PROJECT TRAFFIC ANALYSIS REPORT

Old Lake Wilson Road from Osceola Polk Line Road (C.R. 532) to Sinclair Road Project Development and Environment (PD&E) Study

Financial Management Number: 448781-1

Osceola County, Florida

August 2022

Project Traffic Analysis Report

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Osceola County, Florida

Prepared For:
Osceola County
1 Courthouse Square
Suite 3100
Kissimmee, FL 34741

Prepared By:
Kittelson & Associates, Inc.
225 E. Robinson Street, Suite 355
Orlando, FL 32801
(407) 540-0555

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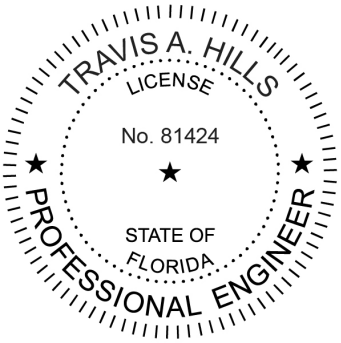
ETDM Number: 14456

August 26, 2022

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration and FDOT.

I hereby certify that I am a registered professional engineer in the State of Florida practicing with Kittelson & Associates, Inc., and that I have prepared or approved the evaluation, findings, opinions, conclusions, or technical advice for this project.



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1. EXECUTIVE SUMMARY

This Project Traffic Analysis Report (PTAR) has been prepared as part of the Old Lake Wilson Road Project Development and Environment (PD&E) Study to document traffic operations in the existing (2020) condition, the opening year (2030) condition, and the design year (2050) condition. The study corridor, which is maintained by Osceola County, traverses approximately 2.5 miles of Old Lake Wilson Road from Osceola Polk Line Road (C.R. 532) to Sinclair Road and operates as a two-lane urban minor arterial within the study corridor limits.

The purpose and need of the PD&E Study is to increase capacity along the study corridor and improve system linkage in the area. In the future year (2050) no-build condition, Old Lake Wilson Road between Osceola Polk Line Road (C.R. 532) and Sinclair Road is projected to operate at Level of Service (LOS) F with an Annual Average Daily Traffic (AADT) exceeding 30,000 vehicles. In the existing condition, this section of Old Lake Wilson Road operates at LOS D with an AADT of approximately 15,500 vehicles, approaching the current two-lane capacity of 15,900 vehicles.

1.1. Existing (2020) Conditions Analysis

Old Lake Wilson Road & Osceola Polk Line Road (C.R. 532) operates at LOS C with no overcapacity movements in the AM peak hour but operates at LOS E with no overcapacity movements in the PM peak hour. Old Lake Wilson Road & Sinclair Road operates at LOS B with no overcapacity movements in both peak hours.

Each of the five unsignalized intersections operate with a LOS of C or better with no overcapacity movements in the AM peak hour. The unsignalized intersections of Old Lake Wilson Road at Excitement Drive, Spine Road, and Assembly Court operate at LOS E in the PM peak hour. There are no overcapacity movements at unsignalized intersections in the PM peak hour.

The segment analysis shows Old Lake Wilson Road operating at LOS D or better in each time period and direction, except for the southbound PM segment. The HCS analysis reported LOS D for the southbound PM segment, but this was not representative of the field observations where southbound PM congestion/queuing extended from Osceola Polk Line Road (C.R. 532) to Sinclair Road (the entire 2.5-mile length of the study corridor). LOS F was assigned for this segment in the southbound PM peak hour due to this congestion.

A total of 263 crashes were reported from 2016 through 2020 along the study corridor, 81 (31 percent) of which resulted in at least one injury. There were no fatal crashes along the study corridor during the study period. The intersections at Osceola Polk Line Road (C.R. 532), Excitement Drive, and Spine Road accounted for 67 percent of the total crashes along the study corridor and each experienced crash rates higher than Statewide or Districtwide average crash rates.

1.2. Future No-Build Conditions Analysis

Each of the seven study intersections operate with at least one peak hour worse than LOS D and/or had turning movements with a v/c ratio of 1.0 or higher in the future 2050 no-build condition.

The uninterrupted flow segment from Osceola Polk Line Road (C.R. 532) to Fairfax Drive/Marker Avenue is anticipated to operate at LOS F in both directions in the 2050 AM/PM peak hours. The interrupted flow segment from Fairfax Drive/Marker Avenue to Sinclair Road is anticipated to operate at LOS F in the southbound direction in the 2050 PM peak hour.

1.3. Future Build Conditions Analysis

As part of the build analysis, several geometric changes were assumed such as a four-lane widening, access management improvements (including traffic signals and roundabouts at specific locations), and spot intersection turn lane additions. As shown in **Table 1**, LOS improvements are anticipated at the Shoppes at Reunion, Spine Road, Fairfax Drive/Marker Avenue, and Sinclair Road in the future 2050 build condition. The Two-Way Stop Control (TWSC) intersections at Excitement Drive and Assembly Court are anticipated to experience LOS F operations in the 2050 AM peak hour but a roundabout alternative should provide enhanced traffic operations.

The intersection at Osceola Polk Line Road (C.R. 532) is anticipated to experience acceptable operations during the 2050 AM peak period but four overcapacity movements are anticipated in the build 2050 PM peak period. The build configuration improves overall intersection delay and reduces the total number of overcapacity movements from six to four when compared to the no-build configuration. A year of failure analysis determined that the intersection operates without overcapacity movements through the 2046 PM peak period. Improvements that could fully address this overcapacity condition were deemed to be out of the scope of this study by Osceola County. Once the build intersection improvements are constructed, the intersection should be monitored for additional improvements as necessary.

Each of the three Old Lake Wilson Road segments are anticipated to perform at LOS D or better in the future build condition with traffic signals and TWSC intersections. If roundabouts are implemented at the proposed locations along the corridor, the segment operations are also anticipated to be acceptable since Old Lake Wilson Road has irregular intersection spacing (per NCHRP Report 772).

As the project is still ongoing, a final selection of control type will not be made for these intersections in the PTAR. Instead, the selection of a roundabout or signal will be evaluated later in the PD&E process. This evaluation will include the consideration of safety, operational, construction, maintenance, and right-of-way costs associated with each alternative and will be documented in the Old Lake Wilson Road PD&E Preliminary Engineering Report.

Table 1: Future 2050 Build Intersection Alternatives Operations Summary

Intersection	No-Build Alternative			Build Alternative 1			Build Alternative 2		
	Control Type	2050 LOS (AM/PM)	2050 Overcapacity Movements (AM/PM)	Control Type	2050 LOS (AM/PM)	2050 Overcapacity Movements (AM/PM)	Control Type	2050 LOS (AM/PM)	2050 Overcapacity Movements (AM/PM)
Old Lake Wilson Rd. & Osceola Polk Line Rd. (C.R. 532)	Signal	F/F	5/6	Signal	E/F	0/4	-	-	-
Old Lake Wilson Rd. & Shoppes at Reunion	TWSC[1]	F/C	0/0	TWSC[1]	C/B	0/0	-	-	-
Old Lake Wilson Rd. & Excitement Dr.	TWSC[1]	F/F	1/1	TWSC[1]	F/E	0/0	Roundabout	B/B	0/0
Old Lake Wilson Rd. & Spine Rd.	TWSC[1]	F/F	1/2	Signal	C/C	0/0	-	-	-
Old Lake Wilson Rd. & Assembly Ct.	TWSC[1]	F/F	1/0	TWSC[1]	F/D	0/0	Roundabout	B/B	0/0
Old Lake Wilson Rd. & Fairfax Dr./Marker Ave.	Signal	F/F	1/1	Signal	B/B	0/0	Roundabout	B/B	0/0
Old Lake Wilson Rd. & Sinclair Rd.	Signal	F/F	1/3	Signal	E/D	0/0	-	-	-

[1] LOS shown for TWSC intersection is for the worst movement.

This PTAR has been prepared as part of the Old Lake Wilson Road PD&E Study to document traffic operations in the existing (2020) condition, the opening year (2030) condition, and the design year (2050) condition. The PTAR format follows the outline recommended in Section 2.2.10.2 of the *2020 Florida Department of Transportation (FDOT) PD&E Manual*.

2. TRAFFIC ANALYSIS ASSUMPTIONS

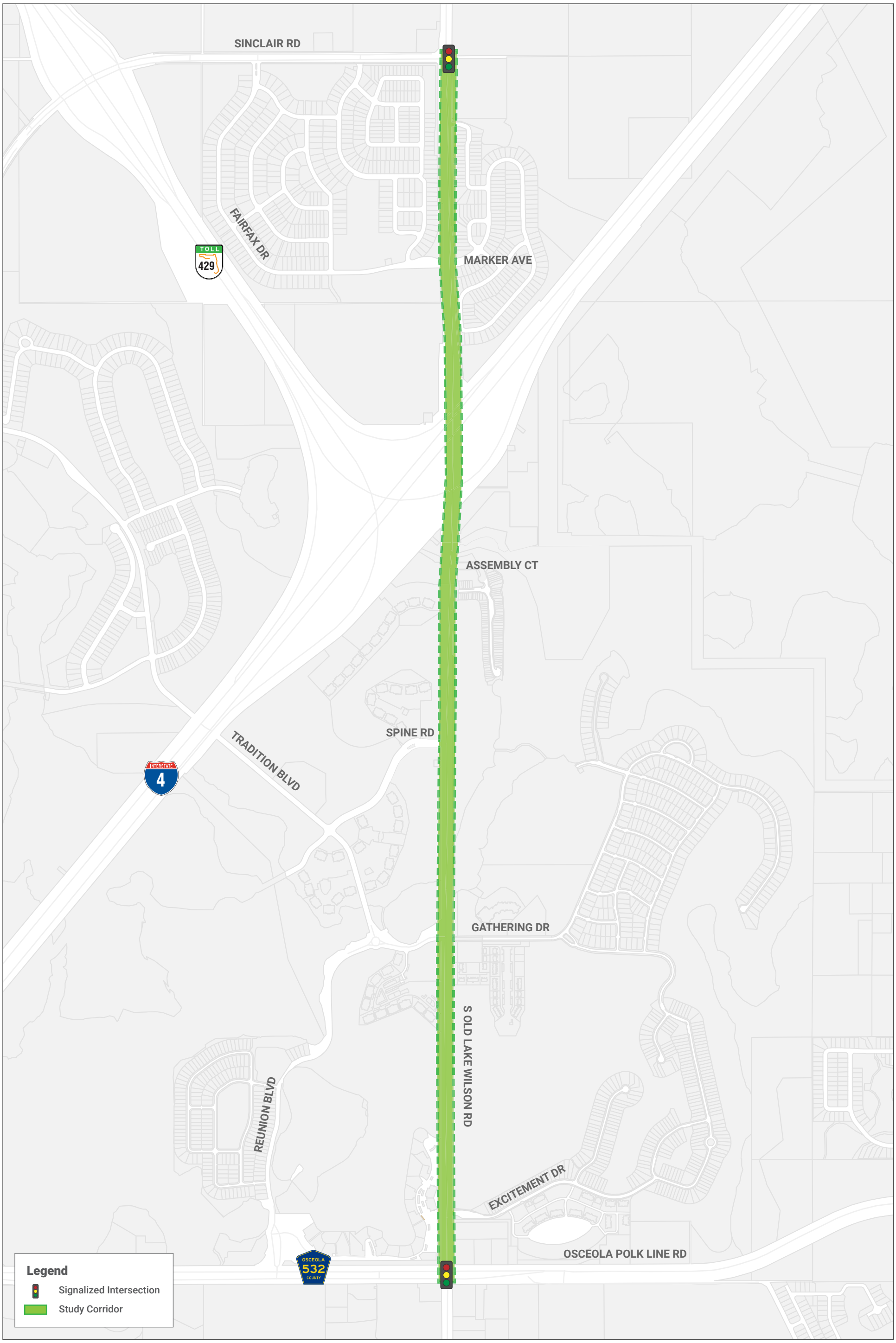
A traffic analysis methodology was developed and agreed upon with Osceola County and FDOT District Five on March 26, 2021. Input parameters for the traffic analysis are documented in the agreed upon traffic analysis methodology, based on guidance from the *2019 Project Traffic Forecasting Handbook* and the *Traffic Analysis Handbook*. The traffic analysis methodology referenced the *2014 Traffic Analysis Handbook*, but the *2021 Traffic Analysis Handbook* was released shortly after the finalization of the traffic analysis methodology. To be consistent with the latest guidance, the analysis was performed in accordance with the *2021 Traffic Analysis Handbook*. A peak hour factor of 0.95 was utilized for the future no-build and build analysis periods.

The methodology provided guidance about how the traffic analysis should be conducted including study area and intersections, traffic characteristics and time periods studied, data collection requirements, traffic analysis tool selection, and performance measures of effectiveness used to study the Old Lake Wilson Road corridor. The full description of these factors can be seen in the Old Lake Wilson Road Traffic Analysis Methodology, which is provided in **Appendix A**.

3. INTRODUCTION

Old Lake Wilson Road is a north-south regional roadway connecting Ronald Reagan Parkway in Polk County to U.S. 192 in Osceola County. The study corridor (shown in **Figure 1**), which is maintained by Osceola County, traverses approximately 2.5 miles of Old Lake Wilson Road from Osceola Polk Line Road (C.R. 532) to Sinclair Road. Old Lake Wilson Road operates as a two-lane urban minor arterial within the study corridor limits.

The purpose and need of the PD&E Study is to increase capacity along the study corridor and improve system linkage in the area. In the future year (2050) no-build condition, Old Lake Wilson Road between Osceola Polk Line Road (C.R. 532) and Sinclair Road is projected to operate at Level of Service (LOS) F with an Annual Average Daily Traffic (AADT) exceeding 30,000 vehicles. In the existing condition, this section of Old Lake Wilson Road operates at LOS D with an AADT of approximately 15,500 vehicles, approaching the current two-lane capacity of 15,900 vehicles.



OLD LAKE WILSON ROAD | PD&E Study

Study Corridor

Figure 1

4. TRAFFIC ANALYSIS METHOD

4.1. Traffic Analysis Scenarios

The traffic analysis was carried out for the following scenarios:

- Existing Conditions (2020);
- Opening Year Conditions (2030) No-Build and Build; and
- Design Year Conditions (2050) No-Build and Build.

4.2. Required Traffic Analysis Data

The data sources required for the traffic analysis are documented below.

4.2.1. TRAFFIC OPERATIONS AND CONTROL

Traffic signal control data, provided in **Appendix B**, was obtained from Osceola County for use in the operational analysis. In addition to signal timing information, other traffic control data were confirmed from field visits. This includes the following:

- Speed Limits;
- Turn Restrictions; and
- Yield Signs/Stop Signs.

The key sources for traffic operations and control information were:

- Field observations and traffic count data;
- Aerial photography (e.g. Google Earth, FDOT aerial files, etc.);
- Google Earth street view photography;
- Osceola County traffic count database;
- Polk County traffic count database;
- FDOT Traffic Database (e.g. Florida Traffic Online (FTO) website, etc.); and
- Information provided by Osceola County (e.g. signal timing data).

4.2.2. FACILITY CHARACTERISTICS

Basic geometric data including the number of lanes, lengths, and speeds were obtained from several sources (aerial mapping, field surveys/inventories, committed improvements, and any previous analysis). Facility characteristics of the study corridor were collected from the following sources:

- Field observations;
- FDOT Traffic Database (e.g. FTO website, etc.); and
- Aerial and street view photography (e.g. Google Earth, FDOT aerial files, etc.).

4.2.3. SAFETY DATA

Reported crash data from 2016 to 2020 was obtained from the University of Florida's Signal Four (S4) Analytics database and FDOT's State Safety Office Geographic Information System (SSOGis) database. Old Lake Wilson Road is not a State Highway, thus FDOT's Crash Analysis Reporting (CAR) online was not used. Crash history was reviewed to provide crash types, locations, and the numbers of fatal, injury, and property damage only crashes.

Traffic volumes, for the use in determining crash rates, were collected from the available historical count traffic databases of Osceola County and FDOT.

4.3. Traffic Analysis Tools

The *Highway Capacity Manual Sixth Edition (HCM6)* provides accepted state-of-practice methods for analyzing urban intersections and arterials. Many of the methodologies have been implemented into Synchro 11, a deterministic tool. *Highway Capacity Software (HCS) 7* was also utilized for arterial performance analysis. SIDRA 8.0 was utilized for analyzing roundabout alternatives as part of the future build condition. **Table 2** summarizes the tools utilized for the traffic analysis. Further detail on these analysis tools can be found in the traffic analysis methodology in **Appendix A**.

Table 2: Analysis Tool Selection

Traffic Analysis Task	Analysis Tool
Analyze the existing uninterrupted flow two-lane highway sections	HCM6 (Synchro 11 and/or HCS 7)
Analyze the operations of signalized intersections, unsignalized intersections, and urban arterials	HCM6 (Synchro 11 and/or HCS 7)
Analyze opening and design year no-build and preferred alternative traffic volume scenarios	HCM6 (Synchro 11 and/or HCS 7)
Develop and test feasibility of alternatives	HCM6 (Synchro 11 and/or HCS 7), FDOT ICE Spreadsheets
Analyze future viable alternatives	HCM6 (Synchro 11 and/or HCS 7), FDOT ICE Spreadsheets
Future roundabout operational analysis	SIDRA 8.0

4.4. Traffic Analysis Measures of Effectiveness

As per the *2019 Project Traffic Forecasting Handbook*, level of service (LOS) analyses were performed in accordance with *HCM6* procedures and accompanying software. The measures of effectiveness (MOEs) utilized for the analysis are discussed in the following sections and summarized in **Table 3**.

Table 3: MOE Summary by Element

Element	Measures of Effectiveness (MOEs)
Signalized/Unsignalized Intersections and Roundabouts	LOS, Delay, Volume-to-Capacity (V/C) Ratio, Queue Length
Roadway Segment	LOS

4.4.1. LEVEL OF SERVICE

LOS is a concept developed to quantify the degree of comfort (including such elements as travel time, number of stops, total amount of stopped delay, and impediments caused by other vehicles) afforded to drivers as they travel through an intersection or roadway segment. Six grades are used to denote the various LOS from "A" to "F".

While Osceola County does not have published LOS targets for roadway segments, previous documents/studies performed by the County have noted a LOS D target for roadways within the urban boundary. The FDOT LOS target for urban roadways is also LOS D. Therefore, to be consistent with both Osceola County previous documentation and FDOT LOS targets, this PD&E Study utilized a LOS D target for roadway segment operational performance.

There is not a County LOS target for intersection operational performance, but any intersection operating worse than LOS D was noted in intersection operational summaries for the existing and future conditions.

4.4.1.1.Signalized Intersections

The six LOS grades are described for signalized intersections in Chapter 19 of the *HCM6*. Exhibit 19-8 in the *HCM6* identifies the relationship between LOS and average control delay per vehicle. A summary of these LOS grades is provided in **Table 4**. Synchro 11 was used to evaluate these measures.

Table 4: HCM6 Signalized Intersection LOS Criteria

Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio	
	≤1.0	>1.0
≤10	A	F
>10-20	B	F
>20-35	C	F
>35-55	D	F
>55-80	E	F
>80	F	F

4.4.1.2. Unsignalized Intersections

Unsignalized intersections include two-way stop controlled (TWSC) conditions. The *HCM6* provides models for estimating control delay at TWSC intersections. A description of the various service levels associated with an unsignalized intersection is presented in Chapter 20 of the *HCM6*. A quantitative definition of LOS for unsignalized intersections is presented in Exhibit 20-2 from *HCM6*. For TWSC intersections, the overall intersection LOS can be calculated but is often misleading because there is little delay on the unrestricted roadway. Therefore, LOS was analyzed for each minor street lane. A summary of these LOS grades is provided in **Table 5**. Synchro 11 was used to determine these measures.

Table 5: HCM6 Unsignalized Intersection LOS Criteria

Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio	
	≤1.0	>1.0
≤10	A	F
>10-15	B	F
>15-25	C	F
>25-35	D	F
>35-50	E	F
>50	F	F

4.4.1.3. Roundabouts

The six LOS grades are described for roundabouts in Chapter 22 of the HCM6. Exhibit 22-8 in the *HCM6* identifies the relationship between LOS and average control delay per vehicle. It should be noted that these LOS grades are the same as for unsignalized intersections. They are shown in **Table 6**. SIDRA 8.0 was used to determine these measures.

Table 6: HCM6 Roundabout LOS Criteria

Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio	
	≤1.0	>1.0
≤10	A	F
>10-15	B	F
>15-25	C	F
>25-35	D	F
>35-50	E	F
>50	F	F

4.4.1.4. Roadway Segments

The study corridor has segments with uninterrupted and interrupted flow, each of which has their own LOS criteria. The LOS for the uninterrupted segments is based upon Percent Free Flow Speed (PFFS). The LOS thresholds for two-lane highways are summarized in **Table 7** per Exhibit 15-3 of the *HCM6*.

Table 7: HCM 6 Uninterrupted Segment LOS Criteria

LOS	Class III Highways
	PFFS (%)
A	>91.7
B	>83.3-91.7
C	>75.0-83.3
D	>66.7-75.0
E	⩽66.7

The LOS for the interrupted segments is based upon Percent of Base Free Flow Speed (PBFFS). The LOS thresholds for urban street segments are summarized in **Table 8**.

Table 8: HCM 6 Interrupted Segment LOS Criteria

LOS	Travel Speed as a Percentage of Base Free-Flow Speed (%)
A	>80
B	>67-80
C	>50-67
D	>40-50
E	>30-40
F	⩽30

4.4.2. OTHER MEASURES OF EFFECTIVENESS

In the performance evaluation of intersections, it is important to consider other MOEs in addition to delay, such as v/c ratios for individual movements, average queue lengths, and 95th-percentile queue lengths. By focusing on a single MOE for the worst movement only, such as delay for the minor-street left turn, users may make inappropriate traffic control decisions.

4.4.2.1. Volume-to-Capacity Ratio

The v/c ratio cannot be directly measured in the field nor is it a measure of traveler perceptions, as it is a theoretical measure of congestion. A v/c ratio greater than or equal to 1.0 indicates there is more traffic volume demand than the facility can effectively serve. The v/c ratio is used in the *HCM6* methods to define the LOS E-F threshold, but not other LOS thresholds.

4.4.2.2. Delay

Delay is a key performance measure for interrupted-flow elements. Control delay is brought about by the presence of a traffic control device and is the principal service measure in the *HCM6* for evaluating the LOS at signalized and unsignalized intersections. The LOS thresholds are defined by the average delay per vehicle in seconds for the respective lane group or intersection for both signalized and unsignalized intersections.

4.4.2.3. Queue Length

Queuing is an operation measure and a design consideration for an intersection and the immediate area. Queues longer than available storage length can create safety and operational issues. A through-lane queue can prevent a turn lane from being used effectively and a turn-lane queue can overflow into a through lane and impede the movement of through vehicles. Queue lengths do not affect the calculated LOS but are an important factor in the conceptual design process.

5. EXISTING (2020) CONDITIONS ANALYSIS

This section presents the existing roadway characteristics, the existing (2020) traffic volumes, and the evaluation of existing (2020) traffic operations conditions along the study corridor.

5.1. Field Review Summary

A field review was conducted on December 16, 2020. The field review team noted the geometric characteristics and observed the peak hour operational performance of the study corridor. Of particular note was the operational performance of the southbound travel direction along Old Lake Wilson Road in the PM peak period. The southbound traffic operated in a heavily congested condition along the entire 2.5-mile length of the study corridor from Sinclair Road to Osceola Polk Line Road (C.R. 532) as shown in **Figure 2**.

Figure 2: Southbound PM Congestion at Sinclair Road

5.2. Existing Roadway Characteristics

Within the study limits, Old Lake Wilson Road has the basic geometric characteristics summarized in **Table 9**. Old Lake Wilson Road was divided into three segments to summarize the roadway characteristics along the study corridor. The three segments are summarized below and displayed on **Figure 3**.

- Segment 1 – Old Lake Wilson Road from Osceola Polk Line Road (C.R. 532) to 800 feet north of Excitement Drive;
- Segment 2 – Old Lake Wilson Road from 800 feet north of Excitement Drive to 950 feet north of Fairfax Drive/Marker Avenue; and
- Segment 3 – Old Lake Wilson Road from 950 feet north of Fairfax Drive/Marker Avenue to Sinclair Road.

Traffic counts and other intersection data were collected at seven study intersections to provide a comprehensive snapshot of existing conditions. The seven study intersections are:

- Old Lake Wilson Road & Osceola Polk Line Road (C.R. 532) (signalized);
- Old Lake Wilson Road & Shoppes at Reunion;
- Old Lake Wilson Road & Excitement Drive;
- Old Lake Wilson Road & Spine Road;
- Old Lake Wilson Road & Assembly Court;
- Old Lake Wilson Road & Fairfax Drive/Marker Avenue; and
- Old Lake Wilson Road & Sinclair Road (signalized)

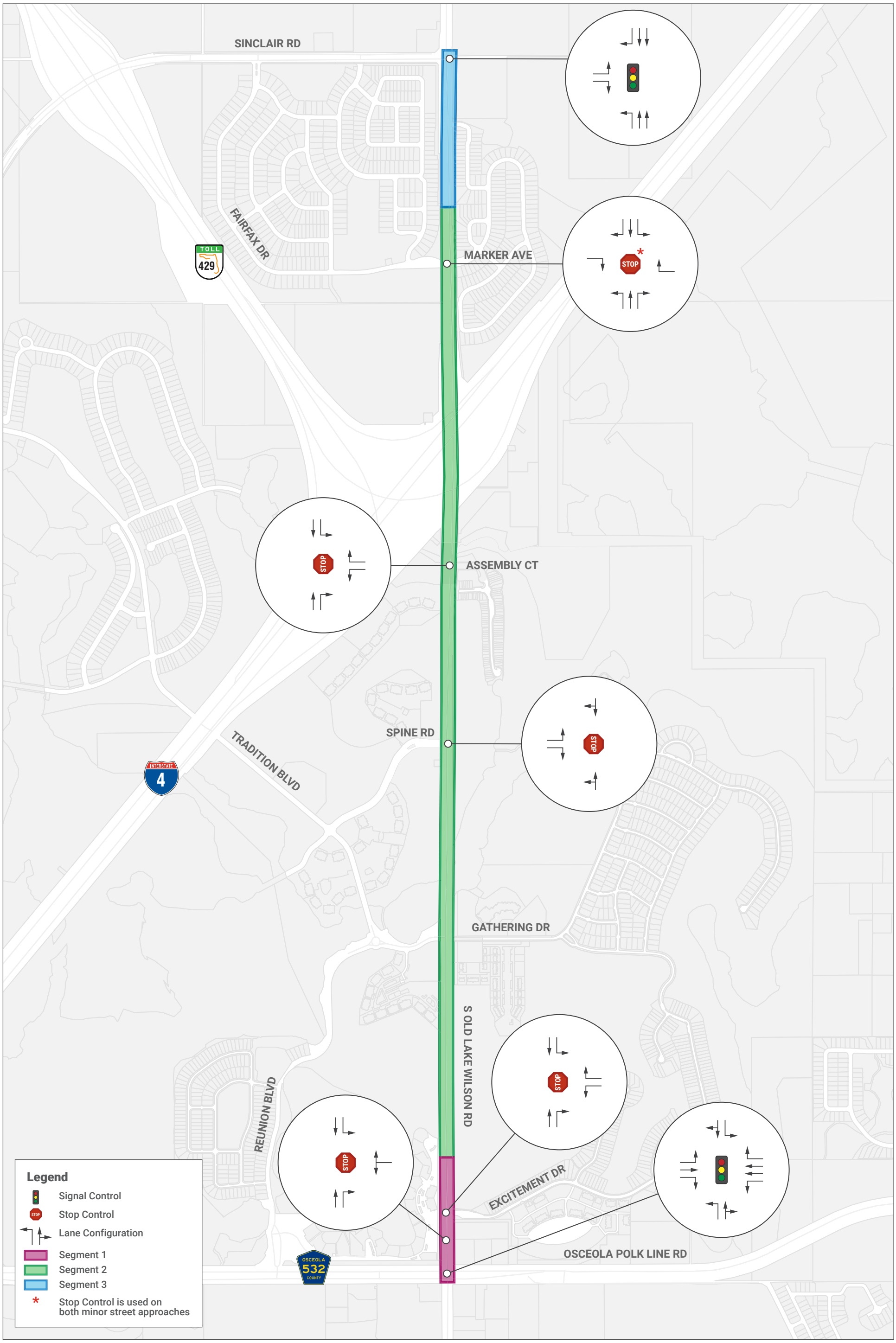
Intersection geometry was determined using Google Earth Aerials that were flown in November 2019 and verified during the December 16, 2020 field review. The existing lane configurations for each intersection are shown in **Figure 3**.

Table 9: Existing Roadway Characteristics Summary

Characteristic	Old Lake Wilson Road Segments		
	Segment 1 – Osceola Polk Line Road (C.R. 532) to 800 feet north of Excitement Drive	**Segment 2 – 800 feet north of Excitement Drive to 950 feet north of Fairfax Drive/Marker Avenue**	**Segment 3– 950 feet north of Fairfax Drive/Marker Avenue to Sinclair Road**
Functional Classification	Urban Minor Arterial	Urban Minor Arterial	Urban Minor Arterial
SIS Designation	Non-SIS	Non-SIS	Non-SIS
Maintaining Jurisdiction	Osceola County	Osceola County	Osceola County
Speed Limit	45 mph	55 mph/45 mph[1]	45 mph
Lane Width	11 feet	11 feet	11 feet
Shoulder Width	No shoulder	No shoulder/5-foot paved shoulder	No shoulder/10-foot paved shoulder
Median	Paved southbound left turn lane	None	35-foot grass median
Passing Zones	No passing is allowed	No passing is allowed	No passing is allowed
Curb and Gutter	None	None	Type E/Type F
Sidewalks	Partial sidewalk on both sides of roadway	No sidewalk[2]	Sidewalk on both sides of roadway
Bicycle Lanes	None	None	Unmarked 4’ paved shoulders on both sides of roadway
Street Lighting	None	None	None

[1] 55 mph from 800 feet north of Excitement Drive to 250 feet north of Assembly Court. 45 mph from 250 feet north of Assembly Court to 950 feet north of Fairfax Drive/Marker Avenue.

[2] Sidewalks are present approximately 100’+ east and west of the roadway but are outside of the right-of-way and within the property limits of the adjacent resort. The sidewalks are not intended to serve Old Lake Wilson Road pedestrians/bicyclists.



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Existing 2020 Roadway Characteristics Segments and Lane Configurations

Figure 3

5.3. Existing Traffic Volumes

5.3.1. EXISTING TRAFFIC DATA COLLECTION

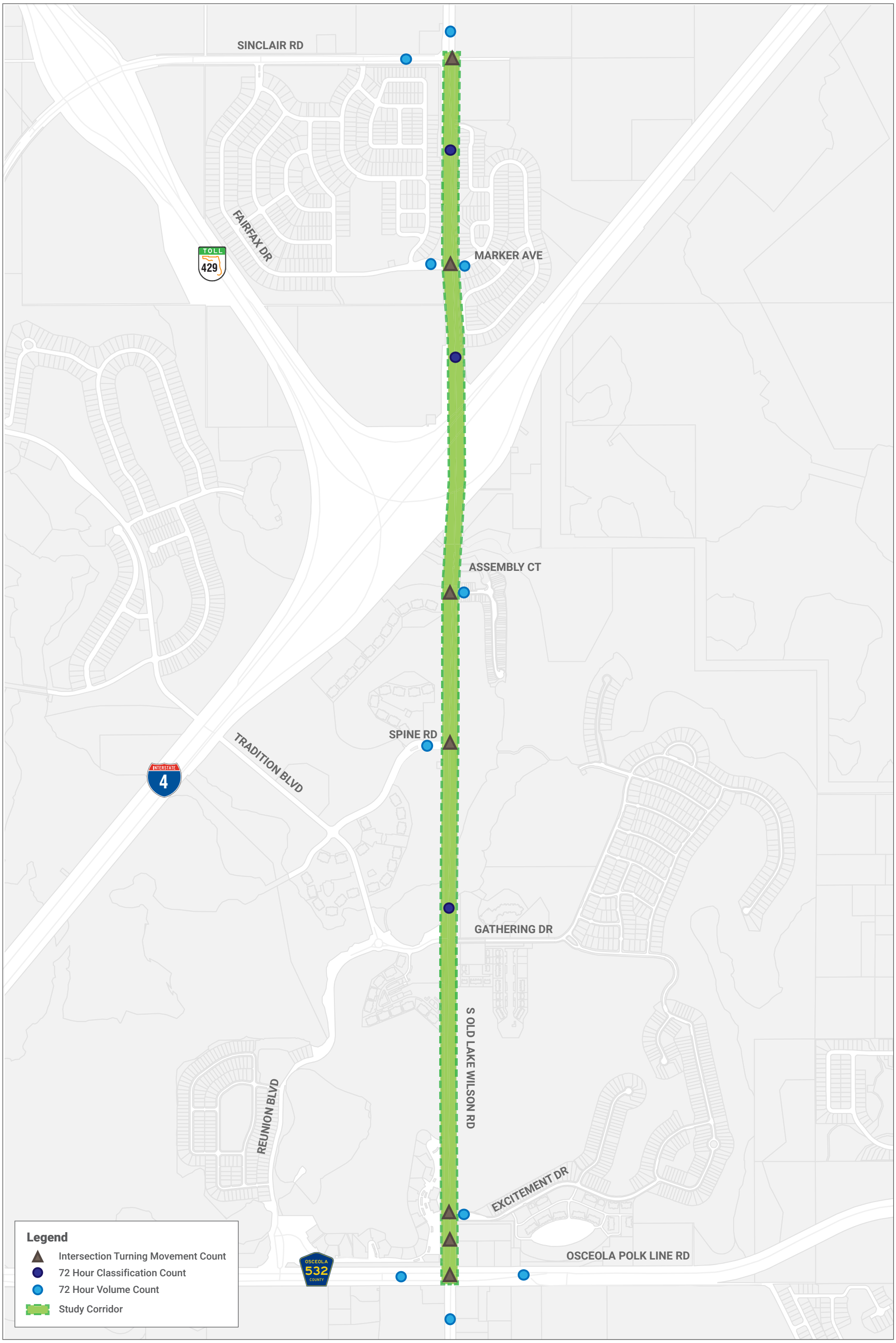
Weekday segment volume counts were collected at locations along Old Lake Wilson Road from December 15-17, 2020. The count types and locations are as follows:

- 72-Hour Volume Classification Counts
    - Old Lake Wilson Road, South of Spine Road;
    - Old Lake Wilson Road, South of Fairfax Drive/Marker Avenue; and
    - Old Lake Wilson Road, South of Sinclair Road.
- 72-Hour Volume Counts
    - Lake Wilson Road, South of Osceola Polk Line Road (C.R. 532);
    - Osceola Polk Line Road (C.R. 532), West of Old Lake Wilson Road;
    - Osceola Polk Line Road (C.R. 532), East of Old Lake Wilson Road;
    - Excitement Drive, East of Old Lake Wilson Road;
    - Spine Road, West of Old Lake Wilson Road;
    - Assembly Court, East of Old Lake Wilson Road;
    - Fairfax Drive, West of Old Lake Wilson Road;
    - Marker Avenue, East of Old Lake Wilson Road;
    - Sinclair Road, West of Old Lake Wilson Road; and
    - Old Lake Wilson Road, North of Sinclair Road.

Weekday intersection turning movement counts were taken on Wednesday, December 16, 2020 during the AM (6:00 – 10:00 AM) and PM (3:00 – 7:00 PM) peak periods at the seven study intersections along the Old Lake Wilson Road study corridor. These intersection counts also included pedestrians, bicyclists, and trucks. The segment and intersection count locations are illustrated in **Figure 4**. The raw segment and intersection count data is provided in **Appendix C**.

Collected traffic counts were reviewed for reasonableness to determine the impacts, if any, of the COVID-19 pandemic. The 2020 field collected daily volumes and AM peak hour volumes were lower than historical traffic volumes. However, the 2020 PM peak hour volumes were determined to be reasonable when compared with historical traffic volumes.

After consultation with Osceola County, it was determined the collected traffic volumes would be used as the basis for the existing traffic analysis. As discussed in **Section 5.3.3: Base Year AADTs**, the collected 2020 daily volumes were adjusted to account for COVID-19 impacts because these volumes are the starting point for traffic volume forecasting. The 2020 AM peak hour volumes were not adjusted because they were not utilized for future peak hour traffic forecasting.



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Existing 2020 Segment and Intersection Count Locations

Figure 4

5.3.2. EXISTING TRAFFIC VOLUMES AND FACTORS

The collected segment and intersection counts were adjusted using seasonal adjustment factors and axle correction factors (included in **Appendix D**) obtained from the 2019 Florida Traffic Online website to estimate 2020 annual average daily traffic (AADT). Intersection counts were adjusted using seasonal adjustment factors to estimate 2020 turning movement volumes. A system peak was used for the AM and PM peak hours and traffic volumes were balanced between intersections. The system peak was from 7:30 AM to 8:30 AM during the AM peak hour and from 4:00 PM to 5:00 PM in the PM peak hour.

The existing 2020 AADT values and T_{24} factors along the study corridor are presented in **Table 10**. Vehicle classification counts were not collected for minor street roadways, so T_{24} factors were estimated as the peak hour truck percentage on the appropriate intersection leg multiplied by two, which is consistent with procedures relating T_{24} and Design Hour Truck (DHT) from the *2019 Project Traffic Forecasting Handbook*. Existing traffic factors were calculated for the individual peak hour using the collected traffic volumes. The directional factor for the individual peak hour is also summarized in **Table 10**. Peak hour volumes summarized in **Table 10** also include the seasonal adjustment factor.

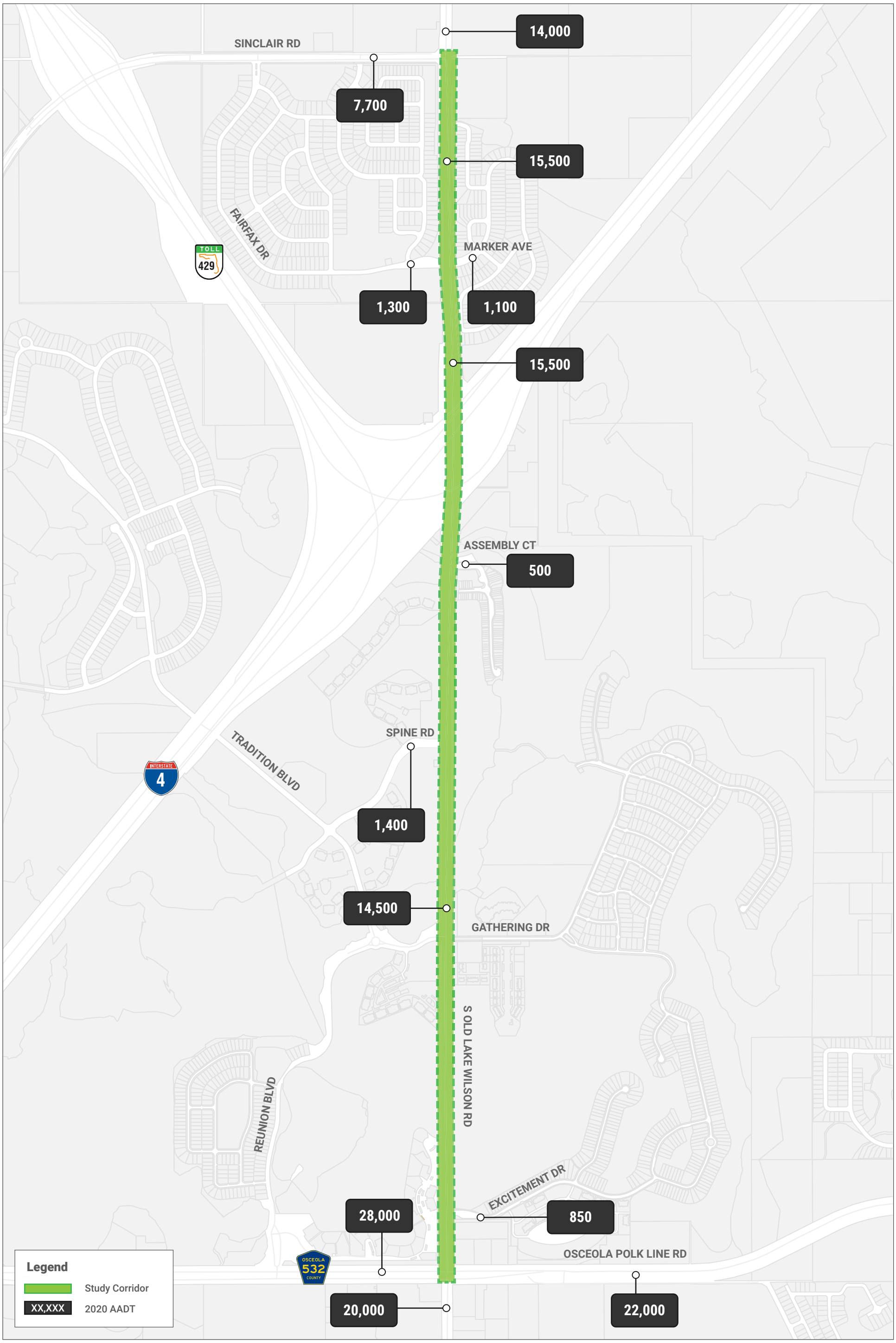
The existing 2020 AADT volumes are shown in **Figure 5**. The seasonally adjusted turning movement volumes used for the existing (2020) conditions analysis are shown in **Figure 6**.

Table 10: Weekday Existing 2020 Traffic Volumes and Factors

Roadway	Count Dates	ADT	Axle Adj. Factor	Seasonal Adj. Factor	AADT	T_{24} Factors	Peak Hour Volume	NB/EB	SB/WB	D
Lake Wilson Road, South of Osceola Polk Line Rd. (C.R. 532)	12/15/2020-12/17/2020	21,424	0.95	0.98	20,000	4.10%[2]	900	560	900	61.5%
Old Lake Wilson Road, Osceola Polk Line Rd. (C.R. 532) to Spine Rd.	12/15/2020-12/17/2020	14,810	N/A[1]	0.99	14,500	10.03%	850	420	850	67.3%
Old Lake Wilson Road, Spine Rd. to Fairfax Dr./Marker Ave.	12/15/2020-12/17/2020	15,561	N/A[1]	0.99	15,500	7.55%	930	420	930	69.1%
Old Lake Wilson Road, Fairfax Dr./Marker Ave. to Sinclair Rd.	12/15/2020-12/17/2020	15,561	N/A[1]	0.99	15,500	7.53%	900	380	900	70.5%
Old Lake Wilson Road, North of Sinclair Rd.	12/15/2020-12/17/2020	14,224	0.99	0.99	14,000	2.50%[2]	1,130	330	1,130	77.3%
Osceola Polk Line Road (C.R. 532), West of Old Lake Wilson Rd.	12/15/2020-12/17/2020	28,308	0.99	0.99	28,000	6.80%[2]	890	870	890	50.4%
Osceola Polk Line Road (C.R. 532), East of Old Lake Wilson Rd.	12/15/2020-12/17/2020	22,058	0.99	0.99	22,000	7.80%[2]	940	940	680	57.9%
Excitement Drive, East of Old Lake Wilson Rd.	12/15/2020-12/17/2020	860	0.99	0.99	850	0.00%[2]	40	30	40	55.0%
Spine Road, West of Old Lake Wilson Rd.	12/15/2020-12/17/2020	1,390	0.99	0.99	1,400	3.40%[2]	60	50	60	53.8%
Assembly Court, East of Old Lake Wilson Rd.	12/15/2020-12/17/2020	485	0.99	0.99	500	0.00%[2]	20	20	20	53.3%
Fairfax Drive, West of Old Lake Wilson Rd.	12/15/2020-12/17/2020	1,294	0.99	0.99	1,300	3.10%[2]	80	30	80	74.3%
Marker Avenue, East of Old Lake Wilson Rd.	12/15/2020-12/17/2020	1,096	0.99	0.99	1,100	4.50%[2]	60	40	60	62.2%
Sinclair Road, West of Old Lake Wilson Rd.	12/15/2020-12/17/2020	7,782	0.99	0.99	7,700	8.60%[2]	460	290	460	61.5%

[1] Vehicle classification count was performed so an axle adjustment factor was not applied.

[2] Vehicle classification count was not performed so T_{24} factor was estimated as peak hour truck percentage multiplied by two.



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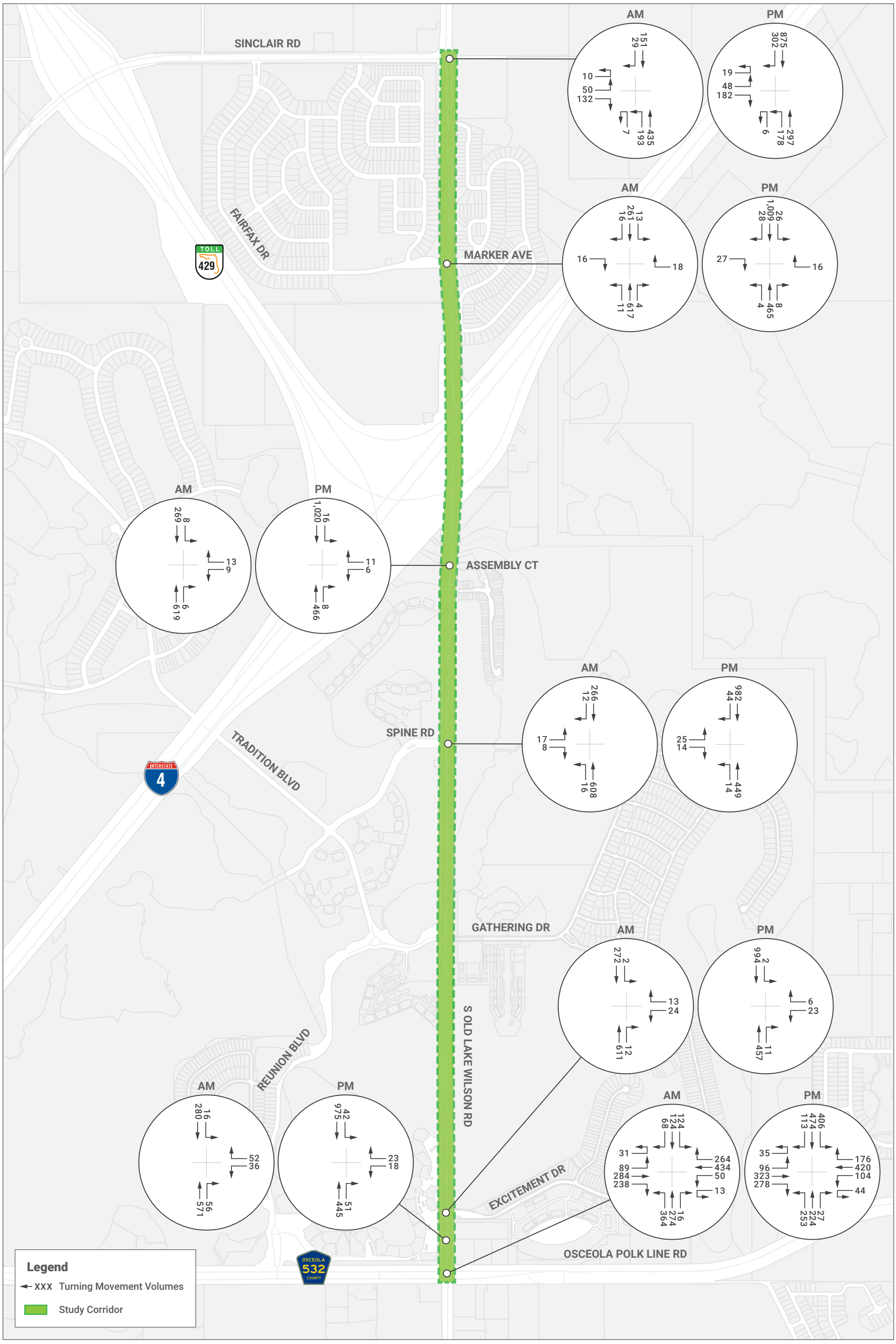
Existing 2020 AADTs

Figure 5



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Existing 2020 AM & PM Peak Turning Movement Volumes

Figure 6

5.3.3. BASE YEAR AADTS

The 2020 collected traffic volumes were lower than historical volumes, indicating COVID-19 impacted traffic volumes in the study area. It was determined that the collected traffic volumes would not be utilized for traffic forecasting. Instead, "base year" AADTs were determined as the starting point for forecasting opening (2030) and design-year (2050) project traffic. These base year AADTs were used only for the purpose of traffic forecasting and not for existing 2020 conditions traffic analysis.

The base year AADTs were developed by considering relevant data sources that could provide a more appropriate indication of the "existing" traffic volumes along the study corridor. For Old Lake Wilson Road, Osceola Polk Line Road (C.R. 532), and Sinclair Road, these sources were FDOT, Osceola County, and Polk County count stations. For minor streets without historic count stations, Institute of Transportation Engineers (ITE) trip generation estimates based on existing developments were utilized.

A summary of the base year AADTs determined for each study segment is provided in **Table 11** and **Table 12**. In most cases, historical Osceola County and Polk County traffic counts were used as the base year AADTs. ITE trip generation estimates were determined by estimating the number of single-family and multi-family units accessible by each minor street. For developments where there are multiple entry/exit points, a proportion of the overall trip generation estimate was assigned to each ingress/egress.

The comparisons and ITE trip generation estimates discussed above are reviewed in further detail in **Appendix E**.

Table 11: Major Street Base Year AADTs

Roadway Segment	2020 Field Count	Historic Traffic Count	Base Year Volume to be Used	Base Year Volume Source	Reason for Source Use
Lake Wilson Road, South of Osceola Polk Line Rd. (C.R. 532)	20,000	21,700 (2019)	21,500	Polk County Traffic Counts	Field collected count lower than 2019 Polk County count at this location.
Old Lake Wilson Road, Osceola Polk Line Rd. (C.R. 532) to Spine Dr.	14,500	21,400 (2020)	21,500[1]	Osceola County Traffic Counts	Field collected count lower than 2020 Osceola County count at this location.
Old Lake Wilson Road, Spine Rd. to Marker Ave./Fairfax Dr.	15,500	21,400 (2020)	21,500[1]	Osceola County Traffic Counts	Field collected count lower than 2020 Osceola County count at this location.
Old Lake Wilson Road, Marker Ave./Fairfax Dr. to Sinclair Rd.	15,500	21,400 (2020)	21,500[1]	Osceola County Traffic Counts	Field collected count lower than 2020 Osceola County count at this location.
Old Lake Wilson Road, North of Sinclair Rd.	14,000	19,000 (2020)	19,000[1]	Osceola County Traffic Counts	Field collected count lower than 2020 Osceola County count at this location.
Osceola Polk Line Road (C.R. 532), West of Old Lake Wilson Rd.	28,000	29,500 (2020)	29,500[1]	Osceola County Traffic Counts	Field collected count lower than 2020 Osceola County count at this location.
Osceola Polk Line Road (C.R. 532), East of Old Lake Wilson Rd.	22,000	16,800 (2020)	22,000	2020 Field Count	Field count taken closer to study corridor; more appropriate representation of volume adjacent to study corridor as compared to County count.
Sinclair Road, West of Old Lake Wilson Rd.	7,700	9,000 (2020)	9,000[1]	Osceola County Traffic Counts	Field collected count lower than 2020 Osceola County count at this location.

