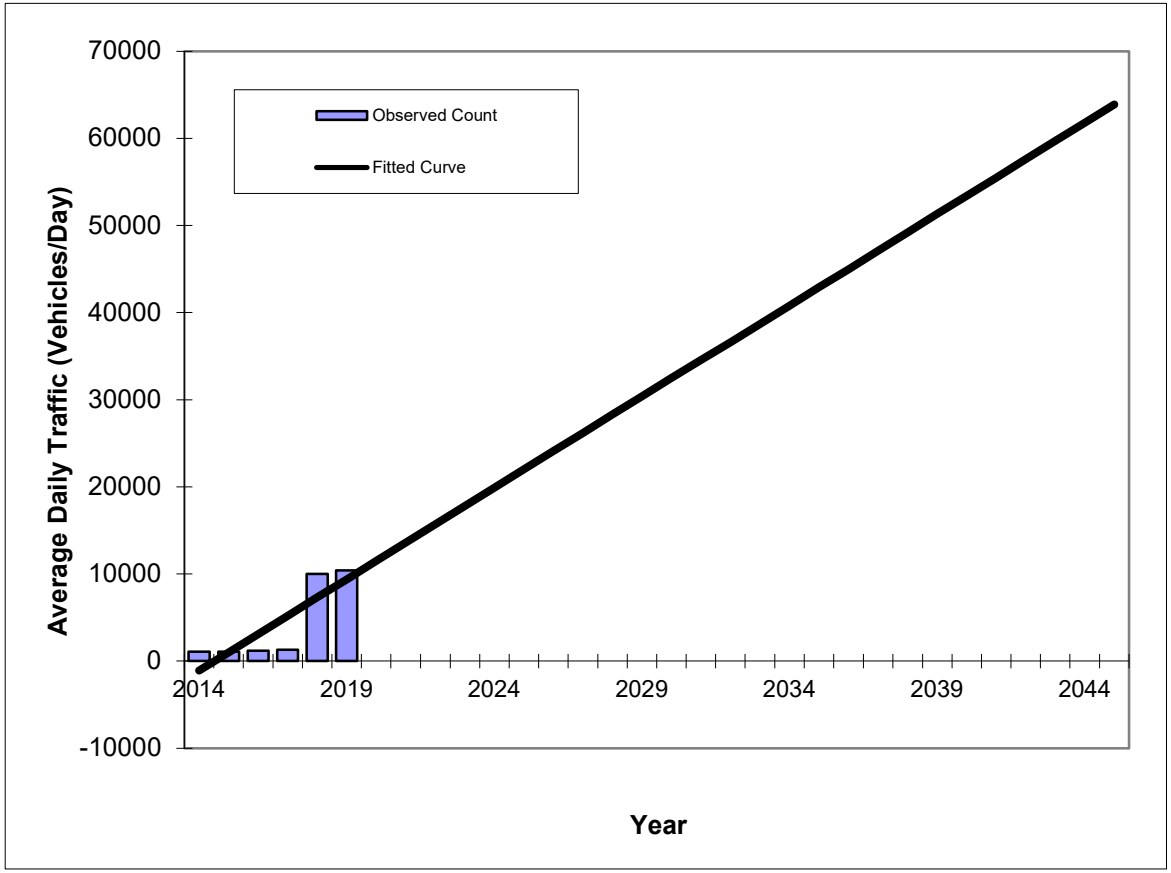
***Axle-Adjusted**

Traffic Trends - V3.0

East of US 17/92

FIN#	432700-1-22-01
Location	4

County:	Polk (16)
Station #:	4676
Highway:	KINNEY HARMON RD



Year	Traffic (ADT/AADT) Count*	Trend**
2014	1100	-1100
2015	1100	1000
2016	1200	3100
2017	1300	5200
2018	10000	7300
2019	10400	9400
2025 Opening Year Trend		
2025	N/A	22000
2035 Mid-Year Trend		
2035	N/A	42900
2045 Design Year Trend		
2045	N/A	63900
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	2,094
Trend R-squared:	70.61%
Trend Annual Historic Growth Rate:	-190.91%
Trend Growth Rate (2019 to Design Year):	22.30%
Printed:	21-Oct-20

Straight Line Growth Option

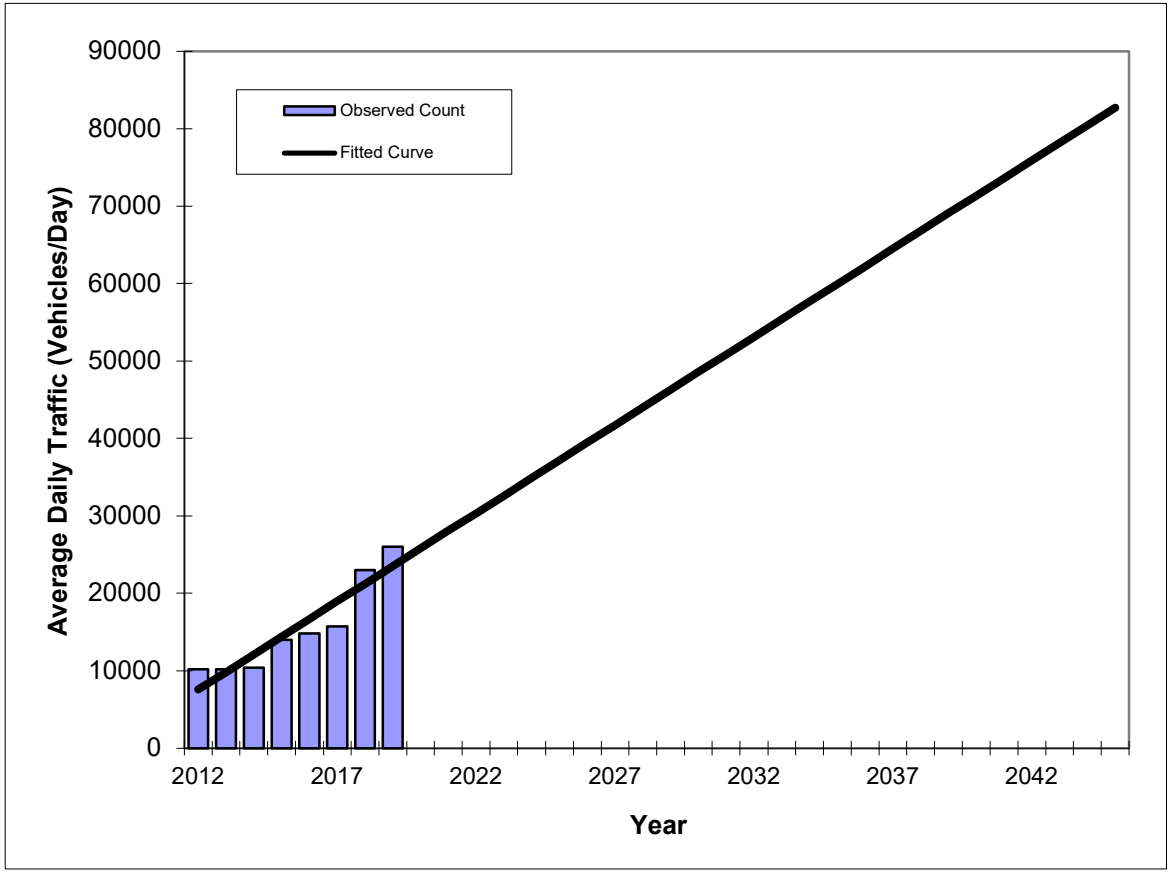
***Axle-Adjusted**

Traffic Trends - V3.0

Ronald Reagan (CR 54) , East of Lake Wilson Rd (PC 104)

FIN#	437200-2-22-01
Location	4

County:	Polk (16)
Station #:	0
Highway:	RONALD REAGAN PKWY (CR 54)



Year	Traffic (ADT/AADT) Count*	Trend**
2012	10200	7600
2013	10200	9800
2014	10400	12100
2015	14000	14400
2016	14800	16700
2017	15700	19000
2018	23000	21200
2019	26000	23500
2025 Opening Year Trend		
2025	N/A	37200
2035 Mid-Year Trend		
2035	N/A	59900
2045 Design Year Trend		
2045	N/A	82700
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	2,277
Trend R-squared:	86.63%
Trend Annual Historic Growth Rate:	29.89%
Trend Growth Rate (2019 to Design Year):	9.69%
Printed:	21-Oct-20
Straight Line Growth Option	

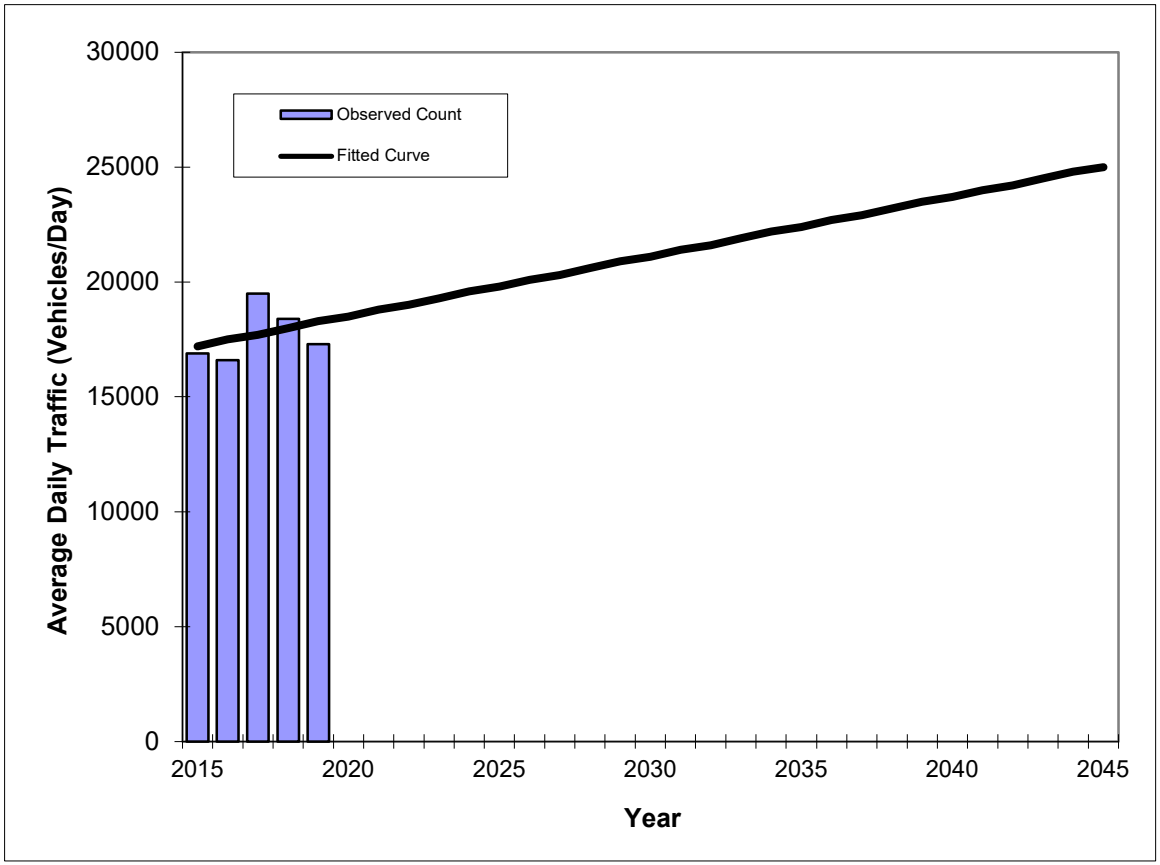
*Axle-Adjusted

Traffic Trends - V3.0

E OF OLD LAKE WILSON RD

FIN#	437200-1-22-01
Location	4

County:	Osceola (92)
Station #:	102
Highway:	OSCEOLA POLK LINE RD



Year	Traffic (ADT/AADT) Count*	Trend**
2015	16900	17200
2016	16600	17500
2017	19500	17700
2018	18400	18000
2019	17300	18300
2025 Opening Year Trend		
2025	N/A	19800
2035 Mid-Year Trend		
2035	N/A	22400
2045 Design Year Trend		
2045	N/A	25000
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	260
Trend R-squared:	11.79%
Trend Annual Historic Growth Rate:	1.60%
Trend Growth Rate (2019 to Design Year):	1.41%
Printed:	21-Oct-20

Straight Line Growth Option

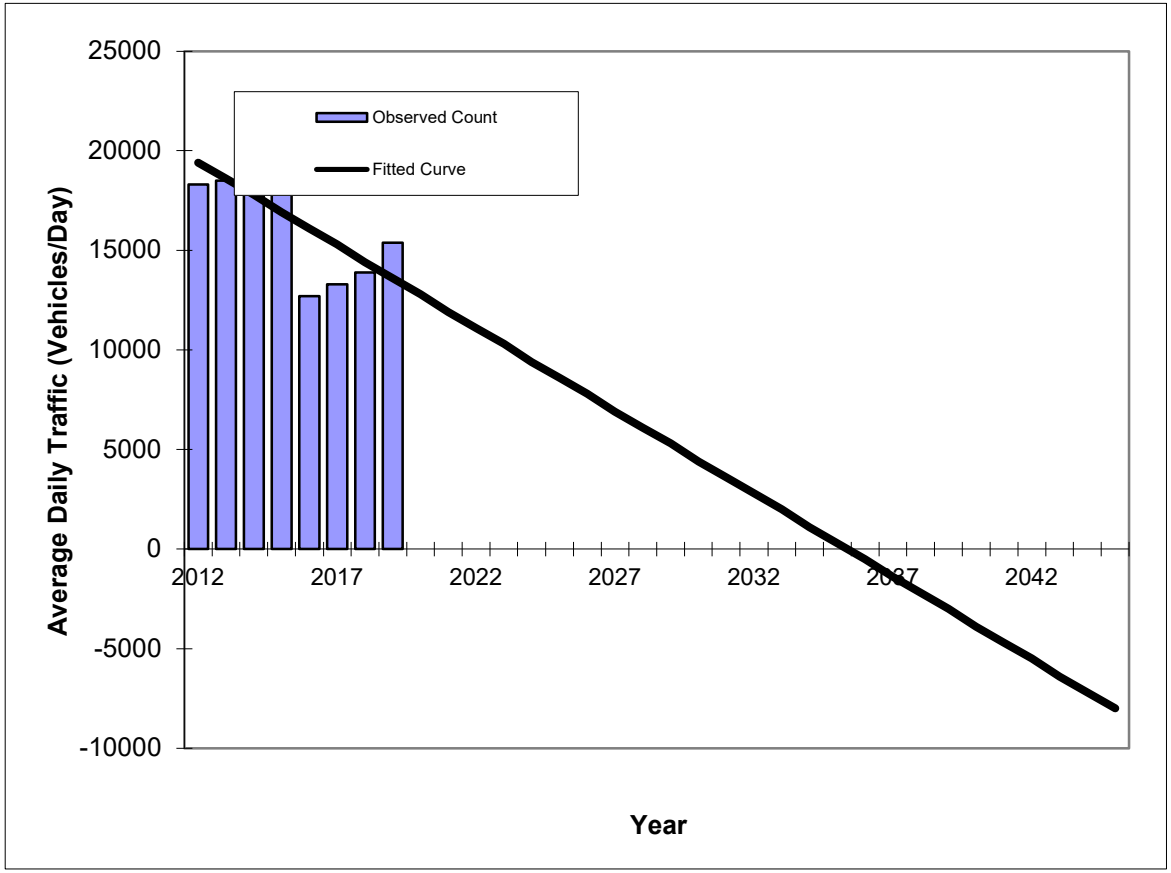
***Axle-Adjusted**

Traffic Trends - V3.0

E OF I-4 - OFF SYSTEM

FIN#	437200-1-22-01
Location	4

County:	Osceola (92)
Station #:	8076
Highway:	OSCEOLA POLK LINE RD



Year	Traffic (ADT/AADT) Count*	Trend**
2012	18300	19400
2013	18500	18600
2014	19600	17800
2015	20400	16900
2016	12700	16100
2017	13300	15300
2018	13900	14400
2019	15400	13600
2025 Opening Year Trend		
2025	N/A	8600
2035 Mid-Year Trend		
2035	N/A	300
2045 Design Year Trend		
2045	N/A	-8000
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-832
Trend R-squared:	44.95%
Trend Annual Historic Growth Rate:	-4.27%
Trend Growth Rate (2019 to Design Year):	-6.11%
Printed:	21-Oct-20

Straight Line Growth Option

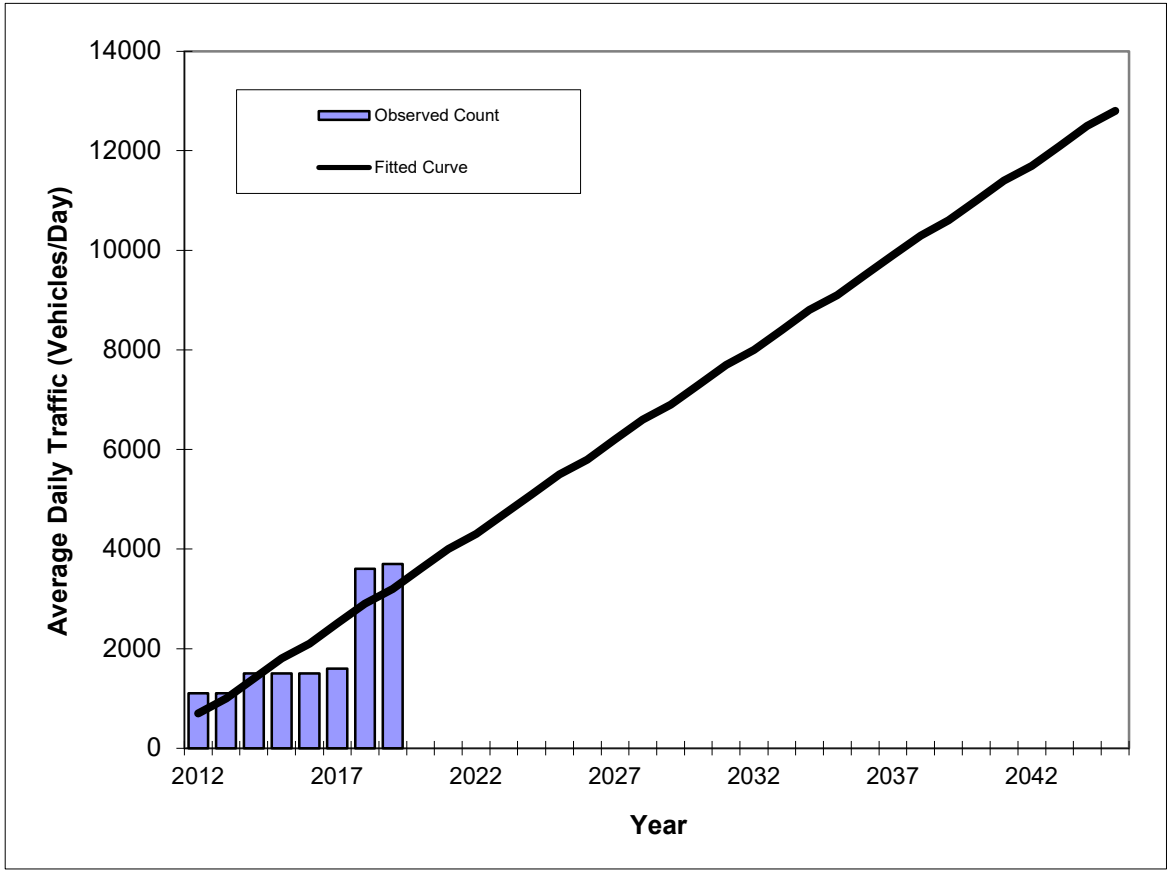
*Axle-Adjusted

Traffic Trends - V3.0

BTWN S OBT & POINCIANA BLVD

FIN#	437200-1-22-01
Location	4

County:	Osceola (92)
Station #:	8007
Highway:	OLD TAMPA HWY



Year	Traffic (ADT/AADT) Count*	Trend**
2012	1100	700
2013	1100	1000
2014	1500	1400
2015	1500	1800
2016	1500	2100
2017	1600	2500
2018	3600	2900
2019	3700	3200
2025 Opening Year Trend		
2025	N/A	5500
2035 Mid-Year Trend		
2035	N/A	9100
2045 Design Year Trend		
2045	N/A	12800
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	369
Trend R-squared:	71.86%
Trend Annual Historic Growth Rate:	51.02%
Trend Growth Rate (2019 to Design Year):	11.54%
Printed:	21-Oct-20
Straight Line Growth Option	

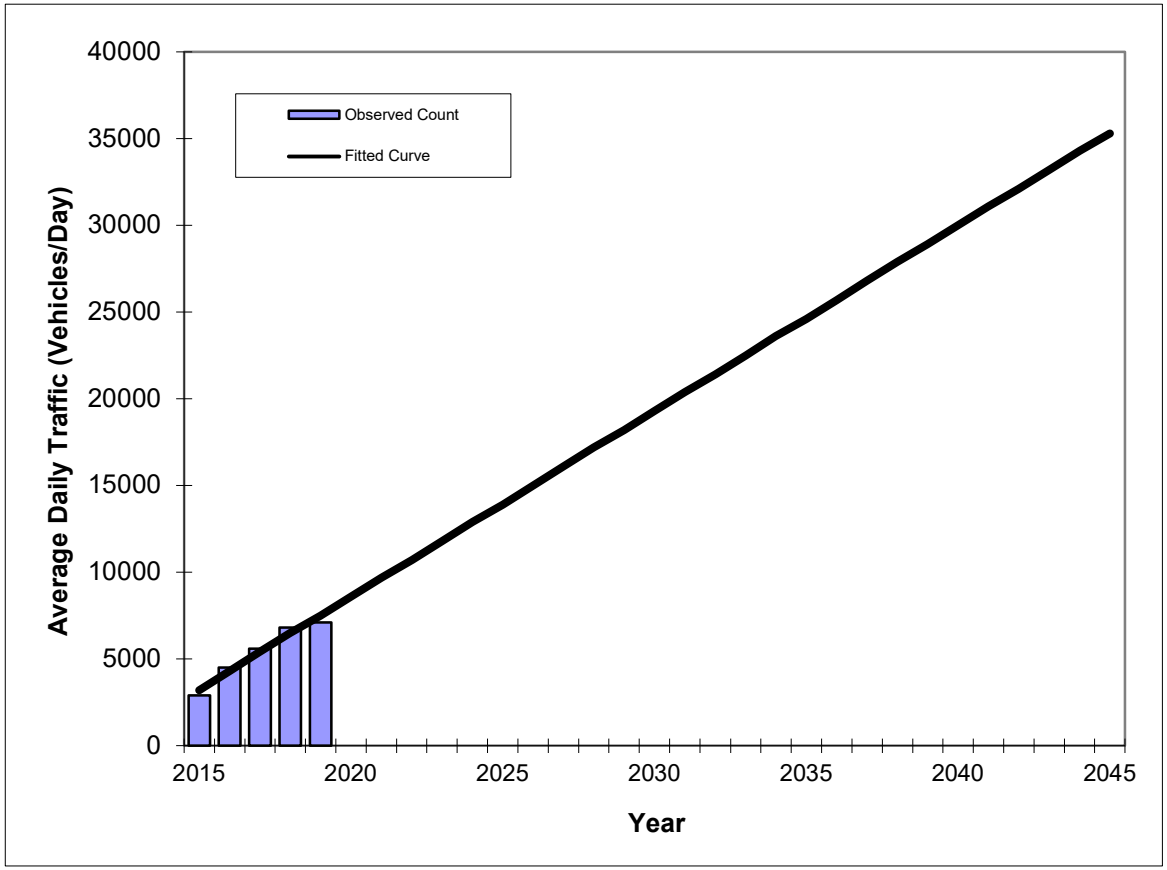
*Axle-Adjusted

Traffic Trends - V3.0

W OF POINCIANA BLVD

FIN#	437200-1-22-01
Location	4

County:	Osceola (92)
Station #:	208
Highway:	OLD TAMPA HWY



Year	Traffic (ADT/AADT) Count*	Trend**
2015	2900	3200
2016	4500	4300
2017	5600	5400
2018	6800	6500
2019	7100	7500
2025 Opening Year Trend		
2025	N/A	13900
2035 Mid-Year Trend		
2035	N/A	24600
2045 Design Year Trend		
2045	N/A	35300
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	1,070
Trend R-squared:	95.82%
Trend Annual Historic Growth Rate:	33.59%
Trend Growth Rate (2019 to Design Year):	14.26%
Printed:	21-Oct-20

Straight Line Growth Option

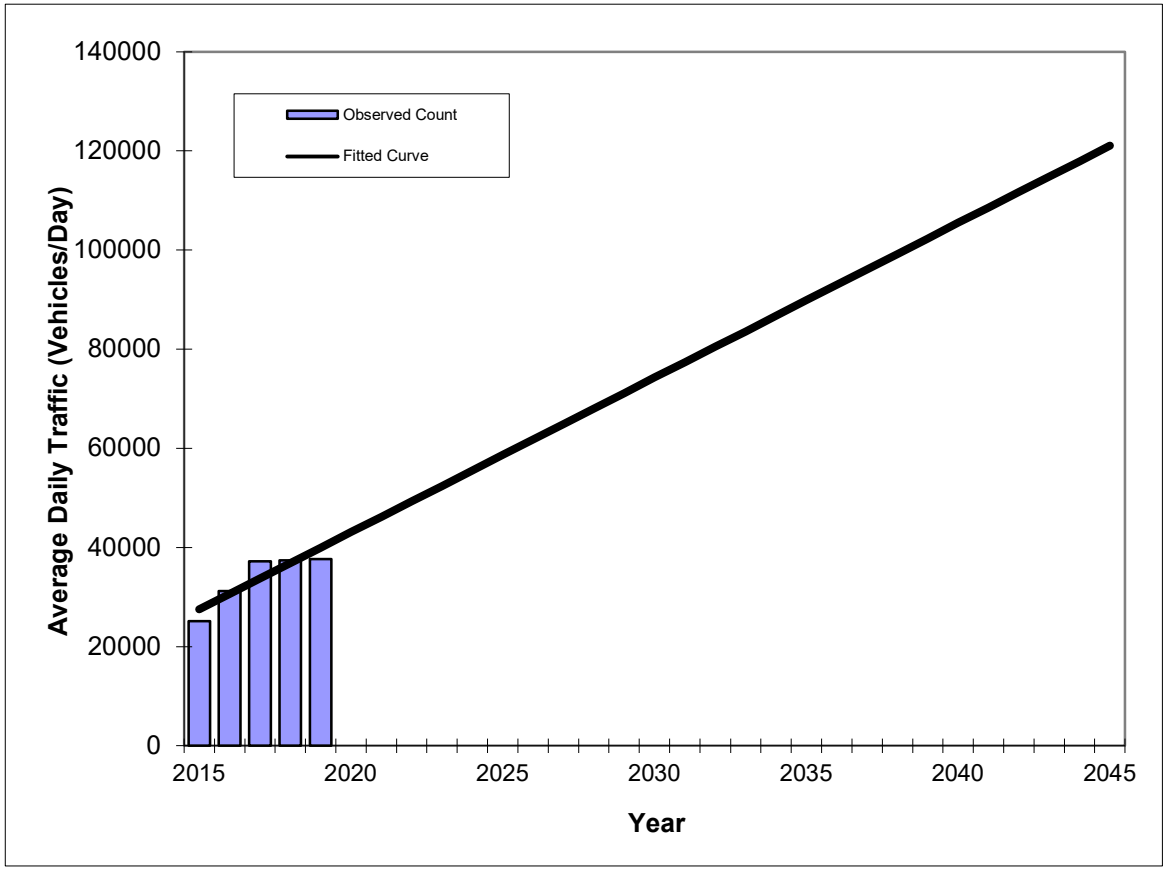
***Axle-Adjusted**

Traffic Trends - V3.0

N OF US 17-92

FIN#	437200-1-22-01
Location	4

County:	Osceola (92)
Station #:	201
Highway:	POINCIANA BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2015	25100	27500
2016	31200	30600
2017	37200	33700
2018	37400	36800
2019	37600	39900
2025 Opening Year Trend		
2025	N/A	58700
2035 Mid-Year Trend		
2035	N/A	89900
2045 Design Year Trend		
2045	N/A	121100
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	3,120
Trend R-squared:	80.21%
Trend Annual Historic Growth Rate:	11.27%
Trend Growth Rate (2019 to Design Year):	7.83%
Printed:	21-Oct-20

Straight Line Growth Option

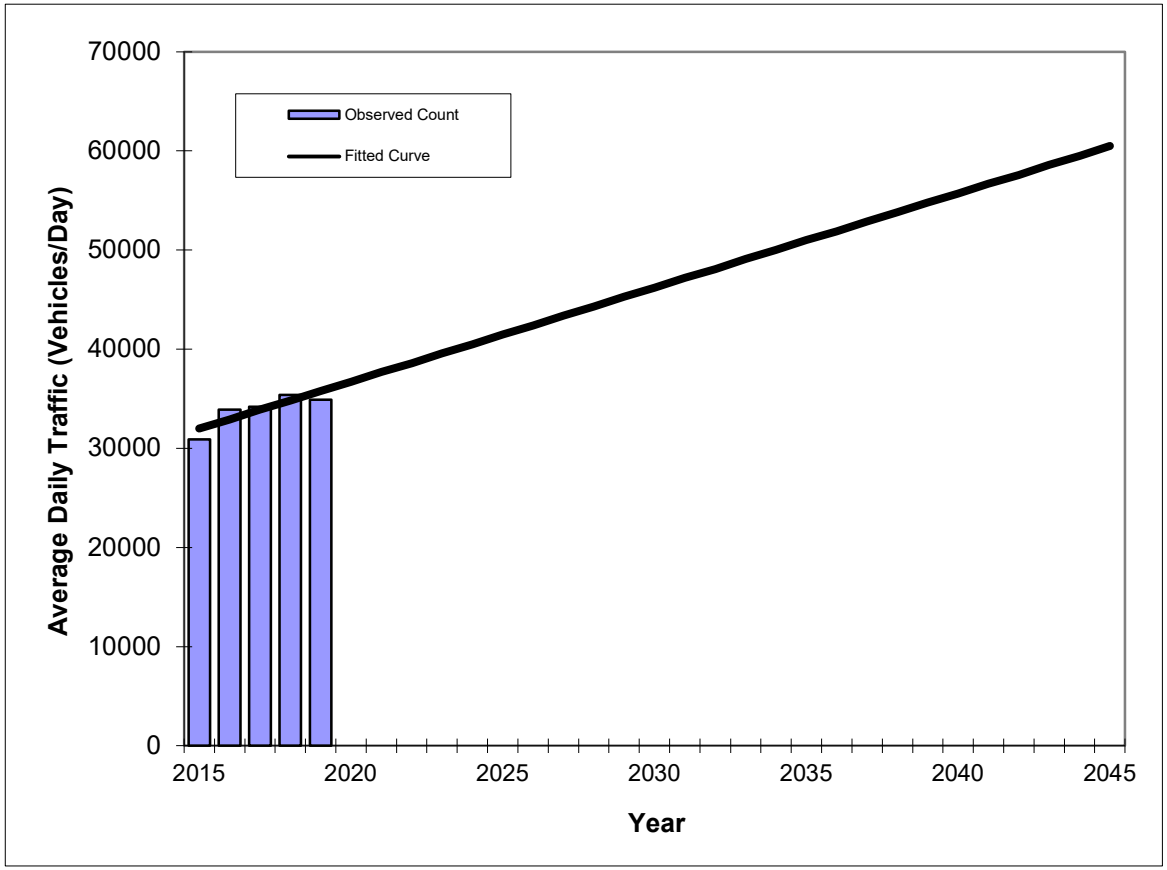
***Axle-Adjusted**

Traffic Trends - V3.0

N OF REEDY CREEK SCHOOL (South of US 17/92)

FIN#	437200-1-22-01
Location	4

County:	Osceola (92)
Station #:	202
Highway:	POINCIANA BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2015	30900	32000
2016	33900	32900
2017	34200	33900
2018	35400	34800
2019	34900	35800
2025 Opening Year Trend		
2025	N/A	41500
2035 Mid-Year Trend		
2035	N/A	51000
2045 Design Year Trend		
2045	N/A	60500
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	950
Trend R-squared:	73.18%
Trend Annual Historic Growth Rate:	2.97%
Trend Growth Rate (2019 to Design Year):	2.65%
Printed:	21-Oct-20

Straight Line Growth Option

***Axle-Adjusted**

Appendix L

BEBR Estimates

College of Liberal Arts and Sciences
Bureau of Economic and Business Research

BEBR

Florida Population Studies

Volume 53, Bulletin 186, January 2020

Projections of Florida Population by County, 2020–2045, with Estimates for 2019

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 April 1, 2010 census population count by age, sex, race, and Hispanic origin, as adjusted by the National Center for Health Statistics (NCHS) in the Vintage 2017 bridged race population estimates. Projections were made in one-year intervals using a cohort-component methodology in which births, deaths, and migration are projected separately for each age-sex cohort in Florida for non-Hispanic whites, non-Hispanic nonwhites, and Hispanics. 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 change, they provide a reasonable range in which Florida's future population is likely to fall.

Survival rates were applied by single year of age, sex, race, and Hispanic origin to project future deaths in the population. These rates were based on Florida Life Tables for 2007–2013, using mortality data published by the Office of Vital Statistics in the Florida Department of Health. The survival rates were adjusted upward each year until 2044 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 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 Public Use Microdata Sample (PUMS) files from the 2005–2009 and 2013–2017 American Community Survey (ACS) 5-year estimates. We chose an average of those two sets of migration estimates because the recession of 2007–2009 had a substantial impact on migration patterns in Florida, affecting in- and out-migration in both time periods; in addition, projections based on more than one time period

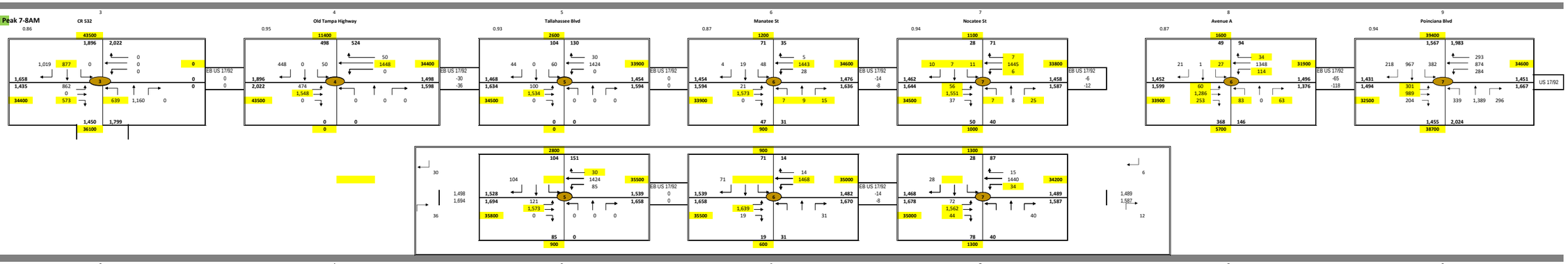
Projections of Florida Population by County, 2020–2045, with Estimates for 2019 (continued)

County and State	Estimates April 1, 2019	Projections, April 1					
		2020	2025	2030	2035	2040	2045
MIAMI-DADE	2,812,130						
Low		2,734,000	2,815,500	2,873,400	2,917,900	2,938,500	2,944,500
Medium		2,849,900	3,022,600	3,167,900	3,294,700	3,399,200	3,489,900
High		2,961,800	3,214,300	3,458,200	3,679,000	3,875,800	4,057,700
MONROE	76,212						
Low		73,200	71,500	69,800	68,100	66,400	64,700
Medium		76,300	76,500	76,800	77,100	77,400	77,700
High		79,300	81,900	84,500	87,000	89,200	91,400
NASSAU	85,070						
Low		81,600	86,200	89,400	91,200	92,100	92,500
Medium		86,900	95,800	103,100	109,100	114,300	118,900
High		92,100	104,300	116,100	127,200	137,500	148,000
OKALOOSA	201,514						
Low		195,500	199,600	202,500	203,600	203,900	203,900
Medium		203,800	214,300	223,300	230,400	236,600	242,300
High		211,800	227,900	243,700	256,800	269,000	280,900
OKEECHOBEE	41,808						
Low		40,400	40,600	40,400	40,200	39,800	39,400
Medium		42,100	43,400	44,400	45,300	46,000	46,700
High		43,800	46,500	48,900	51,300	53,500	55,700
ORANGE	1,386,080						
Low		1,346,300	1,439,500	1,504,600	1,548,500	1,584,300	1,610,900
Medium		1,418,900	1,573,000	1,696,800	1,797,400	1,888,700	1,972,200
High		1,488,000	1,686,200	1,869,600	2,029,700	2,188,600	2,344,100
OSCEOLA	370,552						
Low		361,000	406,300	442,500	469,700	491,000	508,900
Medium		384,800	452,100	510,200	558,900	602,200	642,600
High		407,000	488,400	568,000	640,700	711,600	783,900
PALM BEACH	1,447,857						
Low		1,406,300	1,441,300	1,465,900	1,483,700	1,494,900	1,497,500
Medium		1,465,800	1,547,200	1,616,500	1,676,600	1,729,500	1,775,200
High		1,523,500	1,645,400	1,764,200	1,870,700	1,971,800	2,063,600
PASCO	527,122						
Low		515,300	545,800	569,400	585,600	597,100	605,200
Medium		537,300	586,100	626,800	659,200	686,700	711,000
High		558,300	623,100	685,200	738,300	787,600	833,900
PINELLAS	978,045						
Low		955,000	962,400	962,500	957,600	953,600	948,200
Medium		984,900	1,014,400	1,035,600	1,051,300	1,066,600	1,080,600
High		1,014,100	1,069,900	1,120,200	1,158,700	1,197,400	1,233,300
POLK	690,606						
Low		668,200	701,500	723,800	737,600	745,000	748,800
Medium		704,100	766,400	817,000	858,000	893,100	924,700
High		738,500	821,700	899,500	966,700	1,029,200	1,089,600
PUTNAM	73,268						
Low		70,400	68,700	66,900	65,300	63,500	61,800
Medium		73,300	73,600	73,700	73,900	74,100	74,300
High		76,300	78,700	81,100	83,400	85,400	87,300
ST. JOHNS	254,412						
Low		247,500	278,000	301,300	318,500	332,400	343,900
Medium		263,900	309,300	347,600	379,400	408,100	434,900
High		279,200	334,200	386,800	434,500	481,800	529,700
ST. LUCIE	309,359						
Low		302,300	319,300	333,800	344,300	352,000	357,600
Medium		315,200	342,900	367,500	387,400	404,400	419,400
High		327,500	364,600	401,700	434,100	464,300	492,800

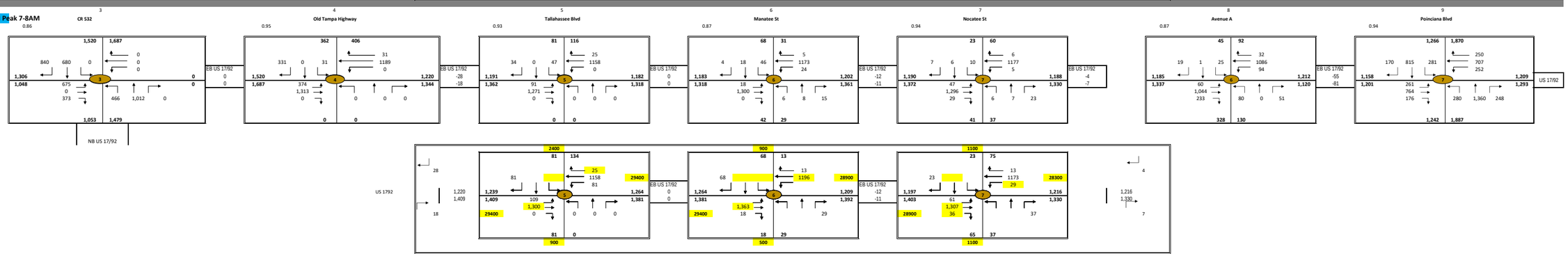
Appendix M

TURNS5 Sheets

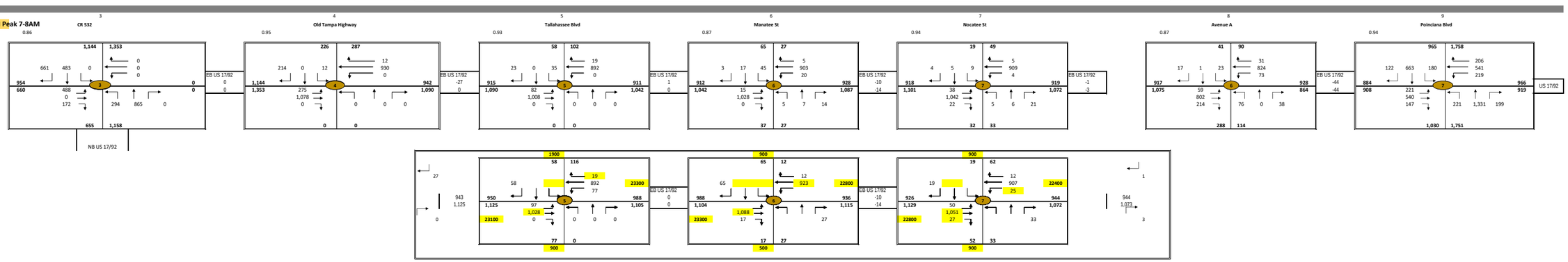
2045 AM Peak 7-8AM



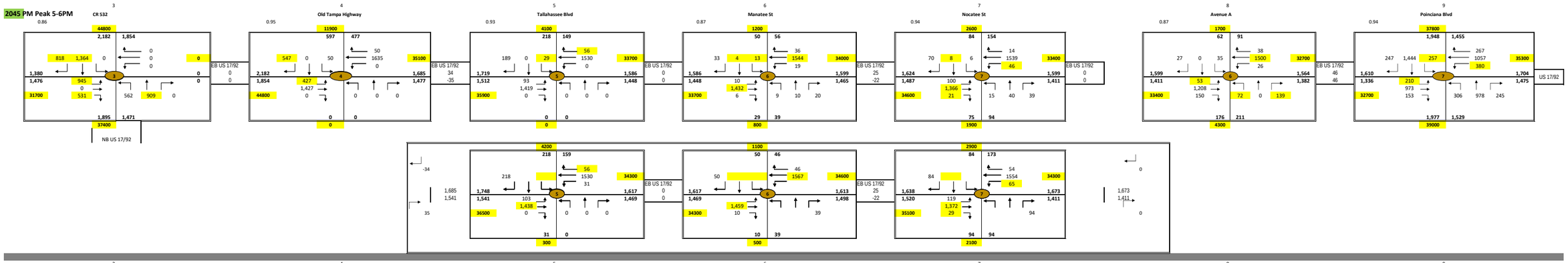
2035 AM Peak 7-8AM



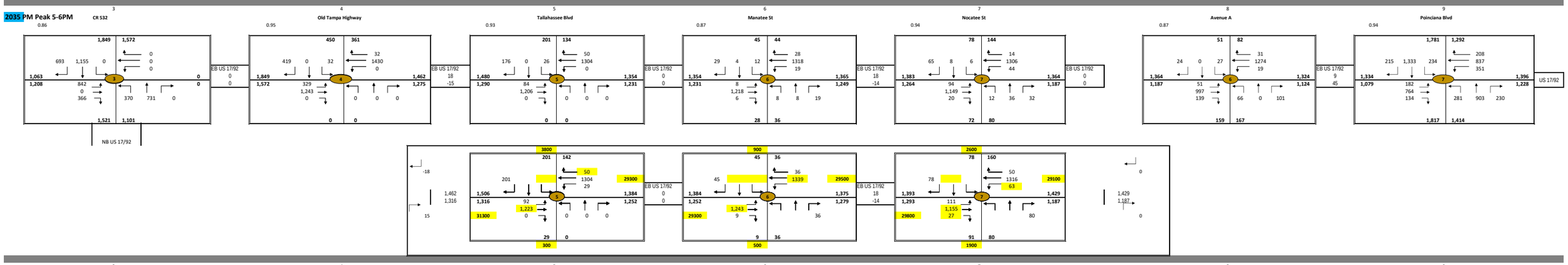
2025 AM Peak 7-8AM



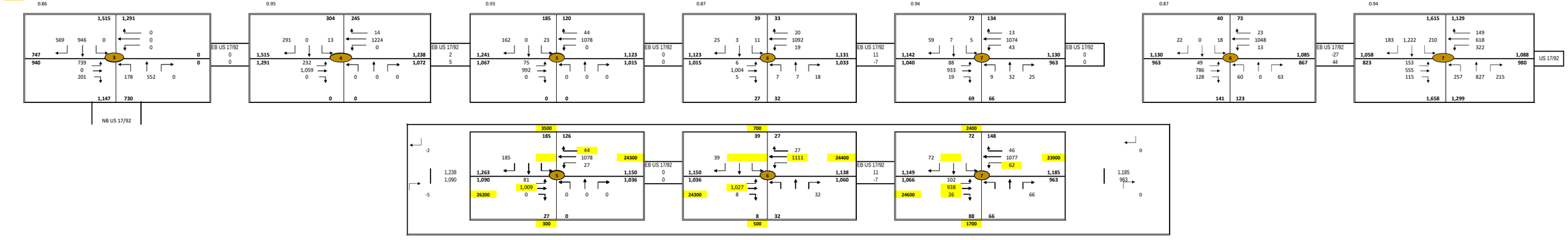
2045 PM Peak 5-6PM



2035 PM Peak 5-6PM



2025 PM Peak 5-6PM



TURNS5 ANALYSIS SHEET - INPUT

Analyst: VHB
Date: 22-Jan-21
Highway: US 17/92
Intersection: CR 532 - Future AM
Project: US 17/92 from CR 54 to Avenue A
County: Osceola

Is the Mainline Oriented North/South? (Enter Yes or No) — Yes

Is this a 4 way intersection?
- ○ Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ○ EB, WB, and SB
- ○ EB, WB, and NB
- ◉ EB, SB, and NB
- ○ WB, SB, and NB

K Factors	
Mainline	9.00%
Side street	9.00%

D Factors	
Mainline	
Northbound (NB)	57.0%
Southbound (SB)	43.0%
Side street	
Westbound (WB)	0.0%
Eastbound (EB)	43.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N) — Yes

If "Yes" go to cell C47 If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2020		
Opening	2025	5.27%	3.69%
Mid	2035		
Design	2045		

Mainline Growth Function: ◉ Linear ○ Exponential ○ Decaying

Side Street Growth Function: ◉ Linear ○ Exponential ○ Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
16500	0	29000	16400	61900

Enter Project and Model Years

	Year
Base	2020
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2020	16500	0	29000	16400	61900
2045	35000	0	43500	38000	116500

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2020**
(EB LT)	*West-to-North*	87.9%	376
(EB THRU)	*West-to-East*	0.0%	0
(EB RT)	*West-to-South*	12.1%	52
(WB LT)	*East-to-South*	0.0%	0
(WB THRU)	*East-to-West*	0.0%	0
(WB RT)	*East-to-North*	0.0%	0
(SB LT)	*North-to-East*	0.0%	0
(SB THRU)	*North-to-South*	39.8%	365
(SB RT)	*North-to-West*	60.2%	553
(NB LT)	*South-to-West*	19.7%	190
(NB THRU)	*South-to-North*	80.3%	776
(NB RT)	*South-to-East*	0.0%	0

Desired Closure: 5.00

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
Existing Turning Movement Counts

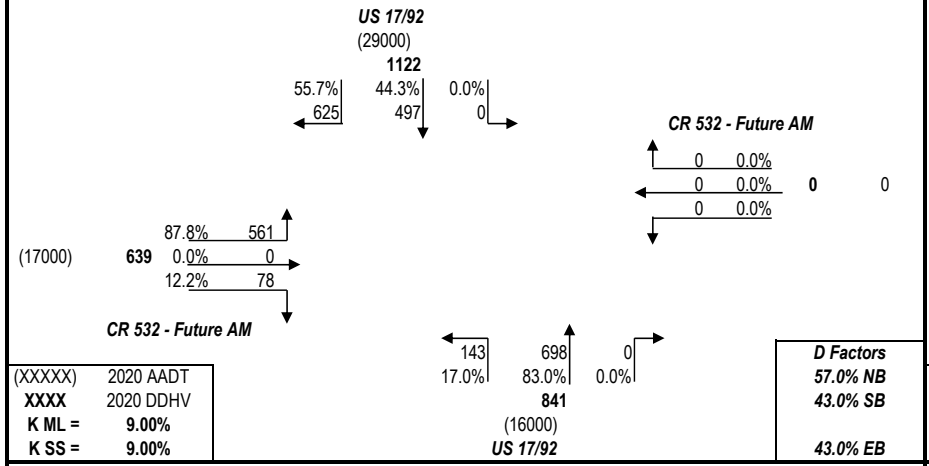
Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

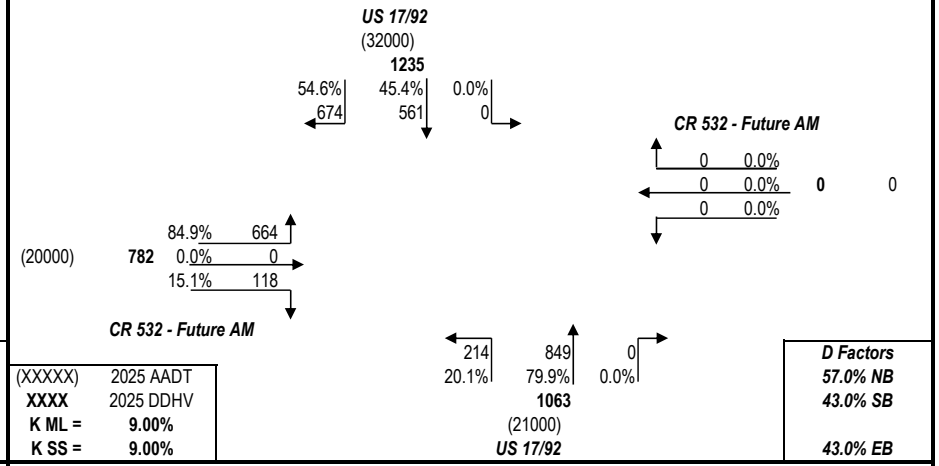
Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR US 17/92 AT CR 532 - Future AM

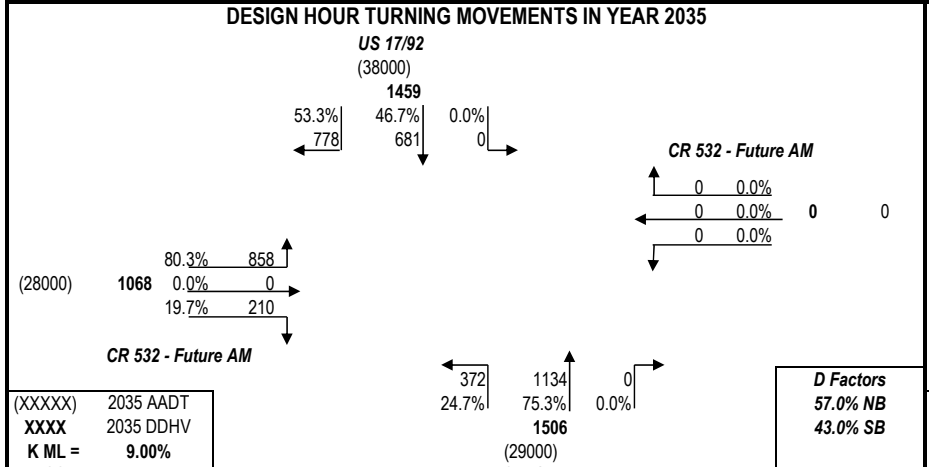
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2020



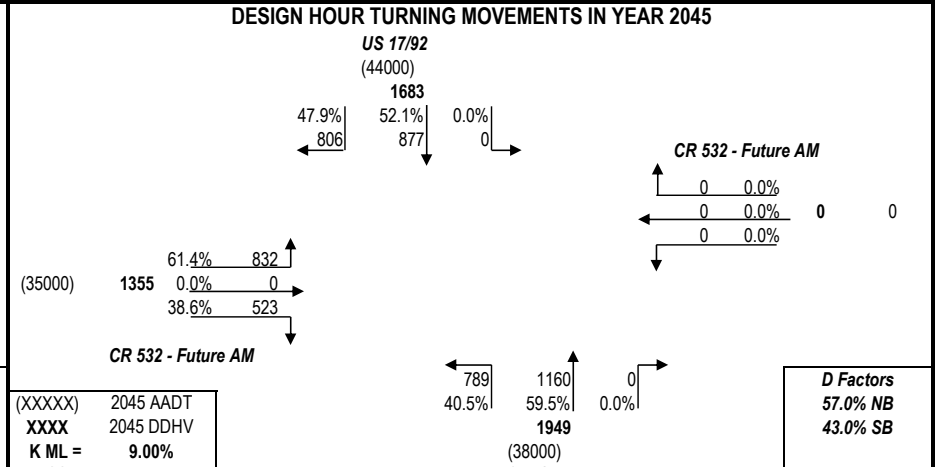
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025



DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035

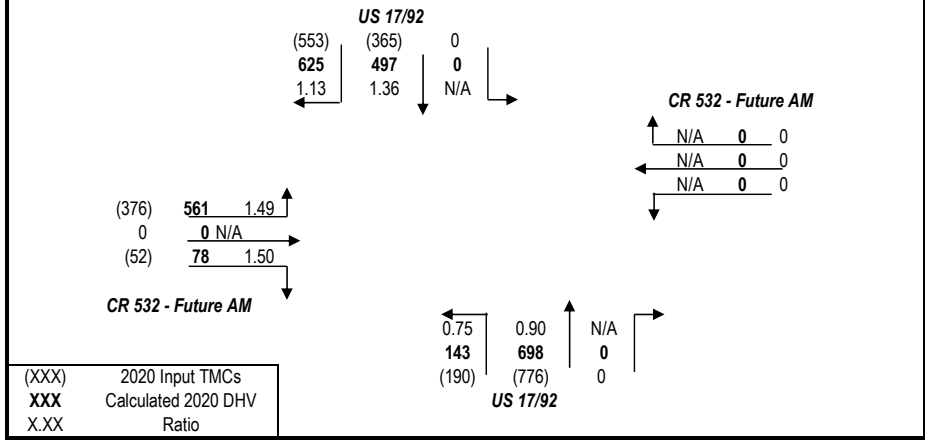


DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045

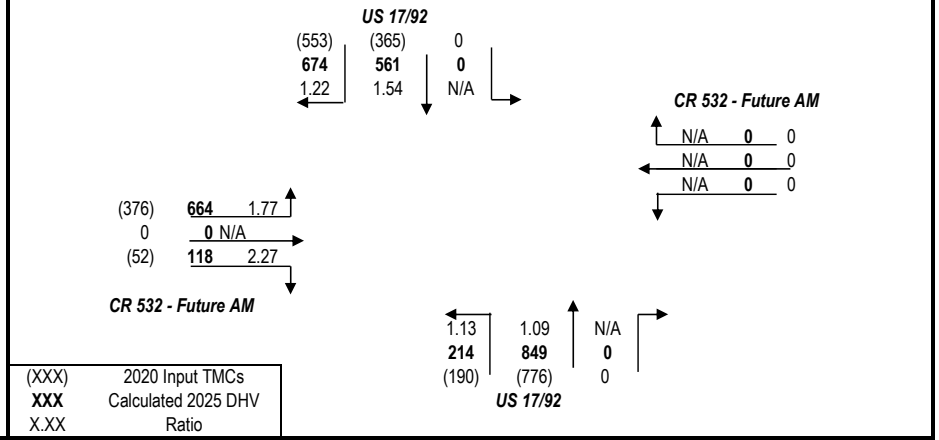


PROJECT TRAFFIC FOR US 17/92 AT CR 532 - Future AM

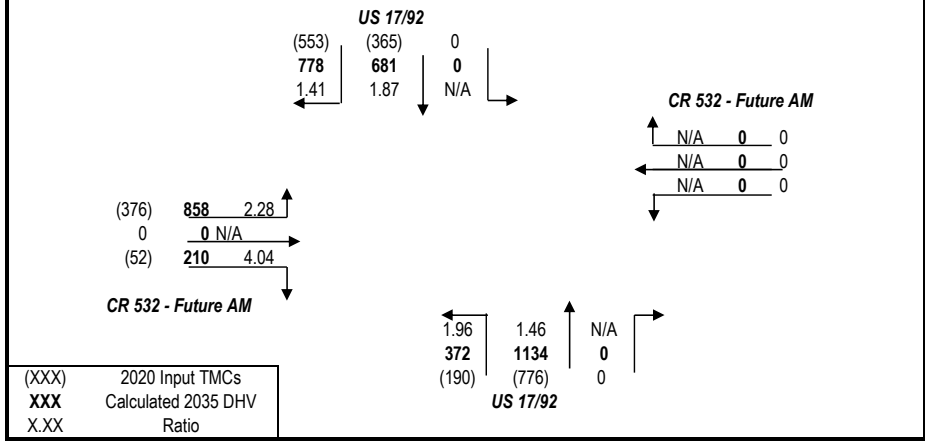
2020 INPUT TMCs COMPARED TO 2020 DHV



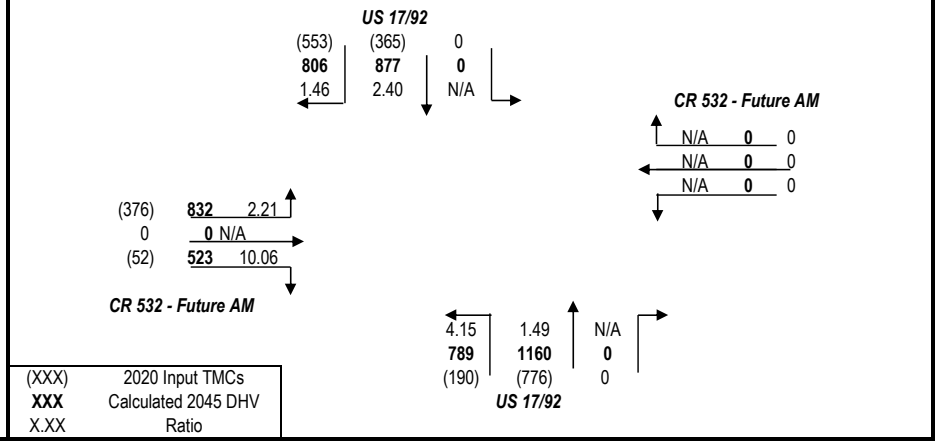
2020 INPUT TMCs COMPARED TO 2025 DHV



2020 INPUT TMCs COMPARED TO 2035 DHV



2020 INPUT TMCs COMPARED TO 2045 DHV



TURNS5 ANALYSIS SHEET - INPUT

Analyst: VHB
Date: 22-Jan-21
Highway: US 17/92
Intersection: CR 532 - Future PM
Project: US 17/92 from CR 54 to Avenue A
County: Osceola

Is the Mainline Oriented North/South? (Enter Yes or No) (•) Yes ( ) No

Is this a 4 way intersection?
( ) Yes, my intersection has four approaches
If not, which 3 approaches exist in the intersection?
( ) EB, WB, and SB
( ) EB, WB, and NB
(•) EB, SB, and NB
( ) WB, SB, and NB

K Factors	
Mainline	9.00%
Side street	9.00%

D Factors	*Mainline*
Northbound (NB)	43.0%
Southbound (SB)	57.0%
	Side street
Westbound (WB)	0.0%
Eastbound (EB)	57.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N) (Enter Yes or No) (•) Yes ( ) No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2020		
Opening	2025		
Mid	2035	5.27%	3.69%
Design	2045		

Mainline Growth Function: (•) Linear ( ) Exponential ( ) Decaying

Side Street Growth Function: (•) Linear ( ) Exponential ( ) Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
16500	0	29000	16400	61900

Enter Project and Model Years

	Year
Base	2020
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2020	16500	0	29000	16400	61900
2045	35000	0	43500	38000	116500

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2020**
(EB LT)	*West-to-North*	86.9%	677
(EB THRU)	*West-to-East*	0.0%	0
(EB RT)	*West-to-South*	13.1%	102
(WB LT)	*East-to-South*	0.0%	0
(WB THRU)	*East-to-West*	0.0%	0
(WB RT)	*East-to-North*	0.0%	0
(SB LT)	*North-to-East*	0.0%	0
(SB THRU)	*North-to-South*	62.4%	821
(SB RT)	*North-to-West*	37.6%	494
(NB LT)	*South-to-West*	12.4%	63
(NB THRU)	*South-to-North*	87.6%	445
(NB RT)	*South-to-East*	0.0%	0

Desired Closure: 1.00

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

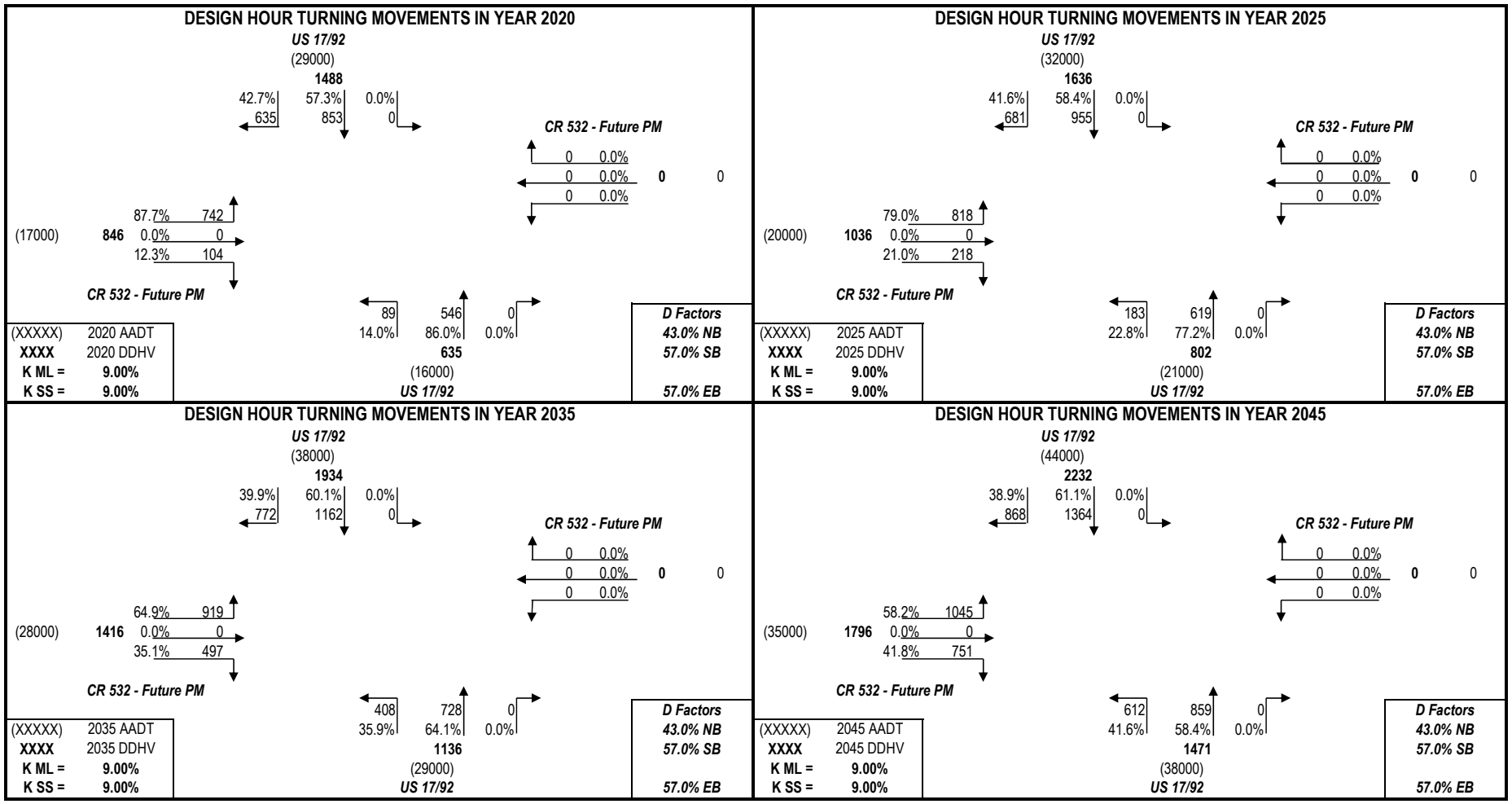
First Guess Turning % Option Used
Existing Turning Movement Counts

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

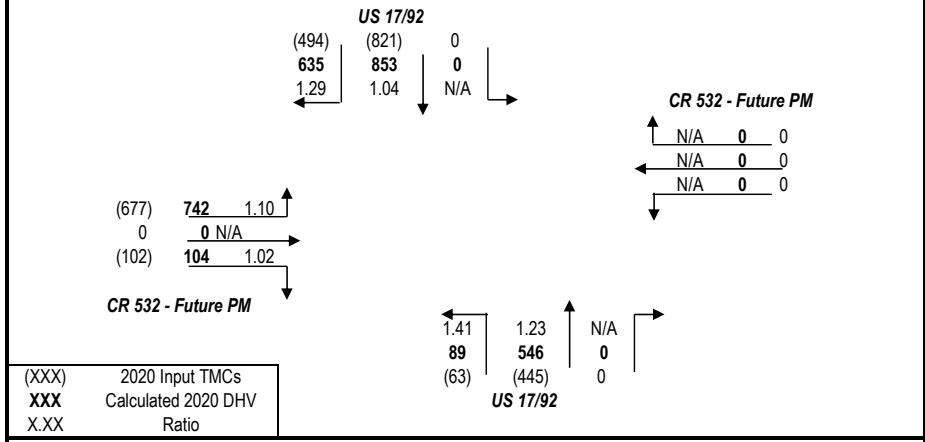
Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR US 17/92 AT CR 532 - Future PM