[1] The Osceola County traffic counts used as base year AADTs were collected in March 2020, prior to the full traffic impacts experienced during the COVID-19 pandemic.

Table 12: Minor Street Base Year AADTs

Roadway Segment	2020 Field Count	ITE Trip Generation Estimate	Base Year Volume to be Used	Base Year Volume Source	Reason for Source Use
Excitement Drive, East of Old Lake Wilson Rd.	850	1,200	1,200	ITE Trip Generation Estimate	ITE trip generation estimate is higher than field collected count. It is anticipated that the ITE trip generation estimate better reflects conditions not affected by COVID.
Spine Road, West of Old Lake Wilson Rd.	1,400	4,100	4,100	ITE Trip Generation Estimate	ITE trip generation estimate is higher than field collected count. It is anticipated that the ITE trip generation estimate better reflects conditions not affected by COVID.
Assembly Court, East of Old Lake Wilson Rd.	500	600	600	ITE Trip Generation Estimate	ITE trip generation estimate is higher than field collected count. It is anticipated that the ITE trip generation estimate better reflects conditions not affected by COVID.
Fairfax Drive, West of Old Lake Wilson Rd.	1,300	2,000	2,000	ITE Trip Generation Estimate	ITE trip generation estimate is higher than field collected count. It is anticipated that the ITE trip generation estimate better reflects conditions not affected by COVID.
Marker Avenue, East of Old Lake Wilson Rd.	1,100	1,500	1,500	ITE Trip Generation Estimate	ITE trip generation estimate is higher than field collected count. It is anticipated that the ITE trip generation estimate better reflects conditions not affected by COVID.

5.4. Existing Traffic Operations

The existing roadway and intersection volumes were used to prepare the existing conditions operational analysis for the study roadways and intersections. Per the *Old Lake Wilson Road Traffic Analysis Methodology*, LOS, vehicle delay, v/c ratio, and queue length were used as measures of effectiveness for intersection operations.

5.4.1. EXISTING PEAK HOUR INTERSECTION OPERATIONS

Table 13 and **Figure 7** summarize the existing conditions (2020) weekday AM and PM peak hour operational performance of the study intersections. For the TWSC intersections, the critical movement is shown, which is the movement with the worst operational performance at the intersection. The v/c ratio and delay for the critical movement are also shown. For the signalized intersections, the delay and LOS shown are representative of the overall intersection.

Old Lake Wilson Road & Osceola Polk Line Road (C.R. 532) operates at LOS C with no overcapacity movements in the AM peak hour but operates at LOS E with no overcapacity movements in the PM peak hour. Old Lake Wilson Road & Sinclair Road operates at LOS B with no overcapacity movements in both peak hours.

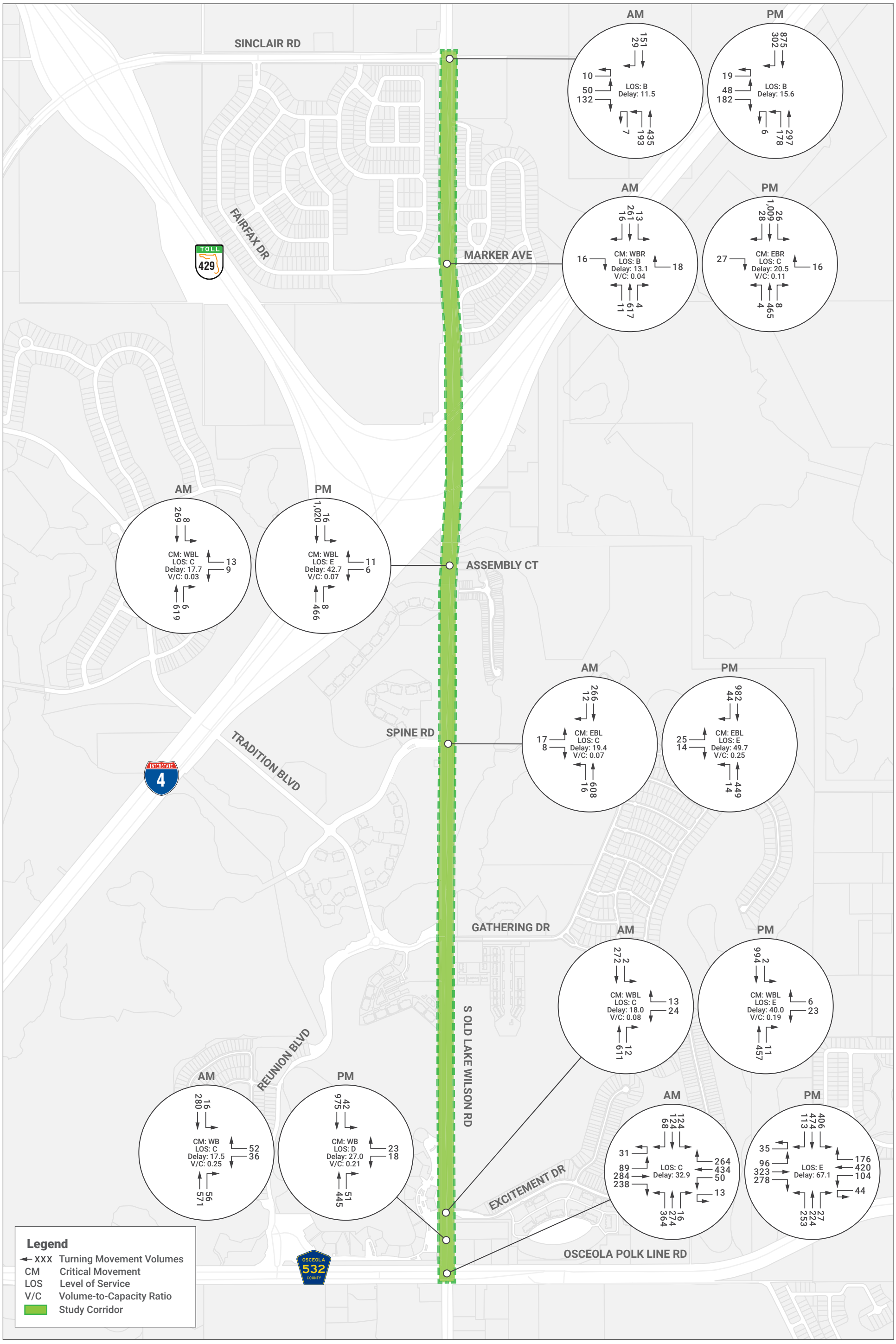
Each of the five unsignalized intersections operate with a LOS of C or better with no overcapacity movements in the AM peak hour. The unsignalized intersections of Old Lake Wilson Road at Excitement Drive, Spine Road, and Assembly Court operate at LOS E in the PM peak hour. There are no overcapacity movements at unsignalized intersections in the PM peak hour.

Detailed Synchro 11 output reports and a summary of the measures of effectiveness for each intersection are located in **Appendix F**.

Table 13: Existing Intersection Operational Performance Summary

Intersection	Control Type	2020 AM LOS	2020 PM LOS
Osceola Polk Line Road (C.R. 532)	Signal	C	E
Shoppes at Reunion	TWSC[1]	C	D
Excitement Dr.	TWSC[1]	C	E
Spine Rd.	TWSC[1]	C	E
Assembly Ct.	TWSC[1]	C	E
Fairfax Dr./Marker Ave.	TWSC[1]	B	C
Sinclair Rd.	Signal	B	B

[1]LOS shown for TWSC intersection is for the worst movement.



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Existing 2020 AM/PM Peak Hour Intersection Operations

Figure 7

5.4.2. EXISTING PEAK HOUR SEGMENT OPERATIONS

Old Lake Wilson Road is an urban minor arterial as defined by FDOT. Old Lake Wilson Road is an uninterrupted flow corridor within the 2.5-mile study limits. Thus, only one segment was analyzed between the two signalized intersections at each end of the study corridor.

As shown in **Table 14**, Old Lake Wilson Road operates at LOS D or better in each time period and direction, except for the southbound PM segment. The HCS analysis reported LOS D for the southbound PM segment, but this was not representative of the field observations where southbound PM congestion/queuing extended from Osceola Polk Line Road (C.R. 532) to Sinclair Road (the entire 2.5-mile length of the study corridor). This observation was made the same day traffic counts were collected. This was characterized by the project team as heavily congested, which is defined on page 15-9 of *HCM6* as a LOS F condition. Thus, LOS F was assigned for this segment in the southbound PM peak hour.

Detailed HCS and Synchro 11 output reports for the roadway segment analysis are located in **Appendix G**.

Table 14: Existing 2020 Segment LOS – (Uninterrupted Flow)

Segment #	Segment Limits	Analysis Direction	AM Peak Hour				PM Peak Hour			
			BFFS[1] (mph)	ATS[1] (mph)	PFFS[1] (%)	LOS	BFFS[1] (mph)	ATS[1] (mph)	PFFS[1] (%)	LOS
1	Old Lake Wilson Road, Osceola Polk Line Road (C.R. 532) to Sinclair Road	Northbound	59.6	45.0	79.9	C	59.6	43.1	76.5	C
1	Old Lake Wilson Road, Sinclair Road to Osceola Polk Line Road (C.R. 532)	Southbound	59.6	46.4	82.7	C	N/A	N/A	N/A	F[2]

[1] BFFS is Base Free Flow Speed, ATS is Average Travel Speed, and PFFS is Percent Free Flow Speed.

[2] Southbound PM congestion/queuing was observed extending from Osceola Polk Line Road (C.R. 532) to Sinclair Road (the entire 2.5-mile study corridor) during the field review in December 2020, which occurred the same day traffic counts were collected. The HCS analysis reported LOS D for the segment, but this was not representative of the field observations. Thus, LOS F was assigned for this segment in the southbound PM peak hour.

5.5. Crash Data and Historical Safety Analysis

Crash records were obtained for Old Lake Wilson Road from 350 feet south of Osceola Polk Line Road (C.R. 532) to 300 feet north of Sinclair Road for the most recent five-year period on record (2016 through 2020). The limits of the crash data collection were based on the functional area of the intersections at Old Lake Wilson Road & Osceola Polk Line Road (C.R. 532) and Old Lake Wilson Road & Sinclair Road.

The crash data was obtained from the University of Florida's S4 Analytics crash database because this is a non-State roadway. The FDOT SSOGis was also cross referenced for additional crashes from 2016-2018 that may not have been reported in the S4 dataset. It should be noted 2019 and 2020 SSOGis data had not been verified at the time of this report and was not available; therefore, 2019 and 2020 SSOGis data was not utilized.

5.5.1. CORRIDOR-WIDE CRASH STATISTICS

A total of 263 crashes were reported from 2016 through 2020, 81 (31 percent) of which resulted in at least one injury. There were no fatal crashes along the study corridor during the study period. **Figure 9** displays the crash frequency/severity for the study corridor. The three intersections with detailed crash statistics on **Figure 9** (Osceola Polk Line Road (C.R. 532), Excitement Drive, and Spine Road) accounted for 67 percent of the total crashes along the study corridor and each experienced crash rates higher than Statewide or Districtwide average crash rates (as discussed in **Section 5.5.2:Safety Ratio Analysis**).

As shown in **Figure 8**, crashes increased by 70 percent between 2016 (40 total crashes) and 2019 (68 total crashes) but decreased by 46 percent from 2019 to 2020 (37 total crashes). The increase in crashes from 2016 to 2019 is likely associated with increasing traffic volumes during those years, while the large decrease in crashes from 2019 to 2020 is likely associated with lower traffic volumes observed due to the COVID-19 pandemic.

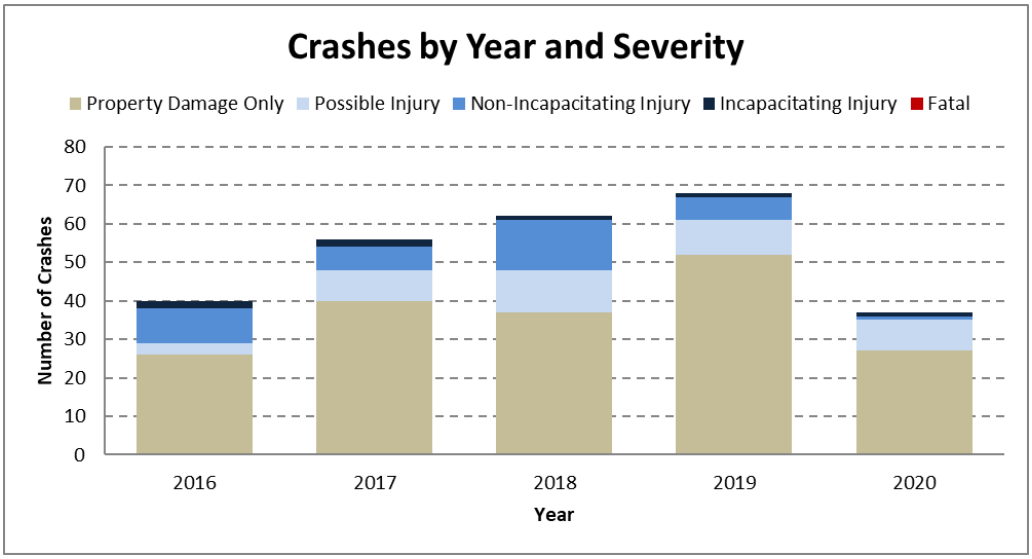
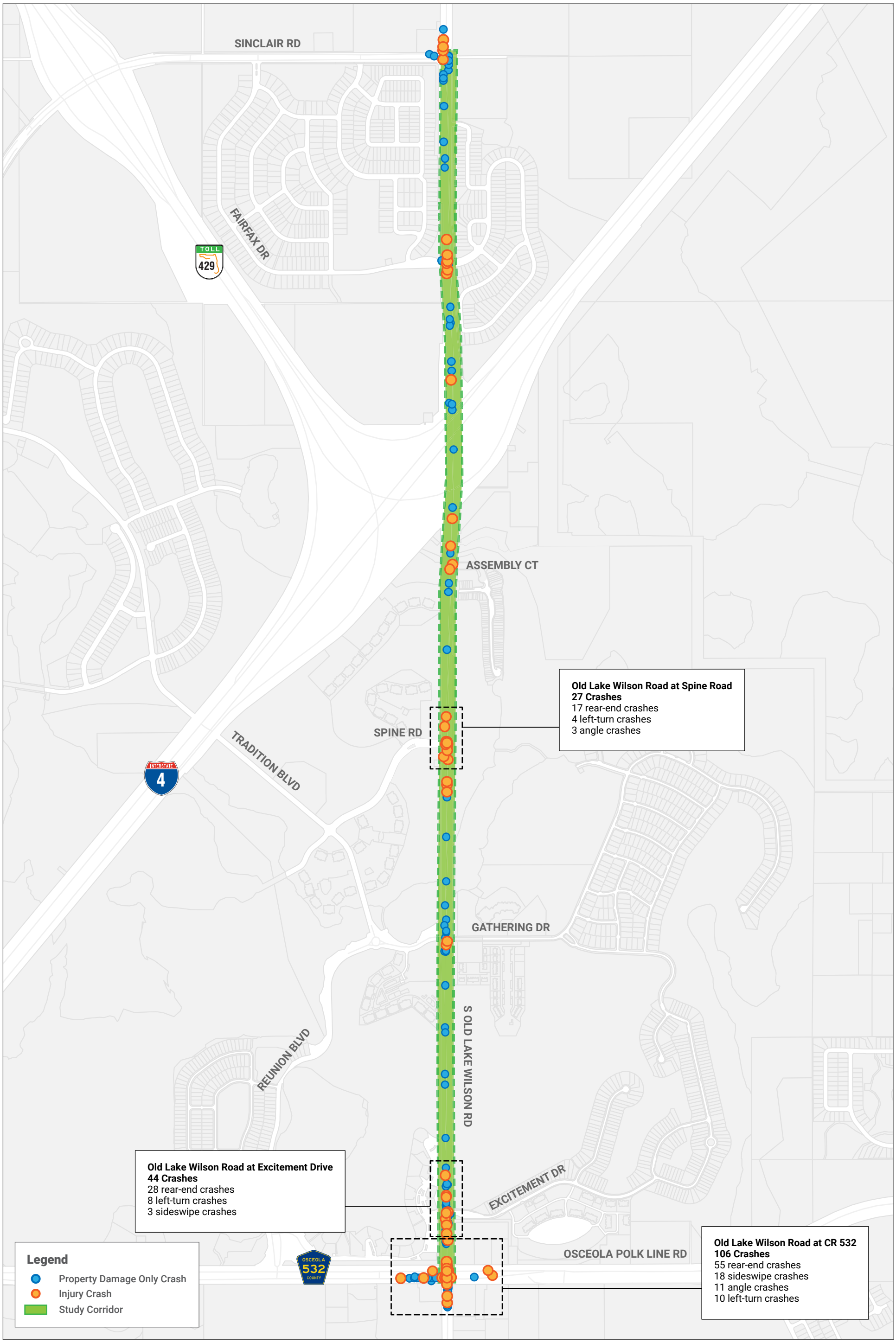


Figure 8: Old Lake Wilson Road Crash Frequency/Severity by Year



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Crash Map | Osceola Polk Line Road (CR 532) to Sinclair Road (2016–2020)

Figure 9

Figure 10 displays the crashes along the study corridor by type and severity for the five-year study period. The highest defined crash type observed was rear end, comprising 59 percent of the total crashes. Sideswipe (11 percent) and angle (10 percent) were the second and third highest crash types. Rear end, sideswipe, and angle crash types accounted for 74 percent of the injury crashes. No pedestrian or bicycle crashes were recorded along Old Lake Wilson Road during the study period.

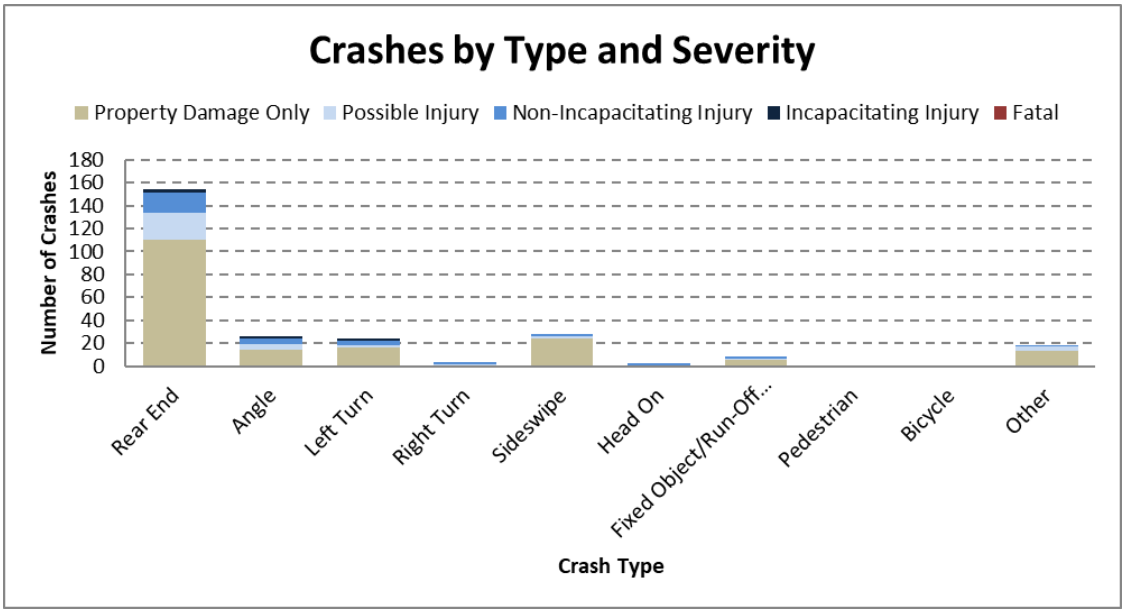


Figure 10: Old Lake Wilson Road Crashes by Type and Severity (Corridor Wide)

Other crash statistics of note include the following:

- The highest crash hours of the day were observed in the afternoon between 3:00 PM and 7:00 PM (41 percent of crashes). Fifteen percent of crashes were observed from 7:00 AM to 10:00 AM. Crashes during the morning and afternoon time periods (7 total hours) accounted for 56 percent of the total crashes along the study corridor.
- Crashes occurring during non-daylight conditions accounted for 30 percent of the crashes, indicating a need for roadway lighting.
- Crashes occurring during wet roadway conditions accounted for 18 percent of the crashes, indicating a need for roadway resurfacing.
- Crashes involving alcohol and/or drugs accounted for 2 percent of the crashes.

Appendix H provides a detailed summary of the 2016 to 2020 crash history along the Old Lake Wilson Road study corridor.

5.5.2. SAFETY RATIO ANALYSIS

A crash rate/safety ratio analysis was performed for the Old Lake Wilson Road study corridor, for both segments and intersections. The safety ratios were calculated by comparing the actual crash rates of the location to the critical crash rates of similar facilities throughout FDOT District Five and the State of

Florida. The method takes into account the traffic volume along the corridor, considers the variance in crash data by including regional and statewide averages, and classifies roadway segment types into categories for more applicable comparisons. Crash rates/safety ratios were calculated for four segments and six intersections within the study area:

- Intersection 1 – Old Lake Wilson Road & Osceola Polk Line Road (C.R. 532);
- Intersection 3 – Old Lake Wilson Road & Excitement Drive;
- Segment 1 – Old Lake Wilson Road from Excitement Drive to Spine Road;
- Intersection 4 – Old Lake Wilson Road & Spine Road;
- Segment 2 – Old Lake Wilson Road from Spine Road to Assembly Court;
- Intersection 5 – Old Lake Wilson Road & Assembly Court;
- Segment 3 – Old Lake Wilson Road from Assembly Court to Fairfax Drive/Marker Avenue;
- Intersection 6 – Old Lake Wilson Road & Fairfax Drive/Marker Avenue;
- Segment 4 – Old Lake Wilson Road from Fairfax Drive/Marker Avenue to Sinclair Road; and
- Intersection 7 – Old Lake Wilson Road & Sinclair Road.

A safety ratio was not calculated for the intersection at Old Lake Wilson Road & Shoppes at Reunion (Intersection 2) because the functional areas of the intersections at Old Lake Wilson Road & Osceola Polk Line Road (C.R. 532) and Old Lake Wilson Road & Excitement Drive overlap with this commercial driveway access.

The first step in calculating the safety ratio is to calculate the actual crash rate, expressed as number of crashes per million vehicle miles traveled (MVMT). The actual crash rate is calculated from the total number of crashes in a year, AADT, and the length of the segment based on the equation below:

Actual Crash Rate = (Number of crashes per year x 1,000,000) / (AADT x 365 x segment length)

Historical AADTs (found in **Appendix I**) were obtained from Osceola County for Old Lake Wilson Road, Osceola Polk Line Road (C.R. 532), and Sinclair Road for use in the crash rate analysis. Historical AADTs on minor streets were not available, thus 2020 field collected traffic volumes were used for all years of the crash rate analysis.

The calculated actual crash rates were compared to the critical crash rate to find the safety ratio for each of the segments and intersections along Old Lake Wilson Road. The critical crash rate is calculated using the Statewide or Districtwide average crash rates for similar facilities based on the equation below:

Critical Crash Rate = Statewide (or Districtwide) Average Crash Rate + (K Factor x SQRT {Statewide Average Crash Rate / Vehicle Exposure}) – (0.5 / Vehicle Exposure)

Where Vehicle Exposure = (ADT x 365 x Segment Length) / 1,000,000

Safety Ratio = Actual Crash Rate / Critical Crash Rate

The Statewide and Districtwide average crash rates for study corridor segments and intersections are summarized **Table 15** and **Table 16**.

Table 15: Roadway Statewide and Districtwide Average Crash Rates

Roadway Segment Facility Type	Statewide			Districtwide		
	2016	2017	2018	2016	2017	2018
Old Lake Wilson Road – Urban 2-3 Lane 2 Way Undivided	3.892	4.246	4.062	3.480	2.715	2.697

Table 16: Intersection Statewide and Districtwide Average Crash Rates

Intersection Facility Type	Statewide			Districtwide		
	2016	2017	2018	2016	2017	2018
Old Lake Wilson Road & Osceola Polk Line Road (C.R. 532) – Urban 4-5 Lane 2 Way Divided Raised 4 Leg	0.653	0.669	0.666	0.523	0.559	0.581
Old Lake Wilson Road &: Excitement Drive, Spine Road, Assembly Court– Urban 2-3 Lane 2 Way Undivided 3 Leg	0.337	0.348	0.323	0.217	0.225	0.217
Old Lake Wilson Road & Fairfax Drive/Marker Avenue – Urban 2-3 Lane 2 Way Undivided 4 Leg	0.344	0.397	0.370	0.287	0.260	0.250
Old Lake Wilson Road & Sinclair Road – Urban 4-5 Lane 2 Way Divided Raised 3 Leg	0.436	0.448	0.442	0.302	0.305	0.325

The safety ratio, calculated for each segment and intersection annually, is equal to the segment's actual crash rate divided by the Statewide (or Districtwide) critical crash rate. The Statewide and Districtwide 2016 to 2018 safety ratios for the segments and intersections noted above are displayed in **Table 17** and **Table 18**. Note the Statewide and Districtwide crash rates had not been published for 2019 and 2020 per the date of this analysis; therefore, safety ratios were not calculated for 2019 and 2020 data. A safety ratio greater than 1.0 means the segment or intersection is experiencing a higher crash rate compared to segments or intersections with similar roadway characteristics. Safety ratios greater than 1.0 have been **bolded**.

Table 17: Segment District 5 and Statewide Safety Ratios

Year	Excitement Drive to Spine Road		Spine Road to Assembly Court		Assembly Court to Fairfax Drive-Marker Avenue		Fairfax Drive-Marker Avenue to Sinclair Road	
	District 5	Statewide	District 5	Statewide	District 5	Statewide	District 5	Statewide
2016	0.037	0.034	N/A[1]	N/A[1]	0.053	0.049	N/A[1]	N/A[1]
2017	0.207	0.146	N/A[1]	N/A[1]	0.239	0.170	0.090	0.065
2018	0.229	0.165	N/A[1]	N/A[1]	0.110	0.080	0.083	0.061

Bold Cells display segments with crash rates higher than rates of similar facilities.

[1] No crashes were reported on this segment in the year specified, therefore no safety ratio was calculated.

Table 18: Intersection District 5 and Statewide Safety Ratios

Year	Old Lake Wilson Road & Osceola Polk Line Road (C.R. 532)		Old Lake Wilson Road & Excitement Drive		Old Lake Wilson Road & Spine Road		Old Lake Wilson Road & Assembly Court		Old Lake Wilson Road & Fairfax Drive/Marker Avenue		Old Lake Wilson Road & Sinclair Road	
	District 5	State wide	District 5	State wide	District 5	State wide	District 5	State wide	District 5	State wide	District 5	State wide
2016	**1.253**	**1.061**	**2.144**	**1.575**	**1.175**	0.864	0.240	0.177	0.378	0.333	0.338	0.261
2017	**1.619**	**1.412**	**1.300**	0.957	**1.285**	0.946	0.655	0.482	N/A[1]	N/A[1]	0.472	0.360
2018	**1.390**	**1.253**	**2.464**	**1.865**	**1.422**	**1.076**	0.207	0.156	0.361	0.274	0.696	0.560

Bold Cells display intersections with crash rates higher than rates of similar facilities.

[1] No crashes were reported at this intersection in the year specified, therefore no safety ratio was calculated.

Multiple intersections exceeded the Statewide and Districtwide average crash rates in at least one year, including:

- Old Lake Wilson Road & Osceola Polk Line Road (C.R. 532) –
    - The intersection exceeded Statewide and Districtwide average crash rates in 2016, 2017, and 2018.
- Old Lake Wilson Road & Excitement Drive –
    - The intersection exceeded the Statewide average crash rates in 2016 and 2018.
    - The intersection exceeded the Districtwide average crash rates in 2016, 2017, and 2018.
- Old Lake Wilson Road & Spine Road –
    - The intersection exceeded the Statewide average crash rate in 2018.
    - The intersection exceeded the Districtwide average crash rates in 2016, 2017, and 2018.

None of the segments along the Old Lake Wilson Road study corridor exceeded the Statewide and Districtwide average crash rates. Detailed calculations of the safety ratio evaluation are included in **Appendix H**.

5.5.3. HIGH CRASH LOCATIONS

The three intersections with safety ratios exceeding 1.0 were reviewed to identify any specific crash trends:

- The signalized intersection of Old Lake Wilson Road & Osceola Polk Line Road (C.R. 532) accounted for 106 of the 263 crashes (40 percent) along the study corridor. The highest crash type observed was rear end, comprising 52 percent of the total crashes at the intersection. Sideswipe (17 percent) was the second highest crash type. Contributing causes for the rear end crashes may be traffic congestion approaching the signal during peak hours. Contributing causes for the sideswipe crashes may be sudden lane changes to get into the correct lane at the intersection to make a turning or through movement.
- The unsignalized intersection of Old Lake Wilson Road & Excitement Drive accounted for 44 of the 263 crashes (17 percent) along the study corridor. The highest crash type observed was rear end, comprising 64 percent of the total crashes. Left turn (18 percent) was the second highest crash type. Contributing causes for the rear end crashes may be the queues from the Old Lake Wilson Road & Osceola Polk Line Road (C.R. 532) intersection, which were observed to have extended through the Old Lake Wilson Road & Excitement Drive intersection during peak periods. Additionally, platooning caused by signal releases at the Old Lake Wilson Road & Osceola Polk Line Road (C.R. 532) intersection may make impatient left turning drivers choose to accept inadequate gaps.
- The unsignalized intersection of Old Lake Wilson Road & Spine Road accounted for 27 of the 263 crashes (10 percent) along the study corridor. The highest crash type observed was rear end, comprising 63 percent of the total crashes. Left turn (15 percent) was the second highest crash type. Contributing causes for the rear end crashes may be due to the lack of turn lanes and the presence of slower moving right and left turning vehicles. Contributing causes for the

left turn crashes may be due to drivers misjudging the speed of oncoming vehicles (this segment is posted at 55 mph) and impatient drivers accepting inadequate gaps due to the relatively high northbound and southbound through volumes.

In total, crashes at these locations accounted for 177 of the 263 crashes (67 percent) along the Old Lake Wilson Road study corridor. **Appendix H** provides more detail about these high crash locations.

5.5.4. CONTRIBUTING CAUSES

Rear End Crashes

Fifty-nine percent of the crashes along the study corridor were rear end crashes. Nearly half of the rear end crashes occurred at the two signalized intersections, which is indicative of congestion. With limited turn lanes along the corridor and a speed limit of 45 mph to 55 mph, slowing for turning movements could also be a contributing cause of rear end crashes.

Left Turn and Angle Crashes

Left turn and angle crashes accounted for 19 percent of crashes along Old Lake Wilson Road when combined. More than 90 percent of the left turn and angle crashes occurred at the intersections along the corridor, with more than 60 percent of these crashes occurring at the intersections at Osceola Polk Line Road (C.R. 532) & Excitement Drive. The congestion between Osceola Polk Line Road (C.R. 532) & Excitement Drive may result in drivers accepting insufficient gaps to make left turns. Limited turn lanes along the corridor and a speed limit of 45 mph to 55 mph may also contribute to the high number of left turn and angle crashes, with drivers potentially misjudging the speed of oncoming vehicles.

Sideswipe Crashes

Sideswipe crashes accounted for the third highest crash type (11 percent) along Old Lake Wilson Road. The majority (79 percent) of sideswipe crashes occurred at the signalized intersections (65 percent at Old Lake Wilson Road & Osceola Polk Line Road (C.R. 532) and 14 percent at Old Lake Wilson Road & Sinclair Road), again indicative of congestion or insufficient advanced lane configuration signage.

AM and PM Peak Period Crashes

In addition to crash types, the time of crashes was also reviewed. It was noted that there are increases in the number of crashes during the AM and PM peak periods. Fifteen (15) percent of crashes occurred between 7:00 AM and 10:00 AM and 41 percent of crashes occurred from 3:00 PM to 7:00 PM, suggesting peak hour congestion is contributing to crashes during peak travel times.

6. DEVELOPMENT OF FUTURE YEAR TRAFFIC VOLUMES

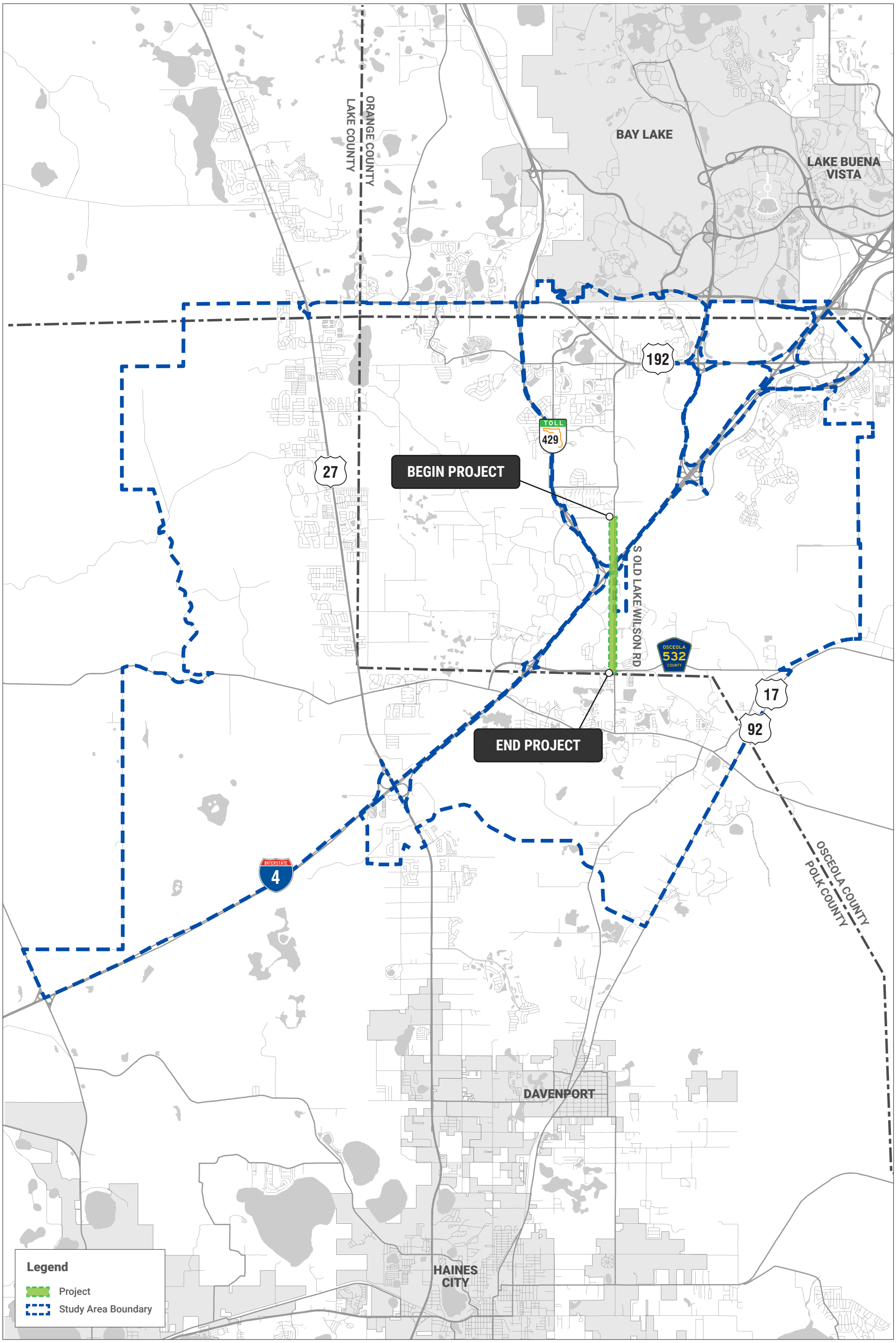
6.1. Subarea Travel Demand Model Development

The Central Florida Regional Planning Model version 7.0 (CFRPM v7.0) is the FDOT District Five's adopted regional planning model for use within Osceola County during the time of this study. In support of this PD&E study, a subarea model of the CFRPM v7.0 with a base year of 2015 was calibrated and validated to meet Florida Standard Urban Transportation Model Structure (FSUTMS) subarea model calibration and validation standards. The subarea model calibration and validation followed the procedures outlined in the *2019 Project Traffic Forecasting Handbook*. A future year (2045) subarea model was then developed based on the 2015 validation efforts and future development and roadway network plans to support the future year traffic forecast in the study area.

This section summarizes the data collection, subarea model calibration, subarea model validation results, and future year scenario development efforts.

6.1.1. SUBAREA MODEL BOUNDARY

The boundary of the subarea model, as shown in **Figure 11**, was selected to include the major facilities in the vicinity of the study corridor. It generally includes the area bounded by U.S. 192 to the north, the I-4 at U.S. 27 interchange to the south, six miles west of U.S. 27, and U.S. 17/92 to the east.



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Subarea Model Boundary

Figure 11

6.1.2. SUBAREA MODEL DATA COLLECTION

6.1.2.1. Roadway Network Data

The base year (2015) and future year (2045) roadway network within the subarea were updated based on the available network data listed below:

- Base Year (2015):
  - 2015 Google Earth historical imagery; and
  - Roadway shapefile from the Florida Transportation Information (FTI) DVD.
- Future Year (2045):
  - List of planned projects in Planned Improvements section of *Old Lake Wilson Road Traffic Analysis Methodology*;
  - Programmed roadway projects from the 2021-2025 FDOT Five-year Work Program;
  - Programmed roadway projects funded for any phase from MetroPlan Orlando's Transportation Improvement Program (TIP) 2020-2024;
  - Programmed roadway projects funded for any phase from MetroPlan Orlando Metropolitan Transportation Plan (MTP) 2045 Cost Feasible Plan (CFP);
  - Programmed roadway projects funded for any phase from Polk County TPO Long Range Transportation Plan (LRTP) 2045 CFP; and
  - Site Development Plans from Osceola County approved Planned Development applications.

6.1.2.2. Land Use Data

The base year (2015) and future year (2045) land use data for Traffic Analysis Zones (TAZs) within the subarea were reviewed and updated based on the information listed below:

- 2015 Google Earth historical imagery;
- Osceola County Property Appraiser;
- Most current Google Earth imagery; and
- Osceola County future development plans (including Traffic Impact Analyses and Developments of Regional Impact).

6.1.3. BASE YEAR (2015) SUBAREA MODEL CALIBRATION

The FDOT, Osceola County, Polk County, and Florida Turnpike Enterprise (FTE) traffic count station locations were originally coded in the CFRPM v7.0. A review of the base year (2015) count station locations and traffic counts was conducted before the subarea model calibration process. The following screening criteria and updates were made to the 2015 count data:

- Duplicate counts on the roadway segments were removed to avoid double counting; and
- Count stations were adjusted to the correct location.

The transportation network within the subarea was updated based on a review of 2015 Google Earth historical imagery and year 2015 FDOT transportation system data. The network details were reviewed based on the following procedures and the network updates are documented in **Appendix J**.

- New roadway segments were added to better represent the base year 2015 network within the subarea;
- TAZs within or near the subarea were reviewed and updated based on loading patterns to better reflect the traffic distribution of parcels;
- Existing number of lanes were verified for roads within the study area;
- The facility types on the major roads were reviewed based on the roadway characteristics;
- The posted speed on major roads was adjusted to reflect realistic traffic behavior; and
- Turning time penalties were reviewed and updated for reasonableness.

The subarea model calibration process also involved a comprehensive review of the base year (2015) socioeconomic (land use) data. The 2015 land use data of zones within the subarea were further refined based on the existing known development. The land use changes for 2015 are shown in **Appendix J**.

6.1.4. BASE YEAR (2015) MODEL VALIDATION

After the model calibration, the model validation was performed by comparing model estimates of base year traffic to base year traffic counts. Daily volumes were obtained from the base year (2015) subarea model. The daily volumes in CFRPM v7.0 represent peak season weekday average daily traffic (PSWADT) and the 2015 traffic counts were also converted to average PSWADT levels during the model development process.

6.1.4.1.Subarea Validation

The validation for the subarea is based primarily on the Volume to Count (V/C) ratios of each facility type and the percent root mean square error (RMSE%) between the 2015 model PSWADTs and count PSWADTs.

V/C ratios were calculated and compared with the standards outlined in Table 3-3 of the *2019 Project Traffic Forecasting Handbook*. The V/C ratios of each facility type meet the criteria on the daily level, as shown in **Table 19**. Traffic on several screenlines/cutlines identified in the adopted CFRPM v7.0 model were analyzed, including U.S. 192 and I-4. However, insufficient count data was available within the subarea boundary on those screenlines/cutlines for a reasonable comparison. Thus, the screenline/cutline analysis was not included in this subarea model validation effort.

Table 19: Calibrated Subarea Model V/C Ratio by Facility Type

Facility Type	# of Counts	FSUTMS Standards		Count	Volume	V/C Diff%[1]	Meet Criteria
		Acceptable	Preferable				
Freeway	20	+/- 6%	+/- 5%	348,415	356,167	2.2%	YES
Divided Arterial	36	+/- 10%	+/- 7%	640,369	688,666	7.5%	YES
Undivided Arterial	14	+/- 10%	+/- 7%	116,128	122,184	5.2%	YES
Collector	40	+/- 15%	+/- 10%	156,887	144,639	-7.8%	YES
One Way/Frontage Road	0	+/- 20%	+/- 15%	-	-	N/A	N/A
Ramps	43	N/A		200,702	211,431	5.4%	N/A
All	153	N/A		1,462,501	1,523,087	4.1%	N/A

[1] *Green = Preferable; Blue = Acceptable; Red = Out of Range*

The RMSE% results were compared with the standards outlined in Table 3-2 of the *2019 Project Traffic Forecasting Handbook* and Table 2-11 of the *FSUTMS-Cube Model Calibration and Validation Standards*. **Table 20** summarizes the RMSE% of the original CFRPM v7.0 model prior to adjustments and the RMSE% results of the calibrated subarea model.

Table 20: Subarea Model RMSE% by Volume Group

Group	Volume Range (vehicles/day)	FSUTMS Standards		Number of Observations	Adopted Subarea[1]	Calibrated Subarea[1]
		Acceptable	Preferable			
1	Less than 5,000	100%	45%	63	61%	57%
2	5,000 - 9,999	45%	35%	48	35%	27%
3	10,000-14,999	35%	27%	12	51%	25%
4	15,000-19,999	30%	25%	8	27%	24%
5	20,000-29999	27%	15%	13	9%	5%
6	30,000-49,999	25%	15%	7	16%	6%
7	50,000-59,999	20%	10%	2	13%	11%
8	60,000+	19%	10%	0	N/A	N/A
Total		45%	35%	153	32%	22%

[1] *Green = Preferable; Blue = Acceptable; Red = Out of Range*

Based on **Table 20**, 153 traffic count locations were used to evaluate the areawide RMSE%. The overall subarea model RMSE% is 22 percent, which is better than the FSUTMS preferable standard of 35 percent. The subarea model RMSE% for each volume group is better than the original subarea model and the applicable FSUTMS acceptable standards.

6.1.4.2. Old Lake Wilson Road Study Corridor Validation

Table 21 shows the comparison of observed counts, original model PSWADTs, and calibrated subarea model PSWADTs along the study corridor. The calibrated model volumes along the study corridor are closer to the actual 2015 counts than the original subarea model and this is true for most segments of Old Lake Wilson Road. However, it is important to note the standards for a calibrated model are not based on individual segments but the entire subarea model. As documented in **Table 19** and **Table 20**,

the calibrated model is appropriate for use based on the V/C ratio and RSME% of the subarea model and meets the FSTUMS standards.

Table 21: Subarea Model V/C Ratios

Location	2015 Count			Original Subarea		Calibrated Subarea	
	Source	Station ID	Count	Model Volume	V/C Ratio	Model Volume	V/C Ratio
Study Corridor							
Old Lake Wilson Road, between Spine Rd. and Fairfax Dr./Marker Ave.	Osceola County	103	12,883	20,825	62%	16,810	30%
Other Corridors							
Old Lake Wilson Road, South of Osceola Polk Line Rd. (C.R. 532)	Polk County	258	22,600	19,099	-15%	18,665	-17%
Old Lake Wilson Road, North of Sand Hill Rd.	Osceola County	105	12,017	16,347	36%	15,225	27%
Summation			47,500	56,271	18%	50,700	7%

6.1.4.3. Base year (2015) Subarea Model Validation Summary

As summarized in this section, the calibrated subarea meets the V/C ratio and RMSE% criteria at the daily level. Therefore, the subarea model meets the FSUTMS standards, produces a reasonable approximation of 2015 traffic volumes, and could be used to support future traffic forecasting for the Old Lake Wilson Road PD&E Study.

6.1.5. BASE YEAR (2015) SUBAREA MODEL VOLUMES

To facilitate the traffic volume development, the base year model PSWADTs were converted to model AADTs using the Model Output Correction Factor (MOCF) based on the formula below:

Model AADT = PSWADT * MOCF

Within CFRPM v7.0, several facilities already have a MOCF associated with the network link. For the facilities that do not, the factor was taken from the 2015 Peak Season Factor Category Report of the 2015 FTI. The MOCFs from the FTI were only used on links which did not have a MOCF already assigned in the CFRPM v7.0 base link feature class. For ramps on the interstate or freeway where the MOCF was not already included in CFRPM v7.0, a factor from the closest nearby ramp was utilized.

The MOCFs used for factoring AADTs are summarized in **Table 22**. The MOCF reports obtained from the 2015 FTI data are included in **Appendix J**. The AADTs for the base year model within the subarea can be found in **Appendix J**.

Table 22: Model MOCF

County	Category	MOCF
Orange County	Countywide	0.98
Osceola County	Countywide	0.98
	I-4 Rural	0.97
Polk County	Countywide	0.95
	I-4	0.97
Lake County	Countywide	0.96

6.1.6. FUTURE YEAR (2045) SUBAREA MODEL DEVELOPMENT

A 2045 future year subarea model was developed based on the CFRPM v7.0 Year 2045 Cost Feasible scenario to provide volume growth estimates for roadways in the study area. Consistent with the 2045 Cost Feasible network, the study corridor was assumed to be widened to four lanes in the future year model.

6.1.6.1. Future Year (2045) Roadway Network Adjustments

Network modifications made during the base year (2015) model calibration process were applied to the CFRPM v7.0 Year 2045 road network to develop the 2045 future year subarea model, as the modifications are anticipated to remain valid in the future year.

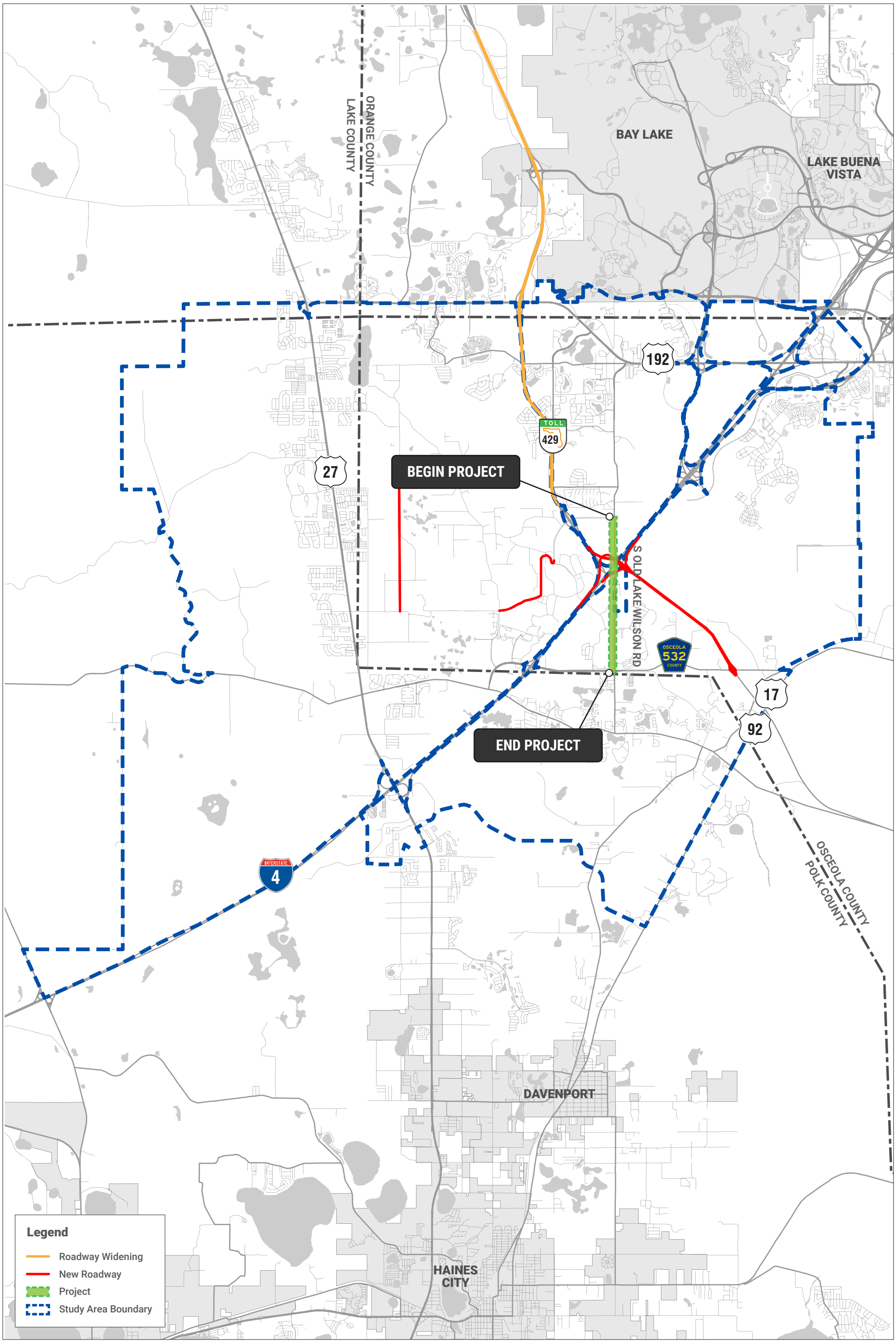
Projects listed in the Planned Improvements section of the *Old Lake Wilson Road Traffic Analysis Methodology* were added to the model if they were not already accounted in the base model. Local and regional future investment plans, as discussed in **Section 6.1.2.1: Roadway Network Data**, were then reviewed to verify that the programmed projects funded for any phase within the subarea boundary were included in the future year road network. The future roadway improvements shown in the first section of **Table 23** were updated in the CFRPM v7.0 Year 2045 road network within the subarea boundary based on a review of these plans (also shown in **Figure 12**).

In addition to base year (2015) network modifications and the 2045 network changes discussed above, the projects shown in the second section of **Table 23** were already included in the base CFRPM v7.0 model. No changes were made to the future year road network based on the 2021-2025 FDOT Five-Year Work Program and MetroPlan Orlando's 2020-2024 as these projects were already included in the model.

Additional roadway network changes outside of the subarea boundary but within Osceola County and southwest Orange County were made. These additional future year network geometry updates are highlighted in **Figure K-1** in **Appendix K**.

Table 23: Future Roadway Improvements in 2045 Model Network

Project	Limits	Improvement	Source	Year of Improvement
Projects Added to Model				
Poinciana Parkway Connector	Poinciana Parkway to S.R. 429	New expressway connection	MetroPlan Orlando 2020-2024 TIP, MetroPlan Orlando MTP 2045 CFP	PD&E funded (2021/22), Construction unfunded
S.R. 429	Sinclair Road to Seidel Road	Eight-lane widening	MetroPlan Orlando 2020-2024 TIP, MetroPlan Orlando MTP 2045 CFP	PD&E funded (2020/21), Construction unfunded
Westside Boulevard	Monaco Boulevard to Tri-County Road	New four-lane roadway	MetroPlan Orlando MTP 2045 CFP	2036-2045
Sinclair Road	Goodman Road and Tradition Boulevard	New two-lane roadway	MetroPlan Orlando MTP 2045 CFP	2036-2045
Projects Already Included in Model				
Osceola Polk Line Road (C.R. 532)	Old Lake Wilson Road to U.S. 17/92	Four-lane widening	MetroPlan Orlando 2020-2024 TIP	2022/23
Lake Wilson Road	Ronald Reagan Parkway to Osceola Polk Line Road (C.R. 532)	Four-lane widening	Polk County TPO 2020-2024 TIP	2020/21
U.S. 17/92	Ronald Reagan Parkway to Avenue A	Four-lane widening	MetroPlan Orlando MTP 2045 CFP	2031-2035
U.S. 17/92	U.S. 27 to Ronald Reagan Parkway	Four-lane widening	Polk County TPO LRTP 2045 CFP	2036-2045
I-4	Osceola Polk Line Road (C.R. 532) to S.R. 429	Addition of auxiliary lanes	MetroPlan Orlando 2020-2024 TIP	2021/22
I-4	At Osceola Polk Line Road (C.R. 532)	Interchange modification	MetroPlan Orlando 2020-2024 TIP	2021/22
I-4 Beyond the Ultimate (BtU)	West of U.S. 27 to east of Osceola Parkway	Widening and express lanes addition	MetroPlan Orlando MTP 2045 CFP	2036-2045



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Future Year 2045 Subarea Roadway Network Adjustments

Figure 12

6.1.6.2.Future Year (2045) Initial Model Run

Once the initial 2045 subarea network adjustments were made, an initial model run was completed for 2045. **Table 24** summarizes model volumes from the initial model run, by segment, for 2015 and 2045. The 2045 model AADT along the study corridor shows approximately 36,000 vehicles on average and between 3 and 5 percent annual growth. The initial run model AADTs for the 2045 future year subarea model can be found in **Appendix K**.

Table 24: Model AADT and Growth Rates (Initial Model Run)

Segment	CFRPM v7.0 AADT		Growth Rate	
	2015	2045	Annual Growth	Annual Growth Rate
Old Lake Wilson Rd.				
South of Osceola Polk Line Rd. (C.R. 532)	17,732	28,908	373	2.10%
Osceola Polk Line Rd. (C.R. 532) to Spine Rd.	15,516	36,074	685	4.42%
Spine Rd. to Fairfax Dr./Marker Ave.	16,474	34,905	614	3.73%
Fairfax Dr./Marker Ave. to Sinclair Rd.	16,647	36,878	674	4.05%
North of Sinclair Rd.	14,838	43,676	961	6.47%
Osceola Polk Line Rd.				
East of Old Lake Wilson Rd.	18,878	41,854	766	4.06%
West of Old Lake Wilson Rd.	24,701	38,693	466	1.89%
Sinclair Rd.				
West of Old Lake Wilson Rd.	5,948	29,302	778	13.09%

6.1.7. FUTURE YEAR (2045) LAND USE UPDATES

The annual growth rates from the initial model run were higher than expected for this type of roadway in this area and did not appear to accurately reflect the surrounding development plans. To address this, the build out intensity of proposed and approved developments within the subarea and near the study corridor was reviewed and coded in the 2045 future year subarea model with greater detail than the adopted model. The build out land use intensity data for the surrounding developments were collected from the latest available sources, including the development's master plan, staff report, Traffic Impact Analyses (TIAs), and Developments of Regional Impact (DRI) reports. The following developments were reviewed and updated in detail:

- Reunion DRI;
- Mystic Dunes DRI;
- Stoneybrook South DRI;
- RIDA/ChampionsGate DRI;
- CTS Investments DRI;
- Horizon West Commercial Park;
- Indian Ridge Villas;

- Summerville Resort; and
- Walmart Supercenter.

This review determined that several major developments within the subarea boundary were coded in the 2045 model with higher expected land use than what the most current development plans indicated. These included the Reunion DRI, RIDA/ChampionsGate DRI, Horizon West Commercial Park, and Walmart Supercenter. In each case, the 2045 model was adjusted to reflect the expected land use documented in the development plans. Detailed land use changes for the 2045 future year subarea model can be found in **Appendix K**.

6.1.7.1.Future Year (2045) Subarea Model Volumes and Growth Rates

Based on the land uses changes discussed in the previous section, a second model run was performed to obtain updated 2045 model volumes. **Table 25** summarizes the updated model volumes, by segment, for 2015 and 2045. The updated 2045 model AADT along the study corridor shows approximately 29,200 vehicles on average and approximately 2.5 to 3 percent annual growth. The model AADTs for the updated 2045 future year subarea model can be found in **Appendix K**.

Table 25: Model AADT and Growth Rate Summary (Final Model Run)

Segment	CFRPM v7.0 AADT		Growth Rate	
	2015	2045	Annual Growth	Annual Growth Rate
Old Lake Wilson Rd.				
South of Osceola Polk Line Rd. (C.R. 532)	17,732	27,324	320	1.80%
Osceola Polk Line Rd. (C.R. 532) to Spine Rd.	15,516	29,595	469	3.02%
Spine Rd. to Fairfax Dr./Marker Ave.	16,474	28,624	405	2.46%
Fairfax Dr./Marker Ave. to Sinclair Rd.	16,647	29,393	425	2.55%
North of Sinclair Rd.	14,838	33,692	628	4.23%
Osceola Polk Line Rd.				
East of Old Lake Wilson Rd.	18,878	39,723	695	3.68%
West of Old Lake Wilson Rd.	24,701	35,475	359	1.45%
Sinclair Rd.				
West of Old Lake Wilson Rd.	5,948	19,476	451	7.58%

6.2. Future Traffic Forecasting

Traffic volumes were collected for the existing condition in December 2020 during the COVID-19 pandemic. A review of these volumes found the existing traffic volumes collected were generally lower than historical volumes and likely affected by decreased travel during the COVID-19 pandemic, thus "base year" AADTs were determined as discussed in **Section 5.3.3: Base Year AADTs**.

With base year AADTs determined, opening year (2030) and design year (2050) future traffic volumes were forecasted. Historic growth rates were evaluated for FDOT, Polk County, and Osceola County count stations, as well as the countywide expected growth rates from the Bureau of Economic and Business Research (BEBR). Annual model volume growth rates were also calculated by using the model volume growth from 2015 to 2045, as discussed in **Section 6.1.7.1: Future Year (2045) Subarea Model Volumes and Growth Rates**.

The remainder of this section details the base year AADT development, the growth rate review and selection, and the future 2030/2050 forecasted AADTs for the Old Lake Wilson Road study corridor.

6.2.1. HISTORIC GROWTH RATES

Historic growth rates were evaluated using FDOT standard spreadsheets for linear trend analysis. Evaluations were conducted for one Polk County count location and five Osceola County count locations along and adjacent to the study corridor. Linear growth rates trended between 0.5 percent and 19.5 percent along Lake Wilson Road (Polk County) and Old Lake Wilson Road (Osceola County), as shown in **Table 26**. Historic trends analyses outputs are provided in **Appendix L**, as based on the historic AADT reports shown in **Appendix I**.

Table 26: Summary of Osceola and Polk County Historic Growth Rates

Year	Lake Wilson Road, South of Osceola Polk Line Rd. (C.R. 532)	Old Lake Wilson Road, Osceola Polk Line Rd. (C.R. 532) to Sinclair Rd.	Old Lake Wilson Road, North of Sinclair Rd.	Osceola Polk Line Road (C.R. 532), West of Old Lake Wilson Rd.	Osceola Polk Line Road (C.R. 532), East of Old Lake Wilson Rd.	Sinclair Road, West of Old Lake Wilson Rd.
	Polk County Site: 8215	Osceola County Site: 103	Osceola County Site: 105	Osceola County Site: 101	Osceola County Site: 102	Osceola County Site: 106
2008	-	8,500	7,700	20,400	19,000	1,100
2009	-	8,300	6,300	19,300	15,900	1,200
2010	-	8,400	7,300	20,900	15,300	1,500
2011	-	8,600	8,200	22,200	14,600	1,800
2012	-	8,700	9,200	23,600	13,900	2,200
2013	-	10,100	10,200	24,000	14,900	2,800
2014	-	11,600	11,100	24,500	15,900	3,500
2015	21,253	13,000	12,100	24,900	16,900	4,200
2016	-	14,200	12,200	28,000	16,600	5,900
2017	20,200	15,700	14,400	30,500	19,500	6,100
2018	-	17,600	15,600	33,200	18,400	6,600
2019	21,700	20,100	18,900	29,600	17,100	8,700
2020	-	21,400	19,000	29,500	16,800	9,000
Annual Linear Growth Rate	0.48%	19.49%	19.44%	5.43%	0.96%	131.67%
R^2	9.25%	91.09%	93.32%	87.28%	11.85%	94.62%

6.2.2. BEBR GROWTH RATES

BEBR projects population growth for each county in Florida in five-year increments for low, medium, and high growth scenarios. The BEBR projected population growth for Osceola County and Polk County is provided in **Table 27**. Further detail on BEBR Osceola County and Polk County growth rates can be found in **Appendix L**.

These BEBR growth rates are only applicable at the countywide level and do not account for development specifically along the study corridor or future planned roadways in the study area. However, they can provide a useful reference as to whether historical traffic growth is realistic projecting into the future. For example, since there is expected to be at most 3.7 percent population growth in Osceola County between 2020 and 2045 according to BEBR, it is unlikely that the nearly 20 percent historical growth rate measured on Old Lake Wilson Road will continue to the design year.

Table 27: BEBR[1] Growth Rates for Osceola County and Polk County

County	Growth Range	2020 Population Estimate	2045 Population Estimate	Annual Growth Rate
Osceola County	Low	361,000	508,900	1.64%
	Medium	384,800	642,600	2.68%
	High	407,000	783,900	3.70%
Polk County	Low	668,200	748,800	0.48%
	Medium	704,100	924,700	1.25%
	High	738,500	1,089,600	1.90%

[1] BEBR Volume 53, Bulletin 186, January 2020

6.2.3. ANNUAL MODEL VOLUME GROWTH RATES

Annual model volume growth rates were calculated by using the 2015 and 2045 model volume growth for each study segment in each modeled time period. The model AADT (with MOCF applied as discussed in **Section 6.1.5: Base Year (2015) Subarea Model Volumes**) and annual model volume growth rates for the Old Lake Wilson Road study segments and major cross streets are summarized in **Table 28**. 2015 and 2045 model plots are included in **Appendix M**.

Several minor streets along the study corridor were reflected in the model as centroid connectors, rather than actual roadways. The model volume associated with each centroid connector needed to be manually determined by assessing how many of the associated TAZ's trips were expected to utilize the minor street in question. A select zone analysis was performed to determine how trips from associated TAZs access the roadway network. This provided a more refined estimate of the proportion of trips using the minor streets in question and helped develop the model volume expected on several minor streets. This analysis is also detailed in **Appendix M**.

Table 28: Model Growth Rates for Old Lake Wilson Road

Roadway Segment	2015 Base Year Model AADT	2045 Model AADT	Total Model Growth	2015-2045 Annual Model Volume Growth	Growth Rate Percentage
Lake Wilson Road, South of Osceola Polk Line Rd. (C.R. 532).	17,732	27,324	9,592	320	1.80%
Old Lake Wilson Road, Osceola Polk Line Rd. (C.R. 532) to Spine Rd.	15,516	29,595	14,079	469	3.02%
Old Lake Wilson Road, Spine Rd. to Fairfax Dr./Marker Ave.	16,474	28,624	12,150	405	2.46%
Old Lake Wilson Road, Fairfax Dr./Marker Ave. to Sinclair Rd.	16,647	29,393	12,746	425	2.55%
Old Lake Wilson Road, North of Sinclair Rd.	14,838	33,692	18,854	628	4.23%
Osceola Polk Line Road (C.R. 532), West of Old Lake Wilson Rd.	24,701	35,475	10,774	359	1.45%
Osceola Polk Line Road (C.R. 532), East of Old Lake Wilson Rd.	18,878	39,723	20,845	695	3.68%
Excitement Drive, East of Old Lake Wilson Rd.[1]	2,816	3,567	751	25	0.89%
Spine Road, West of Old Lake Wilson Rd.[1]	3,539	11,022	7,483	249	7.04%
Assembly Court, East of Old Lake Wilson Rd.	397	387	-10	0	0.00%
Fairfax Drive, West of Old Lake Wilson Rd.[1]	2,012	2,012	0	0	0.00%
Marker Avenue, East of Old Lake Wilson Rd.	1,817	1,817	0	0	0.00%
Sinclair Road, West of Old Lake Wilson Rd.	5,948	19,476	13,528	451	7.58%

[1] Model AADTs determined using a select zone analysis.

6.2.4. RECOMMENDED GROWTH RATES AND FUTURE AADTS

After a review of historic growth rates at count stations along the study corridor and expected growth rates from BEBR, it was determined that neither were appropriate for forecasting since they did not account for future development and planned regional connectors like the Poinciana Parkway extension. The model volume growth was determined to be the most appropriate means of determining future growth rates.

Future AADTs were calculated by using the annual model volume growth for each time period and applying this growth to the base year AADTs. Therefore, to calculate the 2050 AADTs the annual model volume growth from 2015 to 2045 was multiplied by the years of the growth period (2020 to 2050 would be 30 years) and added to the base year AADTs. A similar method was used to calculate 2030 AADTs. One exception to this was at the intersections of Old Lake Wilson Road & Excitement Drive and Old Lake Wilson Road & Spine Road. These intersections access the Reunion DRI, which is expected to be built out by 2030. Therefore, the 30-year annual model growth (2015-2045) is expected to occur by 2030 for these roadways thus zero growth was applied from 2030 to 2050.

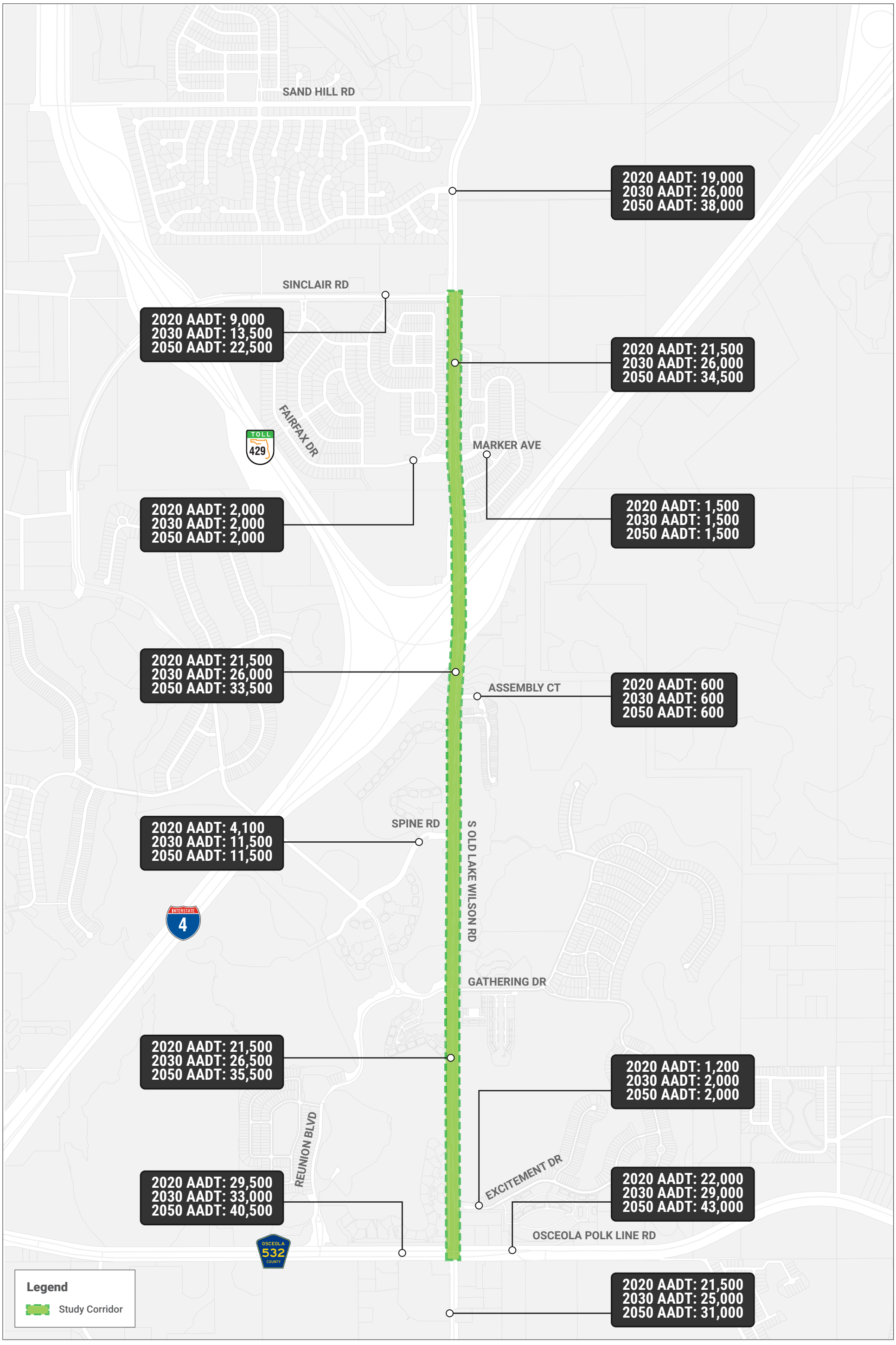
Table 29 summarizes the base year AADTs, recommended annual volume growth rates, and 2030/2050 future AADTs for the Old Lake Wilson Road study corridor and major intersecting roadways. Base and future year AADTs are also displayed in **Figure 13**.

Table 29: Future Year Growth and AADT Projections

Roadway	Base Year (2020) AADT	Annual Volume Growth	Annual Growth Rate Percentage	2030 Projected AADT	2050 Projected AADT
Lake Wilson Road, South of Osceola Polk Line Rd. (C.R. 532).	21,500[1]	320	1.49%	25,000	31,000
Old Lake Wilson Road, Osceola Polk Line Rd. (C.R. 532) to Spine Rd.	21,500	469	2.18%	26,500	35,500
Old Lake Wilson Road, Spine Rd. to Fairfax Dr./Marker Ave.	21,500	405	1.88%	26,000	33,500
Old Lake Wilson Road, Fairfax Dr./Marker Ave. to Sinclair Rd.	21,500	425	1.98%	26,000	34,500
Old Lake Wilson Road, North of Sinclair Rd.	19,000	628	3.31%	26,000	38,000
Osceola Polk Line Road (C.R. 532), West of Old Lake Wilson Rd.	29,500	359	1.22%	33,000	40,500
Osceola Polk Line Road (C.R. 532), East of Old Lake Wilson Rd.	22,000	695	3.16%	29,000	43,000
Excitement Drive, East of Old Lake Wilson Rd.	1,200	N/A[2]	N/A[2]	2,000	2,000
Spine Road, West of Old Lake Wilson Rd.	4,100	N/A[2]	N/A[2]	11,500	11,500
Assembly Court, East of Old Lake Wilson Rd.	600	0	0.00%	600	600
Fairfax Drive, West of Old Lake Wilson Rd.	2,000	0	0.00%	2,000	2,000
Marker Avenue, East of Old Lake Wilson Rd.	1,500	0	0.00%	1,500	1,500
Sinclair Road, West of Old Lake Wilson Rd.	9,000	451	5.01%	13,500	22,500

[1] Base Year AADT for this location is from 2019.

[2] The Reunion DRI is expected to be fully built out by 2030. Therefore, the 30-year annual model growth (2015-2045) from **Table 29** is expected to occur by 2030 for these roadways. Zero growth was applied from 2030 to 2050.



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Base, Opening, and Design Year AADTs along Old Lake Wilson Road

Figure 13

6.3. Development of Design Traffic Factors

This section summarizes the traffic factors utilized to develop future design hour volumes and is consistent with the approved *Old Lake Wilson Road Traffic Analysis Methodology*.

6.3.1. STANDARD K

The K factor is the proportion of AADT that occurs during the design hour. Standard K factors were obtained from the *2019 Project Traffic Forecasting Handbook*. These factors were established using statewide data measured at continuous count sites. The factors are based on area type and facility type, with considerations to typical peak periods of the day.

The study corridor generally operates as an urban minor arterial. Therefore, an urban standard K factor of 0.09 was selected for the intersections and segment along the corridor as documented in the traffic methodology. The existing collected peak to daily ratios ranged between 0.06 and 0.10, but as urban areas increase in density, the peak-to-daily ratios trend towards the FDOT standard K factor. Therefore, the use of a Standard K factor of 0.09 resulted in a reasonable estimate of the future projected Design Hour Volumes (DHVs) along Old Lake Wilson Road. It should be noted that the side streets that serve the Reunion DRI serve a relatively unique development type that exhibits peaking characteristics inconsistent with Standard K. Thus, at the intersections of Old Lake Wilson Road & Excitement Drive and Old Lake Wilson Road & Spine Road a development-specific peak-to-daily ratio of 0.076 was calculated using the approved land use plan for the development and the *ITE Trip Generation Manual, 10th Edition*. Then the peak-to-daily ratio was applied on these side streets. This is documented in **Appendix N**.

6.3.2. HISTORICAL D FACTORS

The Directional Distribution (D) factor is the percentage of the total two-way traffic traveling in the peak direction. As with base year AADTs, a review of existing and historic traffic counts was conducted to identify any effects the COVID-19 pandemic had on traffic directionality. This review also helped in the determination of appropriate D factors for future traffic forecasting.

For minor roadways, ITE trip generation directionality estimates were also used. For the intersections of Old Lake Wilson Road & Excitement Drive and Old Lake Wilson Road & Spine Road, a D factor of 55.6 was calculated for the entire development by using the approved land use plan for the development and the *ITE Trip Generation, Manual 10th Edition* to calculate total PM peak hour entering and exiting trips. This is documented in **Appendix N**.

The peak hour peak direction volumes were determined for each field count location and an associated D factor was calculated for the field counts. These values are shown in **Table 30**. The historic D factors from Osceola County and Polk County count locations were also reviewed and are shown in **Table 31**.

Table 32 and **Table 33** document the recommended D factors for each roadway based on the review of existing/historical traffic counts and ITE Trip Generation. **Appendix N** provides the historical traffic count reports from Osceola and Polk Counties, as well as the historical D factors along each roadway segment. For the minor roadways where zero growth was projected and that have the same base, opening, and design year AADTs, no design traffic factors were needed.

Table 30: 2020 Field Count D Factors

Roadway Segment	2020 Field Count D Factor Direction	2020 Field Count D Factor
Lake Wilson Road, South of Osceola Polk Line Rd (C.R. 532)	SB	0.61
Old Lake Wilson Road, Osceola Polk Line Rd. (C.R. 532) to Spine Dr.	SB	0.67
Old Lake Wilson Road, Spine Rd. to Fairfax Dr./Marker Ave.	SB	0.69
Old Lake Wilson Road, Fairfax Dr./Marker Ave. to Sinclair Rd.	SB	0.70
Old Lake Wilson Road, North of Sinclair Rd.	SB	0.77
Osceola Polk Line Road (C.R. 532), West of Old Lake Wilson Rd.	-	0.50
Osceola Polk Line Road (C.R. 532), East of Old Lake Wilson Rd.	EB	0.58
Excitement Drive, East of Old Lake Wilson Rd.	WB	0.55
Spine Road, West of Old Lake Wilson Rd.	WB	0.54
Assembly Court, East of Old Lake Wilson Rd.	WB	0.53
Fairfax Drive, West of Old Lake Wilson Rd.	WB	0.74
Marker Avenue, East of Old Lake Wilson Rd.	WB	0.62
Sinclair Road, West of Old Lake Wilson Rd.	WB	0.61

Table 31: Historical Count D Factors

Year	Lake Wilson Road, South of Osceola Polk Line Rd. (C.R. 532) Polk County Site: 8215		Old Lake Wilson Road, Osceola Polk Line Rd. (C.R. 532) to Sinclair Rd. Osceola County Site: 103		Old Lake Wilson Road, North of Sinclair Rd. Osceola County Site: 105		Osceola Polk Line Road (C.R. 532), West of Old Lake Wilson Rd. Osceola County Site: 101		Osceola Polk Line Road (C.R. 532), East of Old Lake Wilson Rd. Osceola County Site: 102		Sinclair Road, West of Old Lake Wilson Rd. Osceola County Site: 106	
	D Factor Direction	D Factor	D Factor Direction	D Factor	D Factor Direction	D Factor	D Factor Direction	D Factor	D Factor Direction	D Factor	D Factor Direction	D Factor
2010	-		SB	0.67	SB	0.70	EB	0.53	EB	0.59	EB	0.59
2011	-		-	-	-	-	-	-	-	-	-	-
2012	-		SB	0.67	SB	0.70	EB	0.56	EB	0.55	EB	0.73
2013	-		SB	0.68	SB	0.70	EB	0.56	EB	0.56	EB	0.63
2014	-		-	-	-	-	-	-	-	-	-	-
2015	-		SB	0.70	SB	0.70	EB	0.57	EB	0.58	EB	0.60
2016	-		SB	0.66	SB	0.70	EB	0.55	EB	0.63	EB	0.54
2017	-		SB	0.73	SB	0.72	EB	0.52	EB	0.59	EB	0.68
2018	-		NB[1]	0.70	SB	0.77	EB	0.53	EB	0.58	EB	0.59
2019	NB	0.51	SB	0.64	SB	0.73	EB	0.57	WB	0.51	EB	0.52
2020	-		SB	0.63	SB	0.69	EB	0.54	WB	0.51	EB	0.51

[1] This directionality is determined from the 2018 Osceola County Roadway Network Capacity Report. Refer to **Appendix N** for more information.

Table 32: Recommended D Factors, Old Lake Wilson Road

Roadway Segment	2020 Field Count D Factor Direction	2020 Field Count D Factor	2020 Historical Count D Factor Direction	2020 Historical Count D Factor	D Factor Direction Used	D Factor Used	Reason for Source Use
Lake Wilson Road, South of Osceola Polk Line Rd. (C.R. 532)	SB	0.61	NB[1]	0.51[1]	**NB**	**0.51**	This Polk County site's 2019 D factor was unaffected by COVID-19 influences. This site's AADT was also used for base year AADT.
Old Lake Wilson Road, Osceola Polk Line Road (C.R. 532) to Spine Drive	SB	0.67	SB	0.63	**SB**	**0.63**	This Osceola County site's 2020 D factor better represents the historic D factor trend at this location. This site's AADT was also used for base year AADT.
Old Lake Wilson Road, Spine Rd. to Fairfax Dr./Marker Ave	SB	0.69	SB	0.63	**SB**	**0.63**	This Osceola County site's 2020 D factor better represents the historic D factor trend at this location. This site's AADT was also used for base year AADT.
Old Lake Wilson Road, Fairfax Dr./Marker Ave .to Sinclair Rd.	SB	0.70	SB	0.63	**SB**	**0.63**	This Osceola County site's 2020 D factor better represents the historic D factor trend at this location. This site's AADT was also used for base year AADT.
Old Lake Wilson Road, North of Sinclair Rd.	SB	0.77	SB	0.69	**SB**	**0.69[2]**	This Osceola County site's 2020 D factor better represents the historic D factor trend at this location. This site's AADT was also used for base year AADT.

[1] The historic D factor at this site is from 2019 because 2020 data was not available.[2] The historic D factor trend and development conditions surrounding this site indicate the need for a D factor outside of the *2019 Project Traffic Forecasting Handbook*'s recommended D factor range.

Table 33: Recommended D Factors, Other Roadways

Roadway Segment	2020 Field Count D Factor Direction	2020 Field Count D Factor	2020 Historical Count D Factor Direction	2020 Historical Count D Factor	D Factor Direction Used	D Factor Used	Reason for Source Use
Osceola Polk Line Road (C.R. 532), West of Old Lake Wilson Road	-	0.50	EB	0.54	**EB**	**0.54**	This Osceola County site's 2020 D factor better represents the historic D factor trend at this location. This site's AADT was also used for base year AADT.
Osceola Polk Line Road (C.R. 532), East of Old Lake Wilson Rd.	EB	0.58	WB	0.51	**EB**	**0.58**	The field count was taken closer to study corridor and is a more appropriate representation of D factor adjacent to study corridor than the County count.
Sinclair Road, West of Old Lake Wilson Rd.	WB	0.61	EB	0.51	**EB**	**0.57**	The Osceola County site's historic D factors were averaged (without outliers) to better represent the historic D factor trend at this location.
Roadway Segment	**2020 Field Count D Factor Direction**	**2020 Field Count D Factor**	**D Factor Direction based on ITE Trip Generation**	**D Factor based on ITE Trip Generation**	**D Factor Direction Used**	**D Factor Used**	**Reason for Source Use**
Excitement Drive, East of Old Lake Wilson Rd.	WB	0.55	EB	0.56	**EB**	**0.56**	It is anticipated that the ITE trip generation estimate better reflects conditions not affected by COVID. ITE directional distribution used as the anticipated D factor.
Spine Road, West of Old Lake Wilson Rd.	WB	0.54	WB	0.56	**WB**	**0.56**	It is anticipated that the ITE trip generation estimate better reflects conditions not affected by COVID. ITE directional distribution used as the anticipated D factor.

6.3.3. HISTORICAL T_{24} FACTORS

The T_{24} factor is the percentage of trucks over the course of an average day. As any T_{24} factors from FDOT count stations on the corridor would be universal countywide values, FDOT counts were not an appropriate source for T_{24} factors. Instead, T_{24} factors were determined from the existing 2020 field counts collected during this project as they are the most appropriate source of T_{24} factor data. This count data is documented in **Table 10** and is also shown in **Table 34**.

6.3.4. RECOMMENDED K, D, AND T_{24} FACTORS

The recommended K, D, T_{24}, and DHT factors, for use on this project, are summarized in **Table 34**.

Table 34: Old Lake Wilson Road Recommended K, D, and T_{24} and DHT Factors

From	K	D	T_{24}	DHT
Lake Wilson Road, South of Osceola Polk Line Road (C.R. 532)	0.09	51%	4.1%	2.05%
Old Lake Wilson Road, Osceola Polk Line Road (C.R. 532) to Spine Road	0.09	63%	10.0%	5.00%
Old Lake Wilson Road, Spine Road to Fairfax Drive/Marker Avenue	0.09	63%	7.5%	3.75%
Old Lake Wilson Road, Fairfax Drive/Marker Avenue to Sinclair Road	0.09	63%	7.5%	3.75%
Old Lake Wilson Road, North of Sinclair Road	0.09	69%	2.5%	1.25%
Osceola Polk Line Road (C.R. 532), West of Old Lake Wilson Road	0.09	54%	6.8%	3.40%
Osceola Polk Line Road (C.R. 532), East of Old Lake Wilson Road	0.09	58%	7.8%	3.90%
Excitement Drive, East of Old Lake Wilson Rd.	0.08[1]	56%[2]	0.0%	0.00%
Spine Road, West of Old Lake Wilson Rd.	0.08[1]	56%[2]	3.4%	1.70%
Sinclair Road, West of Old Lake Wilson Road	0.09	57%	8.6%	4.30%

[1] A development-specific peak-to-daily ratio was calculated for the intersections of Old Lake Wilson Road & Excitement Drive and Old Lake Wilson Road & Spine Road due to these streets serving residential development with non-standard peak-to-daily ratios.

[2] For the intersections of Old Lake Wilson Road & Excitement Drive and Old Lake Wilson Road & Spine Road, a D factor was calculated for the entire development by determining total PM peak hour entering and exiting trips.

6.4. Future Intersection Turning Movement Volumes Development

Future intersection turning movement volumes for the 2030 and 2050 peak hours were developed following procedures described in National Cooperative Highway Research Program (NCHRP) Report 255. This effort was completed for the two intersections with regional connectivity that are anticipated to experience the highest level of growth:

- Old Lake Wilson Road & Osceola Polk Line Road (C.R. 532); and
- Old Lake Wilson Road & Sinclair Road.

Spreadsheet tools were utilized that implement the NCHRP Report 255 turn movement forecasting procedures. This is consistent with acceptable tools described in the *2019 Project Traffic Forecasting Handbook*. Forecast AADTs were converted to directional design hourly volumes (DDHVs) utilizing the recommended K and D factors. The DDHVs and existing turning movement percentages were then used as inputs to generate the future PM peak hour turning movement volumes. The AM peak hour turning movement volumes were assumed to be the reciprocal of the PM peak hour. The inputs and outputs generated from the applied spreadsheet tools are provided in **Appendix O**.

At the intersections of Old Lake Wilson Road & Excitement Drive and Old Lake Wilson Road & Spine Road, turning movement volumes were estimated based on future planned development for the Reunion development. At Old Lake Wilson Road & Fairfax Drive/Marker Avenue, the minor street legs are changing from right-out only access to full access due a signalization project discussed in **Section 7.1.1: No-Build Intersection Improvements**. Therefore, the turning movement volumes were estimated based on potential ingress/egress re-routing from these developments. The methodology for turning movement volume development at these three locations is discussed in the following sections.

The Old Lake Wilson Road & Shoppes at Reunion intersection was the only location where existing AM and PM turning movement volumes for the minor street were used without additional adjustments. The Old Lake Wilson Road & Assembly Court intersection was also reviewed, and no traffic growth is anticipated for the minor street leg, thus the existing PM volumes were utilized for the future year and reciprocal volumes were used for the AM peak hour.

6.4.1. EXCITEMENT DRIVE AND SPINE ROAD INTERSECTION GROWTH

The minor streets of Excitement Drive and Spine Road are anticipated to have additional volume growth from the existing to future condition due to additional housing units planned for the Reunion development. To forecast the future turning movement volumes to and from these streets, the 2030 and 2050 DDHVs were determined by multiplying the 2030 and 2050 AADTs by the recommended K factor and D factors shown in **Table 34**. The existing PM peak hour turning movement volumes entering and exiting these streets were then used to determine the proportion of 2030 and 2050 DDHVs that enter and exit to/from the north and south. These proportions were then applied to the 2030 and 2050 DDHVs to determine the 2030 and 2050 turning movement volumes entering and exiting in the PM peak hour. Once this process was complete for the 2030 and 2050 PM peak hour, the reciprocal of

these volumes was used for the 2030 and 2050 AM peak hour volumes. The detailed calculations for this process is provided in **Appendix O**.

6.4.2. FAIRFAX DRIVE/MARKER AVENUE INTERSECTION GROWTH

The intersection of Old Lake Wilson Road & Fairfax Drive/Marker Avenue operates in the existing condition with only right turns allowed from the east and west legs onto Old Lake Wilson Road. However, the intersection is planned to be signalized in the future no-build and build condition, as discussed in more detail in **Section 7.1.1: No-Build Intersection Improvements**. While there is zero growth anticipated for Fairfax Drive and Marker Avenue, the existing turning movement volumes needed to be redistributed to reflect the anticipated traffic volumes entering and exiting these minor streets in the future condition.

At Fairfax Drive, it was assumed that residents in the south section of the development will turn left and travel northbound on Old Lake Wilson Road at the new signalized intersection. Residents in the northern part of the development are still anticipated to use Sinclair Road to access Old Lake Wilson Road for northbound travel. The proportion of drivers turning left and right from Fairfax Drive was estimated from the proportions found in the existing PM peak hour period at Old Lake Wilson Road & Spine Road. The detailed calculations for this methodology, including the percentages to determine which residents will use which access point, is provided in **Appendix O**.

At Marker Avenue, it was assumed that residents using Marker Avenue to turn right and then U-turn at Old Lake Wilson Road & Sinclair Road will now turn left at Marker Avenue. Those assumed to currently use Pendant Court to turn right, and U-turn will now exit left at Marker Avenue as well. The proportion of drivers turning left and right out of the development is estimated from the proportions found in the existing PM peak hour period at Old Lake Wilson Road & Spine Road. The detailed calculations for this methodology, including the percentages to determine which residents will use which access point, is provided in **Appendix O**.

Once the future PM peak hour turning movement volumes were generated for 2030 and 2050, the reciprocal of these volumes was calculated and utilized for the 2030 and 2050 AM peak hour turning movement volumes at Fairfax Drive/Marker Avenue.

6.4.3. SINCLAIR ROAD INTERSECTION GROWTH

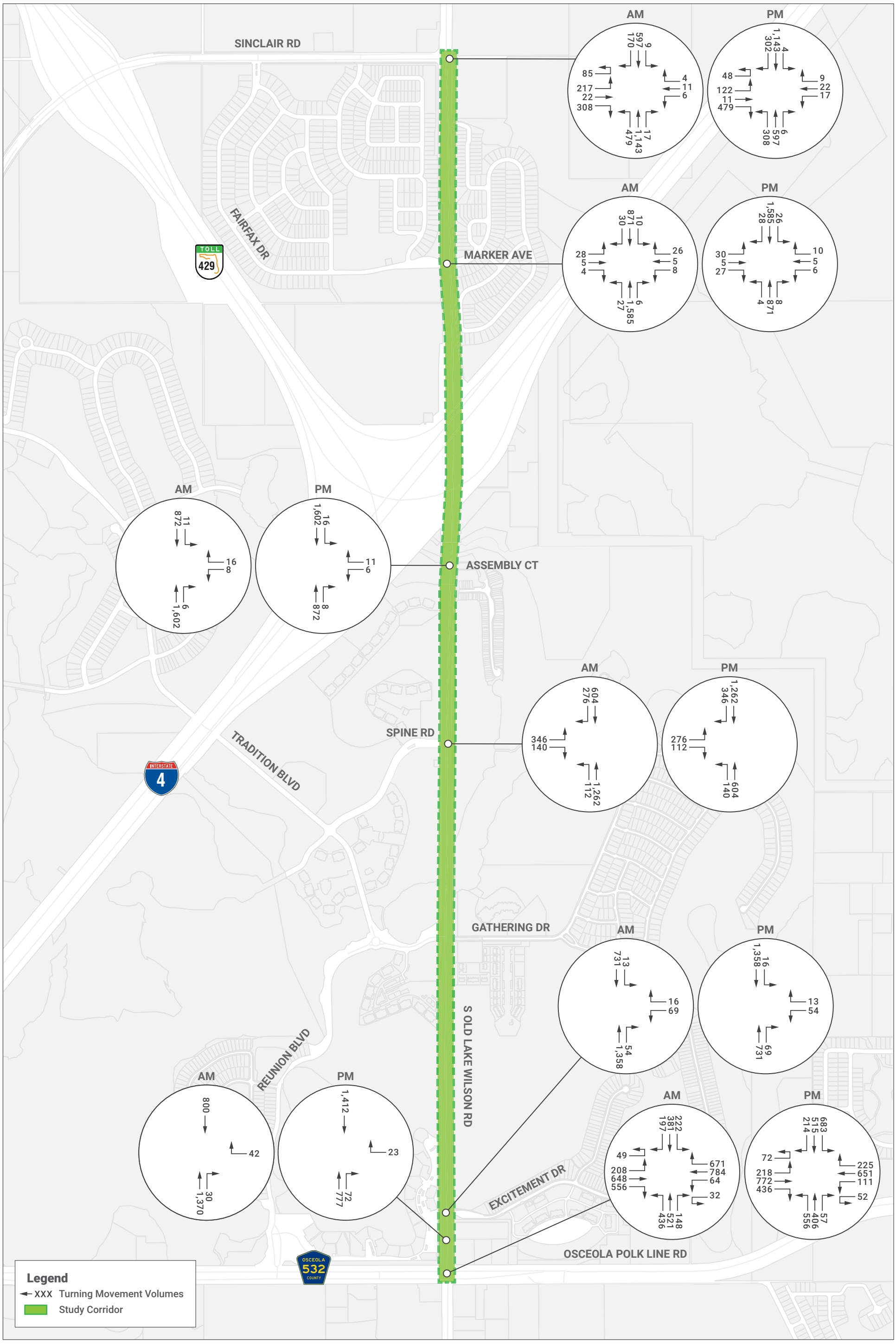
The spreadsheet tools utilized to implement the NCHRP Report 255 procedures require input of initial estimates of turning movement percentages for each movement (typically, these would be the existing turn movement counts). However, the intersection of Old Lake Wilson Road & Sinclair Road will change from a three-leg intersection in the existing condition to a four-leg intersection in the future 2030 and 2050 conditions to accommodate a new development on the east side of the intersection. To account for this in the NCHRP Report 255 spreadsheet tool, the future anticipated turning movement volumes in and out of the new development were obtained from the Horizon West Commercial Park Transportation Impact Analysis (provided in **Appendix O**). These anticipated turning movement volumes from the new development were added to the existing turning movement volumes collected

from this study to determine the initial turning movement percentages. From there, the NCHRP tool was used to calculate future turning movement volumes. This process is documented in **Appendix O**.

6.4.4. FUTURE INTERSECTION TURNING MOVEMENT VOLUMES

Based on the methodology discussed in this section, opening (2030) and design (2050) year turning movement volumes were developed for use in the future no-build and build analyses. The no-build and build turning movement volumes for each time period are identical since there are no differences in turning movements allowed between the no-build and build alternatives.

The 2030 and 2050 turning movement volumes are shown in **Figure 14** and **Figure 15. Appendix O** shows the raw 2030 and 2050 PM turning movement volumes, the adjustments made to these volumes and the final 2030 and 2050 PM turning movement volumes. Finally, the final 2030 and 2050 AM turning movement volumes are shown as the reciprocal of the final 2030 and 2050 PM turning movement volumes.



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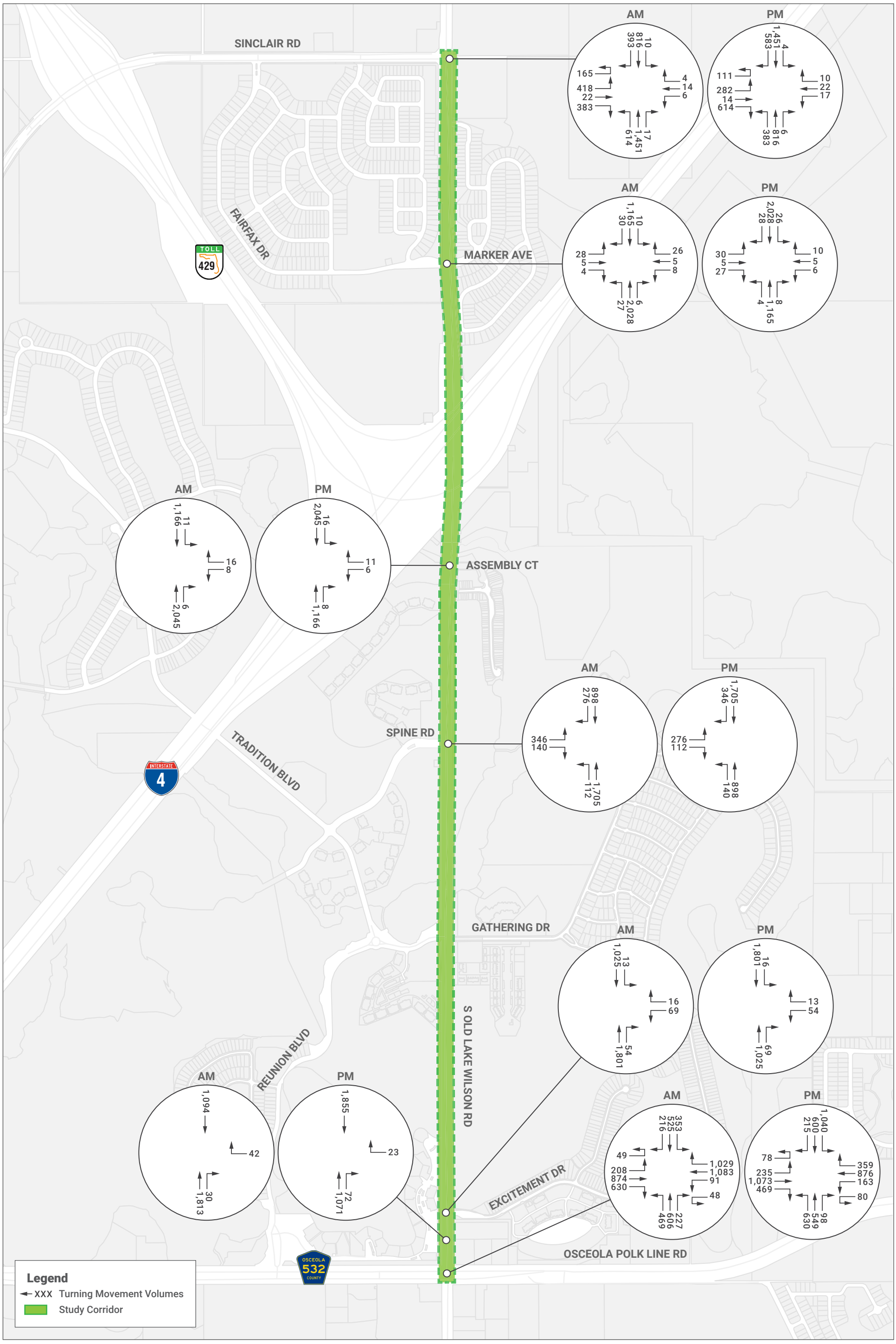
2030 AM and PM Peak Turning Movement Volumes

Figure 14



OLD LAKE WILSON ROAD | PD&E Study

2050 AM and PM Peak Turning Movement Volumes

Figure 15

7. ALTERNATIVES ANALYSIS

7.1. Future No-Build Alternative

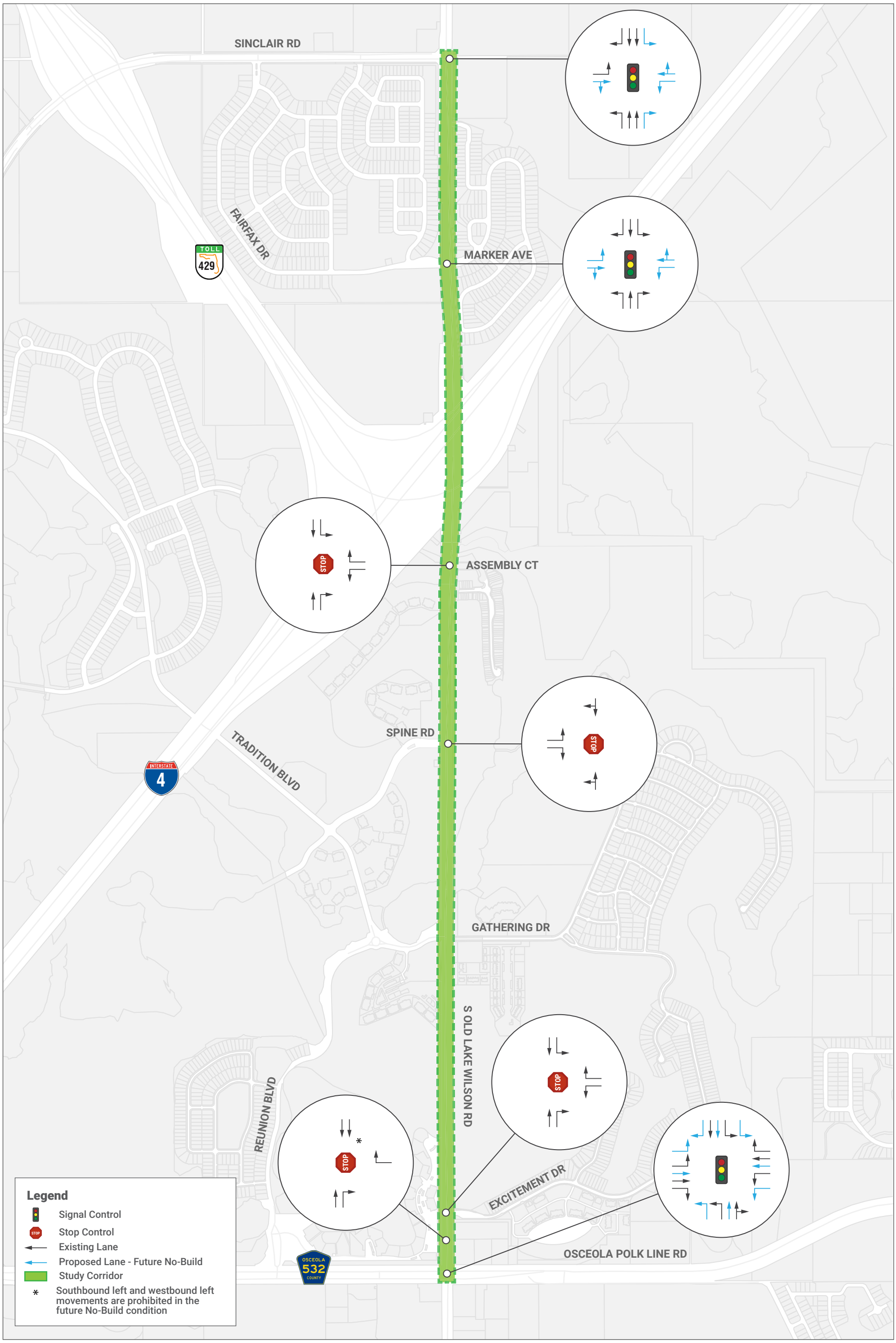
This section describes the no-build intersection and segment traffic operations for the opening (2030) and design (2050) analysis years.

7.1.1. NO-BUILD INTERSECTION IMPROVEMENTS

Several geometric changes are anticipated for the future no-build condition and were included in the no-build operational analyses. Key changes for the future no-build lane configurations are summarized below and the no-build lane configurations and traffic control are illustrated in **Figure 16**.

- Old Lake Wilson Road & Osceola Polk Line Road (C.R. 532)
    - Planned widening projects on the south and east legs of the intersection will change the geometry of each leg at the intersection.
- Old Lake Wilson Road & Shoppes at Reunion
    - The planned widening of Lake Wilson Road will limit access to the Shoppes at Reunion, prohibiting the existing southbound and westbound left turn movements.
- Old Lake Wilson Road & Fairfax Drive/Marker Avenue
    - The intersection will be signalized thus through and left movements will be allowed on the eastbound and westbound approaches.
- Old Lake Wilson Road & Sinclair Road
    - A development will be built to the east of the intersection, changing the intersection from a three-leg intersection to a four-leg intersection. Various lanes will be added to serve this new leg.

The documentation supporting these changes is also provided in **Appendix P**.



OLD LAKE WILSON ROAD | PD&E Study

Future No-Build Lane Configurations and Traffic Control

Figure 16

7.1.2. NO-BUILD INTERSECTION OPERATIONS

In the no-build analysis, the two existing signalized intersections had modifications due to the improvements discussed in **Section 7.1.1: No-Build Intersection Improvements**. The signal timing splits at these intersections were optimized to reflect the new signal phases and periodic adjustments as traffic flows naturally change.

At the intersection of Old Lake Wilson Road & Osceola Polk Line Road (C.R. 532), permitted/overlap signal phasing was utilized for the high volume eastbound and westbound right turn movements. To reduce conflicts between these right turn movements and potential northbound/southbound U-turning vehicles, northbound/southbound U-turn movements should be prohibited. These U-turn movements can be accommodated at median openings along Osceola Polk Line Road (C.R. 532) west or east of Old Lake Wilson Road.