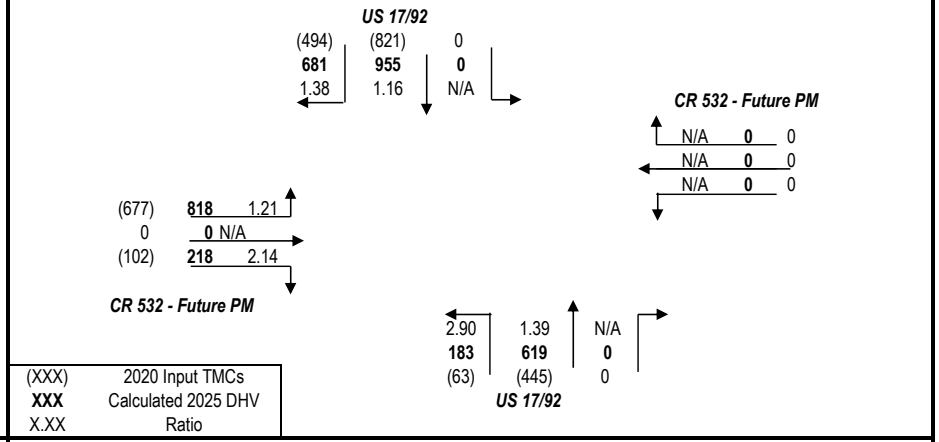


PROJECT TRAFFIC FOR US 17/92 AT CR 532 - Future PM

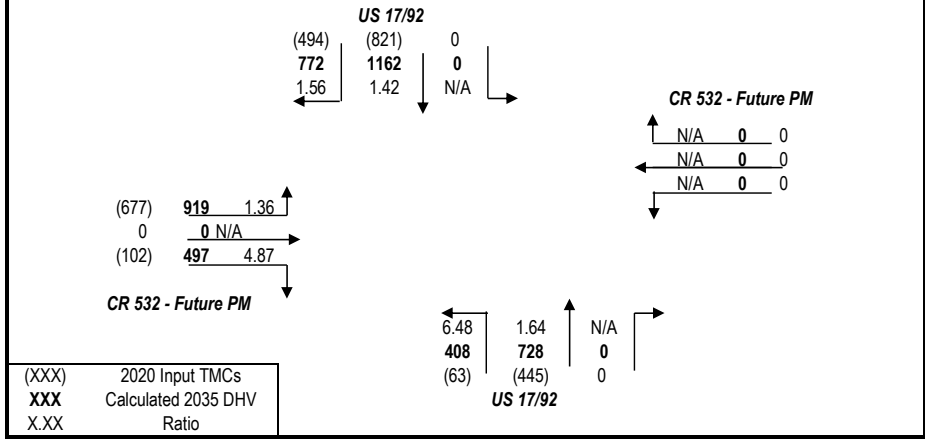
2020 INPUT TMCs COMPARED TO 2020 DHV



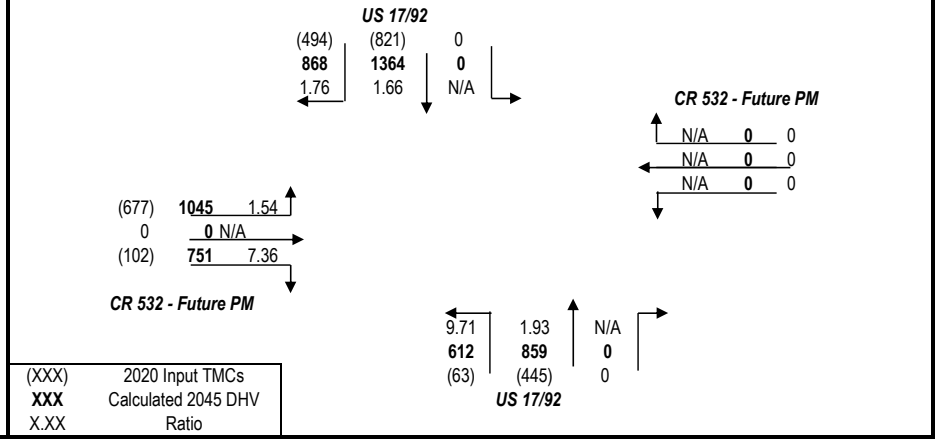
2020 INPUT TMCs COMPARED TO 2025 DHV



2020 INPUT TMCs COMPARED TO 2035 DHV



2020 INPUT TMCs COMPARED TO 2045 DHV



TURNS5 ANALYSIS SHEET - INPUT

Analyst: VHB
Date: 22-Jan-21
Highway: US 17/92
Intersection: Old Tampa Highway - Future AM
Project: US 17/92 from CR 54 to Avenue A
County: Osceola

Is the Mainline Oriented North/South? (Enter Yes or No) ○ Yes ◉ No

Is this a 4 way intersection?
○ Yes, my intersection has four approaches
If not, which 3 approaches exist in the intersection?
◉ EB, WB, and SB
○ EB, WB, and NB
○ EB, SB, and NB
○ WB, SB, and NB

K Factors	
Mainline	9.00%
Side street	9.00%

D Factors	
Mainline	
Westbound (WB)	43.0%
Eastbound (EB)	57.0%
Side street	
Northbound (NB)	0.0%
Southbound (SB)	43.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No: ◉ Yes ○ No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base			
Opening			
Mid			
Design			

Mainline Growth Function: ◉ Linear ○ Exponential ○ Decaying

Side Street Growth Function: ◉ Linear ○ Exponential ○ Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
0	0	0	0	0

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2019	29000	28000	6700	0	63700
2045	43500	37500	13000	0	94000

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**
(EB LT)	*West-to-North*	18.7%	215
(EB THRU)	*West-to-East*	81.3%	937
(EB RT)	*West-to-South*	0.0%	0
(WB LT)	*East-to-South*	0.0%	0
(WB THRU)	*East-to-West*	99.9%	774
(WB RT)	*East-to-North*	0.1%	1
(SB LT)	*North-to-East*	0.7%	1
(SB THRU)	*North-to-South*	0.0%	0
(SB RT)	*North-to-West*	99.3%	144
(NB LT)	*South-to-West*	0.0%	0
(NB THRU)	*South-to-North*	0.0%	0
(NB RT)	*South-to-East*	0.0%	0

Desired Closure: 10.00

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

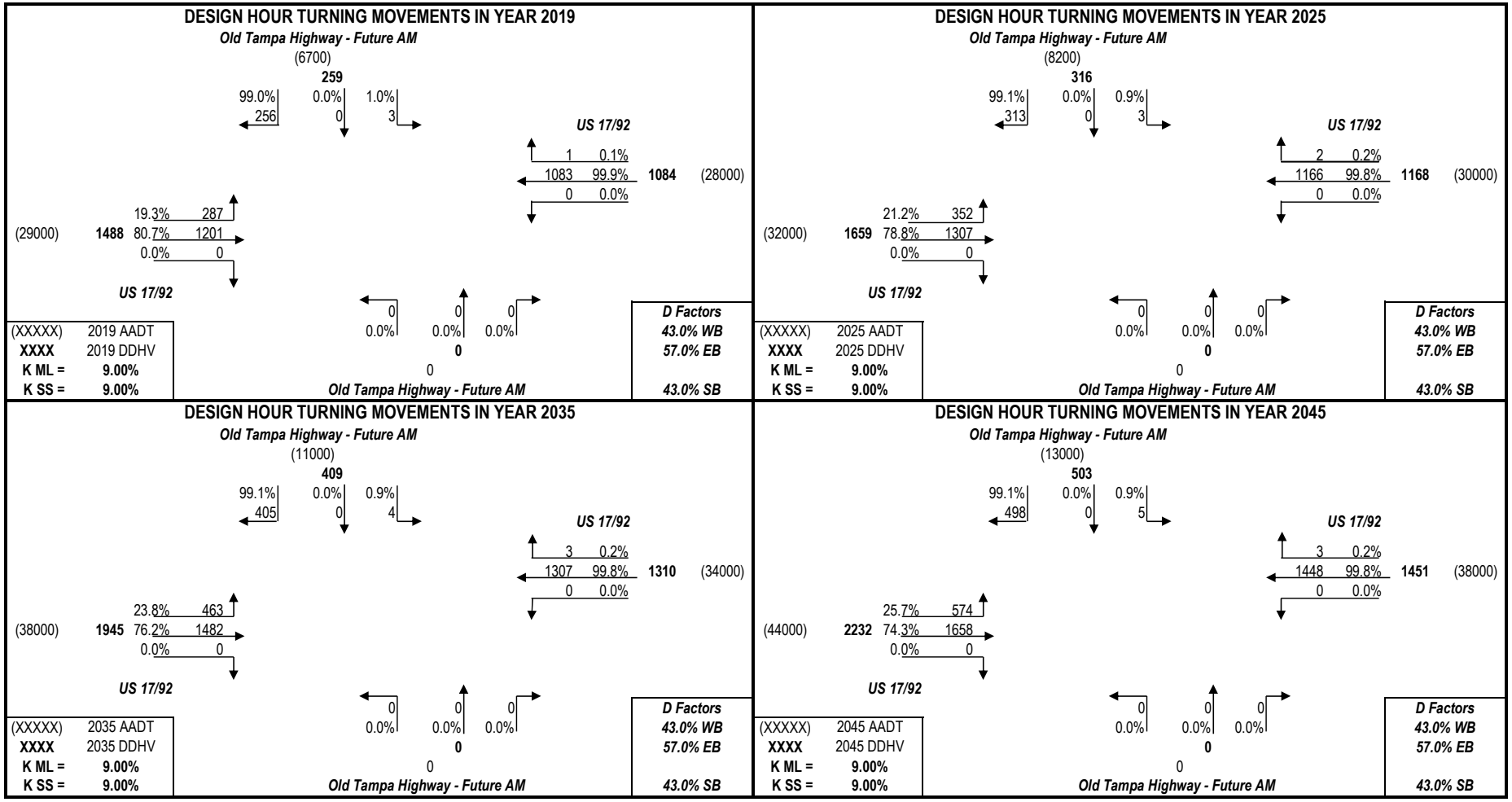
First Guess Turning % Option Used
Existing Turning Movement Counts

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

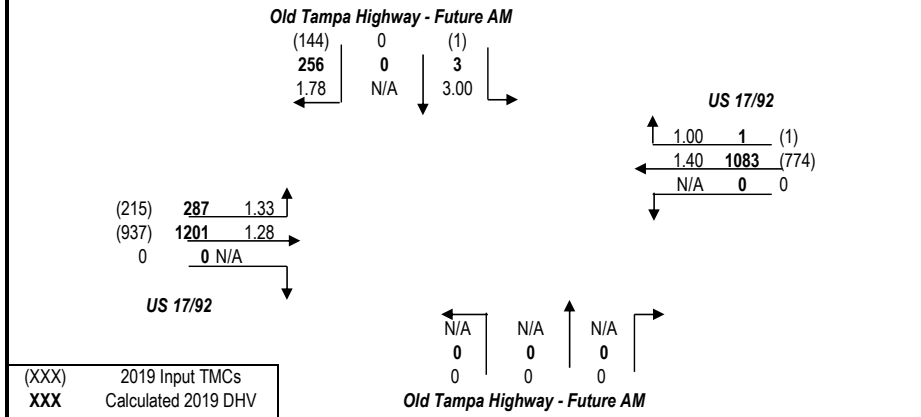
Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR US 17/92 AT Old Tampa Highway - Future AM

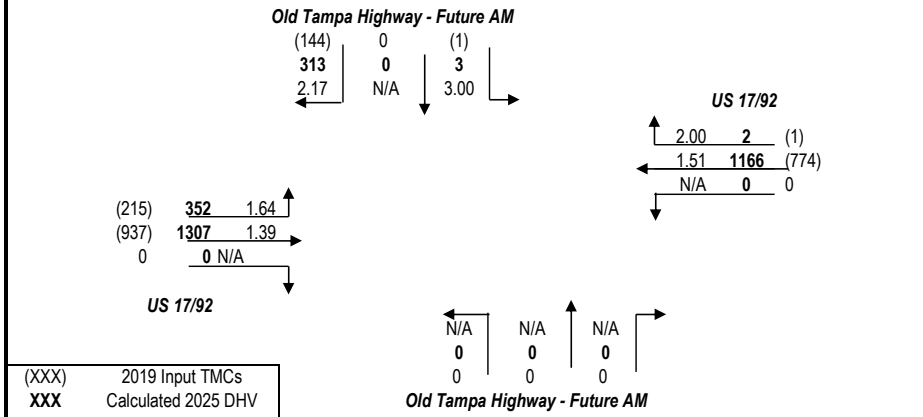


PROJECT TRAFFIC FOR US 17/92 AT Old Tampa Highway - Future AM

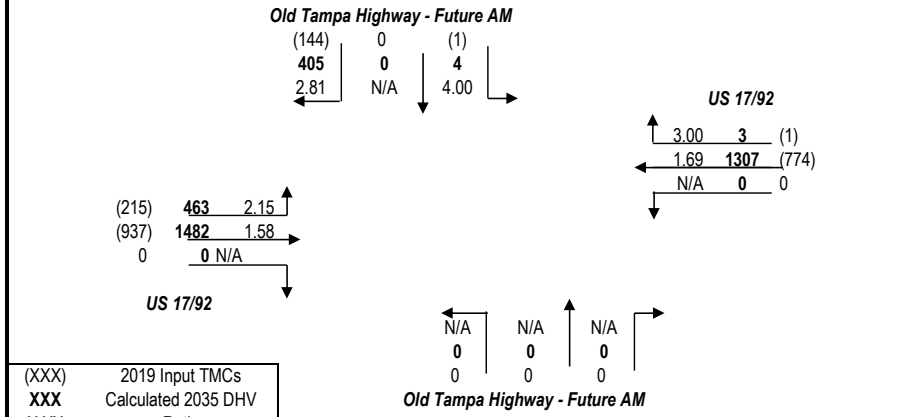
2019 INPUT TMCs COMPARED TO 2019 DHV



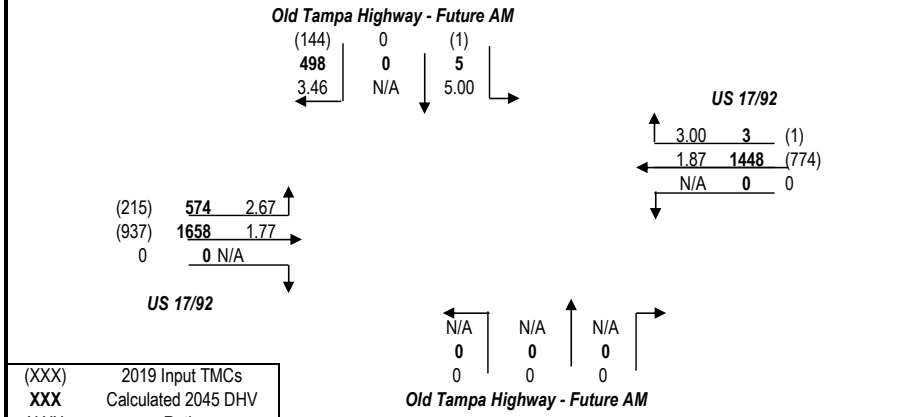
2019 INPUT TMCs COMPARED TO 2025 DHV



2019 INPUT TMCs COMPARED TO 2035 DHV



2019 INPUT TMCs COMPARED TO 2045 DHV



TURNS5 ANALYSIS SHEET - INPUT

Analyst: VHB
Date: 22-Jan-21
Highway: US 17/92
Intersection: Old Tampa Highway- Future PM
Project: US 17/92 from CR 54 to Avenue A
County: Osceola

Is the Mainline Oriented North/South? Enter Yes or No: ○ Yes ◉ No

Is this a 4 way intersection?
○ Yes, my intersection has four approaches
If not, which 3 approaches exist in the intersection?
◉ EB, WB, and SB
○ EB, WB, and NB
○ EB, SB, and NB
○ WB, SB, and NB

K Factors	
Mainline	9.00%
Side street	9.00%

D Factors	*Mainline*
Westbound (WB)	57.0%
Eastbound (EB)	43.0%
	Side street
Northbound (NB)	0.0%
Southbound (SB)	57.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No: ◉ Yes ○ No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base			
Opening			
Mid			
Design			

Mainline Growth Function: ◉ Linear ○ Exponential ○ Decaying

Side Street Growth Function: ◉ Linear ○ Exponential ○ Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
	0	0	0	0	0

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2019	29000	28000	6700	0	63700
2045	43500	37500	13000	0	94000

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**
(EB LT)	*West-to-North*	15.4%	173
(EB THRU)	*West-to-East*	84.6%	949
(EB RT)	*West-to-South*	0.0%	0
(WB LT)	*East-to-South*	0.0%	0
(WB THRU)	*East-to-West*	99.7%	1101
(WB RT)	*East-to-North*	0.3%	3
(SB LT)	*North-to-East*	0.9%	2
(SB THRU)	*North-to-South*	0.0%	0
(SB RT)	*North-to-West*	99.1%	214
(NB LT)	*South-to-West*	0.0%	0
(NB THRU)	*South-to-North*	0.0%	0
(NB RT)	*South-to-East*	0.0%	0

Desired Closure: 1.00

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

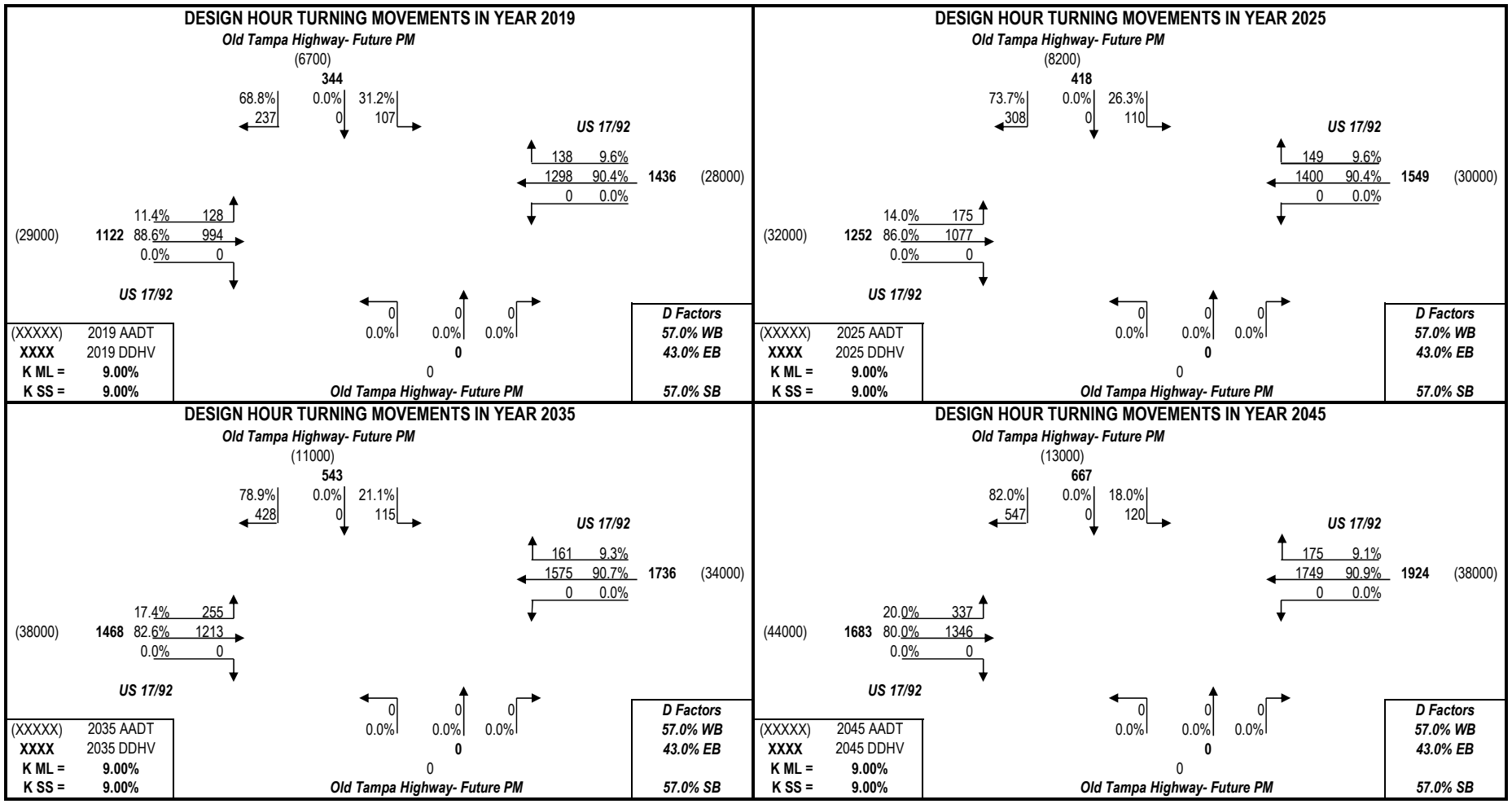
First Guess Turning % Option Used
Existing Turning Movement Counts

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

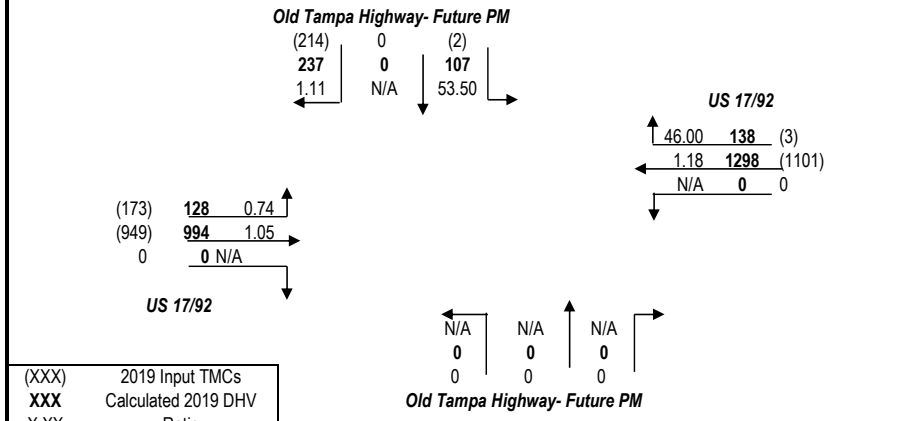
Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR US 17/92 AT Old Tampa Highway- Future PM

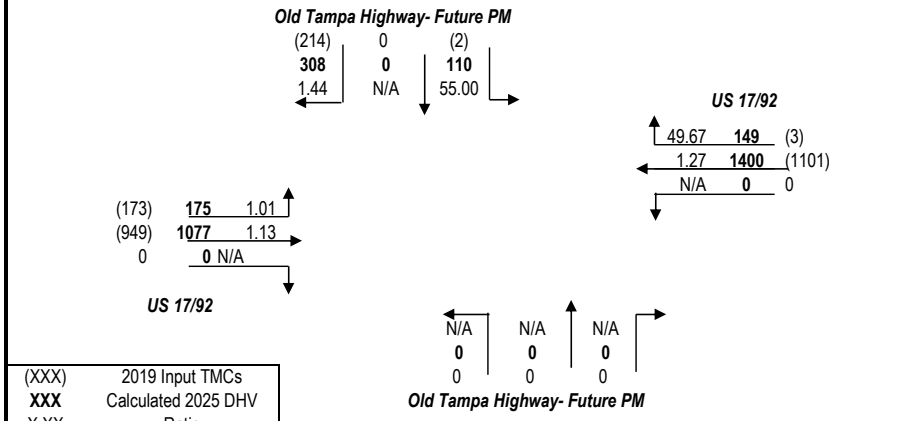


PROJECT TRAFFIC FOR US 17/92 AT Old Tampa Highway- Future PM

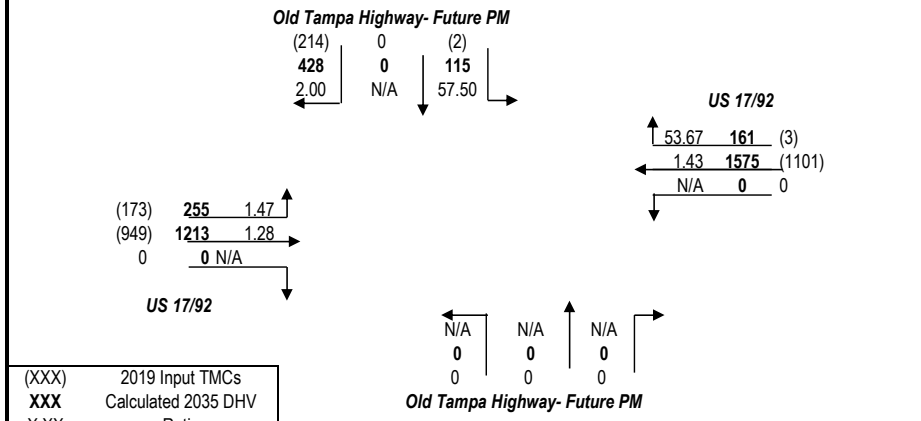
2019 INPUT TMCs COMPARED TO 2019 DHV



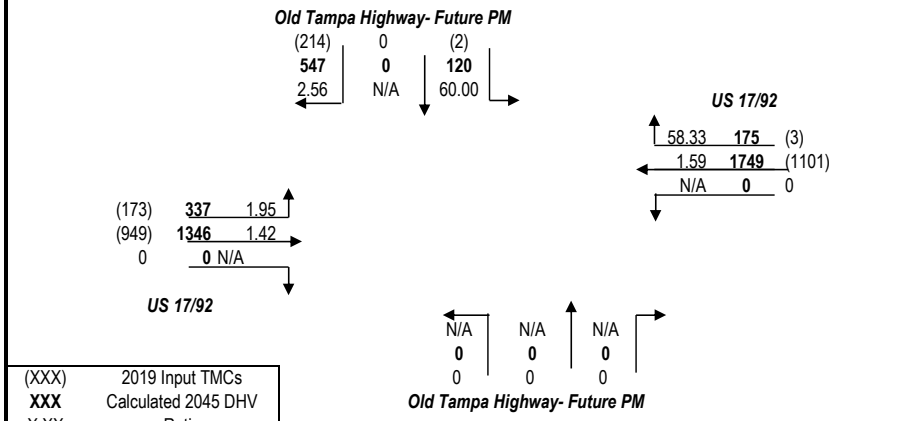
2019 INPUT TMCs COMPARED TO 2025 DHV



2019 INPUT TMCs COMPARED TO 2035 DHV



2019 INPUT TMCs COMPARED TO 2045 DHV



TURNS5 ANALYSIS SHEET - INPUT

Analyst: VHB
Date: 22-Jan-21
Highway: US 17/92
Intersection: Tallahassee Blvd - Future AM
Project: US 17/92 from CR 54 to Avenue A
County: Osceola

Is the Mainline Oriented North/South? Enter Yes or No — ○ Yes ◉ No

Is this a 4 way intersection?
○ Yes, my intersection has four approaches
If not, which 3 approaches exist in the intersection?
◉ EB, WB, and SB
○ EB, WB, and NB
○ EB, SB, and NB
○ WB, SB, and NB

K Factors	
Mainline	9.00%
Side street	9.00%

D Factors	
Mainline	
Westbound (WB)	43.0%
Eastbound (EB)	57.0%
Side street	
Northbound (NB)	0.0%
Southbound (SB)	32.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N) Enter Yes or No — ◉ Yes ○ No

If "Yes" go to cell C47 If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base			
Opening			
Mid			
Design			

Mainline Growth Function: ◉ Linear ○ Exponential ○ Decaying

Side Street Growth Function: ◉ Linear ○ Exponential ○ Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
0	0	0	0	0

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2019	28000	25500	3200	0	56700
2045	37500	34000	3600	0	75100

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**
(EB LT)	*West-to-North*	8.3%	77
(EB THRU)	*West-to-East*	91.7%	850
(EB RT)	*West-to-South*	0.0%	0
(WB LT)	*East-to-South*	0.0%	0
(WB THRU)	*East-to-West*	97.9%	732
(WB RT)	*East-to-North*	2.1%	16
(SB LT)	*North-to-East*	61.4%	27
(SB THRU)	*North-to-South*	0.0%	0
(SB RT)	*North-to-West*	38.6%	17
(NB LT)	*South-to-West*	0.0%	0
(NB THRU)	*South-to-North*	0.0%	0
(NB RT)	*South-to-East*	0.0%	0

Desired Closure: 5.00

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
Existing Turning Movement Counts

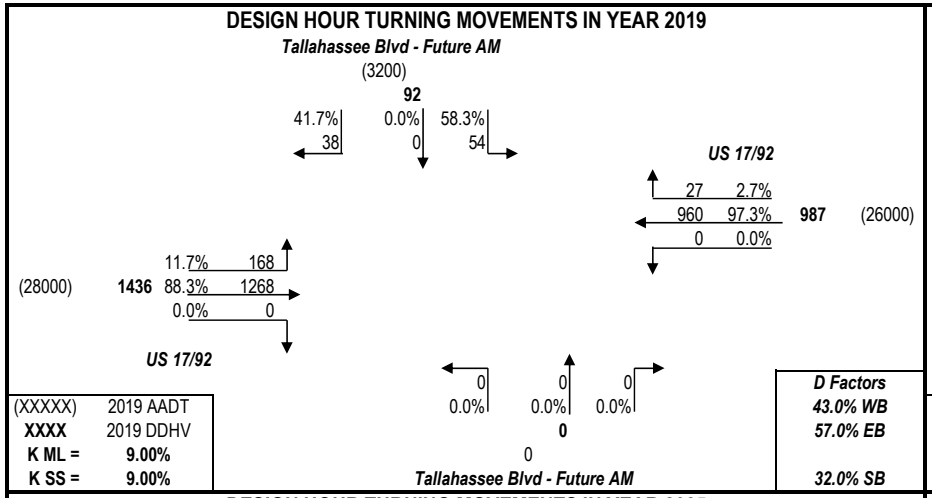
Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR US 17/92 AT Tallahassee Blvd - Future AM

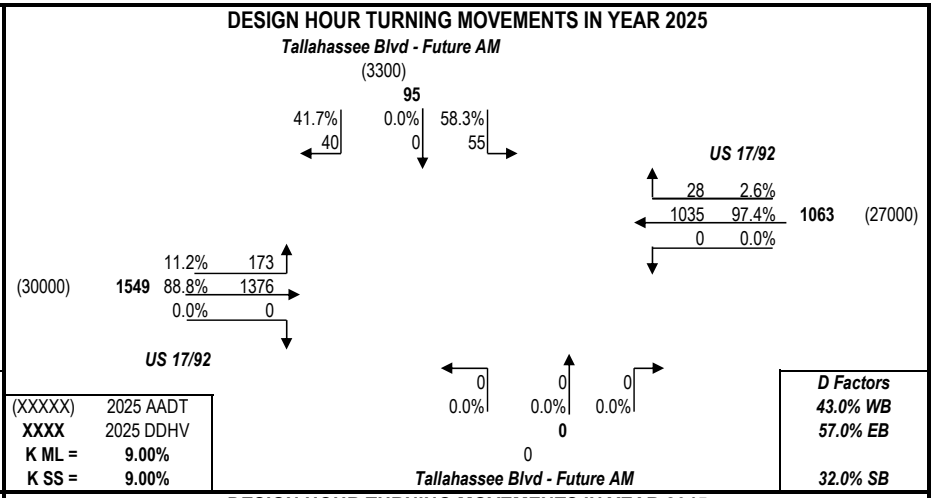
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2019



(XXXXX)	2019 AADT	
XXXX	2019 DDHV	
K ML =	**9.00%**	
K SS =	**9.00%**	

D Factors
43.0% WB
57.0% EB
32.0% SB

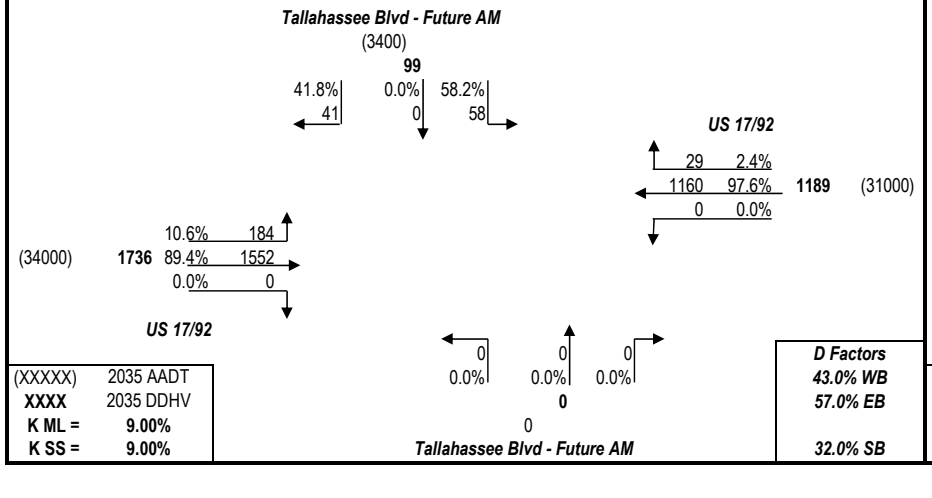
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025



(XXXXX)	2025 AADT	
XXXX	2025 DDHV	
K ML =	**9.00%**	
K SS =	**9.00%**	

D Factors
43.0% WB
57.0% EB
32.0% SB

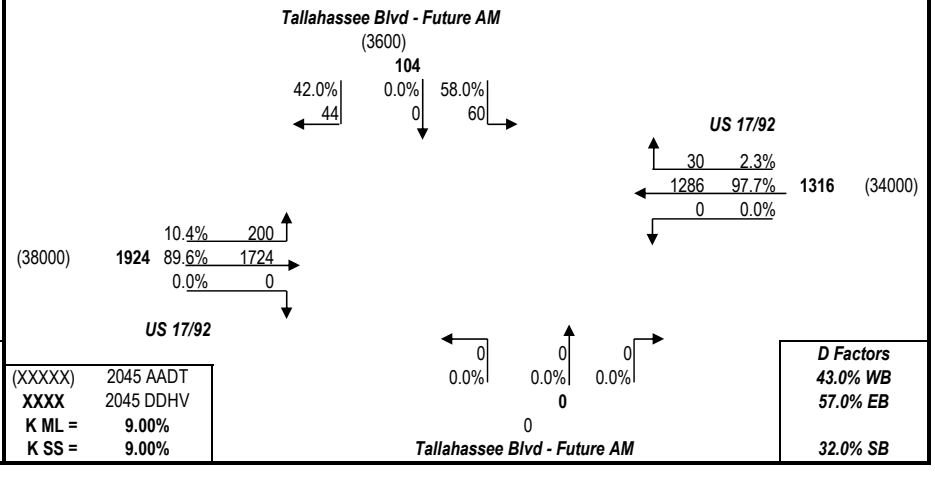
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035



(XXXXX)	2035 AADT	
XXXX	2035 DDHV	
K ML =	**9.00%**	
K SS =	**9.00%**	

D Factors
43.0% WB
57.0% EB
32.0% SB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045

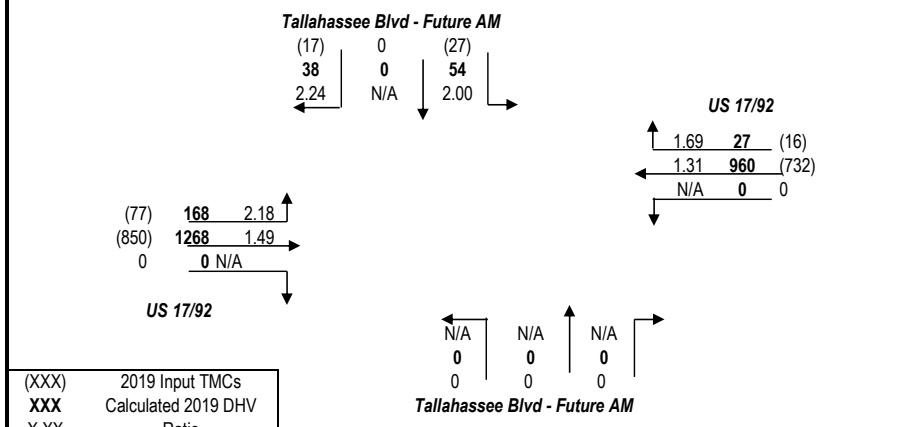


(XXXXX)	2045 AADT	
XXXX	2045 DDHV	
K ML =	**9.00%**	
K SS =	**9.00%**	

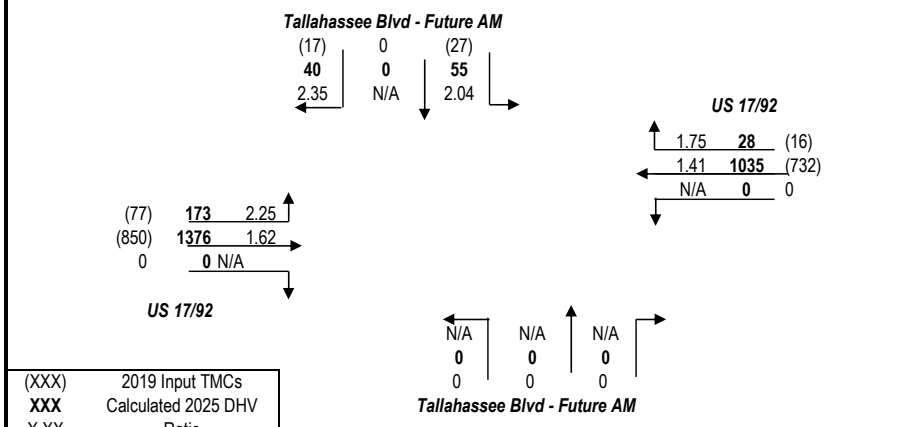
D Factors
43.0% WB
57.0% EB
32.0% SB

PROJECT TRAFFIC FOR US 17/92 AT Tallahassee Blvd - Future AM

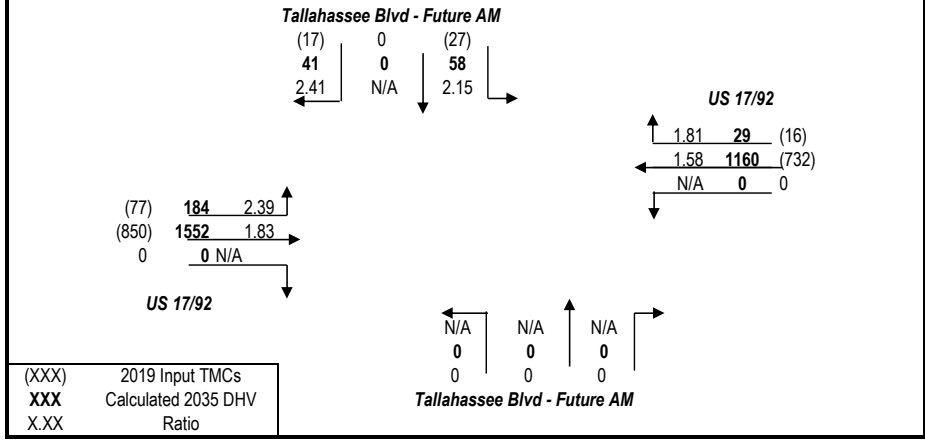
2019 INPUT TMCs COMPARED TO 2019 DHV



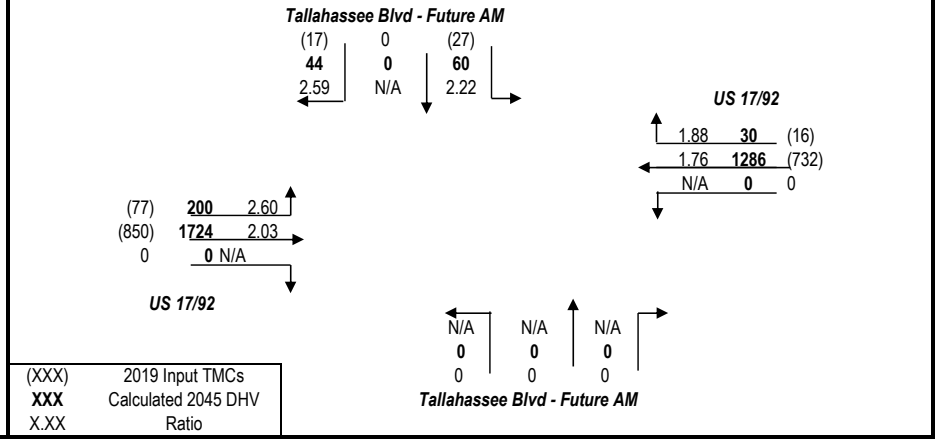
2019 INPUT TMCs COMPARED TO 2025 DHV



2019 INPUT TMCs COMPARED TO 2035 DHV



2019 INPUT TMCs COMPARED TO 2045 DHV



TURNS5 ANALYSIS SHEET - INPUT

Analyst: VHB
Date: 22-Jan-21
Highway: US 17/92
Intersection: Tallahassee Blvd - Future PM
Project: US 17/92 from CR 54 to Avenue A
County: Osceola

Is this a 4 way intersection?
- ○ Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ◉ EB, WB, and SB
- ○ EB, WB, and NB
- ○ EB, SB, and NB
- ○ WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
- ○ Yes
- ◉ No

K Factors	Mainline
	9.00%
	Side street
	9.00%

D Factors	*Mainline*
Westbound (WB)	57.0%
Eastbound (EB)	43.0%
	Side street
Northbound (NB)	0.0%
Southbound (SB)	61.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
- ◉ Yes
- ○ No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base			
Opening			
Mid			
Design			

Mainline Growth Function
- ◉ Linear
- ○ Exponential
- ○ Decaying

Side Street Growth Function
- ◉ Linear
- ○ Exponential
- ○ Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
0	0	0	0	0

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2019	28000	25500	3200	0	56700
2045	37500	34000	3600	0	75100

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**
(EB LT)	*West-to-North*	7.5%	70
(EB THRU)	*West-to-East*	92.5%	864
(EB RT)	*West-to-South*	0.0%	0
(WB LT)	*East-to-South*	0.0%	0
(WB THRU)	*East-to-West*	95.8%	943
(WB RT)	*East-to-North*	4.2%	41
(SB LT)	*North-to-East*	12.0%	21
(SB THRU)	*North-to-South*	0.0%	0
(SB RT)	*North-to-West*	88.0%	154
(NB LT)	*South-to-West*	0.0%	0
(NB THRU)	*South-to-North*	0.0%	0
(NB RT)	*South-to-East*	0.0%	0

Desired Closure: 1.00

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
Existing Turning Movement Counts

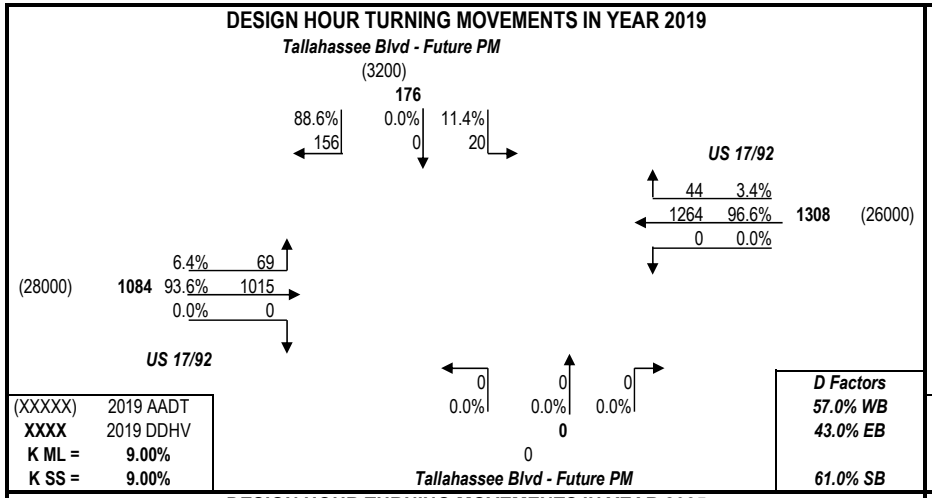
Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR US 17/92 AT Tallahassee Blvd - Future PM

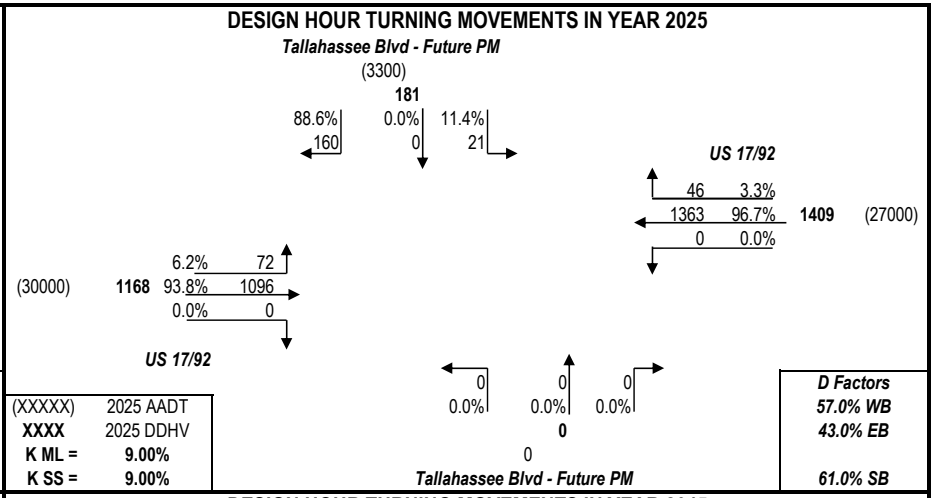
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2019



(XXXXX)	2019 AADT	
XXXX	2019 DDHV	
K ML =	**9.00%**	
K SS =	**9.00%**	

D Factors
57.0% WB
43.0% EB
61.0% SB

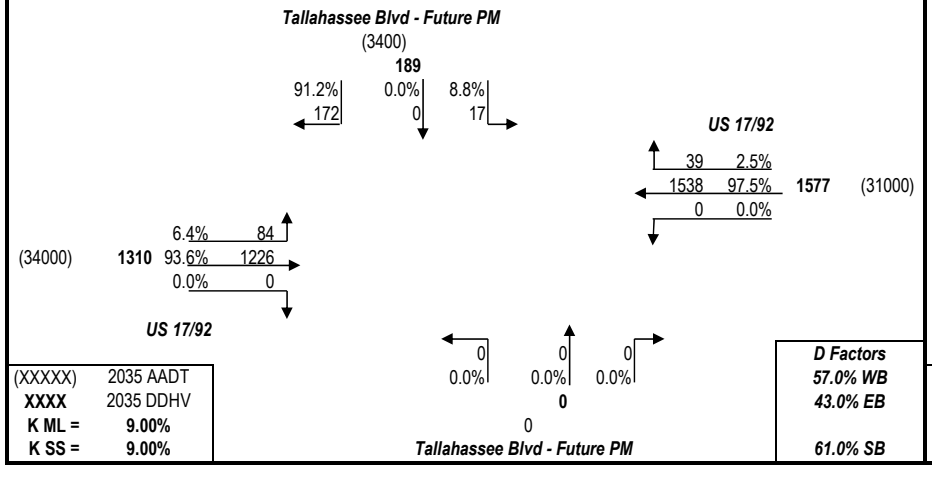
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025



(XXXXX)	2025 AADT	
XXXX	2025 DDHV	
K ML =	**9.00%**	
K SS =	**9.00%**	

D Factors
57.0% WB
43.0% EB
61.0% SB

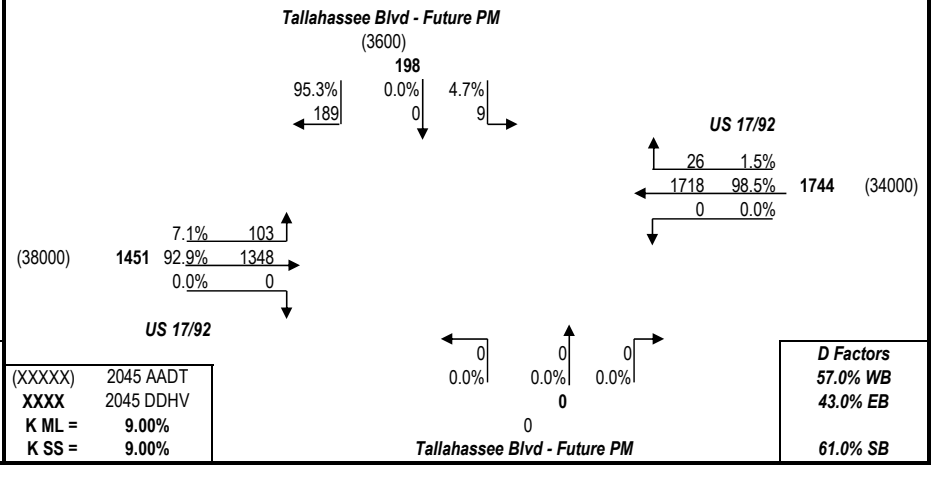
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035



(XXXXX)	2035 AADT	
XXXX	2035 DDHV	
K ML =	**9.00%**	
K SS =	**9.00%**	

D Factors
57.0% WB
43.0% EB
61.0% SB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045

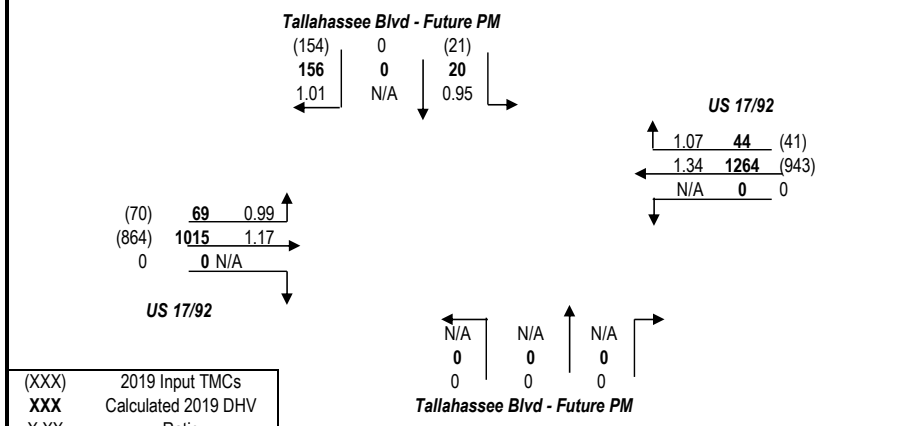


(XXXXX)	2045 AADT	
XXXX	2045 DDHV	
K ML =	**9.00%**	
K SS =	**9.00%**	

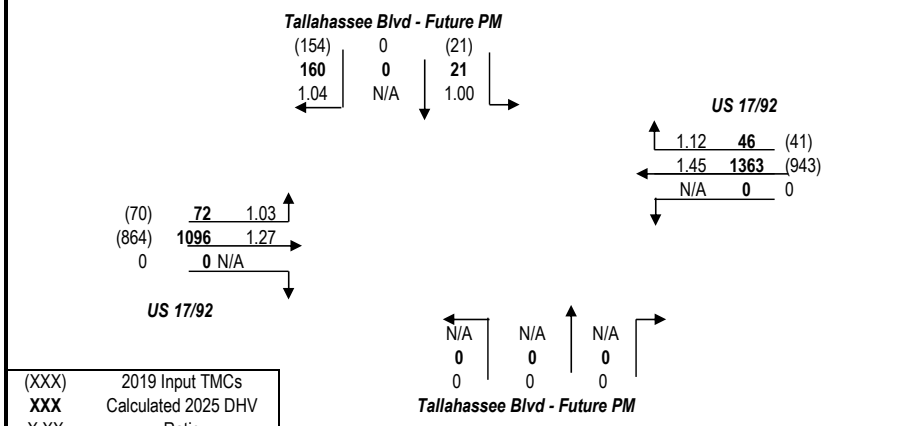
D Factors
57.0% WB
43.0% EB
61.0% SB

PROJECT TRAFFIC FOR US 17/92 AT Tallahassee Blvd - Future PM

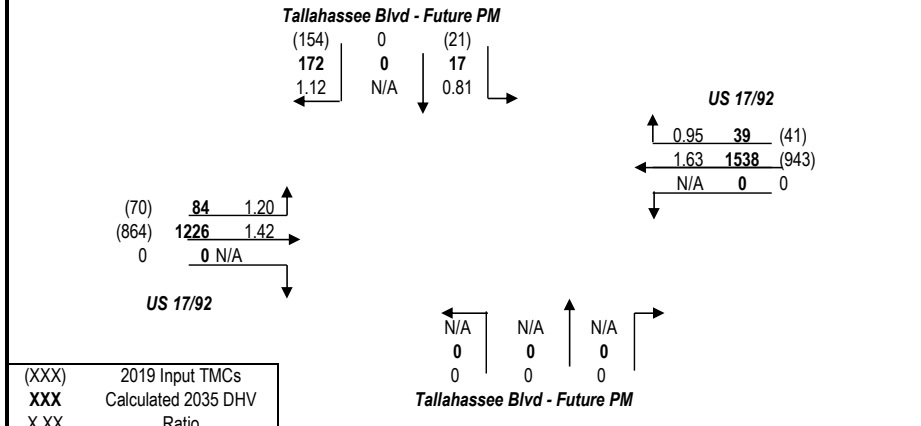
2019 INPUT TMCs COMPARED TO 2019 DHV



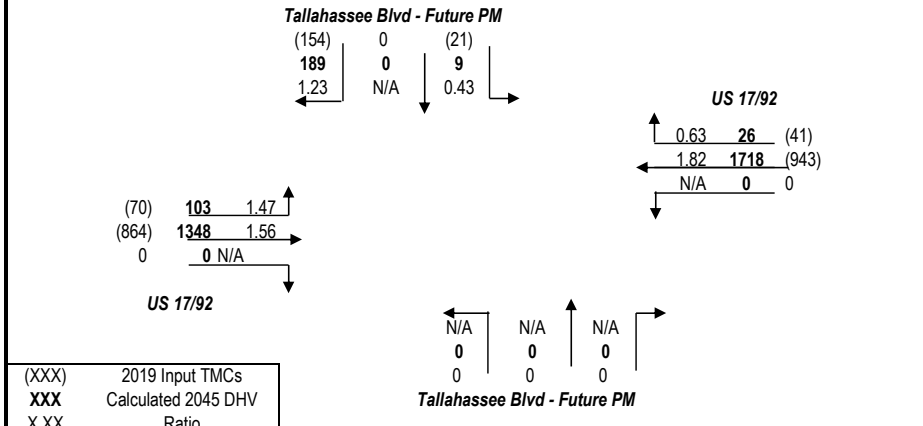
2019 INPUT TMCs COMPARED TO 2025 DHV



2019 INPUT TMCs COMPARED TO 2035 DHV



2019 INPUT TMCs COMPARED TO 2045 DHV



TURNS5 ANALYSIS SHEET - INPUT

Analyst: VHB
Date: 22-Jan-21
Highway: US 17/92
Intersection: Manatee St - Future AM
Project: US 17/92 from CR 54 to Avenue A
County: Osceola

Is the Mainline Oriented North/South? (Enter Yes or No) ○ Yes ◉ No

Is this a 4 way intersection?
◉ Yes, my intersection has four approaches
If not, which 3 approaches exist in the intersection?
○ EB, WB, and SB
○ EB, WB, and NB
○ EB, SB, and NB
○ WB, SB, and NB

K Factors	
Mainline	9.00%
Side street	9.00%

D Factors	
Mainline	
Westbound (WB)	43.0%
Eastbound (EB)	57.0%
Side street	
Northbound (NB)	28.0%
Southbound (SB)	72.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No: ◉ Yes ○ No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2019		
Opening	2025	5.27%	0.90%
Mid	2035		
Design	2045		

Mainline Growth Function: ◉ Linear ○ Exponential ○ Decaying

Side Street Growth Function: ◉ Linear ○ Exponential ○ Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
26000	10400	16400	21500	74300

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2019	28000	25500	1000	600	55100
2045	37500	34000	1100	750	73350

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**
(EB LT)	*West-to-North*	1.5%	13
(EB THRU)	*West-to-East*	98.5%	864
(EB RT)	*West-to-South*	0.0%	0
(WB LT)	*East-to-South*	2.4%	18
(WB THRU)	*East-to-West*	96.9%	741
(WB RT)	*East-to-North*	0.7%	5
(SB LT)	*North-to-East*	69.8%	44
(SB THRU)	*North-to-South*	25.4%	16
(SB RT)	*North-to-West*	4.8%	3
(NB LT)	*South-to-West*	19.2%	5
(NB THRU)	*South-to-North*	27.0%	7
(NB RT)	*South-to-East*	53.8%	14

Desired Closure: 4.00

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
Existing Turning Movement Counts

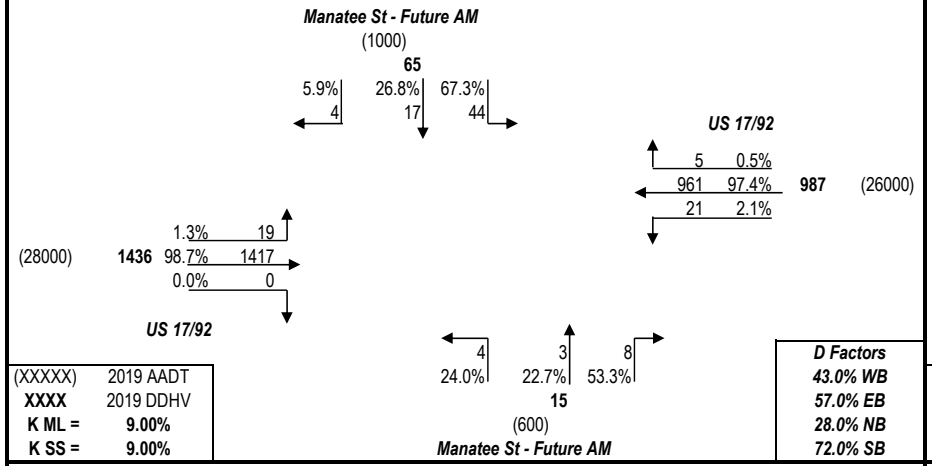
Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR US 17/92 AT Manatee St - Future AM

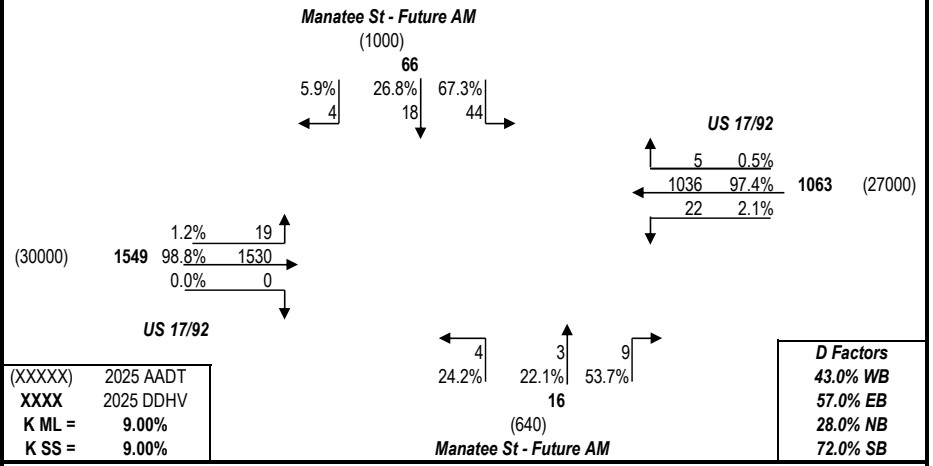
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2019



(XXXXX)	2019 AADT
XXXX	2019 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
43.0% WB
57.0% EB
28.0% NB
72.0% SB

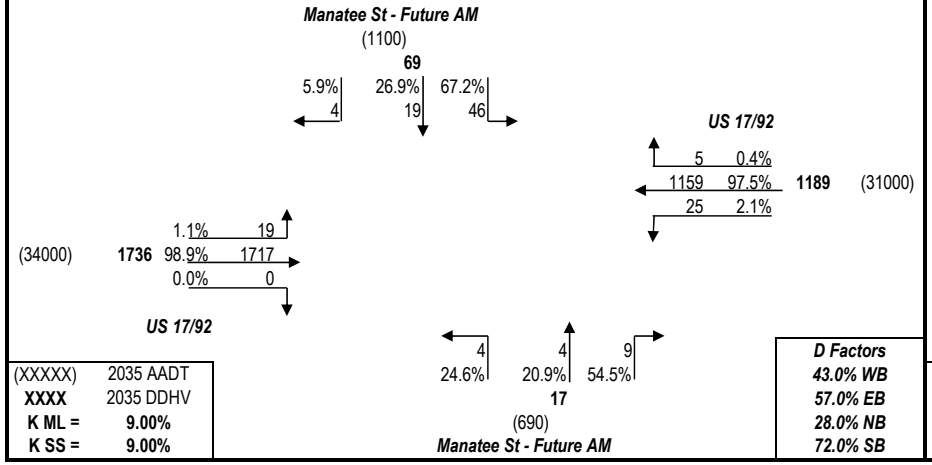
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025



(XXXXX)	2025 AADT
XXXX	2025 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
43.0% WB
57.0% EB
28.0% NB
72.0% SB

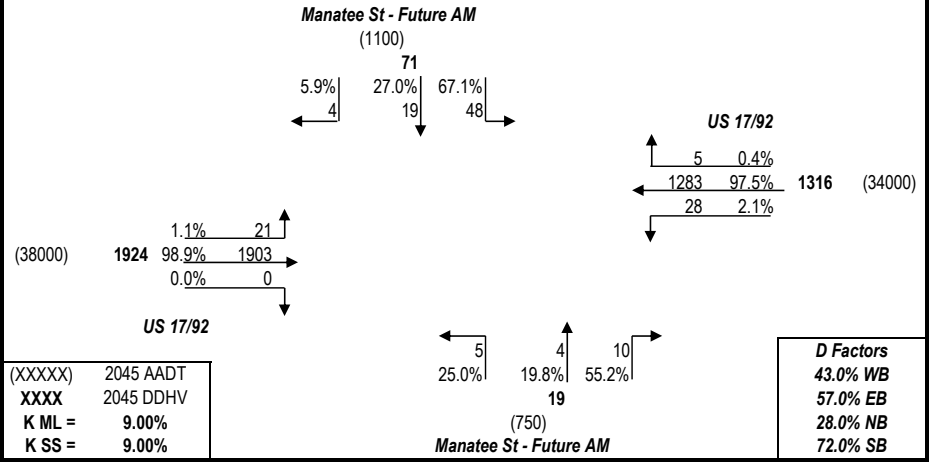
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035



(XXXXX)	2035 AADT
XXXX	2035 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
43.0% WB
57.0% EB
28.0% NB
72.0% SB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045

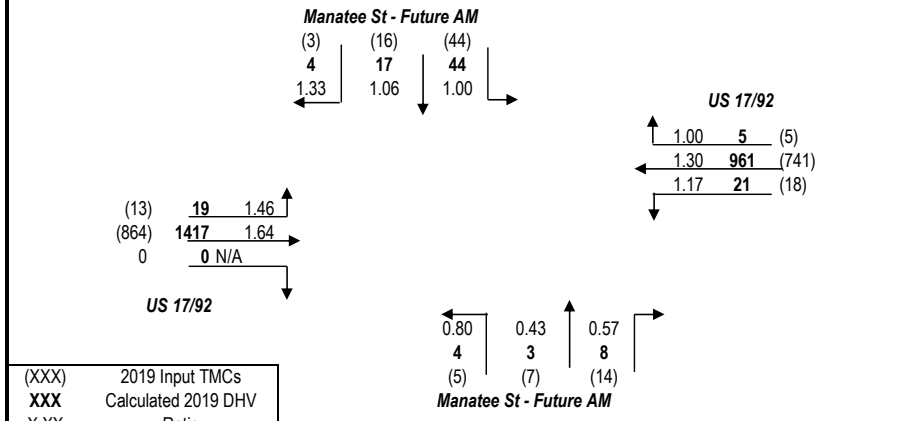


(XXXXX)	2045 AADT
XXXX	2045 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

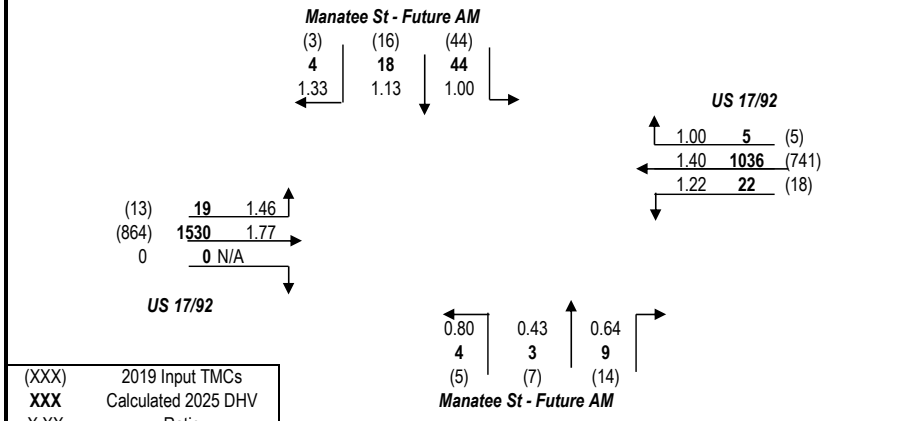
D Factors
43.0% WB
57.0% EB
28.0% NB
72.0% SB

PROJECT TRAFFIC FOR US 17/92 AT Manatee St - Future AM

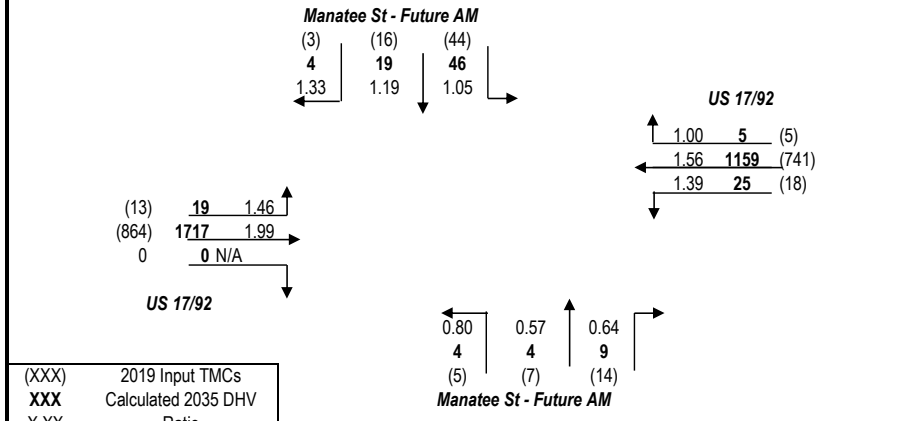
2019 INPUT TMCs COMPARED TO 2019 DHV



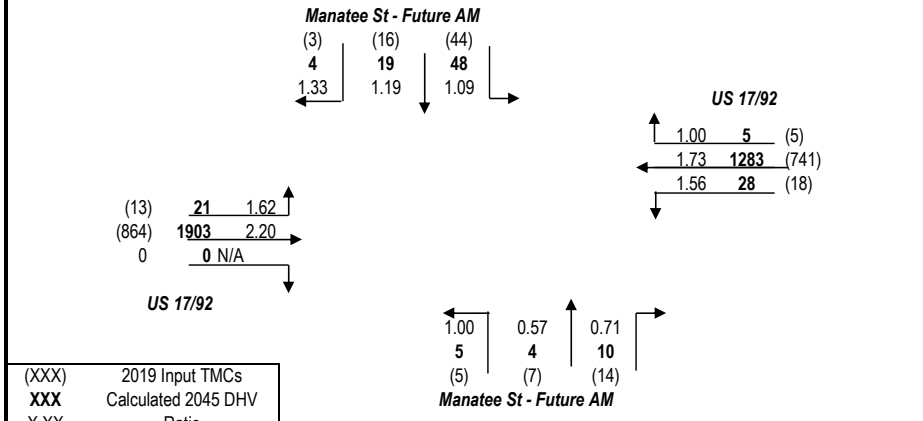
2019 INPUT TMCs COMPARED TO 2025 DHV



2019 INPUT TMCs COMPARED TO 2035 DHV



2019 INPUT TMCs COMPARED TO 2045 DHV



TURNS5 ANALYSIS SHEET - INPUT

Analyst: VHB
Date: 22-Jan-21
Highway: US 17/92
Intersection: Manatee St - Future PM
Project: US 17/92 from CR 54 to Avenue A
County: Osceola

Is this a 4 way intersection?
- (●) Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ( ) EB, WB, and SB
- ( ) EB, WB, and NB
- ( ) EB, SB, and NB
- ( ) WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
- ( ) Yes
- (●) No

K Factors	Mainline
	9.00%
	Side street
	9.00%

D Factors	*Mainline*
Westbound (WB)	57.0%
Eastbound (EB)	43.0%
	Side street
Northbound (NB)	58.0%
Southbound (SB)	42.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N) Enter Yes or No
- (●) Yes
- ( ) No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2019		
Opening	2025		
Mid	2035	5.27%	0.90%
Design	2045		