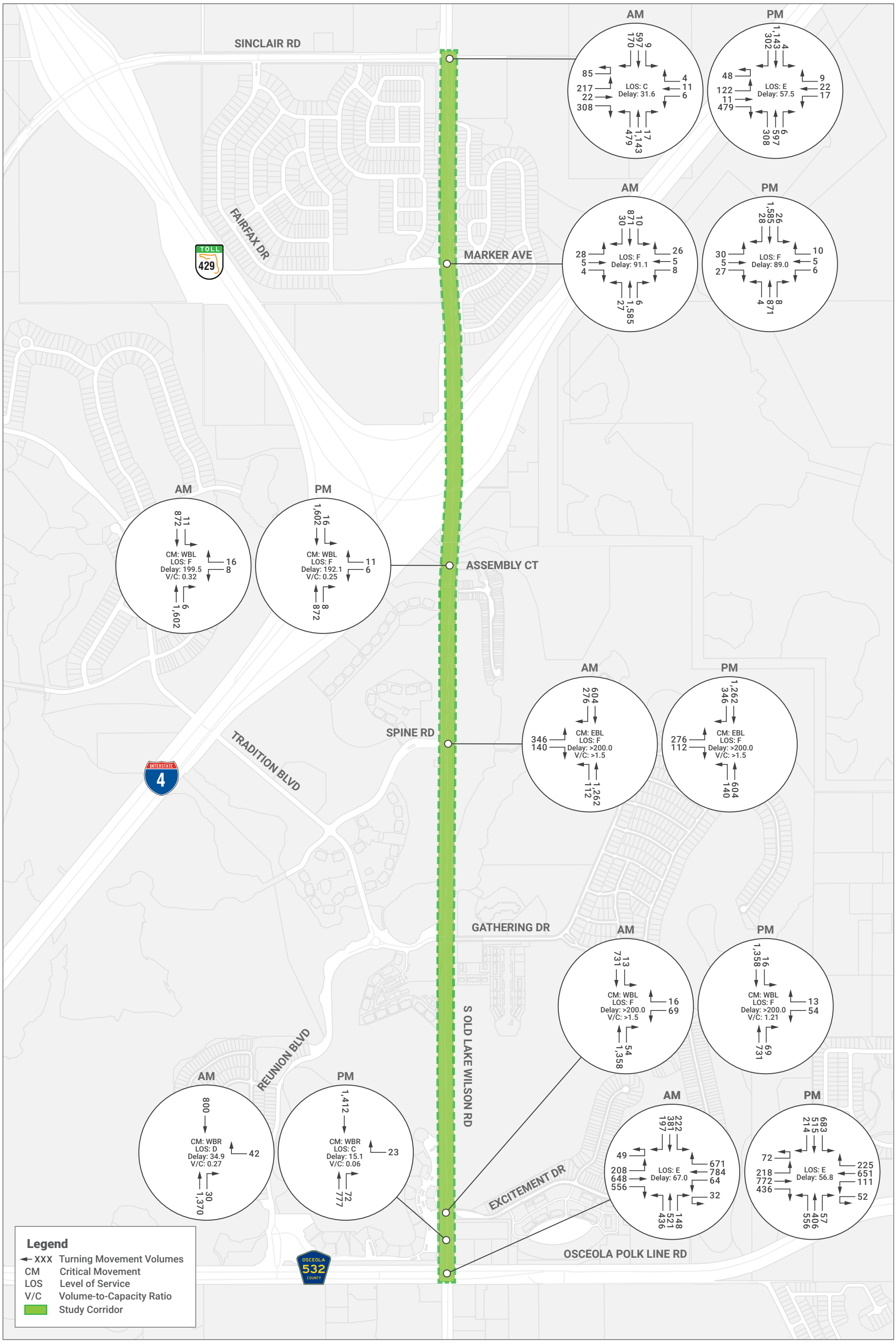
To reduce conflicts between the southbound right turn movement and potential eastbound U-turning vehicles, the southbound right turn movement will operate under permitted phasing only with a no right turn on red restriction. The northbound right turn movement does not have an exclusive right turn lane and no restrictions were placed on the northbound right turn movements. However, a no right turn on red restriction could be implemented to reduce conflicts with potential westbound U-turning vehicles.

A summary of 2030 and 2050 no-build AM/PM peak hour intersection operations is shown in **Table 35**. The 2030 and 2050 no-build AM/PM peak hour intersection operations are also shown in **Figure 17** and **Figure 18**. Detailed Synchro reports for the no-build intersection analysis are provided in **Appendix Q**. Each study intersection operates with at least one peak hour worse than LOS D in the 2050 no-build condition.

Table 35: No-Build 2030 and 2050 AM/PM Peak Hour Intersection LOS

Intersection	Control Type	2030 LOS (AM/PM)	2030 Overcapacity Movements (AM/PM)	2050 LOS (AM/PM)	2050 Overcapacity Movements (AM/PM)
Old Lake Wilson Rd. & Osceola Polk Line Rd. (C.R. 532)	Signal	E/E	1/1	F/F	5/6
Old Lake Wilson Rd. & Shoppes at Reunion	TWSC[1]	D/C	0/0	F/C	0/0
Old Lake Wilson Rd. & Excitement Dr.	TWSC[1]	F/F	1/1	F/F	1/1
Old Lake Wilson Rd. & Spine Rd.	TWSC[1]	F/F	1/1	F/F	1/2
Old Lake Wilson Rd. & Assembly Ct.	TWSC[1]	F/F	0/0	F/F	1/0
Old Lake Wilson Rd. & Fairfax Dr./Marker Ave.	Signal	F/F	1/1	F/F	1/1
Old Lake Wilson Rd. & Sinclair Rd.	Signal	C/E	0/1	F/F	1/3

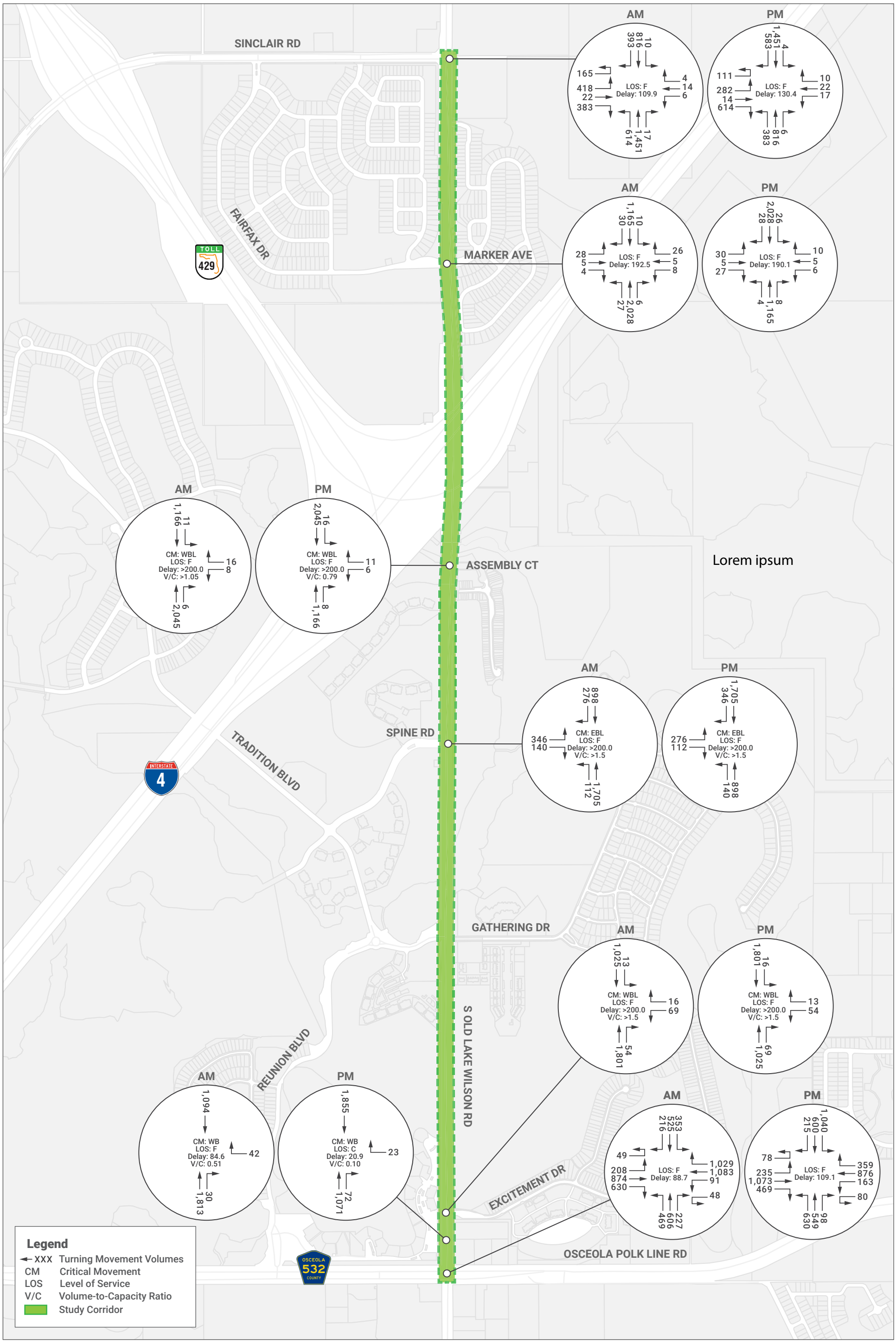
[1] LOS shown for TWSC intersection is for the worst movement.



OLD LAKE WILSON ROAD | PD&E Study

No-Build 2030 AM/PM Peak Hour Intersection Operations

Figure 17



OLD LAKE WILSON ROAD | PD&E Study

No-Build 2050 AM/PM Peak Hour Intersection Operations

Figure 18

7.1.2.1.No-Build 2050 Intersection Queue Lengths

In addition to the overall intersection LOS, the 95th percentile queue lengths for exclusive turn lanes at signalized intersections for the 2050 AM and PM peak hours are summarized in **Table 36**. The 95th percentile queue lengths are rounded up to the nearest 25-foot increment.

Table 36: 2050 No-Build Queue Analysis Results

Intersection	Movement	Turn Lane Length in Future No-Build Condition	95th Percentile Queue Length (ft)	
			AM Peak	PM Peak
Old Lake Wilson Rd. & Osceola Polk Line Road (C.R. 532)	Northbound Left	325	375	525
	Southbound Left	275	350	1125
	Southbound Right	275	400	325
	Westbound Left	475	150	325
	Westbound Right	725	1125	275
	Eastbound Left	475	400	350
	Eastbound Right	250	300	200
Old Lake Wilson Rd. & Fairfax Drive/Marker Avenue	Northbound Left	225	25	25
	Northbound Right	225	25	25
	Southbound Left	250	25	25
	Southbound Right	225	25	25
	Westbound Left	125	25	25
	Eastbound Left	175	50	50
Old Lake Wilson Rd. & Sinclair Road	Northbound Left	225	1800	725
	Northbound Right	N/A[1]	25	25
	Southbound Left	N/A[1]	25	25
	Southbound Right	200	400	900
	Westbound Left	N/A[1]	25	25

[1] Plans for future no-build intersection improvements do not indicate the length of this turn lane.

7.1.3. NO-BUILD SEGMENT OPERATIONS

Segment analyses were performed using the *HCM6* methodologies for Two-Lane Highways and Urban Street methodologies. The segmentation for the no-build analysis is shown in **Table 37**.

Table 37: Future No-Build Segment Analysis Limits

Segment #	Segment Limits	Flow Type
1	Old Lake Wilson Road, Osceola Polk Line Rd. (C.R. 532) to Fairfax Dr./Marker Ave.	Uninterrupted
2	Old Lake Wilson Road, Fairfax Dr./Marker Ave. to Sinclair Rd.	Interrupted

The 2030 and 2050 results of this analysis are shown in **Table 38** through **Table 41**. The uninterrupted flow segment from Osceola Polk Line Road (C.R. 532) to Fairfax Drive/Marker Avenue is anticipated to operate at LOS F in both directions in the 2050 AM/PM peak hours. The interrupted flow segment from Fairfax Drive/Marker Avenue to Sinclair Road is anticipated to operate at LOS F in the southbound direction in the 2050 PM peak hour. The detailed results outputs for the 2030 and 2050 segment analysis are provided in **Appendix R**.

Table 38: 2030 No-Build Segment LOS – Uninterrupted Flow

Segment #	Segment Limits	Analysis Direction	AM Peak Hour				PM Peak Hour			
			BFFS* (mph)	ATS* (mph)	PFFS* (%)	LOS	BFFS* (mph)	ATS* (mph)	PFFS* (%)	LOS
1	Old Lake Wilson Road, Osceola Polk Line Rd. (C.R. 532) to Fairfax Dr./Marker Ave.	Northbound	61.0	35.3	63.3	E	61.0	35.6	63.9	E
1	Old Lake Wilson Road, Fairfax Dr./Marker Ave.to Osceola Polk Line Rd. (C.R. 532)	Southbound	61.0	35.8	64.2	E	61.0	35.1	62.9	E

***Note: BFFS** is Base Free Flow Speed, **ATS** is Average Travel Speed, and **PFFS** is Percent of Free-Flow Speed

Table 39: 2030 No-Build Segment LOS – Interrupted Flow

Segment #	Segment Limits	Analysis Direction	AM Peak Hour				PM Peak Hour			
			BFFS (mph)	Synchro Travel Speed (mph)	P_{BFFS}* (%)	LOS	BFFS (mph)	Synchro Travel Speed (mph)	P_{BFFS}* (%)	LOS
2	Old Lake Wilson Road, Fairfax Dr./Marker Ave. to Sinclair Rd.	Northbound	46.7	26.3	56.3	C	46.7	28.5	61.1	C
2	Old Lake Wilson Road, Sinclair Rd. to Fairfax Dr./Marker Ave.	Southbound	46.7	29.0	62.1	C	46.7	10.7	22.9	F

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

Table 40: 2050 No-Build Segment LOS – Uninterrupted Flow

Segment #	Segment Limits	Analysis Direction	AM Peak Hour				PM Peak Hour			
			BFFS* (mph)	ATS* (mph)	PFFS* (%)	LOS	BFFS* (mph)	ATS* (mph)	PFFS* (%)	LOS
1	Old Lake Wilson Road, Osceola Polk Line Rd. (C.R. 532) to Fairfax Dr./Marker Ave.	Northbound	61.0	29.6	53.0	F	61.0	29.6	53.1	F
1	Old Lake Wilson Road, Fairfax Dr./Marker Ave.to Osceola Polk Line Rd. (C.R. 532)	Southbound	61.0	29.9	53.5	F	61.0	29.3	52.6	F

***Note: BFFS** is Base Free Flow Speed, **ATS** is Average Travel Speed, and **PFFS** is Percent of Free-Flow Speed

Table 41: 2050 No-Build Segment LOS – Interrupted Flow

Segment #	Segment Limits	Analysis Direction	AM Peak Hour				PM Peak Hour			
			BFFS (mph)	Synchro Travel Speed (mph)	P_{BFFS}* (%)	LOS	BFFS (mph)	Synchro Travel Speed (mph)	P_{BFFS}* (%)	LOS
2	Old Lake Wilson Road, Fairfax Dr./Marker Ave. to Sinclair Rd.	Northbound	46.7	18.1	38.8	E	46.7	24.9	53.3	C
2	Old Lake Wilson Road, Sinclair Rd. to Fairfax Dr./Marker Ave.	Southbound	46.7	24.4	52.3	C	46.7	5.5	11.8	F

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

7.2. Future Build Alternative

A two to four-lane widening alternative was developed as part of this study to provide safety and operational benefits along the corridor. This section describes traffic operations for the opening (2030) and design (2050) analysis years of the build alternative. The analysis includes evaluation of intersections and segments along Old Lake Wilson Road.

7.2.1. DESCRIPTION OF BUILD ALTERNATIVES

The primary build alternative is a four-lane widening of Old Lake Wilson Road along the entire study corridor to increase the overall roadway capacity to meet the system needs through 2050. Under this alternative, a signalized intersection alternative was considered at each intersection which is either currently signalized or may warrant future signalization. Roundabout alternatives were also considered at locations along the corridor to improve traffic operations and safety.

This section reviews the preliminary signal warrant screening and the intersection improvements proposed for the build alternative.

7.2.1.1. Preliminary Signal Warrant Screening

Based upon the 2050 AM/PM peak hour turning movement volumes, a preliminary signal warrant screening was conducted at intersections that were unsignalized in the no-build condition and identified as potentially deficient if they remained unsignalized in the build condition. These intersections include:

- Old Lake Wilson Road & Excitement Drive;
- Old Lake Wilson Road & Spine Road; and
- Old Lake Wilson Road & Assembly Court.

The preliminary signal warrant screening was prepared only for the purposes of identifying whether signalized control may be an option for consideration in the build condition. This preliminary signal warrant screening shall not be construed as a replacement of a formal signal warrant study consistent with Chapter 4 of the Manual on Uniform Traffic Control Devices (MUTCD).

The 2050 AM/PM peak hour turning movement volumes were compared against the eight-hour and four-hour signal warrant volume thresholds (Warrants 1 and 2). Based on the analysis results, it is anticipated that Old Lake Wilson Road & Spine Road will meet signal warrants in the future condition thus a signal alternative was considered in the build condition A roundabout alternative was considered at this location but determined to not be feasible as discussed in **Section 7.2.4: Build Roundabout Operations**.

However, it is anticipated that the other two intersections will not meet signal warrants thus a TWSC alternative was considered at these locations. As discussed in **Section 7.2.4: Build Roundabout Operations**, roundabouts were also considered at Excitement Drive and Assembly Court. The

preliminary signal warrant screening at the three study intersections noted above are provided in **Appendix S**.

7.2.1.2. Build Intersection Improvements

The build alternative was assumed to have each of the improvements that were included in the no-build alternative. In addition, the four-lane widening (adding one through lane in each direction) and access management geometric changes were made to improve operations in the build alternative. The build lane configurations and traffic control are illustrated in **Figure 19**. A summary of notable geometric changes from the no-build condition are described below.

- Old Lake Wilson Road & Osceola Polk Line Road (C.R. 532)
    - Due to operational performance, it was determined that the northbound approach requires an exclusive right turn lane.
    - Due to operational performance, it was determined that the westbound approach requires a second exclusive right turn lane.
- Old Lake Wilson Road & Excitement Drive
    - A 2x1 roundabout was considered as an intersection alternative, with two northbound and southbound lanes and one westbound lane.
- Old Lake Wilson Road & Spine Road
    - Due to operational performance, it was determined that the northbound approach requires an exclusive left turn lane.
    - Due to operational performance, it was determined that the southbound approach requires an exclusive right turn lane.
- Old Lake Wilson Road & Assembly Court
    - A 2x1 roundabout was considered as an intersection alternative, with two northbound and southbound lanes and one westbound lane.
- Old Lake Wilson Road & Fairfax Drive/Marker Avenue
    - A 2x1 roundabout was considered as an intersection alternative, with two northbound and southbound lanes and one eastbound and westbound lane.
- Old Lake Wilson Road & Sinclair Road
    - Due to operational performance, it was determined that the northbound approach requires a second exclusive left turn lane.
    - Due to operational performance, it was determined that the eastbound approach requires an exclusive left turn lane and a shared left-through lane.
    - Due to operational performance, it was determined that the eastbound approach requires a second exclusive right turn lane.

SINCLAIR RD

FAIRFAX DR

MARKER AVE

TOLL 429

2 x 1 Roundabout

ASSEMBLY CT

2 x 1 Roundabout

SPINE RD

S OLD LAKE WILSON RD

INTERSTATE 4

GATHERING DR

2 x 1 Roundabout

EXCITEMENT DR

OSCEOLA 532 COUNTY

Legend

- Study Corridor
- Signal Control
- Two-Way Stop Control
- Existing Lane
- Proposed Lane - Future No-Build
- Proposed Lane - Future Build
- * If including the right turn lane causes additional ROW impacts, the right turn lane does not need to be included.

Scale in Feet

0 1,100

North

OLD LAKE WILSON ROAD | PD&E Study

Future Build Lane Configurations and Traffic Control

Figure 19

7.2.2. BUILD INTERSECTION OPERATIONS

In the build analysis, signal phasing, signal cycle lengths, and signal coordination values were carried over from the no-build condition and used as a starting point. Signal coordination was assumed for the length of the study corridor and phasing configurations, cycle lengths, and splits were adjusted to provide the best operational performance at each of signalized intersections listed below:

- Old Lake Wilson Road & Osceola Polk Line Road (C.R. 532);
- Old Lake Wilson Road & Spine Road;
- Old Lake Wilson Road & Fairfax Drive/Marker Avenue; and
- Old Lake Wilson Road & Sinclair Road.

At the intersection of Old Lake Wilson Road & Osceola Polk Line Road (C.R. 532), permitted/overlap signal phasing was utilized for the high volume eastbound right turn movement and protected/overlap signal phasing was utilized for the high volume westbound right turn movement. To reduce conflicts between these right turn movements and potential northbound/southbound U-turning vehicles, northbound/southbound U-turn movements should be prohibited. These U-turn movements can be accommodated at median openings along Osceola Polk Line Road (C.R. 532) west or east of Old Lake Wilson Road. To reduce conflicts between the northbound/southbound right turn movements and potential eastbound/westbound U-turning vehicles, the right turn movements will operate under permitted phasing only with a no right turn on red restriction.

A summary of 2030 and 2050 build AM/PM peak hour intersection operations is shown in **Table 42**. The 2030 and 2050 build AM/PM peak hour intersection operations are also shown in **Figure 20** and **Figure 21**. Detailed Synchro reports for the build intersection analysis are provided in **Appendix T**.

Table 42: Build 2030 and 2050 AM/PM Peak Hour Intersection LOS

Intersection	Control Type	2030 LOS (AM/PM)	2030 Overcapacity Movements (AM/PM)	2050 LOS (AM/PM)	2050 Overcapacity Movements (AM/PM)
Old Lake Wilson Rd. & Osceola Polk Line Rd. (C.R. 532)	Signal	E/F	0/0	E/F	0/4
Old Lake Wilson Rd. & Shoppes at Reunion	TWSC[1]	C/B	0/0	C/B	0/0
Old Lake Wilson Rd. & Excitement Dr.	TWSC[1]	E/C	0/0	F/E	0/0
Old Lake Wilson Rd. & Spine Rd.	Signal	B/C	0/0	C/C	0/0
Old Lake Wilson Rd. & Assembly Ct.	TWSC[1]	E/C	0/0	F/D	0/0
Old Lake Wilson Rd. & Fairfax Dr./Marker Ave.	Signal	A/A	0/0	B/B	0/0
Old Lake Wilson Rd. & Sinclair Rd.	Signal	D/D	0/0	E/D	0/0

[1] LOS shown for TWSC intersection is for the worst movement.

The TWSC intersections at Old Lake Wilson Road & Excitement Drive and Old Lake Wilson Road & Assembly Court are anticipated to experience LOS F operations in the 2050 AM peak hour. A roundabout alternative, which will provide enhanced traffic operations as discussed in **Section 7.2.4: Build Roundabout Operations**, is also proposed at each of these locations.

The intersection at Osceola Polk Line Road (C.R. 532) is anticipated to experience acceptable operations during the 2050 AM peak period but four overcapacity movements are anticipated in the build 2050 PM peak period. While four movements are overcapacity in the 2050 PM peak period, none of the movements operate with a v/c ratio worse than 1.05. The build configuration improves this intersection by adding a second exclusive westbound right turn lane and an exclusive northbound right turn lane. These improvements reduce overall intersection delay and reduces the number of overcapacity movements from six to four as compared to the no-build configuration. A year of failure analysis determined that the intersection operates without overcapacity movements through the 2046 PM peak period, as shown in **Appendix T**.

Improvements that could fully address this overcapacity condition were deemed to be out of the scope of this study by Osceola County. Once the build intersection improvements are constructed, the intersection should be monitored for additional improvements as necessary.

SINCLAIR RD

FAIRFAX DR

TOLL 429

MARKER AVE

AM
LOS: D
Delay: 47.9
597 170 9
85 217 22 308
4 11 6
17 1,143 479

PM
LOS: D
Delay: 43.4
1,143 302 4
48 122 11 479
9 22 17
6 597 308

AM
LOS: A
Delay: 9.9
10 871 30
28 5 4
26 5 8
6 1,585 27

PM
LOS: A
Delay: 9.8
26 1,585 28
30 5 27
10 5 6
8 871 4

AM
CM: WBL
LOS: E
Delay: 39.7
V/C: 0.08
11 872
16 8
6 1,602

PM
CM: WBL
LOS: C
Delay: 24.0
V/C: 0.03
16 1,602
11 6
8 872

ASSEMBLY CT

TRADITION BLVD

INTERSTATE 4

SPINE RD

AM
LOS: B
Delay: 19.4
604 276
346 140
1,262 112

PM
LOS: C
Delay: 20.5
1,262 346
276 112
604 140

GATHERING DR

S OLD LAKE WILSON RD

AM
CM: WBL
LOS: E
Delay: 48.2
V/C: 0.48
13 731
16 69
54 1,358

PM
CM: WBL
LOS: C
Delay: 24.3
V/C: 0.23
16 1,358
13 54
69 731

REUNION BLVD

AM
CM: WBR
LOS: C
Delay: 15.9
V/C: 0.12
800
42
30 1,370

PM
CM: WBR
LOS: C
Delay: 11.3
V/C: 0.04
1,412
23
72 777

EXCITEMENT DR

AM
LOS: E
Delay: 65.6
222 381 197
49 208 648 556
671 784 64
32 148 521 436

PM
LOS: F
Delay: 85.1
683 515 214
72 218 772 436
225 651 111
52 57 406 556

OSCEOLA POLK LINE RD

OSCEOLA 532 COUNTY

Legend

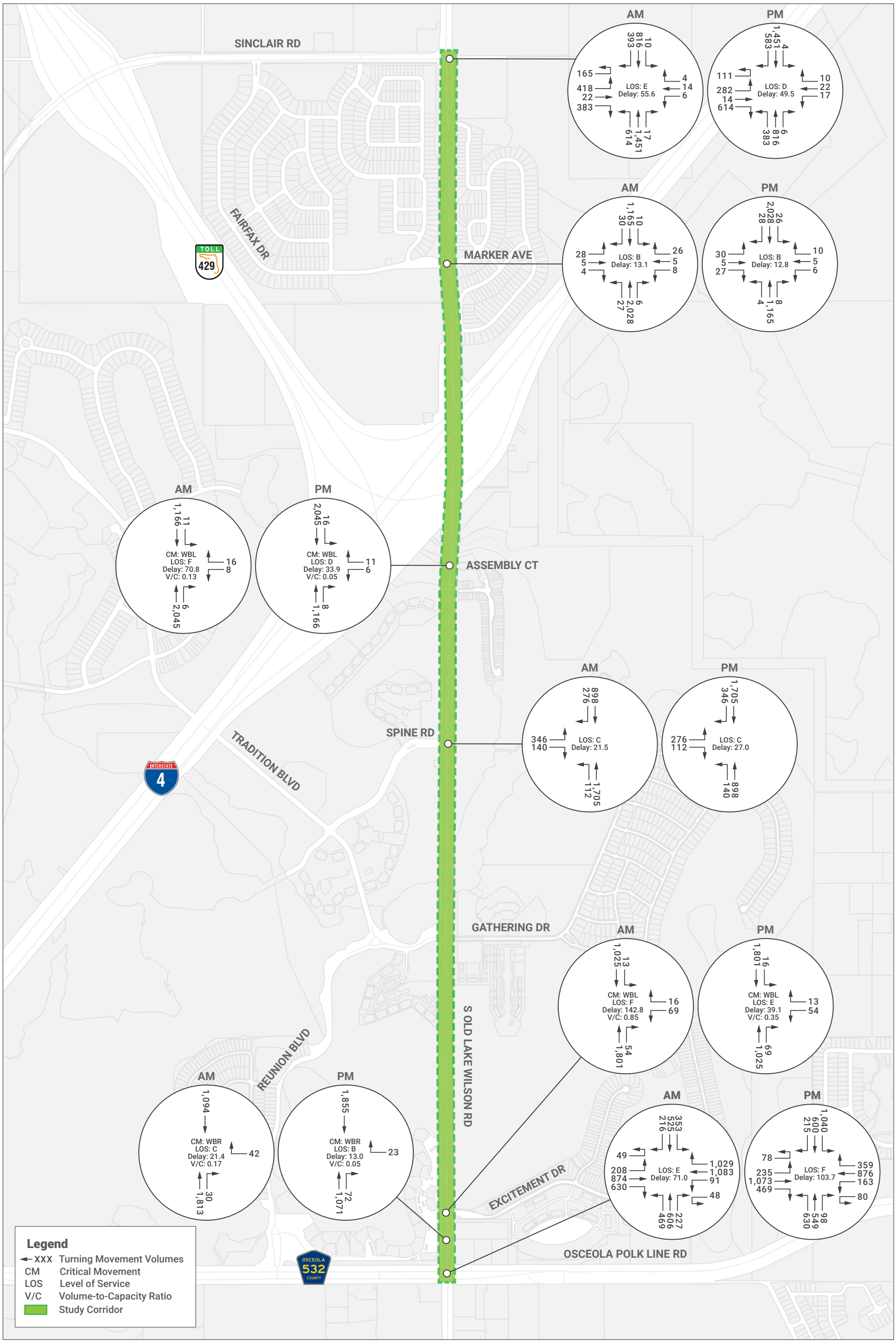
- XXX Turning Movement Volumes
- CM Critical Movement
- LOS Level of Service
- V/C Volume-to-Capacity Ratio
- Study Corridor

Scale in Feet
0 1,100
North

OLD LAKE WILSON ROAD | PD&E Study

Build 2030 AM/PM Peak Hour Intersection Operations

Figure 20



OLD LAKE WILSON ROAD | PD&E Study

Build 2050 AM/PM Peak Hour Intersection Operations

Figure 21

7.2.2.1. Build 2050 Intersection Queue Lengths

In addition to the overall intersection LOS, the 95th percentile queue lengths for exclusive turn lanes at signalized intersections for the 2050 AM and PM peak hours are summarized in **Table 43**. The 95th percentile queue lengths are rounded up to the nearest 25-foot increment.

Table 43: 2050 Build Queue Analysis Results

Intersection	Movement	Storage Length in Future No-Build Condition	95th Percentile Queue Length (ft)	
			AM Peak	PM Peak
Old Lake Wilson Rd. & Osceola Polk Line Road (C.R. 532)	Northbound Left	325	600	725
	Northbound Right	N/A[1]	475	250
	Southbound Left	275	400	1200
	Southbound Right	275	475	450
	Westbound Left	475	225	400
	Westbound Right	725	400	225
	Eastbound Left	475	375	425
	Eastbound Right	250	450	300
Old Lake Wilson Rd. & Spine Road	Northbound Left	N/A[1]	75	200
	Southbound Right	N/A[1]	200	225
	Eastbound Left	200	425	350
	Eastbound Right	200	175	150
Old Lake Wilson Rd. & Fairfax Drive/Marker Avenue	Northbound Left	225	25	25
	Northbound Right	225	25	25
	Southbound Left	250	25	25
	Southbound Right	225	25	25
	Westbound Left	125	25	25
	Eastbound Left	175	50	50
Old Lake Wilson Rd. & Sinclair Road	Northbound Left	225	750	500
	Northbound Right	N/A[2]	25	25
	Southbound Left	N/A[2]	25	25
	Southbound Right	200	475	750
	Westbound Left	N/A[2]	25	50
	Eastbound Left	N/A[1]	675	475
	Eastbound Right	N/A[1]	225	450

[1] Turn lane is not present in future no-build condition.

[2] Plans for future no-build intersection improvements do not indicate the length of this turn lane.

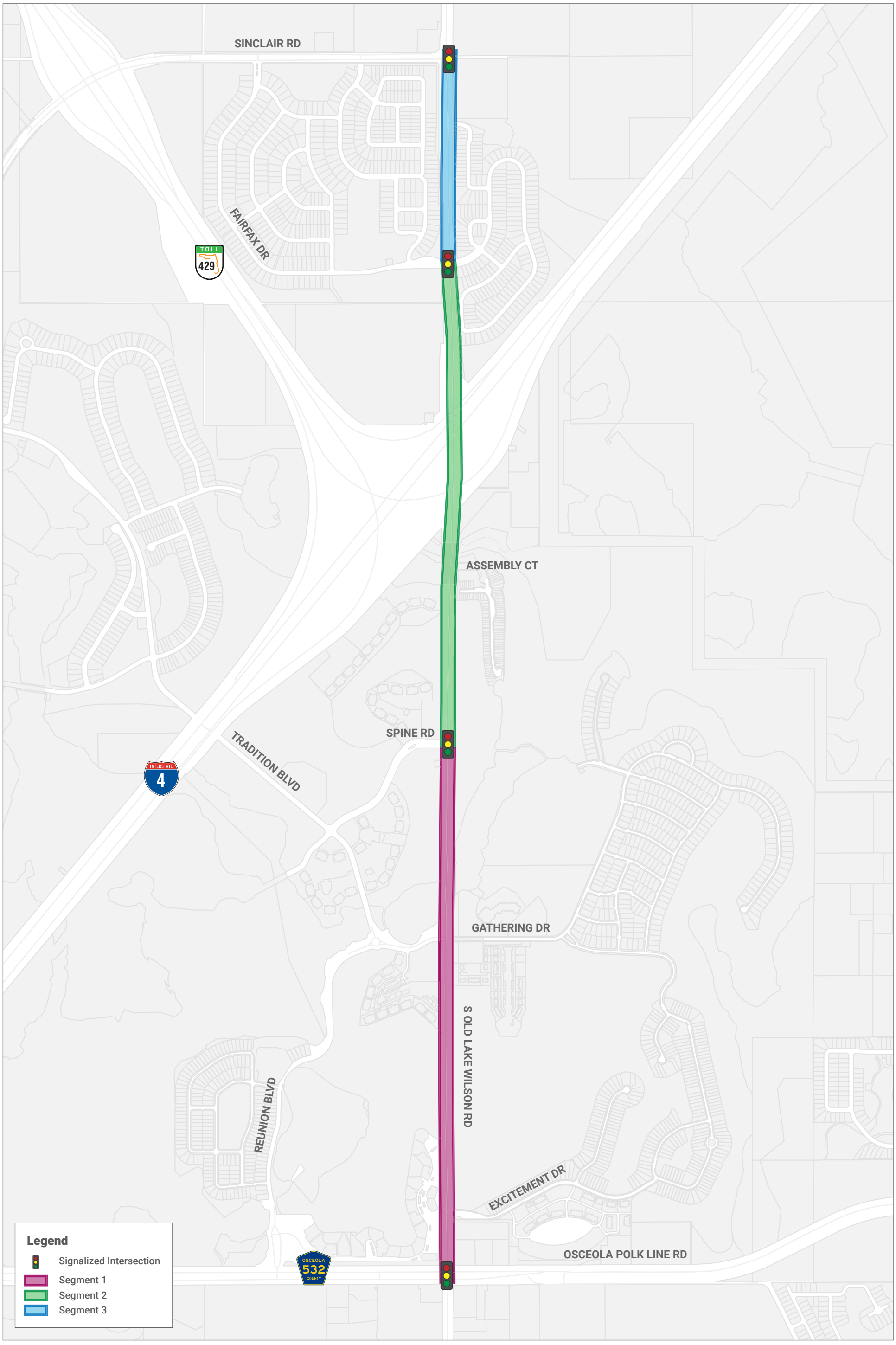
7.2.3. BUILD SEGMENT OPERATIONS

Signalization at several intersections along the study corridor was assumed as part of the build operational analysis. The study corridor was divided into three analysis segments as described in **Table 44** and illustrated in **Figure 22**.

Table 44: Future Build Segment Analysis Limits

Segment #	Segment Limits	Flow Type
1	Old Lake Wilson Road, Osceola Polk Line Road (C.R. 532) to Spine Road	Interrupted
2	Old Lake Wilson Road, Spine Road to Fairfax Drive/Marker Avenue	Interrupted
3	Old Lake Wilson Road, Fairfax Drive/Marker Avenue to Sinclair Road	Interrupted

Since a signal at Old Lake Wilson Road & Spine Road was proposed in the build condition, the entire corridor was analyzed as a series of interrupted flow segments using *HCM6* Urban Street Segment methodologies. The results of the 2030 and 2050 urban street segment analysis are summarized in **Table 45** and **Table 46**. Each of the three Old Lake Wilson Road segments are anticipated to perform at LOS D or better in the future build condition. Detailed LOS reports for the segmentation analysis are provided in **Appendix U**.



OLD LAKE WILSON ROAD | PD&E Study

Future Build Segment Analysis Limits

Figure 22

Table 45: 2030 Build Segment LOS

Segment #	Segment Limits	Analysis Direction	AM Peak Hour				PM Peak Hour			
			BFFS (mph)	Synchro Travel Speed (mph)	P_{BFFS}* (%)	LOS	BFFS (mph)	Synchro Travel Speed (mph)	P_{BFFS}* (%)	LOS
1	Old Lake Wilson Road, Osceola Polk Line Road (C.R. 532) to Spine Road	Northbound	47.8	45.5	95.2	A	47.8	47.1	98.5	A
2	Old Lake Wilson Road, Spine Road to Fairfax Drive/Marker Avenue	Northbound	46.0	42.2	91.8	A	46.0	44.0	95.7	A
3	Old Lake Wilson Road, Fairfax Drive/Marker Avenue to Sinclair Road	Northbound	43.9	28.8	65.6	C	43.9	30.5	69.4	B
3	Old Lake Wilson Road, Sinclair Road to Fairfax Drive/Marker Avenue	Southbound	43.9	33.0	75.1	B	43.9	31.2	71.0	B
2	Old Lake Wilson Road, Fairfax Drive/Marker Avenue to Spine Road	Southbound	46.0	36.9	80.3	A	46.0	37.3	81.2	A
1	Old Lake Wilson Road, Spine Road to Osceola Polk Line Road (C.R. 532)	Southbound	47.8	23.1	48.3	D	47.8	25.2	52.7	C

***Note:** P_{BFFS} is the Percent of Base Free Flow Speed

Table 46: 2050 Build Segment LOS

Segment #	Segment Limits	Analysis Direction	AM Peak Hour				PM Peak Hour			
			BFFS (mph)	Synchro Travel Speed (mph)	P_{BFFS}* (%)	LOS	BFFS (mph)	Synchro Travel Speed (mph)	P_{BFFS}* (%)	LOS
1	Old Lake Wilson Road, Osceola Polk Line Road (C.R. 532) to Spine Road	Northbound	47.8	37.9	79.3	B	47.8	42.1	88.0	A
2	Old Lake Wilson Road, Spine Road to Fairfax Drive/Marker Avenue	Northbound	46.0	39.9	86.8	A	46.0	38.5	83.8	A
3	Old Lake Wilson Road, Fairfax Drive/Marker Avenue to Sinclair Road	Northbound	43.9	23.8	54.2	C	43.9	31.9	72.6	B
3	Old Lake Wilson Road, Sinclair Road to Fairfax Drive/Marker Avenue	Southbound	43.9	30.4	69.2	B	43.9	26.6	60.5	C
2	Old Lake Wilson Road, Fairfax Drive/Marker Avenue to Spine Road	Southbound	46.0	35.1	76.4	B	46.0	22.8	49.6	D
1	Old Lake Wilson Road, Spine Road to Osceola Polk Line Road (C.R. 532)	Southbound	47.8	21.5	45.0	D	47.8	27.8	58.1	C

***Note:** P_{BFFS} is the Percent of Base Free Flow Speed

7.2.4. BUILD ROUNDABOUT OPERATIONS

Based on a review of the traffic volumes and an initial screening using the FDOT Capacity Analysis for Junctions (CAP-X) Tool, the feasibility of constructing a roundabout in lieu of a TWSC or signalized intersection was evaluated at the following intersections:

- Old Lake Wilson Road & Excitement Drive;
- Old Lake Wilson Road & Spine Road;
- Old Lake Wilson Road & Assembly Court; and
- Old Lake Wilson Road & Fairfax Drive/Marker Avenue.

This initial screening eliminated a roundabout at Spine Road due to capacity limitations but left the following intersections as potential locations for a roundabout alternative:

- Old Lake Wilson Road & Excitement Drive;
- Old Lake Wilson Road & Assembly Court; and
- Old Lake Wilson Road & Fairfax Drive/Marker Avenue.

The CAP-X sheets completed for this evaluation are shown in **Appendix V**. **Figure 19** identifies the roundabout lane configurations considered at each location.

Utilizing the 2030 and 2050 AM/PM peak hour traffic volumes, a roundabout analysis was conducted using SIDRA 8.0 software for the three intersection locations noted above. The operational results for each roundabout location are shown in **Table 47** and **Appendix V**. The analysis showed that each roundabout operates at LOS B or better with no overcapacity movements in the 2030 and 2050 AM/PM peak hours. The detailed MOE results (delay, v/c, LOS) by approach for each roundabout are also provided in **Appendix V**.

Table 47: Build 2030 and 2050 AM/PM Peak Hour Roundabout LOS

Intersection	Control Type	2030 LOS (AM/PM)	2030 Overcapacity Movements (AM/PM)	2050 LOS (AM/PM)	2050 Overcapacity Movements (AM/PM)
Old Lake Wilson Road & Excitement Drive	Roundabout	A/A	0/0	B/B	0/0
Old Lake Wilson Road & Assembly Court	Roundabout	A/A	0/0	B/B	0/0
Old Lake Wilson Road & Fairfax Drive/Marker Avenue	Roundabout	A/A	0/0	B/B	0/0

* LOS shown is for entire intersection

While the segment analysis was conducted for the build condition assuming a signalized corridor, multiple study intersections also have a roundabout alternative. To understand the operations of a corridor with roundabouts in place, NCHRP Report 772 (Evaluating the Performance of Corridors with Roundabouts) was consulted. While the report does note that a case-by-case evaluation is valuable, it states on Page S-3 that "corridors with irregular intersection spacing show a higher likelihood for having better travel times under a roundabout configuration rather than a signalized configuration."

Since Old Lake Wilson Road has irregular intersection spacing, it may have better roundabout corridor travel times than a signalized corridor, which would in turn lead to better roundabout segment operations. As the signalized corridor segment operations were acceptable, the roundabout segments are also anticipated to operate acceptably.

7.3. Future Safety Analysis

7.3.1. FUTURE SEGMENT SAFETY ANALYSIS

To help quantify the safety impacts of a four lane widening, a Highway Safety Manual (HSM) segment analysis was conducted for the study corridor. Crash prediction tools and methods from the HSM were applied to estimate the expected crash frequency within the study corridor over a 20-year design life for the project. Crash prediction estimates were computed using spreadsheet tools designed to implement the HSM crash prediction methodology, as developed by NCHRP 17-38. The fundamental purpose for using the HSM crash prediction methods is to compensate for the randomness in crash occurrence. Crashes include a human component not directly related to geometry or presence of certain roadway features. Any given set of crash data for a period of time will reflect randomness in crash frequency not related to changes to the roadway.

For this analysis, the crash prediction was calculated using Florida HSM calibration factors, as defined in Table 122.6.3 of the FDOT Design Manual. For an Urban 2-Lane Undivided roadway, the calibration factor is 1.02 and for an Urban 4-Lane Divided roadway the calibration factor is 1.63. This means the 2-lane undivided crash prediction will be two percent higher than the base crash prediction and the 4-lane divided crash prediction will be 63 percent higher than the base crash prediction. For comparison, the analysis was also performed with calibration factors set at 1.0.

Table 48 displays the results of the predictive crash analysis using Florida HSM calibration factors and **Table 49** displays the results of the predictive crash analysis using no calibration factors.

Table 48: Crash Prediction Estimates – FL Calibration

Scenario	Total Predicted Crashes	Predicted Fatal Crashes	Predicted Injury Crashes	Predicted Property Damage Only Crashes
Future No-Build (2-Lane)	479.0	4.3	216.0	258.7
Future Build (4-Lane)	439.8	3.5	198.8	237.5
Difference – Build minus No-Build	**-39.2**	**-0.8**	**-17.2**	**-21.1**
% Difference	**-8%**	**-18%**	**-8%**	**-8%**

Note: Some values in **Table 48** will not sum due to rounding from the HSM output spreadsheets.

Table 49: Crash Prediction Estimates – No Calibration

Scenario	Total Predicted Crashes	Predicted Fatal Crashes	Predicted Injury Crashes	Predicted Property Damage Only Crashes
Future No-Build (2-Lane)	469.6	4.2	211.8	253.6
Future Build (4-Lane)	269.8	2.2	122.0	145.7
Difference – Build minus No-Build	**-199.8**	**-2.1**	**-89.8**	**-107.9**
% Difference	**-43%**	**-49%**	**-42%**	**-43%**

Note: Some values in **Table 49** will not sum due to rounding from the HSM output spreadsheets.

As displayed in **Table 48**, the 4-lane alternative is predicted to reduce total crashes, injury crashes, and property damage only crashes by up to eight percent. Approximately 1 fewer fatal crashes are expected to occur in the 4-lane alternative. If no calibration factors are used as displayed in **Table 49**, the 4-lane alternative is predicted to reduce total crashes by up to 43 percent and fatal crashes are predicted to be reduced by nearly 50 percent. In either case, the safety analysis shows that widening Old Lake Wilson Road from a 2-lane to 4-lane facility is predicted to reduce crashes of all severities.

7.3.2. FUTURE INTERSECTION SAFETY ANALYSIS

The future intersection safety analysis was performed with the FDOT Safety Performance for Intersection Control Evaluation (SPICE) tool as part of the Old Lake Wilson Road Intersection Control Evaluation (ICE). The results in this section are summarized from the *Old Lake Wilson Road Intersection Control Evaluation Memorandum*.

The SPICE tool calculates an opening and design year crash prediction for conventional and alternative intersection control types. The results from this analysis can be used to compare the safety performance for the various control types. **Table 50** provides the Stage 2 SPICE results for the signalized intersection and roundabout control types.

As shown in **Table 50**, future fatal/serious injury predicted crashes are comparable for the TWSC and roundabout alternatives at Excitement Drive, while the roundabout is predicted to experience fewer total crashes. At Assembly Court, future predicted crashes (fatal/serious injury and total) are lower for the TWSC alternative when compared to the roundabout. At Fairfax Drive/Marker Avenue, future predicted crashes (fatal/serious injury and total) are lower for the roundabout alternative when compared to the TWSC configuration.

Table 50: Stage 2 SPICE Results

Intersection	Control Strategy	Crash Type	2030 Crash Frequency	2050 Crash Frequency	Total Predicted Crashes Project Life Cycle
Old Lake Wilson Road & Excitement Drive	TWSC	Total	6.21	8.54	154.74
		Fatal & Injury	1.13	1.53	27.97
	2 Lane Roundabout	Total	5.72	7.75	141.39
		Fatal & Injury	1.10	1.58	28.03
Old Lake Wilson Road & Assembly Court	TWSC	Total	1.37	1.78	33.05
		Fatal & Injury	0.62	0.81	15.01
	2 Lane Roundabout	Total	5.30	6.98	128.89
		Fatal & Injury	1.01	1.39	25.12
Old Lake Wilson Road & Fairfax Drive/Marker Avenue	Signalized Control	Total	6.64	8.79	161.96
		Fatal & Injury	2.34	3.16	57.70
	2 Lane Roundabout	Total	7.34	9.84	180.22
		Fatal & Injury	1.37	1.89	34.22

7.4. Future Pedestrian/Bicycle Considerations

As part of the alternatives evaluation, two typical sections were considered for the Old Lake Wilson Road study corridor with differing pedestrian/bicycle accommodations. The first alternative included 5’ on road bicycle lanes, a 10’ sidewalk on the west side, and a 5’ sidewalk on the east side. The second alternative included 7’ buffered bike lanes, an 8’ sidewalk on the west side, and a 5’ sidewalk on the east side. More information on pedestrian/bicycle considerations can be found in the *Old Lake Wilson Road Preliminary Engineering Report*.

8. SUMMARY OF ANALYSIS RESULTS

This PTAR has been prepared as part of the Old Lake Wilson Road PD&E Study to document traffic operations in the existing (2020) condition, the opening year (2030) condition, and the design year (2050) condition. The following summarizes the results of the analysis.

8.1. Existing (2020) Conditions Analysis

Old Lake Wilson Road & Osceola Polk Line Road (C.R. 532) operates at LOS C with no overcapacity movements in the AM peak hour but operates at LOS E with no overcapacity movements in the PM peak hour. Old Lake Wilson Road & Sinclair Road operates at LOS B with no overcapacity movements in both peak hours.

Each of the five unsignalized intersections operate with a LOS of C or better with no overcapacity movements in the AM peak hour. The unsignalized intersections of Old Lake Wilson Road at Excitement Drive, Spine Road, and Assembly Court operate at LOS E in the PM peak hour. There are no overcapacity movements at unsignalized intersections in the PM peak hour.

The segment analysis shows Old Lake Wilson Road operating at LOS D or better in each time period and direction, except for the southbound PM segment. The HCS analysis reported LOS D for the southbound PM segment, but this was not representative of the field observations where southbound PM congestion/queuing extended from Osceola Polk Line Road (C.R. 532) to Sinclair Road (the entire 2.5-mile length of the study corridor). LOS F was assigned for this segment in the southbound PM peak hour due to this congestion.

A total of 263 crashes were reported from 2016 through 2020 along the study corridor, 81 (31 percent) of which resulted in at least one injury. There were no fatal crashes along the study corridor during the study period. The intersections at Osceola Polk Line Road (C.R. 532), Excitement Drive, and Spine Road accounted for 67 percent of the total crashes along the study corridor and each experienced crash rates higher than Statewide or Districtwide average crash rates.

8.2. Future No-Build Conditions Analysis

Each of the seven study intersections operate with at least one peak hour worse than LOS D and/or had turning movements with a v/c ratio of 1.0 or higher in the future 2050 no-build condition.

The uninterrupted flow segment from Osceola Polk Line Road (C.R. 532) to Fairfax Drive/Marker Avenue is anticipated to operate at LOS F in both directions in the 2050 AM/PM peak hours. The interrupted flow segment from Fairfax Drive/Marker Avenue to Sinclair Road is anticipated to operate at LOS F in the southbound direction in the 2050 PM peak hour.

8.3. Future Build Conditions Analysis

As part of the build analysis, several geometric changes were assumed such as a four-lane widening, access management improvements (including traffic signals and roundabouts at specific locations), and spot intersection turn lane additions. As shown in **Table 51**, LOS improvements are anticipated at the Shoppes at Reunion, Spine Road, Fairfax Drive/Marker Avenue, and Sinclair Road in the future 2050 build condition. The TWSC intersections at Excitement Drive and Assembly Court are anticipated to experience LOS F operations in the 2050 AM peak hour but a roundabout alternative should provide enhanced traffic operations.

The intersection at Osceola Polk Line Road (C.R. 532) is anticipated to experience acceptable operations during the 2050 AM peak period but four overcapacity movements are anticipated in the build 2050 PM peak period. The build configuration improves overall intersection delay and reduces the total number of overcapacity movements from six to four when compared to the no-build configuration. A year of failure analysis determined that the intersection operates without overcapacity movements through the 2046 PM peak period. Improvements that could fully address this overcapacity condition were deemed to be out of the scope of this study by Osceola County. Once the build intersection improvements are constructed, the intersection should be monitored for additional improvements as necessary.

Each of the three Old Lake Wilson Road segments are anticipated to perform at LOS D or better in the future build condition with traffic signals and TWSC intersections. If roundabouts are implemented at the proposed locations along the corridor, the segment operations are also anticipated to be acceptable since Old Lake Wilson Road has irregular intersection spacing (per NCHRP Report 772).

As the project is still ongoing, a final selection of control type will not be made for these intersections in the PTAR. Instead, the selection of a roundabout or signal will be evaluated later in the PD&E process. This evaluation will include the consideration of safety, operational, construction, maintenance, and right-of-way costs associated with each alternative and will be documented in the Old Lake Wilson Road PD&E Preliminary Engineering Report.

Table 51: Future 2050 Build Intersection Alternatives Operations Summary

Intersection	No-Build Alternative			Build Alternative 1			Build Alternative 2		
	Control Type	2050 LOS (AM/PM)	2050 Overcapacity Movements (AM/PM)	Control Type	2050 LOS (AM/PM)	2050 Overcapacity Movements (AM/PM)	Control Type	2050 LOS (AM/PM)	2050 Overcapacity Movements (AM/PM)
Old Lake Wilson Rd. & Osceola Polk Line Rd. (C.R. 532)	Signal	F/F	5/6	Signal	E/F	0/4	-	-	-
Old Lake Wilson Rd. & Shoppes at Reunion	TWSC[1]	F/C	0/0	TWSC[1]	C/B	0/0	-	-	-
Old Lake Wilson Rd. & Excitement Dr.	TWSC[1]	F/F	1/1	TWSC[1]	F/E	0/0	Roundabout	B/B	0/0
Old Lake Wilson Rd. & Spine Rd.	TWSC[1]	F/F	1/2	Signal	C/C	0/0	-	-	-
Old Lake Wilson Rd. & Assembly Ct.	TWSC[1]	F/F	1/0	TWSC[1]	F/D	0/0	Roundabout	B/B	0/0
Old Lake Wilson Rd. & Fairfax Dr./Marker Ave.	Signal	F/F	1/1	Signal	B/B	0/0	Roundabout	B/B	0/0
Old Lake Wilson Rd. & Sinclair Rd.	Signal	F/F	1/3	Signal	E/D	0/0	-	-	-

[1] LOS shown for TWSC intersection is for the worst movement.

APPENDIX A – TRAFFIC ANALYSIS METHODOLOGY

Contained in this Appendix –

- Traffic Analysis Methodology

TRAFFIC ANALYSIS METHODOLOGY

Traffic Analysis Methodology

Old Lake Wilson Road from Osceola Polk Line Road (CR 532) to Sinclair Road Project Development and Environment (PD&E) Study

Financial Management Number: 448781-1

Osceola County, Florida

March 2021

Traffic Analysis Methodology

Old Lake Wilson Road from Osceola Polk Line Road (CR 532) to Sinclair Road Project Development and Environment (PD&E) Study

Osceola County, Florida

Prepared For:

Osceola County
1 Courthouse Square
Suite 3100
Kissimmee, FL 34741

Prepared By:
Kittelson & Associates, Inc.
225 E. Robinson Street, Suite 355
Orlando, FL 32801
(407) 540-0555

March 2021

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Section 1 Project Description

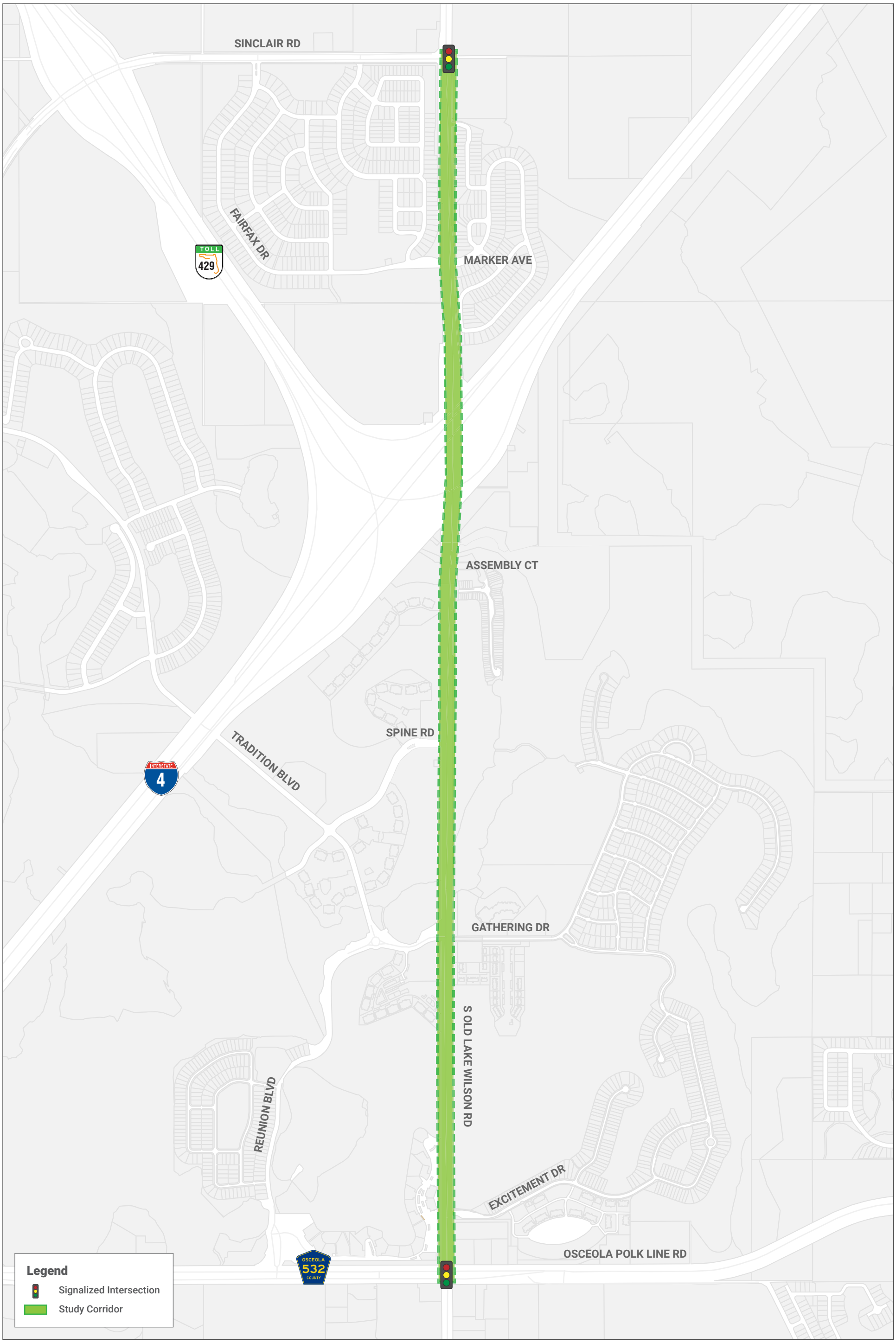
PROJECT DESCRIPTION

Old Lake Wilson Road, from Osceola Polk Line Road (CR 532) to Sinclair Road, is undergoing a PD&E study to evaluate impacts associated with providing additional roadway capacity and safety improvements in accordance with the purpose and need. Project alternatives developed during the PD&E Study may include traffic operations and safety improvements, access management treatments, and/or capacity improvements. The project limits cover approximately 2.5 miles. This report presents a proposed traffic analysis methodology for the PD&E study's Project Traffic Analysis Report (PTAR).

The study corridor is within Osceola County, Florida jurisdiction as illustrated in **Figure 1**. There are two existing signalized intersections within the study limits, which are listed below.

- Old Lake Wilson Road & Osceola Polk Line Road (CR 532); and
- Old Lake Wilson Road & Sinclair Road.

Old Lake Wilson Road is generally a two lane rural facility from Osceola Polk Line Road (CR 532) to just south of Sinclair Road. For the majority of the project, the existing typical section includes two 12 foot wide travel lanes, one in each direction, and four foot wide unpaved shoulders. More details on the existing roadway characteristics are discussed in the **Existing Roadway Characteristics** section.



OLD LAKE WILSON ROAD | PD&E Study

Study Corridor

Figure 1

Section 2 Traffic Analysis Objective

TRAFFIC ANALYSIS OBJECTIVE

The PTAR will document traffic forecasts and future operating conditions for the anticipated opening year (2030) and the design year (2050) for the project.

The primary measure of effectiveness (MOE) for traffic analysis will be level of service (LOS) in the design year, using Highway Capacity Manual, 6th Edition (HCM6) methods. At the intersections, volume-to-capacity (v/c) ratios will also be considered to determine potential improvements for specific movements. Recommendations for intersection improvements will be identified with the goal of providing operating conditions within acceptable targets.

While Osceola County does not have published LOS standards for roadway segments, previous documents/studies performed by the County have noted a LOS D target for roadways within the urban boundary. The FDOT LOS target for urban roadways is also LOS D so to be consistent with both Osceola County previous documentation and FDOT LOS targets, this PD&E Study will utilize a LOS D target for Old Lake Wilson Road from Osceola Polk Line Road (CR 532) to Sinclair Road. If LOS D cannot be reasonably achieved, Osceola County will be consulted to determine an acceptable alternative performance criteria.

Historical crash data will be used to identify significant crash trends or patterns in the study area. An analysis based on methodologies in the *Highway Safety Manual* (HSM) will be used to conduct crash prediction for the corridor, and alternatives will be recommended to mitigate identified trends and patterns using HSM principles. Known effective countermeasure strategies will be incorporated into the PTAR and conceptual design recommendations.

Section 3 Analysis Description

ANALYSIS DESCRIPTION

EXISTING ROADWAY CHARACTERISTICS

As noted previously, Old Lake Wilson Road is generally a two lane rural facility including two 12 foot wide travel lanes, one in each direction, and four foot wide unpaved shoulders. Approximately 930 feet south of Assembly Court, paved shoulders are present with the exception of a short segment north of Fairfax Drive/Marker Avenue on the east side of the corridor.

Approximately one quarter mile south of Sinclair Road, Old Lake Wilson Road begins to transition from a two lane undivided roadway to a four lane divided urban roadway with type E curb adjacent to the median and type F curb on the outside of the four foot wide paved shoulder. Immediately south of Sinclair Road, the two southbound lanes begin to merge into one lane. Approximately 700 feet south of Sinclair Road the second northbound travel lane opens for use.

The existing posted speed is 45 miles per hour (mph) from Osceola Polk Line Road (CR 532) to approximately 360 feet north of Excitement Drive. North of Excitement Drive the posted speed increases to 55 mph until approximately 275 feet north of Assembly Court. North of Assembly Court the speed limit reduces to 45 mph until reaching the project terminus at Sinclair Road.

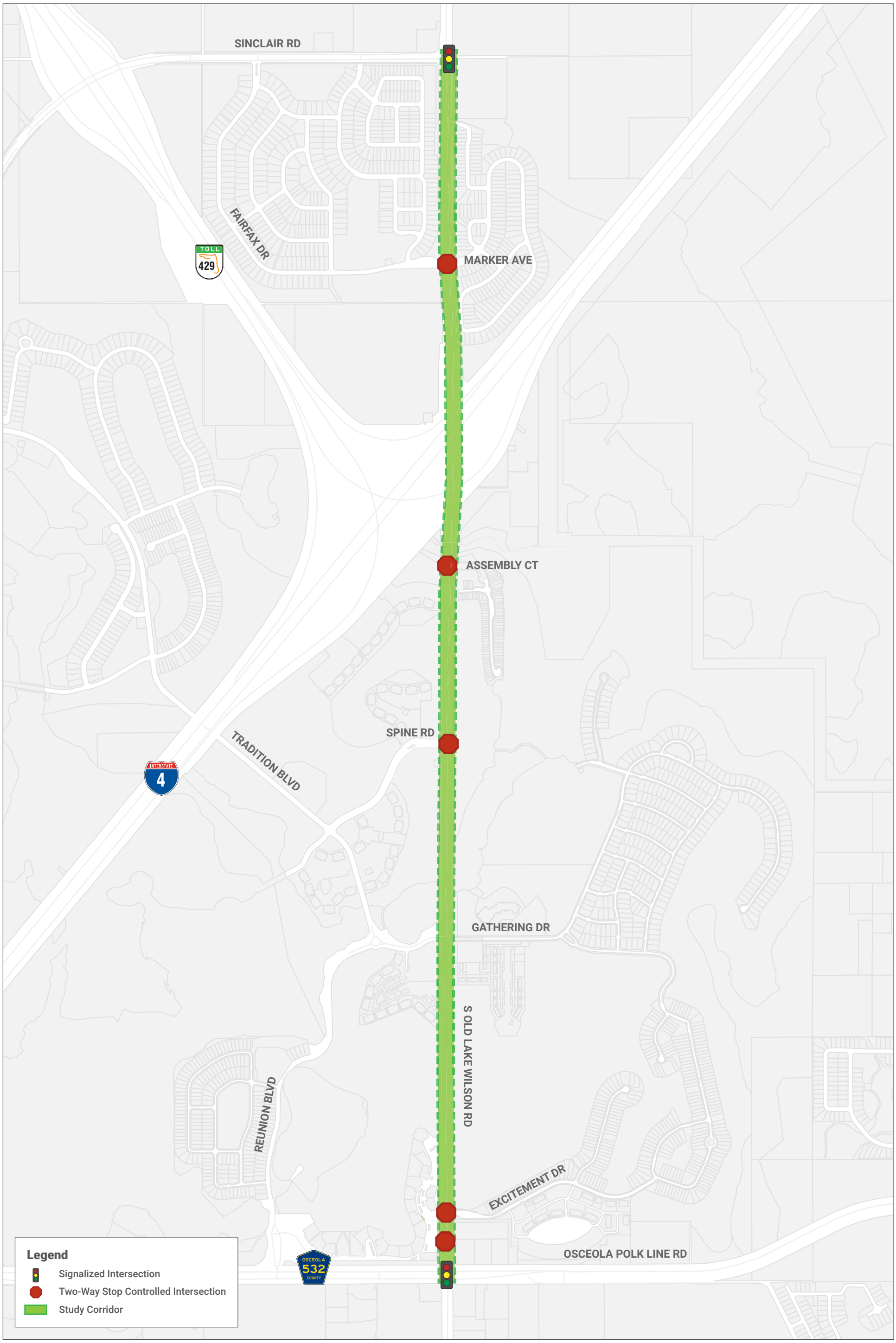
Since Old Lake Wilson Road is not a State Highway, there is no designated access classification. As part of the PD&E Study, access management will be considered for the future build alternatives and an access management strategy will be proposed.

STUDY INTERSECTIONS

The study intersections within the project area are as follows. Intersections are unsignalized unless otherwise noted.

1. Old Lake Wilson Road & Osceola Polk Line Road (CR 532) (signalized);
2. Old Lake Wilson Road & Shoppes at Reunion;
3. Old Lake Wilson Road & Excitement Drive;
4. Old Lake Wilson Road & Spine Road;
5. Old Lake Wilson Road & Assembly Court;
6. Old Lake Wilson Road & Marker Avenue/Fairfax Drive; and
7. Old Lake Wilson Road & Sinclair Road (signalized).

The study intersections are shown in **Figure 2**.



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Study Intersections

Figure 2

TRAFFIC CHARACTERISTICS

Design traffic characteristics (K, D, and T-factors) will be developed in accordance with the *2019 Project Traffic Forecasting Handbook*.

K Factor

The 2019 Project Traffic Forecasting Handbook recommends a standard K factor of 0.09 to be used to estimate typical weekday design hour traffic in urban areas. However, historic and existing traffic data factors will also be reviewed to determine an appropriate K factor along the study corridor. This review and the guidance provided by the 2019 Project Forecasting Handbook will help determine a recommended K factor for use along the study corridor.

D Factor

The directional distribution (D) is the percentage of the total, two-way design traffic traveling in the peak direction. The D-factors will be developed based on a review of data contained within the Osceola County Traffic Count Program, the Florida Traffic Online application, and 72-hour traffic count traffic count data collected for this study. The D-factors developed through this process will be provided to the County for approval prior to their use.

T Factor

The Truck Factor (T), or T_{24}, is the percentage of daily truck traffic. The T-factors will be developed based on a review of data contained within the Osceola County Traffic Count Program, the Florida Traffic Online application, and 72-hour traffic count data collected for this study. The T-factors developed through this process will be provided to the County for approval prior to their use.

The design hour truck (DHT) percentage is equal to half of the daily truck traffic as per the *2019 Project Traffic Forecasting Handbook.*

ANALYSIS TIME PERIODS

Traffic analysis will be carried out for the following scenarios:

- Existing Conditions (2020);
- Opening Year Conditions (2030) No-Build and Build; and
- Design Year Conditions (2050) No-Build and Build.

Turning movement and tube counts will be used to determine the weekday AM and PM peak periods for analysis.

Section 4 Data Requirements and Data Collection

DATA REQUIREMENTS AND DATA COLLECTION

FIELD OBSERVATIONS

Field observations will be conducted during the AM and PM peak periods. Field observations will include a review of traffic operations and queuing.

REQUIRED DATA

Data sources required for analysis have been identified and are documented below.

Traffic Operations and Control

Traffic signal control data will be obtained from Osceola County. In addition to signal timing information, other control data will be confirmed from field visits:

- Speed Limits;
- Turn Restrictions; and
- Yield Signs/Stop Signs.

The key sources for traffic operations and control information are:

- Field observations and traffic count data;
- Aerial photography (e.g. Google Earth, FDOT aerial files, etc.);
- Street view photography (e.g. Google Earth);
- The Osceola County traffic count database;
- The Polk County traffic count database;
- The FDOT Traffic Database (e.g. FTO website, etc.); and
- Information provided by the relevant jurisdictional authority (e.g. signal timing data from Osceola County).

Facility Characteristics

Basic geometric data including the number of lanes, length, and speeds will be obtained from several sources, which include aerial mapping, field surveys/inventories, committed improvements, and any previous analysis. Facility characteristics of the study area will be collected from the following sources:

- Field observations;
- The FDOT Traffic Database (e.g. FTO website, etc.);
- Roadway Characteristics Inventory (RCI) Features & Characteristics Database; and
- Aerial Photography (e.g. Google Earth, Bing Maps, FDOT aerial files, etc.).

Historical Safety Data

Reported crash data from 2016 to 2020 will be obtained from the University of Florida's Signal Four Analytics database and FDOT's State Safety Office Geographic Information System (SSOGis) database. Old Lake Wilson Road is not a State Highway, thus FDOT's Crash Analysis Reporting (CAR) online will not

be used. Crash history will be used to provide crash types, locations, and the numbers of fatal, injury, and property damage only crashes. The crash history will be presented in a tabular and graphical format. Crashes will also be mapped utilizing GIS and displayed in figure/map format.

Traffic volumes, for the use in determining crash rates, will be collected from the available historical count traffic databases of Osceola County and FDOT.

Transit Data

No existing or future transit routes are planned along the study corridor so no transit data will be collected.

TRAFFIC DATA COLLECTION

There are multiple Osceola County, Polk County, and FDOT count stations along the Old Lake Wilson Road study corridor with available vehicle class history counts. The available historical vehicle class information will be used to document historical trends and supplemented with 2020 72-hour counts. Approximate count locations, in addition to the existing Osceola County, Polk County, and FDOT count stations, are shown in **Figure 3**.

Traffic Volume Data

Traffic volume data will be collected from FDOT and County sources, as well as through manual volume, classification, and turning movement counts. The manual count data will be used to obtain the existing design hourly volumes using historical and seasonal adjustments as appropriate. Existing design hourly volumes must be balanced before being used in the analysis. Due to COVID-19, additional post processing of the existing traffic count data may be necessary. This post processing may come in the form of factoring existing counts based upon a review of historical traffic data or other sources such as Institute of Transportation Engineers Trip Generation data. Traffic counts will be reviewed at each individual location along the corridor. The count data to be used in this analysis is discussed in more detail below.

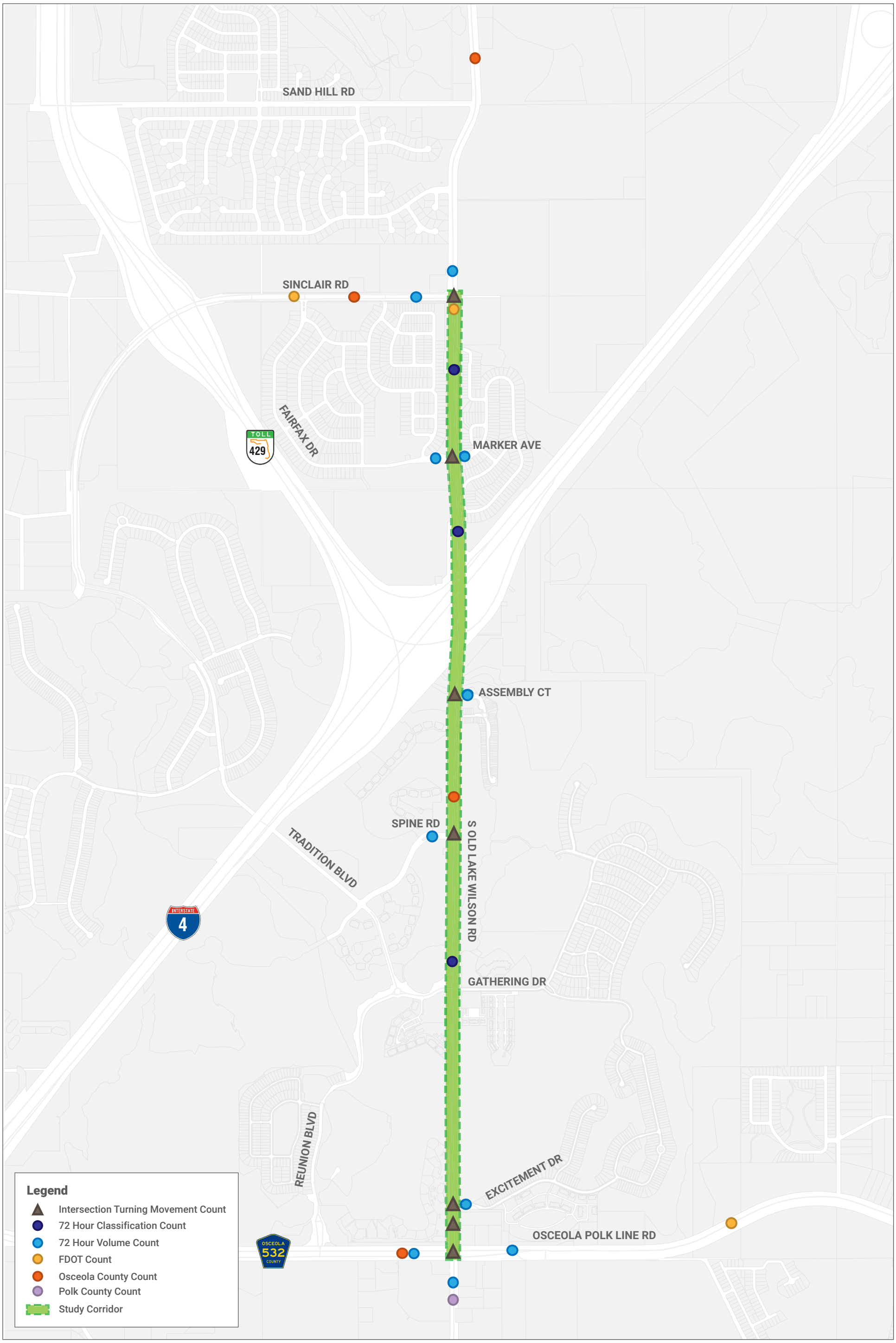
Osceola County, Polk County, and FDOT Count Stations

The Osceola County count stations along or adjacent to the Old Lake Wilson Road study corridor are below.

- 101 – Osceola Polk Line Road (CR 532), west of Old Lake Wilson Road
- 103 – Old Lake Wilson Road, north of Spine Road
- 105 – Old Lake Wilson Road, north of Sinclair Road
- 106 – Sinclair Road, west of Old Lake Wilson Road

The Polk County count station along or adjacent to the Old Lake Wilson Road study corridor is below.

- 8215 – Lake Wilson Road, south of Osceola Polk Line Road (CR 532)



OLD LAKE WILSON ROAD | PD&E Study

Volume and Intersection Count Locations

Figure 3

The FDOT count stations along or adjacent to the Old Lake Wilson Road study corridor are below.

- 928046 – Sinclair Road, west of Old Lake Wilson Road
- 928067 – Old Lake Wilson Road, south of Sinclair Road
- 928076 – Osceola Polk Line Road (CR 532), east of Old Lake Wilson Road

72-Hour Bidirectional Volume and Classification Counts

In addition to historical traffic count data from the Osceola County, Polk County, and FDOT databases, 72-hour weekday volume and classification counts have been collected from Tuesday, December 15, 2020 to Thursday, December 17, 2020. The following locations for 72-hour volume and classification counts have been selected to complement the existing count locations:

1. Old Lake Wilson Road, South of Osceola Polk Line Road (CR 532) (Volume Count);
2. Osceola Polk Line Road (CR 532), West of Old Lake Wilson Road (Volume Count);
3. Osceola Polk Line Road (CR 532), East of Old Lake Wilson Road (Volume Count);
4. Excitement Drive, East of Old Lake Wilson Road (Volume Count);
5. Old Lake Wilson Road, South of Spine Road (Classification Count);
6. Spine Road, West of Old Lake Wilson Road (Volume Count);
7. Assembly Court, East of Old Lake Wilson Road (Volume Count);
8. Old Lake Wilson Road, South of Fairfax Drive/Marker Avenue (Classification Count);
9. Fairfax Drive, West of Old Lake Wilson Road (Volume Count);
10. Marker Avenue, East of Old Lake Wilson Road (Volume Count);
11. Old Lake Wilson Road, South of Sinclair Road (Classification Count);
12. Sinclair Road, West of Old Lake Wilson Road (Volume Count); and
13. Old Lake Wilson Road, North of Sinclair Road (Volume Count).

Counts were located to avoid complications caused by driveways and minor streets.

Weekday Peak Period Turning Movement Counts

Eight-hour turning movement counts (6:00 AM to 10:00 AM and 3:00 PM to 7:00 PM) have been collected at the intersections illustrated in **Figure 3**. Weekday turning movement counts were collected on Wednesday, December 16, 2020, the same week the 72-hour counts were collected. Turning movement counts will include vehicle classification to obtain truck percentages.

Section 5 Analysis Tool Selection and Analysis Approach

TRAFFIC ANALYSIS TOOL SELECTION AND ANALYSIS APPROACH

The *Highway Capacity Manual Sixth Edition* (HCM6) provides accepted state-of-practice methods for analyzing urban intersections and arterials. Many of the methodologies have been implemented into Synchro 11, a deterministic tool. *Highway Capacity Software (HCS) 7* will also be utilized for arterial performance analysis. SIDRA will be utilized for analyzing roundabouts assessed for future build alternatives. **Table 1** summarizes which tool will be used for the appropriate task. The tools are discussed in further detail in the following paragraphs.

Table 1: Analysis Tool Selection

Traffic Analysis Task	Analysis Tool
Analyze the existing uninterrupted flow two-lane highway sections	HCM6 (Synchro 11 and/or HCS 7)
Analyze the operations of signalized intersections, unsignalized intersections, and urban arterials	HCM6 (Synchro 11 and/or HCS 7)
Analyze opening and design year no-build and preferred alternative traffic volume scenarios	HCM6 (Synchro 11 and/or HCS 7)
Develop and test feasibility of alternatives	HCM6 (Synchro 11 and/or HCS 7), FDOT ICE Spreadsheets
Analyze future viable alternatives	HCM6 (Synchro 11 and/or HCS 7), FDOT ICE Spreadsheets
Future roundabout operational analysis	SIDRA 8.0

SYNCHRO 11

Synchro 11 incorporates the HCM6 methodologies. Capabilities of Synchro 11 as they relate to this project are summarized in the bullets below.

Signalized Intersections

- Auto mode;
- National Electrical Manufacturers Association (NEMA) Phasing;
- Right turns on red;
- Adjustable calibration parameters; and
- Accounts for coordination effects.

Two-Way Stop Control Intersections

- One and two-stage maneuvers;
- U-turns;
- Flared right turn approaches; and
- Coordination effects are considered for nearby signalized intersections.

SIDRA 8.0

SIDRA 8.0 utilizes HCM6 methodologies to assess LOS, delay, and other traffic metrics for roundabout intersection types. It is anticipated that SIDRA will be utilized to assess roundabout alternatives for the future build conditions.

FDOT INTERSECTION CONTROL EVALUATION SPREADSHEETS

The purpose of the Intersection Control Evaluation (ICE) procedure is to consistently consider multiple context-sensitive control strategies when planning a new or modified intersection, such as the intersection alternatives that will be considered during this study. Since this project is not on a state road, the full ICE procedure is not required. ICE spreadsheets will be utilized to guide the intersection alternative analysis. These spreadsheets include the following:

- Capacity Analysis for Planning of Junctions (CAP-X) Spreadsheet –
    - The CAP-X spreadsheet, utilized during Stage 1, evaluates selected types of control strategies based on volume-to-capacity ratios.
- Safety Performance of Intersection Control Evaluation (SPICE) Spreadsheet –
    - The SPICE spreadsheet, utilized during Stage 1 and 2, evaluates selected types of control strategies based on anticipated safety performance.
- Intersection Control Evaluation (ICE) Tool –
    - The ICE Tool evaluates the benefit-cost of selected types of control strategies.

PERFORMANCE MEASURES

The performance measures proposed for reporting, based on the *2014 Traffic Analysis Handbook*, are summarized by facility and mode in **Table 2** below. For more detail, reference **Appendix A**.

Table 2: Performance Measures

Facility	Project Need	Performance MOE
Urban Arterial	Determine how the facility will operate	LOS, Predicted/Expected Crashes
Intersections	Analyzing closely spaced intersections	LOS, V/C, Delay, Queue Length, Predicted/Expected Crashes, Benefit/Cost

Section 6 Project Traffic Demand Forecasting

PROJECT TRAFFIC DEMAND FORECASTING

The methodology to be followed for the development of the PTAR is consistent with the Project Traffic Forecasting Procedure (Topic No. 525-030-120-h) published by the FDOT. The methodology covers the following topics:

- Collect available traffic count information from historical traffic count records and from actual field count data, review previous studies, traffic characteristics, and other relevant data.
- Based on the data collection process, estimate future travel characteristics of the corridor. These characteristics include the Directional Design Hour Volume factor (D), the Design Hour Volume factor (K), and the truck percentage (T).
- Develop future year traffic volume forecasts for the corridor and turning movements based on trend analysis of historical traffic counts and/or officially adopted travel demand models (CFRPM). NCHRP 765 will be referenced when developing these future year volumes and turning movements.
- In addition to design year traffic conditions, develop opening year traffic volume forecasts for the No Build and Build alternatives.
- Provide a LOS analysis for the study intersections.
- Certification of Methodology and Calculations by State of Florida Registered Professional Engineer to the Department.

TRAFFIC PROJECTIONS

Design year traffic projections will be developed based upon a review of historical and model growth rates and committed development information provided by Osceola County.

Historical Growth Trends Analyses

Historical traffic count data included in the Osceola County, Polk County, and FTO databases will be analyzed to determine historical growth rates. The FDOT standard spreadsheet for linear trends analyses will be used to determine historical growth rates.

Central Florida Regional Planning Model

The current version of the Central Florida Regional Planning Model (CFRPM 7.0) with forecast year 2045 will be obtained and reviewed to assist in estimating annual growth rates. The Year 2015 Cost Feasible model will be used as the base year model. The Year 2045 Cost Feasible model will be used as the design year model.

The traffic forecasting will be guided by the *Project Traffic Forecasting Handbook.* Any adjustments to the model for this project will follow the criteria set forth by the Florida Model Task Force and will be documented.

Sub Area Validation and Reasonableness Checking

Using the latest CFRPM (version 7.0), the base year model will be reviewed against the same year FDOT and County data sources to verify that the CFRPM is providing reasonable results within the Old Lake Wilson Road PD&E project subarea boundary. The subarea model boundaries will be selected to include the entire study corridor as well as major land uses and roadways within and surrounding the study area. The proposed subarea boundary map is shown in **Figure 4**. Links of regional significance with available data that are crossed by a cutline will be identified and compared as part of the subarea validation process.

The validation of the base year model is performed by comparing base year counts to the modeled volumes. Before validation is conducted, 2015 base year model volumes will be obtained within the project subarea and a Model Output Conversion Factor (MOCF) used to convert the volumes into model AADT volumes.

The sub-area validation process focuses on improving the forecasting accuracy within the impact limits of the study. This is achieved by running the model base year and checking how the model AADT volumes compare against actual traffic counts. Adjustments to Traffic Analysis Zone (TAZ) centroid connections based on confirming land uses seen from aerial maps are made, and where necessary, refining the TAZ centroid connection locations and splitting TAZ are considered. Other model enhancements are performed involving adjustments to facility and area types, speed-capacity tables, number of lanes and roadway coverage to represent the base year roadway condition.

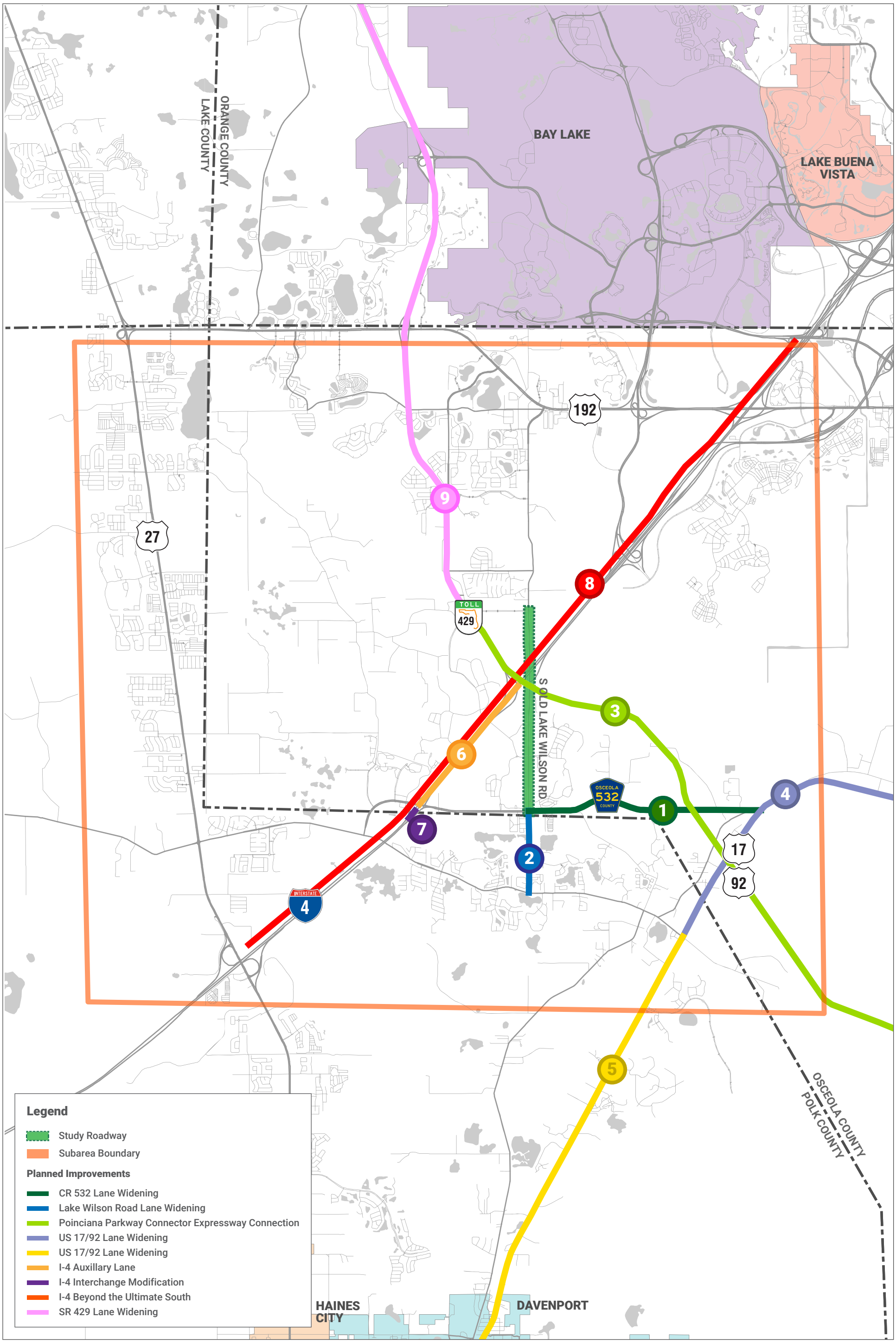
The standards of Percent Error and Root Mean Square Error (RMSE) are outlined in the FDOT *Traffic Forecasting Handbook* and the FSUTMS *Cube Framework Phase II: Model Calibration and Validation Standards*. The validated CFRPM should meet the FSUTMS standards and is expected to provide a reasonable future traffic projection. Once validated, the model will be used to forecast the 2045 travel demand. The model results will be checked for reasonableness against general growth trends prevalent in the area and manual adjustments, if necessary, will be made.

Planned Improvements

The following documents will be reviewed for planned future projects in and around the study area:

- Most current FDOT Five-Year Work Program;
- MetroPlan Orlando's Adopted FY 2020-2024 Transportation Improvement Program; and
- MetroPlan Orlando's Adopted 2040 Long Range Transportation Plan.
    - MetroPlan Orlando's 2045 Metropolitan Transportation Plan is planned to be finished in the Spring of 2021 and will be utilized if adopted prior to the modeling task.

From these documents, the following nearby projects were identified, and the future year model will be updated to reflect these projects if they are not already accounted for in the base model. These projects are shown in **Figure 4**.



OLD LAKE WILSON ROAD | PD&E Study

Subarea Model Boundary

Figure 4

1. Osceola Polk Line Road (CR 532): 4-lane widening from Old Lake Wilson Road to US 17/92;
2. Lake Wilson Road (Polk County): 4-lane widening from Ronald Reagan Parkway to Osceola Polk Line Road (CR 532);
3. Poinciana Parkway Connector: New expressway connection between Poinciana Parkway and SR 429;
4. US 17/92: 4-lane widening from Ronald Reagan Parkway to Avenue A;
5. US 17/92: 4-lane widening from US 27 to Ronald Reagan Parkway;
6. I-4: Auxiliary lanes added from Osceola Polk Line Road (CR 532) to SR 429;
7. I-4 at Osceola Polk Line Road (CR 532): Interchange modification;
8. I-4 Beyond the Ultimate (BtU): Widening and express lane addition from west of US 27 to east of Osceola Parkway; and
9. SR 429: 8-lane widening from Sinclair Road to Seidel Road.

Committed Developments and Transportation Impact Studies

All relevant development plans and transportation impact studies will be gathered from Osceola County to properly account for all planned development along the study corridor.

Applied Growth Rates and Future Traffic Volume Evaluation

Recommended growth rates will be developed based upon a review of historical growth rates, traffic projections from other ongoing studies in the area, model growth rates, and committed development data. The 2050 traffic projections will be forecasted by applying an annual growth rate to an appropriate base year volume. DDHVs will be estimated by applying K and D factors. For the purposes of this study, a single set of future volumes will be evaluated to evaluate build and no-build conditions. Turning movement volumes will be forecasted based upon methods detailed within FDOT's *2019 Project Traffic Forecasting Handbook*.

Section 7 Project Alternatives

PROJECT ALTERNATIVES

Project alternatives for Old Lake Wilson Road from Osceola Polk Line Road (CR 532) to Sinclair Road will be developed to address the project purpose and need. These will consist of a no-build alternative, which will study the impacts of not making any improvements to the study corridor, and a four-lane build alternative, which will study the impacts of the widening the study corridor.

Based on the results of the existing conditions analysis, short-term traffic operational and access management improvements may be developed including signal re-timing, intersection turn lane improvements, median treatments, and/or alternative intersection concepts. Intersections having future volumes sufficient to consider signalization will also be evaluated as roundabouts.

The preliminary engineering and conceptual design efforts will also consider alternative roadway alignments along Old Lake Wilson Road. This work includes determining the location of each alignment alternative's centerline, edge of pavement, and right-of-way requirements. It will also show the lengths and locations of structures along each alignment alternative and, where intersections need realignment, the general configuration for that re-alignment.

Section 8 Project Traffic Analysis Report

PROJECT TRAFFIC ANALYSIS REPORT AND TECHNICAL DOCUMENTATION

The Old Lake Wilson Road PTAR will be produced in a series of individual memoranda. For each memo submitted, Osceola County and FDOT District Five staff will be given the opportunity to review and comment. Interim memos planned for submission include:

- **Existing Traffic Operations Technical Memorandum:** This report provides an overview of the condition of the existing transportation network under study including existing traffic data analysis.
- **Model Calibration and Validation Technical Memorandum:** This report presents the traffic forecasting process and documents procedures, assumptions, and results of the sub-area model validation.
- **Future Demand Forecasting and No-Build Analysis Technical Memorandum:** This report reviews the future traffic projections along the corridor and the operational results from the future no-build analysis.
- **Project Traffic Analysis Report:** The PTAR will briefly summarize the three memoranda noted above, while also including a review of the of the intersection alternatives analysis and a summary of the future build analysis.

The project team will follow the guidance set in the *2014 Traffic Analysis Handbook* and draw upon our experience on tabular summaries, graphical presentation, and animation.

REFERENCES

1. Osceola County. *2020 Roadway Network Capacity Report.* Osceola County, FL.
2. FDOT. *2019 Project Traffic Forecasting Handbook*. Tallahassee, FL. October 2019.
3. FDOT Systems Planning Office. *Traffic Analysis Handbook*. Tallahassee, FL. March 2014.
4. Transportation Research Board. *Highway Capacity Manual 6th Edition*.
5. FDOT. *2021 Manual on Intersection Control Evaluation.* Tallahassee, FL. January 2021.
6. Cambridge Systematics, Inc. *FSUTMS-Cube Framework Phase II: Model Calibration and Validation Standards.* FDOT Systems Planning Office. Tallahassee, FL. October 2, 2008.

APPENDIX A – PERFORMANCE MEASURES OF EFFECTIVENESS

Contained in this Appendix –

- Performance Measures of Effectiveness

Performance Measures of Effectiveness

As per the *Project Traffic Forecasting Handbook*, LOS analyses will be performed in accordance with HCM6 procedures and accompanying software. The MOE's and their respective locations within HCM6 are discussed in the following paragraphs.

Analytically Established MOE's

Level of Service

LOS is a concept developed to quantify the degree of comfort (including such elements as travel time, number of stops, total amount of stopped delay, and impediments caused by other vehicles) afforded to drivers as they travel through an intersection or roadway segment. Six grades are used to denote the various level of service from "A" to "F".

Signalized Intersections

The six LOS grades are described for signalized intersections in Chapter 19 of the HCM6. Exhibit 19-8 in the HCM6 identifies the relationship between LOS and average control delay per vehicle.

Unsignalized Intersections

Unsignalized intersections include two-way stop controlled (TWSC) conditions. The HCM6 provides models for estimating control delay at TWSC intersections. A description of the various service levels associated with an unsignalized intersection is presented in Chapter 20 of the HCM6. A quantitative definition of level of service for unsignalized intersections is presented in Exhibit 19-2 from HCM6. For TWSC intersections, the overall intersection level of service can be calculated but is often misleading because there is little delay on the unrestricted roadway. Therefore, level of service will be analyzed for each minor street lane.

In the performance evaluation of TWSC intersections, it is important to consider other measures of effectiveness (MOEs) in addition to delay, such as volume to capacity (v/c) ratios for individual movements, average queue lengths, and 95th-percentile queue lengths. By focusing on a single MOE for the worst movement only, such as delay for the minor-street left turn, users may make inappropriate traffic control decisions.

Roundabouts

The six LOS grades are described for roundabouts in Chapter 22 of the HCM6. Exhibit 22-8 in the HCM6 identifies the relationship between LOS and average control delay per vehicle. SIDRA will be used to determine these measures.

Volume-to-Capacity Ratio

The v/c ratio cannot be directly measured in the field nor is it a measure of traveler perceptions as it is a theoretical measure of congestion. A v/c ratio greater than or equal to 1.0 indicates there is more demand than the facility can effectively serve. The v/c ratio is used in the HCM6 methods to define the LOS E-F threshold, but not other LOS thresholds.

Delay

Delay is a key performance measure for interrupted-flow elements. Control delay is brought about by the presence of a traffic control device and is the principal service measure in the HCM6 for evaluating the LOS at signalized and unsignalized intersections. The LOS thresholds are defined by the average delay per vehicle in seconds for the respective lane group or intersection for both signalized and unsignalized intersections.

Queue Length

Queuing is an operation measure and a design consideration for an intersection and the immediate area. Queues longer than available storage length can create safety and operational issues. A through-lane queue can prevent a turn lane from being used effectively and a turn-lane queue can overflow into a through lane and impede the movement of through vehicles.

Queue lengths do not affect the calculated LOS but are an important factor in the conceptual design process.

Segment/Intersection Safety

Intersection safety performance will be evaluated in accordance with Highway Safety Manual (HSM) acceptable methodologies. Performance measures will include predicted and/or expected crashes.

Benefit/Cost

Benefit/cost ratios will be determined for various intersection alternatives based on the outputs of the CAP-X, SPICE, and ICE tools in accordance with the 2019 *FDOT Manual on Intersection Control Evaluation*.