Mainline Growth Function
- (●) Linear
- ( ) Exponential
- ( ) Decaying

Side Street Growth Function
- (●) Linear
- ( ) Exponential
- ( ) Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
26000	10400	16400	21500	74300

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2019	28000	25500	1000	600	55100
2045	37500	34000	1100	750	73350

First Guess Turning % Option Used
Existing Turning Movement Counts

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**
(EB LT)	*West-to-North*	0.6%	5
(EB THRU)	*West-to-East*	98.8%	875
(EB RT)	*West-to-South*	0.6%	5
(WB LT)	*East-to-South*	1.9%	19
(WB THRU)	*East-to-West*	96.6%	956
(WB RT)	*East-to-North*	1.5%	15
(SB LT)	*North-to-East*	30.6%	11
(SB THRU)	*North-to-South*	8.3%	3
(SB RT)	*North-to-West*	61.1%	22
(NB LT)	*South-to-West*	20.0%	6
(NB THRU)	*South-to-North*	20.0%	6
(NB RT)	*South-to-East*	60.0%	18

Desired Closure: 4.00

Existing Year AADTs

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

Existing Turning Movement Counts

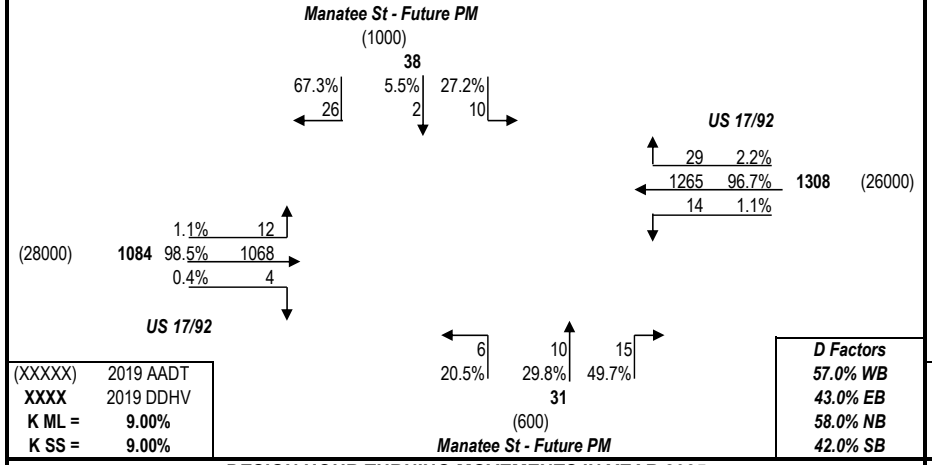
The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

FSUTMS Model Year AADTs

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR US 17/92 AT Manatee St - Future PM

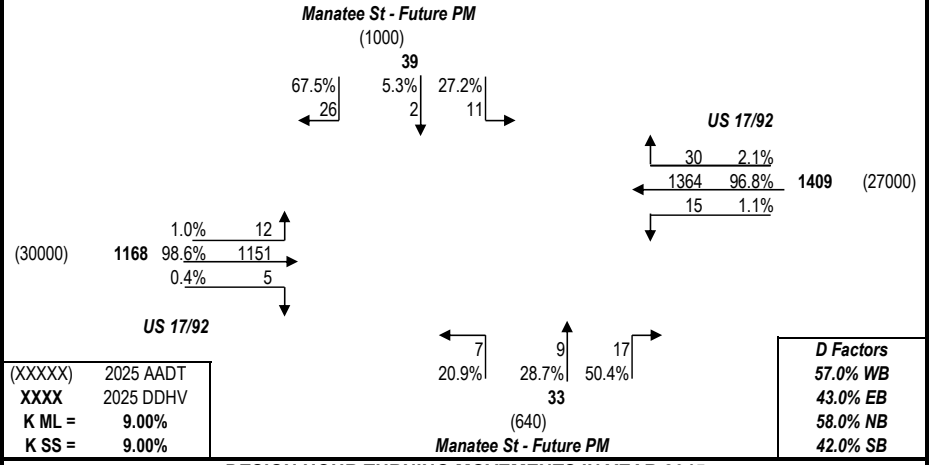
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2019



(XXXXX)	2019 AADT
XXXX	2019 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
57.0% WB
43.0% EB
58.0% NB
42.0% SB

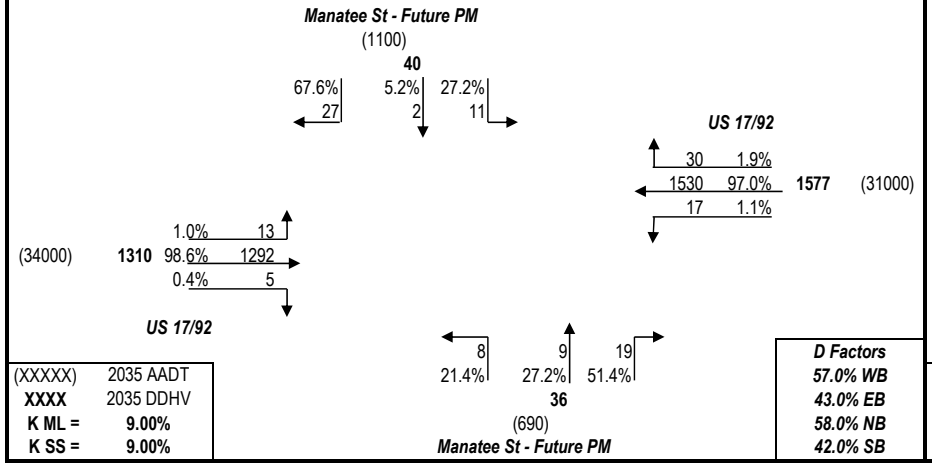
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025



(XXXXX)	2025 AADT
XXXX	2025 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
57.0% WB
43.0% EB
58.0% NB
42.0% SB

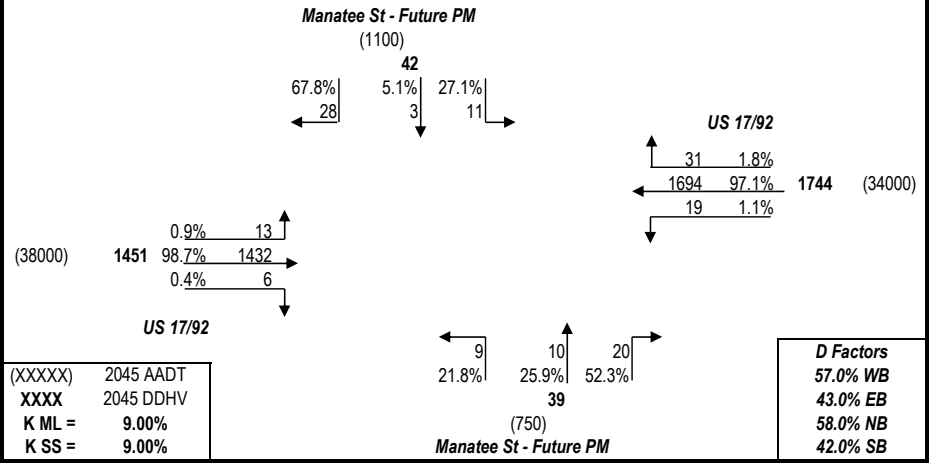
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035



(XXXXX)	2035 AADT
XXXX	2035 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
57.0% WB
43.0% EB
58.0% NB
42.0% SB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045

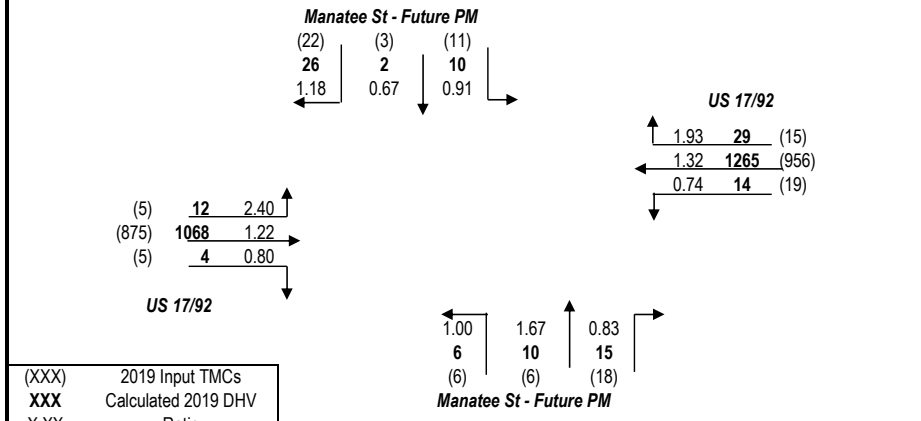


(XXXXX)	2045 AADT
XXXX	2045 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
57.0% WB
43.0% EB
58.0% NB
42.0% SB

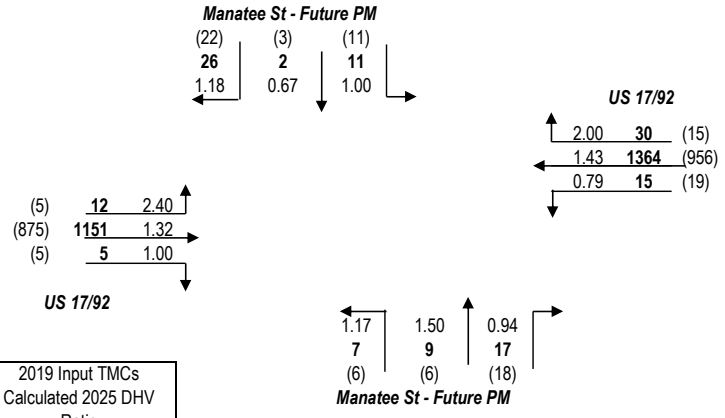
PROJECT TRAFFIC FOR US 17/92 AT Manatee St - Future PM

2019 INPUT TMCs COMPARED TO 2019 DHV



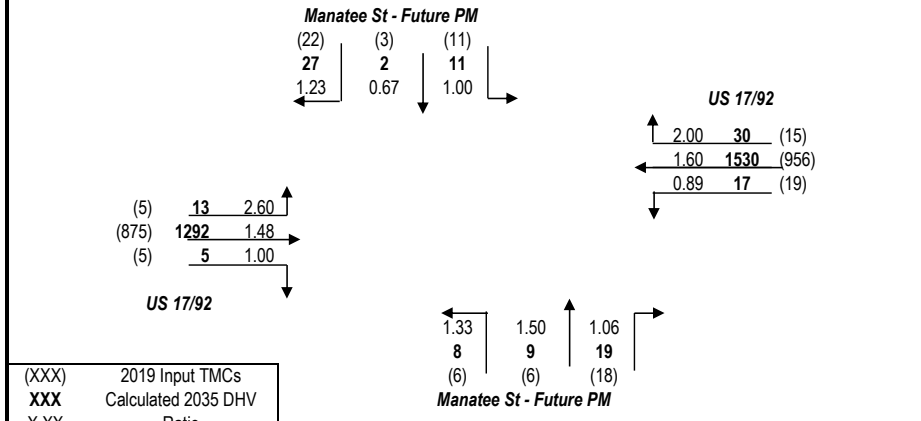
(XXX)	2019 Input TMCs
XXX	Calculated 2019 DHV
X.XX	Ratio

2019 INPUT TMCs COMPARED TO 2025 DHV



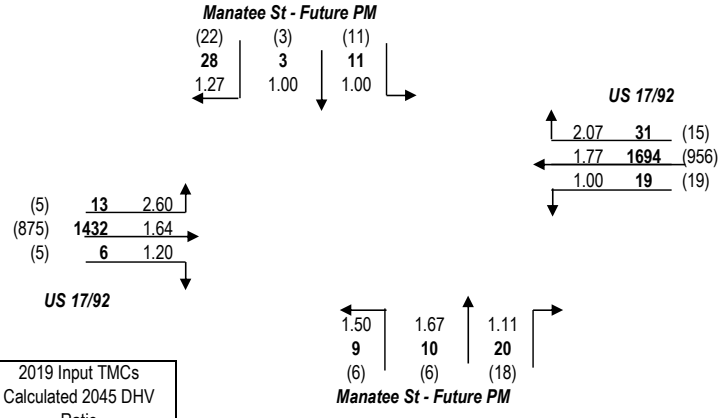
(XXX)	2019 Input TMCs
XXX	Calculated 2025 DHV
X.XX	Ratio

2019 INPUT TMCs COMPARED TO 2035 DHV



(XXX)	2019 Input TMCs
XXX	Calculated 2035 DHV
X.XX	Ratio

2019 INPUT TMCs COMPARED TO 2045 DHV



(XXX)	2019 Input TMCs
XXX	Calculated 2045 DHV
X.XX	Ratio

TURNS5 ANALYSIS SHEET - INPUT

Analyst: VHB
Date: 22-Jan-21
Highway: US 17/92
Intersection: Nocatee St - Future AM
Project: US 17/92 from CR 54 to Avenue A
County: Osceola

Is this a 4 way intersection?
- (●) Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ( ) EB, WB, and SB
- ( ) EB, WB, and NB
- ( ) EB, SB, and NB
- ( ) WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
- ( ) Yes
- (●) No

K Factors	
Mainline	9.00%
Side street	9.00%

D Factors	*Mainline*
Westbound (WB)	43.0%
Eastbound (EB)	57.0%
	Side street
Northbound (NB)	73.0%
Southbound (SB)	27.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N) Enter Yes or No
- (●) Yes
- ( ) No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2019		
Opening	2025		
Mid	2035	5.27%	0.90%
Design	2045		

Mainline Growth Function
- (●) Linear
- ( ) Exponential
- ( ) Decaying

Side Street Growth Function
- (●) Linear
- ( ) Exponential
- ( ) Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
26000	10400	16400	21500	74300

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2019	28000	25500	2200	1400	57100
2045	37500	34000	2500	1600	75600

First Guess Turning % Option Used
Existing Turning Movement Counts

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**	
(EB LT)	*West-to-North*	3.4%	32	Existing Year AADTs
(EB THRU)	*West-to-East*	94.8%	889	
(EB RT)	*West-to-South*	1.8%	17	
(WB LT)	*East-to-South*	0.5%	4	
(WB THRU)	*East-to-West*	98.8%	748	
(WB RT)	*East-to-North*	0.7%	5	Existing Turning Movement Counts
(SB LT)	*North-to-East*	56.3%	9	
(SB THRU)	*North-to-South*	31.2%	5	
(SB RT)	*North-to-West*	12.5%	2	
(NB LT)	*South-to-West*	16.1%	5	FSUTMS Model Year AADTs
(NB THRU)	*South-to-North*	19.4%	6	
(NB RT)	*South-to-East*	64.5%	20	

Desired Closure: 0.10

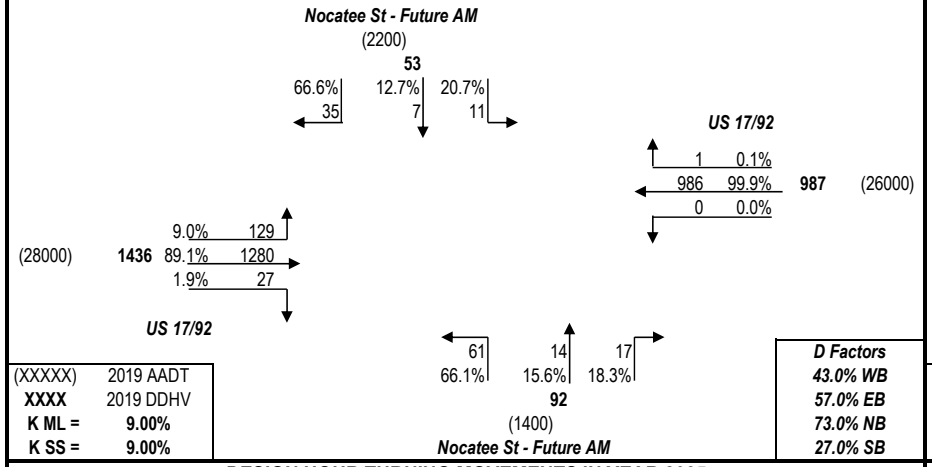
Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR US 17/92 AT Nocatee St - Future AM

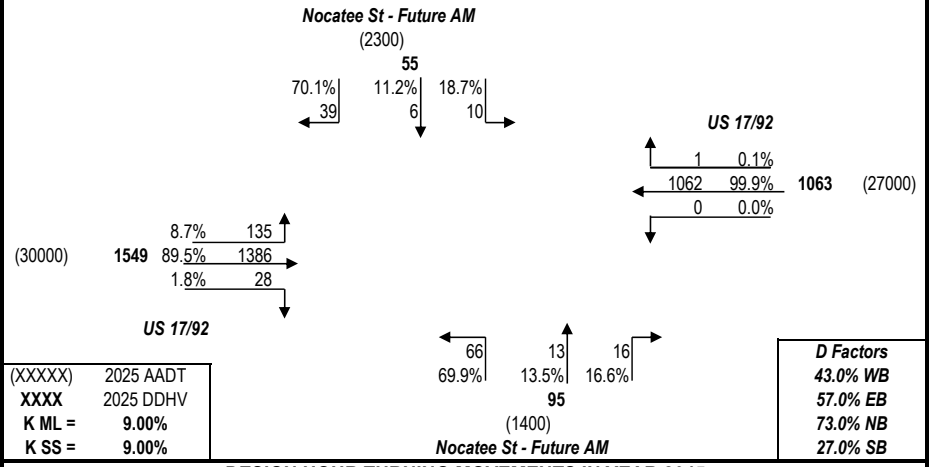
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2019



(XXXXX)	2019 AADT
XXXX	2019 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
43.0% WB
57.0% EB
73.0% NB
27.0% SB

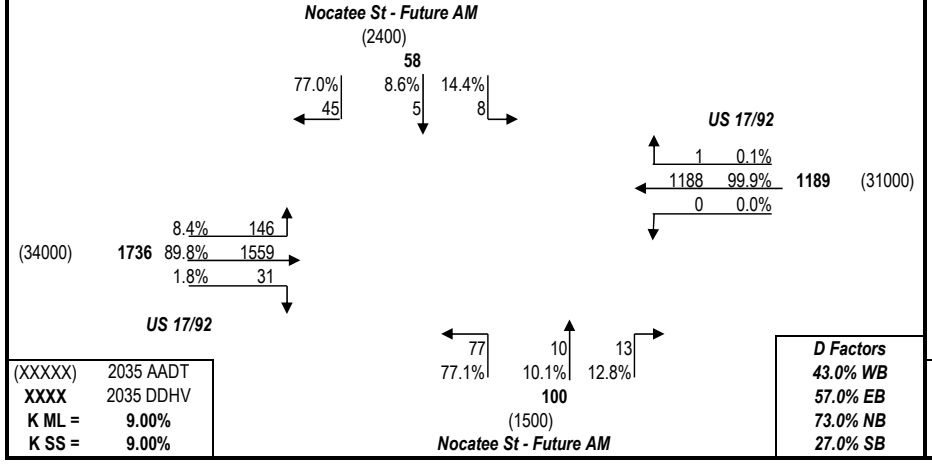
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025



(XXXXX)	2025 AADT
XXXX	2025 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
43.0% WB
57.0% EB
73.0% NB
27.0% SB

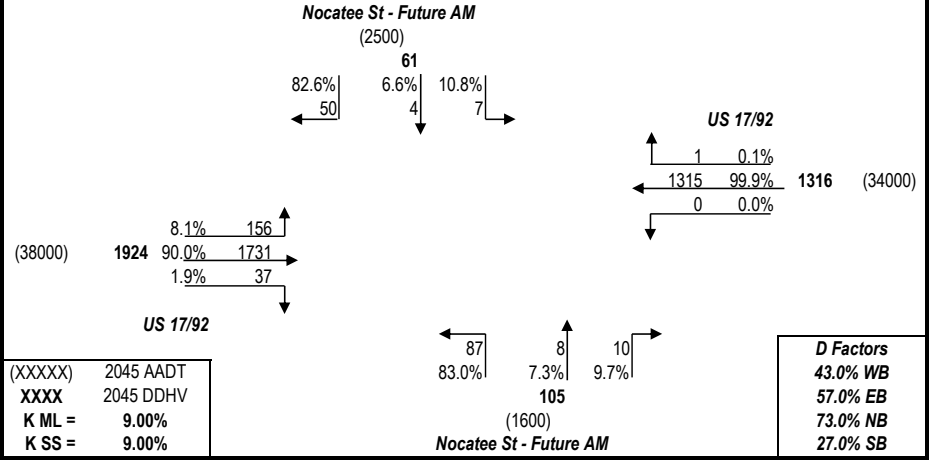
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035



(XXXXX)	2035 AADT
XXXX	2035 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
43.0% WB
57.0% EB
73.0% NB
27.0% SB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045

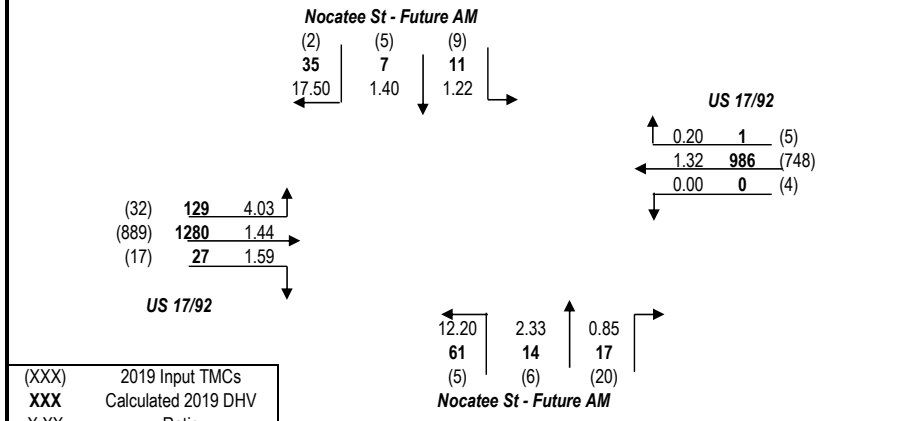


(XXXXX)	2045 AADT
XXXX	2045 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

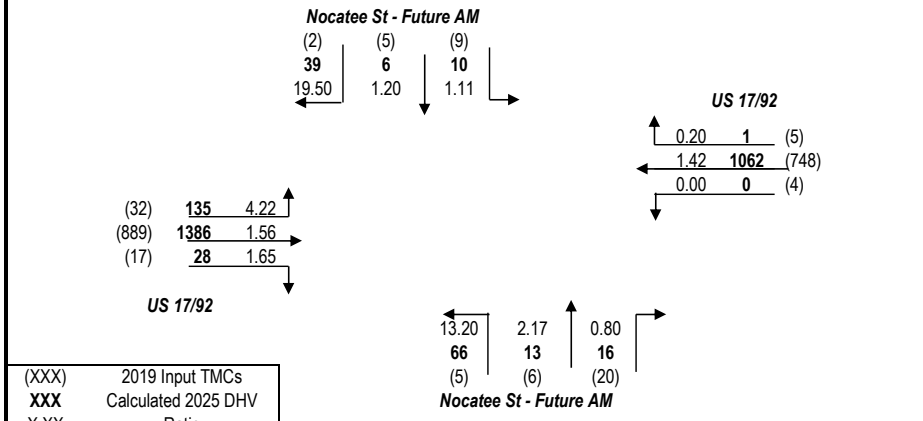
D Factors
43.0% WB
57.0% EB
73.0% NB
27.0% SB

PROJECT TRAFFIC FOR US 17/92 AT Nocatee St - Future AM

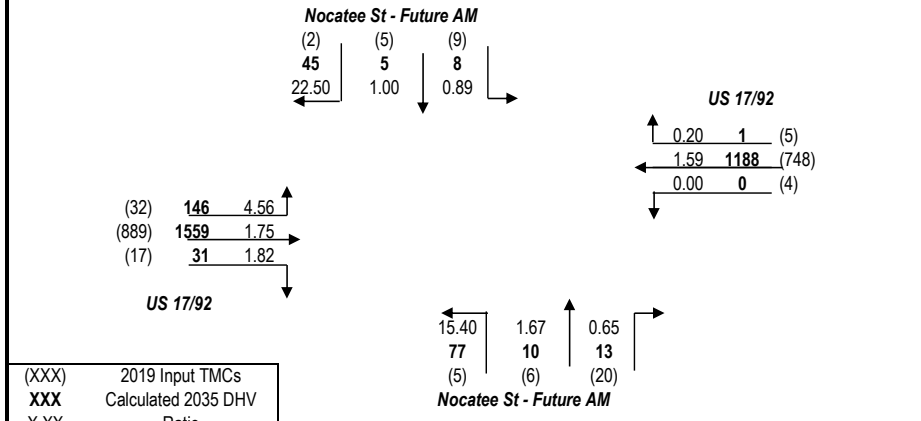
2019 INPUT TMCs COMPARED TO 2019 DHV



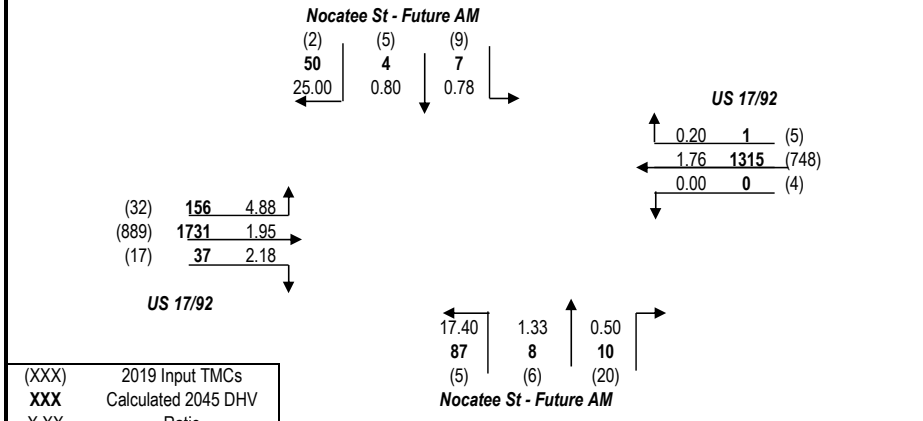
2019 INPUT TMCs COMPARED TO 2025 DHV



2019 INPUT TMCs COMPARED TO 2035 DHV



2019 INPUT TMCs COMPARED TO 2045 DHV



TURNS5 ANALYSIS SHEET - INPUT

Analyst: VHB
Date: 22-Jan-21
Highway: US 17/92
Intersection: Nocatee St - Future PM
Project: US 17/92 from CR 54 to Avenue A
County: Osceola

Is the Mainline Oriented North/South? (Enter Yes or No) ○ Yes ◉ No

Is this a 4 way intersection?
◉ Yes, my intersection has four approaches
If not, which 3 approaches exist in the intersection?
○ EB, WB, and SB
○ EB, WB, and NB
○ EB, SB, and NB
○ WB, SB, and NB

K Factors	
Mainline	9.00%
Side street	9.00%

D Factors	
Mainline	
Westbound (WB)	57.0%
Eastbound (EB)	43.0%
Side street	
Northbound (NB)	65.0%
Southbound (SB)	35.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No ◉ Yes ○ No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2019		
Opening	2025	5.27%	0.90%
Mid	2035		
Design	2045		

Mainline Growth Function: ◉ Linear ○ Exponential ○ Decaying

Side Street Growth Function: ◉ Linear ○ Exponential ○ Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
26000	10400	16400	21500	74300

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2019	28000	25500	2200	1400	57100
2045	37500	34000	2500	1600	75600

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**
(EB LT)	*West-to-North*	9.4%	85
(EB THRU)	*West-to-East*	88.6%	803
(EB RT)	*West-to-South*	2.0%	18
(WB LT)	*East-to-South*	4.2%	42
(WB THRU)	*East-to-West*	94.5%	934
(WB RT)	*East-to-North*	1.3%	13
(SB LT)	*North-to-East*	7.4%	5
(SB THRU)	*North-to-South*	10.2%	7
(SB RT)	*North-to-West*	82.4%	56
(NB LT)	*South-to-West*	12.1%	7
(NB THRU)	*South-to-North*	51.7%	30
(NB RT)	*South-to-East*	36.2%	21

Desired Closure: 5.00

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
Existing Turning Movement Counts

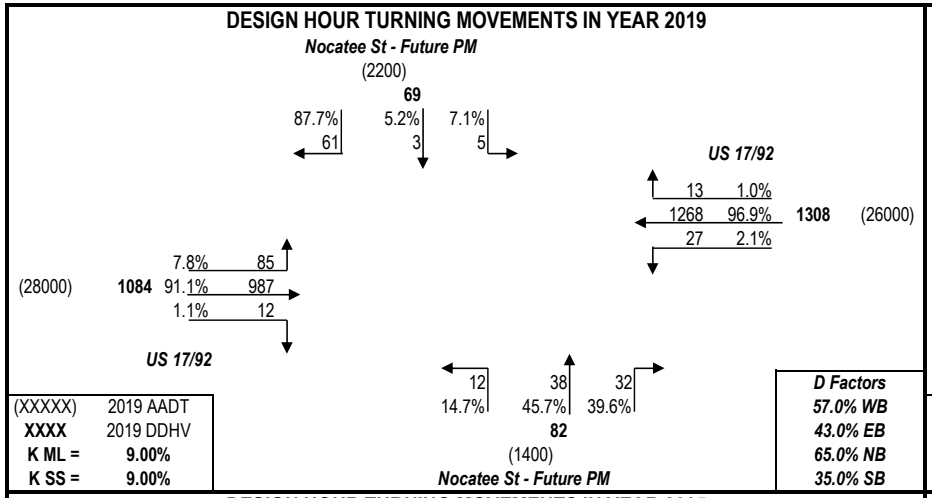
Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR US 17/92 AT Nocatee St - Future PM

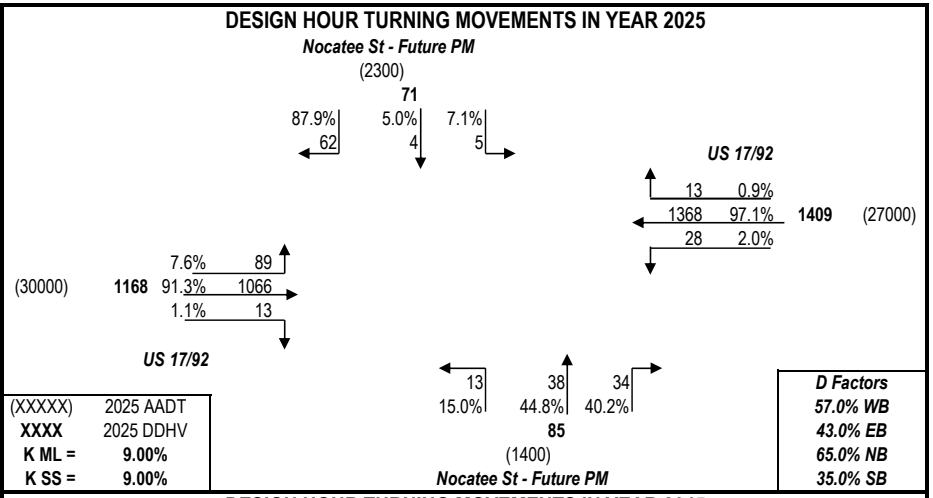
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2019



(XXXXX)	2019 AADT
XXXX	2019 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
57.0% WB
43.0% EB
65.0% NB
35.0% SB

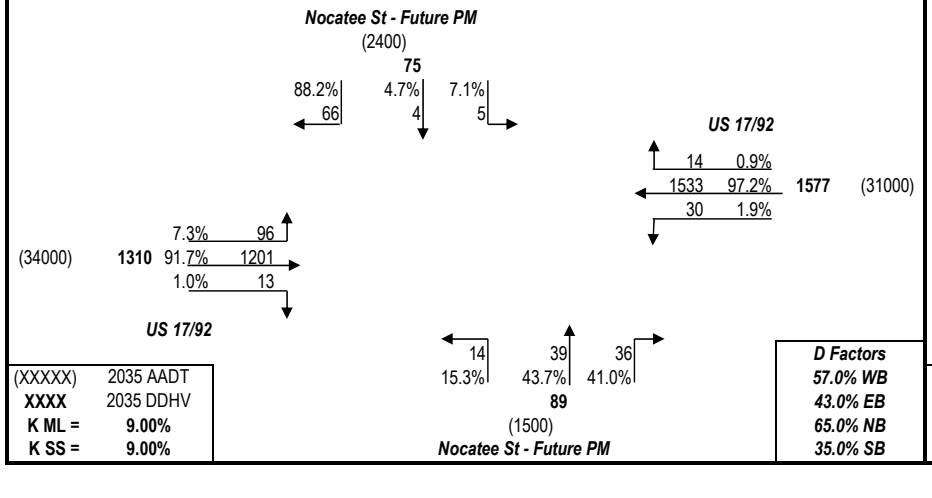
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025



(XXXXX)	2025 AADT
XXXX	2025 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
57.0% WB
43.0% EB
65.0% NB
35.0% SB

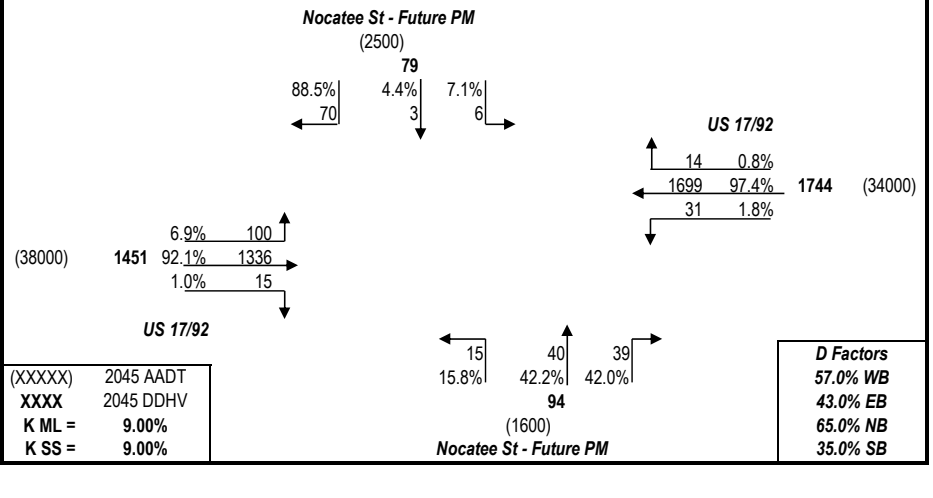
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035



(XXXXX)	2035 AADT
XXXX	2035 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
57.0% WB
43.0% EB
65.0% NB
35.0% SB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045

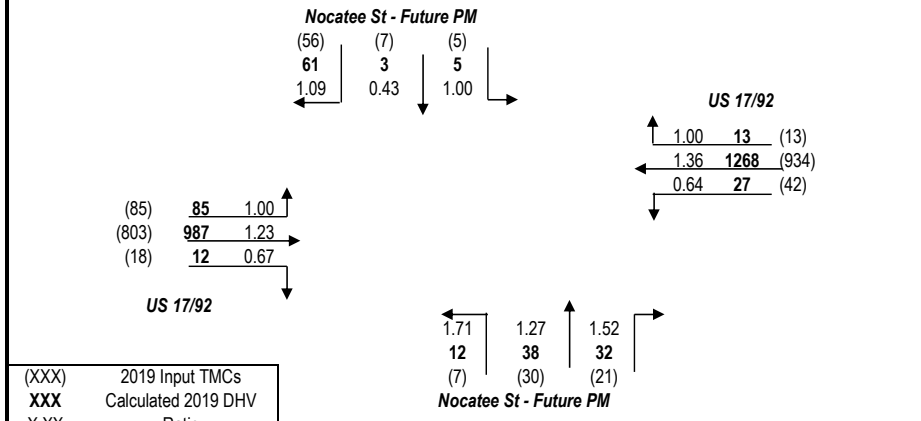


(XXXXX)	2045 AADT
XXXX	2045 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

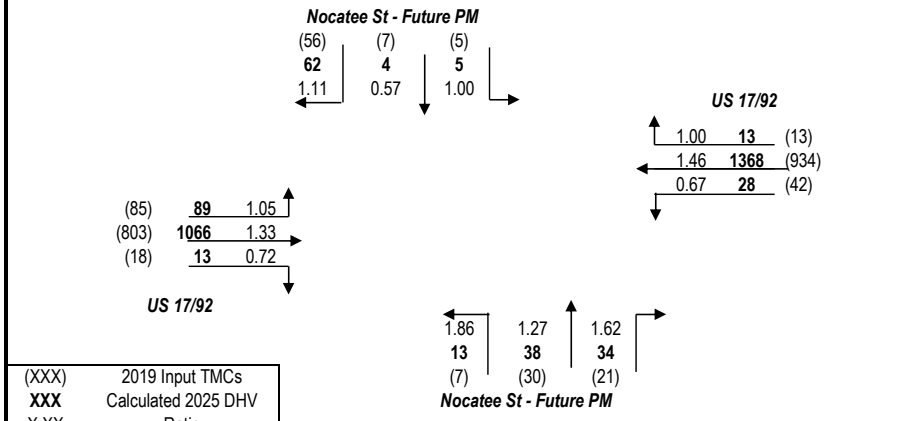
D Factors
57.0% WB
43.0% EB
65.0% NB
35.0% SB

PROJECT TRAFFIC FOR US 17/92 AT Nocatee St - Future PM

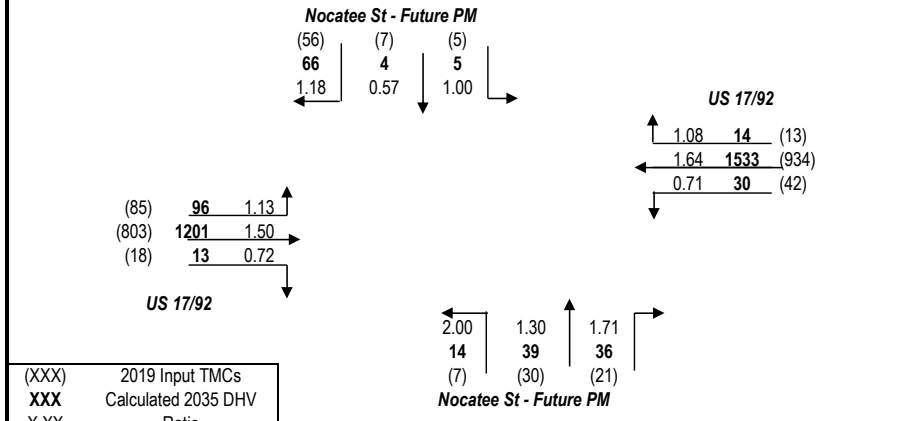
2019 INPUT TMCs COMPARED TO 2019 DHV



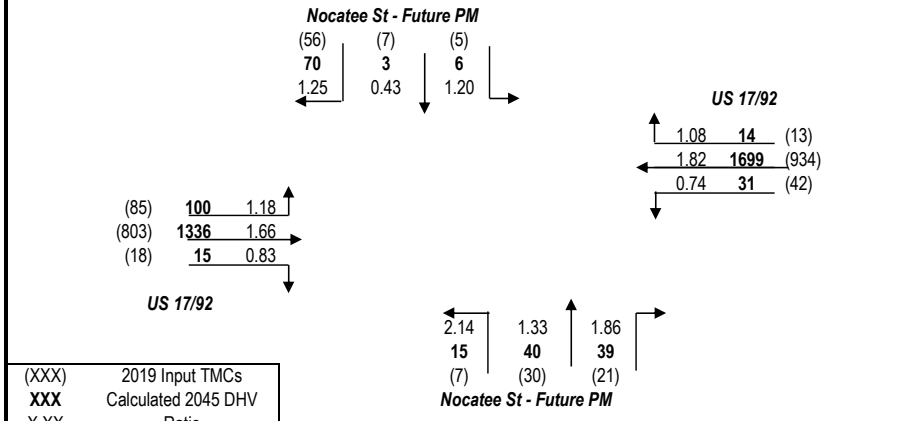
2019 INPUT TMCs COMPARED TO 2025 DHV



2019 INPUT TMCs COMPARED TO 2035 DHV



2019 INPUT TMCs COMPARED TO 2045 DHV



TURNS5 ANALYSIS SHEET - INPUT

Analyst: VHB
Date: 22-Jan-21
Highway: US 17/92
Intersection: Avenue A - Future AM
Project: US 17/92 from CR 54 to Avenue A
County: Osceola

Is this a 4 way intersection?
- (●) Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ( ) EB, WB, and SB
- ( ) EB, WB, and NB
- ( ) EB, SB, and NB
- ( ) WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
- ( ) Yes
- (●) No

K Factors	Mainline
	9.00%
	Side street
	9.00%

D Factors	*Mainline*
Westbound (WB)	43.0%
Eastbound (EB)	57.0%
	Side street
Northbound (NB)	28.0%
Southbound (SB)	72.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
- (●) Yes
- ( ) No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2019		
Opening	2025		
Mid	2035	5.27%	0.90%
Design	2045		

Mainline Growth Function
- (●) Linear
- ( ) Exponential
- ( ) Decaying

Side Street Growth Function
- (●) Linear
- ( ) Exponential
- ( ) Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
26000	10400	16400	21500	74300

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2019	25500	25500	1400	4100	56500
2045	34000	34000	1600	4600	74200

First Guess Turning % Option Used
Existing Turning Movement Counts

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**	
(EB LT)	*West-to-North*	39.8%	569	Existing Year AADTs
(EB THRU)	*West-to-East*	46.1%	657	
(EB RT)	*West-to-South*	14.1%	202	
(WB LT)	*East-to-South*	8.0%	61	
(WB THRU)	*East-to-West*	88.0%	667	
(WB RT)	*East-to-North*	4.0%	30	Existing Turning Movement Counts
(SB LT)	*North-to-East*	56.4%	22	
(SB THRU)	*North-to-South*	2.6%	1	
(SB RT)	*North-to-West*	41.0%	16	
(NB LT)	*South-to-West*	70.5%	74	FSUTMS Model Year AADTs
(NB THRU)	*South-to-North*	0.0%	0	
(NB RT)	*South-to-East*	29.5%	31	

Desired Closure: 0.10

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR US 17/92 AT Avenue A - Future AM

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2019

Avenue A - Future AM

(1400)

91

20.4% 19 | 1.6% 1 | 78.0% 71

US 17/92

4 0.4%
883 89.5% **987** (26000)
100 10.1%

2.3% 30
(26000) **1308** 86.0% 1125
11.7% 153

US 17/92

48 | 0 | 55
46.2% | 0.0% | 53.8%

103

(4100)

Avenue A - Future AM

(XXXXX)	2019 AADT
XXXX	2019 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
43.0% WB
57.0% EB
28.0% NB
72.0% SB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025

Avenue A - Future AM

(1400)

94

20.3% 19 | 1.5% 1 | 78.2% 74

US 17/92

3 0.3%
957 90.0% **1063** (27000)
103 9.7%

2.2% 31
(27000) **1409** 86.6% 1220
11.2% 158

US 17/92

49 | 0 | 57
46.1% | 0.0% | 53.9%

106

(4200)

Avenue A - Future AM

(XXXXX)	2025 AADT
XXXX	2025 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
43.0% WB
57.0% EB
28.0% NB
72.0% SB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035

Avenue A - Future AM

(1500)

99

20.3% 20 | 1.4% 1 | 78.3% 78

US 17/92

4 0.3%
1077 90.6% **1189** (31000)
108 9.1%

2.1% 33
(31000) **1577** 87.4% 1378
10.5% 166

US 17/92

51 | 0 | 60
46.0% | 0.0% | 54.0%

111

(4400)

Avenue A - Future AM

(XXXXX)	2035 AADT
XXXX	2035 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
43.0% WB
57.0% EB
28.0% NB
72.0% SB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045

Avenue A - Future AM

(1600)

104

19.9% 21 | 1.4% 1 | 78.7% 82

US 17/92

4 0.3%
1198 91.0% **1316** (34000)
114 8.7%

2.0% 35
(34000) **1744** 88.1% 1536
9.9% 173

US 17/92

53 | 0 | 63
45.4% | 0.0% | 54.6%

116

(4600)

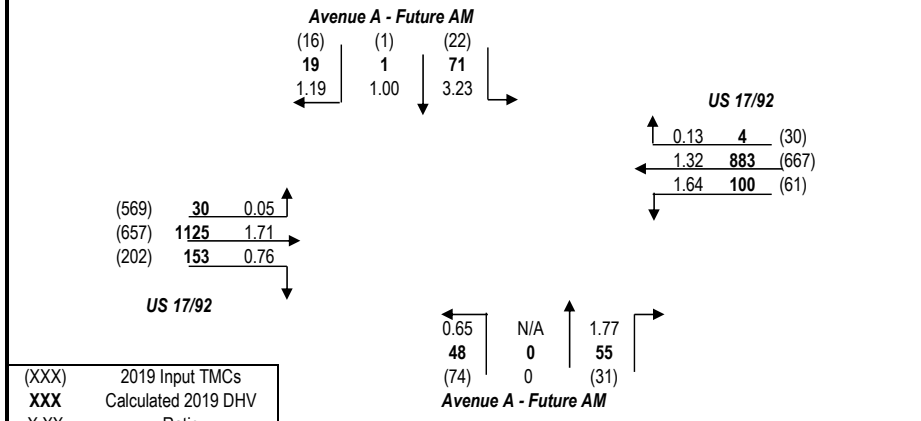
Avenue A - Future AM

(XXXXX)	2045 AADT
XXXX	2045 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

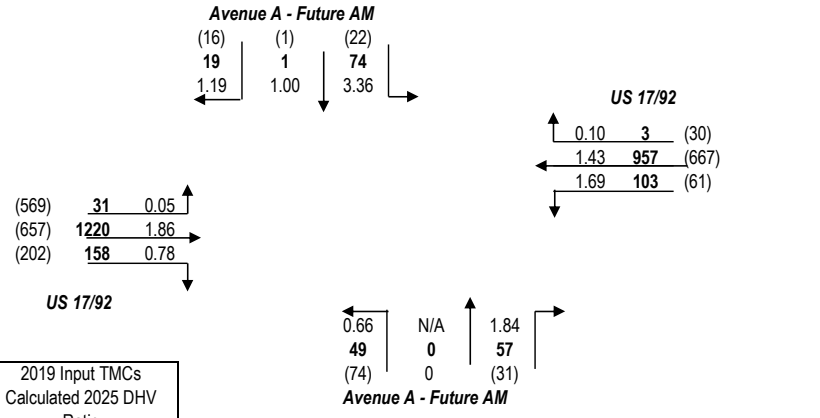
D Factors
43.0% WB
57.0% EB
28.0% NB
72.0% SB

PROJECT TRAFFIC FOR US 17/92 AT Avenue A - Future AM

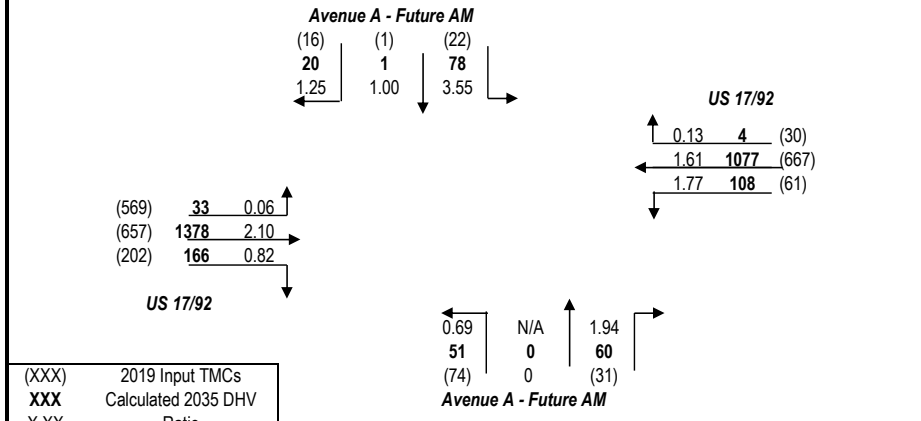
2019 INPUT TMCs COMPARED TO 2019 DHV



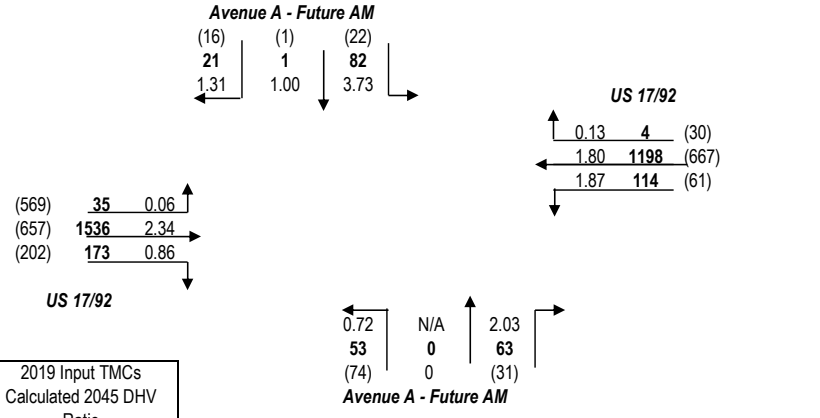
2019 INPUT TMCs COMPARED TO 2025 DHV



2019 INPUT TMCs COMPARED TO 2035 DHV



2019 INPUT TMCs COMPARED TO 2045 DHV



TURNS5 ANALYSIS SHEET - INPUT

Analyst: VHB
Date: 22-Jan-21
Highway: US 17/92
Intersection: Avenue A - Future PM
Project: US 17/92 from CR 54 to Avenue A
County: Osceola

Is this a 4 way intersection?
(●) Yes, my intersection has four approaches
If not, which 3 approaches exist in the intersection?
( ) EB, WB, and SB
( ) EB, WB, and NB
( ) EB, SB, and NB
( ) WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No: ( ) Yes (●) No

K Factors	
Mainline	9.00%
Side street	9.00%

D Factors	*Mainline*
Westbound (WB)	57.0%
Eastbound (EB)	43.0%
	Side street
Northbound (NB)	57.0%
Southbound (SB)	43.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No: (●) Yes ( ) No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2019		
Opening	2025		
Mid	2035	5.27%	0.90%
Design	2045		

Mainline Growth Function: (●) Linear ( ) Exponential ( ) Decaying

Side Street Growth Function: (●) Linear ( ) Exponential ( ) Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
26000	10400	16400	21500	74300

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2019	25500	25500	1400	4100	56500
2045	34000	34000	1600	4600	74200

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**
(EB LT)	*West-to-North*	5.8%	48
(EB THRU)	*West-to-East*	79.5%	659
(EB RT)	*West-to-South*	14.7%	122
(WB LT)	*East-to-South*	1.0%	9
(WB THRU)	*East-to-West*	97.0%	913
(WB RT)	*East-to-North*	2.0%	19
(SB LT)	*North-to-East*	39.4%	13
(SB THRU)	*North-to-South*	0.0%	0
(SB RT)	*North-to-West*	60.6%	20
(NB LT)	*South-to-West*	58.3%	56
(NB THRU)	*South-to-North*	0.0%	0
(NB RT)	*South-to-East*	41.7%	40

Desired Closure: 1.00

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
Existing Turning Movement Counts

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR US 17/92 AT Avenue A - Future PM

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2019

Avenue A - Future PM

(1400)
54
42.0% 23 | 0.0% 0 | 58.0% 31

US 17/92
35 2.7%
1248 95.4% **1308** (26000)
25 1.9%

3.8% 38
(26000) **987** 82.7% 816
13.5% 133

US 17/92

83 | 0 | 127
39.7% | 0.0% | 60.3%
210
(4100)
Avenue A - Future PM

(XXXXX)	2019 AADT
XXXX	2019 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
57.0% WB
43.0% EB
57.0% NB
43.0% SB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025

Avenue A - Future PM

(1400)
56
42.3% 24 | 0.0% 0 | 57.7% 32

US 17/92
35 2.5%
1350 95.8% **1409** (27000)
24 1.7%

3.7% 39
(27000) **1063** 83.4% 887
12.9% 137

US 17/92

86 | 0 | 130
40.0% | 0.0% | 60.0%
216
(4200)
Avenue A - Future PM

(XXXXX)	2025 AADT
XXXX	2025 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
57.0% WB
43.0% EB
57.0% NB
43.0% SB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035

Avenue A - Future PM

(1500)
59
42.8% 25 | 0.0% 0 | 57.2% 34

US 17/92
36 2.3%
1516 96.1% **1577** (31000)
25 1.6%

3.5% 42
(31000) **1189** 84.4% 1003
12.1% 144

US 17/92

92 | 0 | 134
40.5% | 0.0% | 59.5%
226
(4400)
Avenue A - Future PM

(XXXXX)	2035 AADT
XXXX	2035 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
57.0% WB
43.0% EB
57.0% NB
43.0% SB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045

Avenue A - Future PM

(1600)
62
43.2% 27 | 0.0% 0 | 56.8% 35

US 17/92
38 2.2%
1680 96.3% **1744** (34000)
26 1.5%

3.4% 45
(34000) **1316** 85.2% 1121
11.4% 150

US 17/92

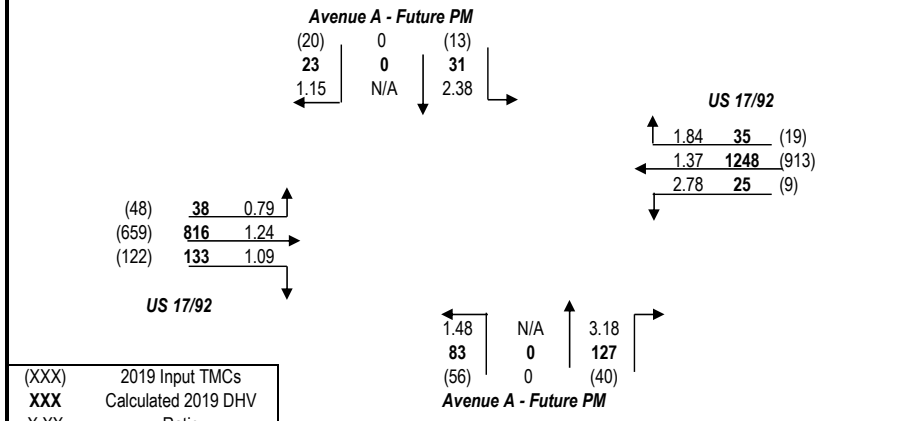
97 | 0 | 139
40.9% | 0.0% | 59.1%
236
(4600)
Avenue A - Future PM

(XXXXX)	2045 AADT
XXXX	2045 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

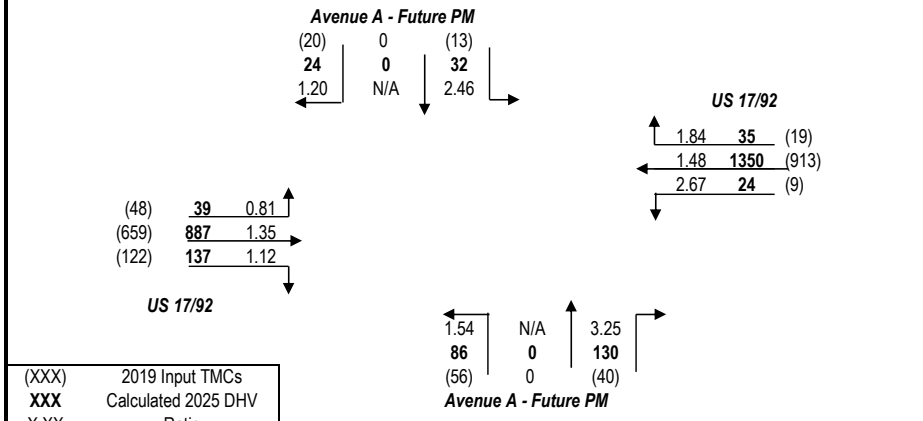
D Factors
57.0% WB
43.0% EB
57.0% NB
43.0% SB

PROJECT TRAFFIC FOR US 17/92 AT Avenue A - Future PM

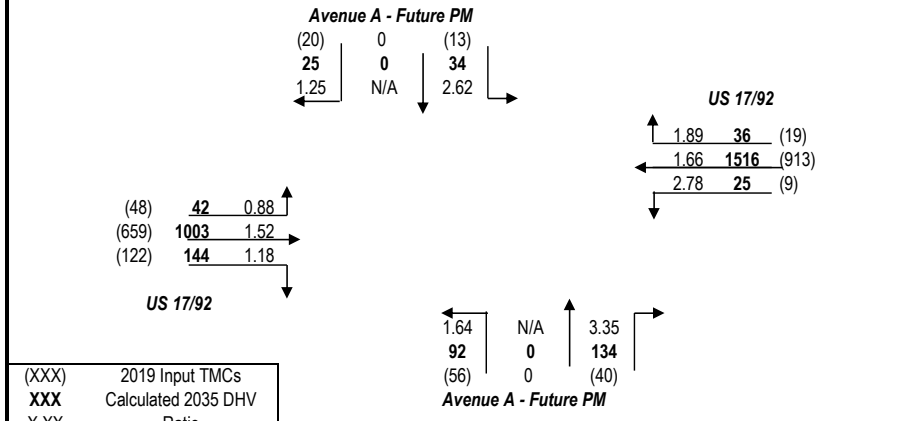
2019 INPUT TMCs COMPARED TO 2019 DHV



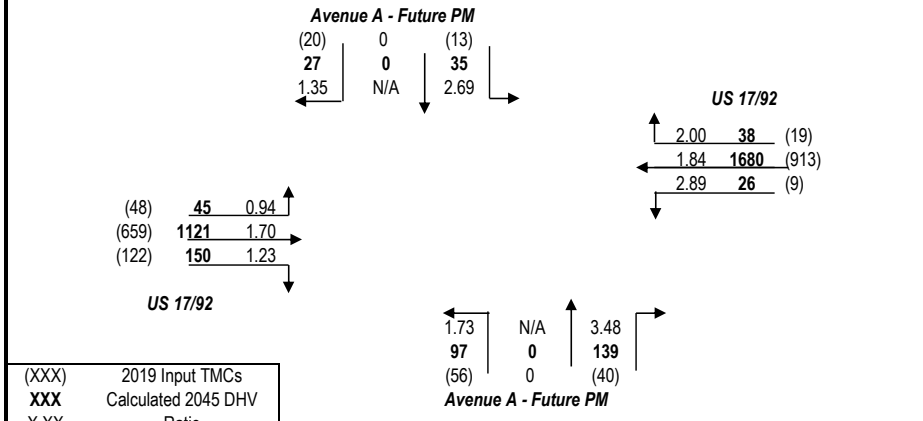
2019 INPUT TMCs COMPARED TO 2025 DHV



2019 INPUT TMCs COMPARED TO 2035 DHV



2019 INPUT TMCs COMPARED TO 2045 DHV



TURNS5 ANALYSIS SHEET - INPUT

Analyst: VHB
Date: 22-Jan-21
Highway: Poinciana Blvd
Intersection: US 17/92- Future AM
Project: US 17/92 from CR 54 to Avenue A
County: Osceola

Is this a 4 way intersection?
(●) Yes, my intersection has four approaches
If not, which 3 approaches exist in the intersection?
( ) EB, WB, and SB
( ) EB, WB, and NB
( ) EB, SB, and NB
( ) WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No: (●) Yes ( ) No

K Factors	
Mainline	9.00%
Side street	9.00%

D Factors	
Mainline	
Northbound (NB)	57.0%
Southbound (SB)	43.0%
Side street	
Westbound (WB)	43.0%
Eastbound (EB)	57.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N) Enter Yes or No: (●) Yes ( ) No

If "Yes" go to cell C47 If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2019	5.27%	0.90%
Opening	2025		
Mid	2035		
Design	2045		

Mainline Growth Function: (●) Linear ( ) Exponential ( ) Decaying

Side Street Growth Function: (●) Linear ( ) Exponential ( ) Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
26000	10400	16400	21500	74300

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2019	25500	23500	36000	33000	118000
2045	34000	37500	40500	37500	149500

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**
(EB LT)	*West-to-North*	26.9%	197
(EB THRU)	*West-to-East*	55.3%	405
(EB RT)	*West-to-South*	17.8%	130
(WB LT)	*East-to-South*	24.4%	200
(WB THRU)	*East-to-West*	53.7%	441
(WB RT)	*East-to-North*	21.9%	180
(SB LT)	*North-to-East*	15.3%	120
(SB THRU)	*North-to-South*	72.9%	572
(SB RT)	*North-to-West*	11.8%	93
(NB LT)	*South-to-West*	11.1%	186
(NB THRU)	*South-to-North*	78.7%	1313
(NB RT)	*South-to-East*	10.2%	170

Desired Closure: 1.00

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
Existing Turning Movement Counts

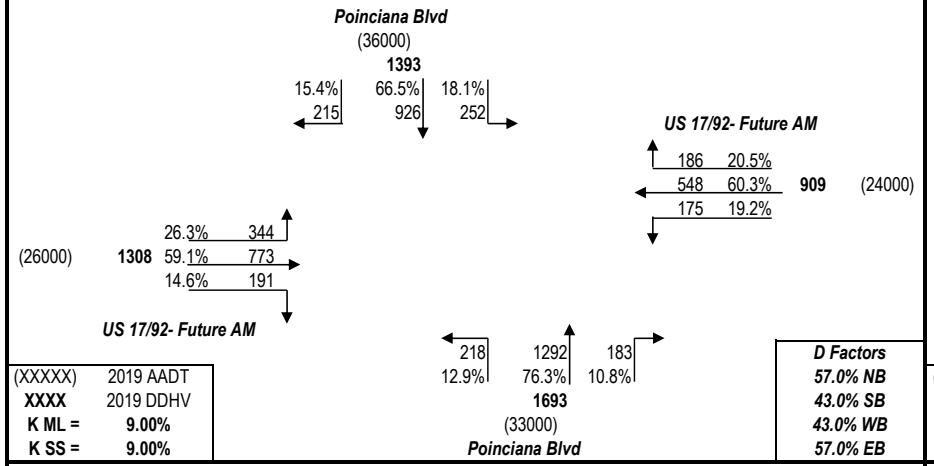
Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

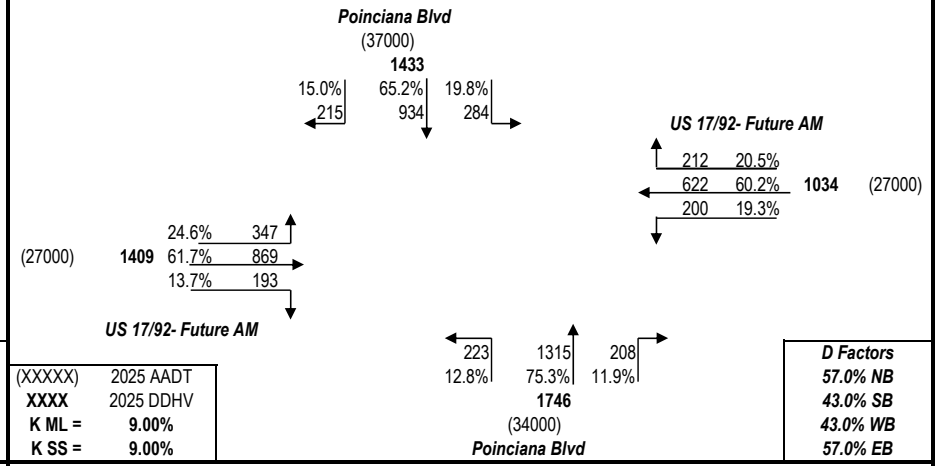
Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR Poinciana Blvd AT US 17/92- Future AM

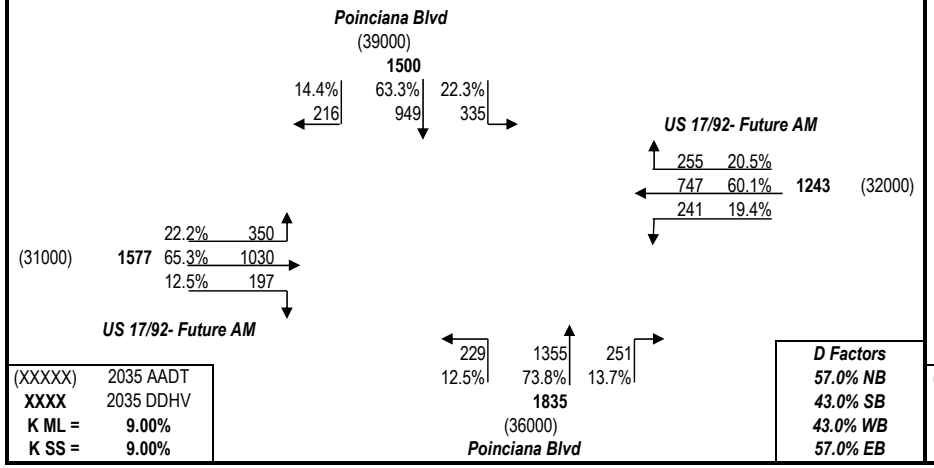
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2019



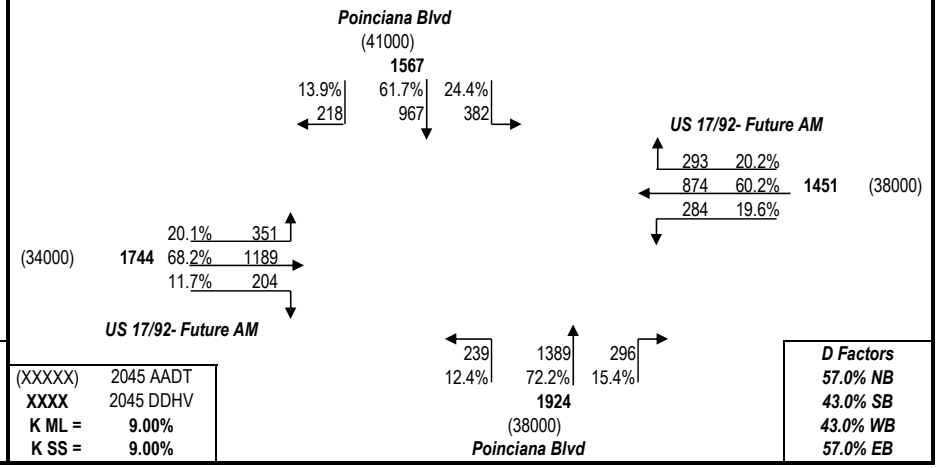
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025



DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035

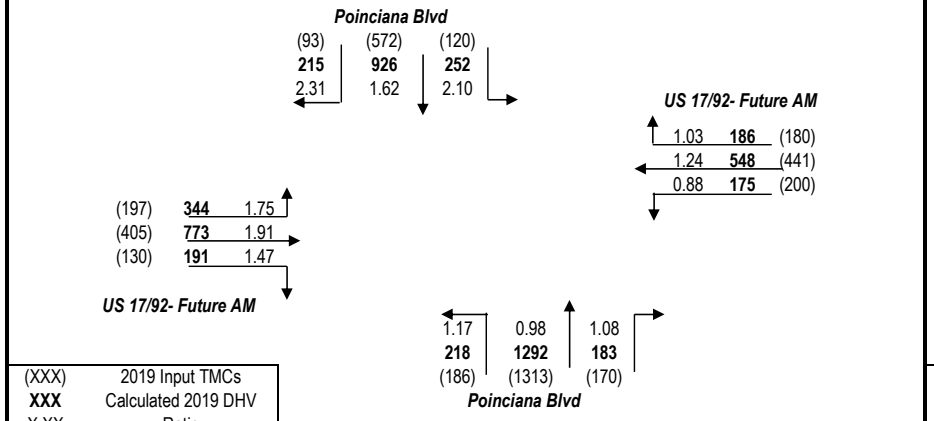


DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045

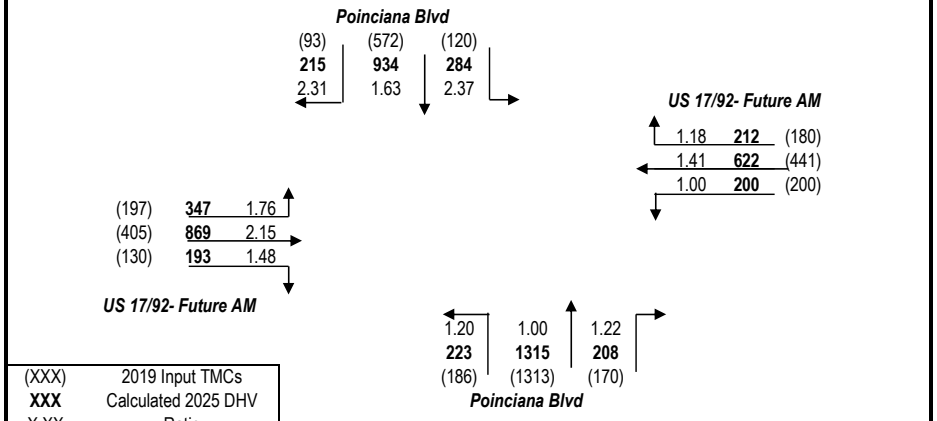


PROJECT TRAFFIC FOR Poinciana Blvd AT US 17/92- Future AM

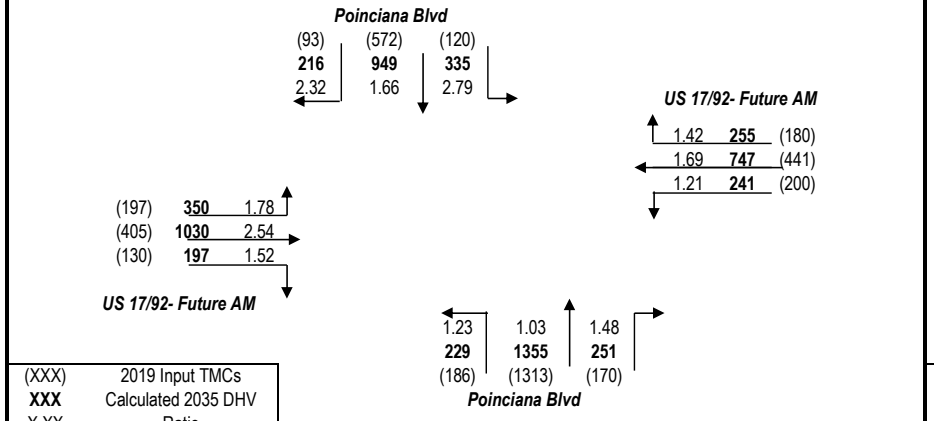
2019 INPUT TMCs COMPARED TO 2019 DHV



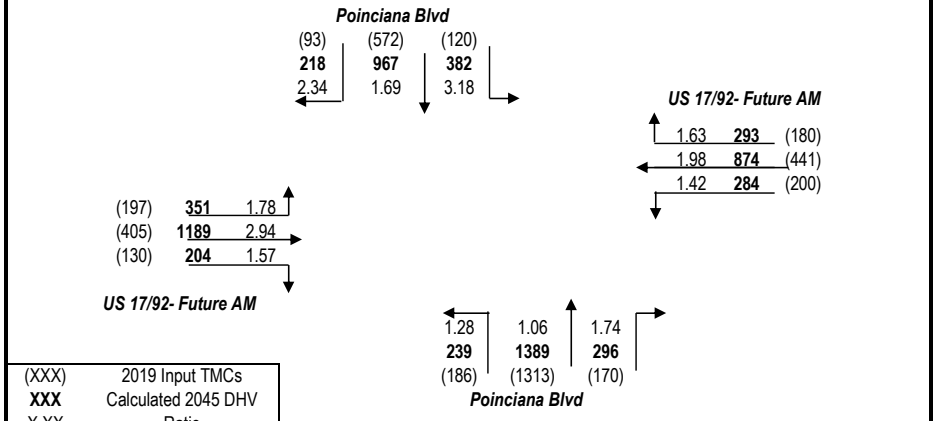
2019 INPUT TMCs COMPARED TO 2025 DHV



2019 INPUT TMCs COMPARED TO 2035 DHV



2019 INPUT TMCs COMPARED TO 2045 DHV



TURNS5 ANALYSIS SHEET - INPUT

Analyst: VHB
Date: 22-Jan-21
Highway: Poinciana Blvd
Intersection: US 17/92- Future PM
Project: US 17/92 from CR 54 to Avenue A
County: Osceola

Is this a 4 way intersection?
(●) Yes, my intersection has four approaches
If not, which 3 approaches exist in the intersection?
( ) EB, WB, and SB
( ) EB, WB, and NB
( ) EB, SB, and NB
( ) WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No: (●) Yes ( ) No

K Factors	
Mainline	9.00%
Side street	9.00%

D Factors	
Mainline	
Northbound (NB)	43.0%
Southbound (SB)	57.0%
Side street	
Westbound (WB)	57.0%
Eastbound (EB)	43.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No: (●) Yes ( ) No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2019		
Opening	2025	5.27%	0.90%
Mid	2035		
Design	2045		

Mainline Growth Function: (●) Linear ( ) Exponential ( ) Decaying

Side Street Growth Function: (●) Linear ( ) Exponential ( ) Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
26000	10400	16400	21500	74300

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2019	25500	23500	36000	33000	118000
2045	34000	37500	40500	39500	151500

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**
(EB LT)	*West-to-North*	20.3%	136
(EB THRU)	*West-to-East*	64.3%	430
(EB RT)	*West-to-South*	15.4%	103
(WB LT)	*East-to-South*	33.7%	304
(WB THRU)	*East-to-West*	53.8%	486
(WB RT)	*East-to-North*	12.5%	113
(SB LT)	*North-to-East*	12.9%	196
(SB THRU)	*North-to-South*	76.3%	1155
(SB RT)	*North-to-West*	10.8%	164
(NB LT)	*South-to-West*	19.7%	242
(NB THRU)	*South-to-North*	63.6%	782
(NB RT)	*South-to-East*	16.7%	206

Desired Closure: 2.00

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
Existing Turning Movement Counts

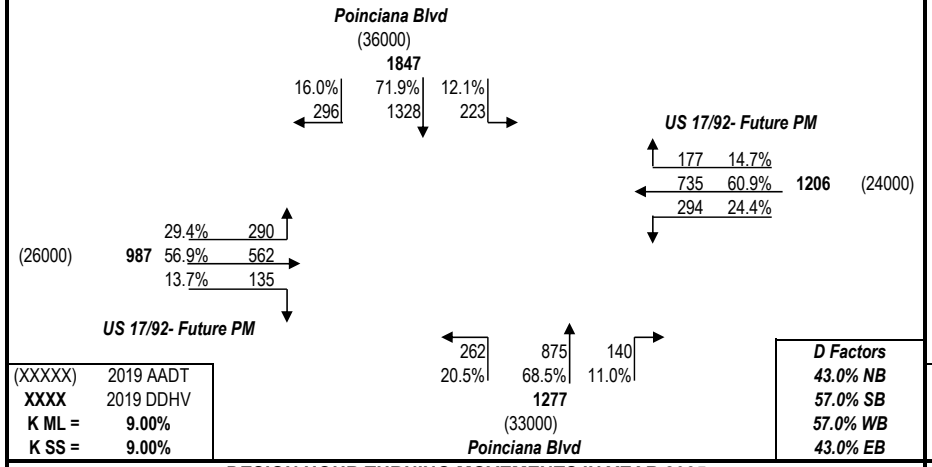
Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

PROJECT TRAFFIC FOR Poinciana Blvd AT US 17/92- Future PM

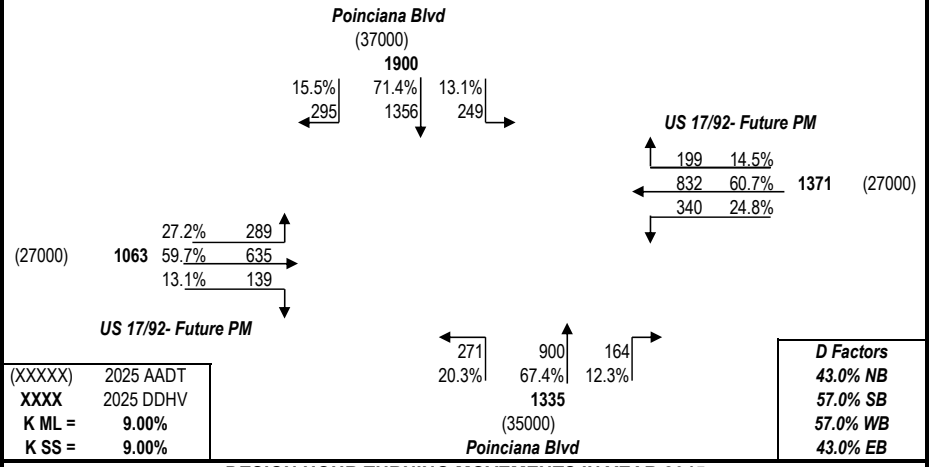
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2019



(XXXXX)	2019 AADT
XXXX	2019 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
43.0% NB
57.0% SB
57.0% WB
43.0% EB

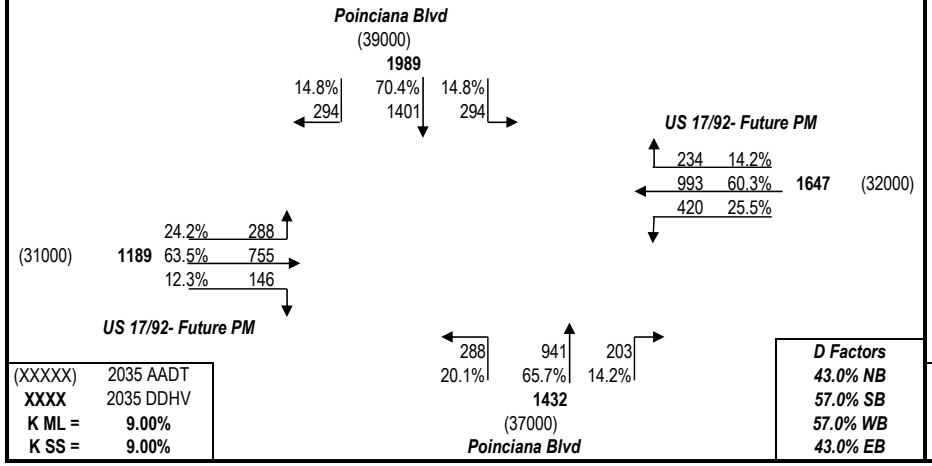
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025



(XXXXX)	2025 AADT
XXXX	2025 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
43.0% NB
57.0% SB
57.0% WB
43.0% EB

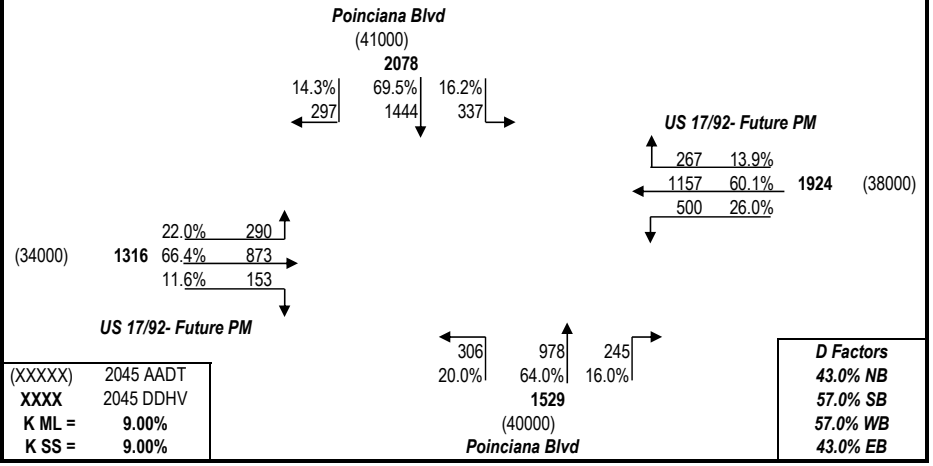
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035



(XXXXX)	2035 AADT
XXXX	2035 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
43.0% NB
57.0% SB
57.0% WB
43.0% EB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045

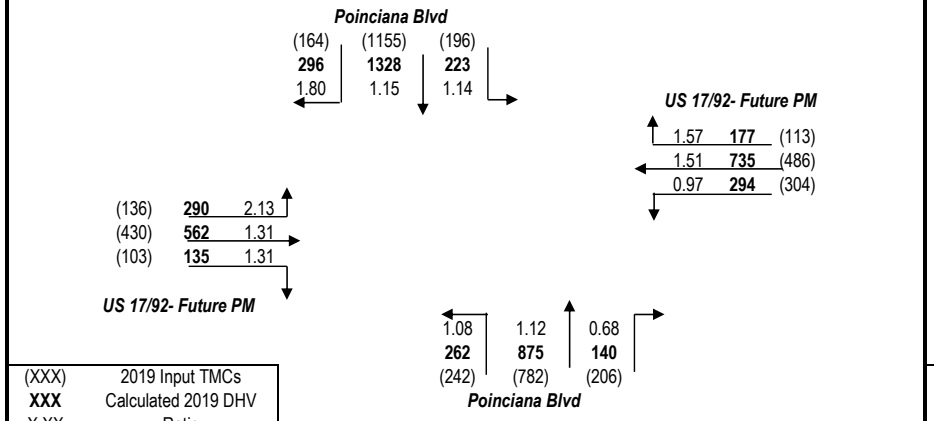


(XXXXX)	2045 AADT
XXXX	2045 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

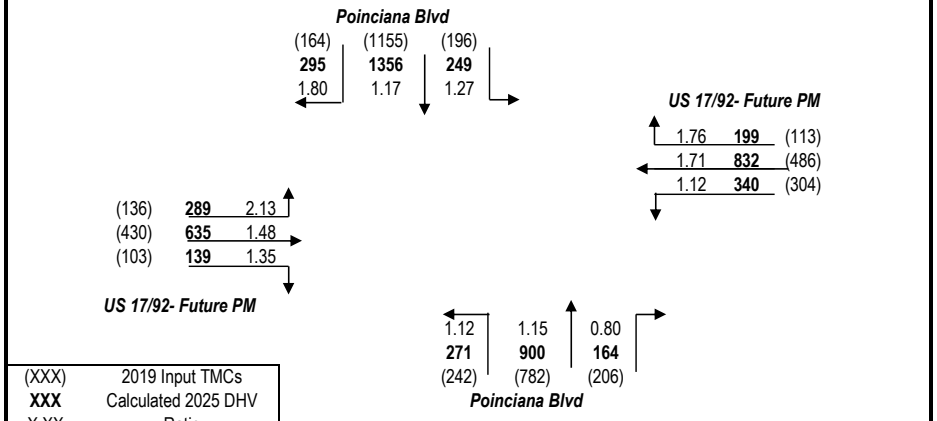
D Factors
43.0% NB
57.0% SB
57.0% WB
43.0% EB

PROJECT TRAFFIC FOR Poinciana Blvd AT US 17/92- Future PM

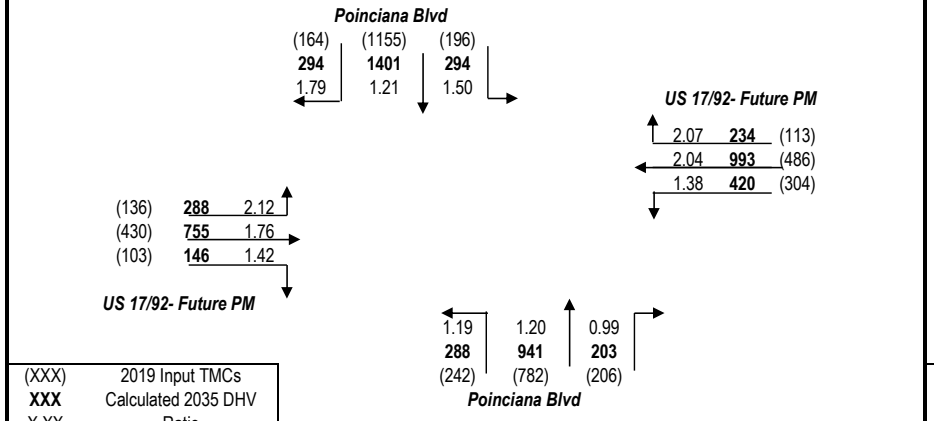
2019 INPUT TMCs COMPARED TO 2019 DHV



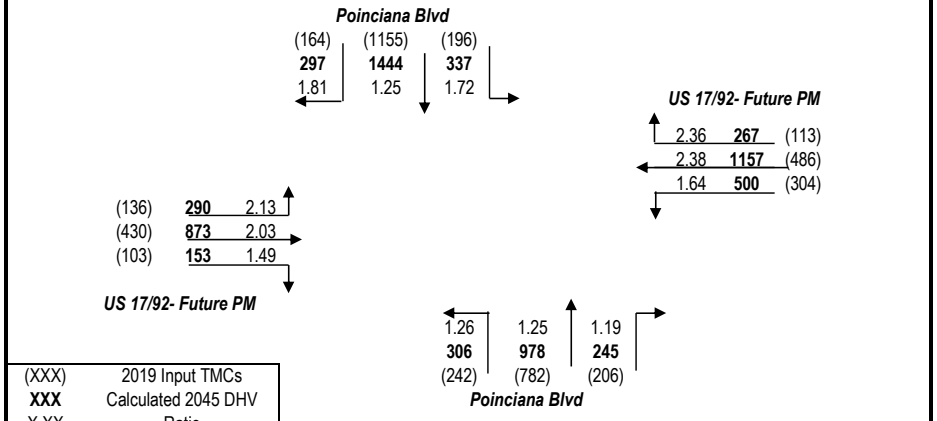
2019 INPUT TMCs COMPARED TO 2025 DHV



2019 INPUT TMCs COMPARED TO 2035 DHV

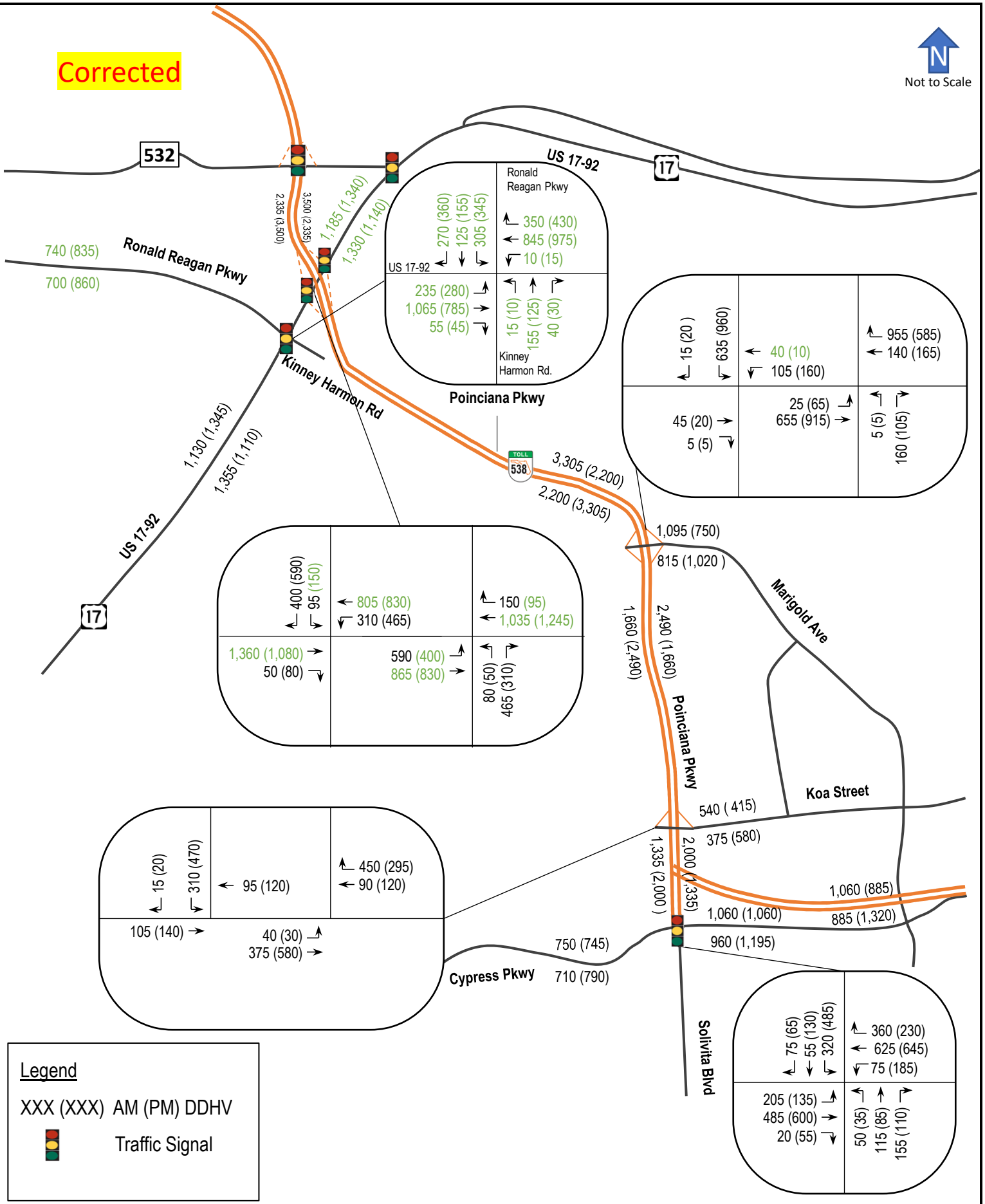


2019 INPUT TMCs COMPARED TO 2045 DHV



Appendix M

Pages from CFX report - September 2020



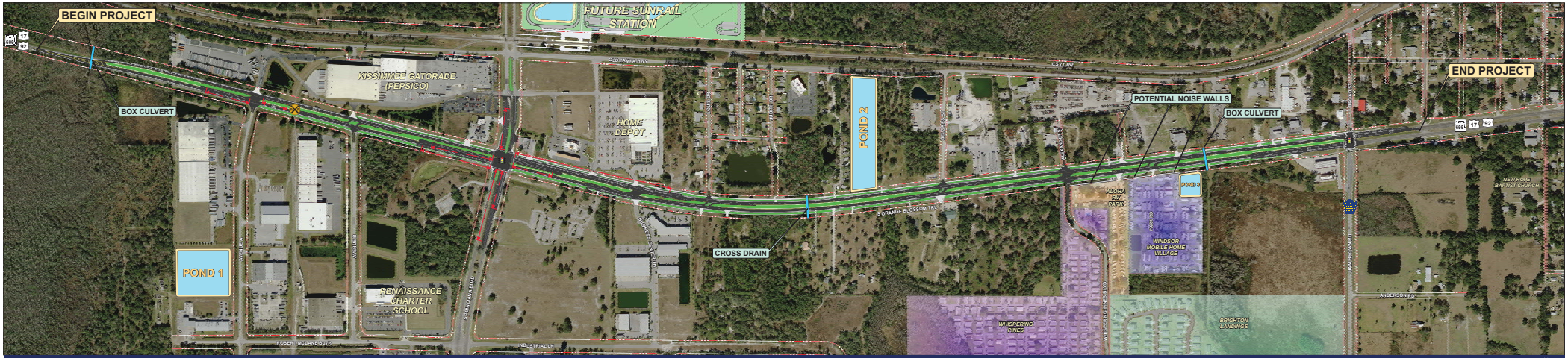
CENTRAL FLORIDA EXPRESSWAY AUTHORITY

Project Traffic Analysis Report: Poinciana Parkway Widening

2045 Build: Directional Design Hour Volumes Full Build

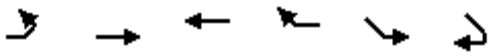
Appendix N

No Build Results



SR 600 (US 17/92)

From Avenue A to CR 535
Osceola County, Florida
FPID No. 239714-1-52-01



Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Volume (veh/h)	294	865	483	661	488	172
Future Volume (veh/h)	294	865	483	661	488	172
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
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	309	911	508	0	514	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	383	1020	685		541	
Arrive On Green	0.12	0.56	0.38	0.00	0.31	0.00
Sat Flow, veh/h	1739	1826	1826	1547	1739	1547
Grp Volume(v), veh/h	309	911	508	0	514	0
Grp Sat Flow(s),veh/h/ln	1739	1826	1826	1547	1739	1547
Q Serve(g_s), s	12.7	52.7	28.9	0.0	34.7	0.0
Cycle Q Clear(g_c), s	12.7	52.7	28.9	0.0	34.7	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	383	1020	685		541	
V/C Ratio(X)	0.81	0.89	0.74		0.95	
Avail Cap(c_a), veh/h	383	1020	685		568	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	23.7	23.3	32.4	0.0	40.4	0.0
Incr Delay (d2), s/veh	12.1	11.8	7.1	0.0	25.5	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	9.9	30.6	19.1	0.0	24.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	35.7	35.2	39.5	0.0	65.9	0.0
LnGrp LOS	D	D	D		E	
Approach Vol, veh/h		1220	508	A	514	A
Approach Delay, s/veh		35.3	39.5		65.9	
Approach LOS		D	D		E	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	22.0	52.8				74.8	45.2
Change Period (Y+Rc), s	* 7.8	* 7.8				* 7.8	7.8
Max Green Setting (Gmax), s	* 14	* 43				* 65	39.2
Max Q Clear Time (g_c+I1), s	14.7	30.9				54.7	36.7
Green Ext Time (p_c), s	0.0	2.6				5.0	0.7

Intersection Summary	
HCM 6th Ctrl Delay	43.3
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR, SER] is excluded from calculations of the approach delay and intersection delay.

Approach	EB	WB	SE
Crosswalk Length (ft)	36.1	36.0	24.8
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	3	2	3
Number of Right-Turn Islands	0	0	0
Type of Control	Actuated	Actuated	Actuated
Corresponding Signal Phase	8	6	2
Effective Walk Time (s)	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	488	294
Veh. Perm. R. Flow in Walk (v/h)	172	0	661
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	55	55	55
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	64.4	64.4	64.4
Pedestrian Compliance Code	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.10	4.78	3.40
Pedestrian Crosswalk LOS	C	E	C

Approach	EB	WB	SE
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	1220	1204	695
Effct. Green for Bike (s)	102.2	84.4	32.2
Cross Street Width (ft)	36.0	37.5	35.9
Through Lanes Number	1	1	1
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	4.0	4.0	4.0
Curb Is Present?	No	No	No
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	1363	1125	429
Bicycle Delay (s/bike)	7.6	14.3	46.3
Bicycle Compliance	Good	Fair	Poor
Bicycle LOS Score	3.27	3.26	2.40
Bicycle LOS	C	C	B

Intersection	
Int Delay, s/veh	38.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	275	1078	930	12	12	214
Future Vol, veh/h	275	1078	930	12	12	214
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	540	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	3	3
Mvmt Flow	289	1135	979	13	13	225

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	992	0	-	0	2699	986
Stage 1	-	-	-	-	986	-
Stage 2	-	-	-	-	1713	-
Critical Hdwy	4.15	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.245	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	685	-	-	-	23	299
Stage 1	-	-	-	-	360	-
Stage 2	-	-	-	-	159	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	685	-	-	-	13	299
Mov Cap-2 Maneuver	-	-	-	-	13	-
Stage 1	-	-	-	-	208	-
Stage 2	-	-	-	-	159	-

Approach	EB	WB	SB
HCM Control Delay, s	2.9	0	$ 410.2
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	685	-	-	-	138
HCM Lane V/C Ratio	0.423	-	-	-	1.724
HCM Control Delay (s)	14	-	-	-	$ 410.2
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	2.1	-	-	-	17.6

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

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	82	1008	0	0	892	19	0	0	0	35	0	23
Future Vol, veh/h	82	1008	0	0	892	19	0	0	0	35	0	23
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	250	-	-	-	-	-	-	-	-	-	-	-
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, %	5	5	5	5	5	5	10	10	10	3	3	3
Mvmt Flow	86	1061	0	0	939	20	0	0	0	37	0	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	959	0	0	-	-	0	2194	2192	1061	2182	2182	949
Stage 1	-	-	-	-	-	-	1233	1233	-	949	949	-
Stage 2	-	-	-	-	-	-	961	959	-	1233	1233	-
Critical Hdwy	4.15	-	-	-	-	-	7.2	6.6	6.3	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.6	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.6	-	6.13	5.53	-
Follow-up Hdwy	2.245	-	-	-	-	-	3.59	4.09	3.39	3.527	4.027	3.327
Pot Cap-1 Maneuver	705	-	-	0	-	-	31	43	262	~ 33	46	315
Stage 1	-	-	-	0	-	-	208	240	-	312	338	-
Stage 2	-	-	-	0	-	-	298	325	-	215	248	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	705	-	-	-	-	-	26	38	262	~ 30	40	315
Mov Cap-2 Maneuver	-	-	-	-	-	-	97	120	-	115	138	-
Stage 1	-	-	-	-	-	-	183	211	-	274	338	-
Stage 2	-	-	-	-	-	-	275	325	-	189	218	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0	0	43
HCM LOS			A	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	-	705	-	-	-	-	154
HCM Lane V/C Ratio	-	0.122	-	-	-	-	0.396
HCM Control Delay (s)	0	10.8	-	-	-	-	43
HCM Lane LOS	A	B	-	-	-	-	E
HCM 95th %tile Q(veh)	-	0.4	-	-	-	-	1.7

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

Intersection	
Int Delay, s/veh	25.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	1028	0	20	903	5	5	7	14	45	17	3
Future Vol, veh/h	15	1028	0	20	903	5	5	7	14	45	17	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	100	-	-	100	-	-	-	-	-	-	-	-
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, %	5	5	5	5	5	5	2	2	2	8	8	8
Mvmt Flow	16	1082	0	21	951	5	5	7	15	47	18	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	956	0	0	1082	0	0	2120	2112	1082	2121	2110	954
Stage 1	-	-	-	-	-	-	1114	1114	-	996	996	-
Stage 2	-	-	-	-	-	-	1006	998	-	1125	1114	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.12	6.52	6.22	7.18	6.58	6.28
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.18	5.58	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.18	5.58	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.518	4.018	3.318	3.572	4.072	3.372
Pot Cap-1 Maneuver	707	-	-	633	-	-	37	51	264	~ 35	49	306
Stage 1	-	-	-	-	-	-	253	284	-	287	315	-
Stage 2	-	-	-	-	-	-	291	322	-	243	277	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	707	-	-	633	-	-	25	48	264	~ 28	46	306
Mov Cap-2 Maneuver	-	-	-	-	-	-	25	48	-	~ 28	46	-
Stage 1	-	-	-	-	-	-	247	277	-	280	305	-
Stage 2	-	-	-	-	-	-	262	311	-	218	271	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.2	95.8	$ 755.7
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	65	707	-	-	633	-	-	33
HCM Lane V/C Ratio	0.421	0.022	-	-	0.033	-	-	2.073
HCM Control Delay (s)	95.8	10.2	-	-	10.9	-	-	$ 755.7
HCM Lane LOS	F	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	1.6	0.1	-	-	0.1	-	-	7.7

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

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	38	1042	22	4	909	5	5	6	21	9	5	4
Future Vol, veh/h	38	1042	22	4	909	5	5	6	21	9	5	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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	1	1	1
Mvmt Flow	40	1097	23	4	957	5	5	6	22	9	5	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	962	0	0	1120	0	0	2161	2159	1109	2171	2168	960
Stage 1	-	-	-	-	-	-	1189	1189	-	968	968	-
Stage 2	-	-	-	-	-	-	972	970	-	1203	1200	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.15	6.55	6.25	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.11	5.51	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.545	4.045	3.345	3.509	4.009	3.309
Pot Cap-1 Maneuver	703	-	-	613	-	-	34	47	251	34	47	313
Stage 1	-	-	-	-	-	-	226	258	-	307	333	-
Stage 2	-	-	-	-	-	-	300	328	-	226	259	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	703	-	-	613	-	-	26	39	251	24	39	313
Mov Cap-2 Maneuver	-	-	-	-	-	-	26	39	-	24	39	-
Stage 1	-	-	-	-	-	-	192	219	-	260	328	-
Stage 2	-	-	-	-	-	-	287	323	-	170	220	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	89.2	193.6
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	74	703	-	-	613	-	-	35
HCM Lane V/C Ratio	0.455	0.057	-	-	0.007	-	-	0.541
HCM Control Delay (s)	89.2	10.4	0	-	10.9	0	-	193.6
HCM Lane LOS	F	B	A	-	B	A	-	F
HCM 95th %tile Q(veh)	1.8	0.2	-	-	0	-	-	1.8

Intersection	
Int Delay, s/veh	7.9

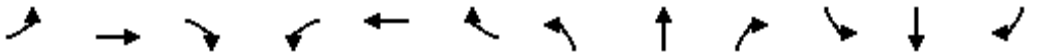
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	59	802	214	73	824	31	76	0	38	23	1	17
Future Vol, veh/h	59	802	214	73	824	31	76	0	38	23	1	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	400	-	400	225	-	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, %	5	5	5	5	5	5	16	0	26	0	0	26
Mvmt Flow	62	844	225	77	867	33	80	0	40	24	1	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	900	0	0	1069	0	0	2015	2022	422	1567	2214	867
Stage 1	-	-	-	-	-	-	968	968	-	1021	1021	-
Stage 2	-	-	-	-	-	-	1047	1054	-	546	1193	-
Critical Hdwy	4.175	-	-	4.175	-	-	7.54	6.5	7.29	7.3	6.5	6.59
Critical Hdwy Stg 1	-	-	-	-	-	-	6.74	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.34	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2475	-	-	2.2475	-	-	3.652	4	3.547	3.5	4	3.547
Pot Cap-1 Maneuver	737	-	-	635	-	-	~ 34	59	528	84	44	309
Stage 1	-	-	-	-	-	-	253	335	-	288	316	-
Stage 2	-	-	-	-	-	-	253	305	-	495	263	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	737	-	-	635	-	-	~ 27	47	528	66	35	309
Mov Cap-2 Maneuver	-	-	-	-	-	-	94	133	-	165	109	-
Stage 1	-	-	-	-	-	-	232	307	-	264	278	-
Stage 2	-	-	-	-	-	-	209	268	-	419	241	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.9	126.4	27.7
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	129	737	-	-	635	-	-	201
HCM Lane V/C Ratio	0.93	0.084	-	-	0.121	-	-	0.215
HCM Control Delay (s)	126.4	10.3	-	-	11.4	-	-	27.7
HCM Lane LOS	F	B	-	-	B	-	-	D
HCM 95th %tile Q(veh)	6.2	0.3	-	-	0.4	-	-	0.8

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	221	540	147	219	541	206	221	1331	199	180	663	122
Future Volume (veh/h)	221	540	147	219	541	206	221	1331	199	180	663	122
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	230	562	153	228	564	215	230	1386	207	188	691	-8
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	5	5	5	5	5	3	3	3	3	3	3
Cap, veh/h	273	860	384	273	860	384	277	1462	652	794	1969	878
Arrive On Green	0.08	0.25	0.25	0.08	0.25	0.25	0.08	0.41	0.41	0.23	0.56	0.00
Sat Flow, veh/h	3374	3469	1547	3374	3469	1547	3428	3526	1572	3428	3526	1572
Grp Volume(v), veh/h	230	562	153	228	564	215	230	1386	207	188	691	-8
Grp Sat Flow(s),veh/h/ln	1687	1735	1547	1687	1735	1547	1714	1763	1572	1714	1763	1572
Q Serve(g_s), s	10.1	21.8	12.3	10.0	21.9	18.2	9.9	56.9	13.3	6.7	16.1	0.0
Cycle Q Clear(g_c), s	10.1	21.8	12.3	10.0	21.9	18.2	9.9	56.9	13.3	6.7	16.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	273	860	384	273	860	384	277	1462	652	794	1969	878
V/C Ratio(X)	0.84	0.65	0.40	0.83	0.66	0.56	0.83	0.95	0.32	0.24	0.35	-0.01
Avail Cap(c_a), veh/h	292	860	384	273	860	384	370	1462	652	794	1969	878
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	68.0	50.6	46.8	67.9	50.6	49.3	67.9	42.3	29.6	46.9	18.2	0.0
Incr Delay (d2), s/veh	18.0	3.8	3.1	19.2	3.9	5.8	10.1	14.0	1.3	0.1	0.5	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	8.6	14.9	8.8	8.6	15.0	12.2	8.3	35.7	9.1	5.2	11.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.0	54.5	49.9	87.1	54.5	55.1	78.0	56.4	30.9	47.0	18.7	0.0
LnGrp LOS	F	D	D	F	D	E	E	E	C	D	B	A
Approach Vol, veh/h		945			1007			1823			871	
Approach Delay, s/veh		61.4			62.0			56.2			24.9	
Approach LOS		E			E			E			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.8	44.0	43.1	69.0	20.8	44.0	19.9	92.1
Change Period (Y+Rc), s	8.7	* 6.8	7.9	6.8	8.7	* 6.8	7.8	* 7.9
Max Green Setting (Gmax), s	13.0	* 37	9.1	62.2	11.3	* 37	16.2	* 55
Max Q Clear Time (g_c+I1), s	12.1	23.9	8.7	58.9	12.0	23.8	11.9	18.1
Green Ext Time (p_c), s	0.1	4.8	0.0	2.8	0.0	4.5	0.2	6.4

Intersection Summary	
HCM 6th Ctrl Delay	52.7
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	36.1	36.0	59.8	60.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	7	7	7	7
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	8	4	6	2
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	221	180	219	221
Veh. Perm. R. Flow in Walk (v/h)	122	199	147	206
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	45	35	35
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	64.4	64.4	64.4	64.4
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.32	3.28	3.40	3.39
Pedestrian Crosswalk LOS	C	C	C	C

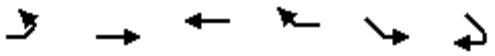
Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	945	1007	1823	1006
Effct. Green for Bike (s)	37.2	37.2	62.2	57.1
Cross Street Width (ft)	84.9	84.9	84.9	84.8
Through Lanes Number	2	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0	5.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	496	496	829	761
Bicycle Delay (s/bike)	42.4	42.4	25.7	28.8
Bicycle Compliance	Poor	Poor	Fair	Fair
Bicycle LOS Score	2.57	2.62	3.29	2.61
Bicycle LOS	C	C	C	C

Arterial Level of Service: EB US 17/92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
CR 532 (Osceola Polk	I	55	40.5	39.4	79.9	0.62	27.8	C
Poinciana Blvd	I	48	275.7	55.1	330.8	3.64	39.6	B
Total	I		316.2	94.5	410.7	4.26	37.3	B

Arterial Level of Service: WB US 17/92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Poinciana Blvd	I	45	43.2	55.1	98.3	0.49	18.0	E
CR 532 (Osceola Polk	I	51	258.7	42.3	301.0	3.64	43.5	A
Total	I		301.9	97.4	399.3	4.13	37.2	B



Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Volume (veh/h)	178	552	946	569	739	201
Future Volume (veh/h)	178	552	946	569	739	201
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
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	180	558	956	0	746	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	143	1001	806		605	
Arrive On Green	0.05	0.55	0.44	0.00	0.35	0.00
Sat Flow, veh/h	1739	1826	1826	1547	1739	1547
Grp Volume(v), veh/h	180	558	956	0	746	0
Grp Sat Flow(s),veh/h/ln	1739	1826	1826	1547	1739	1547
Q Serve(g_s), s	8.2	29.8	66.2	0.0	52.2	0.0
Cycle Q Clear(g_c), s	8.2	29.8	66.2	0.0	52.2	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	143	1001	806		605	
V/C Ratio(X)	1.26	0.56	1.19		1.23	
Avail Cap(c_a), veh/h	143	1001	806		605	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	44.8	22.1	41.9	0.0	48.9	0.0
Incr Delay (d2), s/veh	160.6	2.2	96.2	0.0	118.6	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	18.5	18.3	68.8	0.0	59.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	205.4	24.3	138.1	0.0	167.5	0.0
LnGrp LOS	F	C	F		F	
Approach Vol, veh/h		738	956	A	746	A
Approach Delay, s/veh		68.5	138.1		167.5	
Approach LOS		E	F		F	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	16.0	74.0				90.0	60.0
Change Period (Y+Rc), s	* 7.8	* 7.8				* 7.8	7.8
Max Green Setting (Gmax), s	* 8.2	* 66				* 82	52.2
Max Q Clear Time (g_c+I1), s	10.2	68.2				31.8	54.2
Green Ext Time (p_c), s	0.0	0.0				4.3	0.0

Intersection Summary	
HCM 6th Ctrl Delay	126.1
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR, SER] is excluded from calculations of the approach delay and intersection delay.

Approach	EB	WB	SE
Crosswalk Length (ft)	36.1	36.0	24.8
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	3	2	3
Number of Right-Turn Islands	0	0	0
Type of Control	Actuated	Actuated	Actuated
Corresponding Signal Phase	8	6	2
Effective Walk Time (s)	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	739	178
Veh. Perm. R. Flow in Walk (v/h)	201	0	569
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	55	55	55
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	74.4	74.4	74.4
Pedestrian Compliance Code	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.10	5.33	3.24
Pedestrian Crosswalk LOS	C	E	C

Approach	EB	WB	SE
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	738	1531	949
Effct. Green for Bike (s)	113.2	99.2	41.2
Cross Street Width (ft)	36.0	37.5	36.0
Through Lanes Number	1	1	1
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	4.0	4.0	4.0
Curb Is Present?	No	No	No
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	1332	1167	485
Bicycle Delay (s/bike)	9.5	14.7	48.8
Bicycle Compliance	Good	Fair	Poor
Bicycle LOS Score	2.47	3.80	2.82
Bicycle LOS	B	D	C

Intersection	
Int Delay, s/veh	111.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	232	1059	1224	14	13	291
Future Vol, veh/h	232	1059	1224	14	13	291
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	540	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	3	3
Mvmt Flow	244	1115	1288	15	14	306

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1303	0	-	0	2899	1296
Stage 1	-	-	-	-	1296	-
Stage 2	-	-	-	-	1603	-
Critical Hdwy	4.15	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.245	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	522	-	-	-	17	~ 197
Stage 1	-	-	-	-	255	-
Stage 2	-	-	-	-	180	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	522	-	-	-	~ 9	~ 197
Mov Cap-2 Maneuver	-	-	-	-	~ 9	-
Stage 1	-	-	-	-	136	-
Stage 2	-	-	-	-	180	-

Approach	EB	WB	SB
HCM Control Delay, s	3.2	0	$ 1023
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	522	-	-	-	104
HCM Lane V/C Ratio	0.468	-	-	-	3.077
HCM Control Delay (s)	17.8	-	-	-	$ 1023
HCM Lane LOS	C	-	-	-	F
HCM 95th %tile Q(veh)	2.5	-	-	-	30.9

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

Intersection	
Int Delay, s/veh	8.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	75	990	0	0	1076	44	0	0	0	23	0	162
Future Vol, veh/h	75	990	0	0	1076	44	0	0	0	23	0	162
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	250	-	-	-	-	-	-	-	-	-	-	-
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, %	5	5	5	5	5	5	10	10	10	3	3	3
Mvmt Flow	79	1042	0	0	1133	46	0	0	0	24	0	171

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1179	0	0	-	-	0	2442	2379	1042	2356	2356	1156
Stage 1	-	-	-	-	-	-	1200	1200	-	1156	1156	-
Stage 2	-	-	-	-	-	-	1242	1179	-	1200	1200	-
Critical Hdwy	4.15	-	-	-	-	-	7.2	6.6	6.3	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.6	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.6	-	6.13	5.53	-
Follow-up Hdwy	2.245	-	-	-	-	-	3.59	4.09	3.39	3.527	4.027	3.327
Pot Cap-1 Maneuver	582	-	-	0	-	-	20	33	269	25	35	238
Stage 1	-	-	-	0	-	-	218	249	-	238	270	-
Stage 2	-	-	-	0	-	-	206	255	-	225	257	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	582	-	-	-	-	-	5	29	269	~ 22	30	238
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ -23	101	-	101	125	-
Stage 1	-	-	-	-	-	-	188	215	-	206	270	-
Stage 2	-	-	-	-	-	-	58	255	-	194	222	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0	0	100.1
HCM LOS			A	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	-	582	-	-	-	-	204
HCM Lane V/C Ratio	-	0.136	-	-	-	-	0.955
HCM Control Delay (s)	0	12.2	-	-	-	-	100.1
HCM Lane LOS	A	B	-	-	-	-	F
HCM 95th %tile Q(veh)	-	0.5	-	-	-	-	8

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

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	1004	5	19	1092	20	7	7	18	11	3	25
Future Vol, veh/h	6	1004	5	19	1092	20	7	7	18	11	3	25
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	100	-	-	100	-	-	-	-	-	-	-	-
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, %	5	5	5	5	5	5	2	2	2	8	8	8
Mvmt Flow	6	1057	5	20	1149	21	7	7	19	12	3	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1170	0	0	1062	0	0	2286	2282	1060	2285	2274	1160
Stage 1	-	-	-	-	-	-	1072	1072	-	1200	1200	-
Stage 2	-	-	-	-	-	-	1214	1210	-	1085	1074	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.12	6.52	6.22	7.18	6.58	6.28
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.18	5.58	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.18	5.58	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.518	4.018	3.318	3.572	4.072	3.372
Pot Cap-1 Maneuver	586	-	-	645	-	-	28	40	272	27	39	231
Stage 1	-	-	-	-	-	-	267	297	-	220	252	-
Stage 2	-	-	-	-	-	-	222	255	-	256	289	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	586	-	-	645	-	-	22	38	272	21	37	231
Mov Cap-2 Maneuver	-	-	-	-	-	-	22	38	-	21	37	-
Stage 1	-	-	-	-	-	-	264	294	-	218	244	-
Stage 2	-	-	-	-	-	-	188	247	-	230	286	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.2	139.1	172.3
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	56	586	-	-	645	-	-	55
HCM Lane V/C Ratio	0.602	0.011	-	-	0.031	-	-	0.746
HCM Control Delay (s)	139.1	11.2	-	-	10.8	-	-	172.3
HCM Lane LOS	F	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	2.4	0	-	-	0.1	-	-	3.1

Intersection	
Int Delay, s/veh	43.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	88	933	19	43	1074	13	9	32	25	5	7	59
Future Vol, veh/h	88	933	19	43	1074	13	9	32	25	5	7	59
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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	1	1	1
Mvmt Flow	93	982	20	45	1131	14	9	34	26	5	7	62

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1145	0	0	1002	0	0	2441	2413	992	2436	2416	1138
Stage 1	-	-	-	-	-	-	1178	1178	-	1228	1228	-
Stage 2	-	-	-	-	-	-	1263	1235	-	1208	1188	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.15	6.55	6.25	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.11	5.51	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.545	4.045	3.345	3.509	4.009	3.309
Pot Cap-1 Maneuver	599	-	-	679	-	-	21	~ 32	294	22	33	246
Stage 1	-	-	-	-	-	-	229	261	-	219	252	-
Stage 2	-	-	-	-	-	-	205	245	-	225	263	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	599	-	-	679	-	-	~ 7	~ 17	294	-	17	246
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 7	~ 17	-	-	17	-
Stage 1	-	-	-	-	-	-	148	169	-	142	206	-
Stage 2	-	-	-	-	-	-	121	200	-	106	170	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	0.4	$ 1510.4	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	20	599	-	-	679	-	-	-
HCM Lane V/C Ratio	3.474	0.155	-	-	0.067	-	-	-
HCM Control Delay (s)	$ 1510.4	12.1	0	-	10.7	0	-	-
HCM Lane LOS	F	B	A	-	B	A	-	-
HCM 95th %tile Q(veh)	9.1	0.5	-	-	0.2	-	-	-

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

Intersection	
Int Delay, s/veh	4.8

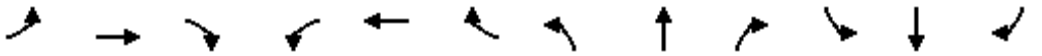
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	49	786	128	13	1048	23	60	0	63	18	0	22
Future Vol, veh/h	49	786	128	13	1048	23	60	0	63	18	0	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	400	-	400	225	-	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, %	5	5	5	5	5	5	6	0	6	17	0	17
Mvmt Flow	52	827	135	14	1103	24	63	0	66	19	0	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1127	0	0	962	0	0	2086	2086	414	1649	2197	1103
Stage 1	-	-	-	-	-	-	931	931	-	1131	1131	-
Stage 2	-	-	-	-	-	-	1155	1155	-	518	1066	-
Critical Hdwy	4.175	-	-	4.175	-	-	7.39	6.5	6.99	7.555	6.5	6.455
Critical Hdwy Stg 1	-	-	-	-	-	-	6.59	5.5	-	6.355	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.19	5.5	-	6.755	5.5	-
Follow-up Hdwy	2.2475	-	-	2.2475	-	-	3.557	4	3.357	3.6615	4	3.4615
Pot Cap-1 Maneuver	604	-	-	698	-	-	~ 33	54	579	64	46	233
Stage 1	-	-	-	-	-	-	282	348	-	225	281	-
Stage 2	-	-	-	-	-	-	233	274	-	479	301	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	604	-	-	698	-	-	~ 27	48	579	52	41	233
Mov Cap-2 Maneuver	-	-	-	-	-	-	99	139	-	143	141	-
Stage 1	-	-	-	-	-	-	258	318	-	206	275	-
Stage 2	-	-	-	-	-	-	206	269	-	388	275	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.1	71.2	30.6
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	172	604	-	-	698	-	-	182
HCM Lane V/C Ratio	0.753	0.085	-	-	0.02	-	-	0.231
HCM Control Delay (s)	71.2	11.5	-	-	10.3	-	-	30.6
HCM Lane LOS	F	B	-	-	B	-	-	D
HCM 95th %tile Q(veh)	4.8	0.3	-	-	0.1	-	-	0.9

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	153	555	115	322	618	149	257	827	215	210	1222	183
Future Volume (veh/h)	153	555	115	322	618	149	257	827	215	210	1222	183
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	159	578	120	335	644	155	268	861	224	219	1273	191
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	5	5	5	5	5	3	3	3	3	3	3
Cap, veh/h	278	807	360	365	937	418	283	1534	684	263	1516	676
Arrive On Green	0.08	0.23	0.23	0.11	0.27	0.27	0.08	0.44	0.44	0.08	0.43	0.43
Sat Flow, veh/h	3374	3469	1547	3374	3469	1547	3428	3526	1572	3428	3526	1572
Grp Volume(v), veh/h	159	578	120	335	644	155	268	861	224	219	1273	191
Grp Sat Flow(s),veh/h/ln	1687	1735	1547	1687	1735	1547	1714	1763	1572	1714	1763	1572
Q Serve(g_s), s	7.3	24.5	10.3	15.7	26.6	10.8	12.4	29.2	15.0	10.1	51.5	9.8
Cycle Q Clear(g_c), s	7.3	24.5	10.3	15.7	26.6	10.8	12.4	29.2	15.0	10.1	51.5	9.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	278	807	360	365	937	418	283	1534	684	263	1516	676
V/C Ratio(X)	0.57	0.72	0.33	0.92	0.69	0.37	0.95	0.56	0.33	0.83	0.84	0.28
Avail Cap(c_a), veh/h	278	807	360	365	937	418	283	1534	684	345	1516	676
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.7	56.5	51.1	70.7	52.3	32.4	73.1	33.8	29.8	72.8	40.7	17.9
Incr Delay (d2), s/veh	2.4	5.4	2.5	27.4	4.1	2.5	39.3	1.5	1.3	11.4	5.8	1.0
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	16.7	7.7	12.8	17.6	7.8	11.4	18.7	10.0	8.5	31.3	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.1	62.0	53.6	98.1	56.5	34.9	112.4	35.3	31.0	84.2	46.4	19.0
LnGrp LOS	E	E	D	F	E	C	F	D	C	F	D	B
Approach Vol, veh/h		857			1134			1353			1683	
Approach Delay, s/veh		62.8			65.8			49.8			48.2	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.2	50.0	20.2	76.6	26.0	44.2	21.0	75.8
Change Period (Y+Rc), s	7.0	* 6.8	7.9	6.8	* 8.7	* 7	7.8	6.8
Max Green Setting (Gmax), s	13.0	* 43	16.1	59.2	* 17	* 37	13.2	62.2
Max Q Clear Time (g_c+I1), s	9.3	28.6	12.1	31.2	17.7	26.5	14.4	53.5
Green Ext Time (p_c), s	0.1	5.3	0.2	9.1	0.0	3.9	0.0	6.2

Intersection Summary	
HCM 6th Ctrl Delay	55.1
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	36.1	36.0	59.8	60.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	7	7	7	7
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	8	4	6	2
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	257	210	322	153
Veh. Perm. R. Flow in Walk (v/h)	183	215	115	149
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	45	35	35
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	69.4	69.4	69.4	69.4
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.40	3.37	3.58	3.30
Pedestrian Crosswalk LOS	C	C	D	C

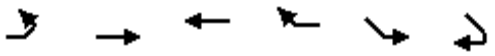
Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	857	1134	1353	1683
Effct. Green for Bike (s)	37.2	43.2	61.0	62.2
Cross Street Width (ft)	84.9	84.9	84.9	84.8
Through Lanes Number	2	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0	5.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	465	540	762	778
Bicycle Delay (s/bike)	47.1	42.6	30.6	29.9
Bicycle Compliance	Poor	Poor	Poor	Fair
Bicycle LOS Score	2.49	2.72	2.90	3.17
Bicycle LOS	B	C	C	C

Arterial Level of Service: EB US 17/92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
CR 532 (Osceola Polk	I	55	40.0	24.9	64.9	0.61	33.9	C
Poinciana Blvd	I	48	275.7	62.7	338.4	3.64	38.7	B
Total	I		315.7	87.6	403.3	4.25	37.9	B

Arterial Level of Service: WB US 17/92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Poinciana Blvd	I	45	43.2	57.1	100.3	0.49	17.6	E
CR 532 (Osceola Polk	I	51	258.7	138.5	397.2	3.64	33.0	C
Total	I		301.9	195.6	497.5	4.13	29.9	C



Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Volume (veh/h)	466	1012	680	840	675	373
Future Volume (veh/h)	466	1012	680	840	675	373
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
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	491	1065	716	0	711	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	364	1046	616		549	
Arrive On Green	0.18	0.57	0.34	0.00	0.32	0.00
Sat Flow, veh/h	1739	1826	1826	1547	1739	1547
Grp Volume(v), veh/h	491	1065	716	0	711	0
Grp Sat Flow(s),veh/h/ln	1739	1826	1826	1547	1739	1547
Q Serve(g_s), s	25.2	80.2	47.2	0.0	44.2	0.0
Cycle Q Clear(g_c), s	25.2	80.2	47.2	0.0	44.2	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	364	1046	616		549	
V/C Ratio(X)	1.35	1.02	1.16		1.30	
Avail Cap(c_a), veh/h	364	1046	616		549	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	46.4	29.9	46.4	0.0	47.9	0.0
Incr Delay (d2), s/veh	173.5	32.5	90.3	0.0	145.9	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	38.5	51.6	50.1	0.0	59.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	219.9	62.4	136.7	0.0	193.8	0.0
LnGrp LOS	F	F	F		F	
Approach Vol, veh/h		1556	716	A	711	A
Approach Delay, s/veh		112.1	136.7		193.8	
Approach LOS		F	F		F	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	33.0	55.0				88.0	52.0
Change Period (Y+Rc), s	* 7.8	* 7.8				* 7.8	7.8
Max Green Setting (Gmax), s	* 25	* 47				* 80	44.2
Max Q Clear Time (g_c+I1), s	27.2	49.2				82.2	46.2
Green Ext Time (p_c), s	0.0	0.0				0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	137.5
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR, SER] is excluded from calculations of the approach delay and intersection delay.

Approach	EB	WB	SE
Crosswalk Length (ft)	36.1	36.0	24.8
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	3	2	3
Number of Right-Turn Islands	0	0	0
Type of Control	Actuated	Actuated	Actuated
Corresponding Signal Phase	8	6	2
Effective Walk Time (s)	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	675	466
Veh. Perm. R. Flow in Walk (v/h)	373	0	840
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	55	55	55
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	79.3	79.3	79.3
Pedestrian Compliance Code	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.56	5.73	4.11
Pedestrian Crosswalk LOS	D	F	D

Approach	EB	WB	SE
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	1556	1600	1104
Effct. Green for Bike (s)	118.2	92.2	46.2
Cross Street Width (ft)	36.0	37.7	36.0
Through Lanes Number	1	1	1
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	4.0	4.0	4.0
Curb Is Present?	No	No	No
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	1313	1024	513
Bicycle Delay (s/bike)	10.6	21.4	49.7
Bicycle Compliance	Fair	Fair	Poor
Bicycle LOS Score	3.82	3.92	3.07
Bicycle LOS	D	D	C

Intersection	
Int Delay, s/veh	896.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	374	1313	1189	31	31	331
Future Vol, veh/h	374	1313	1189	31	31	331
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	540	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	3	3
Mvmt Flow	394	1382	1252	33	33	348

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1285	0	-	0	3439	1269
Stage 1	-	-	-	-	1269	-
Stage 2	-	-	-	-	2170	-
Critical Hdwy	4.15	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.245	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	530	-	-	-	~ 8	~ 204
Stage 1	-	-	-	-	263	-
Stage 2	-	-	-	-	93	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	530	-	-	-	~ 2	~ 204
Mov Cap-2 Maneuver	-	-	-	-	~ 2	-
Stage 1	-	-	-	-	68	-
Stage 2	-	-	-	-	93	-

Approach	EB	WB	SB
HCM Control Delay, s	6.4	0	$ 8069.2
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	530	-	-	-	21
HCM Lane V/C Ratio	0.743	-	-	-	18.145
HCM Control Delay (s)	28.9	-	-	-	$ 8069.2
HCM Lane LOS	D	-	-	-	F
HCM 95th %tile Q(veh)	6.3	-	-	-	48

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

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	91	1271	0	0	1158	25	0	0	0	47	0	34
Future Vol, veh/h	91	1271	0	0	1158	25	0	0	0	47	0	34
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	250	-	-	-	-	-	-	-	-	-	-	-
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, %	5	5	5	5	5	5	10	10	10	3	3	3
Mvmt Flow	96	1338	0	0	1219	26	0	0	0	49	0	36

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1245	0	0	-	-	0	2780	2775	1338	2762	2762	1232
Stage 1	-	-	-	-	-	-	1530	1530	-	1232	1232	-
Stage 2	-	-	-	-	-	-	1250	1245	-	1530	1530	-
Critical Hdwy	4.15	-	-	-	-	-	7.2	6.6	6.3	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.6	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.6	-	6.13	5.53	-
Follow-up Hdwy	2.245	-	-	-	-	-	3.59	4.09	3.39	3.527	4.027	3.327
Pot Cap-1 Maneuver	549	-	-	0	-	-	11	18	180	~ 12	19	215
Stage 1	-	-	-	0	-	-	140	172	-	216	248	-
Stage 2	-	-	-	0	-	-	204	237	-	146	178	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	549	-	-	-	-	-	8	15	180	~ 10	16	215
Mov Cap-2 Maneuver	-	-	-	-	-	-	45	71	-	70	91	-
Stage 1	-	-	-	-	-	-	116	142	-	178	248	-
Stage 2	-	-	-	-	-	-	170	237	-	120	147	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0	0	135.9
HCM LOS			A	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	-	549	-	-	-	-	98
HCM Lane V/C Ratio	-	0.174	-	-	-	-	0.87
HCM Control Delay (s)	0	12.9	-	-	-	-	135.9
HCM Lane LOS	A	B	-	-	-	-	F
HCM 95th %tile Q(veh)	-	0.6	-	-	-	-	4.9

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

Intersection	
Int Delay, s/veh	104.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	1300	0	24	1173	5	6	8	15	46	18	4
Future Vol, veh/h	18	1300	0	24	1173	5	6	8	15	46	18	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	100	-	-	100	-	-	-	-	-	-	-	-
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, %	5	5	5	5	5	5	2	2	2	8	8	8
Mvmt Flow	19	1368	0	25	1235	5	6	8	16	48	19	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1240	0	0	1368	0	0	2705	2696	1368	2706	2694	1238
Stage 1	-	-	-	-	-	-	1406	1406	-	1288	1288	-
Stage 2	-	-	-	-	-	-	1299	1290	-	1418	1406	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.12	6.52	6.22	7.18	6.58	6.28
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.18	5.58	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.18	5.58	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.518	4.018	3.318	3.572	4.072	3.372
Pot Cap-1 Maneuver	551	-	-	492	-	-	14	21	180	~ 13	21	208
Stage 1	-	-	-	-	-	-	172	206	-	196	228	-
Stage 2	-	-	-	-	-	-	199	234	-	165	200	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	551	-	-	492	-	-	0	19	180	~ 7	19	208
Mov Cap-2 Maneuver	-	-	-	-	-	-	0	19	-	~ 7	19	-
Stage 1	-	-	-	-	-	-	166	199	-	189	216	-
Stage 2	-	-	-	-	-	-	169	222	-	139	193	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.3	178.2	$ 3939
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	46	551	-	-	492	-	-	9
HCM Lane V/C Ratio	0.664	0.034	-	-	0.051	-	-	7.953
HCM Control Delay (s)	178.2	11.8	-	-	12.7	-	-	$ 3939
HCM Lane LOS	F	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	2.6	0.1	-	-	0.2	-	-	10.4

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

Intersection	
Int Delay, s/veh	28.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	47	1296	29	5	1177	6	6	7	23	10	6	7
Future Vol, veh/h	47	1296	29	5	1177	6	6	7	23	10	6	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	-	-	-	-	-	-	-	-	-	-	-	-
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, %	5	5	5	5	5	5	5	5	5	1	1	1
Mvmt Flow	49	1364	31	5	1239	6	6	7	24	11	6	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1245	0	0	1395	0	0	2737	2733	1380	2745	2745	1242
Stage 1	-	-	-	-	-	-	1478	1478	-	1252	1252	-
Stage 2	-	-	-	-	-	-	1259	1255	-	1493	1493	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.15	6.55	6.25	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.11	5.51	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.545	4.045	3.345	3.509	4.009	3.309
Pot Cap-1 Maneuver	549	-	-	481	-	-	13	20	174	13	20	214
Stage 1	-	-	-	-	-	-	154	187	-	212	245	-
Stage 2	-	-	-	-	-	-	206	240	-	155	187	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	549	-	-	481	-	-	~ 5	12	174	~ 4	12	214
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 5	12	-	~ 4	12	-
Stage 1	-	-	-	-	-	-	92	112	-	127	237	-
Stage 2	-	-	-	-	-	-	187	232	-	75	112	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.1	$ 887.4	$ 1816.8
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	19	549	-	-	481	-	-	8
HCM Lane V/C Ratio	1.994	0.09	-	-	0.011	-	-	3.026
HCM Control Delay (s)	$ 887.4	12.2	0	-	12.6	0	-	$ 1816.8
HCM Lane LOS	F	B	A	-	B	A	-	F
HCM 95th %tile Q(veh)	5.1	0.3	-	-	0	-	-	4.2

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

Intersection	
Int Delay, s/veh	35.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	60	1044	233	94	1086	32	80	0	51	25	1	19
Future Vol, veh/h	60	1044	233	94	1086	32	80	0	51	25	1	19
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	400	-	400	225	-	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, %	5	5	5	5	5	5	16	0	26	0	0	26
Mvmt Flow	63	1099	245	99	1143	34	84	0	54	26	1	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1177	0	0	1344	0	0	2594	2600	550	2017	2811	1143
Stage 1	-	-	-	-	-	-	1225	1225	-	1341	1341	-
Stage 2	-	-	-	-	-	-	1369	1375	-	676	1470	-
Critical Hdwy	4.175	-	-	4.175	-	-	7.54	6.5	7.29	7.3	6.5	6.59
Critical Hdwy Stg 1	-	-	-	-	-	-	6.74	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.34	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2475	-	-	2.2475	-	-	3.652	4	3.547	3.5	4	3.547
Pot Cap-1 Maneuver	578	-	-	498	-	-	~ 12	25	432	39	18	209
Stage 1	-	-	-	-	-	-	174	254	-	190	223	-
Stage 2	-	-	-	-	-	-	164	215	-	414	193	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	578	-	-	498	-	-	~ 8	18	432	27	13	209
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 40	74	-	100	52	-
Stage 1	-	-	-	-	-	-	155	226	-	169	179	-
Stage 2	-	-	-	-	-	-	118	172	-	323	172	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	1.1	$ 704.5	50.4
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	62	578	-	-	498	-	-	125
HCM Lane V/C Ratio	2.224	0.109	-	-	0.199	-	-	0.379
HCM Control Delay (s)	$ 704.5	12	-	-	14	-	-	50.4
HCM Lane LOS	F	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	13.4	0.4	-	-	0.7	-	-	1.6

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	261	764	176	252	707	250	280	1360	248	281	815	170
Future Volume (veh/h)	261	764	176	252	707	250	280	1360	248	281	815	170
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	272	796	-29	262	736	42	292	1417	56	293	849	42
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	5	5	5	5	5	3	3	3	3	3	3
Cap, veh/h	298	820	366	318	841	375	335	1456	649	957	2075	925
Arrive On Green	0.09	0.24	0.00	0.09	0.24	0.24	0.10	0.41	0.41	0.28	0.59	0.59
Sat Flow, veh/h	3374	3469	1547	3374	3469	1547	3428	3526	1572	3428	3526	1572
Grp Volume(v), veh/h	272	796	-29	262	736	42	292	1417	56	293	849	42
Grp Sat Flow(s),veh/h/ln	1687	1735	1547	1687	1735	1547	1714	1763	1572	1714	1763	1572
Q Serve(g_s), s	13.6	38.7	0.0	13.0	34.7	3.6	14.3	67.1	3.7	11.5	22.2	2.0
Cycle Q Clear(g_c), s	13.6	38.7	0.0	13.0	34.7	3.6	14.3	67.1	3.7	11.5	22.2	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	298	820	366	318	841	375	335	1456	649	957	2075	925
V/C Ratio(X)	0.91	0.97	-0.08	0.83	0.88	0.11	0.87	0.97	0.09	0.31	0.41	0.05
Avail Cap(c_a), veh/h	298	820	366	318	841	375	428	1456	649	957	2075	925
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	76.9	64.3	0.0	75.6	61.9	50.2	75.6	49.0	30.4	48.3	19.0	15.9
Incr Delay (d2), s/veh	30.6	25.0	0.0	15.7	12.3	0.6	13.7	18.0	0.3	0.1	0.6	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	11.5	26.9	0.0	10.4	23.1	2.6	11.3	42.2	2.7	8.6	14.3	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	107.5	89.3	0.0	91.4	74.3	50.8	89.3	67.0	30.6	48.4	19.6	15.9
LnGrp LOS	F	F	A	F	E	D	F	E	C	D	B	B
Approach Vol, veh/h		1039			1040			1765			1184	
Approach Delay, s/veh		96.5			77.6			69.5			26.6	
Approach LOS		F			E			E			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.7	48.0	55.6	77.0	24.7	47.0	24.4	108.1
Change Period (Y+Rc), s	8.7	* 6.8	7.9	6.8	8.7	* 6.8	7.8	* 7.9
Max Green Setting (Gmax), s	15.0	* 41	15.1	70.2	14.3	* 40	21.2	* 64
Max Q Clear Time (g_c+I1), s	15.6	36.7	13.5	69.1	15.0	40.7	16.3	24.2
Green Ext Time (p_c), s	0.0	2.4	0.1	1.0	0.0	0.0	0.4	8.7

Intersection Summary	
HCM 6th Ctrl Delay	66.7
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	36.1	36.0	59.8	60.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	7	7	7	7
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	8	4	6	2
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	280	281	252	261
Veh. Perm. R. Flow in Walk (v/h)	170	248	176	250
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	45	35	35
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	74.4	74.4	74.4	74.4
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.54	3.57	3.51	3.53
Pedestrian Crosswalk LOS	D	D	D	D

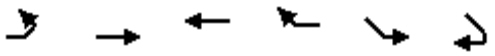
Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	1251	1258	1967	1319
Effct. Green for Bike (s)	40.2	41.2	70.2	66.7
Cross Street Width (ft)	84.9	84.9	84.9	84.8
Through Lanes Number	2	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0	5.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	473	485	826	785
Bicycle Delay (s/bike)	49.6	48.8	29.3	31.4
Bicycle Compliance	Poor	Poor	Fair	Poor
Bicycle LOS Score	2.82	2.82	3.41	2.87
Bicycle LOS	C	C	C	C

Arterial Level of Service: EB US 17/92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
CR 532 (Osceola Polk	I	55	39.8	65.2	105.0	0.61	20.8	E
Poinciana Blvd	I	48	275.7	90.7	366.4	3.64	35.7	B
Total	I		315.5	155.9	471.4	4.25	32.4	C

Arterial Level of Service: WB US 17/92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Poinciana Blvd	I	45	43.2	75.2	118.4	0.49	14.9	F
CR 532 (Osceola Polk	I	51	258.7	135.8	394.5	3.64	33.2	C
Total	I		301.9	211.0	512.9	4.13	29.0	C



Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Volume (veh/h)	370	731	1155	693	842	366
Future Volume (veh/h)	370	731	1155	693	842	366
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
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	374	738	1167	0	851	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	239	1087	797		544	
Arrive On Green	0.11	0.60	0.44	0.00	0.31	0.00
Sat Flow, veh/h	1739	1826	1826	1547	1739	1547
Grp Volume(v), veh/h	374	738	1167	0	851	0
Grp Sat Flow(s),veh/h/ln	1739	1826	1826	1547	1739	1547
Q Serve(g_s), s	19.2	46.7	74.2	0.0	53.2	0.0
Cycle Q Clear(g_c), s	19.2	46.7	74.2	0.0	53.2	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	239	1087	797		544	
V/C Ratio(X)	1.57	0.68	1.46		1.56	
Avail Cap(c_a), veh/h	239	1087	797		544	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	60.5	23.4	47.9	0.0	58.4	0.0
Incr Delay (d2), s/veh	274.3	3.4	215.8	0.0	262.6	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	43.4	27.0	119.2	0.0	94.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	334.8	26.8	263.7	0.0	321.0	0.0
LnGrp LOS	F	C	F		F	
Approach Vol, veh/h		1112	1167	A	851	A
Approach Delay, s/veh		130.4	263.7		321.0	
Approach LOS		F	F		F	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	27.0	82.0				109.0	61.0
Change Period (Y+Rc), s	* 7.8	* 7.8				* 7.8	7.8
Max Green Setting (Gmax), s	* 19	* 74				* 1E2	53.2
Max Q Clear Time (g_c+I1), s	21.2	76.2				48.7	55.2
Green Ext Time (p_c), s	0.0	0.0				6.5	0.0

Intersection Summary		
HCM 6th Ctrl Delay		231.9
HCM 6th LOS		F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR, SER] is excluded from calculations of the approach delay and intersection delay.