APPENDIX B – SIGNAL TIMING PLANS

Contained in this Appendix –

- Old Lake Wilson Road & Osceola Polk Line Road (C.R. 532) Signal Timings
- Old Lake Wilson Road & Sinclair Road Signal Timings

OLD LAKE WILSON ROAD & OSCEOLA POLK LINE ROAD (C.R. 532) SIGNAL TIMINGS

Osceola County

ECONOLITE

MOVING TRAFFIC FORWARD

Osceola Polk Line @ Lake Wilson Rd - 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							
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																
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)	7547
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 **1**		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phases **2**	.		.	.	.	.	.	.	.	.	.	.	.	.	.	.
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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	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
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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				-	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	1	O				-	Auto			
10	2	O				-	Auto			
11	3	O				+	Auto			
12	4	O				+	Auto			
13	2	P				-	Auto	X		
14	4	P				+	Auto	X		
15	6	P				-	Auto	X		
16	8	P				+	Auto	X		

Osceola County

ECONOLITE

MOVING TRAFFIC FORWARD

Osceola Polk Line @ Lake Wilson Rd - 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	8	15	8	10	8	15	8	10	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	7	0	7	0	7	0	7	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	24	0	35	0	24	0	35	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	3.0	3.5	3.5	4.0	3.0	3.5	3.5	4.0	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	55	55	30	70	35	55	50	70	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	5.3	5.3	4.8	4.8	5.3	5.3	4.8	4.8	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.0	2.0	2.0	2.0	2.0	2.0	2.0	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

Osceola County

ECONOLITE

MOVING TRAFFIC FORWARD

Osceola Polk Line @ Lake Wilson Rd - Miovision - 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

Osceola County

ECONOLITE

MOVING TRAFFIC FORWARD

Osceola Polk Line @ Lake Wilson Rd - Miovision - Econolite Type - ASC/3

Controller Pedestrian Overlaps

Vehicle / Pedestrian Overlaps (MM) 2-3

Included	Pedestrian Overlaps

Osceola County

ECONOLITE

MOVING TRAFFIC FORWARD

Osceola Polk Line @ Lake Wilson Rd - Miovision - 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	Float
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

Osceola County

ECONOLITE

MOVING TRAFFIC FORWARD

Osceola Polk Line @ Lake Wilson Rd - Miovision - Econolite Type - ASC/3

Coordination Pattern Data
Coordinator Pattern Data (MM) 3-2

Coordinator Pattern # 16

Split Pattern	16	TS2 (Pat-Off)	5-1	Splits In	Seconds
Cycle	210	Std (COS)	201	Offsets In	Seconds
Offset Value	0s	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																
Splits (Split Pat 16)	34	52	46	78	34	52	42	82	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	210s	210s	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		X				X										
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Osceola County

ECONOLITE

MOVING TRAFFIC FORWARD

Osceola Polk Line @ Lake Wilson Rd - Miovision - Econolite Type - ASC/3

Coordination Split Pattern
Split Pattern Data (MM) 3-3

Split Pattern # 16

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Split (seconds)	34	52	46	78	34	52	42	82	0	0	0	0	0	0	0	0
Coord Phase				X				X								
Vehicle Recall		X				X										
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	210s	210s	0s	0s

Osceola County

ECONOLITE

MOVING TRAFFIC FORWARD

Osceola Polk Line @ Lake Wilson Rd - Miovision - Econolite Type - ASC/3

Time Base Day Plan/Schedule
Day Plan (MM) 5-3

Day Plan #2

Event	Action Plan	Start Time
1	16	16:00
2	100	18:30

Schedule (MM) 5-4

Schedule Number - 1

Day Plan No.: 1

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT

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

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		

OLD LAKE WILSON ROAD & SINCLAIR ROAD SIGNAL TIMINGS

Vehicle Basic Timing

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min. Green	10	15	8	0	0	15	0	8	0	0	0	0	0	0	0	0
Passage	1.5	4	2	0	0	4	0	2	0	0	0	0	0	0	0	0
Maximum 1	25	70	30	0	0	70	0	30	0	0	0	0	0	0	0	0
Maximum 2	30	50	30	0	0	50	0	50	0	0	0	0	0	0	0	0
Yellow Change	4.8	4.8	4	3	3	4.8	3	4	3	3	3	3	3	3	3	3
Red Clearance	2	2	2	1	1	2	1	2	0	0	0	0	0	0	0	0
Green Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian Timing

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Pedestrian Clear	0	27	0	37	0	27	0	37	0	0	0	0	0	0	0	0
Flashing Walk	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Extended Pedestrian Clear	0 - Nrm	0 - Nrm	0 - Nrm	0 - Nrm	0 - Nrm	0 - Nrm	0 - Nrm	0 - Nrm	0 - Nrm	0 - Nrm	0 - Nrm	0 - Nrm	0 - Nrm	0 - Nrm	0 - Nrm	0 - Nrm
Actuated Rest In Walk	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Walk Offset Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Offset Mode	0 - Adv	0 - Adv	0 - Adv	0 - Adv	0 - Adv	0 - Adv	0 - Adv	0 - Adv	0 - Adv	0 - Adv	0 - Adv	0 - Adv	0 - Adv	0 - Adv	0 - Adv	0 - Adv

APPENDIX C – RAW VOLUME AND INTERSECTION COUNT DATA

Contained in this Appendix –

- 72-Hour Volume Classification Counts
- 72-Hour Volume Counts
- Intersection Turning Movement Counts

72-HOUR VOLUME CLASSIFICATION COUNTS

LOCATION: OLD LAKE WILSON ROAD, SOUTH OF SPINE ROAD

Type of report: Tube Count - Vehicle Classification Data

LOCATION: S Old Lake Wilson Rd South of Spine Rd **QC JOB #:** 15305324
SPECIFIC LOCATION: **DIRECTION:** NB
CITY/STATE: Four Corners, FL **DATE:** Dec 15 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
12:15 AM	0	7	1	0	1	0	0	0	0	0	0	0	0	0	9
12:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
12:45 AM	0	8	1	0	1	0	0	1	0	0	0	0	0	1	12
01:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
01:15 AM	0	8	2	0	1	0	0	1	0	0	0	0	0	0	12
01:30 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
01:45 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	1	6
02:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
02:15 AM	0	2	1	0	0	0	0	2	0	0	0	0	0	0	5
02:30 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
02:45 AM	0	3	0	0	0	0	0	1	0	0	0	0	0	0	4
03:00 AM	0	4	1	0	0	0	0	1	0	0	0	0	0	0	6
03:15 AM	0	12	2	0	0	0	0	1	0	0	0	0	0	1	16
03:30 AM	0	13	3	0	0	0	0	0	0	0	0	0	0	0	16
03:45 AM	0	13	1	0	0	0	0	2	0	0	0	0	0	0	16
04:00 AM	0	9	2	0	1	0	0	0	0	0	0	0	0	0	12
04:15 AM	0	19	6	0	1	0	0	0	0	0	0	0	0	0	26
04:30 AM	0	16	7	0	1	0	0	0	0	0	0	0	0	1	25
04:45 AM	0	18	3	0	5	0	0	1	0	0	0	0	0	3	30
05:00 AM	0	25	4	0	6	0	0	0	0	0	0	0	0	0	35
05:15 AM	0	38	10	0	4	1	0	5	1	0	0	0	0	1	60
05:30 AM	0	67	12	0	8	0	0	4	0	0	0	0	0	3	94
05:45 AM	0	52	17	4	6	0	0	4	0	0	0	0	0	0	83
Day Total															
Percent															
ADT 6982															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: S Old Lake Wilson Rd South of Spine Rd **QC JOB #:** 15305324

SPECIFIC LOCATION: **DIRECTION:** NB

CITY/STATE: Four Corners, FL **DATE:** Dec 15 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	59	24	3	4	0	0	2	0	0	0	0	0	2	94
06:15 AM	0	101	31	4	9	0	0	1	0	0	0	0	0	2	148
06:30 AM	0	93	26	0	12	0	0	3	0	0	0	0	0	3	137
06:45 AM	0	99	19	0	7	0	0	3	0	0	0	0	0	1	129
07:00 AM	0	103	35	2	10	0	0	5	0	0	0	0	0	2	157
07:15 AM	0	**119**	35	3	8	0	0	2	0	0	0	0	0	**8**	**175**
07:30 AM	0	115	37	0	10	0	0	3	0	0	0	0	0	3	168
07:45 AM	0	107	27	0	10	0	0	4	0	0	0	0	0	6	154
08:00 AM	0	113	34	2	9	0	0	5	0	0	0	0	0	4	167
08:15 AM	**1**	93	36	1	10	0	0	4	1	0	0	0	0	5	151
08:30 AM	0	94	32	2	5	0	0	4	0	0	0	0	0	3	140
08:45 AM	0	81	20	0	10	0	0	1	0	0	0	0	0	4	116
09:00 AM	1	95	21	1	9	0	0	4	0	0	0	0	0	3	134
09:15 AM	0	79	22	3	7	0	0	5	0	0	0	0	0	4	120
09:30 AM	0	70	22	1	9	0	0	**7**	0	0	0	0	0	5	114
09:45 AM	0	81	**39**	0	8	0	0	3	0	0	0	0	0	4	135
10:00 AM	0	73	25	0	6	0	0	3	0	0	0	0	0	4	111
10:15 AM	0	73	16	1	14	0	0	3	0	0	0	0	0	5	112
10:30 AM	1	66	14	1	4	1	0	3	0	0	0	0	0	8	98
10:45 AM	0	88	21	0	8	0	0	2	0	0	0	0	0	4	123
11:00 AM	0	65	17	2	7	0	0	6	0	0	0	0	0	2	99
11:15 AM	0	83	21	3	8	0	0	4	0	0	0	0	0	8	127
11:30 AM	0	72	20	0	**16**	0	0	2	0	0	0	0	0	4	114
11:45 AM	0	47	19	0	6	0	0	1	0	0	0	0	0	4	77
Day Total															
Percent															
ADT 6982															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

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12:00 PM	0	66	19	1	7	0	0	3	0	0	0	0	0	3	99
12:15 PM	0	82	**29**	1	5	**1**	0	1	0	0	0	0	0	3	122
12:30 PM	0	52	19	1	14	0	0	1	0	0	0	0	0	3	90
12:45 PM	0	73	25	2	13	0	0	**5**	0	0	0	0	0	4	122
01:00 PM	0	46	22	0	4	0	0	3	0	0	0	0	0	6	81
01:15 PM	0	64	22	1	11	0	0	5	0	0	0	0	0	4	107
01:30 PM	0	87	23	0	4	0	0	3	0	0	0	0	0	4	121
01:45 PM	1	**97**	22	2	8	0	0	4	0	0	0	0	0	4	**138**
02:00 PM	1	76	22	1	8	0	0	1	0	0	0	0	0	8	117
02:15 PM	0	65	26	2	7	0	0	0	0	0	0	0	0	7	107
02:30 PM	0	83	22	1	5	0	0	3	0	0	0	0	0	3	117
02:45 PM	0	60	21	1	5	0	0	2	0	0	0	0	0	7	96
03:00 PM	0	52	17	0	9	0	0	2	0	0	0	0	0	8	88
03:15 PM	0	70	20	**3**	4	0	0	1	0	0	0	0	0	11	109
03:30 PM	0	61	19	0	14	0	0	3	0	0	0	0	0	13	110
03:45 PM	0	76	20	1	8	0	0	0	0	0	0	0	0	9	114
04:00 PM	0	56	15	1	6	0	0	3	0	0	0	0	0	12	93
04:15 PM	0	52	21	1	**18**	0	0	1	0	0	0	0	0	6	99
04:30 PM	0	51	12	0	8	0	0	3	0	0	0	0	0	10	84
04:45 PM	**6**	26	3	1	2	0	0	1	0	0	0	0	0	30	69
05:00 PM	0	66	17	0	8	0	0	0	0	0	0	0	0	10	101
05:15 PM	1	40	12	2	7	0	0	1	0	0	0	0	0	27	90
05:30 PM	4	25	6	0	5	0	0	1	0	0	0	0	0	**34**	75
05:45 PM	4	25	11	0	3	0	0	1	0	0	0	0	0	19	63
Day Total															
Percent															
ADT															
6982															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

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06:00 PM	0	44	13	0	4	0	0	2	0	0	0	0	0	2	65
06:15 PM	0	67	8	0	8	0	0	0	0	0	0	0	0	5	88
06:30 PM	0	31	14	0	3	0	0	2	0	0	0	0	0	6	56
06:45 PM	0	45	10	0	1	0	0	1	0	0	0	0	0	3	60
07:00 PM	0	57	6	0	9	0	0	0	0	0	0	0	0	1	73
07:15 PM	0	45	9	0	6	0	0	0	0	0	0	0	0	0	60
07:30 PM	0	36	7	0	2	0	0	0	0	0	0	0	0	0	45
07:45 PM	0	32	3	0	3	0	0	1	0	0	0	0	0	3	42
08:00 PM	0	23	7	0	4	0	0	1	0	0	0	0	0	4	39
08:15 PM	0	35	5	0	2	0	0	0	0	0	0	0	0	1	43
08:30 PM	0	35	8	0	3	0	0	1	0	0	0	0	0	0	47
08:45 PM	0	33	3	0	4	0	0	0	0	0	0	0	0	1	41
09:00 PM	0	22	7	0	3	0	0	1	0	0	0	0	0	0	33
09:15 PM	0	25	8	0	3	0	0	0	0	0	0	0	0	1	37
09:30 PM	0	40	10	0	0	0	0	0	0	0	0	0	0	2	52
09:45 PM	0	32	6	0	2	0	0	0	0	0	0	0	0	0	40
10:00 PM	0	30	8	0	1	0	0	0	0	0	0	0	0	1	40
10:15 PM	0	14	7	0	0	0	0	0	0	0	0	0	0	0	21
10:30 PM	0	16	6	0	1	0	0	0	0	0	0	0	0	0	23
10:45 PM	0	19	1	0	0	0	0	1	0	0	0	0	0	0	21
11:00 PM	0	12	4	0	1	0	0	0	0	0	0	0	0	0	17
11:15 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
11:30 PM	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
11:45 PM	0	7	0	0	1	0	0	0	0	0	0	0	0	0	8
Day Total	20	4579	1292	55	486	3	0	161	2	0	0	0	0	384	6982
Percent	0.3%	65.6%	18.5%	0.8%	7%	0%	0%	2.3%	0%	0%	0%	0%	0%	5.5%	
ADT 6982															
AM Peak	8:15 AM	7:15 AM	9:45 AM	5:45 AM	11:30 AM	5:15 AM	12:00 AM	9:30 AM	5:15 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	7:15 AM	7:15 AM
15-min Vol	1	119	39	4	16	1	0	7	1	0	0	0	0	8	175
PM Peak	4:45 PM	1:45 PM	12:15 PM	3:15 PM	4:15 PM	12:15 PM	12:00 PM	12:45 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	5:30 PM	1:45 PM
15-min Vol	6	97	29	3	18	1	0	5	0	0	0	0	0	34	138

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: S Old Lake Wilson Rd South of Spine Rd
QC JOB #: 15305324
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Four Corners, FL
DATE: Dec 16 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	1	8
12:15 AM	0	3	0	0	2	0	0	0	0	0	0	0	0	0	5
12:30 AM	0	4	0	0	2	0	0	0	0	0	0	0	0	1	7
12:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
01:00 AM	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12
01:15 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
01:30 AM	0	6	0	0	1	0	0	0	0	0	0	0	0	0	7
01:45 AM	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
02:00 AM	0	4	3	0	2	0	0	0	0	0	0	0	0	0	9
02:15 AM	0	4	1	0	2	0	0	0	0	0	0	0	0	0	7
02:30 AM	0	1	2	0	0	0	0	1	0	0	0	0	0	0	4
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	6	1	0	0	0	0	2	0	0	0	0	0	0	9
03:15 AM	0	8	3	0	0	0	0	1	0	0	0	0	0	1	13
03:30 AM	0	13	2	0	0	0	0	2	0	0	0	0	0	1	18
03:45 AM	0	14	1	0	0	0	0	1	0	0	0	0	0	0	16
04:00 AM	0	10	3	0	0	0	0	0	0	0	0	0	0	0	13
04:15 AM	0	17	6	0	1	0	0	0	0	0	0	0	0	0	24
04:30 AM	0	20	2	0	0	0	0	0	0	0	0	0	0	0	22
04:45 AM	0	23	9	0	2	0	0	0	0	0	0	0	0	1	35
05:00 AM	0	17	4	0	3	0	0	1	0	0	0	0	0	0	25
05:15 AM	0	41	9	0	3	0	0	1	0	0	0	0	0	0	54
05:30 AM	0	52	16	1	4	0	0	2	0	0	0	0	0	3	78
05:45 AM	0	52	16	3	6	0	0	3	0	0	0	0	0	1	81
Day Total															
Percent															
ADT 6584															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: S Old Lake Wilson Rd South of Spine Rd **QC JOB #:** 15305324
SPECIFIC LOCATION: **DIRECTION:** NB
CITY/STATE: Four Corners, FL **DATE:** Dec 16 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	63	27	**6**	11	**1**	0	2	0	0	0	0	0	2	112
06:15 AM	0	107	24	3	10	0	0	3	0	0	0	0	0	1	148
06:30 AM	0	110	26	0	10	0	0	4	0	0	0	0	0	0	150
06:45 AM	0	109	24	1	12	0	0	2	0	0	0	0	0	0	148
07:00 AM	0	97	19	1	12	0	0	2	0	0	**1**	0	0	1	133
07:15 AM	0	107	28	2	5	0	0	3	0	0	0	0	0	0	145
07:30 AM	0	**127**	30	0	10	0	0	5	0	0	0	0	0	2	**174**
07:45 AM	0	110	22	0	10	0	0	4	0	0	0	0	0	5	151
08:00 AM	0	90	21	2	6	0	0	4	0	0	0	0	0	5	128
08:15 AM	0	97	**37**	3	11	0	0	3	0	0	0	0	0	2	153
08:30 AM	1	98	26	1	13	0	0	5	0	0	0	0	0	3	147
08:45 AM	0	90	23	2	**15**	0	0	2	0	0	0	0	0	3	135
09:00 AM	0	68	19	0	10	0	0	5	0	0	0	0	0	3	105
09:15 AM	0	74	18	1	6	0	0	3	0	0	0	0	0	4	106
09:30 AM	0	78	25	2	7	0	0	2	0	0	0	0	0	3	117
09:45 AM	0	89	21	4	9	0	0	2	0	0	0	0	0	5	130
10:00 AM	0	67	12	2	6	0	0	4	0	0	0	0	0	4	95
10:15 AM	**3**	70	22	0	12	0	0	0	0	0	0	0	0	4	111
10:30 AM	0	76	23	1	7	0	0	1	0	0	0	0	0	1	109
10:45 AM	0	66	24	1	9	0	0	**7**	0	0	0	0	0	1	108
11:00 AM	0	53	22	1	10	0	0	4	0	0	0	0	0	4	94
11:15 AM	0	74	26	0	13	0	0	3	0	0	0	0	0	3	119
11:30 AM	1	71	26	1	6	0	0	2	0	0	0	0	0	**7**	114
11:45 AM	0	69	22	1	8	0	0	4	0	0	0	0	0	2	106
Day Total															
Percent															
ADT 6584															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: S Old Lake Wilson Rd South of Spine Rd **QC JOB #:** 15305324

SPECIFIC LOCATION: **DIRECTION:** NB

CITY/STATE: Four Corners, FL **DATE:** Dec 16 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	1	**84**	18	0	10	0	0	1	0	0	0	0	0	6	120
12:15 PM	1	72	23	1	13	**1**	0	2	0	0	0	0	0	0	113
12:30 PM	0	57	18	0	13	0	0	0	0	0	0	0	0	3	91
12:45 PM	0	60	15	**2**	12	1	0	5	0	0	0	0	0	4	99
01:00 PM	0	71	24	1	6	0	0	6	0	0	0	0	0	4	112
01:15 PM	0	74	18	2	6	1	0	4	0	0	0	0	0	3	108
01:30 PM	0	78	16	1	6	0	0	**7**	0	0	0	0	0	4	112
01:45 PM	0	72	19	2	6	0	0	2	0	0	0	0	0	8	109
02:00 PM	0	64	21	0	12	0	0	4	0	0	0	0	0	7	108
02:15 PM	0	76	22	1	7	0	0	0	0	0	0	0	0	11	117
02:30 PM	0	80	24	2	7	0	0	2	0	0	0	0	0	11	**126**
02:45 PM	0	59	**26**	2	7	0	0	6	0	0	0	0	0	3	103
03:00 PM	0	67	19	1	12	0	0	3	0	0	0	0	0	7	109
03:15 PM	0	62	22	1	**14**	0	0	1	0	0	0	0	0	5	105
03:30 PM	0	71	14	1	13	0	0	3	0	0	0	0	0	9	111
03:45 PM	0	65	22	1	8	0	0	1	0	0	0	0	0	11	108
04:00 PM	**11**	29	10	0	7	0	0	1	0	0	0	0	0	**37**	95
04:15 PM	0	43	10	1	12	1	0	0	0	0	0	0	0	16	83
04:30 PM	3	13	4	0	5	0	0	0	0	0	0	0	0	30	55
04:45 PM	4	10	6	0	7	0	0	0	0	0	0	0	0	29	56
05:00 PM	4	20	2	0	4	0	0	0	0	0	0	0	0	26	56
05:15 PM	4	28	7	0	2	1	0	0	0	0	0	0	0	19	61
05:30 PM	1	23	4	0	8	0	0	1	0	0	0	0	0	27	64
05:45 PM	10	13	7	0	0	0	0	0	0	0	0	0	0	27	57
Day Total															
Percent															
ADT 6584															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: S Old Lake Wilson Rd South of Spine Rd **QC JOB #:** 15305324

SPECIFIC LOCATION: **DIRECTION:** NB

CITY/STATE: Four Corners, FL **DATE:** Dec 16 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	8	5	4	0	1	0	0	0	0	0	0	0	0	26	44
06:15 PM	4	1	1	0	0	0	0	0	0	0	0	0	0	24	30
06:30 PM	5	23	6	0	1	0	0	0	0	0	0	0	0	15	50
06:45 PM	2	28	5	0	5	0	0	1	0	0	0	0	0	2	43
07:00 PM	0	24	12	0	3	0	0	1	0	0	0	0	0	4	44
07:15 PM	3	6	1	0	0	0	0	0	0	0	0	0	0	21	31
07:30 PM	2	12	4	0	0	0	0	0	0	0	0	0	0	6	24
07:45 PM	0	36	10	0	5	0	0	0	0	0	0	0	0	1	52
08:00 PM	0	33	6	0	1	0	0	0	0	0	0	0	0	1	41
08:15 PM	0	33	7	0	1	0	0	0	0	0	0	0	0	1	42
08:30 PM	0	32	11	0	6	0	0	0	0	0	0	0	0	0	49
08:45 PM	0	31	5	0	3	0	0	0	0	0	0	0	0	1	40
09:00 PM	0	24	6	0	5	0	0	0	0	0	0	0	0	3	38
09:15 PM	0	25	4	0	1	0	0	1	0	0	0	0	0	2	33
09:30 PM	0	36	5	0	5	0	0	0	0	0	0	0	0	0	46
09:45 PM	0	34	6	0	1	0	0	1	0	0	0	0	0	1	43
10:00 PM	0	23	6	0	0	0	0	0	0	0	0	0	0	2	31
10:15 PM	0	24	4	0	2	0	0	0	0	0	0	0	0	0	30
10:30 PM	0	18	3	0	1	0	0	0	0	0	0	0	0	0	22
10:45 PM	0	12	4	0	0	0	0	0	0	0	0	0	0	0	16
11:00 PM	0	13	2	0	1	0	0	0	0	0	0	0	0	0	16
11:15 PM	0	12	1	0	1	0	0	0	0	0	0	0	0	0	14
11:30 PM	0	12	2	0	2	0	0	0	0	0	0	0	0	0	16
11:45 PM	0	4	4	0	0	0	0	0	0	0	0	0	0	0	8
Day Total	68	4178	1141	58	498	6	0	143	0	0	1	0	0	491	6584
Percent	1%	63.5%	17.3%	0.9%	7.6%	0.1%	0%	2.2%	0%	0%	0%	0%	0%	7.5%	
ADT 6584															
AM Peak	10:15 AM	7:30 AM	8:15 AM	6:00 AM	8:45 AM	6:00 AM	12:00 AM	10:45 AM	12:00 AM	12:00 AM	7:00 AM	12:00 AM	12:00 AM	11:30 AM	7:30 AM
15-min Vol	3	127	37	6	15	1	0	7	0	0	1	0	0	7	174
PM Peak	4:00 PM	12:00 PM	2:45 PM	12:45 PM	3:15 PM	12:15 PM	12:00 PM	1:30 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	4:00 PM	2:30 PM
15-min Vol	11	84	26	2	14	1	0	7	0	0	0	0	0	37	126

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: S Old Lake Wilson Rd South of Spine Rd **QC JOB #:** 15305324
SPECIFIC LOCATION: **DIRECTION:** NB
CITY/STATE: Four Corners, FL **DATE:** Dec 17 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	1	7	4	0	1	0	0	0	0	0	0	0	0	1	14
12:15 AM	0	5	2	0	2	0	0	0	0	0	0	0	0	0	9
12:30 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
12:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
01:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	2	10
01:15 AM	0	0	2	0	1	0	0	0	0	0	0	0	0	0	3
01:30 AM	0	4	1	0	1	0	0	0	0	0	0	0	0	0	6
01:45 AM	1	4	1	0	1	0	0	0	0	0	0	0	0	1	8
02:00 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
02:15 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
02:30 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
02:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
03:00 AM	0	5	1	0	0	0	0	4	0	0	0	0	0	0	10
03:15 AM	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
03:30 AM	0	7	2	0	1	0	0	0	0	0	0	0	0	0	10
03:45 AM	0	16	3	0	0	0	0	3	0	0	0	0	0	0	22
04:00 AM	0	13	4	0	0	0	0	2	0	0	0	0	0	0	19
04:15 AM	0	22	4	1	1	0	0	3	0	0	0	0	0	0	31
04:30 AM	0	21	5	1	1	0	0	0	1	0	0	0	0	0	29
04:45 AM	0	17	8	0	2	0	0	1	0	0	0	0	0	1	29
05:00 AM	0	23	7	0	6	0	0	1	0	0	0	0	0	1	38
05:15 AM	0	38	5	0	2	1	0	3	1	0	0	0	0	0	50
05:30 AM	0	53	9	1	5	1	0	1	0	0	0	0	0	0	70
05:45 AM	0	65	14	3	11	2	0	1	0	0	0	0	0	0	96
Day Total															
Percent															
ADT 7157															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: S Old Lake Wilson Rd South of Spine Rd **QC JOB #:** 15305324

SPECIFIC LOCATION: **DIRECTION:** NB

CITY/STATE: Four Corners, FL **DATE:** Dec 17 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	59	29	4	12	0	0	3	0	0	0	0	0	1	108
06:15 AM	0	86	20	2	5	1	0	**5**	0	0	0	0	0	0	119
06:30 AM	0	122	24	1	13	0	0	1	**5**	0	0	0	0	5	171
06:45 AM	1	84	26	0	10	1	0	1	0	0	0	0	0	5	128
07:00 AM	1	103	29	0	13	0	**1**	2	1	0	0	0	0	3	153
07:15 AM	0	**124**	28	2	**16**	1	0	2	1	0	0	0	0	3	**177**
07:30 AM	0	114	28	2	8	1	0	4	0	0	0	0	0	3	160
07:45 AM	0	93	**36**	3	9	2	0	5	1	0	0	0	0	8	157
08:00 AM	**2**	96	23	4	7	**4**	1	4	1	0	0	0	0	9	151
08:15 AM	0	123	21	1	10	0	0	3	1	0	0	0	0	4	163
08:30 AM	2	103	31	1	10	0	0	2	2	0	0	0	0	6	157
08:45 AM	0	76	24	1	5	2	0	3	1	0	0	0	0	**10**	122
09:00 AM	0	69	23	0	12	0	0	2	1	0	0	0	0	4	111
09:15 AM	0	76	18	0	9	0	0	4	0	0	0	0	0	4	111
09:30 AM	0	78	27	0	6	0	0	3	0	0	0	0	0	6	120
09:45 AM	0	62	20	2	14	1	0	4	1	0	0	0	0	6	110
10:00 AM	0	81	30	4	8	0	0	4	1	0	0	0	0	8	136
10:15 AM	0	63	15	0	5	0	0	4	4	0	0	0	0	1	92
10:30 AM	0	77	20	**5**	8	0	0	2	1	0	0	0	0	3	116
10:45 AM	1	77	18	0	8	4	0	4	0	0	0	0	0	7	119
11:00 AM	0	63	21	0	8	1	0	2	2	0	0	0	0	8	105
11:15 AM	0	65	23	0	13	0	0	3	0	0	0	0	0	9	113
11:30 AM	0	66	30	0	8	1	0	4	2	0	0	0	0	7	118
11:45 AM	0	87	22	0	11	0	0	2	1	0	0	0	0	8	131
Day Total															
Percent															
ADT 7157															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: S Old Lake Wilson Rd South of Spine Rd **QC JOB #:** 15305324
SPECIFIC LOCATION: **DIRECTION:** NB
CITY/STATE: Four Corners, FL **DATE:** Dec 17 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	64	25	1	10	0	0	1	0	0	0	0	0	4	105
12:15 PM	0	57	19	2	5	1	0	0	2	0	0	0	0	2	88
12:30 PM	2	77	23	2	7	1	0	1	2	0	0	0	0	4	119
12:45 PM	0	80	**32**	1	6	**2**	0	1	1	0	0	0	0	3	126
01:00 PM	0	82	21	2	5	2	0	**6**	0	0	0	0	0	4	122
01:15 PM	0	71	17	**3**	**11**	0	0	2	**3**	0	0	0	0	9	116
01:30 PM	0	81	22	1	8	2	0	1	0	0	0	0	0	6	121
01:45 PM	0	87	16	1	11	1	0	1	2	0	0	0	0	5	124
02:00 PM	0	74	26	2	11	0	0	3	0	0	0	0	0	6	122
02:15 PM	0	87	24	1	10	0	0	2	2	0	**1**	0	0	8	**135**
02:30 PM	0	75	31	3	9	2	0	3	0	0	0	0	0	6	129
02:45 PM	0	61	21	1	7	0	0	2	3	0	0	0	0	10	105
03:00 PM	0	63	23	1	8	1	0	4	1	0	0	0	0	8	109
03:15 PM	0	65	27	1	11	0	0	2	0	0	0	0	0	7	113
03:30 PM	0	76	19	1	10	0	0	1	0	0	0	0	0	11	118
03:45 PM	0	**93**	21	1	9	0	0	2	0	0	0	0	0	7	133
04:00 PM	0	59	22	0	6	0	0	1	0	0	0	0	0	3	91
04:15 PM	0	57	20	1	9	0	0	0	0	0	0	0	0	15	102
04:30 PM	4	43	13	0	3	0	0	0	0	0	0	0	0	**31**	94
04:45 PM	4	18	6	0	4	0	0	0	0	0	0	0	0	26	58
05:00 PM	**8**	2	1	0	1	0	0	0	0	0	0	0	0	29	41
05:15 PM	5	24	6	0	4	0	0	0	0	0	0	0	0	25	64
05:30 PM	1	53	23	0	5	1	0	3	1	0	0	0	0	8	95
05:45 PM	5	20	5	0	4	0	0	0	0	0	0	0	0	17	51
Day Total															
Percent															
ADT 7157															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: S Old Lake Wilson Rd South of Spine Rd
QC JOB #: 15305324
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Four Corners, FL
DATE: Dec 17 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	3	2	1	1	0	0	0	0	0	0	0	0	0	28	35
06:15 PM	3	20	8	0	2	0	0	2	0	0	0	0	0	27	62
06:30 PM	1	11	3	0	2	0	0	0	0	0	0	0	0	21	38
06:45 PM	0	58	11	0	6	1	0	2	1	0	0	0	0	8	87
07:00 PM	0	42	10	0	2	0	0	1	0	0	0	0	0	3	58
07:15 PM	0	45	11	0	8	0	0	1	0	0	0	0	0	5	70
07:30 PM	0	39	8	0	3	0	0	0	0	0	0	0	0	3	53
07:45 PM	0	32	11	0	3	0	0	0	0	0	0	0	0	3	49
08:00 PM	0	35	5	0	2	0	0	0	0	0	0	0	0	3	45
08:15 PM	0	42	10	0	1	0	0	0	0	0	0	0	0	3	56
08:30 PM	0	38	4	0	2	0	0	0	0	0	0	0	0	2	46
08:45 PM	0	23	7	0	2	0	0	0	0	0	0	0	0	0	32
09:00 PM	0	35	9	0	2	0	0	0	0	0	0	0	0	1	47
09:15 PM	0	30	11	0	4	0	0	0	0	0	0	0	0	0	45
09:30 PM	0	34	12	0	6	0	0	0	0	0	0	0	0	0	52
09:45 PM	0	36	9	0	2	0	0	0	0	0	0	0	0	1	48
10:00 PM	0	27	7	0	2	0	0	0	0	0	0	0	0	0	36
10:15 PM	0	25	10	0	1	0	0	0	0	0	0	0	0	0	36
10:30 PM	0	31	9	0	1	0	0	0	0	0	0	0	0	2	43
10:45 PM	0	18	4	0	0	0	0	0	0	0	0	0	0	0	22
11:00 PM	0	19	6	0	1	0	0	0	0	0	0	0	0	0	26
11:15 PM	0	11	7	0	0	0	0	0	0	0	0	0	0	0	18
11:30 PM	0	8	6	0	0	0	0	0	0	0	0	0	0	0	14
11:45 PM	0	10	2	0	0	0	0	1	0	0	0	0	0	0	13
Day Total	45	4528	1312	64	489	37	2	135	46	0	1	0	0	498	7157
Percent	0.6%	63.3%	18.3%	0.9%	6.8%	0.5%	0%	1.9%	0.6%	0%	0%	0%	0%	7%	
ADT 7157															
AM Peak	8:00 AM	7:15 AM	7:45 AM	10:30 AM	7:15 AM	8:00 AM	7:00 AM	6:15 AM	6:30 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	8:45 AM	7:15 AM
15-min Vol	2	124	36	5	16	4	1	5	5	0	0	0	0	10	177
PM Peak	5:00 PM	3:45 PM	12:45 PM	1:15 PM	1:15 PM	12:45 PM	12:00 PM	1:00 PM	1:15 PM	12:00 PM	2:15 PM	12:00 PM	12:00 PM	4:30 PM	2:15 PM
15-min Vol	8	93	32	3	11	2	0	6	3	0	1	0	0	31	135

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: S Old Lake Wilson Rd South of Spine Rd
QC JOB #: 15305324
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Four Corners, FL
DATE: Dec 15 2020

	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	133	13285	3745	177	1473	46	2	439	48	0	2	0	0	1373	20723
Percent	0.6%	64.1%	18.1%	0.9%	7.1%	0.2%	0%	2.1%	0.2%	0%	0%	0%	0%	6.6%	
ADT 6907															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: S Old Lake Wilson Rd South of Spine Rd
QC JOB #: 15305324
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Four Corners, FL
DATE: Dec 15 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	23	4	0	1	0	0	0	0	0	0	0	0	0	28
12:15 AM	0	15	1	0	0	0	0	0	0	0	0	0	0	0	16
12:30 AM	0	9	4	1	0	0	0	1	0	0	0	0	0	0	15
12:45 AM	0	14	3	0	1	0	0	0	0	0	0	0	0	0	18
01:00 AM	0	16	1	1	0	0	0	0	0	0	0	0	0	0	18
01:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
01:30 AM	0	11	1	0	1	0	0	2	0	0	0	0	0	0	15
01:45 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
02:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:15 AM	0	3	2	1	0	0	0	0	0	0	0	0	0	2	8
02:30 AM	0	4	1	0	1	0	0	0	0	0	0	0	0	0	6
02:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
03:00 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
03:15 AM	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
03:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
03:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
04:15 AM	0	7	0	0	0	0	0	1	0	0	0	0	0	0	8
04:30 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
04:45 AM	0	6	1	0	1	0	0	0	0	0	0	0	0	0	8
05:00 AM	0	10	2	1	2	0	0	0	0	0	0	0	0	0	15
05:15 AM	0	10	2	0	2	0	0	2	0	0	0	0	0	1	17
05:30 AM	0	15	3	0	2	0	0	0	0	0	0	0	0	0	20
05:45 AM	0	7	2	0	4	0	0	1	0	0	0	0	0	0	14
Day Total															
Percent															
ADT															
8027															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: S Old Lake Wilson Rd South of Spine Rd **QC JOB #:** 15305324

SPECIFIC LOCATION: **DIRECTION:** SB

CITY/STATE: Four Corners, FL **DATE:** Dec 15 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	12	5	1	4	0	0	0	0	0	0	0	0	1	23
06:15 AM	0	16	9	1	6	0	0	1	0	0	0	0	0	1	34
06:30 AM	1	25	11	0	5	0	0	1	0	0	0	0	0	3	46
06:45 AM	0	19	11	1	7	0	0	4	0	0	0	0	0	2	44
07:00 AM	0	38	9	0	4	0	0	3	0	0	0	0	0	2	56
07:15 AM	0	43	7	0	4	0	0	2	0	0	0	0	0	4	60
07:30 AM	0	27	14	2	8	0	0	0	0	0	0	0	0	5	56
07:45 AM	0	39	7	0	5	0	0	6	0	0	0	0	0	4	61
08:00 AM	0	27	12	0	8	0	0	2	0	0	0	0	0	3	52
08:15 AM	0	33	21	2	5	0	0	4	0	0	0	0	0	2	67
08:30 AM	0	33	11	2	9	**1**	0	**9**	0	0	0	0	0	4	69
08:45 AM	0	32	15	1	4	0	0	2	0	0	0	0	0	5	59
09:00 AM	0	41	16	**10**	6	0	0	1	0	0	0	0	0	5	79
09:15 AM	1	38	17	6	9	0	0	5	0	0	0	0	0	2	78
09:30 AM	0	36	14	0	5	0	0	5	0	0	0	0	0	2	62
09:45 AM	0	43	14	1	7	0	0	2	0	0	0	0	0	1	68
10:00 AM	**2**	38	8	0	6	1	0	0	0	0	0	0	0	3	58
10:15 AM	0	**64**	12	1	14	0	0	7	0	0	**1**	0	0	1	**100**
10:30 AM	0	51	**23**	1	**16**	0	0	1	**1**	0	0	0	0	2	95
10:45 AM	0	37	12	1	4	0	0	2	0	0	0	0	0	2	58
11:00 AM	0	41	23	2	8	0	0	2	1	0	0	0	0	3	80
11:15 AM	0	46	18	2	9	0	0	2	0	0	0	0	0	2	79
11:30 AM	0	49	21	1	9	1	0	6	0	0	0	0	0	1	88
11:45 AM	0	43	21	0	7	0	0	4	0	0	0	0	0	**6**	81
Day Total															
Percent															
ADT 8027															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: S Old Lake Wilson Rd South of Spine Rd **QC JOB #:** 15305324
SPECIFIC LOCATION: **DIRECTION:** SB
CITY/STATE: Four Corners, FL **DATE:** Dec 15 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	66	15	1	7	0	0	1	0	0	0	0	0	2	92
12:15 PM	0	57	22	0	7	0	0	**10**	0	0	0	0	0	4	100
12:30 PM	2	57	18	3	4	0	0	3	1	0	0	0	0	3	91
12:45 PM	0	58	16	1	8	0	0	2	0	0	0	0	0	3	88
01:00 PM	0	63	23	0	8	0	0	3	0	0	0	0	0	6	103
01:15 PM	0	71	28	1	7	0	0	1	0	0	0	0	0	2	110
01:30 PM	0	74	18	0	5	0	0	3	0	0	0	0	0	2	102
01:45 PM	0	83	24	1	2	1	0	2	0	0	0	0	0	2	115
02:00 PM	0	54	9	2	6	0	0	3	0	0	0	0	0	5	79
02:15 PM	0	82	36	1	7	0	0	0	0	0	0	0	0	4	130
02:30 PM	0	97	32	1	7	0	0	5	0	0	0	0	0	5	147
02:45 PM	0	116	31	3	7	0	0	4	0	0	0	0	0	5	166
03:00 PM	0	140	40	1	12	0	0	2	0	0	0	0	0	6	201
03:15 PM	0	147	35	2	10	0	0	4	0	0	0	0	0	8	206
03:30 PM	0	153	37	1	12	0	0	2	0	0	0	0	0	**15**	220
03:45 PM	0	136	37	2	**19**	0	0	2	0	0	0	0	0	15	211
04:00 PM	0	160	36	1	12	0	0	1	0	0	0	0	0	6	216
04:15 PM	0	174	36	0	16	0	0	9	0	0	0	0	0	2	237
04:30 PM	1	165	43	0	9	0	0	2	1	0	0	0	0	13	234
04:45 PM	**3**	126	35	**9**	11	**2**	**1**	8	0	0	0	0	0	8	203
05:00 PM	0	**208**	**61**	1	11	1	1	1	0	0	0	0	0	5	**289**
05:15 PM	2	119	34	0	14	1	0	3	0	0	0	0	0	11	184
05:30 PM	1	173	30	0	6	1	1	3	**2**	0	**1**	0	0	12	230
05:45 PM	3	142	24	0	4	2	1	4	1	0	0	0	0	10	191
Day Total															
Percent															
ADT 8027															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: S Old Lake Wilson Rd South of Spine Rd **QC JOB #:** 15305324
SPECIFIC LOCATION: **DIRECTION:** SB
CITY/STATE: Four Corners, FL **DATE:** Dec 15 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	180	41	0	11	0	0	1	0	0	0	0	0	5	238
06:15 PM	2	140	21	1	10	0	0	1	0	0	0	0	0	7	182
06:30 PM	0	165	32	0	8	0	0	2	0	0	0	0	0	7	214
06:45 PM	0	148	25	0	9	0	0	1	0	0	0	0	0	2	185
07:00 PM	0	96	29	1	5	0	0	2	0	0	0	0	0	1	134
07:15 PM	0	115	15	0	6	0	0	0	0	0	0	0	0	3	139
07:30 PM	0	93	18	0	8	0	0	1	0	0	0	0	0	1	121
07:45 PM	0	70	13	0	5	0	0	2	0	0	0	0	0	6	96
08:00 PM	0	81	10	0	4	0	0	0	0	0	0	0	0	2	97
08:15 PM	0	71	16	1	6	0	0	0	0	0	0	0	0	0	94
08:30 PM	0	55	10	0	2	0	0	0	0	0	0	0	0	1	68
08:45 PM	0	62	4	0	3	0	0	0	0	0	0	0	0	2	71
09:00 PM	0	59	12	0	0	0	0	1	0	0	0	0	0	0	72
09:15 PM	0	49	8	0	1	0	0	0	0	0	0	0	0	0	58
09:30 PM	0	50	8	1	2	0	0	0	0	0	0	0	0	1	62
09:45 PM	0	38	8	0	0	0	0	0	0	0	0	0	0	1	47
10:00 PM	0	50	8	0	1	0	0	0	0	0	0	0	0	1	60
10:15 PM	0	48	7	1	1	0	0	0	0	0	0	0	0	0	57
10:30 PM	1	54	6	0	0	0	0	0	0	0	0	0	0	0	61
10:45 PM	0	53	5	0	0	0	0	0	0	0	0	0	0	0	58
11:00 PM	0	51	3	0	2	0	0	0	0	0	0	0	0	0	56
11:15 PM	0	29	3	0	1	0	0	0	0	0	0	0	0	2	35
11:30 PM	1	35	4	0	2	0	0	0	0	0	0	0	0	0	42
11:45 PM	0	23	7	0	0	0	0	0	0	0	0	0	0	0	30
Day Total	20	5594	1399	75	483	11	4	167	7	0	2	0	0	265	8027
Percent	0.2%	69.7%	17.4%	0.9%	6%	0.1%	0%	2.1%	0.1%	0%	0%	0%	0%	3.3%	
ADT 8027															
AM Peak	10:00 AM	10:15 AM	10:30 AM	9:00 AM	10:30 AM	8:30 AM	12:00 AM	8:30 AM	10:30 AM	12:00 AM	10:15 AM	12:00 AM	12:00 AM	11:45 AM	10:15 AM
15-min Vol	2	64	23	10	16	1	0	9	1	0	1	0	0	6	100
PM Peak	4:45 PM	5:00 PM	5:00 PM	4:45 PM	3:45 PM	4:45 PM	4:45 PM	12:15 PM	5:30 PM	12:00 PM	5:30 PM	12:00 PM	12:00 PM	3:30 PM	5:00 PM
15-min Vol	3	208	61	9	19	2	1	10	2	0	1	0	0	15	289

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: S Old Lake Wilson Rd South of Spine Rd **QC JOB #:** 15305324
SPECIFIC LOCATION: **DIRECTION:** SB
CITY/STATE: Four Corners, FL **DATE:** Dec 16 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	22	4	0	0	0	0	0	0	0	0	0	0	0	26
12:15 AM	0	20	3	1	3	0	0	0	0	0	0	0	0	0	27
12:30 AM	0	20	3	0	1	0	0	2	0	0	0	0	0	1	27
12:45 AM	0	11	1	0	2	0	0	0	0	0	0	0	0	0	14
01:00 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
01:15 AM	0	5	1	0	1	0	0	0	0	0	0	0	0	0	7
01:30 AM	0	7	0	0	0	0	0	1	0	0	0	0	0	0	8
01:45 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
02:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
02:15 AM	0	4	0	0	2	0	0	0	0	0	0	0	0	0	6
02:30 AM	0	6	1	0	1	0	0	0	0	0	0	0	0	0	8
02:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
03:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	3
03:15 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	1	5
03:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	1	6
03:45 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
04:00 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
04:15 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	1	9
04:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
04:45 AM	0	8	0	0	0	0	0	1	0	0	0	0	0	0	9
05:00 AM	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
05:15 AM	0	11	1	0	1	0	0	0	0	0	0	0	0	0	13
05:30 AM	0	13	4	1	3	0	0	1	0	0	0	0	0	1	23
05:45 AM	0	13	1	0	5	0	0	0	0	0	0	0	0	3	22
Day Total															
Percent															
ADT 7730															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: S Old Lake Wilson Rd South of Spine Rd **QC JOB #:** 15305324

SPECIFIC LOCATION: **DIRECTION:** SB

CITY/STATE: Four Corners, FL **DATE:** Dec 16 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	18	2	1	5	0	0	1	0	0	0	0	0	1	28
06:15 AM	0	20	7	2	4	1	0	4	0	0	0	0	0	0	38
06:30 AM	0	30	7	0	5	0	0	1	0	0	0	0	0	2	45
06:45 AM	0	20	14	1	4	0	0	2	0	0	0	0	0	1	42
07:00 AM	0	20	6	0	5	0	0	5	0	0	0	0	0	2	38
07:15 AM	0	41	6	1	5	0	0	3	0	0	0	0	0	2	58
07:30 AM	0	32	18	0	8	0	0	2	0	0	0	0	0	4	64
07:45 AM	0	47	18	0	6	0	0	5	0	0	0	0	0	3	79
08:00 AM	1	35	13	1	7	0	0	1	0	0	0	0	0	2	60
08:15 AM	0	37	15	1	4	0	0	2	0	0	0	0	0	0	59
08:30 AM	2	23	9	1	9	0	0	2	0	0	0	0	0	7	53
08:45 AM	0	45	14	0	5	0	0	3	0	0	0	0	0	1	68
09:00 AM	0	50	10	15	4	0	0	2	0	0	0	0	0	4	85
09:15 AM	2	38	14	4	10	0	0	9	0	0	0	0	0	2	79
09:30 AM	0	38	16	0	7	0	0	3	0	0	0	0	0	4	68
09:45 AM	0	50	19	1	9	0	0	2	0	0	0	0	0	3	84
10:00 AM	1	33	13	2	6	0	0	4	1	0	0	0	0	4	64
10:15 AM	0	31	16	1	3	0	0	3	0	0	0	0	0	2	56
10:30 AM	0	46	18	0	8	0	0	5	0	0	0	0	0	3	80
10:45 AM	0	34	11	1	4	0	0	4	0	0	0	0	0	5	59
11:00 AM	0	50	17	2	7	0	0	4	0	0	0	0	0	2	82
11:15 AM	0	39	17	1	7	0	0	2	0	0	0	0	0	2	68
11:30 AM	1	50	16	2	8	1	0	1	0	0	0	0	0	3	82
11:45 AM	1	65	18	1	8	0	0	1	0	0	0	0	0	1	95
Day Total															
Percent															
ADT 7730															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: S Old Lake Wilson Rd South of Spine Rd **QC JOB #:** 15305324
SPECIFIC LOCATION: **DIRECTION:** SB
CITY/STATE: Four Corners, FL **DATE:** Dec 16 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	1	62	11	1	8	0	0	4	0	0	0	0	0	3	90
12:15 PM	1	55	14	2	9	1	0	**6**	0	0	0	0	0	0	88
12:30 PM	0	59	15	1	6	0	0	4	0	0	0	0	0	3	88
12:45 PM	0	69	22	1	10	0	0	4	0	0	0	0	0	4	110
01:00 PM	0	73	23	0	6	0	0	2	0	0	0	0	0	2	106
01:15 PM	0	78	16	0	5	0	0	2	0	0	0	0	0	3	104
01:30 PM	0	70	18	2	11	0	0	3	0	0	0	0	0	5	109
01:45 PM	0	88	21	1	10	0	0	3	0	0	0	0	0	6	129
02:00 PM	1	86	23	1	5	0	0	3	0	0	0	0	0	9	128
02:15 PM	1	76	36	1	7	0	0	1	0	0	0	0	0	11	133
02:30 PM	0	99	25	0	13	0	0	1	0	0	0	0	0	7	145
02:45 PM	0	112	31	2	10	0	0	4	0	0	0	0	0	6	165
03:00 PM	1	114	38	4	**16**	0	0	2	0	0	0	0	0	4	179
03:15 PM	0	138	39	0	7	0	0	4	0	0	0	0	0	4	192
03:30 PM	0	132	**51**	0	16	0	0	1	0	0	0	0	0	9	209
03:45 PM	0	141	32	**12**	10	1	0	6	0	0	0	0	0	8	210
04:00 PM	**5**	99	30	0	7	**4**	**3**	5	2	**2**	0	0	0	**18**	175
04:15 PM	1	**167**	41	2	13	2	0	2	0	0	0	0	0	14	**242**
04:30 PM	3	91	24	1	4	1	0	2	0	0	0	0	0	14	140
04:45 PM	1	106	26	1	7	0	0	4	1	0	0	0	0	15	161
05:00 PM	1	123	25	1	3	1	1	3	0	0	0	0	0	10	168
05:15 PM	1	136	40	1	6	0	0	6	0	0	0	0	0	8	198
05:30 PM	3	133	26	0	6	3	0	1	0	0	**1**	0	**1**	7	181
05:45 PM	2	115	23	2	10	2	1	5	**3**	0	0	0	0	14	177
Day Total															
Percent															
ADT 7730															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

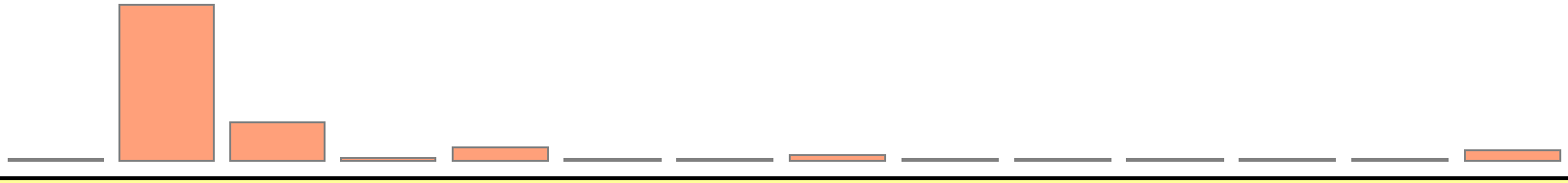
Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: S Old Lake Wilson Rd South of Spine Rd
QC JOB #: 15305324
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Four Corners, FL
DATE: Dec 16 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	142	26	2	9	3	2	2	0	0	0	0	0	12	198
06:15 PM	2	131	24	0	4	1	2	6	0	1	0	0	0	7	178
06:30 PM	3	129	33	2	8	0	0	4	2	0	0	0	0	6	187
06:45 PM	1	153	33	0	4	1	0	1	0	0	0	0	0	6	199
07:00 PM	2	150	34	0	10	0	0	0	0	0	0	0	0	6	202
07:15 PM	0	81	12	0	4	2	1	5	1	1	0	0	1	17	125
07:30 PM	0	65	13	1	7	0	0	0	1	0	0	0	0	8	95
07:45 PM	0	72	12	1	2	0	0	0	0	0	0	0	0	3	90
08:00 PM	0	68	10	2	1	0	0	1	1	0	0	0	0	1	84
08:15 PM	0	78	15	0	5	0	0	0	1	0	0	0	0	0	99
08:30 PM	0	76	6	0	2	0	0	0	0	0	0	0	0	2	86
08:45 PM	0	61	11	0	2	0	0	0	0	0	0	0	0	2	76
09:00 PM	0	59	12	0	3	0	0	0	0	0	0	0	0	0	74
09:15 PM	0	43	11	0	2	0	0	0	1	0	0	0	0	2	59
09:30 PM	0	57	5	0	0	0	0	0	0	0	0	0	0	0	62
09:45 PM	0	43	7	0	1	0	0	0	0	0	0	0	0	1	52
10:00 PM	0	46	6	0	3	0	0	0	0	0	0	0	0	4	59
10:15 PM	0	57	7	0	1	0	0	0	0	0	0	0	0	0	65
10:30 PM	0	48	7	0	1	0	0	0	0	0	0	0	0	0	56
10:45 PM	0	47	5	0	0	0	0	0	0	0	0	0	0	1	53
11:00 PM	0	59	9	0	1	0	0	0	1	0	0	0	0	1	71
11:15 PM	0	42	7	0	1	0	0	0	0	0	0	0	0	0	50
11:30 PM	0	32	4	1	2	0	0	0	0	0	0	0	0	0	39
11:45 PM	0	32	2	0	1	0	0	1	0	0	0	0	0	2	38
Day Total	38	5289	1305	86	448	24	10	174	15	4	1	0	2	334	7730
Percent	0.5%	68.4%	16.9%	1.1%	5.8%	0.3%	0.1%	2.3%	0.2%	0.1%	0%	0%	0%	4.3%	
ADT 7730															
AM Peak	8:30 AM	11:45 AM	9:45 AM	9:00 AM	9:15 AM	6:15 AM	12:00 AM	9:15 AM	10:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	8:30 AM	11:45 AM
15-min Vol	2	65	19	15	10	1	0	9	1	0	0	0	0	7	95
PM Peak	4:00 PM	4:15 PM	3:30 PM	3:45 PM	3:00 PM	4:00 PM	4:00 PM	12:15 PM	5:45 PM	4:00 PM	5:30 PM	12:00 PM	5:30 PM	4:00 PM	4:15 PM
15-min Vol	5	167	51	12	16	4	3	6	3	2	1	0	1	18	242

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: S Old Lake Wilson Rd South of Spine Rd **QC JOB #:** 15305324
SPECIFIC LOCATION: **DIRECTION:** SB
CITY/STATE: Four Corners, FL **DATE:** Dec 17 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	27	1	0	0	0	0	1	0	0	0	0	0	3	32
12:15 AM	0	15	2	0	2	0	0	0	0	0	0	0	0	0	19
12:30 AM	0	14	3	0	0	0	0	0	0	0	0	0	0	0	17
12:45 AM	0	11	0	0	1	0	0	0	0	0	0	0	0	0	12
01:00 AM	0	11	2	0	1	0	0	1	0	0	0	0	0	0	15
01:15 AM	0	10	2	0	1	0	0	0	0	0	0	0	0	1	14
01:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
01:45 AM	1	7	2	0	2	0	0	0	0	0	0	0	0	0	12
02:00 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3
02:15 AM	0	4	1	0	1	0	0	0	0	0	0	0	0	0	6
02:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	1	5
02:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
03:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
03:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
03:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
03:45 AM	0	5	0	1	0	0	0	0	0	0	0	0	0	2	8
04:00 AM	1	5	1	0	0	0	0	0	0	0	0	0	0	0	7
04:15 AM	0	2	1	0	0	0	0	1	0	0	0	0	0	1	5
04:30 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
04:45 AM	0	8	0	0	2	1	0	1	0	0	0	0	0	0	12
05:00 AM	0	6	2	0	1	0	0	0	0	0	0	0	0	0	9
05:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	1	6
05:30 AM	0	22	3	0	2	0	0	0	0	0	0	0	0	3	30
05:45 AM	0	9	9	1	4	0	0	0	0	0	0	0	0	0	23
Day Total															
Percent															
ADT 7951															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: S Old Lake Wilson Rd South of Spine Rd **QC JOB #:** 15305324

SPECIFIC LOCATION: **DIRECTION:** SB

CITY/STATE: Four Corners, FL **DATE:** Dec 17 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	2	17	5	0	4	1	0	3	0	0	0	0	0	1	33
06:15 AM	0	13	5	1	3	0	0	0	0	0	0	0	0	2	24
06:30 AM	0	28	10	1	7	0	0	1	0	0	0	0	0	1	48
06:45 AM	2	30	13	4	7	0	0	5	0	0	0	0	0	2	63
07:00 AM	2	33	13	1	7	1	0	2	0	0	0	0	0	1	60
07:15 AM	0	43	15	2	10	1	0	1	1	0	0	0	0	3	76
07:30 AM	0	28	17	2	8	1	0	1	2	0	0	0	0	3	62
07:45 AM	1	33	11	2	10	0	0	2	1	0	0	0	0	7	67
08:00 AM	0	28	14	2	5	0	0	3	0	0	0	0	0	2	54
08:15 AM	0	38	15	2	6	0	0	4	0	0	0	0	0	9	74
08:30 AM	0	35	14	2	4	2	0	2	0	0	0	0	0	4	63
08:45 AM	1	48	13	1	11	0	0	3	1	0	0	0	0	1	79
09:00 AM	0	45	19	13	4	0	0	3	1	0	0	0	0	6	91
09:15 AM	0	47	13	2	4	1	0	3	0	0	0	0	0	7	77
09:30 AM	1	36	13	1	5	0	0	1	0	0	0	0	0	3	60
09:45 AM	2	49	12	1	6	0	0	0	1	0	0	0	0	8	79
10:00 AM	1	39	11	0	8	1	0	5	1	0	0	0	0	1	67
10:15 AM	0	42	18	0	12	1	0	4	2	0	0	0	0	2	81
10:30 AM	0	41	15	2	3	1	0	0	1	0	0	0	0	3	66
10:45 AM	0	37	11	0	7	1	0	2	2	0	0	0	0	6	66
11:00 AM	1	46	17	0	7	1	0	2	0	0	0	0	0	2	76
11:15 AM	1	49	15	2	8	0	0	3	1	0	0	0	0	2	81
11:30 AM	0	60	13	1	6	0	0	1	0	0	0	0	0	4	85
11:45 AM	0	60	18	0	9	1	0	4	3	0	0	0	0	3	98
Day Total															
Percent															
ADT 7951															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: S Old Lake Wilson Rd South of Spine Rd **QC JOB #:** 15305324
SPECIFIC LOCATION: **DIRECTION:** SB
CITY/STATE: Four Corners, FL **DATE:** Dec 17 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	55	16	0	9	0	0	2	**2**	0	0	0	0	8	92
12:15 PM	0	58	18	2	6	1	0	3	0	0	0	0	0	2	90
12:30 PM	0	63	22	2	7	0	0	2	0	0	0	0	0	3	99
12:45 PM	0	56	24	2	8	1	0	5	0	0	0	0	0	4	100
01:00 PM	0	67	29	1	8	1	0	1	0	0	0	0	0	4	111
01:15 PM	0	56	17	0	7	0	0	1	0	0	0	0	0	7	88
01:30 PM	0	86	23	2	11	0	0	**7**	2	0	0	0	0	5	136
01:45 PM	0	76	19	0	7	1	0	2	1	0	0	0	0	3	109
02:00 PM	1	85	16	0	5	**4**	0	1	0	0	0	0	0	5	117
02:15 PM	0	87	23	2	8	0	0	1	0	0	0	0	0	6	127
02:30 PM	0	95	22	0	8	0	0	0	0	0	0	0	0	8	133
02:45 PM	2	87	39	**5**	10	0	0	0	0	0	0	0	0	4	147
03:00 PM	1	126	32	0	8	1	0	1	0	0	0	0	0	6	175
03:15 PM	2	120	25	0	12	0	0	1	0	0	0	0	0	12	172
03:30 PM	0	142	42	2	10	2	0	2	0	0	0	0	0	8	208
03:45 PM	0	146	36	1	10	1	0	0	2	0	0	0	0	7	203
04:00 PM	1	161	31	1	15	0	0	3	0	0	0	0	0	5	217
04:15 PM	0	175	39	1	11	0	0	4	0	0	0	0	0	10	240
04:30 PM	2	152	**43**	1	12	0	0	1	1	0	0	0	0	19	231
04:45 PM	2	86	24	5	3	2	0	3	2	**1**	0	0	0	28	156
05:00 PM	**6**	66	21	4	3	2	**4**	4	0	0	0	0	0	23	133
05:15 PM	1	122	34	1	6	1	1	1	0	0	0	0	0	24	191
05:30 PM	1	**185**	34	0	**16**	0	0	3	0	0	0	0	0	9	**248**
05:45 PM	1	121	28	2	7	0	1	0	1	0	0	0	0	17	178
Day Total															
Percent															
ADT 7951															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: S Old Lake Wilson Rd South of Spine Rd
QC JOB #: 15305324
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Four Corners, FL
DATE: Dec 17 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	2	51	14	1	3	1	0	4	0	0	0	0	0	30	106
06:15 PM	1	104	20	1	13	2	1	7	0	0	0	0	0	21	170
06:30 PM	1	37	5	0	1	0	0	3	1	0	0	0	0	26	74
06:45 PM	0	111	26	0	4	0	0	0	0	0	0	0	0	10	151
07:00 PM	0	129	31	1	9	0	0	1	0	0	0	0	0	3	174
07:15 PM	0	146	30	0	7	0	0	0	0	0	0	0	0	4	187
07:30 PM	0	131	28	0	7	0	0	0	1	0	0	0	0	4	171
07:45 PM	0	113	23	0	7	0	0	0	1	0	0	0	0	6	150
08:00 PM	0	104	18	1	4	0	0	0	0	0	0	0	0	2	129
08:15 PM	0	91	17	0	5	0	0	1	0	0	0	0	0	2	116
08:30 PM	0	65	17	0	6	0	0	0	0	0	0	0	0	2	90
08:45 PM	0	55	21	0	2	0	0	1	0	0	0	0	0	0	79
09:00 PM	0	75	13	0	1	0	0	1	0	0	0	0	0	2	92
09:15 PM	0	63	10	0	1	0	0	0	0	0	0	0	0	1	75
09:30 PM	0	54	9	0	1	0	0	0	0	0	0	0	0	1	65
09:45 PM	0	58	7	0	1	0	0	0	0	0	0	0	0	3	69
10:00 PM	0	59	6	0	3	0	0	0	0	0	0	0	0	0	68
10:15 PM	0	60	11	0	2	0	0	1	0	0	0	0	0	0	74
10:30 PM	0	39	8	0	1	0	0	0	0	0	0	0	0	0	48
10:45 PM	0	44	13	0	2	0	0	0	0	0	0	0	0	0	59
11:00 PM	0	60	12	0	0	0	0	0	0	0	0	0	0	0	72
11:15 PM	0	37	3	0	2	0	0	0	0	0	0	0	0	1	43
11:30 PM	0	35	9	1	3	0	0	0	0	0	0	0	0	0	48
11:45 PM	0	34	5	0	3	0	0	0	0	0	0	0	0	2	44
Day Total	40	5346	1366	84	474	34	7	126	31	1	0	0	0	442	7951
Percent	0.5%	67.2%	17.2%	1.1%	6%	0.4%	0.1%	1.6%	0.4%	0%	0%	0%	0%	5.6%	
ADT 7951															
AM Peak	6:00 AM	11:30 AM	9:00 AM	9:00 AM	10:15 AM	8:30 AM	12:00 AM	6:45 AM	11:45 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	8:15 AM	11:45 AM
15-min Vol	2	60	19	13	12	2	0	5	3	0	0	0	0	9	98
PM Peak	5:00 PM	5:30 PM	4:30 PM	2:45 PM	5:30 PM	2:00 PM	5:00 PM	1:30 PM	12:00 PM	4:45 PM	12:00 PM	12:00 PM	12:00 PM	6:00 PM	5:30 PM
15-min Vol	6	185	43	5	16	4	4	7	2	1	0	0	0	30	248

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: S Old Lake Wilson Rd South of Spine Rd
QC JOB #: 15305324
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Four Corners, FL
DATE: Dec 15 2020

	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	98	16229	4070	245	1405	69	21	467	53	5	3	0	2	1041	23708
Percent	0.4%	68.5%	17.2%	1%	5.9%	0.3%	0.1%	2%	0.2%	0%	0%	0%	0%	4.4%	
ADT 7902															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: S Old Lake Wilson Rd South of Spine Rd
QC JOB #: 15305324
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Four Corners, FL
DATE: Dec 15 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	29	6	0	1	0	0	0	0	0	0	0	0	0	36
12:15 AM	0	22	2	0	1	0	0	0	0	0	0	0	0	0	25
12:30 AM	0	14	4	1	0	0	0	1	0	0	0	0	0	0	20
12:45 AM	0	22	4	0	2	0	0	1	0	0	0	0	0	1	30
01:00 AM	0	20	1	1	0	0	0	0	0	0	0	0	0	0	22
01:15 AM	0	13	2	0	1	0	0	1	0	0	0	0	0	0	17
01:30 AM	0	14	3	0	1	0	0	2	0	0	0	0	0	0	20
01:45 AM	0	9	2	0	1	0	0	0	0	0	0	0	0	1	13
02:00 AM	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
02:15 AM	0	5	3	1	0	0	0	2	0	0	0	0	0	2	13
02:30 AM	0	9	2	0	1	0	0	0	0	0	0	0	0	0	12
02:45 AM	0	7	0	0	0	0	0	1	0	0	0	0	0	0	8
03:00 AM	0	8	1	0	1	0	0	1	0	0	0	0	0	0	11
03:15 AM	0	13	5	0	0	0	0	1	0	0	0	0	0	1	20
03:30 AM	0	17	4	0	0	0	0	0	0	0	0	0	0	0	21
03:45 AM	0	15	1	0	0	0	0	2	0	0	0	0	0	0	18
04:00 AM	0	11	3	0	1	0	0	0	0	0	0	0	0	0	15
04:15 AM	0	26	6	0	1	0	0	1	0	0	0	0	0	0	34
04:30 AM	0	24	8	0	1	0	0	0	0	0	0	0	0	1	34
04:45 AM	0	24	4	0	6	0	0	1	0	0	0	0	0	3	38
05:00 AM	0	35	6	1	8	0	0	0	0	0	0	0	0	0	50
05:15 AM	0	48	12	0	6	1	0	7	1	0	0	0	0	2	77
05:30 AM	0	82	15	0	10	0	0	4	0	0	0	0	0	3	114
05:45 AM	0	59	19	4	10	0	0	5	0	0	0	0	0	0	97
Day Total															
Percent															
ADT 15009															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: S Old Lake Wilson Rd South of Spine Rd
QC JOB #: 15305324
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Four Corners, FL
DATE: Dec 15 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	71	29	4	8	0	0	2	0	0	0	0	0	3	117
06:15 AM	0	117	40	5	15	0	0	2	0	0	0	0	0	3	182
06:30 AM	1	118	37	0	17	0	0	4	0	0	0	0	0	6	183
06:45 AM	0	118	30	1	14	0	0	7	0	0	0	0	0	3	173
07:00 AM	0	141	44	2	14	0	0	8	0	0	0	0	0	4	213
07:15 AM	0	**162**	42	3	12	0	0	4	0	0	0	0	0	**12**	**235**
07:30 AM	0	142	51	2	18	0	0	3	0	0	0	0	0	8	224
07:45 AM	0	146	34	0	15	0	0	10	0	0	0	0	0	10	215
08:00 AM	0	140	46	2	17	0	0	7	0	0	0	0	0	7	219
08:15 AM	1	126	**57**	3	15	0	0	8	1	0	0	0	0	7	218
08:30 AM	0	127	43	4	14	1	0	**13**	0	0	0	0	0	7	209
08:45 AM	0	113	35	1	14	0	0	3	0	0	0	0	0	9	175
09:00 AM	1	136	37	**11**	15	0	0	5	0	0	0	0	0	8	213
09:15 AM	1	117	39	9	16	0	0	10	0	0	0	0	0	6	198
09:30 AM	0	106	36	1	14	0	0	12	0	0	0	0	0	7	176
09:45 AM	0	124	53	1	15	0	0	5	0	0	0	0	0	5	203
10:00 AM	**2**	111	33	0	12	1	0	3	0	0	0	0	0	7	169
10:15 AM	0	137	28	2	**28**	0	0	10	0	0	**1**	0	0	6	212
10:30 AM	1	117	37	2	20	1	0	4	1	0	0	0	0	10	193
10:45 AM	0	125	33	1	12	0	0	4	0	0	0	0	0	6	181
11:00 AM	0	106	40	4	15	0	0	8	1	0	0	0	0	5	179
11:15 AM	0	129	39	5	17	0	0	6	0	0	0	0	0	10	206
11:30 AM	0	121	41	1	25	1	0	8	0	0	0	0	0	5	202
11:45 AM	0	90	40	0	13	0	0	5	0	0	0	0	0	10	158
Day Total															
Percent															
ADT 15009															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: S Old Lake Wilson Rd South of Spine Rd
QC JOB #: 15305324
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Four Corners, FL
DATE: Dec 15 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	132	34	2	14	0	0	4	0	0	0	0	0	5	191
12:15 PM	0	139	51	1	12	1	0	**11**	0	0	0	0	0	7	222
12:30 PM	2	109	37	4	18	0	0	4	1	0	0	0	0	6	181
12:45 PM	0	131	41	3	21	0	0	7	0	0	0	0	0	7	210
01:00 PM	0	109	45	0	12	0	0	6	0	0	0	0	0	12	184
01:15 PM	0	135	50	2	18	0	0	6	0	0	0	0	0	6	217
01:30 PM	0	161	41	0	9	0	0	6	0	0	0	0	0	6	223
01:45 PM	1	180	46	3	10	1	0	6	0	0	0	0	0	6	253
02:00 PM	1	130	31	3	14	0	0	4	0	0	0	0	0	13	196
02:15 PM	0	147	62	3	14	0	0	0	0	0	0	0	0	11	237
02:30 PM	0	180	54	2	12	0	0	8	0	0	0	0	0	8	264
02:45 PM	0	176	52	4	12	0	0	6	0	0	0	0	0	12	262
03:00 PM	0	192	57	1	21	0	0	4	0	0	0	0	0	14	289
03:15 PM	0	217	55	5	14	0	0	5	0	0	0	0	0	19	315
03:30 PM	0	214	56	1	26	0	0	5	0	0	0	0	0	28	330
03:45 PM	0	212	57	3	27	0	0	2	0	0	0	0	0	24	325
04:00 PM	0	216	51	2	18	0	0	4	0	0	0	0	0	18	309
04:15 PM	0	226	57	1	**34**	0	0	10	0	0	0	0	0	8	336
04:30 PM	1	216	55	0	17	0	0	5	1	0	0	0	0	23	318
04:45 PM	**9**	152	38	**10**	13	**2**	**1**	9	0	0	0	0	0	38	272
05:00 PM	0	**274**	**78**	1	19	1	1	1	0	0	0	0	0	15	**390**
05:15 PM	3	159	46	2	21	1	0	4	0	0	0	0	0	38	274
05:30 PM	5	198	36	0	11	1	1	4	**2**	0	**1**	0	0	**46**	305
05:45 PM	7	167	35	0	7	2	1	5	1	0	0	0	0	29	254
Day Total															
Percent															
ADT 15009															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: S Old Lake Wilson Rd South of Spine Rd
QC JOB #: 15305324
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Four Corners, FL
DATE: Dec 15 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	224	54	0	15	0	0	3	0	0	0	0	0	7	303
06:15 PM	2	207	29	1	18	0	0	1	0	0	0	0	0	12	270
06:30 PM	0	196	46	0	11	0	0	4	0	0	0	0	0	13	270
06:45 PM	0	193	35	0	10	0	0	2	0	0	0	0	0	5	245
07:00 PM	0	153	35	1	14	0	0	2	0	0	0	0	0	2	207
07:15 PM	0	160	24	0	12	0	0	0	0	0	0	0	0	3	199
07:30 PM	0	129	25	0	10	0	0	1	0	0	0	0	0	1	166
07:45 PM	0	102	16	0	8	0	0	3	0	0	0	0	0	9	138
08:00 PM	0	104	17	0	8	0	0	1	0	0	0	0	0	6	136
08:15 PM	0	106	21	1	8	0	0	0	0	0	0	0	0	1	137
08:30 PM	0	90	18	0	5	0	0	1	0	0	0	0	0	1	115
08:45 PM	0	95	7	0	7	0	0	0	0	0	0	0	0	3	112
09:00 PM	0	81	19	0	3	0	0	2	0	0	0	0	0	0	105
09:15 PM	0	74	16	0	4	0	0	0	0	0	0	0	0	1	95
09:30 PM	0	90	18	1	2	0	0	0	0	0	0	0	0	3	114
09:45 PM	0	70	14	0	2	0	0	0	0	0	0	0	0	1	87
10:00 PM	0	80	16	0	2	0	0	0	0	0	0	0	0	2	100
10:15 PM	0	62	14	1	1	0	0	0	0	0	0	0	0	0	78
10:30 PM	1	70	12	0	1	0	0	0	0	0	0	0	0	0	84
10:45 PM	0	72	6	0	0	0	0	1	0	0	0	0	0	0	79
11:00 PM	0	63	7	0	3	0	0	0	0	0	0	0	0	0	73
11:15 PM	0	34	4	0	1	0	0	0	0	0	0	0	0	2	41
11:30 PM	1	44	6	0	2	0	0	0	0	0	0	0	0	0	53
11:45 PM	0	30	7	0	1	0	0	0	0	0	0	0	0	0	38
Day Total	40	10173	2691	130	969	14	4	328	9	0	2	0	0	649	15009
Percent	0.3%	67.8%	17.9%	0.9%	6.5%	0.1%	0%	2.2%	0.1%	0%	0%	0%	0%	4.3%	
ADT 15009															
AM Peak	10:00 AM	7:15 AM	8:15 AM	9:00 AM	10:15 AM	5:15 AM	12:00 AM	8:30 AM	5:15 AM	12:00 AM	10:15 AM	12:00 AM	12:00 AM	7:15 AM	7:15 AM
15-min Vol	2	162	57	11	28	1	0	13	1	0	1	0	0	12	235
PM Peak	4:45 PM	5:00 PM	5:00 PM	4:45 PM	4:15 PM	4:45 PM	4:45 PM	12:15 PM	5:30 PM	12:00 PM	5:30 PM	12:00 PM	12:00 PM	5:30 PM	5:00 PM
15-min Vol	9	274	78	10	34	2	1	11	2	0	1	0	0	46	390

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: S Old Lake Wilson Rd South of Spine Rd
QC JOB #: 15305324
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Four Corners, FL
DATE: Dec 16 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	28	5	0	0	0	0	0	0	0	0	0	0	1	34
12:15 AM	0	23	3	1	5	0	0	0	0	0	0	0	0	0	32
12:30 AM	0	24	3	0	3	0	0	2	0	0	0	0	0	2	34
12:45 AM	0	17	1	0	2	0	0	0	0	0	0	0	0	0	20
01:00 AM	0	20	3	0	0	0	0	0	0	0	0	0	0	0	23
01:15 AM	0	13	1	0	1	0	0	0	0	0	0	0	0	0	15
01:30 AM	0	13	0	0	1	0	0	1	0	0	0	0	0	0	15
01:45 AM	0	11	4	0	0	0	0	0	0	0	0	0	0	0	15
02:00 AM	0	9	4	0	2	0	0	0	0	0	0	0	0	0	15
02:15 AM	0	8	1	0	4	0	0	0	0	0	0	0	0	0	13
02:30 AM	0	7	3	0	1	0	0	1	0	0	0	0	0	0	12
02:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
03:00 AM	0	7	1	1	0	0	0	2	0	0	0	0	0	1	12
03:15 AM	0	11	3	0	1	0	0	1	0	0	0	0	0	2	18
03:30 AM	0	17	3	0	0	0	0	2	0	0	0	0	0	2	24
03:45 AM	0	21	2	0	0	0	0	1	0	0	0	0	0	0	24
04:00 AM	0	13	3	0	1	0	0	0	0	0	0	0	0	0	17
04:15 AM	0	23	8	0	1	0	0	0	0	0	0	0	0	1	33
04:30 AM	0	22	3	0	0	0	0	0	0	0	0	0	0	0	25
04:45 AM	0	31	9	0	2	0	0	1	0	0	0	0	0	1	44
05:00 AM	0	26	6	0	3	0	0	1	0	0	0	0	0	0	36
05:15 AM	0	52	10	0	4	0	0	1	0	0	0	0	0	0	67
05:30 AM	0	65	20	2	7	0	0	3	0	0	0	0	0	4	101
05:45 AM	0	65	17	3	11	0	0	3	0	0	0	0	0	4	103
Day Total															
Percent															
ADT 14314															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: S Old Lake Wilson Rd South of Spine Rd
QC JOB #: 15305324
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Four Corners, FL
DATE: Dec 16 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	81	29	7	16	1	0	3	0	0	0	0	0	3	140
06:15 AM	0	127	31	5	14	1	0	7	0	0	0	0	0	1	186
06:30 AM	0	140	33	0	15	0	0	5	0	0	0	0	0	2	195
06:45 AM	0	129	38	2	16	0	0	4	0	0	0	0	0	1	190
07:00 AM	0	117	25	1	17	0	0	7	0	0	1	0	0	3	171
07:15 AM	0	148	34	3	10	0	0	6	0	0	0	0	0	2	203
07:30 AM	0	159	48	0	18	0	0	7	0	0	0	0	0	6	238
07:45 AM	0	157	40	0	16	0	0	9	0	0	0	0	0	8	230
08:00 AM	1	125	34	3	13	0	0	5	0	0	0	0	0	7	188
08:15 AM	0	134	52	4	15	0	0	5	0	0	0	0	0	2	212
08:30 AM	3	121	35	2	22	0	0	7	0	0	0	0	0	10	200
08:45 AM	0	135	37	2	20	0	0	5	0	0	0	0	0	4	203
09:00 AM	0	118	29	15	14	0	0	7	0	0	0	0	0	7	190
09:15 AM	2	112	32	5	16	0	0	12	0	0	0	0	0	6	185
09:30 AM	0	116	41	2	14	0	0	5	0	0	0	0	0	7	185
09:45 AM	0	139	40	5	18	0	0	4	0	0	0	0	0	8	214
10:00 AM	1	100	25	4	12	0	0	8	1	0	0	0	0	8	159
10:15 AM	3	101	38	1	15	0	0	3	0	0	0	0	0	6	167
10:30 AM	0	122	41	1	15	0	0	6	0	0	0	0	0	4	189
10:45 AM	0	100	35	2	13	0	0	11	0	0	0	0	0	6	167
11:00 AM	0	103	39	3	17	0	0	8	0	0	0	0	0	6	176
11:15 AM	0	113	43	1	20	0	0	5	0	0	0	0	0	5	187
11:30 AM	2	121	42	3	14	1	0	3	0	0	0	0	0	10	196
11:45 AM	1	134	40	2	16	0	0	5	0	0	0	0	0	3	201
Day Total															
Percent															
ADT 14314															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: S Old Lake Wilson Rd South of Spine Rd
QC JOB #: 15305324
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Four Corners, FL
DATE: Dec 16 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	2	146	29	1	18	0	0	5	0	0	0	0	0	9	210
12:15 PM	2	127	37	3	22	2	0	8	0	0	0	0	0	0	201
12:30 PM	0	116	33	1	19	0	0	4	0	0	0	0	0	6	179
12:45 PM	0	129	37	3	22	1	0	9	0	0	0	0	0	8	209
01:00 PM	0	144	47	1	12	0	0	8	0	0	0	0	0	6	218
01:15 PM	0	152	34	2	11	1	0	6	0	0	0	0	0	6	212
01:30 PM	0	148	34	3	17	0	0	**10**	0	0	0	0	0	9	221
01:45 PM	0	160	40	3	16	0	0	5	0	0	0	0	0	14	238
02:00 PM	1	150	44	1	17	0	0	7	0	0	0	0	0	16	236
02:15 PM	1	152	58	2	14	0	0	1	0	0	0	0	0	22	250
02:30 PM	0	179	49	2	20	0	0	3	0	0	0	0	0	18	271
02:45 PM	0	171	57	4	17	0	0	10	0	0	0	0	0	9	268
03:00 PM	1	181	57	5	28	0	0	5	0	0	0	0	0	11	288
03:15 PM	0	200	61	1	21	0	0	5	0	0	0	0	0	9	297
03:30 PM	0	203	**65**	1	**29**	0	0	4	0	0	0	0	0	18	320
03:45 PM	0	206	54	**13**	18	1	0	7	0	0	0	0	0	19	318
04:00 PM	**16**	128	40	0	14	**4**	**3**	6	2	**2**	0	0	0	**55**	270
04:15 PM	1	**210**	51	3	25	3	0	2	0	0	0	0	0	30	**325**
04:30 PM	6	104	28	1	9	1	0	2	0	0	0	0	0	44	195
04:45 PM	5	116	32	1	14	0	0	4	1	0	0	0	0	44	217
05:00 PM	5	143	27	1	7	1	1	3	0	0	0	0	0	36	224
05:15 PM	5	164	47	1	8	1	0	6	0	0	0	0	0	27	259
05:30 PM	4	156	30	0	14	3	0	2	0	0	**1**	0	**1**	34	245
05:45 PM	12	128	30	2	10	2	1	5	**3**	0	0	0	0	41	234
Day Total															
Percent															
ADT 14314															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

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Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: S Old Lake Wilson Rd South of Spine Rd
QC JOB #: 15305324
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Four Corners, FL
DATE: Dec 16 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	8	147	30	2	10	3	2	2	0	0	0	0	0	38	242
06:15 PM	6	132	25	0	4	1	2	6	0	1	0	0	0	31	208
06:30 PM	8	152	39	2	9	0	0	4	2	0	0	0	0	21	237
06:45 PM	3	181	38	0	9	1	0	2	0	0	0	0	0	8	242
07:00 PM	2	174	46	0	13	0	0	1	0	0	0	0	0	10	246
07:15 PM	3	87	13	0	4	2	1	5	1	1	0	0	1	38	156
07:30 PM	2	77	17	1	7	0	0	0	1	0	0	0	0	14	119
07:45 PM	0	108	22	1	7	0	0	0	0	0	0	0	0	4	142
08:00 PM	0	101	16	2	2	0	0	1	1	0	0	0	0	2	125
08:15 PM	0	111	22	0	6	0	0	0	1	0	0	0	0	1	141
08:30 PM	0	108	17	0	8	0	0	0	0	0	0	0	0	2	135
08:45 PM	0	92	16	0	5	0	0	0	0	0	0	0	0	3	116
09:00 PM	0	83	18	0	8	0	0	0	0	0	0	0	0	3	112
09:15 PM	0	68	15	0	3	0	0	1	1	0	0	0	0	4	92
09:30 PM	0	93	10	0	5	0	0	0	0	0	0	0	0	0	108
09:45 PM	0	77	13	0	2	0	0	1	0	0	0	0	0	2	95
10:00 PM	0	69	12	0	3	0	0	0	0	0	0	0	0	6	90
10:15 PM	0	81	11	0	3	0	0	0	0	0	0	0	0	0	95
10:30 PM	0	66	10	0	2	0	0	0	0	0	0	0	0	0	78
10:45 PM	0	59	9	0	0	0	0	0	0	0	0	0	0	1	69
11:00 PM	0	72	11	0	2	0	0	0	1	0	0	0	0	1	87
11:15 PM	0	54	8	0	2	0	0	0	0	0	0	0	0	0	64
11:30 PM	0	44	6	1	4	0	0	0	0	0	0	0	0	0	55
11:45 PM	0	36	6	0	1	0	0	1	0	0	0	0	0	2	46
Day Total	106	9467	2446	144	946	30	10	317	15	4	2	0	2	825	14314
Percent	0.7%	66.1%	17.1%	1%	6.6%	0.2%	0.1%	2.2%	0.1%	0%	0%	0%	0%	5.8%	
ADT 14314															
AM Peak	8:30 AM	7:30 AM	8:15 AM	9:00 AM	8:30 AM	6:00 AM	12:00 AM	9:15 AM	10:00 AM	12:00 AM	7:00 AM	12:00 AM	12:00 AM	8:30 AM	7:30 AM
15-min Vol	3	159	52	15	22	1	0	12	1	0	1	0	0	10	238
PM Peak	4:00 PM	4:15 PM	3:30 PM	3:45 PM	3:30 PM	4:00 PM	4:00 PM	1:30 PM	5:45 PM	4:00 PM	5:30 PM	12:00 PM	5:30 PM	4:00 PM	4:15 PM
15-min Vol	16	210	65	13	29	4	3	10	3	2	1	0	1	55	325

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: S Old Lake Wilson Rd South of Spine Rd
QC JOB #: 15305324
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Four Corners, FL
DATE: Dec 17 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	1	34	5	0	1	0	0	1	0	0	0	0	0	4	46
12:15 AM	0	20	4	0	4	0	0	0	0	0	0	0	0	0	28
12:30 AM	0	20	5	0	0	0	0	0	0	0	0	0	0	0	25
12:45 AM	0	15	0	0	1	0	0	0	0	0	0	0	0	0	16
01:00 AM	0	19	2	0	1	0	0	1	0	0	0	0	0	2	25
01:15 AM	0	10	4	0	2	0	0	0	0	0	0	0	0	1	17
01:30 AM	0	11	1	0	1	0	0	0	0	0	0	0	0	0	13
01:45 AM	2	11	3	0	3	0	0	0	0	0	0	0	0	1	20
02:00 AM	0	4	2	1	0	0	0	0	0	0	0	0	0	0	7
02:15 AM	0	7	3	0	1	0	0	0	0	0	0	0	0	0	11
02:30 AM	0	6	3	0	0	0	0	0	0	0	0	0	0	1	10
02:45 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12
03:00 AM	0	11	2	0	0	0	0	4	0	0	0	0	0	0	17
03:15 AM	0	11	2	0	0	0	0	0	0	0	0	0	0	0	13
03:30 AM	0	10	3	0	1	0	0	0	0	0	0	0	0	0	14
03:45 AM	0	21	3	1	0	0	0	3	0	0	0	0	0	2	30
04:00 AM	1	18	5	0	0	0	0	2	0	0	0	0	0	0	26
04:15 AM	0	24	5	1	1	0	0	4	0	0	0	0	0	1	36
04:30 AM	0	24	6	1	2	0	0	0	1	0	0	0	0	0	34
04:45 AM	0	25	8	0	4	1	0	2	0	0	0	0	0	1	41
05:00 AM	0	29	9	0	7	0	0	1	0	0	0	0	0	1	47
05:15 AM	0	43	5	0	2	1	0	3	1	0	0	0	0	1	56
05:30 AM	0	75	12	1	7	1	0	1	0	0	0	0	0	3	100
05:45 AM	0	74	23	4	15	2	0	1	0	0	0	0	0	0	119
Day Total															
Percent															
ADT 15108															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: S Old Lake Wilson Rd South of Spine Rd **QC JOB #:** 15305324
SPECIFIC LOCATION: **DIRECTION:** NB, SB
CITY/STATE: Four Corners, FL **DATE:** Dec 17 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	2	76	34	4	16	1	0	6	0	0	0	0	0	2	141
06:15 AM	0	99	25	3	8	1	0	5	0	0	0	0	0	2	143
06:30 AM	0	150	34	2	20	0	0	2	5	0	0	0	0	6	219
06:45 AM	**3**	114	39	4	17	1	0	6	0	0	0	0	0	7	191
07:00 AM	3	136	42	1	20	1	**1**	4	1	0	0	0	0	4	213
07:15 AM	0	**167**	43	4	**26**	2	0	3	2	0	0	0	0	6	**253**
07:30 AM	0	142	45	4	16	2	0	5	2	0	0	0	0	6	222
07:45 AM	1	126	**47**	5	19	2	0	7	2	0	0	0	0	**15**	224
08:00 AM	2	124	37	6	12	4	1	7	1	0	0	0	0	11	205
08:15 AM	0	161	36	3	16	0	0	7	1	0	0	0	0	13	237
08:30 AM	2	138	45	3	14	2	0	4	2	0	0	0	0	10	220
08:45 AM	1	124	37	2	16	2	0	6	2	0	0	0	0	11	201
09:00 AM	0	114	42	**13**	16	0	0	5	2	0	0	0	0	10	202
09:15 AM	0	123	31	2	13	1	0	7	0	0	0	0	0	11	188
09:30 AM	1	114	40	1	11	0	0	4	0	0	0	0	0	9	180
09:45 AM	2	111	32	3	20	1	0	4	2	0	0	0	0	14	189
10:00 AM	1	120	41	4	16	1	0	**9**	2	0	0	0	0	9	203
10:15 AM	0	105	33	0	17	1	0	8	**6**	0	0	0	0	3	173
10:30 AM	0	118	35	7	11	1	0	2	2	0	0	0	0	6	182
10:45 AM	1	114	29	0	15	**5**	0	6	2	0	0	0	0	13	185
11:00 AM	1	109	38	0	15	2	0	4	2	0	0	0	0	10	181
11:15 AM	1	114	38	2	21	0	0	6	1	0	0	0	0	11	194
11:30 AM	0	126	43	1	14	1	0	5	2	0	0	0	0	11	203
11:45 AM	0	147	40	0	20	1	0	6	4	0	0	0	0	11	229
Day Total															
Percent															
ADT 15108															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

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SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: S Old Lake Wilson Rd South of Spine Rd
QC JOB #: 15305324
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Four Corners, FL
DATE: Dec 17 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	119	41	1	19	0	0	3	2	0	0	0	0	12	197
12:15 PM	0	115	37	4	11	2	0	3	2	0	0	0	0	4	178
12:30 PM	2	140	45	4	14	1	0	3	2	0	0	0	0	7	218
12:45 PM	0	136	56	3	14	3	0	6	1	0	0	0	0	7	226
01:00 PM	0	149	50	3	13	3	0	7	0	0	0	0	0	8	233
01:15 PM	0	127	34	3	18	0	0	3	**3**	0	0	0	0	16	204
01:30 PM	0	167	45	3	19	2	0	8	2	0	0	0	0	11	257
01:45 PM	0	163	35	1	18	2	0	3	3	0	0	0	0	8	233
02:00 PM	1	159	42	2	16	**4**	0	4	0	0	0	0	0	11	239
02:15 PM	0	174	47	3	18	0	0	3	2	0	**1**	0	0	14	262
02:30 PM	0	170	53	3	17	2	0	3	0	0	0	0	0	14	262
02:45 PM	2	148	60	**6**	17	0	0	2	3	0	0	0	0	14	252
03:00 PM	1	189	55	1	16	2	0	5	1	0	0	0	0	14	284
03:15 PM	2	185	52	1	**23**	0	0	3	0	0	0	0	0	19	285
03:30 PM	0	218	**61**	3	20	2	0	3	0	0	0	0	0	19	326
03:45 PM	0	**239**	57	2	19	1	0	2	2	0	0	0	0	14	336
04:00 PM	1	220	53	1	21	0	0	4	0	0	0	0	0	8	308
04:15 PM	0	232	59	2	20	0	0	4	0	0	0	0	0	25	342
04:30 PM	6	195	56	1	15	0	0	1	1	0	0	0	0	50	325
04:45 PM	6	104	30	5	7	2	0	3	2	**1**	0	0	0	54	214
05:00 PM	**14**	68	22	4	4	2	**4**	4	0	0	0	0	0	52	174
05:15 PM	6	146	40	1	10	1	1	1	0	0	0	0	0	49	255
05:30 PM	2	238	57	0	21	1	0	6	1	0	0	0	0	17	**343**
05:45 PM	6	141	33	2	11	0	1	0	1	0	0	0	0	34	229
Day Total															
Percent															
ADT															
15108															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: S Old Lake Wilson Rd South of Spine Rd
QC JOB #: 15305324
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Four Corners, FL
DATE: Dec 17 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	5	53	15	2	3	1	0	4	0	0	0	0	0	**58**	141
06:15 PM	4	124	28	1	15	2	1	**9**	0	0	0	0	0	48	232
06:30 PM	2	48	8	0	3	0	0	3	1	0	0	0	0	47	112
06:45 PM	0	169	37	0	10	1	0	2	1	0	0	0	0	18	238
07:00 PM	0	171	41	1	11	0	0	2	0	0	0	0	0	6	232
07:15 PM	0	191	41	0	15	0	0	1	0	0	0	0	0	9	257
07:30 PM	0	170	36	0	10	0	0	0	1	0	0	0	0	7	224
07:45 PM	0	145	34	0	10	0	0	0	1	0	0	0	0	9	199
08:00 PM	0	139	23	1	6	0	0	0	0	0	0	0	0	5	174
08:15 PM	0	133	27	0	6	0	0	1	0	0	0	0	0	5	172
08:30 PM	0	103	21	0	8	0	0	0	0	0	0	0	0	4	136
08:45 PM	0	78	28	0	4	0	0	1	0	0	0	0	0	0	111
09:00 PM	0	110	22	0	3	0	0	1	0	0	0	0	0	3	139
09:15 PM	0	93	21	0	5	0	0	0	0	0	0	0	0	1	120
09:30 PM	0	88	21	0	7	0	0	0	0	0	0	0	0	1	117
09:45 PM	0	94	16	0	3	0	0	0	0	0	0	0	0	4	117
10:00 PM	0	86	13	0	5	0	0	0	0	0	0	0	0	0	104
10:15 PM	0	85	21	0	3	0	0	1	0	0	0	0	0	0	110
10:30 PM	0	70	17	0	2	0	0	0	0	0	0	0	0	2	91
10:45 PM	0	62	17	0	2	0	0	0	0	0	0	0	0	0	81
11:00 PM	0	79	18	0	1	0	0	0	0	0	0	0	0	0	98
11:15 PM	0	48	10	0	2	0	0	0	0	0	0	0	0	1	61
11:30 PM	0	43	15	1	3	0	0	0	0	0	0	0	0	0	62
11:45 PM	0	44	7	0	3	0	0	1	0	0	0	0	0	2	57
Day Total	85	9874	2678	148	963	71	9	261	77	1	1	0	0	940	15108
Percent	0.6%	65.4%	17.7%	1%	6.4%	0.5%	0.1%	1.7%	0.5%	0%	0%	0%	0%	6.2%	
ADT 15108															
AM Peak	6:45 AM	7:15 AM	7:45 AM	9:00 AM	7:15 AM	10:45 AM	7:00 AM	10:00 AM	10:15 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	7:45 AM	7:15 AM
15-min Vol	3	167	47	13	26	5	1	9	6	0	0	0	0	15	253
PM Peak	5:00 PM	3:45 PM	3:30 PM	2:45 PM	3:15 PM	2:00 PM	5:00 PM	6:15 PM	1:15 PM	4:45 PM	2:15 PM	12:00 PM	12:00 PM	6:00 PM	5:30 PM
15-min Vol	14	239	61	6	23	4	4	9	3	1	1	0	0	58	343

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: S Old Lake Wilson Rd South of Spine Rd
SPECIFIC LOCATION:
CITY/STATE: Four Corners, FL

QC JOB #: 15305324
DIRECTION: NB, SB
DATE: Dec 15 2020

	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	231	29514	7815	422	2878	115	23	906	101	5	5	0	2	2414	44431
Percent	0.5%	66.4%	17.6%	0.9%	6.5%	0.3%	0.1%	2%	0.2%	0%	0%	0%	0%	5.4%	
ADT 14810															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

LOCATION: OLD LAKE WILSON ROAD, SOUTH OF FAIRFAX DRIVE/MARKER AVENUE

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd South of Marker Ave
QC JOB #: 15305323
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Four Corners, FL
DATE: Dec 15 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	6	1	0	1	0	0	0	0	0	0	0	0	0	8
12:15 AM	0	7	4	0	0	0	0	0	0	0	0	0	0	0	11
12:30 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
12:45 AM	0	6	0	0	0	0	0	0	1	0	0	0	0	0	7
01:00 AM	0	2	1	0	0	0	0	1	0	0	0	0	0	0	4
01:15 AM	0	10	0	0	0	0	0	0	1	0	0	0	0	0	11
01:30 AM	0	5	2	0	1	0	0	0	0	0	0	0	0	0	8
01:45 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
02:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
02:15 AM	0	5	1	0	1	0	0	0	2	0	0	0	0	0	9
02:30 AM	0	4	1	0	1	0	0	0	0	0	0	0	0	0	6
02:45 AM	0	4	0	0	0	0	0	1	0	0	0	0	0	0	5
03:00 AM	0	2	1	0	1	0	0	0	1	0	0	0	0	0	5
03:15 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
03:30 AM	0	15	1	0	0	0	0	0	2	0	0	0	0	0	18
03:45 AM	0	11	2	0	0	0	0	0	1	0	0	0	0	0	14
04:00 AM	0	6	3	0	0	0	0	0	1	1	0	0	0	0	11
04:15 AM	0	21	4	0	1	0	0	0	0	0	0	0	0	0	26
04:30 AM	0	14	5	0	0	0	0	0	1	0	0	0	0	0	20
04:45 AM	1	18	9	0	2	0	0	0	2	0	0	0	0	0	32
05:00 AM	0	16	2	0	6	0	0	0	1	0	0	0	0	0	25
05:15 AM	0	39	6	0	5	1	0	1	2	1	0	0	0	0	55
05:30 AM	0	51	7	0	4	1	0	1	4	1	0	0	0	2	71
05:45 AM	0	64	16	3	6	0	0	1	1	1	0	0	0	0	92
Day Total															
Percent															
ADT 7078															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd South of Marker Ave
QC JOB #: 15305323
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Four Corners, FL
DATE: Dec 15 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	1	51	20	3	6	0	0	1	3	0	0	0	0	1	86
06:15 AM	0	86	35	3	10	0	0	0	0	0	0	0	0	0	134
06:30 AM	0	102	25	2	10	1	0	0	2	0	0	0	0	2	144
06:45 AM	0	87	22	0	7	0	0	2	2	0	0	0	0	2	122
07:00 AM	0	106	**41**	0	7	0	**1**	**6**	2	0	0	0	0	4	167
07:15 AM	0	110	28	3	6	1	1	2	2	0	0	0	0	7	160
07:30 AM	0	**124**	38	1	9	0	0	0	2	1	0	0	0	3	**178**
07:45 AM	**2**	117	27	0	9	3	0	2	4	0	0	0	0	7	171
08:00 AM	0	102	31	3	9	0	0	2	0	1	0	0	0	2	150
08:15 AM	1	103	35	0	9	1	0	1	3	0	0	0	0	4	157
08:30 AM	0	92	25	2	9	1	0	4	2	1	0	0	0	4	140
08:45 AM	0	87	28	0	**12**	0	0	2	0	0	0	0	0	5	134
09:00 AM	2	84	15	1	7	**4**	0	1	4	0	0	0	0	**8**	126
09:15 AM	1	71	26	3	9	0	0	0	3	0	0	0	0	6	119
09:30 AM	1	80	27	0	6	2	0	3	**6**	0	0	0	0	4	129
09:45 AM	0	74	33	1	5	0	0	0	1	0	0	0	0	5	119
10:00 AM	0	78	24	0	9	2	0	2	3	0	0	0	0	4	122
10:15 AM	0	74	13	1	12	1	0	1	2	1	0	0	0	3	108
10:30 AM	1	76	16	1	6	0	0	2	2	**2**	0	0	0	5	111
10:45 AM	1	74	18	0	5	0	0	1	2	1	0	0	0	1	103
11:00 AM	1	81	15	2	8	1	0	1	5	1	0	0	0	4	119
11:15 AM	0	78	22	1	3	0	0	2	3	1	0	0	0	2	112
11:30 AM	0	71	25	1	9	1	0	0	1	2	0	0	0	5	115
11:45 AM	2	57	20	0	7	2	0	0	2	0	0	0	0	1	91
Day Total															
Percent															
ADT 7078															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd South of Marker Ave
QC JOB #: 15305323
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Four Corners, FL
DATE: Dec 15 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	68	24	1	7	0	0	1	1	0	0	0	0	2	104
12:15 PM	1	71	18	1	5	2	0	1	**3**	0	0	0	0	2	104
12:30 PM	0	69	14	0	8	2	0	1	0	1	0	0	0	3	98
12:45 PM	0	56	19	1	9	1	0	**3**	2	1	0	0	0	3	95
01:00 PM	0	64	18	2	9	0	0	1	2	**2**	0	0	0	3	101
01:15 PM	0	49	18	1	4	2	0	0	0	1	0	0	0	6	81
01:30 PM	1	**77**	**28**	0	7	1	0	2	3	1	0	0	0	9	**129**
01:45 PM	1	76	23	1	6	0	0	3	2	0	0	0	0	1	113
02:00 PM	**2**	75	17	1	6	0	0	0	2	0	0	0	0	1	104
02:15 PM	1	70	27	**3**	6	1	**1**	0	0	0	0	0	0	7	116
02:30 PM	0	75	22	0	8	1	0	1	1	0	0	0	0	11	119
02:45 PM	0	73	19	2	8	0	0	2	1	0	0	0	0	6	111
03:00 PM	0	48	23	1	7	0	0	1	2	0	0	0	0	9	91
03:15 PM	0	71	9	3	3	**4**	0	0	0	0	0	0	0	9	99
03:30 PM	0	71	15	0	11	0	0	3	0	0	0	0	0	5	105
03:45 PM	1	69	19	1	11	1	0	0	0	0	0	0	0	9	111
04:00 PM	1	70	19	0	9	0	0	2	1	0	0	0	0	8	110
04:15 PM	0	48	15	2	11	1	0	1	0	0	0	0	0	9	87
04:30 PM	1	77	17	0	8	1	0	3	0	0	0	0	0	6	113
04:45 PM	2	64	18	0	4	0	0	1	0	0	0	0	0	9	98
05:00 PM	0	68	7	0	5	1	0	1	0	0	0	0	0	**12**	94
05:15 PM	0	61	22	2	**14**	0	0	1	0	0	0	0	0	12	112
05:30 PM	0	66	23	0	9	1	0	2	0	0	0	0	0	9	110
05:45 PM	0	47	20	0	5	0	0	3	0	0	0	0	0	5	80
Day Total															
Percent															
ADT 7078															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd South of Marker Ave
QC JOB #: 15305323
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Four Corners, FL
DATE: Dec 15 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	48	13	0	3	0	0	2	0	0	0	0	0	4	70
06:15 PM	0	68	9	0	7	0	0	1	0	0	0	0	0	2	87
06:30 PM	0	49	9	0	6	0	0	1	0	0	0	0	0	7	72
06:45 PM	0	41	14	0	1	1	0	2	0	0	0	0	0	5	64
07:00 PM	0	54	11	0	5	0	0	0	0	0	0	0	0	1	71
07:15 PM	0	52	7	0	7	0	0	1	0	0	0	0	0	2	69
07:30 PM	0	33	3	0	1	0	0	0	0	0	0	0	0	1	38
07:45 PM	0	29	3	0	4	1	0	0	0	0	0	0	0	3	40
08:00 PM	0	42	6	0	3	0	0	1	0	0	0	0	0	0	52
08:15 PM	0	40	5	0	4	0	0	0	0	0	0	0	0	2	51
08:30 PM	0	33	8	0	3	0	0	0	1	0	0	0	0	1	46
08:45 PM	0	35	3	0	0	0	0	0	0	0	0	0	0	2	40
09:00 PM	0	21	7	0	2	0	0	1	1	0	0	0	0	0	32
09:15 PM	0	31	5	0	2	0	0	0	0	0	0	0	0	3	41
09:30 PM	0	36	11	0	1	0	0	0	0	0	0	0	0	6	54
09:45 PM	0	30	6	0	2	0	0	0	0	0	0	0	0	2	40
10:00 PM	0	30	4	0	0	0	0	0	0	0	0	0	0	0	34
10:15 PM	0	19	8	0	0	0	0	0	0	0	0	0	0	0	27
10:30 PM	0	18	2	0	0	0	0	0	0	0	0	0	0	0	20
10:45 PM	0	16	2	0	1	0	0	1	0	0	0	0	0	0	20
11:00 PM	0	13	3	0	1	0	0	0	0	0	0	0	0	0	17
11:15 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
11:30 PM	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12
11:45 PM	0	7	2	0	0	1	0	0	0	0	0	0	0	0	10
Day Total	25	4736	1276	53	451	44	3	83	98	21	0	0	0	288	7078
Percent	0.4%	66.9%	18%	0.7%	6.4%	0.6%	0%	1.2%	1.4%	0.3%	0%	0%	0%	4.1%	
ADT 7078															
AM Peak	7:45 AM	7:30 AM	7:00 AM	5:45 AM	8:45 AM	9:00 AM	7:00 AM	7:00 AM	9:30 AM	10:30 AM	12:00 AM	12:00 AM	12:00 AM	9:00 AM	7:30 AM
15-min Vol	2	124	41	3	12	4	1	6	6	2	0	0	0	8	178
PM Peak	2:00 PM	1:30 PM	1:30 PM	2:15 PM	5:15 PM	3:15 PM	2:15 PM	12:45 PM	12:15 PM	1:00 PM	12:00 PM	12:00 PM	12:00 PM	5:00 PM	1:30 PM
15-min Vol	2	77	28	3	14	4	1	3	3	2	0	0	0	12	129