Approach	EB	WB	SE
Crosswalk Length (ft)	36.1	36.0	24.8
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	3	2	3
Number of Right-Turn Islands	0	0	0
Type of Control	Actuated	Actuated	Actuated
Corresponding Signal Phase	8	6	2
Effective Walk Time (s)	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	842	370
Veh. Perm. R. Flow in Walk (v/h)	366	0	693
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	55	55	55
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	79.3	79.3	79.3
Pedestrian Compliance Code	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.55	6.03	3.87
Pedestrian Crosswalk LOS	D	F	D

Approach	EB	WB	SE
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	1112	1867	1221
Effct. Green for Bike (s)	120.2	96.2	44.2
Cross Street Width (ft)	36.0	37.5	36.0
Through Lanes Number	1	1	1
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	4.0	4.0	4.0
Curb Is Present?	No	No	No
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	1336	1069	491
Bicycle Delay (s/bike)	9.9	19.5	51.2
Bicycle Compliance	Good	Fair	Poor
Bicycle LOS Score	3.09	4.36	3.27
Bicycle LOS	C	D	C

Intersection	
Int Delay, s/veh	2145.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	329	1243	1430	32	32	419
Future Vol, veh/h	329	1243	1430	32	32	419
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	540	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	3	3
Mvmt Flow	346	1308	1505	34	34	441

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1539	0	-	0	3522	1522
Stage 1	-	-	-	-	1522	-
Stage 2	-	-	-	-	2000	-
Critical Hdwy	4.15	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.245	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	423	-	-	-	~ 7	~ 145
Stage 1	-	-	-	-	198	-
Stage 2	-	-	-	-	114	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	423	-	-	-	~ 1	~ 145
Mov Cap-2 Maneuver	-	-	-	-	~ 1	-
Stage 1	-	-	-	-	36	-
Stage 2	-	-	-	-	114	-

Approach	EB	WB	SB
HCM Control Delay, s	8.8	0	$ 16544.9
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	423	-	-	-	13
HCM Lane V/C Ratio	0.819	-	-	-	36.518
HCM Control Delay (s)	42	-	-	-	$ 16544.9
HCM Lane LOS	E	-	-	-	F
HCM 95th %tile Q(veh)	7.6	-	-	-	60.7

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

Intersection	
Int Delay, s/veh	22.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	84	1199	0	0	1297	50	0	0	0	26	0	176
Future Vol, veh/h	84	1199	0	0	1297	50	0	0	0	26	0	176
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	250	-	-	-	-	-	-	-	-	-	-	-
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, %	5	5	5	5	5	5	10	10	10	3	3	3
Mvmt Flow	88	1262	0	0	1365	53	0	0	0	27	0	185

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1418	0	0	-	-	0	2922	2856	1262	2830	2830	1392
Stage 1	-	-	-	-	-	-	1438	1438	-	1392	1392	-
Stage 2	-	-	-	-	-	-	1484	1418	-	1438	1438	-
Critical Hdwy	4.15	-	-	-	-	-	7.2	6.6	6.3	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.6	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.6	-	6.13	5.53	-
Follow-up Hdwy	2.245	-	-	-	-	-	3.59	4.09	3.39	3.527	4.027	3.327
Pot Cap-1 Maneuver	471	-	-	0	-	-	9	16	199	~ 11	17	~ 173
Stage 1	-	-	-	0	-	-	159	191	-	175	208	-
Stage 2	-	-	-	0	-	-	149	195	-	164	197	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	471	-	-	-	-	-	-	13	199	~ 9	14	~ 173
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ -250	63	-	67	89	-
Stage 1	-	-	-	-	-	-	129	155	-	142	208	-
Stage 2	-	-	-	-	-	-	-	195	-	133	160	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0	0	$ 304.9
HCM LOS			A	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	-	471	-	-	-	-	144
HCM Lane V/C Ratio	-	0.188	-	-	-	-	1.477
HCM Control Delay (s)	0	14.4	-	-	-	-	$ 304.9
HCM Lane LOS	A	B	-	-	-	-	F
HCM 95th %tile Q(veh)	-	0.7	-	-	-	-	14.2

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

Intersection	
Int Delay, s/veh	24.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	1218	6	19	1318	28	8	8	19	12	4	29
Future Vol, veh/h	8	1218	6	19	1318	28	8	8	19	12	4	29
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	100	-	-	100	-	-	-	-	-	-	-	-
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, %	5	5	5	5	5	5	2	2	2	8	8	8
Mvmt Flow	8	1282	6	20	1387	29	8	8	20	13	4	31

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1416	0	0	1288	0	0	2760	2757	1285	2757	2746	1402
Stage 1	-	-	-	-	-	-	1301	1301	-	1442	1442	-
Stage 2	-	-	-	-	-	-	1459	1456	-	1315	1304	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.12	6.52	6.22	7.18	6.58	6.28
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.18	5.58	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.18	5.58	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.518	4.018	3.318	3.572	4.072	3.372
Pot Cap-1 Maneuver	472	-	-	529	-	-	13	20	201	~ 12	19	166
Stage 1	-	-	-	-	-	-	198	231	-	159	192	-
Stage 2	-	-	-	-	-	-	161	194	-	189	224	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	472	-	-	529	-	-	~ 8	19	201	~ 7	18	166
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 8	19	-	~ 7	18	-
Stage 1	-	-	-	-	-	-	195	227	-	156	185	-
Stage 2	-	-	-	-	-	-	124	187	-	161	220	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.2	$ 659.1	$ 962.8
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	23	472	-	-	529	-	-	21
HCM Lane V/C Ratio	1.602	0.018	-	-	0.038	-	-	2.256
HCM Control Delay (s)	$ 659.1	12.8	-	-	12.1	-	-	$ 962.8
HCM Lane LOS	F	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	4.7	0.1	-	-	0.1	-	-	6.2

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

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	94	1149	20	44	1306	14	12	36	32	6	8	65
Future Vol, veh/h	94	1149	20	44	1306	14	12	36	32	6	8	65
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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	1	1	1
Mvmt Flow	99	1209	21	46	1375	15	13	38	34	6	8	68

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1390	0	0	1230	0	0	2931	2900	1220	2929	2903	1383
Stage 1	-	-	-	-	-	-	1418	1418	-	1475	1475	-
Stage 2	-	-	-	-	-	-	1513	1482	-	1454	1428	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.15	6.55	6.25	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.11	5.51	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.545	4.045	3.345	3.509	4.009	3.309
Pot Cap-1 Maneuver	483	-	-	556	-	-	~ 9	~ 15	216	10	16	177
Stage 1	-	-	-	-	-	-	167	200	-	158	191	-
Stage 2	-	-	-	-	-	-	147	186	-	163	202	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	483	-	-	556	-	-	-	~ 3	216	-	~ 4	177
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 3	-	-	~ 4	-
Stage 1	-	-	-	-	-	-	58	69	-	55	121	-
Stage 2	-	-	-	-	-	-	53	118	-	22	70	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.1	0.4		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	483	-	-	556	-	-	-
HCM Lane V/C Ratio	-	0.205	-	-	0.083	-	-	-
HCM Control Delay (s)	-	14.4	0	-	12.1	0	-	-
HCM Lane LOS	-	B	A	-	B	A	-	-
HCM 95th %tile Q(veh)	-	0.8	-	-	0.3	-	-	-

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

Intersection	
Int Delay, s/veh	20.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	51	997	139	19	1274	31	66	0	101	27	0	24
Future Vol, veh/h	51	997	139	19	1274	31	66	0	101	27	0	24
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	400	-	400	225	-	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, %	5	5	5	5	5	5	6	0	6	17	0	17
Mvmt Flow	54	1049	146	20	1341	33	69	0	106	28	0	25

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1374	0	0	1195	0	0	2567	2571	525	2014	2684	1341
Stage 1	-	-	-	-	-	-	1157	1157	-	1381	1381	-
Stage 2	-	-	-	-	-	-	1410	1414	-	633	1303	-
Critical Hdwy	4.175	-	-	4.175	-	-	7.39	6.5	6.99	7.555	6.5	6.455
Critical Hdwy Stg 1	-	-	-	-	-	-	6.59	5.5	-	6.355	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.19	5.5	-	6.755	5.5	-
Follow-up Hdwy	2.2475	-	-	2.2475	-	-	3.557	4	3.357	3.6615	4	3.4615
Pot Cap-1 Maneuver	485	-	-	568	-	-	~ 14	26	489	34	22	167
Stage 1	-	-	-	-	-	-	204	273	-	160	213	-
Stage 2	-	-	-	-	-	-	166	206	-	407	233	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	485	-	-	568	-	-	~ 11	22	489	~ 24	19	167
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 56	92	-	94	98	-
Stage 1	-	-	-	-	-	-	181	243	-	142	206	-
Stage 2	-	-	-	-	-	-	136	199	-	283	207	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.2	$ 309.3	58.8
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	121	485	-	-	568	-	-	118
HCM Lane V/C Ratio	1.453	0.111	-	-	0.035	-	-	0.455
HCM Control Delay (s)	$ 309.3	13.3	-	-	11.6	-	-	58.8
HCM Lane LOS	F	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	12.2	0.4	-	-	0.1	-	-	2

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	182	764	134	351	837	208	281	903	230	234	1333	215
Future Volume (veh/h)	182	764	134	351	837	208	281	903	230	234	1333	215
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	190	796	-72	366	872	-1	293	941	38	244	1389	89
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	5	5	5	5	5	3	3	3	3	3	3
Cap, veh/h	230	807	360	403	980	437	1222	2306	1028	289	1371	611
Arrive On Green	0.07	0.23	0.00	0.12	0.28	0.00	0.36	0.65	0.65	0.08	0.39	0.39
Sat Flow, veh/h	3374	3469	1547	3374	3469	1547	3428	3526	1572	3428	3526	1572
Grp Volume(v), veh/h	190	796	-72	366	872	-1	293	941	38	244	1389	89
Grp Sat Flow(s),veh/h/ln	1687	1735	1547	1687	1735	1547	1714	1763	1572	1714	1763	1572
Q Serve(g_s), s	8.9	36.6	0.0	17.1	38.5	0.0	9.6	20.2	1.6	11.2	62.2	7.1
Cycle Q Clear(g_c), s	8.9	36.6	0.0	17.1	38.5	0.0	9.6	20.2	1.6	11.2	62.2	7.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	230	807	360	403	980	437	1222	2306	1028	289	1371	611
V/C Ratio(X)	0.83	0.99	-0.20	0.91	0.89	0.00	0.24	0.41	0.04	0.84	1.01	0.15
Avail Cap(c_a), veh/h	232	807	360	403	980	437	1222	2306	1028	388	1371	611
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	73.6	61.2	0.0	69.6	55.0	0.0	36.2	13.1	13.7	72.2	48.9	46.7
Incr Delay (d2), s/veh	20.6	28.7	0.0	23.8	11.9	0.0	0.1	0.5	0.1	11.0	27.7	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(95%),veh/ln	7.9	26.1	0.0	13.5	25.1	0.0	7.4	12.7	0.9	9.2	42.0	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	94.2	89.8	0.0	93.4	67.0	0.0	36.3	13.6	13.8	83.2	76.6	47.2
LnGrp LOS	F	F	A	F	E	A	D	B	B	F	F	D
Approach Vol, veh/h		914			1237			1272			1722	
Approach Delay, s/veh		97.8			74.8			18.8			76.0	
Approach LOS		F			E			B			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.9	53.9	21.4	112.8	27.8	44.0	65.2	69.0
Change Period (Y+Rc), s	* 7	* 8.7	7.9	* 7.8	8.7	* 6.8	7.8	6.8
Max Green Setting (Gmax), s	* 11	* 45	18.1	* 57	17.3	* 37	13.2	62.2
Max Q Clear Time (g_c+I1), s	10.9	40.5	13.2	22.2	19.1	38.6	11.6	64.2
Green Ext Time (p_c), s	0.0	2.7	0.3	9.6	0.0	0.0	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	65.5
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	36.1	36.0	59.8	60.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	7	7	7	7
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	8	4	6	2
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	281	234	351	182
Veh. Perm. R. Flow in Walk (v/h)	215	230	134	208
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	45	35	35
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	69.4	69.4	69.4	69.4
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.55	3.53	3.67	3.40
Pedestrian Crosswalk LOS	D	D	D	C

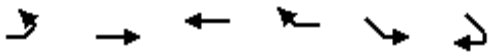
Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	1126	1455	1474	1857
Effct. Green for Bike (s)	37.2	45.3	59.5	62.2
Cross Street Width (ft)	84.9	84.9	84.9	84.8
Through Lanes Number	2	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0	5.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	465	566	744	778
Bicycle Delay (s/bike)	47.1	41.1	31.6	29.9
Bicycle Compliance	Poor	Poor	Poor	Fair
Bicycle LOS Score	2.72	2.99	3.00	3.32
Bicycle LOS	C	C	C	C

Arterial Level of Service: EB US 17/92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
CR 532 (Osceola Polk	I	55	40.2	27.7	67.9	0.61	32.5	C
Poinciana Blvd	I	48	275.7	91.3	367.0	3.64	35.7	B
Total	I		315.9	119.0	434.9	4.25	35.2	B

Arterial Level of Service: WB US 17/92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Poinciana Blvd	I	45	43.2	67.8	111.0	0.49	15.9	F
CR 532 (Osceola Polk	I	51	258.7	256.6	515.3	3.64	25.4	D
Total	I		301.9	324.4	626.3	4.13	23.7	D



Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Volume (veh/h)	639	1160	877	1019	862	573
Future Volume (veh/h)	639	1160	877	1019	862	573
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
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	673	1221	923	0	907	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	409	1077	611		562	
Arrive On Green	0.21	0.59	0.33	0.00	0.32	0.00
Sat Flow, veh/h	1739	1826	1826	1547	1739	1547
Grp Volume(v), veh/h	673	1221	923	0	907	0
Grp Sat Flow(s),veh/h/ln	1739	1826	1826	1547	1739	1547
Q Serve(g_s), s	38.2	106.2	60.2	0.0	58.2	0.0
Cycle Q Clear(g_c), s	38.2	106.2	60.2	0.0	58.2	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	409	1077	611		562	
V/C Ratio(X)	1.65	1.13	1.51		1.61	
Avail Cap(c_a), veh/h	409	1077	611		562	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	61.2	36.9	59.9	0.0	60.9	0.0
Incr Delay (d2), s/veh	301.2	71.9	238.6	0.0	284.1	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	79.0	86.7	101.0	0.0	105.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	362.4	108.8	298.5	0.0	345.0	0.0
LnGrp LOS	F	F	F		F	
Approach Vol, veh/h		1894	923	A	907	A
Approach Delay, s/veh		198.9	298.5		345.0	
Approach LOS		F	F		F	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	46.0	68.0			114.0	66.0
Change Period (Y+Rc), s	* 7.8	* 7.8			* 7.8	7.8
Max Green Setting (Gmax), s	* 38	* 60			* 1.1E2	58.2
Max Q Clear Time (g_c+I1), s	40.2	62.2			108.2	60.2
Green Ext Time (p_c), s	0.0	0.0			0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	259.2
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR, SER] is excluded from calculations of the approach delay and intersection delay.

Approach	EB	WB	SE
Crosswalk Length (ft)	36.1	36.0	24.8
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	3	2	3
Number of Right-Turn Islands	0	0	0
Type of Control	Actuated	Actuated	Actuated
Corresponding Signal Phase	8	6	2
Effective Walk Time (s)	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	862	639
Veh. Perm. R. Flow in Walk (v/h)	573	0	1019
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	55	55	55
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	79.3	79.3	79.3
Pedestrian Compliance Code	Poor	Poor	Poor
Pedestrian Crosswalk Score	4.01	6.66	4.82
Pedestrian Crosswalk LOS	D	F	E

Approach	EB	WB	SE
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	1894	1996	1510
Effct. Green for Bike (s)	106.2	60.2	58.2
Cross Street Width (ft)	36.0	37.5	36.1
Through Lanes Number	1	1	1
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	4.0	4.0	4.0
Curb Is Present?	No	No	No
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	1180	669	647
Bicycle Delay (s/bike)	15.1	39.9	41.2
Bicycle Compliance	Fair	Poor	Poor
Bicycle LOS Score	4.38	4.57	3.75
Bicycle LOS	D	E	D

Intersection	
Int Delay, s/veh	180.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	474	1548	1448	50	50	448
Future Vol, veh/h	474	1548	1448	50	50	448
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	540	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	3	3
Mvmt Flow	499	1629	1524	53	53	472

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1577	0	-	0	4178	1551
Stage 1	-	-	-	-	1551	-
Stage 2	-	-	-	-	2627	-
Critical Hdwy	4.15	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.245	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	~ 409	-	-	-	~ 2	~ 139
Stage 1	-	-	-	-	191	-
Stage 2	-	-	-	-	54	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	~ 409	-	-	-	0	~ 139
Mov Cap-2 Maneuver	-	-	-	-	0	-
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	54	-

Approach	EB	WB	SB
HCM Control Delay, s	34.8	0	$ 1312.3
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	~ 409	-	-	-	139
HCM Lane V/C Ratio	1.22	-	-	-	3.771
HCM Control Delay (s)	148.6	-	-	-	$ 1312.3
HCM Lane LOS	F	-	-	-	F
HCM 95th %tile Q(veh)	20.4	-	-	-	51.9

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

Intersection	
Int Delay, s/veh	18.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	100	1524	0	0	1436	30	0	0	0	60	0	44
Future Vol, veh/h	100	1524	0	0	1436	30	0	0	0	60	0	44
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	250	-	-	-	-	-	-	-	-	-	-	-
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, %	5	5	5	5	5	5	10	10	10	3	3	3
Mvmt Flow	105	1604	0	0	1512	32	0	0	0	63	0	46

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1544	0	0	-	-	0	3365	3358	1604	3342	3342	1528
Stage 1	-	-	-	-	-	-	1814	1814	-	1528	1528	-
Stage 2	-	-	-	-	-	-	1551	1544	-	1814	1814	-
Critical Hdwy	4.15	-	-	-	-	-	7.2	6.6	6.3	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.6	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.6	-	6.13	5.53	-
Follow-up Hdwy	2.245	-	-	-	-	-	3.59	4.09	3.39	3.527	4.027	3.327
Pot Cap-1 Maneuver	421	-	-	0	-	-	4	7	124	~ 5	8	144
Stage 1	-	-	-	0	-	-	95	124	-	146	178	-
Stage 2	-	-	-	0	-	-	136	169	-	99	129	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	421	-	-	-	-	-	2	5	124	~ 4	6	144
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ -16	37	-	~ 42	60	-
Stage 1	-	-	-	-	-	-	71	93	-	110	178	-
Stage 2	-	-	-	-	-	-	92	169	-	74	97	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	0	0	$ 539.8
HCM LOS			A	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	-	421	-	-	-	-	60
HCM Lane V/C Ratio	-	0.25	-	-	-	-	1.825
HCM Control Delay (s)	0	16.4	-	-	-	-	$ 539.8
HCM Lane LOS	A	C	-	-	-	-	F
HCM 95th %tile Q(veh)	-	1	-	-	-	-	10.2

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

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	21	1573	0	28	1443	5	7	9	15	48	19	4
Future Vol, veh/h	21	1573	0	28	1443	5	7	9	15	48	19	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	100	-	-	100	-	-	-	-	-	-	-	-
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, %	5	5	5	5	5	5	2	2	2	8	8	8
Mvmt Flow	22	1656	0	29	1519	5	7	9	16	51	20	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1524	0	0	1656	0	0	3292	3282	1656	3293	3280	1522
Stage 1	-	-	-	-	-	-	1700	1700	-	1580	1580	-
Stage 2	-	-	-	-	-	-	1592	1582	-	1713	1700	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.12	6.52	6.22	7.18	6.58	6.28
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.18	5.58	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.18	5.58	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.518	4.018	3.318	3.572	4.072	3.372
Pot Cap-1 Maneuver	429	-	-	381	-	-	~ 5	~ 9	121	~ 5	~ 8	141
Stage 1	-	-	-	-	-	-	117	148	-	133	164	-
Stage 2	-	-	-	-	-	-	135	169	-	111	143	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	429	-	-	381	-	-	-	~ 8	121	-	~ 7	141
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 8	-	-	~ 7	-
Stage 1	-	-	-	-	-	-	111	140	-	126	152	-
Stage 2	-	-	-	-	-	-	105	156	-	85	136	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.3		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	429	-	-	381	-	-	-
HCM Lane V/C Ratio	-	0.052	-	-	0.077	-	-	-
HCM Control Delay (s)	-	13.8	-	-	15.2	-	-	-
HCM Lane LOS	-	B	-	-	C	-	-	-
HCM 95th %tile Q(veh)	-	0.2	-	-	0.2	-	-	-

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	56	1551	37	6	1445	7	7	8	25	11	7	10
Future Vol, veh/h	56	1551	37	6	1445	7	7	8	25	11	7	10
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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	1	1	1
Mvmt Flow	59	1633	39	6	1521	7	7	8	26	12	7	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1528	0	0	1672	0	0	3317	3311	1653	3325	3327	1525
Stage 1	-	-	-	-	-	-	1771	1771	-	1537	1537	-
Stage 2	-	-	-	-	-	-	1546	1540	-	1788	1790	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.15	6.55	6.25	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.11	5.51	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.545	4.045	3.345	3.509	4.009	3.309
Pot Cap-1 Maneuver	427	-	-	376	-	-	~ 5	~ 8	119	~ 5	8	146
Stage 1	-	-	-	-	-	-	104	134	-	146	178	-
Stage 2	-	-	-	-	-	-	141	174	-	104	134	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	427	-	-	376	-	-	-	0	119	-	0	146
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-	-	0	-
Stage 1	-	-	-	-	-	-	104	0	-	146	159	-
Stage 2	-	-	-	-	-	-	112	156	-	-	0	-

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)	-	427	-	-	376	-	-	-
HCM Lane V/C Ratio	-	0.138	-	-	0.017	-	-	-
HCM Control Delay (s)	-	14.8	0	-	14.7	0	-	-
HCM Lane LOS	-	B	A	-	B	A	-	-
HCM 95th %tile Q(veh)	-	0.5	-	-	0.1	-	-	-

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

Intersection	
Int Delay, s/veh	-

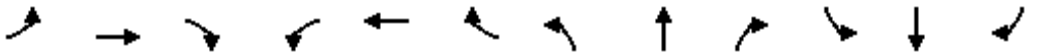
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	60	1286	253	114	1348	34	83	0	63	27	1	21
Future Vol, veh/h	60	1286	253	114	1348	34	83	0	63	27	1	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	400	-	400	225	-	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, %	5	5	5	5	5	5	16	0	26	0	0	26
Mvmt Flow	63	1354	266	120	1419	36	87	0	66	28	1	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1455	0	0	1620	0	0	3169	3175	677	2462	3405	1419
Stage 1	-	-	-	-	-	-	1480	1480	-	1659	1659	-
Stage 2	-	-	-	-	-	-	1689	1695	-	803	1746	-
Critical Hdwy	4.175	-	-	4.175	-	-	7.54	6.5	7.29	7.3	6.5	6.59
Critical Hdwy Stg 1	-	-	-	-	-	-	6.74	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.34	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2475	-	-	2.2475	-	-	3.652	4	3.547	3.5	4	3.547
Pot Cap-1 Maneuver	451	-	-	389	-	-	~ 4	11	353	~ 18	7	140
Stage 1	-	-	-	-	-	-	119	191	-	125	156	-
Stage 2	-	-	-	-	-	-	105	150	-	348	142	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	451	-	-	389	-	-	~ 1	7	353	~ 10	4	140
Mov Cap-2 Maneuver	-	-	-	-	-	-	~	32	-	57	2	-
Stage 1	-	-	-	-	-	-	102	164	-	108	108	-
Stage 2	-	-	-	-	-	-	~ 61	104	-	243	122	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	1.4	~	$ 336.9
HCM LOS			-	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	~	451	-	-	389	-	-	44
HCM Lane V/C Ratio	~	0.14	-	-	0.308	-	-	1.172
HCM Control Delay (s)	~	14.3	-	-	18.3	-	-	$ 336.9
HCM Lane LOS	-	B	-	-	C	-	-	F
HCM 95th %tile Q(veh)	~	0.5	-	-	1.3	-	-	4.9

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	301	989	204	284	874	293	339	1389	296	382	967	218
Future Volume (veh/h)	301	989	204	284	874	293	339	1389	296	382	967	218
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	314	1030	0	296	910	87	353	1447	106	398	1007	92
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	5	5	5	5	5	3	3	3	3	3	3
Cap, veh/h	320	953	425	302	935	417	389	1340	598	1254	2211	986
Arrive On Green	0.09	0.27	0.00	0.09	0.27	0.27	0.11	0.38	0.38	0.37	0.63	0.63
Sat Flow, veh/h	3374	3469	1547	3374	3469	1547	3428	3526	1572	3428	3526	1572
Grp Volume(v), veh/h	314	1030	0	296	910	87	353	1447	106	398	1007	92
Grp Sat Flow(s),veh/h/ln	1687	1735	1547	1687	1735	1547	1714	1763	1572	1714	1763	1572
Q Serve(g_s), s	17.7	52.2	0.0	16.6	49.4	8.3	19.3	72.2	8.5	15.8	28.3	5.4
Cycle Q Clear(g_c), s	17.7	52.2	0.0	16.6	49.4	8.3	19.3	72.2	8.5	15.8	28.3	5.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	320	953	425	302	935	417	389	1340	598	1254	2211	986
V/C Ratio(X)	0.98	1.08	0.00	0.98	0.97	0.21	0.91	1.08	0.18	0.32	0.46	0.09
Avail Cap(c_a), veh/h	320	953	425	302	935	417	419	1340	598	1254	2211	986
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	85.8	68.9	0.0	86.3	68.7	53.7	83.3	58.9	39.2	43.2	18.5	21.3
Incr Delay (d2), s/veh	45.4	53.5	0.0	46.3	23.7	1.1	22.0	49.3	0.6	0.1	0.7	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	14.8	40.8	0.0	14.1	32.8	6.1	14.9	54.7	6.3	11.2	17.5	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	131.2	122.4	0.0	132.6	92.4	54.9	105.3	108.2	39.8	43.4	19.2	21.5
LnGrp LOS	F	F	A	F	F	D	F	F	D	D	B	C
Approach Vol, veh/h		1344			1293			1906			1497	
Approach Delay, s/veh		124.4			99.1			103.8			25.8	
Approach LOS		F			F			F			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.7	58.0	78.5	79.0	25.7	59.0	29.3	128.2
Change Period (Y+Rc), s	8.7	* 6.8	7.9	6.8	8.7	* 6.8	7.8	* 7.9
Max Green Setting (Gmax), s	18.0	* 51	20.1	72.2	15.3	* 52	23.2	* 69
Max Q Clear Time (g_c+I1), s	19.7	51.4	17.8	74.2	18.6	54.2	21.3	30.3
Green Ext Time (p_c), s	0.0	0.0	0.3	0.0	0.0	0.0	0.2	11.2

Intersection Summary	
HCM 6th Ctrl Delay	88.1
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	36.1	36.0	59.8	60.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	7	7	7	7
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	8	4	6	2
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	339	382	284	301
Veh. Perm. R. Flow in Walk (v/h)	218	296	204	293
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	45	35	35
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	84.3	84.3	84.3	84.3
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.75	3.85	3.62	3.66
Pedestrian Crosswalk LOS	D	D	D	D

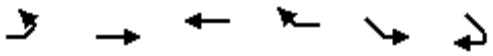
Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	1556	1511	2108	1632
Effct. Green for Bike (s)	52.2	51.2	72.2	70.1
Cross Street Width (ft)	84.9	84.9	84.9	84.8
Through Lanes Number	2	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0	5.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	549	539	760	738
Bicycle Delay (s/bike)	50.0	50.7	36.5	37.8
Bicycle Compliance	Poor	Poor	Poor	Poor
Bicycle LOS Score	3.07	3.03	3.53	3.13
Bicycle LOS	C	C	D	C

Arterial Level of Service: EB US 17/92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
CR 532 (Osceola Polk	I	55	40.1	110.9	151.0	0.61	14.6	F
Poinciana Blvd	I	48	275.7	119.2	394.9	3.64	33.2	C
Total	I		315.8	230.1	545.9	4.25	28.0	C

Arterial Level of Service: WB US 17/92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Poinciana Blvd	I	45	43.2	93.4	136.6	0.49	12.9	F
CR 532 (Osceola Polk	I	51	258.7	284.1	542.8	3.64	24.1	D
Total	I		301.9	377.5	679.4	4.13	21.9	D



Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Volume (veh/h)	562	909	1364	818	945	531
Future Volume (veh/h)	562	909	1364	818	945	531
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
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	568	918	1378	0	955	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	303	1138	783		504	
Arrive On Green	0.15	0.62	0.43	0.00	0.29	0.00
Sat Flow, veh/h	1739	1826	1826	1547	1739	1547
Grp Volume(v), veh/h	568	918	1378	0	955	0
Grp Sat Flow(s),veh/h/ln	1739	1826	1826	1547	1739	1547
Q Serve(g_s), s	27.2	68.6	77.2	0.0	52.2	0.0
Cycle Q Clear(g_c), s	27.2	68.6	77.2	0.0	52.2	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	303	1138	783		504	
V/C Ratio(X)	1.88	0.81	1.76		1.89	
Avail Cap(c_a), veh/h	303	1138	783		504	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	64.9	25.7	51.4	0.0	63.9	0.0
Incr Delay (d2), s/veh	406.5	6.2	347.1	0.0	409.6	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	73.5	38.2	169.8	0.0	124.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	471.4	31.8	398.5	0.0	473.5	0.0
LnGrp LOS	F	C	F		F	
Approach Vol, veh/h		1486	1378	A	955	A
Approach Delay, s/veh		199.9	398.5		473.5	
Approach LOS		F	F		F	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	35.0	85.0			120.0	60.0
Change Period (Y+Rc), s	* 7.8	* 7.8			* 7.8	7.8
Max Green Setting (Gmax), s	* 27	* 77			* 1.1E2	52.2
Max Q Clear Time (g_c+I1), s	29.2	79.2			70.6	54.2
Green Ext Time (p_c), s	0.0	0.0			9.3	0.0

Intersection Summary	
HCM 6th Ctrl Delay	340.0
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR, SER] is excluded from calculations of the approach delay and intersection delay.

Approach	EB	WB	SE
Crosswalk Length (ft)	36.1	36.0	24.8
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	3	2	3
Number of Right-Turn Islands	0	0	0
Type of Control	Actuated	Actuated	Actuated
Corresponding Signal Phase	8	6	2
Effective Walk Time (s)	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	645	562
Veh. Perm. R. Flow in Walk (v/h)	531	0	818
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	55	55	55
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	79.3	79.3	79.3
Pedestrian Compliance Code	Poor	Poor	Poor
Pedestrian Crosswalk Score	4.00	6.31	4.49
Pedestrian Crosswalk LOS	D	F	D

Approach	EB	WB	SE
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	1486	2204	1491
Effct. Green for Bike (s)	112.2	77.2	52.2
Cross Street Width (ft)	36.0	37.5	35.9
Through Lanes Number	1	1	1
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	4.0	4.0	4.0
Curb Is Present?	No	No	No
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	1247	858	580
Bicycle Delay (s/bike)	12.8	29.4	45.4
Bicycle Compliance	Fair	Fair	Poor
Bicycle LOS Score	3.70	4.91	3.71
Bicycle LOS	D	E	D

Intersection	
Int Delay, s/veh	351.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	427	1427	1635	50	50	547
Future Vol, veh/h	427	1427	1635	50	50	547
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	540	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	3	3
Mvmt Flow	449	1502	1721	53	53	576

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1774	0	-	0	4148	1748
Stage 1	-	-	-	-	1748	-
Stage 2	-	-	-	-	2400	-
Critical Hdwy	4.15	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.245	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	~ 343	-	-	-	~ 3	~ 106
Stage 1	-	-	-	-	153	-
Stage 2	-	-	-	-	71	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	~ 343	-	-	-	0	~ 106
Mov Cap-2 Maneuver	-	-	-	-	0	-
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	71	-

Approach	EB	WB	SB
HCM Control Delay, s	43.9	0	$ 2296.9
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	~ 343	-	-	-	106
HCM Lane V/C Ratio	1.31	-	-	-	5.929
HCM Control Delay (s)	190.5	-	-	-	$ 2296.9
HCM Lane LOS	F	-	-	-	F
HCM 95th %tile Q(veh)	21.2	-	-	-	68.7

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

Intersection	
Int Delay, s/veh	45.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	93	1408	0	0	1518	56	0	0	0	29	0	189
Future Vol, veh/h	93	1408	0	0	1518	56	0	0	0	29	0	189
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	250	-	-	-	-	-	-	-	-	-	-	-
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, %	5	5	5	5	5	5	10	10	10	3	3	3
Mvmt Flow	98	1482	0	0	1598	59	0	0	0	31	0	199

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1657	0	0	-	-	0	3405	3335	1482	3306	3306	1628
Stage 1	-	-	-	-	-	-	1678	1678	-	1628	1628	-
Stage 2	-	-	-	-	-	-	1727	1657	-	1678	1678	-
Critical Hdwy	4.15	-	-	-	-	-	7.2	6.6	6.3	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.6	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.6	-	6.13	5.53	-
Follow-up Hdwy	2.245	-	-	-	-	-	3.59	4.09	3.39	3.527	4.027	3.327
Pot Cap-1 Maneuver	381	-	-	0	-	-	4	8	147	~ 5	8	~ 125
Stage 1	-	-	-	0	-	-	115	145	-	128	159	-
Stage 2	-	-	-	0	-	-	107	148	-	119	150	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	381	-	-	-	-	-	-	6	147	~ 4	6	~ 125
Mov Cap-2 Maneuver	-	-	-	-	-	-	640	34	-	44	62	-
Stage 1	-	-	-	-	-	-	85	108	-	95	159	-
Stage 2	-	-	-	-	-	-	-	148	-	88	111	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.1	0	0	$ 681.7
HCM LOS			A	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	-	381	-	-	-	-	100
HCM Lane V/C Ratio	-	0.257	-	-	-	-	2.295
HCM Control Delay (s)	0	17.7	-	-	-	-	$ 681.7
HCM Lane LOS	A	C	-	-	-	-	F
HCM 95th %tile Q(veh)	-	1	-	-	-	-	20.4

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

Intersection	
Int Delay, s/veh	40.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	1432	6	19	1544	36	9	10	20	13	4	33
Future Vol, veh/h	10	1432	6	19	1544	36	9	10	20	13	4	33
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	100	-	-	100	-	-	-	-	-	-	-	-
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, %	5	5	5	5	5	5	2	2	2	8	8	8
Mvmt Flow	11	1507	6	20	1625	38	9	11	21	14	4	35

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1663	0	0	1513	0	0	3236	3235	1510	3232	3219	1644
Stage 1	-	-	-	-	-	-	1532	1532	-	1684	1684	-
Stage 2	-	-	-	-	-	-	1704	1703	-	1548	1535	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.12	6.52	6.22	7.18	6.58	6.28
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.18	5.58	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.18	5.58	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.518	4.018	3.318	3.572	4.072	3.372
Pot Cap-1 Maneuver	379	-	-	433	-	-	~ 6	~ 9	148	~ 5	9	119
Stage 1	-	-	-	-	-	-	146	179	-	115	145	-
Stage 2	-	-	-	-	-	-	116	147	-	138	173	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	379	-	-	433	-	-	~ 2	~ 8	148	-	8	119
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 2	~ 8	-	-	8	-
Stage 1	-	-	-	-	-	-	142	174	-	112	138	-
Stage 2	-	-	-	-	-	-	76	140	-	108	168	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.2	$ 3212.4	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	7	379	-	-	433	-	-	-
HCM Lane V/C Ratio	5.865	0.028	-	-	0.046	-	-	-
HCM Control Delay (s)	$ 3212.4	14.8	-	-	13.7	-	-	-
HCM Lane LOS	F	B	-	-	B	-	-	-
HCM 95th %tile Q(veh)	6.6	0.1	-	-	0.1	-	-	-

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

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	100	1366	21	46	1539	14	15	40	39	6	8	70
Future Vol, veh/h	100	1366	21	46	1539	14	15	40	39	6	8	70
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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	1	1	1
Mvmt Flow	105	1438	22	48	1620	15	16	42	41	6	8	74

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1635	0	0	1460	0	0	3424	3390	1449	3425	3394	1628
Stage 1	-	-	-	-	-	-	1659	1659	-	1724	1724	-
Stage 2	-	-	-	-	-	-	1765	1731	-	1701	1670	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.15	6.55	6.25	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.11	5.51	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.545	4.045	3.345	3.509	4.009	3.309
Pot Cap-1 Maneuver	388	-	-	454	-	-	~ 4	~ 7	158	~ 4	~ 8	127
Stage 1	-	-	-	-	-	-	121	152	-	114	144	-
Stage 2	-	-	-	-	-	-	105	140	-	117	154	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	388	-	-	454	-	-	-	0	158	-	0	127
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-	-	0	-
Stage 1	-	-	-	-	-	-	121	0	-	114	0	-
Stage 2	-	-	-	-	-	-	-	0	-	-	0	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	0.4		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	388	-	-	454	-	-	-
HCM Lane V/C Ratio	-	0.271	-	-	0.107	-	-	-
HCM Control Delay (s)	-	17.7	0	-	13.9	0	-	-
HCM Lane LOS	-	C	A	-	B	A	-	-
HCM 95th %tile Q(veh)	-	1.1	-	-	0.4	-	-	-

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

Intersection	
Int Delay, s/veh	95.5

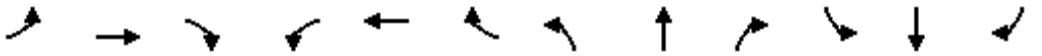
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	53	1208	150	26	1500	38	72	0	139	35	0	27
Future Vol, veh/h	53	1208	150	26	1500	38	72	0	139	35	0	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	400	-	400	225	-	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, %	5	5	5	5	5	5	6	0	6	17	0	17
Mvmt Flow	56	1272	158	27	1579	40	76	0	146	37	0	28

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1619	0	0	1430	0	0	3051	3057	636	2381	3175	1579
Stage 1	-	-	-	-	-	-	1384	1384	-	1633	1633	-
Stage 2	-	-	-	-	-	-	1667	1673	-	748	1542	-
Critical Hdwy	4.175	-	-	4.175	-	-	7.39	6.5	6.99	7.555	6.5	6.455
Critical Hdwy Stg 1	-	-	-	-	-	-	6.59	5.5	-	6.355	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.19	5.5	-	6.755	5.5	-
Follow-up Hdwy	2.2475	-	-	2.2475	-	-	3.557	4	3.357	3.6615	4	3.4615
Pot Cap-1 Maneuver	389	-	-	461	-	-	~ 6	13	414	~ 18	11	119
Stage 1	-	-	-	-	-	-	147	213	-	113	161	-
Stage 2	-	-	-	-	-	-	117	154	-	345	178	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	389	-	-	461	-	-	~ 4	10	414	~ 10	9	119
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 22	59	-	60	67	-
Stage 1	-	-	-	-	-	-	126	182	-	97	152	-
Stage 2	-	-	-	-	-	-	84	145	-	191	152	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.2	$ 1419.4	155.3
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	58	389	-	-	461	-	-	77
HCM Lane V/C Ratio	3.829	0.143	-	-	0.059	-	-	0.848
HCM Control Delay (s)	$ 1419.4	15.8	-	-	13.3	-	-	155.3
HCM Lane LOS	F	C	-	-	B	-	-	F
HCM 95th %tile Q(veh)	24	0.5	-	-	0.2	-	-	4.3

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	210	973	153	380	1057	267	306	978	245	257	1444	247
Future Volume (veh/h)	210	973	153	380	1057	267	306	978	245	257	1444	247
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	219	1014	-53	396	1101	60	319	1019	53	268	1504	122
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	5	5	5	5	5	3	3	3	3	3	3
Cap, veh/h	211	893	398	363	1045	466	261	1282	572	2468	3530	1574
Arrive On Green	0.06	0.26	0.00	0.11	0.30	0.30	0.08	0.36	0.36	0.72	1.00	1.00
Sat Flow, veh/h	3374	3469	1547	3374	3469	1547	3428	3526	1572	3428	3526	1572
Grp Volume(v), veh/h	219	1014	-53	396	1101	60	319	1019	53	268	1504	122
Grp Sat Flow(s),veh/h/ln	1687	1735	1547	1687	1735	1547	1714	1763	1572	1714	1763	1572
Q Serve(g_s), s	10.0	41.2	0.0	17.2	48.2	3.3	12.2	41.4	3.6	3.8	0.0	0.0
Cycle Q Clear(g_c), s	10.0	41.2	0.0	17.2	48.2	3.3	12.2	41.4	3.6	3.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	211	893	398	363	1045	466	261	1282	572	2468	3530	1574
V/C Ratio(X)	1.04	1.14	-0.13	1.09	1.05	0.13	1.22	0.79	0.09	0.11	0.43	0.08
Avail Cap(c_a), veh/h	211	893	398	363	1045	466	261	1282	572	2468	3530	1574
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	75.0	59.4	0.0	71.4	55.9	21.9	73.9	45.6	33.5	6.8	0.0	0.0
Incr Delay (d2), s/veh	72.5	74.6	0.0	74.2	43.0	0.2	128.6	5.1	0.3	0.0	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	10.7	38.2	0.0	17.1	36.5	3.1	16.3	26.1	2.6	2.4	0.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	147.5	134.0	0.0	145.6	98.9	22.0	202.5	50.7	33.8	6.8	0.4	0.1
LnGrp LOS	F	F	A	F	F	C	F	D	C	A	A	A
Approach Vol, veh/h		1180			1557			1391			1894	
Approach Delay, s/veh		142.5			107.9			84.9			1.3	
Approach LOS		F			F			F			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	56.9	126.1	65.0	25.9	48.0	20.0	171.1
Change Period (Y+Rc), s	* 7	* 8.7	7.9	6.8	8.7	* 6.8	7.8	* 7.9
Max Green Setting (Gmax), s	* 10	* 48	15.1	58.2	15.3	* 41	12.2	* 61
Max Q Clear Time (g_c+I1), s	12.0	50.2	5.8	43.4	19.2	43.2	14.2	2.0
Green Ext Time (p_c), s	0.0	0.0	0.5	7.2	0.0	0.0	0.0	23.7

Intersection Summary	
HCM 6th Ctrl Delay	75.8
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	36.1	36.0	59.8	60.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	7	7	7	7
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	8	4	6	2
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	306	257	380	210
Veh. Perm. R. Flow in Walk (v/h)	247	245	153	267
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	45	35	35
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	69.4	69.4	69.4	69.4
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.70	3.68	3.76	3.50
Pedestrian Crosswalk LOS	D	D	D	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	1392	1775	1593	2029
Effct. Green for Bike (s)	41.2	48.2	58.2	61.2
Cross Street Width (ft)	84.9	84.9	84.9	84.8
Through Lanes Number	2	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0	5.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	515	602	728	765
Bicycle Delay (s/bike)	44.1	39.1	32.4	30.5
Bicycle Compliance	Poor	Poor	Poor	Poor
Bicycle LOS Score	2.93	3.25	3.10	3.46
Bicycle LOS	C	C	C	C

Arterial Level of Service: EB US 17/92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
CR 532 (Osceola Polk	I	55	39.9	33.3	73.2	0.61	30.0	C
Poinciana Blvd	I	48	275.7	130.6	406.3	3.64	32.2	C
Total	I		315.6	163.9	479.5	4.25	31.9	C

Arterial Level of Service: WB US 17/92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Poinciana Blvd	I	45	43.2	98.9	142.1	0.49	12.4	F
CR 532 (Osceola Polk	I	51	258.7	385.4	644.1	3.64	20.3	E
Total	I		301.9	484.3	786.2	4.13	18.9	E

Appendix O

Preliminary Access Management Plan

Existing Access Management Table

US 17/92 PD&E

From CR 54 to Avenue A

Last Update: 9/28/2020

Rule 14-97				
Access Class	Speed	Signal	Full	Directional
3	n/a	2,640	2,640	1,320

								Directional Openings		Full Openings		Traffic Signal			
Median Opening #	Approx. Station	Distance From Previous Opening	Median Opening Type	Signal	North Side Road/Connection	South Side Road/Connection	Intersecting Access Type	Distance from Previous Opening	Meets Std or % Deviation	Distance from Previous Opening	Meets Std or % Deviation	Distance from Previous Opening	Meets Std or % Deviation	Existing Access Class	Posted Speed
1	100+00	-	Full-Signal	yes	CR 54 (Ronald Reagan Parkway)	Kinny Harmon Road	Public Side Street							3	45
2	112+97	1297	Full		Shopping Center Entrance	n/a	Business Access	1,297	1.74%	1297	50.87%				
3	139+07	2610	Full		Parker Road	n/a	Public Side Street			2610	1.14%				55
4	151+69	1262	Full		Labor Camp Road	n/a	Public Side Street			1262	52.20%				
5	157+92	623	Full		n/a	Ivy Mist Lane	Public Side Street			623	76.40%				
6	165+63	771	Full		Ivy Mist Lane	n/a	Public Side Street			771	70.80%				
7	178+14	1251	Full		Sundown Drive	n/a	Public Side Street			1251	52.61%				
8	197+41	1927	Full-Signal	yes	CR 532	n/a	Public Side Street			1927	27.01%	9741	Meets		
9	234+85	3744	Full		Old Tampa Highway	n/a	Public Side Street			3744	Meets				
10	260+35	2550	Full		n/a	Aspire Health Partners, Inc.	Private Business Driveway			2550	3.41%				
11	292+53	3218	Full		Wonder Court	n/a	Public Side Street			3218	Meets				
12	298+63	610	Full		Suwannee Avenue	n/a	Public Side Street			610	76.89%				45
13	300+54	191	Full		Immokalee Street	n/a	Public Side Street			191	92.77%				
14	304+02	348	Full		Tallahassee Boulevard	n/a	Public Side Street			348	86.82%				
15	307+61	359	Full		Manatee Street	Hope Street	Public Side Street			359	86.40%				
16	310+73	312	Full		n/a	Charity Street	Public Side Street			312	88.18%				
17	313+74	301	Full		Nocatee Street	Shepherd Lane	Public Side Street			301	88.60%				
18	354+71	4097	Full		Avenue A	Avenue A	Public Side Street			4097	Meets				

Preliminary

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Proposed Changes

Median Opening #	Approx Station	North Side Connection	South Side Connection	Existing Opening	Proposed Opening
1	100+00	CR 54 (Ronald Reagan Parkway)	Kinny Harmon Road	Full-Signal	Full-Signal
2	112+97	Shopping Center Entrance	n/a	Full	EB Directional
3	139+07	Parker Road	n/a	Full	EB Directional
4	151+69	Labor Camp Road	n/a	Full	Close
4 (new)	154+81	Poinciana Parkway	Poinciana Parkway	None	Full-Signal
5	157+92	n/a	Ivy Mist Lane	Full	Close
6	165+63	Ivy Mist Lane	n/a	Full	EB Directional
7	178+14	Sundown Drive	n/a	Full	EB Directional
8	197+41	CR 532	n/a	Full-Signal	Full-Signal
9	234+85	Old Tampa Highway	n/a	Full	Full
10	260+35	n/a	Aspire Health Partners, Inc.	Full	Dual Directional
11	292+53	Wonder Court	n/a	Full	Close
12	298+63	Suwannee Avenue	n/a	Full	Close
13	300+54	Immokalee Street	n/a	Full	Close
14	304+02	Tallahassee Boulevard	n/a	Full	Dual Directional
15	307+61	Manatee Street	Hope Street	Full	Close
16	310+73	n/a	Charity Street	Full	Close
17	313+74	Nocatee Street	Shepherd Lane	Full	Dual Directional
18	354+71	Avenue A	Avenue A	Full	Dual Directional

Remain the same
Change opening type
Close opening
New opening

Preliminary

09/28/2020 5:21:23 PM

Proposed Access Management Table

US 17/92 PD&E

From CR 54 to Avenue A

Last Update: 9/28/2020

Rule 14-97				
Access Class	Speed	Signal	Full	Directional
3	n/a	2,640	2,640	1,320

								Directional Openings		Full Openings		Traffic Signal			
Median Opening #	Approx. Station	Distance From Previous Opening	Median Opening Type	Signal	North Side Road/Connection	South Side Road/Connection	Intersecting Access Type	Distance from Previous Opening	Meets Std or % Deviation	Distance from Previous Opening	Meets Std or % Deviation	Distance from Previous Opening	Meets Std or % Deviation	Existing Access Class	Posted Speed
1	100+00	-	Full-Signal	yes	CR 54 (Ronald Reagan Parkway)	Kinny Harmon Road	Public Side Street							3	45
2	112+97	1297	EB Directional		Shopping Center Entrance	n/a	Business Access	1,297	1.74%						
3	139+07	2610	EB Directional		Parker Road	n/a	Public Side Street	2,610	Meets						55
4 (new)	154+81	1574	Full-Signal	yes	Poiciana Parkway	Poiciana Parkway	Public Side Street			5,481	Meets	5,481	Meets		
6	165+63	1082	EB Directional		Ivy Mist Lane	n/a	Public Side Street	1,082	18.03%						
7	178+14	1251	EB Directional		Sundown Drive	n/a	Public Side Street	1,251	5.23%						
8	197+41	1927	Full-Signal	yes	CR 532	n/a	Public Side Street	1,927	Meets	4,260	Meets	4,260	Meets		
9	234+85	3744	Full		Old Tampa Highway	n/a	Public Side Street			3,744	Meets				
10	260+35	2550	Dual Directional		n/a	Aspire Health Partners, Inc.	Private Business Driveway	2,550	Meets						
14	304+02	4367	Dual Directional		Tallahassee Boulevard	n/a	Public Side Street	4,367	Meets						45
17	313+74	972	Dual Directional		Nocatee Street	Shepherd Lane	Public Side Street	972	26.36%						
18	354+71	4097	Dual Directional		Avenue A	Avenue A	Public Side Street	4,097	Meets						

Preliminary

09/28/2020 5:21:31 PM

Kandala, Srinivas

From: Freeman, Kevin
Sent: Monday, January 25, 2021 11:16 AM
To: Kandala, Srinivas
Cc: Ambikapathy, Babuji; Pemmanaboina, Rajashekar
Subject: FW: [External] RE: FPID 437200-1 – US 17/92 PD&E– CR 54 to Ave A - Preliminary Access Management Recommendations

Srini,

Please see the email below on the Access Management. They agree that the preliminary assessment is consistent with the discussion we had before. We understand that more effort is needed as the study goes on to refine but this is a good start.

Thanks,

Kevin Freeman
Project Manager

P 407.965.0500
www.vhb.com

From: Sanders, Michael <Michael.Sanders@dot.state.fl.us>
Sent: Tuesday, December 1, 2020 9:19 AM
To: Cucek, Lorena <Lorena.Cucek@dot.state.fl.us>; Lingenfelter, Chad <chad.lingenfelter@dot.state.fl.us>; Stroz, Jim <Jim.Stroz@dot.state.fl.us>
Cc: Freeman, Kevin <KFreeman@VHB.com>
Subject: [External] RE: FPID 437200-1 – US 17/92 PD&E– CR 54 to Ave A - Preliminary Access Management Recommendations

Lorena, this plan appears generally consistent with previous discussions. Intercession City traffic control may need to be revisited based on prior requests for traffic control there. Recall discussion with David of a roundabout alternative for traffic calming based on being an isolated built up community and context. The PD&E will need to include basis for our access management decisions. Besides spacing standards, this would typically include any identified high crash locations, supporting adjacent land use (can u-turns be made by heavy vehicles), capacity analysis for traffic maneuvers that will be transferred upstream or downstream and/or documentation of connectivity alternatives. We will take another look as requested and provide any additional comments on the preliminary plan.

Thanks,
Mike

Michael Sanders, P.E.
Assistant District Traffic Operations Engineer
District Five
Florida Department of Transportation
719 S Woodland Blvd
DeLand FL 32720
Cell # 386-279-5481
Office # 386-943-5339
michael.sanders@dot.state.fl.us

From: Cucek, Lorena <Lorena.Cucek@dot.state.fl.us>
Sent: Monday, November 30, 2020 3:04 PM
To: Sanders, Michael <Michael.Sanders@dot.state.fl.us>; Lingenfelter, Chad <Chad.Lingenfelter@dot.state.fl.us>; Stroz, Jim <Jim.Stroz@dot.state.fl.us>
Cc: Freeman, Kevin <KFreeman@VHB.com>
Subject: RE: FPID 437200-1 – US 17/92 PD&E– CR 54 to Ave A - Preliminary Access Management Recommendations
Importance: High

Hi All,

Just touching base with you again since we sent this out for your review back on October 1st. Is there something you still need from us that we have not provide for this review? Please let me know.

Thank you and have a great day.

Lorena Cucek , FCCM, CPM
Planning & PD&E Project Manager
lorena.cucek@dot.state.fl.us
Serving the People of Florida

Florida Department of Transportation
Project Development Unit, MS501
719 S Woodland Blvd, Deland, FL 32720
Phone: 386-943-5392, Cell: 386-956-4571

From: Graeber, David <David.Graeber@dot.state.fl.us>
Sent: Thursday, October 01, 2020 9:46 AM
To: Sanders, Michael <Michael.Sanders@dot.state.fl.us>; Lingenfelter, Chad <Chad.Lingenfelter@dot.state.fl.us>
Cc: Freeman, Kevin <KFreeman@VHB.com>; Cucek, Lorena <Lorena.Cucek@dot.state.fl.us>
Subject: RE: FPID 437200-1 – US 17/92 PD&E– CR 54 to Ave A - Preliminary Access Management Recommendations

With attachments this time.

David Graeber

386-943-5182 – Office
407-506-4134 - Cell
david.graeber@dot.state.fl.us

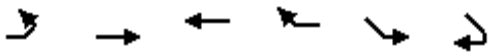
From: Graeber, David
Sent: Thursday, October 1, 2020 8:17 AM
To: Sanders, Michael <Michael.Sanders@dot.state.fl.us>; Lingenfelter, Chad <Chad.Lingenfelter@dot.state.fl.us>
Cc: 'Freeman, Kevin' <KFreeman@VHB.com>; Cucek, Lorena <Lorena.Cucek@dot.state.fl.us>
Subject: FPID 437200-1 – US 17/92 PD&E– CR 54 to Ave A - Preliminary Access Management Recommendations

For your initial review.

David A. Graeber, PE
Project Manager
Aspireon Consulting Group, FDOT In-House Consultant
719 South Woodland Boulevard
DeLand, Florida 32720

Appendix P

Build Results



Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Volume (veh/h)	294	865	483	661	488	172
Future Volume (veh/h)	294	865	483	661	488	172
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
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	309	911	508	696	514	181
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	373	2037	1460	1658	634	813
Arrive On Green	0.11	0.59	0.42	0.42	0.19	0.19
Sat Flow, veh/h	3374	3561	3561	2723	3374	2723
Grp Volume(v), veh/h	309	911	508	696	514	181
Grp Sat Flow(s),veh/h/ln	1687	1735	1735	1362	1687	1362
Q Serve(g_s), s	12.6	20.6	13.9	18.8	20.4	7.0
Cycle Q Clear(g_c), s	12.6	20.6	13.9	18.8	20.4	7.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	373	2037	1460	1658	634	813
V/C Ratio(X)	0.83	0.45	0.35	0.42	0.81	0.22
Avail Cap(c_a), veh/h	752	2037	1460	1658	1017	1122
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	1.00
Uniform Delay (d), s/veh	61.0	16.2	27.5	14.4	54.5	36.9
Incr Delay (d2), s/veh	4.7	0.7	0.7	0.8	3.7	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	9.4	12.5	9.7	14.0	13.7	4.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	65.7	16.9	28.2	15.2	58.1	37.1
LnGrp LOS	E	B	C	B	E	D
Approach Vol, veh/h		1220	1204		695	
Approach Delay, s/veh		29.3	20.7		52.7	
Approach LOS		C	C		D	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	23.3	66.7			90.0	34.1
Change Period (Y+Rc), s	* 7.8	* 7.8			* 7.8	7.8
Max Green Setting (Gmax), s	* 31	* 43			* 82	42.2
Max Q Clear Time (g_c+I1), s	14.6	20.8			22.6	22.4
Green Ext Time (p_c), s	0.9	7.8			9.0	3.9

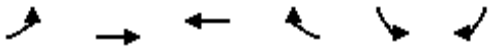
Intersection Summary	
HCM 6th Ctrl Delay	31.2
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Approach	EB	WB	SE
Crosswalk Length (ft)	36.1	36.0	24.8
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	6	6	6
Number of Right-Turn Islands	0	0	0
Type of Control	Actuated	Actuated	Actuated
Corresponding Signal Phase	8	6	2
Effective Walk Time (s)	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	45	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	59.4	59.4	59.4
Pedestrian Compliance Code	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.94	3.11	2.89
Pedestrian Crosswalk LOS	C	C	C

Approach	EB	WB	SE
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	1220	1204	695
Effct. Green for Bike (s)	91.6	65.5	32.8
Cross Street Width (ft)	96.0	71.9	71.9
Through Lanes Number	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	No	No	No
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	1309	936	469
Bicycle Delay (s/bike)	8.4	19.8	41.0
Bicycle Compliance	Good	Fair	Poor
Bicycle LOS Score	2.96	2.58	2.16
Bicycle LOS	C	C	B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	275	1078	930	12	12	214
Future Volume (veh/h)	275	1078	930	12	12	214
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
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1856	1856
Adj Flow Rate, veh/h	289	1135	979	13	0	239
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	3	3
Cap, veh/h	1036	2629	1266	565	125	1189
Arrive On Green	0.31	0.76	0.36	0.36	0.00	0.07
Sat Flow, veh/h	3374	3561	3561	1547	1767	3145
Grp Volume(v), veh/h	289	1135	979	13	0	239
Grp Sat Flow(s),veh/h/ln	1687	1735	1735	1547	1767	1572
Q Serve(g_s), s	4.5	8.2	17.5	0.4	0.0	0.0
Cycle Q Clear(g_c), s	4.5	8.2	17.5	0.4	0.0	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1036	2629	1266	565	125	1189
V/C Ratio(X)	0.28	0.43	0.77	0.02	0.00	0.20
Avail Cap(c_a), veh/h	1036	2629	1834	818	126	1191
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	0.00	1.00
Uniform Delay (d), s/veh	18.4	3.1	19.7	14.2	0.0	14.7
Incr Delay (d2), s/veh	0.1	0.5	1.3	0.0	0.0	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	2.8	2.1	10.3	0.2	0.0	4.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.5	3.6	21.0	14.3	0.0	14.7
LnGrp LOS	B	A	C	B	A	B
Approach Vol, veh/h		1424	992		239	
Approach Delay, s/veh		6.6	20.9		14.7	
Approach LOS		A	C		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		59.0		11.0	27.5	31.5
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		53.0		5.0	10.0	37.0
Max Q Clear Time (g_c+I1), s		10.2		2.0	6.5	19.5
Green Ext Time (p_c), s		9.6		0.2	0.3	6.1

Intersection Summary	
HCM 6th Ctrl Delay	12.7
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Approach	EB	WB	SB
Crosswalk Length (ft)	72.0	84.1	48.7
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	6	5	4
Number of Right-Turn Islands	0	0	0
Type of Control	Actuated	Actuated	Actuated
Corresponding Signal Phase	6	4	8
Effective Walk Time (s)	11.0	11.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	12	275
Veh. Perm. R. Flow in Walk (v/h)	214	0	12
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	45	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	24.9	24.9	35.0
Pedestrian Compliance Code	Fair	Fair	Poor
Pedestrian Crosswalk Score	3.08	2.93	2.72
Pedestrian Crosswalk LOS	C	C	C

Approach	EB	WB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	1424	992	238
Effct. Green for Bike (s)	66.6	33.7	5.0
Cross Street Width (ft)	84.1	48.7	72.0
Through Lanes Number	2	2	1
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	No	No	No
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	1903	963	143
Bicycle Delay (s/bike)	0.1	9.4	30.2
Bicycle Compliance	Good	Good	Poor
Bicycle LOS Score	2.95	2.05	1.98
Bicycle LOS	C	B	B

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Vol, veh/h	97	1028	77	892	19	0	58
Future Vol, veh/h	97	1028	77	892	19	0	58
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	250	-	150	-	-	-	-
Veh in Median Storage, #	-	0	-	0	-	1	-
Grade, %	-	0	-	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	5	5	2	5	5	3	3
Mvmt Flow	102	1082	81	939	20	0	61

Major/Minor	Major1		Major2			Minor2	
Conflicting Flow All	959	0	1082	-	0	-	480
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	4.2	-	5.3	-	-	-	6.96
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	2.25	-	2.52	-	-	-	3.33
Pot Cap-1 Maneuver	695	-	414	-	-	0	529
Stage 1	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	0	-
Platoon blocked, %		-		-	-		
Mov Cap-1 Maneuver	695	-	414	-	-	-	529
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	1	1.2	12.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBU	WBT	WBR	SBLn1
Capacity (veh/h)	695	-	414	-	-	529
HCM Lane V/C Ratio	0.147	-	0.196	-	-	0.115
HCM Control Delay (s)	11.1	-	15.8	-	-	12.7
HCM Lane LOS	B	-	C	-	-	B
HCM 95th %tile Q(veh)	0.5	-	0.7	-	-	0.4

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	0	1088	17	0	923	12	0	0	27	0	0	65
Future Vol, veh/h	0	1088	17	0	923	12	0	0	27	0	0	65
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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	5	5	2	2	2	8	8	8
Mvmt Flow	0	1145	18	0	972	13	0	0	28	0	0	68

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	582	-	-	493
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.94	-	-	7.06
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.32	-	-	3.38
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	456	0	0	506
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	456	-	-	506
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	13.4	13.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	456	-	-	-	-	506
HCM Lane V/C Ratio	0.062	-	-	-	-	0.135
HCM Control Delay (s)	13.4	-	-	-	-	13.2
HCM Lane LOS	B	-	-	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	-	0.5

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	50	1051	27	25	907	12	0	0	33	0	0	19
Future Vol, veh/h	50	1051	27	25	907	12	0	0	33	0	0	19
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	150	-	-	150	-	-	-	-	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, %	5	5	5	5	5	5	5	5	5	1	1	1
Mvmt Flow	53	1106	28	26	955	13	0	0	35	0	0	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	968	0	0	1134	0	0	-	-	567	-	-	484
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.2	-	-	4.2	-	-	-	-	7	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.25	-	-	2.25	-	-	-	-	3.35	-	-	3.31
Pot Cap-1 Maneuver	689	-	-	595	-	-	0	0	459	0	0	531
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	689	-	-	595	-	-	-	-	459	-	-	531
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.3	13.5	12
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	459	689	-	-	595	-	-	531
HCM Lane V/C Ratio	0.076	0.076	-	-	0.044	-	-	0.038
HCM Control Delay (s)	13.5	10.7	-	-	11.3	-	-	12
HCM Lane LOS	B	B	-	-	B	-	-	B
HCM 95th %tile Q(veh)	0.2	0.2	-	-	0.1	-	-	0.1

Intersection	
Int Delay, s/veh	4

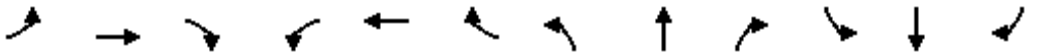
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	59	802	214	73	824	31	76	0	38	23	1	17
Future Vol, veh/h	59	802	214	73	824	31	76	0	38	23	1	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	540	-	540	170	-	-	-	-	-	-	-	-
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, %	5	5	5	5	5	5	16	0	26	0	0	26
Mvmt Flow	62	844	225	77	867	33	80	0	40	24	1	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	900	0	0	1069	0	0	1556	2022	422	1584	2231	450
Stage 1	-	-	-	-	-	-	968	968	-	1038	1038	-
Stage 2	-	-	-	-	-	-	588	1054	-	546	1193	-
Critical Hdwy	4.2	-	-	4.2	-	-	7.82	6.5	7.42	7.5	6.5	7.42
Critical Hdwy Stg 1	-	-	-	-	-	-	6.82	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.82	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.25	-	-	2.25	-	-	3.66	4	3.56	3.5	4	3.56
Pot Cap-1 Maneuver	732	-	-	630	-	-	~ 67	59	518	74	43	496
Stage 1	-	-	-	-	-	-	247	335	-	251	311	-
Stage 2	-	-	-	-	-	-	429	305	-	495	263	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	732	-	-	630	-	-	~ 54	47	518	58	35	496
Mov Cap-2 Maneuver	-	-	-	-	-	-	142	133	-	151	108	-
Stage 1	-	-	-	-	-	-	226	307	-	230	273	-
Stage 2	-	-	-	-	-	-	362	268	-	418	241	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.9	53.4	26.7
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	187	732	-	-	630	-	-	209
HCM Lane V/C Ratio	0.642	0.085	-	-	0.122	-	-	0.206
HCM Control Delay (s)	53.4	10.4	-	-	11.5	-	-	26.7
HCM Lane LOS	F	B	-	-	B	-	-	D
HCM 95th %tile Q(veh)	3.7	0.3	-	-	0.4	-	-	0.8

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	221	540	147	219	541	206	221	1331	199	180	663	122
Future Volume (veh/h)	221	540	147	219	541	206	221	1331	199	180	663	122
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	230	562	153	228	564	215	230	1386	207	188	691	127
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	5	5	5	5	5	3	3	3	3	3	3
Cap, veh/h	273	860	384	273	860	384	277	1462	652	794	1969	878
Arrive On Green	0.08	0.25	0.25	0.08	0.25	0.25	0.08	0.41	0.41	0.23	0.56	0.56
Sat Flow, veh/h	3374	3469	1547	3374	3469	1547	3428	3526	1572	3428	3526	1572
Grp Volume(v), veh/h	230	562	153	228	564	215	230	1386	207	188	691	127
Grp Sat Flow(s),veh/h/ln	1687	1735	1547	1687	1735	1547	1714	1763	1572	1714	1763	1572
Q Serve(g_s), s	10.1	21.8	12.3	10.0	21.9	18.2	9.9	56.9	13.3	6.7	16.1	5.6
Cycle Q Clear(g_c), s	10.1	21.8	12.3	10.0	21.9	18.2	9.9	56.9	13.3	6.7	16.1	5.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	273	860	384	273	860	384	277	1462	652	794	1969	878
V/C Ratio(X)	0.84	0.65	0.40	0.83	0.66	0.56	0.83	0.95	0.32	0.24	0.35	0.14
Avail Cap(c_a), veh/h	292	860	384	273	860	384	370	1462	652	794	1969	878
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.0	50.6	46.8	67.9	50.6	49.3	67.9	42.3	29.6	46.9	18.2	14.8
Incr Delay (d2), s/veh	18.0	3.8	3.1	19.2	3.9	5.8	10.1	14.0	1.3	0.1	0.5	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	8.6	14.9	8.7	8.6	15.0	12.1	8.2	35.1	8.9	5.1	10.7	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.0	54.5	49.9	87.1	54.5	55.1	78.1	56.4	30.9	47.0	18.7	15.2
LnGrp LOS	F	D	D	F	D	E	E	E	C	D	B	B
Approach Vol, veh/h		945			1007			1823			1006	
Approach Delay, s/veh		61.4			62.0			56.2			23.5	
Approach LOS		E			E			E			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.8	44.0	43.1	69.0	20.8	44.0	19.9	92.1
Change Period (Y+Rc), s	8.7	* 6.8	7.9	6.8	8.7	* 6.8	7.8	* 7.9
Max Green Setting (Gmax), s	13.0	* 37	9.1	62.2	11.3	* 37	16.2	* 55
Max Q Clear Time (g_c+I1), s	12.1	23.9	8.7	58.9	12.0	23.8	11.9	18.1
Green Ext Time (p_c), s	0.1	4.8	0.0	2.7	0.0	4.5	0.2	6.5

Intersection Summary	
HCM 6th Ctrl Delay	51.6
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	36.1	36.0	59.8	60.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	7	7	7	7
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	8	4	6	2
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	221	180	219	221
Veh. Perm. R. Flow in Walk (v/h)	122	199	147	206
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	45	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	64.4	64.4	64.4	64.4
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.32	3.28	3.53	3.53
Pedestrian Crosswalk LOS	C	C	D	D

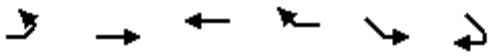
Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	945	1007	1823	1006
Effct. Green for Bike (s)	37.2	37.2	62.2	57.1
Cross Street Width (ft)	84.9	84.9	84.9	84.6
Through Lanes Number	2	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0	5.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	496	496	829	761
Bicycle Delay (s/bike)	42.4	42.4	25.7	28.8
Bicycle Compliance	Poor	Poor	Fair	Fair
Bicycle LOS Score	2.57	2.62	3.29	2.61
Bicycle LOS	C	C	C	C

Arterial Level of Service: EB US 17/92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
CR 532 (Osceola Polk	II	45	27.4	12.8	40.2	0.28	24.8	C
Old Tampa Hwy	II	45	56.5	0.6	57.1	0.71	44.6	A
Poinciana Blvd	II	45	234.6	55.1	289.7	2.93	36.4	A
Total	II		318.5	68.5	387.0	3.91	36.4	A

Arterial Level of Service: WB US 17/92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Poinciana Blvd	II	45	43.2	55.1	98.3	0.49	18.0	D
Old Tampa Hwy	II	45	234.6	14.6	249.2	2.93	42.3	A
CR 532 (Osceola Polk	II	45	56.5	23.5	80.0	0.71	31.8	B
Total	II		334.3	93.2	427.5	4.13	34.8	B



Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Volume (veh/h)	178	552	946	569	739	201
Future Volume (veh/h)	178	552	946	569	739	201
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
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	180	558	956	575	746	203
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	687	2267	1392	1771	840	1232
Arrive On Green	0.20	0.65	0.40	0.40	0.25	0.25
Sat Flow, veh/h	3374	3561	3561	2723	3374	2723
Grp Volume(v), veh/h	180	558	956	575	746	203
Grp Sat Flow(s),veh/h/ln	1687	1735	1735	1362	1687	1362
Q Serve(g_s), s	7.2	10.6	36.4	15.0	34.1	0.0
Cycle Q Clear(g_c), s	7.2	10.6	36.4	15.0	34.1	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	687	2267	1392	1771	840	1232
V/C Ratio(X)	0.26	0.25	0.69	0.32	0.89	0.16
Avail Cap(c_a), veh/h	687	2267	1392	1771	953	1324
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	1.00
Uniform Delay (d), s/veh	53.6	11.4	39.6	12.4	57.9	25.9
Incr Delay (d2), s/veh	0.2	0.3	2.8	0.5	9.9	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	5.5	7.2	22.2	13.3	21.9	4.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	53.8	11.7	42.4	12.9	67.9	26.0
LnGrp LOS	D	B	D	B	E	C
Approach Vol, veh/h		738	1531		949	
Approach Delay, s/veh		22.0	31.3		58.9	
Approach LOS		C	C		E	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	40.4	72.0			112.4	47.6
Change Period (Y+Rc), s	* 7.8	* 7.8			* 7.8	7.8
Max Green Setting (Gmax), s	* 27	* 64			* 99	45.2
Max Q Clear Time (g_c+I1), s	9.2	38.4			12.6	36.1
Green Ext Time (p_c), s	0.5	11.9			4.7	3.7

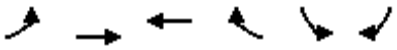
Intersection Summary	
HCM 6th Ctrl Delay	37.3
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Approach	EB	WB	SE
Crosswalk Length (ft)	36.1	36.0	24.8
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	6	6	6
Number of Right-Turn Islands	0	0	0
Type of Control	Actuated	Actuated	Actuated
Corresponding Signal Phase	8	6	2
Effective Walk Time (s)	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	45	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	69.4	69.4	69.4
Pedestrian Compliance Code	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.94	3.17	2.90
Pedestrian Crosswalk LOS	C	C	C

Approach	EB	WB	SE
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	738	1531	949
Effct. Green for Bike (s)	101.3	66.3	43.1
Cross Street Width (ft)	96.0	72.0	72.0
Through Lanes Number	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	No	No	No
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	1266	829	539
Bicycle Delay (s/bike)	10.8	27.4	42.7
Bicycle Compliance	Fair	Fair	Poor
Bicycle LOS Score	2.57	2.85	2.37
Bicycle LOS	C	C	B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	232	1059	1224	14	13	291
Future Volume (veh/h)	232	1059	1224	14	13	291
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
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1856	1856
Adj Flow Rate, veh/h	244	1115	1288	15	0	321
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	3	3
Cap, veh/h	331	2508	1908	851	110	505
Arrive On Green	0.10	0.72	0.55	0.55	0.00	0.06
Sat Flow, veh/h	3374	3561	3561	1547	1767	3145
Grp Volume(v), veh/h	244	1115	1288	15	0	321
Grp Sat Flow(s),veh/h/ln	1687	1735	1735	1547	1767	1572
Q Serve(g_s), s	5.6	10.5	21.3	0.4	0.0	0.0
Cycle Q Clear(g_c), s	5.6	10.5	21.3	0.4	0.0	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	331	2508	1908	851	110	505
V/C Ratio(X)	0.74	0.44	0.68	0.02	0.00	0.64
Avail Cap(c_a), veh/h	464	2645	1908	851	155	583
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	0.00	1.00
Uniform Delay (d), s/veh	35.1	4.5	12.9	8.2	0.0	31.4
Incr Delay (d2), s/veh	3.8	0.1	1.9	0.0	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.2	3.9	11.5	0.2	0.0	6.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	38.9	4.6	14.8	8.2	0.0	33.2
LnGrp LOS	D	A	B	A	A	C
Approach Vol, veh/h		1359	1303		321	
Approach Delay, s/veh		10.8	14.7		33.2	
Approach LOS		B	B		C	

Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	63.8		11.0	13.8	50.0
Change Period (Y+Rc), s	6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s	61.0		7.0	11.0	44.0
Max Q Clear Time (g_c+I1), s	12.5		2.0	7.6	23.3
Green Ext Time (p_c), s	9.5		0.6	0.3	9.1

Intersection Summary	
HCM 6th Ctrl Delay	14.9
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Approach	EB	WB	SB
Crosswalk Length (ft)	72.0	84.1	48.7
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	6	5	4
Number of Right-Turn Islands	0	0	0
Type of Control	Actuated	Actuated	Actuated
Corresponding Signal Phase	6	4	8
Effective Walk Time (s)	11.0	11.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	13	232
Veh. Perm. R. Flow in Walk (v/h)	291	0	14
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	45	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	29.8	29.8	40.0
Pedestrian Compliance Code	Fair	Fair	Poor
Pedestrian Crosswalk Score	3.17	3.02	2.68
Pedestrian Crosswalk LOS	C	C	C

Approach	EB	WB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	1359	1303	320
Effct. Green for Bike (s)	61.8	45.6	6.2
Cross Street Width (ft)	84.1	48.7	72.0
Through Lanes Number	2	2	1
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	No	No	No
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	1545	1140	155
Bicycle Delay (s/bike)	2.1	7.4	34.0
Bicycle Compliance	Good	Good	Poor
Bicycle LOS Score	2.90	2.31	2.12
Bicycle LOS	C	B	B

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Vol, veh/h	81	1009	27	1078	44	0	185
Future Vol, veh/h	81	1009	27	1078	44	0	185
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	250	-	150	-	-	-	-
Veh in Median Storage, #	-	0	-	0	-	1	-
Grade, %	-	0	-	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	5	5	2	5	5	3	3
Mvmt Flow	85	1062	28	1135	46	0	195

Major/Minor	Major1		Major2			Minor2	
Conflicting Flow All	1181	0	1062	-	0	-	591
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	4.2	-	5.3	-	-	-	6.96
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	2.25	-	2.52	-	-	-	3.33
Pot Cap-1 Maneuver	570	-	424	-	-	0	448
Stage 1	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	0	-
Platoon blocked, %		-		-	-		
Mov Cap-1 Maneuver	570	-	424	-	-	-	448
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0.3	19.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBU	WBT	WBR	SBLn1
Capacity (veh/h)	570	-	424	-	-	448
HCM Lane V/C Ratio	0.15	-	0.067	-	-	0.435
HCM Control Delay (s)	12.4	-	14.1	-	-	19.1
HCM Lane LOS	B	-	B	-	-	C
HCM 95th %tile Q(veh)	0.5	-	0.2	-	-	2.2

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	0	1027	8	0	1111	27	0	0	32	0	0	39
Future Vol, veh/h	0	1027	8	0	1111	27	0	0	32	0	0	39
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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	5	5	2	2	2	8	8	8
Mvmt Flow	0	1081	8	0	1169	28	0	0	34	0	0	41

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	545	-	-	599
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.94	-	-	7.06
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.32	-	-	3.38
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	482	0	0	430
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	482	-	-	430
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	13	14.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	482	-	-	-	-	430
HCM Lane V/C Ratio	0.07	-	-	-	-	0.095
HCM Control Delay (s)	13	-	-	-	-	14.3
HCM Lane LOS	B	-	-	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	-	0.3

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	102	938	26	62	1077	46	0	0	66	0	0	72
Future Vol, veh/h	102	938	26	62	1077	46	0	0	66	0	0	72
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	150	-	-	150	-	-	-	-	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, %	5	5	5	5	5	5	5	5	5	1	1	1
Mvmt Flow	107	987	27	65	1134	48	0	0	69	0	0	76

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1182	0	0	1014	0	0	-	-	507	-	-	591
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.2	-	-	4.2	-	-	-	-	7	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.25	-	-	2.25	-	-	-	-	3.35	-	-	3.31
Pot Cap-1 Maneuver	570	-	-	662	-	-	0	0	503	0	0	453
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	570	-	-	662	-	-	-	-	503	-	-	453
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	0.6	13.3	14.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	503	570	-	-	662	-	-	453
HCM Lane V/C Ratio	0.138	0.188	-	-	0.099	-	-	0.167
HCM Control Delay (s)	13.3	12.8	-	-	11	-	-	14.5
HCM Lane LOS	B	B	-	-	B	-	-	B
HCM 95th %tile Q(veh)	0.5	0.7	-	-	0.3	-	-	0.6

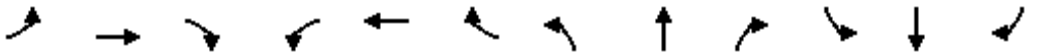
Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	49	786	128	13	1048	23	60	0	63	18	0	22
Future Vol, veh/h	49	786	128	13	1048	23	60	0	63	18	0	22
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	540	-	540	170	-	-	-	-	-	-	-	-
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, %	5	5	5	5	5	5	6	0	6	17	0	17
Mvmt Flow	52	827	135	14	1103	24	63	0	66	19	0	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1127	0	0	962	0	0	1511	2086	414	1661	2209	564
Stage 1	-	-	-	-	-	-	931	931	-	1143	1143	-
Stage 2	-	-	-	-	-	-	580	1155	-	518	1066	-
Critical Hdwy	4.2	-	-	4.2	-	-	7.62	6.5	7.02	7.84	6.5	7.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.62	5.5	-	6.84	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.62	5.5	-	6.84	5.5	-
Follow-up Hdwy	2.25	-	-	2.25	-	-	3.56	4	3.36	3.67	4	3.47
Pot Cap-1 Maneuver	599	-	-	693	-	-	80	54	576	55	45	433
Stage 1	-	-	-	-	-	-	279	348	-	189	277	-
Stage 2	-	-	-	-	-	-	457	274	-	472	301	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	599	-	-	693	-	-	70	48	576	45	40	433
Mov Cap-2 Maneuver	-	-	-	-	-	-	169	139	-	125	140	-
Stage 1	-	-	-	-	-	-	255	318	-	173	271	-
Stage 2	-	-	-	-	-	-	424	269	-	381	275	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.1	30.9	27
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	265	599	-	-	693	-	-	205
HCM Lane V/C Ratio	0.489	0.086	-	-	0.02	-	-	0.205
HCM Control Delay (s)	30.9	11.6	-	-	10.3	-	-	27
HCM Lane LOS	D	B	-	-	B	-	-	D
HCM 95th %tile Q(veh)	2.5	0.3	-	-	0.1	-	-	0.7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	153	555	115	322	618	149	257	827	215	210	1222	183
Future Volume (veh/h)	153	555	115	322	618	149	257	827	215	210	1222	183
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	159	578	120	335	644	155	268	861	224	219	1273	191
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	5	5	5	5	5	3	3	3	3	3	3
Cap, veh/h	278	807	360	365	937	418	283	1534	684	263	1516	676
Arrive On Green	0.08	0.23	0.23	0.11	0.27	0.27	0.08	0.44	0.44	0.08	0.43	0.43
Sat Flow, veh/h	3374	3469	1547	3374	3469	1547	3428	3526	1572	3428	3526	1572
Grp Volume(v), veh/h	159	578	120	335	644	155	268	861	224	219	1273	191
Grp Sat Flow(s),veh/h/ln	1687	1735	1547	1687	1735	1547	1714	1763	1572	1714	1763	1572
Q Serve(g_s), s	7.3	24.5	10.3	15.7	26.6	10.8	12.4	29.2	15.0	10.1	51.5	9.8
Cycle Q Clear(g_c), s	7.3	24.5	10.3	15.7	26.6	10.8	12.4	29.2	15.0	10.1	51.5	9.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	278	807	360	365	937	418	283	1534	684	263	1516	676
V/C Ratio(X)	0.57	0.72	0.33	0.92	0.69	0.37	0.95	0.56	0.33	0.83	0.84	0.28
Avail Cap(c_a), veh/h	278	807	360	365	937	418	283	1534	684	345	1516	676
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.7	56.5	51.1	70.7	52.3	32.4	73.1	33.8	29.8	72.9	40.7	17.9
Incr Delay (d2), s/veh	2.4	5.4	2.5	27.4	4.1	2.5	39.3	1.5	1.3	11.4	5.8	1.0
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	16.7	7.6	12.8	17.6	7.7	11.3	18.4	9.8	8.4	30.8	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.1	62.0	53.6	98.1	56.5	34.9	112.4	35.3	31.0	84.3	46.4	19.0
LnGrp LOS	E	E	D	F	E	C	F	D	C	F	D	B
Approach Vol, veh/h		857			1134			1353			1683	
Approach Delay, s/veh		62.8			65.8			49.8			48.2	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.2	50.0	20.2	76.6	26.0	44.2	21.0	75.8
Change Period (Y+Rc), s	7.0	* 6.8	7.9	6.8	* 8.7	* 7	7.8	6.8
Max Green Setting (Gmax), s	13.0	* 43	16.1	59.2	* 17	* 37	13.2	62.2
Max Q Clear Time (g_c+I1), s	9.3	28.6	12.1	31.2	17.7	26.5	14.4	53.5
Green Ext Time (p_c), s	0.1	5.3	0.2	8.5	0.0	3.9	0.0	6.0

Intersection Summary	
HCM 6th Ctrl Delay	55.1
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	36.1	36.0	59.8	60.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	7	7	7	7
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	8	4	6	2
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	257	210	322	153
Veh. Perm. R. Flow in Walk (v/h)	183	215	115	149
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	45	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	69.4	69.4	69.4	69.4
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.40	3.37	3.72	3.44
Pedestrian Crosswalk LOS	C	C	D	C

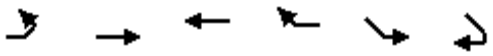
Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	857	1134	1353	1683
Effct. Green for Bike (s)	37.2	43.2	61.0	62.2
Cross Street Width (ft)	84.9	84.9	84.9	84.6
Through Lanes Number	2	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0	5.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	465	540	762	778
Bicycle Delay (s/bike)	47.1	42.6	30.6	29.9
Bicycle Compliance	Poor	Poor	Poor	Fair
Bicycle LOS Score	2.49	2.72	2.90	3.17
Bicycle LOS	B	C	C	C

Arterial Level of Service: EB US 17/92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
CR 532 (Osceola Polk	II	45	49.3	13.5	62.8	0.62	35.4	A
Old Tampa Hwy	II	45	56.5	3.2	59.7	0.71	42.6	A
Poinciana Blvd	II	45	234.4	62.7	297.1	2.93	35.5	A
Total	II		340.2	79.4	419.6	4.25	36.5	A

Arterial Level of Service: WB US 17/92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Poinciana Blvd	II	45	43.2	57.1	100.3	0.49	17.6	D
Old Tampa Hwy	II	45	234.4	14.2	248.6	2.93	42.4	A
CR 532 (Osceola Polk	II	45	56.5	33.2	89.7	0.71	28.4	B
Total	II		334.1	104.5	438.6	4.13	33.9	B



Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Volume (veh/h)	466	1012	680	840	675	373
Future Volume (veh/h)	466	1012	680	840	675	373
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
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	491	1065	716	884	711	393
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	558	2037	1270	1681	848	1135
Arrive On Green	0.17	0.59	0.37	0.37	0.25	0.25
Sat Flow, veh/h	3374	3561	3561	2723	3374	2723
Grp Volume(v), veh/h	491	1065	716	884	711	393
Grp Sat Flow(s),veh/h/ln	1687	1735	1735	1362	1687	1362
Q Serve(g_s), s	19.9	25.6	23.1	25.8	28.0	13.8
Cycle Q Clear(g_c), s	19.9	25.6	23.1	25.8	28.0	13.8
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	558	2037	1270	1681	848	1135
V/C Ratio(X)	0.88	0.52	0.56	0.53	0.84	0.35
Avail Cap(c_a), veh/h	752	2037	1270	1681	1017	1271
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	1.00
Uniform Delay (d), s/veh	57.1	17.2	35.4	15.2	49.7	27.8
Incr Delay (d2), s/veh	9.2	1.0	1.8	1.2	6.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.9	15.0	15.0	20.2	17.9	7.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	66.3	18.2	37.3	16.4	55.7	28.1
LnGrp LOS	E	B	D	B	E	C
Approach Vol, veh/h		1556	1600		1104	
Approach Delay, s/veh		33.4	25.7		45.9	
Approach LOS		C	C		D	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	31.0	59.0			90.0	43.0
Change Period (Y+Rc), s	* 7.8	* 7.8			* 7.8	7.8
Max Green Setting (Gmax), s	* 31	* 43			* 82	42.2
Max Q Clear Time (g_c+I1), s	21.9	27.8			27.6	30.0
Green Ext Time (p_c), s	1.2	8.8			11.2	5.2

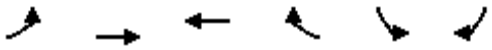
Intersection Summary	
HCM 6th Ctrl Delay	33.7
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Approach	EB	WB	SE
Crosswalk Length (ft)	36.1	36.0	24.8
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	6	6	6
Number of Right-Turn Islands	0	0	0
Type of Control	Actuated	Actuated	Actuated
Corresponding Signal Phase	8	6	2
Effective Walk Time (s)	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	45	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	59.4	59.4	59.4
Pedestrian Compliance Code	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.12	3.30	3.08
Pedestrian Crosswalk LOS	C	C	C

Approach	EB	WB	SE
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	1556	1600	1104
Effct. Green for Bike (s)	84.0	50.0	40.4
Cross Street Width (ft)	96.0	71.9	72.0
Through Lanes Number	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	No	No	No
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	1200	714	577
Bicycle Delay (s/bike)	11.2	28.9	35.4
Bicycle Compliance	Fair	Fair	Poor
Bicycle LOS Score	3.24	2.91	2.50
Bicycle LOS	C	C	B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	374	1313	1189	31	31	331
Future Volume (veh/h)	374	1313	1189	31	31	331
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
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1856	1856
Adj Flow Rate, veh/h	394	1382	1252	33	0	383
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	3	3
Cap, veh/h	778	2627	1530	682	126	950
Arrive On Green	0.23	0.76	0.44	0.44	0.00	0.07
Sat Flow, veh/h	3374	3561	3561	1547	1767	3145
Grp Volume(v), veh/h	394	1382	1252	33	0	383
Grp Sat Flow(s),veh/h/ln	1687	1735	1735	1547	1767	1572
Q Serve(g_s), s	7.1	11.3	22.1	0.9	0.0	0.0
Cycle Q Clear(g_c), s	7.1	11.3	22.1	0.9	0.0	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	778	2627	1530	682	126	950
V/C Ratio(X)	0.51	0.53	0.82	0.05	0.00	0.40
Avail Cap(c_a), veh/h	778	2627	1834	818	126	950
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	0.00	1.00
Uniform Delay (d), s/veh	23.5	3.4	17.1	11.2	0.0	19.4
Incr Delay (d2), s/veh	0.5	0.8	2.6	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.7	2.9	12.3	0.5	0.0	6.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	24.0	4.2	19.7	11.2	0.0	19.7
LnGrp LOS	C	A	B	B	A	B
Approach Vol, veh/h		1776	1285		383	
Approach Delay, s/veh		8.6	19.5		19.7	
Approach LOS		A	B		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		59.0		11.0	22.1	36.9
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		53.0		5.0	10.0	37.0
Max Q Clear Time (g_c+I1), s		13.3		2.0	9.1	24.1
Green Ext Time (p_c), s		12.8		0.5	0.1	6.8

Intersection Summary	
HCM 6th Ctrl Delay	13.9
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Approach	EB	WB	SB
Crosswalk Length (ft)	72.0	84.1	48.7
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	6	5	4
Number of Right-Turn Islands	0	0	0
Type of Control	Actuated	Actuated	Actuated
Corresponding Signal Phase	6	4	8
Effective Walk Time (s)	11.0	11.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	31	374
Veh. Perm. R. Flow in Walk (v/h)	331	0	31
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	45	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	24.9	24.9	35.0
Pedestrian Compliance Code	Fair	Fair	Poor
Pedestrian Crosswalk Score	3.26	3.12	2.96
Pedestrian Crosswalk LOS	C	C	C

Approach	EB	WB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	1776	1285	381
Effct. Green for Bike (s)	63.2	36.9	5.0
Cross Street Width (ft)	84.1	48.7	72.0
Through Lanes Number	2	2	1
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	No	No	No
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	1806	1054	143
Bicycle Delay (s/bike)	0.3	7.8	30.2
Bicycle Compliance	Good	Good	Poor
Bicycle LOS Score	3.24	2.29	2.22
Bicycle LOS	C	B	B

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Vol, veh/h	109	1300	81	1158	25	0	81
Future Vol, veh/h	109	1300	81	1158	25	0	81
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	250	-	150	-	-	-	-
Veh in Median Storage, #	-	0	-	0	-	1	-
Grade, %	-	0	-	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	5	5	2	5	5	3	3
Mvmt Flow	115	1368	85	1219	26	0	85

Major/Minor	Major1		Major2			Minor2	
Conflicting Flow All	1245	0	1368	-	0	-	623
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	4.2	-	5.3	-	-	-	6.96
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	2.25	-	2.52	-	-	-	3.33
Pot Cap-1 Maneuver	539	-	296	-	-	0	426
Stage 1	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	0	-
Platoon blocked, %		-		-	-		
Mov Cap-1 Maneuver	539	-	296	-	-	-	426
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	1	1.4	15.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBU	WBT	WBR	SBLn1
Capacity (veh/h)	539	-	296	-	-	426
HCM Lane V/C Ratio	0.213	-	0.288	-	-	0.2
HCM Control Delay (s)	13.5	-	22	-	-	15.6
HCM Lane LOS	B	-	C	-	-	C
HCM 95th %tile Q(veh)	0.8	-	1.2	-	-	0.7

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	0	1363	18	0	1196	13	0	0	29	0	0	68
Future Vol, veh/h	0	1363	18	0	1196	13	0	0	29	0	0	68
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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	5	5	2	2	2	8	8	8
Mvmt Flow	0	1435	19	0	1259	14	0	0	31	0	0	72

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	727	-	-	637
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.94	-	-	7.06
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.32	-	-	3.38
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	366	0	0	406
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	366	-	-	406
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	15.7	15.8
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	366	-	-	-	-	406
HCM Lane V/C Ratio	0.083	-	-	-	-	0.176
HCM Control Delay (s)	15.7	-	-	-	-	15.8
HCM Lane LOS	C	-	-	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	-	0.6

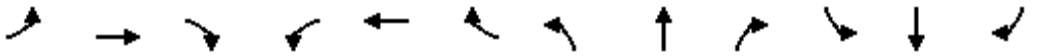
Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	61	1307	36	29	1173	13	0	0	37	0	0	23
Future Vol, veh/h	61	1307	36	29	1173	13	0	0	37	0	0	23
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	-	-	-	-	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, %	5	5	5	5	5	5	5	5	5	1	1	1
Mvmt Flow	64	1376	38	31	1235	14	0	0	39	0	0	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1249	0	0	1414	0	0	-	-	707	-	-	625
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.2	-	-	4.2	-	-	-	-	7	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.25	-	-	2.25	-	-	-	-	3.35	-	-	3.31
Pot Cap-1 Maneuver	537	-	-	463	-	-	0	0	371	0	0	430
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	537	-	-	463	-	-	-	-	371	-	-	430
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.3	15.8	13.9
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	371	537	-	-	463	-	-	430
HCM Lane V/C Ratio	0.105	0.12	-	-	0.066	-	-	0.056
HCM Control Delay (s)	15.8	12.6	-	-	13.3	-	-	13.9
HCM Lane LOS	C	B	-	-	B	-	-	B
HCM 95th %tile Q(veh)	0.3	0.4	-	-	0.2	-	-	0.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	1044	233	94	1086	32	80	0	51	25	1	19
Future Volume (veh/h)	60	1044	233	94	1086	32	80	0	51	25	1	19
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1663	1900	1515	1900	1900	1515
Adj Flow Rate, veh/h	63	1099	245	99	1143	34	84	0	54	26	1	20
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, %	5	5	5	5	5	5	16	0	26	0	0	26
Cap, veh/h	359	1816	810	246	1781	53	357	0	341	216	25	130
Arrive On Green	0.06	0.52	0.52	0.11	1.00	1.00	0.21	0.00	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1739	3469	1547	1739	3440	102	1237	0	1610	710	118	613
Grp Volume(v), veh/h	63	1099	245	99	576	601	84	0	54	47	0	0
Grp Sat Flow(s),veh/h/ln	1739	1735	1547	1739	1735	1807	1237	0	1610	1441	0	0
Q Serve(g_s), s	0.0	18.8	7.6	2.7	0.0	0.0	1.5	0.0	2.3	0.3	0.0	0.0
Cycle Q Clear(g_c), s	0.0	18.8	7.6	2.7	0.0	0.0	4.1	0.0	2.3	2.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.06	1.00		1.00	0.55		0.43
Lane Grp Cap(c), veh/h	359	1816	810	246	898	936	357	0	341	371	0	0
V/C Ratio(X)	0.18	0.61	0.30	0.40	0.64	0.64	0.24	0.00	0.16	0.13	0.00	0.00
Avail Cap(c_a), veh/h	359	1816	810	297	898	936	357	0	341	371	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.59	0.59	0.59	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.0	14.1	11.5	15.1	0.0	0.0	27.9	0.0	27.3	27.2	0.0	0.0
Incr Delay (d2), s/veh	0.2	1.5	1.0	0.6	2.1	2.0	1.5	0.0	1.0	0.7	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	1.3	10.8	4.4	1.7	0.9	0.9	2.8	0.0	1.7	1.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.2	15.6	12.4	15.7	2.1	2.0	29.5	0.0	28.3	27.9	0.0	0.0
LnGrp LOS	B	B	B	B	A	A	C	A	C	C	A	A
Approach Vol, veh/h		1407			1276			138			47	
Approach Delay, s/veh		15.1			3.1			29.0			27.9	
Approach LOS		B			A			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.5	50.5		24.0	11.0	50.0		24.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	7.0	42.0		18.0	5.0	44.0		18.0				
Max Q Clear Time (g_c+I1), s	4.7	20.8		4.6	2.0	2.0		6.1				
Green Ext Time (p_c), s	0.0	8.5		0.1	0.0	8.9		0.4				

Intersection Summary			
HCM 6th Ctrl Delay		10.6	
HCM 6th LOS		B	

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	83.8	71.9	38.4	34.6
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	6	5	3	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	80	25	94	60
Veh. Perm. R. Flow in Walk (v/h)	19	51	233	32
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	45	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	32.2	32.2	32.2	32.2
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.21	3.05	2.23	1.87
Pedestrian Crosswalk LOS	C	C	B	B

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	1407	1276	138	47
Effct. Green for Bike (s)	44.6	46.2	18.0	18.0
Cross Street Width (ft)	38.4	34.6	71.9	83.9
Through Lanes Number	2	2	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0	5.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	1049	1087	424	424
Bicycle Delay (s/bike)	9.6	8.9	26.4	26.4
Bicycle Compliance	Good	Good	Fair	Fair
Bicycle LOS Score	2.24	2.07	1.82	1.85
Bicycle LOS	B	B	B	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	261	764	176	252	707	250	280	1360	248	281	815	170
Future Volume (veh/h)	261	764	176	252	707	250	280	1360	248	281	815	170
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	272	796	183	262	736	260	292	1417	258	293	849	177
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	5	5	5	5	5	3	3	3	3	3	3
Cap, veh/h	1008	841	375	1048	882	393	335	1435	640	305	1383	617
Arrive On Green	0.30	0.24	0.24	0.31	0.25	0.25	0.10	0.41	0.41	0.09	0.39	0.39
Sat Flow, veh/h	3374	3469	1547	3374	3469	1547	3428	3526	1572	3428	3526	1572
Grp Volume(v), veh/h	272	796	183	262	736	260	292	1417	258	293	849	177
Grp Sat Flow(s),veh/h/ln	1687	1735	1547	1687	1735	1547	1714	1763	1572	1714	1763	1572
Q Serve(g_s), s	10.5	38.4	18.3	9.9	34.1	25.6	14.3	67.7	19.8	14.5	32.8	9.4
Cycle Q Clear(g_c), s	10.5	38.4	18.3	9.9	34.1	25.6	14.3	67.7	19.8	14.5	32.8	9.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1008	841	375	1048	882	393	335	1435	640	305	1383	617
V/C Ratio(X)	0.27	0.95	0.49	0.25	0.83	0.66	0.87	0.99	0.40	0.96	0.61	0.29
Avail Cap(c_a), veh/h	1008	841	375	1048	882	393	428	1435	640	305	1383	617
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)	0.76	0.76	0.76	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.4	63.3	61.8	43.8	60.0	56.8	75.6	50.0	35.7	77.2	41.4	18.4
Incr Delay (d2), s/veh	0.1	16.9	3.4	0.1	9.2	8.5	13.7	20.7	0.5	41.2	0.9	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	7.4	24.8	11.4	7.4	22.4	16.2	11.2	42.5	12.2	12.7	20.4	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.5	80.3	65.2	43.9	69.2	65.3	89.4	70.7	36.2	118.3	42.2	18.7
LnGrp LOS	D	F	E	D	E	E	F	E	D	F	D	B
Approach Vol, veh/h		1251			1258			1967			1319	
Approach Delay, s/veh		70.5			63.1			68.9			56.0	
Approach LOS		E			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	50.0	23.0	76.0	61.8	48.0	24.4	74.6
Change Period (Y+Rc), s	8.7	* 6.8	7.9	6.8	8.7	* 6.8	7.8	* 7.9
Max Green Setting (Gmax), s	14.3	* 43	15.1	69.2	14.3	* 41	21.2	* 63
Max Q Clear Time (g_c+I1), s	12.5	36.1	16.5	69.7	11.9	40.4	16.3	34.8
Green Ext Time (p_c), s	0.1	3.9	0.0	0.0	0.2	0.6	0.3	8.2

Intersection Summary	
HCM 6th Ctrl Delay	65.1
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	36.1	36.0	59.8	60.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	7	7	7	7
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	8	4	6	2
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	280	281	252	261
Veh. Perm. R. Flow in Walk (v/h)	170	248	176	250
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	45	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	74.4	74.4	74.4	74.4
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.54	3.57	3.66	3.68
Pedestrian Crosswalk LOS	D	D	D	D

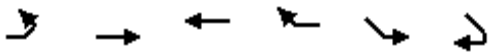
Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	1251	1258	1967	1319
Effct. Green for Bike (s)	41.2	43.2	69.2	65.7
Cross Street Width (ft)	84.9	84.9	84.9	84.6
Through Lanes Number	2	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0	5.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	485	508	814	773
Bicycle Delay (s/bike)	48.8	47.3	29.9	32.0
Bicycle Compliance	Poor	Poor	Fair	Poor
Bicycle LOS Score	2.82	2.82	3.41	2.87
Bicycle LOS	C	C	C	C

Arterial Level of Service: EB US 17/92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
CR 532 (Osceola Polk	II	45	49.1	17.6	66.7	0.61	33.1	B
Old Tampa Hwy	II	45	56.5	1.1	57.6	0.71	44.2	A
Avenue A	II	45	200.0	16.8	216.8	2.50	41.5	A
Poinciana Blvd	II	45	39.2	70.8	110.0	0.43	14.1	E
Total	II		344.8	106.3	451.1	4.25	33.9	B

Arterial Level of Service: WB US 17/92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Poinciana Blvd	II	45	43.2	70.2	113.4	0.49	15.6	E
Avenue A	II	45	39.2	9.3	48.5	0.43	32.0	B
Old Tampa Hwy	II	45	200.0	14.8	214.8	2.50	41.9	A
CR 532 (Osceola Polk	II	45	56.5	35.8	92.3	0.71	27.6	C
Total	II		338.9	130.1	469.0	4.13	31.7	B



Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Volume (veh/h)	370	731	1155	693	842	366
Future Volume (veh/h)	370	731	1155	693	842	366
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
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	374	738	1167	700	851	370
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	605	2184	1392	1836	921	1232
Arrive On Green	0.18	0.63	0.40	0.40	0.27	0.27
Sat Flow, veh/h	3374	3561	3561	2723	3374	2723
Grp Volume(v), veh/h	374	738	1167	700	851	370
Grp Sat Flow(s),veh/h/ln	1687	1735	1735	1362	1687	1362
Q Serve(g_s), s	16.4	16.0	48.6	18.0	39.2	0.0
Cycle Q Clear(g_c), s	16.4	16.0	48.6	18.0	39.2	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	605	2184	1392	1836	921	1232
V/C Ratio(X)	0.62	0.34	0.84	0.38	0.92	0.30
Avail Cap(c_a), veh/h	605	2184	1392	1836	953	1258
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	1.00
Uniform Delay (d), s/veh	60.6	14.0	43.2	11.4	56.5	27.8
Incr Delay (d2), s/veh	1.9	0.4	6.2	0.6	14.2	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	11.4	10.3	29.1	16.4	25.2	7.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	62.5	14.4	49.4	12.0	70.8	27.9
LnGrp LOS	E	B	D	B	E	C
Approach Vol, veh/h		1112	1867		1221	
Approach Delay, s/veh		30.6	35.4		57.8	
Approach LOS		C	D		E	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	36.5	72.0			108.5	51.5
Change Period (Y+Rc), s	* 7.8	* 7.8			* 7.8	7.8
Max Green Setting (Gmax), s	* 27	* 64			* 99	45.2
Max Q Clear Time (g_c+I1), s	18.4	50.6			18.0	41.2
Green Ext Time (p_c), s	0.9	9.7			6.7	2.5

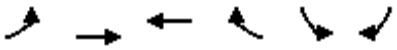
Intersection Summary	
HCM 6th Ctrl Delay	40.6
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Approach	EB	WB	SE
Crosswalk Length (ft)	36.1	36.0	24.8
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	6	6	6
Number of Right-Turn Islands	0	0	0
Type of Control	Actuated	Actuated	Actuated
Corresponding Signal Phase	8	6	2
Effective Walk Time (s)	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	45	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	69.4	69.4	69.4
Pedestrian Compliance Code	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.13	3.32	3.04
Pedestrian Crosswalk LOS	C	C	C

Approach	EB	WB	SE
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	1112	1867	1221
Effct. Green for Bike (s)	99.4	64.4	45.0
Cross Street Width (ft)	96.0	71.9	72.0
Through Lanes Number	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	No	No	No
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	1242	805	562
Bicycle Delay (s/bike)	11.5	28.6	41.3
Bicycle Compliance	Fair	Fair	Poor
Bicycle LOS Score	2.87	3.13	2.60
Bicycle LOS	C	C	C



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	329	1243	1430	32	32	419
Future Volume (veh/h)	329	1243	1430	32	32	419
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
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1856	1856
Adj Flow Rate, veh/h	346	1308	1505	34	0	477
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	3	3
Cap, veh/h	427	2607	1908	851	110	594
Arrive On Green	0.13	0.75	0.55	0.55	0.00	0.06
Sat Flow, veh/h	3374	3561	3561	1547	1767	3145
Grp Volume(v), veh/h	346	1308	1505	34	0	477
Grp Sat Flow(s),veh/h/ln	1687	1735	1735	1547	1767	1572
Q Serve(g_s), s	8.0	12.0	27.6	0.8	0.0	1.5
Cycle Q Clear(g_c), s	8.0	12.0	27.6	0.8	0.0	1.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	427	2607	1908	851	110	594
V/C Ratio(X)	0.81	0.50	0.79	0.04	0.00	0.80
Avail Cap(c_a), veh/h	464	2645	1908	851	155	673
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	0.00	1.00
Uniform Delay (d), s/veh	34.0	4.0	14.3	8.3	0.0	31.0
Incr Delay (d2), s/veh	9.8	0.2	3.4	0.1	0.0	6.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.5	3.8	14.5	0.4	0.0	10.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	43.8	4.1	17.7	8.4	0.0	37.3
LnGrp LOS	D	A	B	A	A	D
Approach Vol, veh/h		1654	1539		477	
Approach Delay, s/veh		12.4	17.5		37.3	
Approach LOS		B	B		D	

Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	66.1		11.0	16.1	50.0
Change Period (Y+Rc), s	6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s	61.0		7.0	11.0	44.0
Max Q Clear Time (g_c+I1), s	14.0		3.5	10.0	29.6
Green Ext Time (p_c), s	12.2		0.7	0.1	8.8

Intersection Summary	
HCM 6th Ctrl Delay	17.8
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Approach	EB	WB	SB
Crosswalk Length (ft)	72.0	84.1	48.7
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	6	5	4
Number of Right-Turn Islands	0	0	0
Type of Control	Actuated	Actuated	Actuated
Corresponding Signal Phase	6	4	8
Effective Walk Time (s)	11.0	11.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	32	329
Veh. Perm. R. Flow in Walk (v/h)	419	0	32
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	45	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	29.8	29.8	40.0
Pedestrian Compliance Code	Fair	Fair	Poor
Pedestrian Crosswalk Score	3.32	3.18	2.92
Pedestrian Crosswalk LOS	C	C	C

Approach	EB	WB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	1654	1539	475
Effct. Green for Bike (s)	61.4	44.6	6.6
Cross Street Width (ft)	84.1	48.7	72.0
Through Lanes Number	2	2	1
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	No	No	No
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	1535	1115	165
Bicycle Delay (s/bike)	2.2	7.8	33.7
Bicycle Compliance	Good	Good	Poor
Bicycle LOS Score	3.14	2.50	2.37
Bicycle LOS	C	C	B

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Vol, veh/h	92	1223	29	1304	50	0	201
Future Vol, veh/h	92	1223	29	1304	50	0	201
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	250	-	150	-	-	-	-
Veh in Median Storage, #	-	0	-	0	-	1	-
Grade, %	-	0	-	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	5	5	2	5	5	3	3
Mvmt Flow	97	1287	31	1373	53	0	212

Major/Minor	Major1		Major2			Minor2	
Conflicting Flow All	1426	0	1287	-	0	-	713
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	4.2	-	5.3	-	-	-	6.96
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	2.25	-	2.52	-	-	-	3.33
Pot Cap-1 Maneuver	458	-	326	-	-	0	372
Stage 1	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	0	-
Platoon blocked, %		-		-	-		
Mov Cap-1 Maneuver	458	-	326	-	-	-	372
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	1	0.4	26.7
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBU	WBT	WBR	SBLn1
Capacity (veh/h)	458	-	326	-	-	372
HCM Lane V/C Ratio	0.211	-	0.094	-	-	0.569
HCM Control Delay (s)	15	-	17.2	-	-	26.7
HCM Lane LOS	B	-	C	-	-	D
HCM 95th %tile Q(veh)	0.8	-	0.3	-	-	3.4

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	0	1243	9	0	1339	36	0	0	36	0	0	45
Future Vol, veh/h	0	1243	9	0	1339	36	0	0	36	0	0	45
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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	5	5	2	2	2	8	8	8
Mvmt Flow	0	1308	9	0	1409	38	0	0	38	0	0	47

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	659	-	-	724
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.94	-	-	7.06
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.32	-	-	3.38
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	406	0	0	355
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	406	-	-	355
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	14.8	16.7
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	406	-	-	-	-	355
HCM Lane V/C Ratio	0.093	-	-	-	-	0.133
HCM Control Delay (s)	14.8	-	-	-	-	16.7
HCM Lane LOS	B	-	-	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	-	0.5

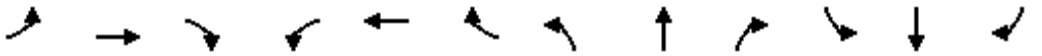
Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	111	1155	27	63	1316	50	0	0	80	0	0	78
Future Vol, veh/h	111	1155	27	63	1316	50	0	0	80	0	0	78
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	150	-	-	0	-	-	-	-	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, %	5	5	5	5	5	5	5	5	5	1	1	1
Mvmt Flow	117	1216	28	66	1385	53	0	0	84	0	0	82

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1438	0	0	1244	0	0	-	-	622	-	-	719
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.2	-	-	4.2	-	-	-	-	7	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.25	-	-	2.25	-	-	-	-	3.35	-	-	3.31
Pot Cap-1 Maneuver	453	-	-	539	-	-	0	0	422	0	0	373
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	453	-	-	539	-	-	-	-	422	-	-	373
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	0.6	15.6	17.4
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	422	453	-	-	539	-	-	373
HCM Lane V/C Ratio	0.2	0.258	-	-	0.123	-	-	0.22
HCM Control Delay (s)	15.6	15.7	-	-	12.6	-	-	17.4
HCM Lane LOS	C	C	-	-	B	-	-	C
HCM 95th %tile Q(veh)	0.7	1	-	-	0.4	-	-	0.8



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	997	139	19	1274	31	66	0	101	27	0	24
Future Volume (veh/h)	51	997	139	19	1274	31	66	0	101	27	0	24
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1811	1900	1811	1648	1900	1648
Adj Flow Rate, veh/h	54	1049	146	20	1341	33	69	0	106	28	0	25
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, %	5	5	5	5	5	5	6	0	6	17	0	17
Cap, veh/h	339	1830	816	214	1687	41	403	0	362	198	21	134
Arrive On Green	0.06	0.53	0.53	0.04	0.98	0.98	0.22	0.00	0.22	0.22	0.00	0.22
Sat Flow, veh/h	1739	3469	1547	1739	3460	85	1342	0	1610	574	92	595
Grp Volume(v), veh/h	54	1049	146	20	672	702	69	0	106	53	0	0
Grp Sat Flow(s),veh/h/ln	1739	1735	1547	1739	1735	1811	1342	0	1610	1260	0	0
Q Serve(g_s), s	0.0	16.4	3.9	0.5	3.4	3.5	0.0	0.0	4.4	0.3	0.0	0.0
Cycle Q Clear(g_c), s	0.0	16.4	3.9	0.5	3.4	3.5	2.9	0.0	4.4	4.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.05	1.00		1.00	0.53		0.47
Lane Grp Cap(c), veh/h	339	1830	816	214	846	883	403	0	362	352	0	0
V/C Ratio(X)	0.16	0.57	0.18	0.09	0.79	0.80	0.17	0.00	0.29	0.15	0.00	0.00
Avail Cap(c_a), veh/h	339	1830	816	283	846	883	403	0	362	352	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.44	0.44	0.44	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.2	12.8	9.9	14.7	0.6	0.6	25.2	0.0	25.7	25.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	1.3	0.5	0.1	3.5	3.4	0.9	0.0	2.0	0.9	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	1.1	9.4	2.2	0.3	1.9	2.0	2.0	0.0	3.3	1.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.5	14.1	10.3	14.7	4.0	3.9	26.1	0.0	27.8	25.9	0.0	0.0
LnGrp LOS	B	B	B	B	A	A	C	A	C	C	A	A
Approach Vol, veh/h		1249			1394			175			53	
Approach Delay, s/veh		13.7			4.1			27.1			25.9	
Approach LOS		B			A			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	48.2		24.0	11.0	45.0		24.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	39.0		18.0	5.0	39.0		18.0				
Max Q Clear Time (g_c+I1), s	2.5	18.4		6.7	2.0	5.5		6.4				
Green Ext Time (p_c), s	0.0	7.6		0.1	0.0	10.9		0.6				

Intersection Summary												
HCM 6th Ctrl Delay			10.1									
HCM 6th LOS			B									

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	83.8	71.9	38.4	34.6
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	6	5	3	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	66	27	19	51
Veh. Perm. R. Flow in Walk (v/h)	24	101	139	31
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	45	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	29.8	29.8	29.8	29.8
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	3.19	3.09	2.07	1.85
Pedestrian Crosswalk LOS	C	C	B	B

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	1249	1394	175	53
Effct. Green for Bike (s)	45.6	43.4	18.0	18.0
Cross Street Width (ft)	38.4	34.6	71.9	83.9
Through Lanes Number	2	2	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0	5.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	1140	1085	450	450
Bicycle Delay (s/bike)	7.4	8.4	24.0	24.0
Bicycle Compliance	Good	Good	Fair	Fair
Bicycle LOS Score	2.11	2.17	1.88	1.86
Bicycle LOS	B	B	B	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	182	764	134	351	837	208	281	903	230	234	1333	215
Future Volume (veh/h)	182	764	134	351	837	208	281	903	230	234	1333	215
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	190	796	140	366	872	217	293	941	240	244	1389	224
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	5	5	5	5	5	3	3	3	3	3	3
Cap, veh/h	737	807	360	906	980	437	283	1362	607	289	1371	611
Arrive On Green	0.22	0.23	0.23	0.27	0.28	0.28	0.08	0.39	0.39	0.08	0.39	0.39
Sat Flow, veh/h	3374	3469	1547	3374	3469	1547	3428	3526	1572	3428	3526	1572
Grp Volume(v), veh/h	190	796	140	366	872	217	293	941	240	244	1389	224
Grp Sat Flow(s),veh/h/ln	1687	1735	1547	1687	1735	1547	1714	1763	1572	1714	1763	1572
Q Serve(g_s), s	7.5	36.6	12.0	14.2	38.5	18.3	13.2	35.7	11.8	11.2	62.2	12.1
Cycle Q Clear(g_c), s	7.5	36.6	12.0	14.2	38.5	18.3	13.2	35.7	11.8	11.2	62.2	12.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	737	807	360	906	980	437	283	1362	607	289	1371	611
V/C Ratio(X)	0.26	0.99	0.39	0.40	0.89	0.50	1.04	0.69	0.40	0.84	1.01	0.37
Avail Cap(c_a), veh/h	737	807	360	906	980	437	283	1362	607	388	1371	611
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)	0.83	0.83	0.83	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.8	61.2	50.0	48.0	55.0	45.8	73.4	41.1	15.8	72.2	48.9	19.4
Incr Delay (d2), s/veh	0.1	25.9	2.6	0.2	11.9	4.0	63.1	1.6	0.5	11.0	27.7	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(95%),veh/ln	5.7	25.1	8.2	10.0	25.1	11.9	13.1	22.0	7.6	9.1	41.4	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.9	87.0	52.6	48.2	67.0	49.8	136.5	42.7	16.3	83.2	76.6	19.9
LnGrp LOS	D	F	D	D	E	D	F	D	B	F	F	B
Approach Vol, veh/h		1126			1455			1474			1857	
Approach Delay, s/veh		76.8			59.7			57.0			70.6	
Approach LOS		E			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.9	52.0	21.4	68.6	51.9	44.0	21.0	69.0
Change Period (Y+Rc), s	8.7	* 6.8	7.9	6.8	8.7	* 6.8	7.8	6.8
Max Green Setting (Gmax), s	11.3	* 45	18.1	57.2	17.3	* 37	13.2	62.2
Max Q Clear Time (g_c+I1), s	9.5	40.5	13.2	37.7	16.2	38.6	15.2	64.2
Green Ext Time (p_c), s	0.1	3.0	0.3	8.2	0.1	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	65.7
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	36.1	36.0	59.8	60.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	7	7	7	7
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	8	4	6	2
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	281	234	351	182
Veh. Perm. R. Flow in Walk (v/h)	215	230	134	208
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	45	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	69.4	69.4	69.4	69.4
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.55	3.53	3.82	3.55
Pedestrian Crosswalk LOS	D	D	D	D

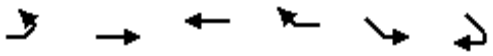
Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	1126	1455	1474	1857
Effct. Green for Bike (s)	37.2	45.2	59.5	62.2
Cross Street Width (ft)	84.9	84.9	84.9	84.6
Through Lanes Number	2	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0	5.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	465	565	744	778
Bicycle Delay (s/bike)	47.1	41.2	31.6	29.9
Bicycle Compliance	Poor	Poor	Poor	Fair
Bicycle LOS Score	2.72	2.99	3.00	3.31
Bicycle LOS	C	C	C	C

Arterial Level of Service: EB US 17/92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
CR 532 (Osceola Polk	II	45	49.5	15.2	64.7	0.62	34.4	B
Old Tampa Hwy	II	45	56.5	4.3	60.8	0.71	41.9	A
Avenue A	II	45	200.1	10.6	210.7	2.50	42.7	A
Poinciana Blvd	II	45	39.2	75.2	114.4	0.43	13.6	E
Total	II		345.3	105.3	450.6	4.26	34.0	B

Arterial Level of Service: WB US 17/92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Poinciana Blvd	II	45	43.2	68.0	111.2	0.49	15.9	E
Avenue A	II	45	39.2	11.3	50.5	0.43	30.7	B
Old Tampa Hwy	II	45	200.1	7.0	207.1	2.50	43.4	A
CR 532 (Osceola Polk	II	45	56.5	40.4	96.9	0.71	26.3	C
Total	II		339.0	126.7	465.7	4.13	31.9	B



Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Volume (veh/h)	639	1160	877	1019	862	573
Future Volume (veh/h)	639	1160	877	1019	862	573
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
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	673	1221	923	1073	907	603
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	722	2037	1101	1665	991	1383
Arrive On Green	0.21	0.59	0.32	0.32	0.29	0.29
Sat Flow, veh/h	3374	3561	3561	2723	3374	2723
Grp Volume(v), veh/h	673	1221	923	1073	907	603
Grp Sat Flow(s),veh/h/ln	1687	1735	1735	1362	1687	1362
Q Serve(g_s), s	27.4	31.4	34.6	35.4	36.4	19.6
Cycle Q Clear(g_c), s	27.4	31.4	34.6	35.4	36.4	19.6
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	722	2037	1101	1665	991	1383
V/C Ratio(X)	0.93	0.60	0.84	0.64	0.92	0.44
Avail Cap(c_a), veh/h	752	2037	1101	1665	1017	1404
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	1.00
Uniform Delay (d), s/veh	54.0	18.4	44.4	17.5	47.7	21.8
Incr Delay (d2), s/veh	18.0	1.3	7.7	1.9	12.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	19.1	17.9	22.1	26.6	23.2	10.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	72.0	19.7	52.1	19.4	60.3	22.1
LnGrp LOS	E	B	D	B	E	C
Approach Vol, veh/h		1894	1996		1510	
Approach Delay, s/veh		38.3	34.5		45.0	
Approach LOS		D	C		D	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	37.8	52.2			90.0	48.9
Change Period (Y+Rc), s	* 7.8	* 7.8			* 7.8	7.8
Max Green Setting (Gmax), s	* 31	* 43			* 82	42.2
Max Q Clear Time (g_c+I1), s	29.4	37.4			33.4	38.4
Green Ext Time (p_c), s	0.5	4.8			13.7	2.8

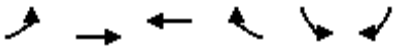
Intersection Summary	
HCM 6th Ctrl Delay	38.8
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Approach	EB	WB	SE
Crosswalk Length (ft)	36.1	36.0	24.8
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	6	6	6
Number of Right-Turn Islands	0	0	0
Type of Control	Actuated	Actuated	Actuated
Corresponding Signal Phase	8	6	2
Effective Walk Time (s)	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	45	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	59.4	59.4	59.4
Pedestrian Compliance Code	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.31	3.48	3.27
Pedestrian Crosswalk LOS	C	C	C

Approach	EB	WB	SE
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	1894	1996	1510
Effct. Green for Bike (s)	82.2	43.7	42.2
Cross Street Width (ft)	96.0	72.0	72.0
Through Lanes Number	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	No	No	No
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	1174	624	603
Bicycle Delay (s/bike)	11.9	33.1	34.2
Bicycle Compliance	Fair	Poor	Poor
Bicycle LOS Score	3.52	3.24	2.83
Bicycle LOS	D	C	C



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	474	1548	1448	50	50	448
Future Volume (veh/h)	474	1548	1448	50	50	448
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
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1856	1856
Adj Flow Rate, veh/h	499	1629	1524	53	0	529
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	3	3
Cap, veh/h	584	2627	1729	771	126	769
Arrive On Green	0.17	0.76	0.50	0.50	0.00	0.07
Sat Flow, veh/h	3374	3561	3561	1547	1767	3145
Grp Volume(v), veh/h	499	1629	1524	53	0	529
Grp Sat Flow(s),veh/h/ln	1687	1735	1735	1547	1767	1572
Q Serve(g_s), s	10.0	15.0	27.5	1.2	0.0	0.0
Cycle Q Clear(g_c), s	10.0	15.0	27.5	1.2	0.0	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	584	2627	1729	771	126	769
V/C Ratio(X)	0.85	0.62	0.88	0.07	0.00	0.69
Avail Cap(c_a), veh/h	584	2627	1834	818	126	769
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	0.00	1.00
Uniform Delay (d), s/veh	28.1	3.9	15.7	9.1	0.0	24.0
Incr Delay (d2), s/veh	11.9	1.1	5.2	0.0	0.0	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.1	3.9	14.8	0.6	0.0	9.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	39.9	5.0	20.9	9.2	0.0	26.6
LnGrp LOS	D	A	C	A	A	C
Approach Vol, veh/h		2128	1577		529	
Approach Delay, s/veh		13.2	20.5		26.6	
Approach LOS		B	C		C	

Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	59.0		11.0	18.1	40.9
Change Period (Y+Rc), s	6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s	53.0		5.0	10.0	37.0
Max Q Clear Time (g_c+I1), s	17.0		2.0	12.0	29.5
Green Ext Time (p_c), s	16.1		0.7	0.0	5.4

Intersection Summary	
HCM 6th Ctrl Delay	17.6
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Approach	EB	WB	SB
Crosswalk Length (ft)	72.0	84.1	48.7
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	6	5	4
Number of Right-Turn Islands	0	0	0
Type of Control	Actuated	Actuated	Actuated
Corresponding Signal Phase	6	4	8
Effective Walk Time (s)	11.0	11.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	50	474
Veh. Perm. R. Flow in Walk (v/h)	448	0	50
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	45	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	24.9	24.9	35.0
Pedestrian Compliance Code	Fair	Fair	Poor
Pedestrian Crosswalk Score	3.44	3.31	3.20
Pedestrian Crosswalk LOS	C	C	C

Approach	EB	WB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	2128	1577	525
Effct. Green for Bike (s)	53.0	36.1	5.0
Cross Street Width (ft)	84.1	48.7	72.0
Through Lanes Number	2	2	1
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	No	No	No
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	1514	1031	143
Bicycle Delay (s/bike)	2.1	8.2	30.2
Bicycle Compliance	Good	Good	Poor
Bicycle LOS Score	3.53	2.53	2.46
Bicycle LOS	D	C	B

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Vol, veh/h	121	1573	85	1424	30	0	104
Future Vol, veh/h	121	1573	85	1424	30	0	104
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	250	-	150	-	-	-	-
Veh in Median Storage, #	-	0	-	0	-	0	-
Grade, %	-	0	-	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	5	5	0	5	5	3	3
Mvmt Flow	127	1656	89	1499	32	0	109

Major/Minor	Major1		Major2			Minor2	
Conflicting Flow All	1531	0	1656	-	0	-	766
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	4.2	-	5.3	-	-	-	6.96
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	2.25	-	2.5	-	-	-	3.33
Pot Cap-1 Maneuver	417	-	212	-	-	0	343
Stage 1	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	0	-
Platoon blocked, %		-		-	-		
Mov Cap-1 Maneuver	417	-	212	-	-	-	343
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	1.2	1.9	20.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBU	WBT	WBR	SBLn1
Capacity (veh/h)	417	-	212	-	-	343
HCM Lane V/C Ratio	0.305	-	0.422	-	-	0.319
HCM Control Delay (s)	17.4	-	33.8	-	-	20.3
HCM Lane LOS	C	-	D	-	-	C
HCM 95th %tile Q(veh)	1.3	-	1.9	-	-	1.3

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	0	1639	19	0	1468	14	0	0	31	0	0	71
Future Vol, veh/h	0	1639	19	0	1468	14	0	0	31	0	0	71
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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	5	5	2	2	2	8	8	8
Mvmt Flow	0	1725	20	0	1545	15	0	0	33	0	0	75

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	873	-	-	780
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.94	-	-	7.06
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.32	-	-	3.38
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	293	0	0	325
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	293	-	-	325
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	18.8	19.4
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	293	-	-	-	-	325
HCM Lane V/C Ratio	0.111	-	-	-	-	0.23
HCM Control Delay (s)	18.8	-	-	-	-	19.4
HCM Lane LOS	C	-	-	-	-	C
HCM 95th %tile Q(veh)	0.4	-	-	-	-	0.9

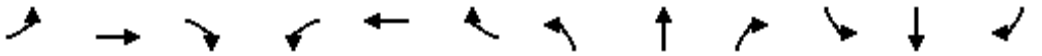
Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	72	1562	44	34	1440	15	0	0	40	0	0	28
Future Vol, veh/h	72	1562	44	34	1440	15	0	0	40	0	0	28
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	150	-	-	150	-	-	-	-	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, %	5	5	5	5	5	5	5	5	5	1	1	1
Mvmt Flow	76	1644	46	36	1516	16	0	0	42	0	0	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1532	0	0	1690	0	0	-	-	845	-	-	766
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.2	-	-	4.2	-	-	-	-	7	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.25	-	-	2.25	-	-	-	-	3.35	-	-	3.31
Pot Cap-1 Maneuver	416	-	-	361	-	-	0	0	300	0	0	348
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	416	-	-	361	-	-	-	-	300	-	-	348
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.4	18.9	16.3
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	300	416	-	-	361	-	-	348
HCM Lane V/C Ratio	0.14	0.182	-	-	0.099	-	-	0.085
HCM Control Delay (s)	18.9	15.6	-	-	16.1	-	-	16.3
HCM Lane LOS	C	C	-	-	C	-	-	C
HCM 95th %tile Q(veh)	0.5	0.7	-	-	0.3	-	-	0.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	1286	253	114	1348	34	83	0	63	27	1	21
Future Volume (veh/h)	60	1286	253	114	1348	34	83	0	63	27	1	21
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1663	1900	1515	1900	1900	1515
Adj Flow Rate, veh/h	63	1354	266	120	1419	36	87	0	66	28	1	22
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, %	5	5	5	5	5	5	16	0	26	0	0	26
Cap, veh/h	225	1826	814	302	2000	51	322	0	305	183	22	111
Arrive On Green	0.04	0.53	0.53	0.13	0.77	0.77	0.19	0.00	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1739	3469	1547	1739	3457	88	1234	0	1610	657	115	586
Grp Volume(v), veh/h	63	1354	266	120	711	744	87	0	66	51	0	0
Grp Sat Flow(s),veh/h/ln	1739	1735	1547	1739	1735	1810	1234	0	1610	1357	0	0
Q Serve(g_s), s	1.8	28.8	9.3	0.0	19.8	19.9	0.7	0.0	3.3	0.8	0.0	0.0
Cycle Q Clear(g_c), s	1.8	28.8	9.3	0.0	19.8	19.9	4.8	0.0	3.3	4.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.05	1.00		1.00	0.55		0.43
Lane Grp Cap(c), veh/h	225	1826	814	302	1003	1047	322	0	305	316	0	0
V/C Ratio(X)	0.28	0.74	0.33	0.40	0.71	0.71	0.27	0.00	0.22	0.16	0.00	0.00
Avail Cap(c_a), veh/h	261	1826	814	302	1003	1047	322	0	305	316	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.41	0.41	0.41	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.2	17.5	12.9	32.7	6.9	6.9	33.1	0.0	32.5	32.6	0.0	0.0
Incr Delay (d2), s/veh	0.7	2.8	1.1	0.3	1.8	1.7	2.1	0.0	1.6	1.1	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	1.3	16.0	5.6	4.0	6.4	6.7	3.4	0.0	2.5	2.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.8	20.2	13.9	33.0	8.7	8.6	35.2	0.0	34.2	33.7	0.0	0.0
LnGrp LOS	B	C	B	C	A	A	D	A	C	C	A	A
Approach Vol, veh/h		1683			1575			153			51	
Approach Delay, s/veh		19.1			10.5			34.7			33.7	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	56.0		24.0	10.1	60.9		24.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	9.0	50.0		18.0	6.0	53.0		18.0				
Max Q Clear Time (g_c+I1), s	2.0	30.8		6.1	3.8	21.9		6.8				
Green Ext Time (p_c), s	0.1	10.2		0.1	0.0	11.7		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			16.1									
HCM 6th LOS			B									

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	83.8	71.9	38.4	34.6
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	6	5	3	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	83	27	114	60
Veh. Perm. R. Flow in Walk (v/h)	21	63	253	34
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	45	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	37.1	37.1	37.1	37.1
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.36	3.22	2.28	1.88
Pedestrian Crosswalk LOS	C	C	B	B

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	1683	1575	153	51
Effct. Green for Bike (s)	50.0	55.4	18.0	18.0
Cross Street Width (ft)	38.4	34.6	71.9	83.9
Through Lanes Number	2	2	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0	5.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	1053	1166	379	379
Bicycle Delay (s/bike)	10.7	8.3	31.2	31.2
Bicycle Compliance	Fair	Good	Poor	Poor
Bicycle LOS Score	2.46	2.32	1.84	1.86
Bicycle LOS	B	B	B	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	301	989	204	284	874	293	339	1389	296	382	967	218
Future Volume (veh/h)	301	989	204	284	874	293	339	1389	296	382	967	218
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	314	1030	212	296	910	305	353	1447	308	398	1007	227
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	5	5	5	5	5	3	3	3	3	3	3
Cap, veh/h	440	1092	487	272	953	425	389	1321	589	363	1276	569
Arrive On Green	0.26	0.63	0.63	0.08	0.27	0.27	0.11	0.37	0.37	0.11	0.36	0.36
Sat Flow, veh/h	3374	3469	1547	3374	3469	1547	3428	3526	1572	3428	3526	1572
Grp Volume(v), veh/h	314	1030	212	296	910	305	353	1447	308	398	1007	227
Grp Sat Flow(s),veh/h/ln	1687	1735	1547	1687	1735	1547	1714	1763	1572	1714	1763	1572
Q Serve(g_s), s	16.1	51.5	13.3	15.3	49.0	33.8	19.3	71.2	23.1	20.1	48.5	14.9
Cycle Q Clear(g_c), s	16.1	51.5	13.3	15.3	49.0	33.8	19.3	71.2	23.1	20.1	48.5	14.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	440	1092	487	272	953	425	389	1321	589	363	1276	569
V/C Ratio(X)	0.71	0.94	0.44	1.09	0.95	0.72	0.91	1.10	0.52	1.10	0.79	0.40
Avail Cap(c_a), veh/h	440	1092	487	272	953	425	419	1321	589	363	1276	569
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)	0.58	0.58	0.58	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.0	33.7	26.6	87.4	67.7	62.2	83.3	59.4	29.4	85.0	54.1	24.0
Incr Delay (d2), s/veh	3.0	11.1	1.6	80.6	20.1	10.0	22.1	55.1	1.0	76.0	3.5	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(95%),veh/ln	9.5	22.7	6.8	15.3	32.1	20.6	14.8	55.2	13.8	19.2	29.5	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.0	44.7	28.2	168.0	87.8	72.2	105.3	114.5	30.4	161.0	57.7	24.5
LnGrp LOS	E	D	C	F	F	E	F	F	C	F	E	C
Approach Vol, veh/h		1556			1511			2108			1632	
Approach Delay, s/veh		47.6			100.4			100.6			78.3	
Approach LOS		D			F			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	59.0	28.0	78.0	24.0	67.0	29.3	76.7
Change Period (Y+Rc), s	7.0	* 6.8	7.9	6.8	* 8.7	* 7	7.8	* 7.9
Max Green Setting (Gmax), s	18.0	* 52	20.1	71.2	* 15	* 53	23.2	* 68
Max Q Clear Time (g_c+I1), s	19.1	51.0	22.1	73.2	17.3	53.5	21.3	50.5
Green Ext Time (p_c), s	0.0	0.9	0.0	0.0	0.0	0.0	0.2	8.2

Intersection Summary	
HCM 6th Ctrl Delay	83.1
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	36.1	36.0	59.8	60.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	7	7	7	7
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	8	4	6	2
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	339	382	284	301
Veh. Perm. R. Flow in Walk (v/h)	218	296	204	293
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	45	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	84.3	84.3	84.3	84.3
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.75	3.85	3.79	3.83
Pedestrian Crosswalk LOS	D	D	D	D

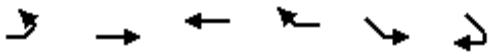
Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	1556	1511	2108	1632
Effct. Green for Bike (s)	53.2	52.2	71.2	69.1
Cross Street Width (ft)	84.9	84.9	84.9	84.6
Through Lanes Number	2	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0	5.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	560	549	749	727
Bicycle Delay (s/bike)	49.2	50.0	37.1	38.5
Bicycle Compliance	Poor	Poor	Poor	Poor
Bicycle LOS Score	3.07	3.03	3.53	3.13
Bicycle LOS	C	C	D	C

Arterial Level of Service: EB US 17/92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
CR 532 (Osceola Polk	II	45	49.6	20.1	69.7	0.62	32.0	B
Old Tampa Hwy	II	45	56.5	3.0	59.5	0.71	42.8	A
Avenue A	II	45	200.0	20.9	220.9	2.50	40.7	A
Poinciana Blvd	II	45	39.2	98.7	137.9	0.43	11.3	F
Total	II		345.3	142.7	488.0	4.26	31.4	B

Arterial Level of Service: WB US 17/92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Poinciana Blvd	II	45	43.2	88.8	132.0	0.49	13.4	E
Avenue A	II	45	39.2	9.4	48.6	0.43	31.9	B
Old Tampa Hwy	II	45	200.0	20.9	220.9	2.50	40.7	A
CR 532 (Osceola Polk	II	45	56.5	43.2	99.7	0.71	25.5	C
Total	II		338.9	162.3	501.2	4.13	29.7	B



Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Volume (veh/h)	562	909	1364	818	945	531
Future Volume (veh/h)	562	909	1364	818	945	531
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
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	568	918	1378	826	955	536
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	574	2151	1392	1862	953	1232
Arrive On Green	0.17	0.62	0.40	0.40	0.28	0.28
Sat Flow, veh/h	3374	3561	3561	2723	3374	2723
Grp Volume(v), veh/h	568	918	1378	826	955	536
Grp Sat Flow(s),veh/h/ln	1687	1735	1735	1362	1687	1362
Q Serve(g_s), s	26.9	21.9	63.1	22.0	45.2	0.0
Cycle Q Clear(g_c), s	26.9	21.9	63.1	22.0	45.2	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	574	2151	1392	1862	953	1232
V/C Ratio(X)	0.99	0.43	0.99	0.44	1.00	0.43
Avail Cap(c_a), veh/h	574	2151	1392	1862	953	1232
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	1.00
Uniform Delay (d), s/veh	66.3	15.7	47.6	11.5	57.4	29.9
Incr Delay (d2), s/veh	35.0	0.6	21.8	0.8	29.7	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	20.3	13.3	39.6	20.0	30.6	11.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	101.3	16.3	69.4	12.3	87.1	30.2
LnGrp LOS	F	B	E	B	F	C
Approach Vol, veh/h		1486	2204		1491	
Approach Delay, s/veh		48.8	48.0		66.6	
Approach LOS		D	D		E	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	35.0	72.0			107.0	53.0
Change Period (Y+Rc), s	* 7.8	* 7.8			* 7.8	7.8
Max Green Setting (Gmax), s	* 27	* 64			* 99	45.2
Max Q Clear Time (g_c+I1), s	28.9	65.1			23.9	47.2
Green Ext Time (p_c), s	0.0	0.0			9.1	0.0

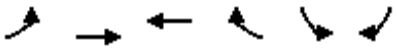
Intersection Summary	
HCM 6th Ctrl Delay	53.6
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Approach	EB	WB	SE
Crosswalk Length (ft)	36.1	36.0	24.8
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	6	6	6
Number of Right-Turn Islands	0	0	0
Type of Control	Actuated	Actuated	Actuated
Corresponding Signal Phase	8	6	2
Effective Walk Time (s)	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	45	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	69.4	69.4	69.4
Pedestrian Compliance Code	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.31	3.47	3.18
Pedestrian Crosswalk LOS	C	C	C

Approach	EB	WB	SE
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	1486	2204	1491
Effct. Green for Bike (s)	99.2	64.2	45.2
Cross Street Width (ft)	96.0	71.9	72.0
Through Lanes Number	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	No	No	No
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	1240	802	565
Bicycle Delay (s/bike)	11.6	28.7	41.2
Bicycle Compliance	Fair	Fair	Poor
Bicycle LOS Score	3.18	3.41	2.82
Bicycle LOS	C	C	C



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	427	1427	1635	50	50	547
Future Volume (veh/h)	427	1427	1635	50	50	547
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
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1856	1856
Adj Flow Rate, veh/h	449	1502	1721	53	0	633
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	3	3
Cap, veh/h	464	2645	1908	851	150	699
Arrive On Green	0.14	0.76	0.55	0.55	0.00	0.08
Sat Flow, veh/h	3374	3561	3561	1547	1767	3145
Grp Volume(v), veh/h	449	1502	1721	53	0	633
Grp Sat Flow(s),veh/h/ln	1687	1735	1735	1547	1767	1572
Q Serve(g_s), s	10.6	14.5	35.4	1.3	0.0	4.7
Cycle Q Clear(g_c), s	10.6	14.5	35.4	1.3	0.0	4.7
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	464	2645	1908	851	150	699
V/C Ratio(X)	0.97	0.57	0.90	0.06	0.00	0.91
Avail Cap(c_a), veh/h	464	2645	1908	851	155	708
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	0.00	1.00
Uniform Delay (d), s/veh	34.3	4.0	16.1	8.4	0.0	30.3
Incr Delay (d2), s/veh	33.5	0.3	7.4	0.1	0.0	15.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.3	4.2	18.9	0.7	0.0	15.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	67.8	4.3	23.5	8.5	0.0	45.4
LnGrp LOS	E	A	C	A	A	D
Approach Vol, veh/h		1951	1774		633	
Approach Delay, s/veh		18.9	23.1		45.4	
Approach LOS		B	C		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		67.0		12.8	17.0	50.0
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		61.0		7.0	11.0	44.0
Max Q Clear Time (g_c+I1), s		16.5		6.7	12.6	37.4
Green Ext Time (p_c), s		15.2		0.1	0.0	5.2

Intersection Summary		
HCM 6th Ctrl Delay		24.4
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

Approach	EB	WB	SB
Crosswalk Length (ft)	72.0	84.1	48.7
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	6	5	4
Number of Right-Turn Islands	0	0	0
Type of Control	Actuated	Actuated	Actuated
Corresponding Signal Phase	6	4	8
Effective Walk Time (s)	11.0	11.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	50	427
Veh. Perm. R. Flow in Walk (v/h)	547	0	50
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	45	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	29.8	29.8	40.0
Pedestrian Compliance Code	Fair	Fair	Poor
Pedestrian Crosswalk Score	3.48	3.34	3.16
Pedestrian Crosswalk LOS	C	C	C

Approach	EB	WB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	1951	1774	629
Effct. Green for Bike (s)	61.0	44.0	7.0
Cross Street Width (ft)	84.1	48.7	72.0
Through Lanes Number	2	2	1
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	No	No	No
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	1525	1100	175
Bicycle Delay (s/bike)	2.3	8.1	33.3
Bicycle Compliance	Good	Good	Poor
Bicycle LOS Score	3.38	2.70	2.63
Bicycle LOS	C	C	C

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Vol, veh/h	103	1438	31	1530	56	0	218
Future Vol, veh/h	103	1438	31	1530	56	0	218
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	250	-	150	-	-	-	0
Veh in Median Storage, #	-	0	-	0	-	1	-
Grade, %	-	0	-	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	5	5	2	5	5	3	3
Mvmt Flow	108	1514	33	1611	59	0	229

Major/Minor	Major1		Major2			Minor2	
Conflicting Flow All	1670	0	1514	-	0	-	835
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	4.2	-	5.3	-	-	-	6.96
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	2.25	-	2.52	-	-	-	3.33
Pot Cap-1 Maneuver	367	-	249	-	-	0	309
Stage 1	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	0	-
Platoon blocked, %		-		-	-		
Mov Cap-1 Maneuver	367	-	249	-	-	-	309
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	1.3	0.4	43.9
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBU	WBT	WBR	SBLn1
Capacity (veh/h)	367	-	249	-	-	309
HCM Lane V/C Ratio	0.295	-	0.131	-	-	0.743
HCM Control Delay (s)	18.9	-	21.6	-	-	43.9
HCM Lane LOS	C	-	C	-	-	E
HCM 95th %tile Q(veh)	1.2	-	0.4	-	-	5.6

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	1459	10	0	1567	46	0	0	39	0	0	50
Future Vol, veh/h	0	1459	10	0	1567	46	0	0	39	0	0	50
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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	5	5	2	2	2	8	8	8
Mvmt Flow	0	1536	11	0	1649	48	0	0	41	0	0	53

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	774	-	-	849
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.94	-	-	7.06
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.32	-	-	3.38
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	341	0	0	292
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	341	-	-	292
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	17	20
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	341	-	-	-	-	292
HCM Lane V/C Ratio	0.12	-	-	-	-	0.18
HCM Control Delay (s)	17	-	-	-	-	20
HCM Lane LOS	C	-	-	-	-	C
HCM 95th %tile Q(veh)	0.4	-	-	-	-	0.6

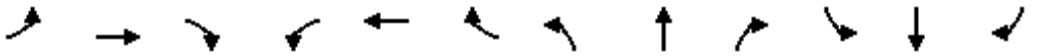
Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	119	1372	29	65	1554	54	0	0	94	0	0	84
Future Vol, veh/h	119	1372	29	65	1554	54	0	0	94	0	0	84
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	150	-	-	150	-	-	-	-	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, %	5	5	5	5	5	5	5	5	5	1	1	1
Mvmt Flow	125	1444	31	68	1636	57	0	0	99	0	0	88

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1693	0	0	1475	0	0	-	-	738	-	-	847
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.2	-	-	4.2	-	-	-	-	7	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.25	-	-	2.25	-	-	-	-	3.35	-	-	3.31
Pot Cap-1 Maneuver	360	-	-	438	-	-	0	0	354	0	0	307
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	360	-	-	438	-	-	-	-	354	-	-	307
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.6	0.6	19.1	21.4
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	354	360	-	-	438	-	-	307
HCM Lane V/C Ratio	0.28	0.348	-	-	0.156	-	-	0.288
HCM Control Delay (s)	19.1	20.2	-	-	14.7	-	-	21.4
HCM Lane LOS	C	C	-	-	B	-	-	C
HCM 95th %tile Q(veh)	1.1	1.5	-	-	0.5	-	-	1.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	1208	150	26	1500	38	72	0	139	35	0	27
Future Volume (veh/h)	53	1208	150	26	1500	38	72	0	139	35	0	27
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1811	1900	1811	1648	1900	1648
Adj Flow Rate, veh/h	56	1272	158	27	1579	40	76	0	146	37	0	28
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, %	5	5	5	5	5	5	6	0	6	17	0	17
Cap, veh/h	214	1810	807	178	1685	43	382	0	362	188	19	103
Arrive On Green	0.06	0.52	0.52	0.04	0.65	0.65	0.22	0.00	0.22	0.22	0.00	0.22
Sat Flow, veh/h	1739	3469	1547	1739	3457	87	1338	0	1610	520	84	457
Grp Volume(v), veh/h	56	1272	158	27	791	828	76	0	146	65	0	0
Grp Sat Flow(s),veh/h/ln	1739	1735	1547	1739	1735	1810	1338	0	1610	1062	0	0
Q Serve(g_s), s	0.0	22.1	4.4	0.7	32.6	32.9	0.0	0.0	6.2	1.3	0.0	0.0
Cycle Q Clear(g_c), s	0.0	22.1	4.4	0.7	32.6	32.9	4.0	0.0	6.2	7.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.05	1.00		1.00	0.57		0.43
Lane Grp Cap(c), veh/h	214	1810	807	178	846	882	382	0	362	309	0	0
V/C Ratio(X)	0.26	0.70	0.20	0.15	0.94	0.94	0.20	0.00	0.40	0.21	0.00	0.00
Avail Cap(c_a), veh/h	214	1810	807	238	846	882	382	0	362	309	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.21	0.21	0.21	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	34.6	14.4	10.2	16.6	12.9	13.0	25.6	0.0	26.4	26.5	0.0	0.0
Incr Delay (d2), s/veh	0.6	2.3	0.5	0.1	5.4	5.5	1.2	0.0	3.3	1.5	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(95%),veh/ln	1.8	12.2	2.5	0.4	9.5	9.9	2.3	0.0	4.7	2.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.2	16.8	10.7	16.7	18.4	18.5	26.7	0.0	29.7	28.0	0.0	0.0
LnGrp LOS	D	B	B	B	B	B	C	A	C	C	A	A
Approach Vol, veh/h		1486			1646			222			65	
Approach Delay, s/veh		16.8			18.4			28.7			28.0	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.3	47.7		24.0	11.0	45.0		24.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	39.0		18.0	5.0	39.0		18.0				
Max Q Clear Time (g_c+I1), s	2.7	24.1		9.5	2.0	34.9		8.2				
Green Ext Time (p_c), s	0.0	7.9		0.1	0.0	3.2		0.7				

Intersection Summary												
HCM 6th Ctrl Delay			18.6									
HCM 6th LOS			B									

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	83.8	71.9	38.4	34.6
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	6	5	3	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	72	35	26	53
Veh. Perm. R. Flow in Walk (v/h)	27	139	150	38
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	45	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	29.8	29.8	29.8	29.8
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	3.32	3.25	2.10	1.86
Pedestrian Crosswalk LOS	C	C	B	B

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	1486	1646	222	65
Effct. Green for Bike (s)	45.6	43.4	18.0	18.0
Cross Street Width (ft)	38.4	34.6	71.9	83.8
Through Lanes Number	2	2	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0	5.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	1140	1085	450	450
Bicycle Delay (s/bike)	7.4	8.4	24.0	24.0
Bicycle Compliance	Good	Good	Fair	Fair
Bicycle LOS Score	2.30	2.37	1.95	1.88
Bicycle LOS	B	B	B	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	210	973	153	380	1057	267	306	978	245	257	1444	247
Future Volume (veh/h)	210	973	153	380	1057	267	306	978	245	257	1444	247
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	219	1014	159	396	1101	278	319	1019	255	268	1504	257
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	5	5	5	5	5	3	3	3	3	3	3
Cap, veh/h	211	958	427	2450	3257	1453	261	1136	507	426	1282	572
Arrive On Green	0.13	0.55	0.55	0.73	0.94	0.94	0.08	0.32	0.32	0.12	0.36	0.36
Sat Flow, veh/h	3374	3469	1547	3374	3469	1547	3428	3526	1572	3428	3526	1572
Grp Volume(v), veh/h	219	1014	159	396	1101	278	319	1019	255	268	1504	257
Grp Sat Flow(s),veh/h/ln	1687	1735	1547	1687	1735	1547	1714	1763	1572	1714	1763	1572
Q Serve(g_s), s	10.0	44.2	15.3	5.8	4.6	16.5	12.2	44.1	21.0	11.9	58.2	19.9
Cycle Q Clear(g_c), s	10.0	44.2	15.3	5.8	4.6	16.5	12.2	44.1	21.0	11.9	58.2	19.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	211	958	427	2450	3257	1453	261	1136	507	426	1282	572
V/C Ratio(X)	1.04	1.06	0.37	0.16	0.34	0.19	1.22	0.90	0.50	0.63	1.17	0.45
Avail Cap(c_a), veh/h	211	958	427	2450	3257	1453	261	1216	543	426	1282	572
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)	0.71	0.71	0.71	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.0	35.8	76.1	6.8	0.4	21.6	73.9	51.7	43.9	66.6	50.9	38.7
Incr Delay (d2), s/veh	62.6	41.4	1.8	0.0	0.3	0.3	128.6	8.8	0.9	2.7	86.3	0.7
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	9.3	26.2	8.6	3.5	0.2	10.0	16.2	27.8	12.9	9.1	56.4	12.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	132.6	77.2	77.9	6.8	0.7	21.9	202.5	60.6	44.8	69.2	137.2	39.4
LnGrp LOS	F	F	E	A	A	C	F	E	D	E	F	D
Approach Vol, veh/h		1392			1775			1593			2029	
Approach Delay, s/veh		86.0			5.4			86.4			115.9	
Approach LOS		F			A			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	161.9	27.8	58.3	127.9	51.0	20.0	66.1
Change Period (Y+Rc), s	* 7	* 8.7	7.9	6.8	8.7	* 6.8	7.8	* 7.9
Max Green Setting (Gmax), s	* 10	* 51	15.1	55.2	15.3	* 44	12.2	* 58
Max Q Clear Time (g_c+I1), s	12.0	18.5	13.9	46.1	7.8	46.2	14.2	60.2
Green Ext Time (p_c), s	0.0	14.8	0.1	5.4	0.7	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	74.0
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	36.1	36.0	59.8	60.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	7	7	7	7
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	8	4	6	2
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	306	257	380	210
Veh. Perm. R. Flow in Walk (v/h)	247	245	153	267
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	45	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	69.4	69.4	69.4	69.4
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.70	3.68	3.92	3.66
Pedestrian Crosswalk LOS	D	D	D	D

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	1392	1775	1593	2029
Effct. Green for Bike (s)	44.2	51.2	52.9	58.2
Cross Street Width (ft)	84.9	84.9	84.9	84.6
Through Lanes Number	2	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0	5.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	552	640	661	728
Bicycle Delay (s/bike)	41.9	37.0	35.8	32.4
Bicycle Compliance	Poor	Poor	Poor	Poor
Bicycle LOS Score	2.93	3.25	3.10	3.46
Bicycle LOS	C	C	C	C

Arterial Level of Service: EB US 17/92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
CR 532 (Osceola Polk	II	45	49.8	16.5	66.3	0.62	33.8	B
Old Tampa Hwy	II	45	56.5	5.3	61.8	0.71	41.2	A
Avenue A	II	45	200.0	11.6	211.6	2.50	42.5	A
Poinciana Blvd	II	45	39.2	88.2	127.4	0.43	12.2	F
Total	II		345.5	121.6	467.1	4.26	32.8	B

Arterial Level of Service: WB US 17/92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Poinciana Blvd	II	45	43.2	80.9	124.1	0.49	14.2	E
Avenue A	II	45	39.2	19.0	58.2	0.43	26.7	C
Old Tampa Hwy	II	45	200.0	12.3	212.3	2.50	42.4	A
CR 532 (Osceola Polk	II	45	56.5	56.3	112.8	0.71	22.6	C
Total	II		338.9	168.5	507.4	4.13	29.3	B

Appendix P

Build Results - 95th Queue

95th Percentile Queues - 2045 Build

Study Intersections along US 17/92	Movement	Year 2045 - Build		Storage
		95% Queue Length		
		AM	PM	
CR 532	EBL	500	525	525
	WBR	675	500	675
	SBL	600	775	775
	SBR	275	300	300
Old Tampa Highway*	EBL	225	275	275
	WBR	25	25	25
	SBL	0	0	0
	SBR	250	400	400
Avenue A*	EBL	50	50	50
	EBR	150	75	150
	WBL	100	25	100
	NBL	100	75	100
Poinciana Boulevard	EBL	250	250	250
	EBR	175	225	225
	WBL	400	100	400
	WBR	525	250	525
	NBL	375	425	425
	NBR	350	325	350
	SBL	500	250	500
	SBR	250	325	325

Appendix P

Signal Warrant Sheets

TRAFFIC SIGNAL WARRANT SUMMARY

City: **NA** Engineer: **VHB**
County: **Osceola** Date: **January 22, 2021**

Major Street: **US 17/92** Lanes: **2** Critical Approach Speed: **45**
Minor Street: **Old Tampa Hwy** Lanes: **1**
Opening Year 2025 - Build

Volume Level Criteria

1. Is the critical speed of major street traffic > 70 km/h (40 mph) ? ☟ Yes ☐ No
2. Is the intersection in a built-up area of isolated community of <10,000 population? ☐ Yes ☟ No

If Question 1 or 2 above is answered "Yes", then use "70%" volume level ☟ 70% ☐ 100%

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Applicable: ☟ Yes ☐ No
Satisfied: ☟ Yes ☐ No

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied.
Warrant is also satisfied if both Condition A and Condition B are "80%" satisfied for major streets 40 mph or less, or "56%" satisfied for major streets greater than 40 mph.

Condition A - Minimum Vehicular Volume*

100% (70%) Satisfied: ☟ Yes ☐ No
56% or 80% Satisfied: ☐ Yes ☐ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more		7-8 AM	8-9 AM					4-5 PM	5-6 PM
Volume Level	100%	70%	100%	70%								
Both Approaches on Major Street	500 (400) [280]	350	600 (480) [336]	420	1,814	2,295	1,796	1,916	2,044	1,772	1,303	2,529
Highest Approach on Minor Street	150 (120) [84]	105	200 (160) [112]	140	109	226	173	160	187	195	134	304

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours . Condition is 80% satisfied if (parenthetical) volumes are met for eight hours. Condition is 56% satisfied if [bracketed] volumes are met for eight hours.

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where the traffic volume is so heavy that traffic on the minor street suffers excessive delay.

Applicable: ☟ Yes ☐ No
Excessive Delay: ☟ Yes ☐ No
100% (70%) Satisfied: ☟ Yes ☐ No
56% or 80% Satisfied: ☐ Yes ☐ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more		7-8 AM	8-9 AM					4-5 PM	5-6 PM
Volume Level	100%	70%	100%	70%								
Both Approaches on Major Street	750 (600) [420]	525	900 (720) [504]	630	1,814	2,295	1,796	1,916	2,044	1,772	1,303	2,529
Highest Approach on Minor Street	75 (60) [42]	53	100 (80) [56]	70	109	226	173	160	187	195	134	304

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours . Condition is 80% satisfied if (parenthetical) volumes are met for eight hours. Condition is 56% satisfied if [bracketed] volumes are met for eight hours.

Source: Revised from NCHRP Report 457

TRAFFIC SIGNAL WARRANT SUMMARY

City: **NA** Engineer: **NA**
County: **Osceola** Date: **January 22, 2021**

Major Street: **US 17/92** Lanes: **2** Critical Approach Speed: **45**
Minor Street: **Old Tampa Hwy** Lanes: **1**
Interim Year 2035 - Build

Volume Level Criteria

1. Is the critical speed of major street traffic > 70 km/h (40 mph) ? ☟ Yes ☐ No
2. Is the intersection in a built-up area of isolated community of <10,000 population? ☟ Yes ☐ No

If Question 1 or 2 above is answered "Yes", then use "70%" volume level ☟ 70% ☐ 100%

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Applicable: ☟ Yes ☐ No
Satisfied: ☐ Yes ☟ No

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied.
Warrant is also satisfied if both Condition A and Condition B are "80%" satisfied for major streets 40 mph or less, or "56%" satisfied for major streets greater than 40 mph.

Condition A - Minimum Vehicular Volume*

100% (70%) Satisfied: ☐ Yes ☟ No
56% or 80% Satisfied: ☐ Yes ☐ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more		7-8 AM	8-9 AM					4-5 PM	5-6 PM
Volume Level	100%	70%	100%	70%								
Both Approaches on Major Street	500 (400) [280]	350	600 (480) [336]	420	2,092	2,907	2,066	2,206	2,350	2,039	1,499	3,034
Highest Approach on Minor Street	150 (120) [84]	105	200 (160) [112]	140	141	362	224	207	243	252	174	450

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours . Condition is 80% satisfied if (parenthetical) volumes are met for eight hours. Condition is 56% satisfied if [bracketed] volumes are met for eight hours.

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where the traffic volume is so heavy that traffic on the minor street suffers excessive delay.

Applicable: ☟ Yes ☐ No
Excessive Delay: ☟ Yes ☐ No
100% (70%) Satisfied: ☟ Yes ☐ No
56% or 80% Satisfied: ☐ Yes ☐ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more		7-8 AM	8-9 AM					4-5 PM	5-6 PM
Volume Level	100%	70%	100%	70%								
Both Approaches on Major Street	750 (600) [420]	525	900 (720) [504]	630	2,092	2,907	2,066	2,206	2,350	2,039	1,499	3,034
Highest Approach on Minor Street	75 (60) [42]	53	100 (80) [56]	70	141	362	224	207	243	252	174	450

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours . Condition is 80% satisfied if (parenthetical) volumes are met for eight hours. Condition is 56% satisfied if [bracketed] volumes are met for eight hours.

Source: Revised from NCHRP Report 457

TRAFFIC SIGNAL WARRANT SUMMARY

City: **NA** Engineer: **NA**
County: **Osceola** Date: **January 22, 2021**

Major Street: **US 17/92** Lanes: **2** Critical Approach Speed: **45**
Minor Street: **Old Tampa Hwy** Lanes: **1**
Design Year 2045 - Build

Volume Level Criteria

1. Is the critical speed of major street traffic > 70 km/h (40 mph) ? ☟ Yes ☐ No
2. Is the intersection in a built-up area of isolated community of <10,000 population? ☟ Yes ☐ No

If Question 1 or 2 above is answered "Yes", then use "70%" volume level ☟ 70% ☐ 100%

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Applicable: ☟ Yes ☐ No
Satisfied: ☐ Yes ☟ No

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied.
Warrant is also satisfied if both Condition A and Condition B are "80%" satisfied for major streets 40 mph or less, or "56%" satisfied for major streets greater than 40 mph.

Condition A - Minimum Vehicular Volume*

100% (70%) Satisfied: ☐ Yes ☟ No
56% or 80% Satisfied: ☐ Yes ☐ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more		7-8 AM	8-9 AM					4-5 PM	5-6 PM
Volume Level	100%	70%	100%	70%								
Both Approaches on Major Street	500 (400) [280]	350	600 (480) [336]	420	2,357	3,520	2,321	2,480	2,638	2,292	1,683	3,539
Highest Approach on Minor Street	150 (120) [84]	105	200 (160) [112]	140	175	498	277	256	301	312	215	597

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours . Condition is 80% satisfied if (parenthetical) volumes are met for eight hours. Condition is 56% satisfied if [bracketed] volumes are met for eight hours.

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where the traffic volume is so heavy that traffic on the minor street suffers excessive delay.

Applicable: ☟ Yes ☐ No
Excessive Delay: ☟ Yes ☐ No
100% (70%) Satisfied: ☟ Yes ☐ No
56% or 80% Satisfied: ☐ Yes ☐ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more		7-8 AM	8-9 AM					4-5 PM	5-6 PM
Volume Level	100%	70%	100%	70%								
Both Approaches on Major Street	750 (600) [420]	525	900 (720) [504]	630	2,357	3,520	2,321	2,480	2,638	2,292	1,683	3,539
Highest Approach on Minor Street	75 (60) [42]	53	100 (80) [56]	70	175	498	277	256	301	312	215	597

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours . Condition is 80% satisfied if (parenthetical) volumes are met for eight hours. Condition is 56% satisfied if [bracketed] volumes are met for eight hours.

Source: Revised from NCHRP Report 457

TRAFFIC SIGNAL WARRANT SUMMARY

City: **NA** Engineer: **VHB**
County: **Osceola** Date: **January 22, 2021**

Major Street: **US 17/92** Lanes: **2** Critical Approach Speed: **45**
Minor Street: **Avenue A** Lanes: **1**
Opening Year 2025 - Build

Volume Level Criteria

1. Is the critical speed of major street traffic > 70 km/h (40 mph) ? ☟ Yes ☐ No
2. Is the intersection in a built-up area of isolated community of <10,000 population? ☐ Yes ☟ No

If Question 1 or 2 above is answered "Yes", then use "70%" volume level ☟ 70% ☐ 100%

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Applicable: ☟ Yes ☐ No
Satisfied: ☐ Yes ☟ No

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied.
Warrant is also satisfied if both Condition A and Condition B are "80%" satisfied for major streets 40 mph or less, or "56%" satisfied for major streets greater than 40 mph.

Condition A - Minimum Vehicular Volume*

100% (70%) Satisfied: ☐ Yes ☟ No
56% or 80% Satisfied: ☐ Yes ☐ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more		7-8 AM	8-9 AM					4-5 PM	5-6 PM
Volume Level	100%	70%	100%	70%								
Both Approaches on Major Street	500 (400) [280]	350	600 (480) [336]	420	1,481	2,003	1,534	1,460	1,535	1,484	1,581	2,048
Highest Approach on Minor Street	150 (120) [84]	105	200 (160) [112]	140	91	114	86	73	70	78	91	123

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours . Condition is 80% satisfied if (parenthetical) volumes are met for eight hours. Condition is 56% satisfied if [bracketed] volumes are met for eight hours.

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where the traffic volume is so heavy that traffic on the minor street suffers excessive delay.

Applicable: ☟ Yes ☐ No
Excessive Delay: ☟ Yes ☐ No
100% (70%) Satisfied: ☟ Yes ☐ No
56% or 80% Satisfied: ☐ Yes ☐ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more		7-8 AM	8-9 AM					4-5 PM	5-6 PM
Volume Level	100%	70%	100%	70%								
Both Approaches on Major Street	750 (600) [420]	525	900 (720) [504]	630	1,481	2,003	1,534	1,460	1,535	1,484	1,581	2,048
Highest Approach on Minor Street	75 (60) [42]	53	100 (80) [56]	70	91	114	86	73	70	78	91	123

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours . Condition is 80% satisfied if (parenthetical) volumes are met for eight hours. Condition is 56% satisfied if [bracketed] volumes are met for eight hours.

Source: Revised from NCHRP Report 457

TRAFFIC SIGNAL WARRANT SUMMARY

City: **NA** Engineer: **NA**
County: **Osceola** Date: **January 22, 2021**

Major Street: **US 17/92** Lanes: **2** Critical Approach Speed: **45**
Minor Street: **Avenue A** Lanes: **1**
Interim Year 2035 - Build

Volume Level Criteria

1. Is the critical speed of major street traffic > 70 km/h (40 mph) ? ☝ Yes ☐ No
2. Is the intersection in a built-up area of isolated community of <10,000 population? ☝ Yes ☐ No

If Question 1 or 2 above is answered "Yes", then use "70%" volume level ☝ 70% ☐ 100%

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Applicable: ☝ Yes ☐ No
Satisfied: ☐ Yes ☝ No

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied.
Warrant is also satisfied if both Condition A and Condition B are "80%" satisfied for major streets 40 mph or less, or "56%" satisfied for major streets greater than 40 mph.

Condition A - Minimum Vehicular Volume*

100% (70%) Satisfied: ☐ Yes ☝ No
56% or 80% Satisfied: ☐ Yes ☐ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more		7-8 AM	8-9 AM					4-5 PM	5-6 PM
Volume Level	100%	70%	100%	70%								
Both Approaches on Major Street	500 (400) [280]	350	600 (480) [336]	420	1,671	2,549	1,729	1,646	1,730	1,673	1,782	2,512
Highest Approach on Minor Street	150 (120) [84]	105	200 (160) [112]	140	96	130	90	76	73	82	96	167

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours . Condition is 80% satisfied if (parenthetical) volumes are met for eight hours. Condition is 56% satisfied if [bracketed] volumes are met for eight hours.

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where the traffic volume is so heavy that traffic on the minor street suffers excessive delay.

Applicable: ☝ Yes ☐ No
Excessive Delay: ☝ Yes ☐ No
100% (70%) Satisfied: ☝ Yes ☐ No
56% or 80% Satisfied: ☐ Yes ☐ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more		7-8 AM	8-9 AM					4-5 PM	5-6 PM
Volume Level	100%	70%	100%	70%								
Both Approaches on Major Street	750 (600) [420]	525	900 (720) [504]	630	1,671	2,549	1,729	1,646	1,730	1,673	1,782	2,512
Highest Approach on Minor Street	75 (60) [42]	53	100 (80) [56]	70	96	130	90	76	73	82	96	167

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours . Condition is 80% satisfied if (parenthetical) volumes are met for eight hours. Condition is 56% satisfied if [bracketed] volumes are met for eight hours.

Source: Revised from NCHRP Report 457

TRAFFIC SIGNAL WARRANT SUMMARY

City: **NA** Engineer: **NA**
County: **Osceola** Date: **January 22, 2021**

Major Street: **US 17/92** Lanes: **2** Critical Approach Speed: **45**
Minor Street: **Avenue A** Lanes: **1**
Design Year 2045 - Build

Volume Level Criteria

1. Is the critical speed of major street traffic > 70 km/h (40 mph) ? ☟ Yes ☐ No
2. Is the intersection in a built-up area of isolated community of <10,000 population? ☟ Yes ☐ No

If Question 1 or 2 above is answered "Yes", then use "70%" volume level ☟ 70% ☐ 100%

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Applicable: ☟ Yes ☐ No
Satisfied: ☐ Yes ☟ No

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied.
Warrant is also satisfied if both Condition A and Condition B are "80%" satisfied for major streets 40 mph or less, or "56%" satisfied for major streets greater than 40 mph.

Condition A - Minimum Vehicular Volume*

100% (70%) Satisfied: ☐ Yes ☟ No
56% or 80% Satisfied: ☐ Yes ☐ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more		7-8 AM	8-9 AM					4-5 PM	5-6 PM
Volume Level	100%	70%	100%	70%								
Both Approaches on Major Street	500 (400) [280]	350	600 (480) [336]	420	1,832	3,095	1,897	1,805	1,898	1,835	1,955	2,975
Highest Approach on Minor Street	150 (120) [84]	105	200 (160) [112]	140	100	146	94	80	76	85	100	211

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours . Condition is 80% satisfied if (parenthetical) volumes are met for eight hours. Condition is 56% satisfied if [bracketed] volumes are met for eight hours.

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where the traffic volume is so heavy that traffic on the minor street suffers excessive delay.

Applicable: ☟ Yes ☐ No
Excessive Delay: ☟ Yes ☐ No
100% (70%) Satisfied: ☟ Yes ☐ No
56% or 80% Satisfied: ☐ Yes ☐ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more		7-8 AM	8-9 AM					4-5 PM	5-6 PM
Volume Level	100%	70%	100%	70%								
Both Approaches on Major Street	750 (600) [420]	525	900 (720) [504]	630	1,832	3,095	1,897	1,805	1,898	1,835	1,955	2,975
Highest Approach on Minor Street	75 (60) [42]	53	100 (80) [56]	70	100	146	94	80	76	85	100	211

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours . Condition is 80% satisfied if (parenthetical) volumes are met for eight hours. Condition is 56% satisfied if [bracketed] volumes are met for eight hours.

Source: Revised from NCHRP Report 457

Appendix Q

HSM Analysis

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	RDW	Roadway	US 17/92 NO BUILD
Agency or Company	VHB	Roadway Section	Osceola Polk Line Rd to Old Tampa Hwy
Date Performed	01/07/21	Jurisdiction	Polk and Osceola Counties, FL
		Analysis Year	2045

Input Data		Base Conditions	Site Conditions
Roadway type (2U, 3T, 4U, 4D, ST)		--	2U
Length of segment, L (mi)		--	0.714962121
AADT (veh/day)	$AADT_{MAX}$ = 32,600 (veh/day)	--	**43,500**
Type of on-street parking (none/parallel/angle)		None	None
Proportion of curb length with on-street parking		--	0
Median width (ft) - for divided only		15	Not Present
Lighting (present / not present)		Not Present	Not Present
Auto speed enforcement (present / not present)		Not Present	Not Present
Major commercial driveways (number)		--	
Minor commercial driveways (number)		--	
Major industrial / institutional driveways (number)		--	
Minor industrial / institutional driveways (number)		--	
Major residential driveways (number)		--	
Minor residential driveways (number)		--	
Other driveways (number)		--	1
Speed Category		--	Posted Speed Greater than 30 mph
Roadside fixed object density (fixed objects / mi)		0	0
Offset to roadside fixed objects (ft) [If greater than 30 or Not Present, input 30]		30	30
Calibration Factor, Cr		1.00	1.00

Worksheet 1B -- Crash Modification Factors for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
CMF for On-Street Parking	CMF for Roadside Fixed Objects	CMF for Median Width	CMF for Lighting	CMF for Automated Speed Enforcement	Combined CMF
CMF 1r	*CMF 2r*	*CMF 3r*	*CMF 4r*	*CMF 5r*	*CMF comb*
from Equation 12-32	from Equation 12-33	from Table 12-22	from Equation 12-34	from Section 12.7.1	(1)*(2)*(3)*(4)*(5)
1.00	1.00	1.00	1.00	1.00	1.00

Worksheet 1C -- Multiple-Vehicle Nondriveway Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brmv}**	**Proportion of Total Crashes**	**Adjusted N_{brmv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brmv}**
	from Table 12-3		from Table 12-3	from Equation 12-10		$(4)_{TOTAL}$*(5)	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-15.22	1.68	0.84	10.889	1.000	10.889	1.00	1.00	10.889
Fatal and Injury (FI)	-16.22	1.66	0.65	3.235	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.285	3.102	1.00	1.00	3.102
Property Damage Only (PDO)	-15.62	1.69	0.87	8.122	$(5)_{TOTAL}-(5)_{FI}$ = 0.715	7.787	1.00	1.00	7.787

Worksheet 1D -- Multiple-Vehicle Nondriveway Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brmv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brmv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brmv\ (TOTAL)}$ (crashes/year)**
	from Table 12-4	$(9)_{FI}$ from Worksheet 1C	from Table 12-4	$(9)_{PDO}$ from Worksheet 1C	$(9)_{TOTAL}$ from Worksheet 1C
Total	1.000	3.102	1.000	7.787	10.889
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.730	2.264	0.778	6.058	8.323
Head-on collision	0.068	0.211	0.004	0.031	0.242
Angle collision	0.085	0.264	0.079	0.615	0.879
Sideswipe, same direction	0.015	0.047	0.031	0.241	0.288
Sideswipe, opposite direction	0.073	0.226	0.055	0.428	0.655
Other multiple-vehicle collision	0.029	0.090	0.053	0.413	0.503

Worksheet 1E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brsv}**	**Proportion of Total Crashes**	**Adjusted N_{brsv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brsv}**
	from Table 12-5		from Table 12-5	from Equation 12-13		$(4)_{TOTAL}*(5)$	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-5.47	0.56	0.81	1.192	1.000	1.192	1.00	1.00	1.192
Fatal and Injury (FI)	-3.96	0.23	0.50	0.159	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.138	0.165	1.00	1.00	0.165
Property Damage Only (PDO)	-6.51	0.64	0.87	0.990	$(5)_{TOTAL}-(5)_{FI}$ = 0.862	1.027	1.00	1.00	1.027

Worksheet 1F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brsv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brsv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brsv\ (TOTAL)}$ (crashes/year)**
	from Table 12-6	$(9)_{FI}$ from Worksheet 1E	from Table 12-6	$(9)_{PDO}$ from Worksheet 1E	$(9)_{TOTAL}$ from Worksheet 1E
Total	1.000	0.165	1.000	1.027	1.192
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with animal	0.026	0.004	0.066	0.068	0.072
Collision with fixed object	0.723	0.119	0.759	0.779	0.899
Collision with other object	0.010	0.002	0.013	0.013	0.015
Other single-vehicle collision	0.241	0.040	0.162	0.166	0.206

Worksheet 1G -- Multiple-Vehicle Driveway-Related Collisions by Driveway Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Driveway Type	**Number of driveways, n_j**	**Crashes per driveway per year, N_j**	**Coefficient for traffic adjustment, t**	**Initial N_{brdwy}**	**Overdispersion parameter, k**
		from Table 12-7	from Table 12-7	Equation 12-16 $n_j * N_j * (AADT/15,000)^t$	from Table 12-7
Major commercial	0	0.158	1.000	0.000	
Minor commercial	0	0.050	1.000	0.000	
Major industrial/institutional	0	0.172	1.000	0.000	
Minor industrial/institutional	0	0.023	1.000	0.000	--
Major residential	0	0.083	1.000	0.000	
Minor residential	0	0.016	1.000	0.000	
Other	1	0.025	1.000	0.073	
Total	--	--	--	0.073	0.81

Worksheet 1H -- Multiple-Vehicle Driveway-Related Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Initial N_{brdwy}**	**Proportion of total crashes (f_{dwy})**	**Adjusted N_{brdwy}**	**Combined CMFs**	**Calibration factor, C_r**	**Predicted N_{brdwy}**
	$(5)_{TOTAL}$ from Worksheet 1G	from Table 12-7	$(2)_{TOTAL} * (3)$	(6) from Worksheet 1B		(4)*(5)*(6)
Total	0.073	1.000	0.073	1.00	1.00	0.073
Fatal and injury (FI)	--	0.323	0.023	1.00	1.00	0.023
Property damage only (PDO)	--	0.677	0.049	1.00	1.00	0.049

Worksheet 1I -- Vehicle-Pedestrian Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	**Predicted N_{brmv}**	**Predicted N_{brsv}**	**Predicted N_{brdwy}**	**Predicted N_{br}**	**f_{pedr}**	**Calibration factor, C_r**	**Predicted N_{pedr}**
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-8		(5)*(6)*(7)
Total	10.889	1.192	0.073	12.153	0.005	1.00	0.061
Fatal and injury (FI)	--	--	--	--	--	1.00	0.061

Worksheet 1J -- Vehicle-Bicycle Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	**Predicted N_{brmv}**	**Predicted N_{brsv}**	**Predicted N_{brdwy}**	**Predicted N_{br}**	**f_{biker}**	**Calibration factor, C_r**	**Predicted N_{biker}**
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-9		(5)*(6)*(7)
Total	10.889	1.192	0.073	12.153	0.004	1.00	0.049
Fatal and injury (FI)	--	--	--	--	--	1.00	0.049

Worksheet 1K -- Crash Severity Distribution for Urban and Suburban Roadway Segments			
(1)	(2)	(3)	(4)
Collision type	**Fatal and injury (FI)**	**Property damage only (PDO)**	**Total**
	(3) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J	(5) from Worksheet 1D and 1F; and (7) from Worksheet 1H	(6) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 1D)	2.264	6.058	8.323
Head-on collisions (from Worksheet 1D)	0.211	0.031	0.242
Angle collisions (from Worksheet 1D)	0.264	0.615	0.879
Sideswipe, same direction (from Worksheet 1D)	0.047	0.241	0.288
Sideswipe, opposite direction (from Worksheet 1D)	0.226	0.428	0.655
Driveway-related collisions (from Worksheet 1H)	0.023	0.049	0.073
Other multiple-vehicle collision (from Worksheet 1D)	0.090	0.413	0.503
Subtotal	3.125	7.836	10.961
SINGLE-VEHICLE			
Collision with animal (from Worksheet 1F)	0.004	0.068	0.072
Collision with fixed object (from Worksheet 1F)	0.119	0.779	0.899
Collision with other object (from Worksheet 1F)	0.002	0.013	0.015
Other single-vehicle collision (from Worksheet 1F)	0.040	0.166	0.206
Collision with pedestrian (from Worksheet 1I)	0.061	0.000	0.061
Collision with bicycle (from Worksheet 1J)	0.049	0.000	0.049
Subtotal	0.274	1.027	1.301
Total	3.400	8.863	12.263

Worksheet 1L -- Summary Results for Urban and Suburban Roadway Segments			
(1)	(2)	(3)	(4)
Crash Severity Level	**Predicted average crash frequency, $N_{predicted\ rs}$ (crashes/year)**	**Roadway segment length, L (mi)**	**Crash rate (crashes/mi/year)**
	(Total) from Worksheet 1K		(2) / (3)
Total	12.3	0.71	17.2
Fatal and injury (FI)	3.4	0.71	4.8
Property damage only (PDO)	8.9	0.71	12.4

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	RDW	Roadway	US 17/92 NO BUILD
Agency or Company	VHB	Roadway Section	Old Tampa Hwy to Tallahassee Blvd
Date Performed	01/07/21	Jurisdiction	Polk and Osceola Counties, FL
		Analysis Year	2045

Input Data		Base Conditions	Site Conditions
Roadway type (2U, 3T, 4U, 4D, ST)		--	2U
Length of segment, L (mi)		--	1.517045455
AADT (veh/day)	$AADT_{MAX}$ = 32,600 (veh/day)	--	**37,500**
Type of on-street parking (none/parallel/angle)		None	None
Proportion of curb length with on-street parking		--	0
Median width (ft) - for divided only		15	Not Present
Lighting (present / not present)		Not Present	Not Present
Auto speed enforcement (present / not present)		Not Present	Not Present
Major commercial driveways (number)		--	
Minor commercial driveways (number)		--	4
Major industrial / institutional driveways (number)		--	1
Minor industrial / institutional driveways (number)		--	
Major residential driveways (number)		--	2
Minor residential driveways (number)		--	31
Other driveways (number)		--	1
Speed Category		--	Posted Speed Greater than 30 mph
Roadside fixed object density (fixed objects / mi)		0	50
Offset to roadside fixed objects (ft) [If greater than 30 or Not Present, input 30]		30	20
Calibration Factor, Cr		1.00	1.00

Worksheet 1B -- Crash Modification Factors for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
CMF for On-Street Parking	CMF for Roadside Fixed Objects	CMF for Median Width	CMF for Lighting	CMF for Automated Speed Enforcement	Combined CMF
CMF 1r	*CMF 2r*	*CMF 3r*	*CMF 4r*	*CMF 5r*	*CMF comb*
from Equation 12-32	from Equation 12-33	from Table 12-22	from Equation 12-34	from Section 12.7.1	(1)*(2)*(3)*(4)*(5)
1.00	1.11	1.00	1.00	1.00	1.11

Worksheet 1C -- Multiple-Vehicle Nondriveway Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brmv}**	**Proportion of Total Crashes**	**Adjusted N_{brmv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brmv}**
	from Table 12-3		from Table 12-3	from Equation 12-10		$(4)_{TOTAL}$*(5)	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-15.22	1.68	0.84	18.006	1.000	18.006	1.11	1.00	19.953
Fatal and Injury (FI)	-16.22	1.66	0.65	5.366	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.286	5.146	1.11	1.00	5.702
Property Damage Only (PDO)	-15.62	1.69	0.87	13.410	$(5)_{TOTAL}-(5)_{FI}$ = 0.714	12.860	1.11	1.00	14.251

Worksheet 1D -- Multiple-Vehicle Nondriveway Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brmv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brmv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brmv\ (TOTAL)}$ (crashes/year)**
	from Table 12-4	$(9)_{FI}$ from Worksheet 1C	from Table 12-4	$(9)_{PDO}$ from Worksheet 1C	$(9)_{TOTAL}$ from Worksheet 1C
Total	1.000	5.702	1.000	14.251	19.953
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.730	4.163	0.778	11.087	15.250
Head-on collision	0.068	0.388	0.004	0.057	0.445
Angle collision	0.085	0.485	0.079	1.126	1.611
Sideswipe, same direction	0.015	0.086	0.031	0.442	0.527
Sideswipe, opposite direction	0.073	0.416	0.055	0.784	1.200
Other multiple-vehicle collision	0.029	0.165	0.053	0.755	0.921

Worksheet 1E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brsv}**	**Proportion of Total Crashes**	**Adjusted N_{brsv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brsv}**
	from Table 12-5		from Table 12-5	from Equation 12-13		$(4)_{TOTAL}*(5)$	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-5.47	0.56	0.81	2.327	1.000	2.327	1.11	1.00	2.579
Fatal and Injury (FI)	-3.96	0.23	0.50	0.326	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.146	0.339	1.11	1.00	0.376
Property Damage Only (PDO)	-6.51	0.64	0.87	1.910	$(5)_{TOTAL}-(5)_{FI}$ = 0.854	1.988	1.11	1.00	2.203

Worksheet 1F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brsv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brsv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brsv\ (TOTAL)}$ (crashes/year)**
	from Table 12-6	$(9)_{FI}$ from Worksheet 1E	from Table 12-6	$(9)_{PDO}$ from Worksheet 1E	$(9)_{TOTAL}$ from Worksheet 1E
Total	1.000	0.376	1.000	2.203	2.579
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with animal	0.026	0.010	0.066	0.145	0.155
Collision with fixed object	0.723	0.272	0.759	1.672	1.944
Collision with other object	0.010	0.004	0.013	0.029	0.032
Other single-vehicle collision	0.241	0.091	0.162	0.357	0.448

Worksheet 1G -- Multiple-Vehicle Driveway-Related Collisions by Driveway Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Driveway Type	**Number of driveways, n_j**	**Crashes per driveway per year, N_j**	**Coefficient for traffic adjustment, t**	**Initial N_{brdwy}**	**Overdispersion parameter, k**
		from Table 12-7	from Table 12-7	Equation 12-16 $n_j * N_j * (AADT/15,000)^t$	from Table 12-7
Major commercial	0	0.158	1.000	0.000	
Minor commercial	4	0.050	1.000	0.500	
Major industrial/institutional	1	0.172	1.000	0.430	
Minor industrial/institutional	0	0.023	1.000	0.000	--
Major residential	2	0.083	1.000	0.415	
Minor residential	31	0.016	1.000	1.240	
Other	1	0.025	1.000	0.063	
Total	--	--	--	2.648	0.81

Worksheet 1H -- Multiple-Vehicle Driveway-Related Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Initial N_{brdwy}**	**Proportion of total crashes (f_{dwy})**	**Adjusted N_{brdwy}**	**Combined CMFs**	**Calibration factor, C_r**	**Predicted N_{brdwy}**
	$(5)_{TOTAL}$ from Worksheet 1G	from Table 12-7	$(2)_{TOTAL} * (3)$	(6) from Worksheet 1B		(4)*(5)*(6)
Total	2.648	1.000	2.648	1.11	1.00	2.934
Fatal and injury (FI)	--	0.323	0.855	1.11	1.00	0.948
Property damage only (PDO)	--	0.677	1.792	1.11	1.00	1.986

Worksheet 1I -- Vehicle-Pedestrian Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	**Predicted N_{brmv}**	**Predicted N_{brsv}**	**Predicted N_{brdwy}**	**Predicted N_{br}**	**f_{pedr}**	**Calibration factor, C_r**	**Predicted N_{pedr}**
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-8		(5)*(6)*(7)
Total	19.953	2.579	2.934	25.466	0.005	1.00	0.127
Fatal and injury (FI)	--	--	--	--	--	1.00	0.127

Worksheet 1J -- Vehicle-Bicycle Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	**Predicted N_{brmv}**	**Predicted N_{brsv}**	**Predicted N_{brdwy}**	**Predicted N_{br}**	**f_{biker}**	**Calibration factor, C_r**	**Predicted N_{biker}**
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-9		(5)*(6)*(7)
Total	19.953	2.579	2.934	25.466	0.004	1.00	0.102
Fatal and injury (FI)	--	--	--	--	--	1.00	0.102

Worksheet 1K -- Crash Severity Distribution for Urban and Suburban Roadway Segments			
(1)	(2)	(3)	(4)
Collision type	**Fatal and injury (FI)**	**Property damage only (PDO)**	**Total**
	(3) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J	(5) from Worksheet 1D and 1F; and (7) from Worksheet 1H	(6) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 1D)	4.163	11.087	15.250
Head-on collisions (from Worksheet 1D)	0.388	0.057	0.445
Angle collisions (from Worksheet 1D)	0.485	1.126	1.611
Sideswipe, same direction (from Worksheet 1D)	0.086	0.442	0.527
Sideswipe, opposite direction (from Worksheet 1D)	0.416	0.784	1.200
Driveway-related collisions (from Worksheet 1H)	0.948	1.986	2.934
Other multiple-vehicle collision (from Worksheet 1D)	0.165	0.755	0.921
Subtotal	6.650	16.237	22.887
SINGLE-VEHICLE			
Collision with animal (from Worksheet 1F)	0.010	0.145	0.155
Collision with fixed object (from Worksheet 1F)	0.272	1.672	1.944
Collision with other object (from Worksheet 1F)	0.004	0.029	0.032
Other single-vehicle collision (from Worksheet 1F)	0.091	0.357	0.448
Collision with pedestrian (from Worksheet 1I)	0.127	0.000	0.127
Collision with bicycle (from Worksheet 1J)	0.102	0.000	0.102
Subtotal	0.605	2.203	2.808
Total	7.255	18.441	25.696

Worksheet 1L -- Summary Results for Urban and Suburban Roadway Segments			
(1)	(2)	(3)	(4)
Crash Severity Level	**Predicted average crash frequency, $N_{predicted\ rs}$ (crashes/year)**	**Roadway segment length, L (mi)**	**Crash rate (crashes/mi/year)**
	(Total) from Worksheet 1K		(2) / (3)
Total	25.7	1.52	16.9
Fatal and injury (FI)	7.3	1.52	4.8
Property damage only (PDO)	18.4	1.52	12.2

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	RDW	Roadway	US 17/92 NO BUILD
Agency or Company	VHB	Roadway Section	Tallahassee Blvd to Manatee St
Date Performed	01/07/21	Jurisdiction	Polk and Osceola Counties, FL
		Analysis Year	2045

Input Data		Base Conditions	Site Conditions
Roadway type (2U, 3T, 4U, 4D, ST)		--	3T
Length of segment, L (mi)		--	0.06969697
AADT (veh/day)	$AADT_{MAX}$ = 32,900 (veh/day)	--	**34,000**
Type of on-street parking (none/parallel/angle)		None	None
Proportion of curb length with on-street parking		--	0
Median width (ft) - for divided only		15	Not Present
Lighting (present / not present)		Not Present	Present
Auto speed enforcement (present / not present)		Not Present	Not Present
Major commercial driveways (number)		--	
Minor commercial driveways (number)		--	1
Major industrial / institutional driveways (number)		--	
Minor industrial / institutional driveways (number)		--	
Major residential driveways (number)		--	
Minor residential driveways (number)		--	6
Other driveways (number)		--	
Speed Category		--	Posted Speed Greater than 30 mph
Roadside fixed object density (fixed objects / mi)		0	50
Offset to roadside fixed objects (ft) [If greater than 30 or Not Present, input 30]		30	20
Calibration Factor, Cr		1.00	1.04

Worksheet 1B -- Crash Modification Factors for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
CMF for On-Street Parking	CMF for Roadside Fixed Objects	CMF for Median Width	CMF for Lighting	CMF for Automated Speed Enforcement	Combined CMF
CMF 1r	*CMF 2r*	*CMF 3r*	*CMF 4r*	*CMF 5r*	*CMF comb*
from Equation 12-32	from Equation 12-33	from Table 12-22	from Equation 12-34	from Section 12.7.1	(1)*(2)*(3)*(4)*(5)
1.00	1.06	1.00	0.93	1.00	0.99

Worksheet 1C -- Multiple-Vehicle Nondriveway Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brmv}**	**Proportion of Total Crashes**	**Adjusted N_{brmv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brmv}**
	from Table 12-3		from Table 12-3	from Equation 12-10		$(4)_{TOTAL}$*(5)	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-12.40	1.41	0.66	0.704	1.000	0.704	0.99	1.04	0.726
Fatal and Injury (FI)	-16.45	1.69	0.59	0.228	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.322	0.227	0.99	1.04	0.234
Property Damage Only (PDO)	-11.95	1.33	0.59	0.479	$(5)_{TOTAL}-(5)_{FI}$ = 0.678	0.477	0.99	1.04	0.492

Worksheet 1D -- Multiple-Vehicle Nondriveway Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brmv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brmv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brmv\ (TOTAL)}$ (crashes/year)**
	from Table 12-4	$(9)_{FI}$ from Worksheet 1C	from Table 12-4	$(9)_{PDO}$ from Worksheet 1C	$(9)_{TOTAL}$ from Worksheet 1C
Total	1.000	0.234	1.000	0.492	0.726
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.845	0.198	0.842	0.414	0.612
Head-on collision	0.034	0.008	0.020	0.010	0.018
Angle collision	0.069	0.016	0.020	0.010	0.026
Sideswipe, same direction	0.001	0.000	0.078	0.038	0.039
Sideswipe, opposite direction	0.017	0.004	0.020	0.010	0.014
Other multiple-vehicle collision	0.034	0.008	0.020	0.010	0.018

Worksheet 1E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brsv}**	**Proportion of Total Crashes**	**Adjusted N_{brsv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brsv}**
	from Table 12-5		from Table 12-5	from Equation 12-13		$(4)_{TOTAL}*(5)$	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-5.74	0.54	1.37	0.063	1.000	0.063	0.99	1.04	0.065
Fatal and Injury (FI)	-6.37	0.47	1.06	0.016	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.265	0.017	0.99	1.04	0.017
Property Damage Only (PDO)	-6.29	0.56	1.93	0.045	$(5)_{TOTAL}-(5)_{FI}$ = 0.735	0.046	0.99	1.04	0.048

Worksheet 1F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brsv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brsv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brsv\ (TOTAL)}$ (crashes/year)**
	from Table 12-6	$(9)_{FI}$ from Worksheet 1E	from Table 12-6	$(9)_{PDO}$ from Worksheet 1E	$(9)_{TOTAL}$ from Worksheet 1E
Total	1.000	0.017	1.000	0.048	0.065
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with animal	0.001	0.000	0.001	0.000	0.000
Collision with fixed object	0.688	0.012	0.963	0.046	0.058
Collision with other object	0.001	0.000	0.001	0.000	0.000
Other single-vehicle collision	0.310	0.005	0.035	0.002	0.007

Worksheet 1G -- Multiple-Vehicle Driveway-Related Collisions by Driveway Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Driveway Type	**Number of driveways, n_j**	**Crashes per driveway per year, N_j**	**Coefficient for traffic adjustment, t**	**Initial N_{brdwy}**	**Overdispersion parameter, k**
		from Table 12-7	from Table 12-7	Equation 12-16 $n_j * N_j * (AADT/15,000)^t$	from Table 12-7
Major commercial	0	0.102	1.000	0.000	
Minor commercial	1	0.032	1.000	0.073	
Major industrial/institutional	0	0.110	1.000	0.000	
Minor industrial/institutional	0	0.015	1.000	0.000	--
Major residential	0	0.053	1.000	0.000	
Minor residential	6	0.010	1.000	0.136	
Other	0	0.016	1.000	0.000	
Total	--	--	--	0.209	1.10

Worksheet 1H -- Multiple-Vehicle Driveway-Related Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Initial N_{brdwy}**	**Proportion of total crashes (f_{dwy})**	**Adjusted N_{brdwy}**	**Combined CMFs**	**Calibration factor, C_r**	**Predicted N_{brdwy}**
	$(5)_{TOTAL}$ from Worksheet 1G	from Table 12-7	$(2)_{TOTAL}$ * (3)	(6) from Worksheet 1B		(4)*(5)*(6)
Total	0.209	1.000	0.209	0.99	1.04	0.215
Fatal and injury (FI)	--	0.243	0.051	0.99	1.04	0.052
Property damage only (PDO)	--	0.757	0.158	0.99	1.04	0.163

Worksheet 1I -- Vehicle-Pedestrian Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	**Predicted N_{brmv}**	**Predicted N_{brsv}**	**Predicted N_{brdwy}**	**Predicted N_{br}**	**f_{pedr}**	**Calibration factor, C_r**	**Predicted N_{pedr}**
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-8		(5)*(6)*(7)
Total	0.726	0.065	0.215	1.006	0.013	1.04	0.014
Fatal and injury (FI)	--	--	--	--	--	1.04	0.014

Worksheet 1J -- Vehicle-Bicycle Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	**Predicted N_{brmv}**	**Predicted N_{brsv}**	**Predicted N_{brdwy}**	**Predicted N_{br}**	**f_{biker}**	**Calibration factor, C_r**	**Predicted N_{biker}**
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-9		(5)*(6)*(7)
Total	0.726	0.065	0.215	1.006	0.007	1.04	0.007
Fatal and injury (FI)	--	--	--	--	--	1.04	0.007

Worksheet 1K -- Crash Severity Distribution for Urban and Suburban Roadway Segments			
(1)	(2)	(3)	(4)
Collision type	**Fatal and injury (FI)**	**Property damage only (PDO)**	**Total**
	(3) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J	(5) from Worksheet 1D and 1F; and (7) from Worksheet 1H	(6) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 1D)	0.198	0.414	0.612
Head-on collisions (from Worksheet 1D)	0.008	0.010	0.018
Angle collisions (from Worksheet 1D)	0.016	0.010	0.026
Sideswipe, same direction (from Worksheet 1D)	0.000	0.038	0.039
Sideswipe, opposite direction (from Worksheet 1D)	0.004	0.010	0.014
Driveway-related collisions (from Worksheet 1H)	0.052	0.163	0.215
Other multiple-vehicle collision (from Worksheet 1D)	0.008	0.010	0.018
Subtotal	0.286	0.655	0.941
SINGLE-VEHICLE			
Collision with animal (from Worksheet 1F)	0.000	0.000	0.000
Collision with fixed object (from Worksheet 1F)	0.012	0.046	0.058
Collision with other object (from Worksheet 1F)	0.000	0.000	0.000
Other single-vehicle collision (from Worksheet 1F)	0.005	0.002	0.007
Collision with pedestrian (from Worksheet 1I)	0.014	0.000	0.014
Collision with bicycle (from Worksheet 1J)	0.007	0.000	0.007
Subtotal	0.038	0.048	0.086
Total	0.324	0.703	1.027

Worksheet 1L -- Summary Results for Urban and Suburban Roadway Segments			
(1)	(2)	(3)	(4)
Crash Severity Level	**Predicted average crash frequency, $N_{predicted\ rs}$ (crashes/year)**	**Roadway segment length, L (mi)**	**Crash rate (crashes/mi/year)**
	(Total) from Worksheet 1K		(2) / (3)
Total	1.0	0.07	14.7
Fatal and injury (FI)	0.3	0.07	4.7
Property damage only (PDO)	0.7	0.07	10.1

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	RDW	Roadway	US 17/92 NO BUILD
Agency or Company	VHB	Roadway Section	Manatee St to Nocatee St
Date Performed	01/07/21	Jurisdiction	Polk and Osceola Counties, FL
		Analysis Year	2045

Input Data		Base Conditions	Site Conditions
Roadway type (2U, 3T, 4U, 4D, ST)		--	2U
Length of segment, L (mi)		--	0.117424242
AADT (veh/day)	$AADT_{MAX}$ = 32,600 (veh/day)	--	**34,000**
Type of on-street parking (none/parallel/angle)		None	None
Proportion of curb length with on-street parking		--	0
Median width (ft) - for divided only		15	Not Present
Lighting (present / not present)		Not Present	Present
Auto speed enforcement (present / not present)		Not Present	Not Present
Major commercial driveways (number)		--	
Minor commercial driveways (number)		--	2
Major industrial / institutional driveways (number)		--	
Minor industrial / institutional driveways (number)		--	2
Major residential driveways (number)		--	1
Minor residential driveways (number)		--	3
Other driveways (number)		--	
Speed Category		--	Posted Speed Greater than 30 mph
Roadside fixed object density (fixed objects / mi)		0	50
Offset to roadside fixed objects (ft) [If greater than 30 or Not Present, input 30]		30	20
Calibration Factor, Cr		1.00	1.04

Worksheet 1B -- Crash Modification Factors for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
CMF for On-Street Parking	CMF for Roadside Fixed Objects	CMF for Median Width	CMF for Lighting	CMF for Automated Speed Enforcement	Combined CMF
CMF 1r	*CMF 2r*	*CMF 3r*	*CMF 4r*	*CMF 5r*	*CMF comb*
from Equation 12-32	from Equation 12-33	from Table 12-22	from Equation 12-34	from Section 12.7.1	(1)*(2)*(3)*(4)*(5)
1.00	1.11	1.00	0.93	1.00	1.03

Worksheet 1C -- Multiple-Vehicle Nondriveway Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brmv}**	**Proportion of Total Crashes**	**Adjusted N_{brmv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brmv}**
	from Table 12-3		from Table 12-3	from Equation 12-10		$(4)_{TOTAL}$*(5)	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-15.22	1.68	0.84	1.182	1.000	1.182	1.03	1.04	1.269
Fatal and Injury (FI)	-16.22	1.66	0.65	0.353	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.286	0.339	1.03	1.04	0.363
Property Damage Only (PDO)	-15.62	1.69	0.87	0.880	$(5)_{TOTAL}-(5)_{FI}$ = 0.714	0.844	1.03	1.04	0.906

Worksheet 1D -- Multiple-Vehicle Nondriveway Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brmv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brmv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brmv\ (TOTAL)}$ (crashes/year)**
	from Table 12-4	$(9)_{FI}$ from Worksheet 1C	from Table 12-4	$(9)_{PDO}$ from Worksheet 1C	$(9)_{TOTAL}$ from Worksheet 1C
Total	1.000	0.363	1.000	0.906	1.269
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.730	0.265	0.778	0.705	0.970
Head-on collision	0.068	0.025	0.004	0.004	0.028
Angle collision	0.085	0.031	0.079	0.072	0.102
Sideswipe, same direction	0.015	0.005	0.031	0.028	0.034
Sideswipe, opposite direction	0.073	0.027	0.055	0.050	0.076
Other multiple-vehicle collision	0.029	0.011	0.053	0.048	0.059

Worksheet 1E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brsv}**	**Proportion of Total Crashes**	**Adjusted N_{brsv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brsv}**
	from Table 12-5		from Table 12-5	from Equation 12-13		$(4)_{TOTAL}*(5)$	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-5.47	0.56	0.81	0.171	1.000	0.171	1.03	1.04	0.183
Fatal and Injury (FI)	-3.96	0.23	0.50	0.025	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.151	0.026	1.03	1.04	0.028
Property Damage Only (PDO)	-6.51	0.64	0.87	0.139	$(5)_{TOTAL}-(5)_{FI}$ = 0.849	0.145	1.03	1.04	0.155

Worksheet 1F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brsv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brsv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brsv\ (TOTAL)}$ (crashes/year)**
	from Table 12-6	$(9)_{FI}$ from Worksheet 1E	from Table 12-6	$(9)_{PDO}$ from Worksheet 1E	$(9)_{TOTAL}$ from Worksheet 1E
Total	1.000	0.028	1.000	0.155	0.183
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with animal	0.026	0.001	0.066	0.010	0.011
Collision with fixed object	0.723	0.020	0.759	0.118	0.138
Collision with other object	0.010	0.000	0.013	0.002	0.002
Other single-vehicle collision	0.241	0.007	0.162	0.025	0.032

Worksheet 1G -- Multiple-Vehicle Driveway-Related Collisions by Driveway Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Driveway Type	**Number of driveways, n_j**	**Crashes per driveway per year, N_j**	**Coefficient for traffic adjustment, t**	**Initial N_{brdwy}**	**Overdispersion parameter, k**
		from Table 12-7	from Table 12-7	Equation 12-16 $n_j * N_j * (AADT/15,000)^t$	from Table 12-7
Major commercial	0	0.158	1.000	0.000	
Minor commercial	2	0.050	1.000	0.227	
Major industrial/institutional	0	0.172	1.000	0.000	
Minor industrial/institutional	2	0.023	1.000	0.104	--
Major residential	1	0.083	1.000	0.188	
Minor residential	3	0.016	1.000	0.109	
Other	0	0.025	1.000	0.000	
Total	--	--	--	0.628	0.81

Worksheet 1H -- Multiple-Vehicle Driveway-Related Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Initial N_{brdwy}**	**Proportion of total crashes (f_{dwy})**	**Adjusted N_{brdwy}**	**Combined CMFs**	**Calibration factor, C_r**	**Predicted N_{brdwy}**
	$(5)_{TOTAL}$ from Worksheet 1G	from Table 12-7	$(2)_{TOTAL} * (3)$	(6) from Worksheet 1B		(4)*(5)*(6)
Total	0.628	1.000	0.628	1.03	1.04	0.674
Fatal and injury (FI)	--	0.323	0.203	1.03	1.04	0.218
Property damage only (PDO)	--	0.677	0.425	1.03	1.04	0.456

Worksheet 1I -- Vehicle-Pedestrian Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	**Predicted N_{brmv}**	**Predicted N_{brsv}**	**Predicted N_{brdwy}**	**Predicted N_{br}**	**f_{pedr}**	**Calibration factor, C_r**	**Predicted N_{pedr}**
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-8		(5)*(6)*(7)
Total	1.269	0.183	0.674	2.126	0.005	1.04	0.011
Fatal and injury (FI)	--	--	--	--	--	1.04	0.011

Worksheet 1J -- Vehicle-Bicycle Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	**Predicted N_{brmv}**	**Predicted N_{brsv}**	**Predicted N_{brdwy}**	**Predicted N_{br}**	**f_{biker}**	**Calibration factor, C_r**	**Predicted N_{biker}**
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-9		(5)*(6)*(7)
Total	1.269	0.183	0.674	2.126	0.004	1.04	0.009
Fatal and injury (FI)	--	--	--	--	--	1.04	0.009

Worksheet 1K -- Crash Severity Distribution for Urban and Suburban Roadway Segments			
(1)	(2)	(3)	(4)
Collision type	**Fatal and injury (FI)**	**Property damage only (PDO)**	**Total**
	(3) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J	(5) from Worksheet 1D and 1F; and (7) from Worksheet 1H	(6) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 1D)	0.265	0.705	0.970
Head-on collisions (from Worksheet 1D)	0.025	0.004	0.028
Angle collisions (from Worksheet 1D)	0.031	0.072	0.102
Sideswipe, same direction (from Worksheet 1D)	0.005	0.028	0.034
Sideswipe, opposite direction (from Worksheet 1D)	0.027	0.050	0.076
Driveway-related collisions (from Worksheet 1H)	0.218	0.456	0.674
Other multiple-vehicle collision (from Worksheet 1D)	0.011	0.048	0.059
Subtotal	0.581	1.362	1.943
SINGLE-VEHICLE			
Collision with animal (from Worksheet 1F)	0.001	0.010	0.011
Collision with fixed object (from Worksheet 1F)	0.020	0.118	0.138
Collision with other object (from Worksheet 1F)	0.000	0.002	0.002
Other single-vehicle collision (from Worksheet 1F)	0.007	0.025	0.032
Collision with pedestrian (from Worksheet 1I)	0.011	0.000	0.011
Collision with bicycle (from Worksheet 1J)	0.009	0.000	0.009
Subtotal	0.048	0.155	0.203
Total	0.629	1.518	2.146

Worksheet 1L -- Summary Results for Urban and Suburban Roadway Segments			
(1)	(2)	(3)	(4)
Crash Severity Level	**Predicted average crash frequency, $N_{predicted\ rs}$ (crashes/year)**	**Roadway segment length, L (mi)**	**Crash rate (crashes/mi/year)**
	(Total) from Worksheet 1K		(2) / (3)
Total	2.1	0.12	18.3
Fatal and injury (FI)	0.6	0.12	5.4
Property damage only (PDO)	1.5	0.12	12.9

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	RDW	Roadway	US 17/92 NO BUILD
Agency or Company	VHB	Roadway Section	Nocatee St to Ave A
Date Performed	01/07/21	Jurisdiction	Polk and Osceola Counties, FL
		Analysis Year	2045

Input Data		Base Conditions	Site Conditions
Roadway type (2U, 3T, 4U, 4D, ST)		--	3T
Length of segment, L (mi)		--	0.793560606
AADT (veh/day)	$AADT_{MAX}$ = 32,900 (veh/day)	--	**34,000**
Type of on-street parking (none/parallel/angle)		None	None
Proportion of curb length with on-street parking		--	0
Median width (ft) - for divided only		15	Not Present
Lighting (present / not present)		Not Present	Not Present
Auto speed enforcement (present / not present)		Not Present	Not Present
Major commercial driveways (number)		--	
Minor commercial driveways (number)		--	
Major industrial / institutional driveways (number)		--	
Minor industrial / institutional driveways (number)		--	
Major residential driveways (number)		--	
Minor residential driveways (number)		--	8
Other driveways (number)		--	
Speed Category		--	Posted Speed Greater than 30 mph
Roadside fixed object density (fixed objects / mi)		0	50
Offset to roadside fixed objects (ft) [If greater than 30 or Not Present, input 30]		30	20
Calibration Factor, Cr		1.00	1.04

Worksheet 1B -- Crash Modification Factors for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
CMF for On-Street Parking	CMF for Roadside Fixed Objects	CMF for Median Width	CMF for Lighting	CMF for Automated Speed Enforcement	Combined CMF
CMF 1r	*CMF 2r*	*CMF 3r*	*CMF 4r*	*CMF 5r*	*CMF comb*
from Equation 12-32	from Equation 12-33	from Table 12-22	from Equation 12-34	from Section 12.7.1	(1)*(2)*(3)*(4)*(5)
1.00	1.06	1.00	1.00	1.00	1.06

Worksheet 1C -- Multiple-Vehicle Nondriveway Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brmv}**	**Proportion of Total Crashes**	**Adjusted N_{brmv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brmv}**
	from Table 12-3		from Table 12-3	from Equation 12-10		$(4)_{TOTAL}$*(5)	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-12.40	1.41	0.66	8.011	1.000	8.011	1.06	1.04	8.851
Fatal and Injury (FI)	-16.45	1.69	0.59	2.592	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.322	2.581	1.06	1.04	2.852
Property Damage Only (PDO)	-11.95	1.33	0.59	5.453	$(5)_{TOTAL}-(5)_{FI}$ = 0.678	5.430	1.06	1.04	6.000

Worksheet 1D -- Multiple-Vehicle Nondriveway Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brmv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brmv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brmv\ (TOTAL)}$ (crashes/year)**
	from Table 12-4	$(9)_{FI}$ from Worksheet 1C	from Table 12-4	$(9)_{PDO}$ from Worksheet 1C	$(9)_{TOTAL}$ from Worksheet 1C
Total	1.000	2.852	1.000	6.000	8.851
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.845	2.410	0.842	5.052	7.461
Head-on collision	0.034	0.097	0.020	0.120	0.217
Angle collision	0.069	0.197	0.020	0.120	0.317
Sideswipe, same direction	0.001	0.003	0.078	0.468	0.471
Sideswipe, opposite direction	0.017	0.048	0.020	0.120	0.168
Other multiple-vehicle collision	0.034	0.097	0.020	0.120	0.217

Worksheet 1E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brsv}**	**Proportion of Total Crashes**	**Adjusted N_{brsv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brsv}**
	from Table 12-5		from Table 12-5	from Equation 12-13		$(4)_{TOTAL}*(5)$	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-5.74	0.54	1.37	0.714	1.000	0.714	1.06	1.04	0.789
Fatal and Injury (FI)	-6.37	0.47	1.06	0.183	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.265	0.189	1.06	1.04	0.209
Property Damage Only (PDO)	-6.29	0.56	1.93	0.508	$(5)_{TOTAL}-(5)_{FI}$ = 0.735	0.525	1.06	1.04	0.580

Worksheet 1F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brsv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brsv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brsv\ (TOTAL)}$ (crashes/year)**
	from Table 12-6	$(9)_{FI}$ from Worksheet 1E	from Table 12-6	$(9)_{PDO}$ from Worksheet 1E	$(9)_{TOTAL}$ from Worksheet 1E
Total	1.000	0.209	1.000	0.580	0.789
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with animal	0.001	0.000	0.001	0.001	0.001
Collision with fixed object	0.688	0.144	0.963	0.558	0.702
Collision with other object	0.001	0.000	0.001	0.001	0.001
Other single-vehicle collision	0.310	0.065	0.035	0.020	0.085

Worksheet 1G -- Multiple-Vehicle Driveway-Related Collisions by Driveway Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Driveway Type	**Number of driveways, n_j**	**Crashes per driveway per year, N_j**	**Coefficient for traffic adjustment, t**	**Initial N_{brdwy}**	**Overdispersion parameter, k**
		from Table 12-7	from Table 12-7	Equation 12-16 $n_j * N_j * (AADT/15,000)^t$	from Table 12-7
Major commercial	0	0.102	1.000	0.000	--
Minor commercial	0	0.032	1.000	0.000	
Major industrial/institutional	0	0.110	1.000	0.000	
Minor industrial/institutional	0	0.015	1.000	0.000	
Major residential	0	0.053	1.000	0.000	
Minor residential	8	0.010	1.000	0.181	
Other	0	0.016	1.000	0.000	
Total	--	--	--	0.181	1.10

Worksheet 1H -- Multiple-Vehicle Driveway-Related Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Initial N_{brdwy}**	**Proportion of total crashes (f_{dwy})**	**Adjusted N_{brdwy}**	**Combined CMFs**	**Calibration factor, C_r**	**Predicted N_{brdwy}**
	$(5)_{TOTAL}$ from Worksheet 1G	from Table 12-7	$(2)_{TOTAL} * (3)$	(6) from Worksheet 1B		(4)*(5)*(6)
Total	0.181	1.000	0.181	1.06	1.04	0.200
Fatal and injury (FI)	--	0.243	0.044	1.06	1.04	0.049
Property damage only (PDO)	--	0.757	0.137	1.06	1.04	0.152

Worksheet 1I -- Vehicle-Pedestrian Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	**Predicted N_{brmv}**	**Predicted N_{brsv}**	**Predicted N_{brdwy}**	**Predicted N_{br}**	**f_{pedr}**	**Calibration factor, C_r**	**Predicted N_{pedr}**
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-8		(5)*(6)*(7)
Total	8.851	0.789	0.200	9.841	0.013	1.04	0.133
Fatal and injury (FI)	--	--	--	--	--	1.04	0.133

Worksheet 1J -- Vehicle-Bicycle Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	**Predicted N_{brmv}**	**Predicted N_{brsv}**	**Predicted N_{brdwy}**	**Predicted N_{br}**	**f_{biker}**	**Calibration factor, C_r**	**Predicted N_{biker}**
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-9		(5)*(6)*(7)
Total	8.851	0.789	0.200	9.841	0.007	1.04	0.072
Fatal and injury (FI)	--	--	--	--	--	1.04	0.072

Worksheet 1K -- Crash Severity Distribution for Urban and Suburban Roadway Segments			
(1)	(2)	(3)	(4)
Collision type	**Fatal and injury (FI)**	**Property damage only (PDO)**	**Total**
	(3) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J	(5) from Worksheet 1D and 1F; and (7) from Worksheet 1H	(6) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 1D)	2.410	5.052	7.461
Head-on collisions (from Worksheet 1D)	0.097	0.120	0.217
Angle collisions (from Worksheet 1D)	0.197	0.120	0.317
Sideswipe, same direction (from Worksheet 1D)	0.003	0.468	0.471
Sideswipe, opposite direction (from Worksheet 1D)	0.048	0.120	0.168
Driveway-related collisions (from Worksheet 1H)	0.049	0.152	0.200
Other multiple-vehicle collision (from Worksheet 1D)	0.097	0.120	0.217
Subtotal	2.901	6.151	9.052
SINGLE-VEHICLE			
Collision with animal (from Worksheet 1F)	0.000	0.001	0.001
Collision with fixed object (from Worksheet 1F)	0.144	0.558	0.702
Collision with other object (from Worksheet 1F)	0.000	0.001	0.001
Other single-vehicle collision (from Worksheet 1F)	0.065	0.020	0.085
Collision with pedestrian (from Worksheet 1I)	0.133	0.000	0.133
Collision with bicycle (from Worksheet 1J)	0.072	0.000	0.072
Subtotal	0.414	0.580	0.994
Total	3.314	6.731	10.045

Worksheet 1L -- Summary Results for Urban and Suburban Roadway Segments			
(1)	(2)	(3)	(4)
Crash Severity Level	**Predicted average crash frequency, $N_{predicted\ rs}$ (crashes/year)**	**Roadway segment length, L (mi)**	**Crash rate (crashes/mi/year)**
	(Total) from Worksheet 1K		(2) / (3)
Total	10.0	0.79	12.7
Fatal and injury (FI)	3.3	0.79	4.2
Property damage only (PDO)	6.7	0.79	8.5

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	RDW	Roadway	US 17/92 NO BUILD
Agency or Company	VHB	Roadway Section	Ave A to Poinciana Blvd
Date Performed	01/07/21	Jurisdiction	Polk and Osceola Counties, FL
		Analysis Year	2045

Input Data		Base Conditions	Site Conditions
Roadway type (2U, 3T, 4U, 4D, ST)		--	2U
Length of segment, L (mi)		--	0.434659091
AADT (veh/day)	$AADT_{MAX}$ = 32,600 (veh/day)	--	**34,000**
Type of on-street parking (none/parallel/angle)		None	None
Proportion of curb length with on-street parking		--	0
Median width (ft) - for divided only		15	Not Present
Lighting (present / not present)		Not Present	Not Present
Auto speed enforcement (present / not present)		Not Present	Not Present
Major commercial driveways (number)		--	
Minor commercial driveways (number)		--	1
Major industrial / institutional driveways (number)		--	
Minor industrial / institutional driveways (number)		--	1
Major residential driveways (number)		--	
Minor residential driveways (number)		--	
Other driveways (number)		--	
Speed Category		--	Posted Speed Greater than 30 mph
Roadside fixed object density (fixed objects / mi)		0	50
Offset to roadside fixed objects (ft) [If greater than 30 or Not Present, input 30]		30	20
Calibration Factor, Cr		1.00	1.00

Worksheet 1B -- Crash Modification Factors for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
CMF for On-Street Parking	CMF for Roadside Fixed Objects	CMF for Median Width	CMF for Lighting	CMF for Automated Speed Enforcement	Combined CMF
CMF 1r	*CMF 2r*	*CMF 3r*	*CMF 4r*	*CMF 5r*	*CMF comb*
from Equation 12-32	from Equation 12-33	from Table 12-22	from Equation 12-34	from Section 12.7.1	(1)*(2)*(3)*(4)*(5)
1.00	1.11	1.00	1.00	1.00	1.11

Worksheet 1C -- Multiple-Vehicle Nondriveway Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brmv}**	**Proportion of Total Crashes**	**Adjusted N_{brmv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brmv}**
	from Table 12-3		from Table 12-3	from Equation 12-10		$(4)_{TOTAL}$*(5)	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-15.22	1.68	0.84	4.376	1.000	4.376	1.11	1.00	4.849
Fatal and Injury (FI)	-16.22	1.66	0.65	1.307	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.286	1.253	1.11	1.00	1.389
Property Damage Only (PDO)	-15.62	1.69	0.87	3.256	$(5)_{TOTAL}-(5)_{FI}$ = 0.714	3.123	1.11	1.00	3.461

Worksheet 1D -- Multiple-Vehicle Nondriveway Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brmv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brmv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brmv\ (TOTAL)}$ (crashes/year)**
	from Table 12-4	$(9)_{FI}$ from Worksheet 1C	from Table 12-4	$(9)_{PDO}$ from Worksheet 1C	$(9)_{TOTAL}$ from Worksheet 1C
Total	1.000	1.389	1.000	3.461	4.849
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.730	1.014	0.778	2.692	3.706
Head-on collision	0.068	0.094	0.004	0.014	0.108
Angle collision	0.085	0.118	0.079	0.273	0.391
Sideswipe, same direction	0.015	0.021	0.031	0.107	0.128
Sideswipe, opposite direction	0.073	0.101	0.055	0.190	0.292
Other multiple-vehicle collision	0.029	0.040	0.053	0.183	0.224

Worksheet 1E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brsv}**	**Proportion of Total Crashes**	**Adjusted N_{brsv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brsv}**
	from Table 12-5		from Table 12-5	from Equation 12-13		$(4)_{TOTAL}*(5)$	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-5.47	0.56	0.81	0.631	1.000	0.631	1.11	1.00	0.700
Fatal and Injury (FI)	-3.96	0.23	0.50	0.091	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.151	0.095	1.11	1.00	0.106
Property Damage Only (PDO)	-6.51	0.64	0.87	0.514	$(5)_{TOTAL}-(5)_{FI}$ = 0.849	0.536	1.11	1.00	0.594

Worksheet 1F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brsv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brsv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brsv\ (TOTAL)}$ (crashes/year)**
	from Table 12-6	$(9)_{FI}$ from Worksheet 1E	from Table 12-6	$(9)_{PDO}$ from Worksheet 1E	$(9)_{TOTAL}$ from Worksheet 1E
Total	1.000	0.106	1.000	0.594	0.700
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with animal	0.026	0.003	0.066	0.039	0.042
Collision with fixed object	0.723	0.076	0.759	0.451	0.527
Collision with other object	0.010	0.001	0.013	0.008	0.009
Other single-vehicle collision	0.241	0.025	0.162	0.096	0.122

Worksheet 1G -- Multiple-Vehicle Driveway-Related Collisions by Driveway Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Driveway Type	**Number of driveways, n_j**	**Crashes per driveway per year, N_j**	**Coefficient for traffic adjustment, t**	**Initial N_{brdwy}**	**Overdispersion parameter, k**
		from Table 12-7	from Table 12-7	Equation 12-16 $n_j * N_j * (AADT/15,000)^t$	from Table 12-7
Major commercial	0	0.158	1.000	0.000	
Minor commercial	1	0.050	1.000	0.113	
Major industrial/institutional	0	0.172	1.000	0.000	
Minor industrial/institutional	1	0.023	1.000	0.052	--
Major residential	0	0.083	1.000	0.000	
Minor residential	0	0.016	1.000	0.000	
Other	0	0.025	1.000	0.000	
Total	--	--	--	0.165	0.81

Worksheet 1H -- Multiple-Vehicle Driveway-Related Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Initial N_{brdwy}**	**Proportion of total crashes (f_{dwy})**	**Adjusted N_{brdwy}**	**Combined CMFs**	**Calibration factor, C_r**	**Predicted N_{brdwy}**
	$(5)_{TOTAL}$ from Worksheet 1G	from Table 12-7	$(2)_{TOTAL}$ * (3)	(6) from Worksheet 1B		(4)*(5)*(6)
Total	0.165	1.000	0.165	1.11	1.00	0.183
Fatal and injury (FI)	--	0.323	0.053	1.11	1.00	0.059
Property damage only (PDO)	--	0.677	0.112	1.11	1.00	0.124

Worksheet 1I -- Vehicle-Pedestrian Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	**Predicted N_{brmv}**	**Predicted N_{brsv}**	**Predicted N_{brdwy}**	**Predicted N_{br}**	**f_{pedr}**	**Calibration factor, C_r**	**Predicted N_{pedr}**
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-8		(5)*(6)*(7)
Total	4.849	0.700	0.183	5.732	0.005	1.00	0.029
Fatal and injury (FI)	--	--	--	--	--	1.00	0.029

Worksheet 1J -- Vehicle-Bicycle Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	**Predicted N_{brmv}**	**Predicted N_{brsv}**	**Predicted N_{brdwy}**	**Predicted N_{br}**	**f_{biker}**	**Calibration factor, C_r**	**Predicted N_{biker}**
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-9		(5)*(6)*(7)
Total	4.849	0.700	0.183	5.732	0.004	1.00	0.023
Fatal and injury (FI)	--	--	--	--	--	1.00	0.023

Worksheet 1K -- Crash Severity Distribution for Urban and Suburban Roadway Segments			
(1)	(2)	(3)	(4)
Collision type	**Fatal and injury (FI)**	**Property damage only (PDO)**	**Total**
	(3) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J	(5) from Worksheet 1D and 1F; and (7) from Worksheet 1H	(6) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 1D)	1.014	2.692	3.706
Head-on collisions (from Worksheet 1D)	0.094	0.014	0.108
Angle collisions (from Worksheet 1D)	0.118	0.273	0.391
Sideswipe, same direction (from Worksheet 1D)	0.021	0.107	0.128
Sideswipe, opposite direction (from Worksheet 1D)	0.101	0.190	0.292
Driveway-related collisions (from Worksheet 1H)	0.059	0.124	0.183
Other multiple-vehicle collision (from Worksheet 1D)	0.040	0.183	0.224
Subtotal	1.448	3.585	5.033
SINGLE-VEHICLE			
Collision with animal (from Worksheet 1F)	0.003	0.039	0.042
Collision with fixed object (from Worksheet 1F)	0.076	0.451	0.527
Collision with other object (from Worksheet 1F)	0.001	0.008	0.009
Other single-vehicle collision (from Worksheet 1F)	0.025	0.096	0.122
Collision with pedestrian (from Worksheet 1I)	0.029	0.000	0.029
Collision with bicycle (from Worksheet 1J)	0.023	0.000	0.023
Subtotal	0.157	0.594	0.751
Total	1.605	4.179	5.784

Worksheet 1L -- Summary Results for Urban and Suburban Roadway Segments			
(1)	(2)	(3)	(4)
Crash Severity Level	**Predicted average crash frequency, $N_{predicted\ rs}$ (crashes/year)**	**Roadway segment length, L (mi)**	**Crash rate (crashes/mi/year)**
	(Total) from Worksheet 1K		(2) / (3)
Total	5.8	0.43	13.3
Fatal and injury (FI)	1.6	0.43	3.7
Property damage only (PDO)	4.2	0.43	9.6

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	RDW	Roadway	US 17/92 NO BUILD
Agency or Company	VHB	Intersection	Osceola Polk Line Rd
Date Performed	01/07/21	Jurisdiction	Polk and Osceola Counties, FL
		Analysis Year	2045

Input Data		Base Conditions	Site Conditions
Intersection type (3ST, 3SG, 4ST, 4SG)		--	3SG
AADT $_{major}$ (veh/day)	$AADT_{MAX}$ = 58,100 (veh/day)	--	43,500
AADT $_{minor}$ (veh/day)	$AADT_{MAX}$ = 16,400 (veh/day)	--	2,400
Intersection lighting (present/not present)		Not Present	Not Present
Calibration factor, C_i		1.00	1.56
Data for unsignalized intersections only:		--	--
Number of major-road approaches with left-turn lanes (0,1,2)		0	
Number of major-road approaches with right-turn lanes (0,1,2)		0	
Data for signalized intersections only:		--	--
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	2
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	2
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	2
Type of left-turn signal phasing for Leg #1		Permissive	Permissive
Type of left-turn signal phasing for Leg #2		--	Protected
Type of left-turn signal phasing for Leg #3		--	Not Applicable
Type of left-turn signal phasing for Leg #4 (if applicable)		--	Not Applicable
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	0
Intersection red light cameras (present/not present)		Not Present	Not Present
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			6
Maximum number of lanes crossed by a pedestrian (n_{lanesx})		--	3
Number of bus stops within 300 m (1,000 ft) of the intersection		0	0
Schools within 300 m (1,000 ft) of the intersection (present/not present)		Not Present	Not Present
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection		0	0

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	*CMF 2i*	*CMF 3i*	*CMF 4i*	*CMF 5i*	*CMF 6i*	*CMF $_{COMB}$*
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
0.86	0.94	0.92	1.00	1.00	1.00	0.75

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bimv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bimv}**
	from Table 12-10			from Table 12-10	from Equation 12-21		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-12.13	1.11	0.26	0.33	5.749	1.000	5.749	0.75	1.56	6.682
Fatal and Injury (FI)	-11.58	1.02	0.17	0.30	1.891	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.347	1.993	0.75	1.56	2.317
Property Damage Only (PDO)	-13.24	1.14	0.30	0.36	3.564	$(5)_{TOTAL}-(5)_{FI}$ = 0.653	3.756	0.75	1.56	4.365

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bimv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bimv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bimv\ (TOTAL)}$ (crashes/year)**
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	2.317	1.000	4.365	6.682
		(2)*$(3)_{FI}$		(4)*$(5)_{PDO}$	(3)+(5)
Rear-end collision	0.549	1.272	0.546	2.383	3.655
Head-on collision	0.038	0.088	0.020	0.087	0.175
Angle collision	0.280	0.649	0.204	0.890	1.539
Sideswipe	0.076	0.176	0.032	0.140	0.316
Other multiple-vehicle collision	0.057	0.132	0.198	0.864	0.996

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bisv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bisv}**
	from Table 12-12			from Table 12-12	from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-9.02	0.42	0.40	0.36	0.241	1.000	0.241	0.75	1.56	0.281
Fatal and Injury (FI)	-9.75	0.27	0.51	0.24	0.055	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.233	0.056	0.75	1.56	0.065
Property Damage Only (PDO)	-9.08	0.45	0.33	0.53	0.182	$(5)_{TOTAL}-(5)_{FI}$ = 0.767	0.185	0.75	1.56	0.215

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bisv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bisv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bisv\ (TOTAL)}$ (crashes/year)**
	from Table 12-13	$(9)_{FI}$ from Worksheet 2E	from Table 12-13	$(9)_{PDO}$ from Worksheet 2E	$(9)_{PDO}$ from Worksheet 2E
Total	1.000	0.065	1.000	0.215	0.281
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.000	0.000
Collision with animal	0.001	0.000	0.003	0.001	0.001
Collision with fixed object	0.653	0.043	0.895	0.193	0.235
Collision with other object	0.091	0.006	0.069	0.015	0.021
Other single-vehicle collision	0.045	0.003	0.018	0.004	0.007
Single-vehicle noncollision	0.209	0.014	0.014	0.003	0.017

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{pedi}**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16		(4)*(5)*(6)
Total	--	--	--	--	1.56	--
Fatal and injury (FI)	--	--	--	--	1.56	--

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF_{1p}	CMF_{2p}	CMF_{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
1.00	1.00	1.00	1.00

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**SPF Coefficients**					**Overdispersion Parameter, k**	**$N_{pedbase}$**	**Combined CMF**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	-6.60	0.05	0.24	0.41	0.09	0.52	0.003	1.00	1.56	0.005
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	1.56	0.005

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{bikei}**	**Calibration factor, C_i**	**Predicted N_{bikei}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17		(4)*(5)*(6)
Total	6.682	0.281	6.962	0.011	1.56	0.119
Fatal and injury (FI)	--	--	--	--	1.56	0.119

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)
Collision type	**Fatal and injury (FI)**	**Property damage only (PDO)**	**Total**
	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	1.272	2.383	3.655
Head-on collisions (from Worksheet 2D)	0.088	0.087	0.175
Angle collisions (from Worksheet 2D)	0.649	0.890	1.539
Sideswipe (from Worksheet 2D)	0.176	0.140	0.316
Other multiple-vehicle collision (from Worksheet 2D)	0.132	0.864	0.996
Subtotal	2.317	4.365	6.682
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.001	0.001
Collision with fixed object (from Worksheet 2F)	0.043	0.193	0.235
Collision with other object (from Worksheet 2F)	0.006	0.015	0.021
Other single-vehicle collision (from Worksheet 2F)	0.003	0.004	0.007
Single-vehicle noncollision (from Worksheet 2F)	0.014	0.003	0.017
Collision with pedestrian (from Worksheet 2G or 2I)	0.005	0.000	0.005
Collision with bicycle (from Worksheet 2J)	0.119	0.000	0.119
Subtotal	0.190	0.215	0.405
Total	2.506	4.580	7.087

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections

(1)	(2)
Crash severity level	**Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)**
	(Total) from Worksheet 2K
Total	7.1
Fatal and injury (FI)	2.5
Property damage only (PDO)	4.6

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	RDW	Roadway	US 17/92 NO BUILD
Agency or Company	VHB	Intersection	Old Tampa Hwy
Date Performed	01/07/21	Jurisdiction	Polk and Osceola Counties, FL
		Analysis Year	2045

Input Data		Base Conditions	Site Conditions
Intersection type (3ST, 3SG, 4ST, 4SG)		--	3ST
AADT $_{major}$ (veh/day)	$AADT_{MAX}$ = 45,700 (veh/day)	--	43,500
AADT $_{minor}$ (veh/day)	$AADT_{MAX}$ = 9,300 (veh/day)	--	300
Intersection lighting (present/not present)		Not Present	Not Present
Calibration factor, C_i		1.00	0.98
Data for unsignalized intersections only:		--	--
Number of major-road approaches with left-turn lanes (0,1,2)		0	1
Number of major-road approaches with right-turn lanes (0,1,2)		0	0
Data for signalized intersections only:		--	--
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	
Type of left-turn signal phasing for Leg #1		Permissive	
Type of left-turn signal phasing for Leg #2		--	
Type of left-turn signal phasing for Leg #3		--	
Type of left-turn signal phasing for Leg #4 (if applicable)		--	
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	
Intersection red light cameras (present/not present)		Not Present	
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			
Maximum number of lanes crossed by a pedestrian (n_{lanesx})		--	
Number of bus stops within 300 m (1,000 ft) of the intersection		0	
Schools within 300 m (1,000 ft) of the intersection (present/not present)		Not Present	
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection		0	

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	*CMF 2i*	*CMF 3i*	*CMF 4i*	*CMF 5i*	*CMF 6i*	*CMF $_{COMB}$*
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
0.67	1.00	1.00	1.00	1.00	1.00	0.67

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bimv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bimv}**
	from Table 12-10			from Table 12-10	from Equation 12-21		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-13.36	1.11	0.41	0.80	2.302	1.000	2.302	0.67	0.98	1.512
Fatal and Injury (FI)	-14.01	1.16	0.30	0.69	1.095	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.437	1.005	0.67	0.98	0.660
Property Damage Only (PDO)	-15.38	1.20	0.51	0.77	1.413	$(5)_{TOTAL}-(5)_{FI}$ = 0.563	1.297	0.67	0.98	0.852

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bimv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bimv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bimv\ (TOTAL)}$ (crashes/year)**
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	0.660	1.000	0.852	1.512
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.421	0.278	0.440	0.375	0.653
Head-on collision	0.045	0.030	0.023	0.020	0.049
Angle collision	0.343	0.226	0.262	0.223	0.450
Sideswipe	0.126	0.083	0.040	0.034	0.117
Other multiple-vehicle collision	0.065	0.043	0.235	0.200	0.243

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bisv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bisv}**
	from Table 12-12			from Table 12-12	from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-6.81	0.16	0.51	1.14	0.112	1.000	0.112	0.67	0.98	0.073
Fatal and Injury (FI)	--	--	--	--	0.035	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.308	0.034	0.67	0.98	0.023
Property Damage Only (PDO)	-8.36	0.25	0.55	1.29	0.078	$(5)_{TOTAL}-(5)_{FI}$ = 0.692	0.077	0.67	0.98	0.051

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bisv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bisv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bisv\ (TOTAL)}$ (crashes/year)**
	from Table 12-13	$(9)_{FI}$ from Worksheet 2E	from Table 12-13	$(9)_{PDO}$ from Worksheet 2E	$(9)_{PDO}$ from Worksheet 2E
Total	1.000	0.023	1.000	0.051	0.073
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.003	0.000	0.000
Collision with animal	0.003	0.000	0.018	0.001	0.001
Collision with fixed object	0.762	0.017	0.834	0.042	0.060
Collision with other object	0.090	0.002	0.092	0.005	0.007
Other single-vehicle collision	0.039	0.001	0.023	0.001	0.002
Single-vehicle noncollision	0.105	0.002	0.030	0.002	0.004

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{pedi}**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16		(4)*(5)*(6)
Total	1.512	0.073	1.586	0.021	0.98	0.033
Fatal and injury (FI)	--	--	--	--	0.98	0.033

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF_{1p}	CMF_{2p}	CMF_{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
--	--	--	--

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**SPF Coefficients**					**Overdispersion Parameter, k**	**$N_{pedbase}$**	**Combined CMF**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	--	--	--	--	--	--	--	--	0.98	--
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	0.98	--

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{bikei}**	**Calibration factor, C_i**	**Predicted N_{bikei}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17		(4)*(5)*(6)
Total	1.512	0.073	1.586	0.016	0.98	0.025
Fatal and injury (FI)	--	--	--	--	0.98	0.025

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)
Collision type	**Fatal and injury (FI)**	**Property damage only (PDO)**	**Total**
	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	0.278	0.375	0.653
Head-on collisions (from Worksheet 2D)	0.030	0.020	0.049
Angle collisions (from Worksheet 2D)	0.226	0.223	0.450
Sideswipe (from Worksheet 2D)	0.083	0.034	0.117
Other multiple-vehicle collision (from Worksheet 2D)	0.043	0.200	0.243
Subtotal	0.660	0.852	1.512
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.001	0.001
Collision with fixed object (from Worksheet 2F)	0.017	0.042	0.060
Collision with other object (from Worksheet 2F)	0.002	0.005	0.007
Other single-vehicle collision (from Worksheet 2F)	0.001	0.001	0.002
Single-vehicle noncollision (from Worksheet 2F)	0.002	0.002	0.004
Collision with pedestrian (from Worksheet 2G or 2I)	0.033	0.000	0.033
Collision with bicycle (from Worksheet 2J)	0.025	0.000	0.025
Subtotal	0.080	0.051	0.131
Total	0.740	0.903	1.643

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections

(1)	(2)
Crash severity level	**Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)**
	(Total) from Worksheet 2K
Total	1.6
Fatal and injury (FI)	0.7
Property damage only (PDO)	0.9

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	RDW	Roadway	US 17/92 NO BUILD
Agency or Company	VHB	Intersection	Tallahassee Blvd
Date Performed	01/07/21	Jurisdiction	Polk and Osceola Counties, FL
		Analysis Year	2045

Input Data		Base Conditions	Site Conditions
Intersection type (3ST, 3SG, 4ST, 4SG)		--	3ST
AADT $_{major}$ (veh/day)	$AADT_{MAX}$ = 45,700 (veh/day)	--	37,500
AADT $_{minor}$ (veh/day)	$AADT_{MAX}$ = 9,300 (veh/day)	--	3,800
Intersection lighting (present/not present)		Not Present	Not Present
Calibration factor, C_i		1.00	0.98
Data for unsignalized intersections only:		--	--
Number of major-road approaches with left-turn lanes (0,1,2)		0	2
Number of major-road approaches with right-turn lanes (0,1,2)		0	0
Data for signalized intersections only:		--	--
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	
Type of left-turn signal phasing for Leg #1		Permissive	
Type of left-turn signal phasing for Leg #2		--	
Type of left-turn signal phasing for Leg #3		--	
Type of left-turn signal phasing for Leg #4 (if applicable)		--	
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	
Intersection red light cameras (present/not present)		Not Present	
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			
Maximum number of lanes crossed by a pedestrian (n_{lanesx})		--	
Number of bus stops within 300 m (1,000 ft) of the intersection		0	
Schools within 300 m (1,000 ft) of the intersection (present/not present)		Not Present	
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection		0	

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	*CMF 2i*	*CMF 3i*	*CMF 4i*	*CMF 5i*	*CMF 6i*	*CMF $_{COMB}$*
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
0.45	1.00	1.00	1.00	1.00	1.00	0.45

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bimv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bimv}**
	from Table 12-10			from Table 12-10	from Equation 12-21		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-13.36	1.11	0.41	0.80	5.530	1.000	5.530	0.45	0.98	2.446
Fatal and Injury (FI)	-14.01	1.16	0.30	0.69	1.974	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.314	1.735	0.45	0.98	0.768
Property Damage Only (PDO)	-15.38	1.20	0.51	0.77	4.316	$(5)_{TOTAL}-(5)_{FI}$ = 0.686	3.794	0.45	0.98	1.679

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bimv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bimv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bimv\ (TOTAL)}$ (crashes/year)**
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	0.768	1.000	1.679	2.446
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.421	0.323	0.440	0.739	1.062
Head-on collision	0.045	0.035	0.023	0.039	0.073
Angle collision	0.343	0.263	0.262	0.440	0.703
Sideswipe	0.126	0.097	0.040	0.067	0.164
Other multiple-vehicle collision	0.065	0.050	0.235	0.394	0.444

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bisv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bisv}**
	from Table 12-12			from Table 12-12	from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-6.81	0.16	0.51	1.14	0.398	1.000	0.398	0.45	0.98	0.176
Fatal and Injury (FI)	--	--	--	--	0.123	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.289	0.115	0.45	0.98	0.051
Property Damage Only (PDO)	-8.36	0.25	0.55	1.29	0.303	$(5)_{TOTAL}-(5)_{FI}$ = 0.711	0.283	0.45	0.98	0.125

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bisv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bisv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bisv\ (TOTAL)}$ (crashes/year)**
	from Table 12-13	$(9)_{FI}$ from Worksheet 2E	from Table 12-13	$(9)_{PDO}$ from Worksheet 2E	$(9)_{PDO}$ from Worksheet 2E
Total	1.000	0.051	1.000	0.125	0.176
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.003	0.000	0.000
Collision with animal	0.003	0.000	0.018	0.002	0.002
Collision with fixed object	0.762	0.039	0.834	0.104	0.143
Collision with other object	0.090	0.005	0.092	0.012	0.016
Other single-vehicle collision	0.039	0.002	0.023	0.003	0.005
Single-vehicle noncollision	0.105	0.005	0.030	0.004	0.009

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{pedi}**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16		(4)*(5)*(6)
Total	2.446	0.176	2.623	0.021	0.98	0.054
Fatal and injury (FI)	--	--	--	--	0.98	0.054

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF_{1p}	CMF_{2p}	CMF_{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
--	--	--	--

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**SPF Coefficients**					**Overdispersion Parameter, k**	**$N_{pedbase}$**	**Combined CMF**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	--	--	--	--	--	--	--	--	0.98	--
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	0.98	--

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{bikei}**	**Calibration factor, C_i**	**Predicted N_{bikei}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17		(4)*(5)*(6)
Total	2.446	0.176	2.623	0.016	0.98	0.041
Fatal and injury (FI)	--	--	--	--	0.98	0.041

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)
Collision type	**Fatal and injury (FI)**	**Property damage only (PDO)**	**Total**
	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	0.323	0.739	1.062
Head-on collisions (from Worksheet 2D)	0.035	0.039	0.073
Angle collisions (from Worksheet 2D)	0.263	0.440	0.703
Sideswipe (from Worksheet 2D)	0.097	0.067	0.164
Other multiple-vehicle collision (from Worksheet 2D)	0.050	0.394	0.444
Subtotal	0.768	1.679	2.446
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.002	0.002
Collision with fixed object (from Worksheet 2F)	0.039	0.104	0.143
Collision with other object (from Worksheet 2F)	0.005	0.012	0.016
Other single-vehicle collision (from Worksheet 2F)	0.002	0.003	0.005
Single-vehicle noncollision (from Worksheet 2F)	0.005	0.004	0.009
Collision with pedestrian (from Worksheet 2G or 2I)	0.054	0.000	0.054
Collision with bicycle (from Worksheet 2J)	0.041	0.000	0.041
Subtotal	0.146	0.125	0.271
Total	0.914	1.804	2.718

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections

(1)	(2)
Crash severity level	**Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)**
	(Total) from Worksheet 2K
Total	2.7
Fatal and injury (FI)	0.9
Property damage only (PDO)	1.8

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	RDW	Roadway	US 17/92 NO BUILD
Agency or Company	VHB	Intersection	Manatee St
Date Performed	01/07/21	Jurisdiction	Polk and Osceola Counties, FL
		Analysis Year	2045

Input Data		Base Conditions	Site Conditions
Intersection type (3ST, 3SG, 4ST, 4SG)		--	3ST
AADT $_{major}$ (veh/day)	$AADT_{MAX}$ = 45,700 (veh/day)	--	34,000
AADT $_{minor}$ (veh/day)	$AADT_{MAX}$ = 9,300 (veh/day)	--	1,600
Intersection lighting (present/not present)		Not Present	Not Present
Calibration factor, C_i		1.00	0.98
Data for unsignalized intersections only:		--	--
Number of major-road approaches with left-turn lanes (0,1,2)		0	2
Number of major-road approaches with right-turn lanes (0,1,2)		0	0
Data for signalized intersections only:		--	--
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	
Type of left-turn signal phasing for Leg #1		Permissive	
Type of left-turn signal phasing for Leg #2		--	
Type of left-turn signal phasing for Leg #3		--	
Type of left-turn signal phasing for Leg #4 (if applicable)		--	
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	
Intersection red light cameras (present/not present)		Not Present	
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			
Maximum number of lanes crossed by a pedestrian (n_{lanesx})		--	
Number of bus stops within 300 m (1,000 ft) of the intersection		0	
Schools within 300 m (1,000 ft) of the intersection (present/not present)		Not Present	
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection		0	

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	*CMF 2i*	*CMF 3i*	*CMF 4i*	*CMF 5i*	*CMF 6i*	*CMF $_{COMB}$*
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
0.45	1.00	1.00	1.00	1.00	1.00	0.45

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bimv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bimv}**
	from Table 12-10			from Table 12-10	from Equation 12-21		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-13.36	1.11	0.41	0.80	3.479	1.000	3.479	0.45	0.98	1.538
Fatal and Injury (FI)	-14.01	1.16	0.30	0.69	1.359	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.355	1.235	0.45	0.98	0.546
Property Damage Only (PDO)	-15.38	1.20	0.51	0.77	2.468	$(5)_{TOTAL}-(5)_{FI}$ = 0.645	2.244	0.45	0.98	0.992

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bimv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bimv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bimv\ (TOTAL)}$ (crashes/year)**
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	0.546	1.000	0.992	1.538
		(2)*$(3)_{FI}$		(4)*$(5)_{PDO}$	(3)+(5)
Rear-end collision	0.421	0.230	0.440	0.436	0.666
Head-on collision	0.045	0.025	0.023	0.023	0.047
Angle collision	0.343	0.187	0.262	0.260	0.447
Sideswipe	0.126	0.069	0.040	0.040	0.108
Other multiple-vehicle collision	0.065	0.035	0.235	0.233	0.269

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bisv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bisv}**
	from Table 12-12			from Table 12-12	from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-6.81	0.16	0.51	1.14	0.252	1.000	0.252	0.45	0.98	0.111
Fatal and Injury (FI)	--	--	--	--	0.078	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.298	0.075	0.45	0.98	0.033
Property Damage Only (PDO)	-8.36	0.25	0.55	1.29	0.184	$(5)_{TOTAL}-(5)_{FI}$ = 0.702	0.177	0.45	0.98	0.078

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bisv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bisv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bisv\ (TOTAL)}$ (crashes/year)**
	from Table 12-13	$(9)_{FI}$ from Worksheet 2E	from Table 12-13	$(9)_{PDO}$ from Worksheet 2E	$(9)_{PDO}$ from Worksheet 2E
Total	1.000	0.033	1.000	0.078	0.111
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.003	0.000	0.000
Collision with animal	0.003	0.000	0.018	0.001	0.002
Collision with fixed object	0.762	0.025	0.834	0.065	0.091
Collision with other object	0.090	0.003	0.092	0.007	0.010
Other single-vehicle collision	0.039	0.001	0.023	0.002	0.003
Single-vehicle noncollision	0.105	0.003	0.030	0.002	0.006

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{pedi}**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16		(4)*(5)*(6)
Total	1.538	0.111	1.649	0.021	0.98	0.034
Fatal and injury (FI)	--	--	--	--	0.98	0.034

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF_{1p}	CMF_{2p}	CMF_{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
--	--	--	--

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**SPF Coefficients**					**Overdispersion Parameter, k**	**$N_{pedbase}$**	**Combined CMF**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	--	--	--	--	--	--	--	--	0.98	--
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	0.98	--

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{bikei}**	**Calibration factor, C_i**	**Predicted N_{bikei}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17		(4)*(5)*(6)
Total	1.538	0.111	1.649	0.016	0.98	0.026
Fatal and injury (FI)	--	--	--	--	0.98	0.026

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)
Collision type	**Fatal and injury (FI)**	**Property damage only (PDO)**	**Total**
	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	0.230	0.436	0.666
Head-on collisions (from Worksheet 2D)	0.025	0.023	0.047
Angle collisions (from Worksheet 2D)	0.187	0.260	0.447
Sideswipe (from Worksheet 2D)	0.069	0.040	0.108
Other multiple-vehicle collision (from Worksheet 2D)	0.035	0.233	0.269
Subtotal	0.546	0.992	1.538
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.001	0.002
Collision with fixed object (from Worksheet 2F)	0.025	0.065	0.091
Collision with other object (from Worksheet 2F)	0.003	0.007	0.010
Other single-vehicle collision (from Worksheet 2F)	0.001	0.002	0.003
Single-vehicle noncollision (from Worksheet 2F)	0.003	0.002	0.006
Collision with pedestrian (from Worksheet 2G or 2I)	0.034	0.000	0.034
Collision with bicycle (from Worksheet 2J)	0.026	0.000	0.026
Subtotal	0.093	0.078	0.171
Total	0.639	1.070	1.709

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections

(1)	(2)
Crash severity level	**Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)**
	(Total) from Worksheet 2K
Total	1.7
Fatal and injury (FI)	0.6
Property damage only (PDO)	1.1

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	RDW	Roadway	US 17/92 NO BUILD
Agency or Company	VHB	Intersection	Nocatee St
Date Performed	01/07/21	Jurisdiction	Polk and Osceola Counties, FL
		Analysis Year	2045

Input Data		Base Conditions	Site Conditions
Intersection type (3ST, 3SG, 4ST, 4SG)		--	3ST
AADT $_{major}$ (veh/day)	$AADT_{MAX}$ = 45,700 (veh/day)	--	34,000
AADT $_{minor}$ (veh/day)	$AADT_{MAX}$ = 9,300 (veh/day)	--	**30,000**
Intersection lighting (present/not present)		Not Present	Not Present
Calibration factor, C_i		1.00	0.98
Data for unsignalized intersections only:		--	--
Number of major-road approaches with left-turn lanes (0,1,2)		0	0
Number of major-road approaches with right-turn lanes (0,1,2)		0	0
Data for signalized intersections only:		--	--
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	
Type of left-turn signal phasing for Leg #1		Permissive	
Type of left-turn signal phasing for Leg #2		--	
Type of left-turn signal phasing for Leg #3		--	
Type of left-turn signal phasing for Leg #4 (if applicable)		--	
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	
Intersection red light cameras (present/not present)		Not Present	
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			
Maximum number of lanes crossed by a pedestrian (n_{lanesx})		--	
Number of bus stops within 300 m (1,000 ft) of the intersection		0	
Schools within 300 m (1,000 ft) of the intersection (present/not present)		Not Present	
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection		0	

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	*CMF 2i*	*CMF 3i*	*CMF 4i*	*CMF 5i*	*CMF 6i*	*CMF $_{COMB}$*
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
1.00	1.00	1.00	1.00	1.00	1.00	1.00

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bimv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bimv}**
	from Table 12-10			from Table 12-10	from Equation 12-21		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-13.36	1.11	0.41	0.80	11.571	1.000	11.571	1.00	0.98	11.397
Fatal and Injury (FI)	-14.01	1.16	0.30	0.69	3.275	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.229	2.653	1.00	0.98	2.613
Property Damage Only (PDO)	-15.38	1.20	0.51	0.77	11.007	$(5)_{TOTAL}-(5)_{FI}$ = 0.771	8.918	1.00	0.98	8.783

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bimv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bimv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bimv\ (TOTAL)}$ (crashes/year)**
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	2.613	1.000	8.783	11.397
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.421	1.100	0.440	3.865	4.965
Head-on collision	0.045	0.118	0.023	0.202	0.320
Angle collision	0.343	0.896	0.262	2.301	3.198
Sideswipe	0.126	0.329	0.040	0.351	0.681
Other multiple-vehicle collision	0.065	0.170	0.235	2.064	2.234

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bisv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bisv}**
	from Table 12-12			from Table 12-12	from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-6.81	0.16	0.51	1.14	1.124	1.000	1.124	1.00	0.98	1.107
Fatal and Injury (FI)	--	--	--	--	0.348	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.274	0.308	1.00	0.98	0.304
Property Damage Only (PDO)	-8.36	0.25	0.55	1.29	0.922	$(5)_{TOTAL}-(5)_{FI}$ = 0.726	0.816	1.00	0.98	0.803

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bisv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bisv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bisv\ (TOTAL)}$ (crashes/year)**
	from Table 12-13	$(9)_{FI}$ from Worksheet 2E	from Table 12-13	$(9)_{PDO}$ from Worksheet 2E	$(9)_{PDO}$ from Worksheet 2E
Total	1.000	0.304	1.000	0.803	1.107
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.003	0.002	0.003
Collision with animal	0.003	0.001	0.018	0.014	0.015
Collision with fixed object	0.762	0.231	0.834	0.670	0.902
Collision with other object	0.090	0.027	0.092	0.074	0.101
Other single-vehicle collision	0.039	0.012	0.023	0.018	0.030
Single-vehicle noncollision	0.105	0.032	0.030	0.024	0.056

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{pedi}**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16		(4)*(5)*(6)
Total	11.397	1.107	12.504	0.021	0.98	0.257
Fatal and injury (FI)	--	--	--	--	0.98	0.257

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF_{1p}	CMF_{2p}	CMF_{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
--	--	--	--

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**SPF Coefficients**					**Overdispersion Parameter, k**	**$N_{pedbase}$**	**Combined CMF**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	--	--	--	--	--	--	--	--	0.98	--
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	0.98	--

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{bikei}**	**Calibration factor, C_i**	**Predicted N_{bikei}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17		(4)*(5)*(6)
Total	11.397	1.107	12.504	0.016	0.98	0.196
Fatal and injury (FI)	--	--	--	--	0.98	0.196

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)
Collision type	**Fatal and injury (FI)**	**Property damage only (PDO)**	**Total**
	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	1.100	3.865	4.965
Head-on collisions (from Worksheet 2D)	0.118	0.202	0.320
Angle collisions (from Worksheet 2D)	0.896	2.301	3.198
Sideswipe (from Worksheet 2D)	0.329	0.351	0.681
Other multiple-vehicle collision (from Worksheet 2D)	0.170	2.064	2.234
Subtotal	2.613	8.783	11.397
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.002	0.003
Collision with animal (from Worksheet 2F)	0.001	0.014	0.015
Collision with fixed object (from Worksheet 2F)	0.231	0.670	0.902
Collision with other object (from Worksheet 2F)	0.027	0.074	0.101
Other single-vehicle collision (from Worksheet 2F)	0.012	0.018	0.030
Single-vehicle noncollision (from Worksheet 2F)	0.032	0.024	0.056
Collision with pedestrian (from Worksheet 2G or 2I)	0.257	0.000	0.257
Collision with bicycle (from Worksheet 2J)	0.196	0.000	0.196
Subtotal	0.757	0.803	1.561
Total	3.370	9.587	12.957

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections

(1)	(2)
Crash severity level	**Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)**
	(Total) from Worksheet 2K
Total	13.0
Fatal and injury (FI)	3.4
Property damage only (PDO)	9.6

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	RDW	Roadway	US 17/92 NO BUILD
Agency or Company	VHB	Intersection	Ave A
Date Performed	01/07/21	Jurisdiction	Polk and Osceola Counties, FL
		Analysis Year	2045

Input Data		Base Conditions	Site Conditions
Intersection type (3ST, 3SG, 4ST, 4SG)		--	4ST
AADT $_{major}$ (veh/day)	$AADT_{MAX}$ = 46,800 (veh/day)	--	34,000
AADT $_{minor}$ (veh/day)	$AADT_{MAX}$ = 5,900 (veh/day)	--	1,700
Intersection lighting (present/not present)		Not Present	Not Present
Calibration factor, C_i		1.00	1.00
Data for unsignalized intersections only:		--	--
Number of major-road approaches with left-turn lanes (0,1,2)		0	2
Number of major-road approaches with right-turn lanes (0,1,2)		0	1
Data for signalized intersections only:		--	
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	
Type of left-turn signal phasing for Leg #1		Permissive	
Type of left-turn signal phasing for Leg #2		--	
Type of left-turn signal phasing for Leg #3		--	
Type of left-turn signal phasing for Leg #4 (if applicable)		--	
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	
Intersection red light cameras (present/not present)		Not Present	
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			
Maximum number of lanes crossed by a pedestrian (n_{lanesx})		--	
Number of bus stops within 300 m (1,000 ft) of the intersection		0	
Schools within 300 m (1,000 ft) of the intersection (present/not present)		Not Present	
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection		0	

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	*CMF 2i*	*CMF 3i*	*CMF 4i*	*CMF 5i*	*CMF 6i*	*CMF $_{COMB}$*
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
0.53	1.00	0.86	1.00	1.00	0.97	0.44

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bimv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bimv}**
	from Table 12-10			from Table 12-10	from Equation 12-21		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-8.90	0.82	0.25	0.40	4.552	1.000	4.552	0.44	1.00	2.010
Fatal and Injury (FI)	-11.13	0.93	0.28	0.48	1.928	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.414	1.883	0.44	1.00	0.832
Property Damage Only (PDO)	-8.74	0.77	0.23	0.40	2.732	$(5)_{TOTAL}-(5)_{FI}$ = 0.586	2.669	0.44	1.00	1.178

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bimv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bimv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bimv\ (TOTAL)}$ (crashes/year)**
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	0.832	1.000	1.178	2.010
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.338	0.281	0.374	0.441	0.722
Head-on collision	0.041	0.034	0.030	0.035	0.069
Angle collision	0.440	0.366	0.335	0.395	0.761
Sideswipe	0.121	0.101	0.044	0.052	0.152
Other multiple-vehicle collision	0.060	0.050	0.217	0.256	0.306

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bisv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bisv}**
	from Table 12-12			from Table 12-12	from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-5.33	0.33	0.12	0.65	0.370	1.000	0.370	0.44	1.00	0.163
Fatal and Injury (FI)	--	--	--	--	0.104	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.301	0.111	0.44	1.00	0.049
Property Damage Only (PDO)	-7.04	0.36	0.25	0.54	0.241	$(5)_{TOTAL}-(5)_{FI}$ = 0.699	0.259	0.44	1.00	0.114

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bisv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bisv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bisv\ (TOTAL)}$ (crashes/year)**
	from Table 12-13	$(9)_{FI}$ from Worksheet 2E	from Table 12-13	$(9)_{PDO}$ from Worksheet 2E	$(9)_{PDO}$ from Worksheet 2E
Total	1.000	0.049	1.000	0.114	0.163
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.000	0.000
Collision with animal	0.001	0.000	0.026	0.003	0.003
Collision with fixed object	0.679	0.033	0.847	0.097	0.130
Collision with other object	0.089	0.004	0.070	0.008	0.012
Other single-vehicle collision	0.051	0.003	0.007	0.001	0.003
Single-vehicle noncollision	0.179	0.009	0.049	0.006	0.014

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{pedi}**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16		(4)*(5)*(6)
Total	2.010	0.163	2.173	0.022	1.00	0.048
Fatal and injury (FI)	--	--	--	--	1.00	0.048

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF_{1p}	CMF_{2p}	CMF_{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
--	--	--	--

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**SPF Coefficients**					**Overdispersion Parameter, k**	**$N_{pedbase}$**	**Combined CMF**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	--	--	--	--	--	--	--	--	1.00	--
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	1.00	--

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{bikei}**	**Calibration factor, C_i**	**Predicted N_{bikei}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17		(4)*(5)*(6)
Total	2.010	0.163	2.173	0.018	1.00	0.039
Fatal and injury (FI)	--	--	--	--	1.00	0.039

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)
Collision type	**Fatal and injury (FI)**	**Property damage only (PDO)**	**Total**
	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	0.281	0.441	0.722
Head-on collisions (from Worksheet 2D)	0.034	0.035	0.069
Angle collisions (from Worksheet 2D)	0.366	0.395	0.761
Sideswipe (from Worksheet 2D)	0.101	0.052	0.152
Other multiple-vehicle collision (from Worksheet 2D)	0.050	0.256	0.306
Subtotal	0.832	1.178	2.010
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.003	0.003
Collision with fixed object (from Worksheet 2F)	0.033	0.097	0.130
Collision with other object (from Worksheet 2F)	0.004	0.008	0.012
Other single-vehicle collision (from Worksheet 2F)	0.003	0.001	0.003
Single-vehicle noncollision (from Worksheet 2F)	0.009	0.006	0.014
Collision with pedestrian (from Worksheet 2G or 2I)	0.048	0.000	0.048
Collision with bicycle (from Worksheet 2J)	0.039	0.000	0.039
Subtotal	0.136	0.114	0.250
Total	0.968	1.293	2.260

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections

(1)	(2)
Crash severity level	**Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)**
	(Total) from Worksheet 2K
Total	2.3
Fatal and injury (FI)	1.0
Property damage only (PDO)	1.3

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	RDW	Roadway	US 17/92 NO BUILD
Agency or Company	VHB	Intersection	Poinciana Blvd
Date Performed	01/07/21	Jurisdiction	Polk and Osceola Counties, FL
		Analysis Year	2045

Input Data		Base Conditions	Site Conditions
Intersection type (3ST, 3SG, 4ST, 4SG)		--	4SG
AADT $_{major}$ (veh/day)	$AADT_{MAX}$ = 67,700 (veh/day)	--	37,500
AADT $_{minor}$ (veh/day)	$AADT_{MAX}$ = 33,400 (veh/day)	--	6,900
Intersection lighting (present/not present)		Not Present	Present
Calibration factor, C_i		1.00	1.00
Data for unsignalized intersections only:		--	--
Number of major-road approaches with left-turn lanes (0,1,2)		0	
Number of major-road approaches with right-turn lanes (0,1,2)		0	
Data for signalized intersections only:		--	
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	4
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	4
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	4
Type of left-turn signal phasing for Leg #1		Permissive	Protected
Type of left-turn signal phasing for Leg #2		--	Protected
Type of left-turn signal phasing for Leg #3		--	Protected / Permissive
Type of left-turn signal phasing for Leg #4 (if applicable)		--	Protected / Permissive
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	0
Intersection red light cameras (present/not present)		Not Present	Not Present
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			20
Maximum number of lanes crossed by a pedestrian (n_{lanesx})		--	6
Number of bus stops within 300 m (1,000 ft) of the intersection		0	0
Schools within 300 m (1,000 ft) of the intersection (present/not present)		Not Present	Not Present
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection		0	3

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	*CMF 2i*	*CMF 3i*	*CMF 4i*	*CMF 5i*	*CMF 6i*	*CMF $_{COMB}$*
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
0.66	0.87	0.85	1.00	0.91	1.00	0.44

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bimv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bimv}**
	from Table 12-10			from Table 12-10	from Equation 12-21		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-10.99	1.07	0.23	0.39	10.098	1.000	10.098	0.44	1.00	4.465
Fatal and Injury (FI)	-13.14	1.18	0.22	0.33	3.430	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.352	3.551	0.44	1.00	1.570
Property Damage Only (PDO)	-11.02	1.02	0.24	0.44	6.323	$(5)_{TOTAL}-(5)_{FI}$ = 0.648	6.547	0.44	1.00	2.894

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bimv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bimv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bimv\ (TOTAL)}$ (crashes/year)**
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	1.570	1.000	2.894	4.465
		(2)*$(3)_{FI}$		(4)*$(5)_{PDO}$	(3)+(5)
Rear-end collision	0.450	0.707	0.483	1.398	2.105
Head-on collision	0.049	0.077	0.030	0.087	0.164
Angle collision	0.347	0.545	0.244	0.706	1.251
Sideswipe	0.099	0.155	0.032	0.093	0.248
Other multiple-vehicle collision	0.055	0.086	0.211	0.611	0.697

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bisv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bisv}**
	from Table 12-12			from Table 12-12	from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-10.21	0.68	0.27	0.36	0.516	1.000	0.516	0.44	1.00	0.228
Fatal and Injury (FI)	-9.25	0.43	0.29	0.09	0.116	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.224	0.116	0.44	1.00	0.051
Property Damage Only (PDO)	-11.34	0.78	0.25	0.44	0.400	$(5)_{TOTAL}-(5)_{FI}$ = 0.776	0.400	0.44	1.00	0.177

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bisv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bisv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bisv\ (TOTAL)}$ (crashes/year)**
	from Table 12-13	$(9)_{FI}$ from Worksheet 2E	from Table 12-13	$(9)_{PDO}$ from Worksheet 2E	$(9)_{PDO}$ from Worksheet 2E
Total	1.000	0.051	1.000	0.177	0.228
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.000	0.000
Collision with animal	0.002	0.000	0.002	0.000	0.000
Collision with fixed object	0.744	0.038	0.870	0.154	0.192
Collision with other object	0.072	0.004	0.070	0.012	0.016
Other single-vehicle collision	0.040	0.002	0.023	0.004	0.006
Single-vehicle noncollision	0.141	0.007	0.034	0.006	0.013

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{pedi}**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16		(4)*(5)*(6)
Total	--	--	--	--	1.00	--
Fatal and injury (FI)	--	--	--	--	1.00	--

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF_{1p}	CMF_{2p}	CMF_{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
1.00	1.00	1.12	1.12

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**SPF Coefficients**					**Overdispersion Parameter, k**	**$N_{pedbase}$**	**Combined CMF**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	-9.53	0.40	0.26	0.45	0.04	0.24	0.017	1.12	1.00	0.019
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	1.00	0.019

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{bikei}**	**Calibration factor, C_i**	**Predicted N_{bikei}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17		(4)*(5)*(6)
Total	4.465	0.228	4.693	0.015	1.00	0.070
Fatal and injury (FI)	--	--	--	--	1.00	0.070

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)
Collision type	**Fatal and injury (FI)**	**Property damage only (PDO)**	**Total**
	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	0.707	1.398	2.105
Head-on collisions (from Worksheet 2D)	0.077	0.087	0.164
Angle collisions (from Worksheet 2D)	0.545	0.706	1.251
Sideswipe (from Worksheet 2D)	0.155	0.093	0.248
Other multiple-vehicle collision (from Worksheet 2D)	0.086	0.611	0.697
Subtotal	1.570	2.894	4.465
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.000	0.000
Collision with fixed object (from Worksheet 2F)	0.038	0.154	0.192
Collision with other object (from Worksheet 2F)	0.004	0.012	0.016
Other single-vehicle collision (from Worksheet 2F)	0.002	0.004	0.006
Single-vehicle noncollision (from Worksheet 2F)	0.007	0.006	0.013
Collision with pedestrian (from Worksheet 2G or 2I)	0.019	0.000	0.019
Collision with bicycle (from Worksheet 2J)	0.070	0.000	0.070
Subtotal	0.140	0.177	0.317
Total	1.710	3.072	4.782

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections

(1)	(2)
Crash severity level	**Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)**
	(Total) from Worksheet 2K
Total	4.8
Fatal and injury (FI)	1.7
Property damage only (PDO)	3.1

CMF / CRF Details

CMF ID: 5457

Convert an open median to a directional median

Description: Convert a full median opening to a directional median opening

Prior Condition: Roadway with full median openings

Category: Access management

Study: *Safety Effects of Median Treatments Using Longitudinal Channelizers: Empirical Bayesian Before-and-After Study*, Zhou et al., 2013

Star Quality Rating:	★★★☆☆ [View score details]

Crash Modification Factor (CMF)	
Value:	0.93
Adjusted Standard Error:	
Unadjusted Standard Error:	0.1095

Crash Reduction Factor (CRF)	
Value:	*7 (This value indicates a **decrease** in crashes)*
Adjusted Standard Error:	

Unadjusted Standard Error:	10.95

Applicability

Crash Type:	All
Crash Severity:	All
Roadway Types:	Principal Arterial Other
Number of Lanes:	4 to 6
Road Division Type:	Divided by Median
Speed Limit:	40mph to 55 mph
Area Type:	Urban and suburban
Traffic Volume:	27000 to 96000 *Annual Average Daily Traffic (AADT)*
Time of Day:	Not specified

If countermeasure is intersection-based

Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Development Details

Date Range of Data Used:	2003 to 2010
Municipality:	Tampa
State:	FL

Country:	
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size Used:	Crashes
Before Sample Size Used:	1159 Crashes
After Sample Size Used:	463 Crashes

Other Details

Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Apr-30-2014
Comments:	CMF for total crashes (based on the KABCO scale). The SPF only included VMT. It was not clear if annual calibration factors or other methods were used to account for trends.

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

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CMF / CRF Details

CMF ID: 5453

Convert an open median to a directional median

Description: Convert a full median opening to a directional median opening

Prior Condition: Roadway with full median openings

Category: Access management

Study: *Safety Effects of Median Treatments Using Longitudinal Channelizers: Empirical Bayesian Before-and-After Study*, Zhou et al., 2013

Star Quality Rating:	★★★★☆ [View score details]

Crash Modification Factor (CMF)	
Value:	0.77
Adjusted Standard Error:	
Unadjusted Standard Error:	0.0632

Crash Reduction Factor (CRF)	
Value:	23 *(This value indicates a **decrease** in crashes)*
Adjusted Standard Error:	

Unadjusted Standard Error:	6.32

Applicability

Crash Type:	All
Crash Severity:	K (fatal),A (serious injury),B (minor injury),C (possible injury)
Roadway Types:	Principal Arterial Other
Number of Lanes:	4 to 6
Road Division Type:	Divided by Median
Speed Limit:	40mph to 55 mph
Area Type:	Urban and suburban
Traffic Volume:	27000 to 96000 *Annual Average Daily Traffic (AADT)*
Time of Day:	Not specified

If countermeasure is intersection-based

Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Development Details

Date Range of Data Used:	2003 to 2010
Municipality:	Tampa
State:	FL

Country:	
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size Used:	Crashes
After Sample Size Used:	121 Crashes

Other Details

Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Apr-30-2014
Comments:	CMF for KAB crashes (based on the KABCO scale). The SPF only included VMT. It was not clear if annual calibration factors or other methods were used to account for trends.

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