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd South of Marker Ave
QC JOB #: 15305323
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Four Corners, FL
DATE: Dec 16 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
12:15 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
12:30 AM	0	6	0	0	2	0	0	0	0	0	0	0	0	0	8
12:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
01:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
01:15 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
01:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
01:45 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
02:00 AM	0	3	2	0	1	0	0	0	0	0	0	0	0	0	6
02:15 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
02:30 AM	0	5	1	0	1	0	0	0	0	0	0	0	0	0	7
02:45 AM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
03:00 AM	0	4	1	0	0	0	0	1	0	0	0	0	0	0	6
03:15 AM	0	7	3	0	0	0	0	2	0	0	0	0	0	0	12
03:30 AM	0	18	1	0	0	0	0	0	2	0	0	0	0	0	21
03:45 AM	0	14	0	0	0	0	0	0	2	0	0	0	0	0	16
04:00 AM	0	8	3	0	0	0	0	0	0	0	0	0	0	0	11
04:15 AM	0	15	3	1	2	0	0	0	0	0	0	0	0	1	22
04:30 AM	0	20	2	0	1	0	0	0	0	0	0	0	0	0	23
04:45 AM	0	22	4	0	1	0	0	0	0	0	0	0	0	0	27
05:00 AM	0	19	6	0	1	0	0	1	1	1	0	0	0	0	29
05:15 AM	0	31	7	0	3	0	0	0	0	0	0	0	0	0	41
05:30 AM	0	45	10	0	4	0	0	0	3	1	0	0	0	0	63
05:45 AM	0	55	14	2	11	0	0	1	2	0	0	0	0	0	85
Day Total															
Percent															
ADT 6763															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd South of Marker Ave
QC JOB #: 15305323
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Four Corners, FL
DATE: Dec 16 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	68	20	**6**	8	1	0	0	3	0	0	0	0	2	108
06:15 AM	0	84	30	2	9	1	0	2	1	1	0	0	0	1	131
06:30 AM	0	105	17	2	8	0	0	1	2	1	0	0	0	0	136
06:45 AM	0	106	29	1	11	**2**	0	1	0	0	0	0	0	4	154
07:00 AM	1	106	19	0	**15**	2	0	2	0	0	**1**	0	0	4	150
07:15 AM	0	108	27	3	4	0	0	1	0	1	0	0	0	3	147
07:30 AM	0	117	30	0	10	1	0	2	0	0	0	0	0	5	165
07:45 AM	3	**121**	21	1	10	0	0	1	2	1	0	0	0	4	164
08:00 AM	2	75	25	1	8	0	0	1	3	0	0	0	0	6	121
08:15 AM	0	108	**36**	4	12	1	0	2	1	0	0	0	0	4	**168**
08:30 AM	0	94	26	1	14	0	0	2	1	1	0	0	0	2	141
08:45 AM	0	105	23	2	5	2	0	1	**4**	1	0	0	0	1	144
09:00 AM	0	71	21	2	10	1	0	1	1	0	0	0	0	1	108
09:15 AM	0	77	15	1	5	0	0	**3**	2	0	0	0	0	**12**	115
09:30 AM	1	72	17	1	8	0	0	3	1	0	0	0	0	4	107
09:45 AM	1	91	21	3	3	1	0	0	0	1	0	0	0	6	127
10:00 AM	1	73	22	3	8	1	0	1	2	1	0	0	0	3	115
10:15 AM	**7**	71	18	1	7	0	0	1	1	2	0	0	0	3	111
10:30 AM	1	78	16	0	9	0	0	1	0	1	0	0	0	3	109
10:45 AM	0	70	23	0	6	1	0	0	3	1	0	0	0	2	106
11:00 AM	0	56	23	3	5	1	0	2	3	**3**	0	0	0	5	101
11:15 AM	0	62	19	0	11	2	0	2	2	2	0	0	0	5	105
11:30 AM	0	82	28	1	1	0	0	1	4	2	0	0	0	5	124
11:45 AM	0	74	23	0	4	0	0	0	2	0	0	0	0	2	105
Day Total															
Percent															
ADT 6763															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd South of Marker Ave
QC JOB #: 15305323
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Four Corners, FL
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Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	1	77	13	1	7	1	0	3	1	1	0	0	0	4	109
12:15 PM	0	69	22	0	7	0	**1**	1	3	**2**	0	0	0	3	108
12:30 PM	0	73	19	0	8	0	0	0	0	0	0	0	0	1	101
12:45 PM	0	52	16	1	7	1	0	1	2	2	0	0	0	5	87
01:00 PM	0	77	18	2	9	0	0	2	0	1	0	0	0	5	114
01:15 PM	1	59	17	1	5	**3**	0	2	0	1	0	0	0	9	98
01:30 PM	1	76	14	2	9	3	0	1	**4**	2	0	0	0	8	120
01:45 PM	2	64	19	1	5	1	0	0	1	2	0	0	0	6	101
02:00 PM	0	71	15	1	8	1	0	2	2	0	0	0	0	3	103
02:15 PM	1	**87**	18	2	11	1	0	1	1	1	0	0	0	7	**130**
02:30 PM	0	78	**24**	1	5	0	0	0	1	0	0	0	0	11	120
02:45 PM	1	81	21	**3**	4	1	0	1	2	0	0	0	0	6	120
03:00 PM	0	63	18	2	2	1	0	**4**	1	2	0	0	0	13	106
03:15 PM	0	64	22	1	**12**	0	0	0	1	0	0	0	0	7	107
03:30 PM	1	75	22	0	10	1	0	1	1	0	0	0	0	4	115
03:45 PM	1	66	21	1	7	0	1	0	0	0	0	0	0	6	103
04:00 PM	0	77	23	1	10	1	0	4	1	0	0	0	0	12	129
04:15 PM	0	49	14	0	5	0	0	0	0	0	0	0	0	22	90
04:30 PM	1	30	15	0	3	2	0	0	0	0	0	0	0	24	75
04:45 PM	4	44	12	0	8	1	0	0	0	0	0	0	0	**28**	97
05:00 PM	**7**	8	3	0	1	0	0	0	0	0	0	0	0	28	47
05:15 PM	5	37	7	1	2	0	0	0	0	0	0	0	0	25	77
05:30 PM	2	23	7	0	2	0	0	1	0	0	0	0	0	17	52
05:45 PM	3	29	9	0	1	0	0	1	0	0	0	0	0	19	62
Day Total															
Percent															
ADT 6763															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd South of Marker Ave
QC JOB #: 15305323
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Four Corners, FL
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Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	23	6	0	1	0	0	1	0	0	0	0	0	15	46
06:15 PM	4	16	3	0	0	0	0	0	1	0	0	0	0	18	42
06:30 PM	0	58	8	0	0	0	0	0	0	0	0	0	0	6	72
06:45 PM	0	34	4	0	1	0	0	0	0	0	0	0	0	5	44
07:00 PM	1	25	10	0	5	0	0	2	0	0	0	0	0	6	49
07:15 PM	0	34	6	0	5	0	0	0	1	0	0	0	0	2	48
07:30 PM	0	46	9	0	0	0	0	0	0	0	0	0	0	2	57
07:45 PM	0	28	6	0	2	0	0	0	1	0	0	0	0	1	38
08:00 PM	0	35	6	0	0	1	0	0	0	0	0	0	0	0	42
08:15 PM	0	38	5	0	2	0	0	0	0	0	0	0	0	1	46
08:30 PM	0	33	7	0	3	0	0	0	0	0	0	0	0	1	44
08:45 PM	0	30	4	0	5	0	0	0	0	0	0	0	0	2	41
09:00 PM	0	29	9	0	3	0	0	0	0	0	0	0	0	1	42
09:15 PM	0	26	9	0	2	0	0	0	1	0	0	0	0	0	38
09:30 PM	0	38	4	0	2	0	0	0	0	0	0	0	0	0	44
09:45 PM	0	36	3	0	3	0	0	0	0	0	0	0	0	0	42
10:00 PM	0	22	6	0	0	0	0	0	0	0	0	0	0	1	29
10:15 PM	0	30	4	0	1	0	0	0	0	0	0	0	0	1	36
10:30 PM	0	26	2	0	2	0	0	0	0	0	0	0	0	0	30
10:45 PM	0	14	1	0	0	0	0	0	0	0	0	0	0	0	15
11:00 PM	0	13	3	0	1	0	0	0	0	0	0	0	0	0	17
11:15 PM	0	12	0	0	1	0	0	0	0	0	0	0	0	0	13
11:30 PM	0	12	2	0	2	0	0	0	0	0	0	0	0	0	16
11:45 PM	0	10	0	0	1	0	0	0	0	0	0	0	0	0	11
Day Total	53	4487	1115	62	411	36	2	65	73	35	1	0	0	423	6763
Percent	0.8%	66.3%	16.5%	0.9%	6.1%	0.5%	0%	1%	1.1%	0.5%	0%	0%	0%	6.3%	
ADT 6763															
AM Peak	10:15 AM	7:45 AM	8:15 AM	6:00 AM	7:00 AM	6:45 AM	12:00 AM	9:15 AM	8:45 AM	11:00 AM	7:00 AM	12:00 AM	12:00 AM	9:15 AM	8:15 AM
15-min Vol	7	121	36	6	15	2	0	3	4	3	1	0	0	12	168
PM Peak	5:00 PM	2:15 PM	2:30 PM	2:45 PM	3:15 PM	1:15 PM	12:15 PM	3:00 PM	1:30 PM	12:15 PM	12:00 PM	12:00 PM	12:00 PM	4:45 PM	2:15 PM
15-min Vol	7	87	24	3	12	3	1	4	4	2	0	0	0	28	130

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd South of Marker Ave
QC JOB #: 15305323
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Four Corners, FL
DATE: Dec 17 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	7	3	0	0	0	0	0	0	0	0	0	0	1	11
12:15 AM	0	9	2	0	1	0	0	0	0	0	0	0	0	0	12
12:30 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
12:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
01:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
01:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
01:30 AM	0	5	0	0	2	0	0	0	0	0	0	0	0	0	7
01:45 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
02:00 AM	0	5	0	0	1	0	0	0	0	0	0	0	0	0	6
02:15 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
02:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
02:45 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
03:00 AM	0	5	1	0	0	0	0	3	0	0	0	0	0	0	9
03:15 AM	0	6	1	0	0	0	0	0	1	0	0	0	0	0	8
03:30 AM	0	10	0	0	1	0	0	0	0	0	0	0	0	0	11
03:45 AM	0	17	0	0	0	0	0	1	2	0	0	0	0	0	20
04:00 AM	0	12	3	0	0	0	0	0	1	0	0	0	0	1	17
04:15 AM	0	17	4	0	0	0	0	1	4	1	0	0	0	0	27
04:30 AM	0	28	5	0	1	0	0	0	0	2	0	0	0	0	36
04:45 AM	0	17	3	1	0	0	0	0	0	0	0	0	0	0	21
05:00 AM	0	18	9	0	4	0	0	2	1	1	0	0	0	0	35
05:15 AM	0	36	6	0	2	0	0	0	1	2	0	0	0	0	47
05:30 AM	0	57	7	1	4	0	0	1	1	1	0	0	0	0	72
05:45 AM	0	62	18	2	9	1	0	0	1	2	0	0	0	0	95
Day Total															
Percent															
ADT 7433															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd South of Marker Ave
QC JOB #: 15305323
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Four Corners, FL
DATE: Dec 17 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	60	17	**4**	9	0	0	2	1	1	0	0	0	2	96
06:15 AM	0	82	18	2	5	1	0	1	4	0	0	0	0	2	115
06:30 AM	0	110	25	2	5	1	0	1	4	1	0	0	0	0	149
06:45 AM	1	109	26	0	9	1	0	0	0	0	0	0	0	2	148
07:00 AM	0	80	29	0	10	0	0	2	3	0	0	0	0	1	125
07:15 AM	1	124	30	2	**16**	1	0	1	0	1	0	0	0	3	179
07:30 AM	0	121	31	2	6	0	0	2	3	2	0	0	0	8	175
07:45 AM	1	90	28	1	7	1	0	2	1	**3**	0	0	0	**9**	143
08:00 AM	0	85	27	1	5	0	0	1	2	1	0	0	0	5	127
08:15 AM	0	**134**	24	4	7	0	0	2	**6**	1	0	0	0	8	**186**
08:30 AM	0	104	23	1	13	0	0	1	2	0	0	0	0	5	149
08:45 AM	0	94	23	1	5	0	0	0	6	3	0	0	0	4	136
09:00 AM	0	82	25	0	10	1	0	3	1	1	0	0	0	2	125
09:15 AM	0	77	24	0	11	1	0	0	0	1	0	0	0	7	121
09:30 AM	3	71	26	1	9	1	0	2	3	0	0	0	0	4	120
09:45 AM	0	64	19	2	8	1	0	1	1	3	0	0	0	5	104
10:00 AM	0	86	**34**	3	7	0	0	3	0	1	0	0	0	3	137
10:15 AM	0	76	22	0	7	**2**	0	1	5	1	0	0	0	1	115
10:30 AM	1	81	17	2	5	0	0	1	0	2	0	0	0	3	112
10:45 AM	2	75	18	2	6	2	0	1	1	2	0	0	0	3	112
11:00 AM	0	80	26	1	5	1	0	1	6	0	0	0	0	2	122
11:15 AM	0	70	26	0	13	0	0	1	3	1	0	0	0	3	117
11:30 AM	**4**	72	28	0	7	1	0	0	0	2	0	0	0	6	120
11:45 AM	1	80	22	1	7	0	0	2	5	0	0	0	0	6	124
Day Total															
Percent															
ADT 7433															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd South of Marker Ave
QC JOB #: 15305323
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Four Corners, FL
DATE: Dec 17 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	64	31	1	9	1	0	0	0	1	0	0	0	7	114
12:15 PM	1	61	20	**2**	4	0	0	1	1	1	0	0	0	8	99
12:30 PM	0	74	12	1	4	1	0	1	0	**3**	0	0	0	8	104
12:45 PM	0	76	29	2	4	1	**1**	1	0	0	0	0	0	7	121
01:00 PM	0	76	24	1	4	0	0	3	**6**	2	0	0	0	3	119
01:15 PM	0	77	21	2	10	1	0	3	5	1	0	0	0	3	123
01:30 PM	0	75	22	2	3	0	0	0	0	1	0	0	0	6	109
01:45 PM	0	88	15	1	10	0	1	2	0	0	0	0	0	2	119
02:00 PM	1	79	26	1	10	1	1	2	3	3	0	0	0	7	134
02:15 PM	0	90	24	1	9	1	0	3	1	2	0	0	0	6	137
02:30 PM	0	86	25	1	**11**	**3**	1	**4**	3	0	0	0	0	10	**144**
02:45 PM	1	78	26	1	11	1	0	1	2	0	0	0	0	7	128
03:00 PM	1	52	17	2	3	1	1	1	0	0	0	0	0	4	82
03:15 PM	1	70	**32**	1	9	2	0	1	2	0	0	0	0	8	126
03:30 PM	0	71	17	2	8	1	1	3	0	0	0	0	0	8	111
03:45 PM	4	**98**	21	1	6	0	0	0	3	0	0	0	0	7	140
04:00 PM	0	56	15	0	9	1	0	0	0	0	0	0	0	13	94
04:15 PM	2	72	13	0	9	0	0	0	0	0	0	0	0	10	106
04:30 PM	1	57	19	1	5	0	0	0	1	0	0	0	0	**20**	104
04:45 PM	1	43	12	0	7	0	0	2	0	0	0	0	0	11	76
05:00 PM	4	48	13	0	5	0	0	0	0	0	0	0	0	20	90
05:15 PM	2	42	9	0	2	0	0	1	0	0	0	0	0	20	76
05:30 PM	0	64	31	0	6	1	0	2	1	0	0	0	0	9	114
05:45 PM	0	42	15	0	5	0	0	1	1	0	0	0	0	8	72
Day Total															
Percent															
ADT 7433															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd South of Marker Ave
QC JOB #: 15305323
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Four Corners, FL
DATE: Dec 17 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	3	18	4	0	1	0	0	0	0	0	0	0	0	19	45
06:15 PM	5	38	10	0	2	0	0	1	0	0	0	0	0	12	68
06:30 PM	0	67	18	0	5	0	0	1	0	0	0	0	0	9	100
06:45 PM	0	57	18	0	8	1	0	1	1	0	0	0	0	10	96
07:00 PM	0	48	14	0	4	1	0	0	0	0	0	0	0	2	69
07:15 PM	0	49	12	0	6	0	0	2	0	0	0	0	0	6	75
07:30 PM	0	35	9	0	2	0	0	0	0	0	0	0	0	3	49
07:45 PM	1	39	12	0	2	0	0	0	0	0	0	0	0	6	60
08:00 PM	0	37	12	0	0	0	0	0	0	0	0	0	0	3	52
08:15 PM	0	39	5	0	1	0	0	0	0	0	0	0	0	1	46
08:30 PM	0	45	7	0	2	0	0	0	0	0	0	0	0	2	56
08:45 PM	0	20	7	0	0	0	0	0	0	0	0	0	0	1	28
09:00 PM	0	34	10	0	1	1	0	0	0	0	0	0	0	2	48
09:15 PM	0	33	9	1	2	1	0	0	0	0	0	0	0	1	47
09:30 PM	0	31	10	0	3	0	0	0	0	0	0	0	0	1	45
09:45 PM	0	39	10	0	2	0	0	0	0	0	0	0	0	1	52
10:00 PM	0	33	5	0	1	0	0	0	0	0	0	0	0	0	39
10:15 PM	0	23	11	0	1	0	0	0	0	0	0	0	0	1	36
10:30 PM	0	35	7	0	1	0	0	0	0	0	0	0	0	0	43
10:45 PM	0	20	6	0	0	0	0	0	0	0	0	0	0	0	26
11:00 PM	0	24	2	0	1	0	0	0	0	0	0	0	0	1	28
11:15 PM	0	10	4	0	0	0	0	0	0	0	0	0	0	0	14
11:30 PM	0	13	5	0	0	0	0	0	0	0	0	0	0	0	18
11:45 PM	0	12	1	0	0	0	0	0	1	0	0	0	0	0	14
Day Total	42	4896	1352	60	426	36	6	76	100	50	0	0	0	389	7433
Percent	0.6%	65.9%	18.2%	0.8%	5.7%	0.5%	0.1%	1%	1.3%	0.7%	0%	0%	0%	5.2%	
ADT 7433															
AM Peak	11:30 AM	8:15 AM	10:00 AM	6:00 AM	7:15 AM	10:15 AM	12:00 AM	3:00 AM	8:15 AM	7:45 AM	12:00 AM	12:00 AM	12:00 AM	7:45 AM	8:15 AM
15-min Vol	4	134	34	4	16	2	0	3	6	3	0	0	0	9	186
PM Peak	6:15 PM	3:45 PM	3:15 PM	12:15 PM	2:30 PM	2:30 PM	12:45 PM	2:30 PM	1:00 PM	12:30 PM	12:00 PM	12:00 PM	12:00 PM	4:30 PM	2:30 PM
15-min Vol	5	98	32	2	11	3	1	4	6	3	0	0	0	20	144

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd South of Marker Ave
QC JOB #: 15305323
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Four Corners, FL
DATE: Dec 15 2020

	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	120	14119	3743	175	1288	116	11	224	271	106	1	0	0	1100	21274
Percent	0.6%	66.4%	17.6%	0.8%	6.1%	0.5%	0.1%	1.1%	1.3%	0.5%	0%	0%	0%	5.2%	
ADT 7091															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd South of Marker Ave
QC JOB #: 15305323
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Four Corners, FL
DATE: Dec 15 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	23	1	0	0	0	0	0	0	0	0	0	0	0	24
12:15 AM	0	22	1	0	0	0	0	0	0	0	0	0	0	0	23
12:30 AM	0	10	2	1	0	0	0	0	0	0	0	0	0	1	14
12:45 AM	0	15	0	0	0	0	0	1	0	0	0	0	0	0	16
01:00 AM	0	19	1	1	1	0	0	0	0	0	0	0	0	0	22
01:15 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
01:30 AM	0	10	1	0	0	0	0	1	1	0	0	0	0	0	13
01:45 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
02:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:15 AM	0	5	0	0	0	1	0	0	1	0	0	0	0	0	7
02:30 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
02:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
03:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
03:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
03:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:15 AM	0	7	0	0	0	0	0	0	1	0	0	0	0	0	8
04:30 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10
04:45 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
05:00 AM	0	11	2	0	2	0	0	0	1	0	0	0	0	0	16
05:15 AM	0	10	4	0	0	1	0	0	0	0	0	0	0	1	16
05:30 AM	0	16	3	0	0	1	0	0	0	0	0	0	0	0	20
05:45 AM	0	9	1	0	2	0	0	0	1	0	0	0	0	0	13
Day Total															
Percent															
ADT 8465															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd South of Marker Ave
QC JOB #: 15305323
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Four Corners, FL
DATE: Dec 15 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	10	5	1	2	1	0	0	0	0	0	0	0	1	20
06:15 AM	0	23	7	1	3	1	0	0	0	0	0	0	0	0	35
06:30 AM	0	31	10	0	1	1	0	0	1	0	0	0	0	3	47
06:45 AM	0	21	10	1	**5**	0	0	1	2	0	0	0	0	1	41
07:00 AM	0	40	11	0	1	0	0	0	3	0	0	0	0	2	57
07:15 AM	2	46	12	0	1	1	0	1	0	0	0	0	0	3	66
07:30 AM	0	40	8	1	4	0	0	1	1	**1**	0	0	0	4	60
07:45 AM	1	36	14	0	1	0	**1**	0	**4**	0	0	0	0	2	59
08:00 AM	1	33	13	0	0	0	0	0	2	0	0	0	0	2	51
08:15 AM	0	34	16	0	0	3	0	0	4	0	0	0	0	3	60
08:30 AM	0	39	15	0	3	3	1	**2**	3	0	0	0	0	**8**	74
08:45 AM	0	46	9	0	4	1	0	1	3	0	0	0	0	4	68
09:00 AM	1	47	16	**8**	4	0	0	0	0	0	0	0	0	3	79
09:15 AM	1	51	16	7	2	1	0	1	3	1	0	0	0	2	85
09:30 AM	1	45	11	0	1	2	0	0	4	1	0	0	0	4	69
09:45 AM	0	59	13	0	2	2	0	0	2	0	0	0	0	1	79
10:00 AM	**3**	47	9	0	2	2	0	1	0	0	0	0	0	0	64
10:15 AM	0	**75**	8	0	5	1	0	2	4	0	**1**	0	0	4	**100**
10:30 AM	1	61	**20**	1	3	1	0	0	1	0	0	0	0	2	90
10:45 AM	0	52	9	0	0	1	0	0	3	0	0	0	0	2	67
11:00 AM	1	53	13	0	0	2	0	0	2	0	0	0	0	0	71
11:15 AM	0	57	12	0	5	4	0	0	3	0	0	0	0	1	82
11:30 AM	0	51	18	0	5	**5**	1	1	4	0	0	0	0	2	87
11:45 AM	2	65	10	0	2	1	1	1	1	0	0	0	0	3	86
Day Total															
Percent															
ADT 8465															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd South of Marker Ave **QC JOB #:** 15305323

SPECIFIC LOCATION: **DIRECTION:** SB

CITY/STATE: Four Corners, FL **DATE:** Dec 15 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	79	11	0	4	0	0	1	1	0	0	0	0	1	97
12:15 PM	0	60	18	1	1	2	**1**	2	**5**	0	0	0	0	2	92
12:30 PM	0	64	10	0	3	1	0	2	5	0	0	0	0	1	86
12:45 PM	0	66	13	1	2	0	1	0	1	0	0	0	0	3	87
01:00 PM	1	69	16	0	1	1	0	1	3	0	0	0	0	2	94
01:15 PM	0	88	17	1	8	2	0	0	1	0	0	0	0	5	122
01:30 PM	1	88	8	0	0	2	0	0	1	0	0	0	0	2	102
01:45 PM	1	85	15	0	0	2	0	2	2	0	0	0	0	4	111
02:00 PM	0	70	6	1	1	0	0	2	1	0	0	0	0	0	81
02:15 PM	1	99	23	0	3	2	0	0	0	0	0	0	0	3	131
02:30 PM	0	112	14	2	2	2	0	2	1	0	0	0	0	5	140
02:45 PM	1	134	19	3	2	1	0	0	0	0	0	0	0	3	163
03:00 PM	0	143	32	1	3	0	0	0	1	0	0	0	0	4	184
03:15 PM	2	182	29	2	3	1	0	2	1	0	0	0	0	6	228
03:30 PM	1	186	25	1	4	0	1	1	0	0	0	0	0	6	225
03:45 PM	2	163	24	1	**10**	1	0	0	4	0	0	0	0	6	211
04:00 PM	0	191	33	1	2	2	0	0	1	**1**	0	0	0	3	234
04:15 PM	0	202	29	0	4	**3**	0	**4**	3	0	0	0	0	5	250
04:30 PM	1	**235**	31	0	1	1	0	1	2	0	0	0	0	3	275
04:45 PM	**4**	173	**36**	**8**	3	0	0	1	1	0	0	0	0	10	236
05:00 PM	3	226	36	1	3	1	1	1	1	0	0	0	0	7	**280**
05:15 PM	0	215	35	1	8	1	1	0	1	0	0	0	0	**11**	273
05:30 PM	2	213	32	1	0	1	0	0	2	0	0	0	0	2	253
05:45 PM	1	200	20	0	3	1	0	0	2	0	0	0	0	5	232
Day Total															
Percent															
ADT 8465															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd South of Marker Ave
QC JOB #: 15305323
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Four Corners, FL
DATE: Dec 15 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	1	187	23	0	1	1	0	0	1	0	0	0	0	3	217
06:15 PM	2	176	20	0	6	0	0	2	0	0	0	0	0	3	209
06:30 PM	0	191	23	0	2	1	0	0	0	0	0	0	0	3	220
06:45 PM	1	155	23	0	1	0	0	1	0	0	0	0	0	1	182
07:00 PM	0	137	12	0	1	1	0	1	0	0	0	0	0	1	153
07:15 PM	0	135	7	0	1	0	0	0	0	0	0	0	0	1	144
07:30 PM	1	100	15	0	1	0	0	0	0	0	0	0	0	1	118
07:45 PM	2	94	14	0	0	1	0	1	0	0	0	0	0	4	116
08:00 PM	0	86	14	0	0	0	0	0	1	0	0	0	0	0	101
08:15 PM	0	89	10	0	1	0	0	0	0	0	0	0	0	1	101
08:30 PM	0	79	7	0	1	0	0	0	0	0	0	0	0	0	87
08:45 PM	1	64	1	0	2	0	0	0	0	0	0	0	0	1	69
09:00 PM	0	73	5	0	0	0	0	1	0	0	0	0	0	1	80
09:15 PM	0	68	2	0	0	0	0	0	0	0	0	0	0	2	72
09:30 PM	0	69	6	0	0	0	0	0	1	0	0	0	0	0	76
09:45 PM	0	47	6	0	0	0	0	0	0	0	0	0	0	2	55
10:00 PM	0	56	5	0	0	0	0	0	0	0	0	0	0	0	61
10:15 PM	0	56	3	1	1	0	0	0	0	0	0	0	0	0	61
10:30 PM	1	62	1	0	0	0	0	0	0	0	0	0	0	1	65
10:45 PM	0	60	1	0	0	0	0	0	0	0	0	0	0	0	61
11:00 PM	0	52	4	0	0	0	0	0	0	0	0	0	0	0	56
11:15 PM	1	40	1	0	0	0	0	0	0	0	0	0	0	0	42
11:30 PM	1	40	2	0	0	0	0	0	0	0	0	0	0	0	43
11:45 PM	0	28	6	0	0	0	0	0	0	0	0	0	0	0	34
Day Total	46	6765	1051	49	150	67	9	42	98	4	1	0	0	183	8465
Percent	0.5%	79.9%	12.4%	0.6%	1.8%	0.8%	0.1%	0.5%	1.2%	0%	0%	0%	0%	2.2%	
ADT 8465															
AM Peak	10:00 AM	10:15 AM	10:30 AM	9:00 AM	6:45 AM	11:30 AM	7:45 AM	8:30 AM	7:45 AM	7:30 AM	10:15 AM	12:00 AM	12:00 AM	8:30 AM	10:15 AM
15-min Vol	3	75	20	8	5	5	1	2	4	1	1	0	0	8	100
PM Peak	4:45 PM	4:30 PM	4:45 PM	4:45 PM	3:45 PM	4:15 PM	12:15 PM	4:15 PM	12:15 PM	4:00 PM	12:00 PM	12:00 PM	12:00 PM	5:15 PM	5:00 PM
15-min Vol	4	235	36	8	10	3	1	4	5	1	0	0	0	11	280

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd South of Marker Ave
QC JOB #: 15305323
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Four Corners, FL
DATE: Dec 16 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	23	0	0	0	0	0	0	0	0	0	0	0	0	23
12:15 AM	0	26	3	1	0	0	0	0	0	0	0	0	0	0	30
12:30 AM	0	20	2	0	0	0	0	0	0	0	0	0	0	0	22
12:45 AM	0	14	2	0	0	0	0	0	1	0	0	0	0	0	17
01:00 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12
01:15 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
01:30 AM	0	8	0	0	0	0	0	1	0	0	0	0	0	0	9
01:45 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
02:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
02:15 AM	0	4	0	0	2	0	0	0	0	0	0	0	0	0	6
02:30 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
02:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	1	5
03:00 AM	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3
03:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	1	6
03:30 AM	1	6	0	0	0	0	0	0	1	0	0	0	0	0	8
03:45 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
04:00 AM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	4
04:15 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	1	9
04:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
04:45 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
05:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10
05:15 AM	0	9	2	0	0	0	0	0	0	0	0	0	0	2	13
05:30 AM	0	15	4	0	1	2	0	1	0	0	0	0	0	0	23
05:45 AM	0	13	3	0	2	1	0	0	0	0	0	0	0	0	19
Day Total															
Percent															
ADT															
8116															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd South of Marker Ave **QC JOB #:** 15305323

SPECIFIC LOCATION: **DIRECTION:** SB

CITY/STATE: Four Corners, FL **DATE:** Dec 16 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	16	3	1	3	1	0	0	0	0	0	0	0	2	26
06:15 AM	0	18	10	1	2	3	0	1	2	0	0	0	0	1	38
06:30 AM	0	33	10	0	2	0	0	0	0	**2**	0	0	0	3	50
06:45 AM	0	27	10	1	3	0	0	2	0	0	0	0	0	0	43
07:00 AM	0	21	7	0	2	0	0	0	3	0	0	0	0	0	33
07:15 AM	0	46	10	0	0	1	0	0	1	0	0	0	0	**5**	63
07:30 AM	0	45	10	1	3	0	0	3	1	0	0	0	0	1	64
07:45 AM	0	55	11	0	2	1	**1**	0	**5**	0	0	0	0	4	79
08:00 AM	2	38	15	0	1	2	1	0	1	0	0	0	0	4	64
08:15 AM	0	40	9	1	2	0	0	2	1	0	0	0	0	4	59
08:30 AM	**7**	26	**17**	0	1	0	0	1	0	0	0	0	0	1	53
08:45 AM	0	48	13	0	2	1	0	1	3	0	0	0	0	1	69
09:00 AM	0	47	12	**11**	1	3	0	0	1	0	0	0	0	4	79
09:15 AM	0	48	15	8	3	**4**	0	**4**	1	0	0	0	0	5	88
09:30 AM	1	45	15	0	3	1	0	0	3	0	0	0	0	4	72
09:45 AM	0	56	11	0	2	4	0	1	1	1	0	0	0	2	78
10:00 AM	0	40	10	1	1	0	0	0	3	0	0	0	0	3	58
10:15 AM	0	41	13	1	0	0	1	4	1	0	0	0	0	3	64
10:30 AM	2	52	13	0	**4**	0	0	2	2	0	0	0	0	2	77
10:45 AM	1	45	6	0	2	0	0	3	2	0	0	0	0	0	59
11:00 AM	1	59	12	1	0	2	0	1	2	0	0	0	**1**	3	82
11:15 AM	0	46	12	1	2	2	0	1	0	0	0	0	0	5	69
11:30 AM	0	56	12	0	1	2	0	0	3	0	0	0	0	5	79
11:45 AM	0	**75**	11	1	4	1	0	0	1	0	0	0	0	1	**94**
Day Total															
Percent															
ADT 8116															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd South of Marker Ave
QC JOB #: 15305323
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Four Corners, FL
DATE: Dec 16 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	60	10	1	0	1	0	0	3	0	0	0	0	3	78
12:15 PM	0	68	16	1	5	0	0	3	3	0	0	0	0	2	98
12:30 PM	1	60	11	1	3	1	0	0	**5**	0	0	0	0	3	85
12:45 PM	1	84	11	0	3	2	0	0	4	0	0	0	0	2	107
01:00 PM	0	92	11	1	2	2	0	0	1	0	0	0	0	4	113
01:15 PM	0	78	8	0	5	1	1	0	1	0	0	0	0	6	100
01:30 PM	1	89	16	1	5	3	0	0	4	0	0	0	0	5	124
01:45 PM	1	95	16	1	3	1	1	0	0	0	0	0	0	4	122
02:00 PM	1	92	10	1	5	2	1	2	1	0	0	0	0	5	120
02:15 PM	2	110	20	0	1	1	0	0	2	**1**	0	0	0	4	141
02:30 PM	1	113	21	1	4	1	0	1	0	0	0	0	0	3	145
02:45 PM	0	123	20	1	5	0	0	1	4	0	0	0	0	5	159
03:00 PM	0	142	34	3	3	**4**	0	0	1	0	0	0	0	10	197
03:15 PM	1	171	25	1	0	0	0	3	2	0	0	0	0	2	205
03:30 PM	0	149	**37**	0	6	0	0	2	0	0	0	0	0	6	200
03:45 PM	1	147	26	**11**	5	3	0	**4**	3	0	0	0	0	5	205
04:00 PM	3	**215**	35	1	5	0	0	3	4	0	0	0	0	3	**269**
04:15 PM	1	168	25	1	4	1	0	2	0	0	0	0	0	15	217
04:30 PM	0	152	19	2	0	2	0	1	1	1	0	**1**	0	12	191
04:45 PM	**5**	158	28	0	7	1	0	0	1	0	0	0	**1**	13	214
05:00 PM	2	109	23	3	0	1	0	2	0	0	0	0	0	14	154
05:15 PM	3	163	22	1	3	2	**2**	1	0	0	0	0	1	10	208
05:30 PM	4	124	17	0	1	2	1	2	0	0	0	0	0	**17**	168
05:45 PM	4	154	17	3	**8**	0	0	3	2	0	0	1	0	12	204
Day Total															
Percent															
ADT															
8116															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd South of Marker Ave
QC JOB #: 15305323
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Four Corners, FL
DATE: Dec 16 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	2	113	16	1	0	0	0	1	0	0	0	0	1	12	146
06:15 PM	4	141	19	1	2	0	1	1	0	0	0	0	0	6	175
06:30 PM	0	147	10	1	4	0	0	1	0	0	0	0	0	4	167
06:45 PM	1	187	15	0	0	0	0	0	1	0	0	0	0	2	206
07:00 PM	0	186	22	0	4	2	0	0	0	0	0	0	0	2	216
07:15 PM	0	186	15	0	2	1	0	1	2	0	0	0	0	2	209
07:30 PM	0	135	16	0	1	1	0	1	0	0	0	0	0	2	156
07:45 PM	0	90	6	1	1	0	0	0	0	0	0	0	0	0	98
08:00 PM	0	82	6	0	2	0	0	0	0	0	0	0	0	1	91
08:15 PM	1	82	12	0	2	0	0	0	4	0	0	0	0	1	102
08:30 PM	0	92	3	0	1	0	0	0	0	0	0	0	0	0	96
08:45 PM	0	66	6	0	0	0	0	0	0	0	0	0	0	3	75
09:00 PM	0	80	12	0	1	0	0	0	0	0	0	0	0	1	94
09:15 PM	0	53	5	0	0	0	0	0	1	0	0	0	0	0	59
09:30 PM	1	62	6	0	0	0	0	0	0	0	0	0	0	0	69
09:45 PM	0	55	4	0	0	0	0	0	0	0	0	0	0	0	59
10:00 PM	2	58	6	0	0	0	0	0	0	0	0	0	0	0	66
10:15 PM	0	69	2	0	1	0	0	0	0	0	0	0	0	0	72
10:30 PM	0	54	5	0	0	0	0	0	0	0	0	0	0	0	59
10:45 PM	1	53	1	0	0	0	0	0	0	0	0	0	0	0	55
11:00 PM	0	68	3	0	0	0	0	0	1	0	0	0	0	0	72
11:15 PM	0	55	0	0	0	0	0	0	0	0	0	0	0	0	55
11:30 PM	0	35	4	0	0	0	0	0	0	0	0	0	0	0	39
11:45 PM	0	42	2	1	0	0	0	1	0	0	0	0	0	0	46
Day Total	60	6357	962	71	155	67	10	64	90	5	0	2	4	269	8116
Percent	0.7%	78.3%	11.9%	0.9%	1.9%	0.8%	0.1%	0.8%	1.1%	0.1%	0%	0%	0%	3.3%	
ADT 8116															
AM Peak	8:30 AM	11:45 AM	8:30 AM	9:00 AM	10:30 AM	9:15 AM	7:45 AM	9:15 AM	7:45 AM	6:30 AM	12:00 AM	12:00 AM	11:00 AM	7:15 AM	11:45 AM
15-min Vol	7	75	17	11	4	4	1	4	5	2	0	0	1	5	94
PM Peak	4:45 PM	4:00 PM	3:30 PM	3:45 PM	5:45 PM	3:00 PM	5:15 PM	3:45 PM	12:30 PM	2:15 PM	12:00 PM	4:30 PM	4:45 PM	5:30 PM	4:00 PM
15-min Vol	5	215	37	11	8	4	2	4	5	1	0	1	1	17	269

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd South of Marker Ave
QC JOB #: 15305323
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Four Corners, FL
DATE: Dec 17 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	22	1	0	0	0	0	0	1	0	0	0	0	0	24
12:15 AM	1	26	2	0	0	0	0	0	0	0	0	0	0	0	29
12:30 AM	0	18	2	0	0	0	0	0	0	0	0	0	0	0	20
12:45 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	0	12
01:00 AM	0	14	1	0	0	0	0	0	1	0	0	0	0	0	16
01:15 AM	1	11	2	0	0	0	0	0	0	0	0	0	0	0	14
01:30 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
01:45 AM	0	7	3	0	0	0	0	0	0	0	0	0	0	0	10
02:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
02:15 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
02:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
02:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
03:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
03:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
03:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
03:45 AM	0	3	0	1	0	0	0	0	0	0	0	0	0	0	4
04:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
04:15 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2
04:30 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
04:45 AM	0	6	1	0	0	0	0	1	0	0	0	0	0	0	8
05:00 AM	0	7	2	0	2	0	0	0	0	0	0	0	0	0	11
05:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	1	6
05:30 AM	0	22	0	0	1	1	0	0	0	0	0	0	0	0	24
05:45 AM	0	14	8	0	0	0	0	0	0	0	0	0	0	0	22
Day Total															
Percent															
ADT 8828															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd South of Marker Ave
QC JOB #: 15305323
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Four Corners, FL
DATE: Dec 17 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	19	3	1	5	1	0	1	0	0	0	0	0	0	30
06:15 AM	0	18	5	1	1	0	0	1	1	0	0	0	0	0	27
06:30 AM	0	26	11	1	2	1	0	1	2	0	0	0	0	1	45
06:45 AM	0	34	17	3	3	0	0	3	3	0	0	0	0	5	68
07:00 AM	0	35	9	0	3	1	0	0	**5**	0	0	0	0	0	53
07:15 AM	1	48	14	1	1	1	**1**	0	1	0	0	0	0	3	71
07:30 AM	0	39	13	1	2	1	0	1	4	0	0	0	0	3	64
07:45 AM	0	34	13	1	4	0	0	0	2	0	0	0	0	5	59
08:00 AM	0	33	7	1	2	2	0	0	2	0	0	0	0	2	49
08:15 AM	1	42	15	1	2	2	0	3	4	0	0	0	0	5	75
08:30 AM	1	39	8	1	0	1	0	2	1	0	0	0	0	3	56
08:45 AM	0	61	9	0	**7**	4	0	**4**	1	**1**	0	0	0	3	90
09:00 AM	0	59	9	**10**	0	1	0	2	1	1	0	0	0	5	88
09:15 AM	**3**	48	**18**	6	0	**5**	0	2	0	0	0	0	0	**7**	89
09:30 AM	0	43	10	1	1	1	0	0	3	0	0	0	0	3	62
09:45 AM	0	52	15	0	0	0	0	0	5	0	0	0	0	1	73
10:00 AM	0	49	13	0	1	0	0	1	5	0	0	0	0	1	70
10:15 AM	1	54	18	0	5	2	0	1	1	0	0	0	0	4	86
10:30 AM	1	49	5	0	1	1	0	1	1	0	0	0	0	2	61
10:45 AM	0	45	11	0	2	2	0	2	5	0	0	0	0	3	70
11:00 AM	0	54	15	0	3	1	0	0	3	0	0	0	0	1	77
11:15 AM	0	62	14	0	3	1	0	1	5	0	0	0	0	1	87
11:30 AM	0	**74**	7	0	1	1	0	0	1	0	0	0	0	2	86
11:45 AM	1	66	15	0	3	0	0	0	5	1	0	0	0	3	**94**
Day Total															
Percent															
ADT 8828															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd South of Marker Ave
QC JOB #: 15305323
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Four Corners, FL
DATE: Dec 17 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	66	11	0	2	0	0	0	3	0	0	0	0	6	88
12:15 PM	0	67	14	1	2	0	**1**	0	**4**	0	0	0	0	6	95
12:30 PM	0	67	18	1	1	1	0	2	1	0	0	0	0	3	94
12:45 PM	1	75	18	0	4	1	0	**5**	1	**1**	0	0	0	4	110
01:00 PM	0	84	18	1	3	2	0	0	1	0	0	0	0	2	111
01:15 PM	0	81	16	0	1	0	0	0	1	1	0	0	0	2	102
01:30 PM	3	93	25	1	**6**	1	0	4	4	0	0	0	0	4	141
01:45 PM	0	104	13	0	2	1	0	0	0	0	0	0	0	2	122
02:00 PM	0	95	15	0	1	**4**	0	0	3	0	0	0	0	5	123
02:15 PM	0	102	21	0	2	0	0	0	2	0	0	0	0	5	132
02:30 PM	2	120	13	1	5	1	0	1	0	0	0	0	0	9	152
02:45 PM	0	118	25	4	3	1	0	0	1	0	0	0	0	2	154
03:00 PM	1	149	25	2	2	4	0	0	4	0	0	0	0	6	193
03:15 PM	2	144	24	0	2	0	0	1	1	0	0	0	0	6	180
03:30 PM	3	173	27	1	2	3	0	2	1	0	0	0	0	8	220
03:45 PM	1	166	28	0	5	2	0	0	1	0	0	0	0	8	211
04:00 PM	**4**	172	24	2	2	1	0	1	2	0	0	0	0	8	216
04:15 PM	1	206	28	1	4	1	0	0	1	0	0	0	0	3	245
04:30 PM	2	244	**38**	0	2	1	0	0	1	0	0	0	0	10	**298**
04:45 PM	2	150	26	**5**	2	1	0	1	0	1	0	0	0	**23**	211
05:00 PM	3	177	28	1	0	4	1	1	0	0	0	0	0	12	227
05:15 PM	1	131	24	0	2	1	0	1	2	0	0	0	0	9	171
05:30 PM	0	229	32	0	6	0	0	2	1	0	0	0	0	4	274
05:45 PM	1	**250**	30	0	4	1	0	1	2	0	0	0	0	2	291
Day Total															
Percent															
ADT 8828															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd South of Marker Ave
QC JOB #: 15305323
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Four Corners, FL
DATE: Dec 17 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	4	133	25	1	0	1	0	1	1	0	0	0	0	16	182
06:15 PM	2	146	24	0	1	3	1	2	0	0	0	0	0	17	196
06:30 PM	1	160	16	0	2	0	0	1	0	0	0	0	0	2	182
06:45 PM	1	151	25	1	1	0	0	1	0	0	0	0	0	2	182
07:00 PM	0	156	18	1	3	0	0	0	1	0	0	0	0	3	182
07:15 PM	0	170	15	0	1	2	0	0	0	0	0	0	0	4	192
07:30 PM	0	158	15	0	4	0	0	0	1	0	0	0	0	2	180
07:45 PM	0	165	15	0	1	0	0	0	3	0	0	0	0	1	185
08:00 PM	0	145	8	1	2	1	0	1	0	0	0	0	0	1	159
08:15 PM	0	112	11	0	2	0	0	1	0	0	0	0	0	0	126
08:30 PM	2	87	12	0	0	0	0	0	0	0	0	0	0	0	101
08:45 PM	0	83	7	0	1	0	0	0	1	0	0	0	0	0	92
09:00 PM	0	79	4	0	1	0	0	0	0	0	0	0	0	2	86
09:15 PM	0	84	5	0	0	0	0	0	1	0	0	0	0	1	91
09:30 PM	1	69	5	0	1	0	0	0	0	0	0	0	0	1	77
09:45 PM	0	69	5	0	1	0	0	0	0	0	0	0	0	1	76
10:00 PM	0	64	3	0	1	0	0	0	0	0	0	0	0	0	68
10:15 PM	0	82	2	0	1	0	0	0	1	0	0	0	0	0	86
10:30 PM	0	43	5	0	1	0	0	0	0	0	0	0	0	0	49
10:45 PM	0	64	5	0	0	0	0	0	0	0	0	0	0	0	69
11:00 PM	0	66	3	0	0	0	0	0	0	0	0	0	0	1	70
11:15 PM	1	52	1	0	1	0	0	0	0	0	0	0	0	0	55
11:30 PM	0	39	5	1	0	0	0	0	0	0	0	0	0	0	45
11:45 PM	2	41	2	0	0	1	0	0	0	0	0	0	0	0	46
Day Total	52	6984	1078	56	146	69	4	56	110	6	0	0	0	267	8828
Percent	0.6%	79.1%	12.2%	0.6%	1.7%	0.8%	0%	0.6%	1.2%	0.1%	0%	0%	0%	3%	
ADT 8828															
AM Peak	9:15 AM	11:30 AM	9:15 AM	9:00 AM	8:45 AM	9:15 AM	7:15 AM	8:45 AM	7:00 AM	8:45 AM	12:00 AM	12:00 AM	12:00 AM	9:15 AM	11:45 AM
15-min Vol	3	74	18	10	7	5	1	4	5	1	0	0	0	7	94
PM Peak	4:00 PM	5:45 PM	4:30 PM	4:45 PM	1:30 PM	2:00 PM	12:15 PM	12:45 PM	12:15 PM	12:45 PM	12:00 PM	12:00 PM	12:00 PM	4:45 PM	4:30 PM
15-min Vol	4	250	38	5	6	4	1	5	4	1	0	0	0	23	298

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd South of Marker Ave
QC JOB #: 15305323
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Four Corners, FL
DATE: Dec 15 2020

	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	158	20106	3091	176	451	203	23	162	298	15	1	2	4	719	25409
Percent	0.6%	79.1%	12.2%	0.7%	1.8%	0.8%	0.1%	0.6%	1.2%	0.1%	0%	0%	0%	2.8%	
ADT 8469															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd South of Marker Ave
QC JOB #: 15305323
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Four Corners, FL
DATE: Dec 15 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	29	2	0	1	0	0	0	0	0	0	0	0	0	32
12:15 AM	0	29	5	0	0	0	0	0	0	0	0	0	0	0	34
12:30 AM	0	16	3	1	0	0	0	0	0	0	0	0	0	1	21
12:45 AM	0	21	0	0	0	0	0	1	1	0	0	0	0	0	23
01:00 AM	0	21	2	1	1	0	0	1	0	0	0	0	0	0	26
01:15 AM	0	18	0	0	0	0	0	0	1	0	0	0	0	0	19
01:30 AM	0	15	3	0	1	0	0	1	1	0	0	0	0	0	21
01:45 AM	0	15	2	0	0	0	0	0	0	0	0	0	0	0	17
02:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
02:15 AM	0	10	1	0	1	1	0	0	3	0	0	0	0	0	16
02:30 AM	0	10	2	0	1	0	0	0	0	0	0	0	0	0	13
02:45 AM	0	6	0	0	0	0	0	1	0	0	0	0	0	0	7
03:00 AM	0	7	2	0	1	0	0	0	1	0	0	0	0	0	11
03:15 AM	0	14	2	0	0	0	0	0	0	0	0	0	0	0	16
03:30 AM	0	20	1	0	0	0	0	0	2	0	0	0	0	0	23
03:45 AM	0	12	2	0	0	0	0	0	1	0	0	0	0	0	15
04:00 AM	0	9	3	0	0	0	0	0	1	1	0	0	0	0	14
04:15 AM	0	28	4	0	1	0	0	0	1	0	0	0	0	0	34
04:30 AM	0	24	5	0	0	0	0	0	1	0	0	0	0	0	30
04:45 AM	1	22	11	0	2	0	0	0	2	0	0	0	0	0	38
05:00 AM	0	27	4	0	8	0	0	0	2	0	0	0	0	0	41
05:15 AM	0	49	10	0	5	2	0	1	2	1	0	0	0	1	71
05:30 AM	0	67	10	0	4	2	0	1	4	1	0	0	0	2	91
05:45 AM	0	73	17	3	8	0	0	1	2	1	0	0	0	0	105
Day Total															
Percent															
ADT 15543															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd South of Marker Ave
QC JOB #: 15305323
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Four Corners, FL
DATE: Dec 15 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	1	61	25	4	8	1	0	1	3	0	0	0	0	2	106
06:15 AM	0	109	42	4	13	1	0	0	0	0	0	0	0	0	169
06:30 AM	0	133	35	2	11	2	0	0	3	0	0	0	0	5	191
06:45 AM	0	108	32	1	12	0	0	3	4	0	0	0	0	3	163
07:00 AM	0	146	**52**	0	8	0	**1**	**6**	5	0	0	0	0	6	224
07:15 AM	2	156	40	3	7	2	1	3	2	0	0	0	0	10	226
07:30 AM	0	**164**	46	2	13	0	0	1	3	**2**	0	0	0	7	**238**
07:45 AM	3	153	41	0	10	3	1	2	8	0	0	0	0	9	230
08:00 AM	1	135	44	3	9	0	0	2	2	1	0	0	0	4	201
08:15 AM	1	137	51	0	9	4	0	1	7	0	0	0	0	7	217
08:30 AM	0	131	40	2	12	4	1	6	5	1	0	0	0	**12**	214
08:45 AM	0	133	37	0	16	1	0	3	3	0	0	0	0	9	202
09:00 AM	3	131	31	9	11	4	0	1	4	0	0	0	0	11	205
09:15 AM	2	122	42	**10**	11	1	0	1	6	1	0	0	0	8	204
09:30 AM	2	125	38	0	7	4	0	3	**10**	1	0	0	0	8	198
09:45 AM	0	133	46	1	7	2	0	0	3	0	0	0	0	6	198
10:00 AM	3	125	33	0	11	4	0	3	3	0	0	0	0	4	186
10:15 AM	0	149	21	1	**17**	2	0	3	6	1	**1**	0	0	7	208
10:30 AM	2	137	36	2	9	1	0	2	3	2	0	0	0	7	201
10:45 AM	1	126	27	0	5	1	0	1	5	1	0	0	0	3	170
11:00 AM	2	134	28	2	8	3	0	1	7	1	0	0	0	4	190
11:15 AM	0	135	34	1	8	4	0	2	6	1	0	0	0	3	194
11:30 AM	0	122	43	1	14	**6**	1	1	5	2	0	0	0	7	202
11:45 AM	**4**	122	30	0	9	3	1	1	3	0	0	0	0	4	177
Day Total															
Percent															
ADT															
15543															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd South of Marker Ave
QC JOB #: 15305323
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Four Corners, FL
DATE: Dec 15 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	147	35	1	11	0	0	2	2	0	0	0	0	3	201
12:15 PM	1	131	36	2	6	4	**1**	3	**8**	0	0	0	0	4	196
12:30 PM	0	133	24	0	11	3	0	3	5	1	0	0	0	4	184
12:45 PM	0	122	32	2	11	1	1	3	3	1	0	0	0	6	182
01:00 PM	1	133	34	2	10	1	0	2	5	**2**	0	0	0	5	195
01:15 PM	0	137	35	2	12	4	0	0	1	1	0	0	0	11	203
01:30 PM	2	165	36	0	7	3	0	2	4	1	0	0	0	11	231
01:45 PM	2	161	38	1	6	2	0	**5**	4	0	0	0	0	5	224
02:00 PM	2	145	23	2	7	0	0	2	3	0	0	0	0	1	185
02:15 PM	2	169	50	3	9	3	1	0	0	0	0	0	0	10	247
02:30 PM	0	187	36	2	10	3	0	3	2	0	0	0	0	16	259
02:45 PM	1	207	38	5	10	1	0	2	1	0	0	0	0	9	274
03:00 PM	0	191	55	2	10	0	0	1	3	0	0	0	0	13	275
03:15 PM	2	253	38	5	6	**5**	0	2	1	0	0	0	0	15	327
03:30 PM	1	257	40	1	15	0	1	4	0	0	0	0	0	11	330
03:45 PM	3	232	43	2	21	2	0	0	4	0	0	0	0	15	322
04:00 PM	1	261	52	1	11	2	0	2	2	1	0	0	0	11	344
04:15 PM	0	250	44	2	15	4	0	5	3	0	0	0	0	14	337
04:30 PM	2	**312**	48	0	9	2	0	4	2	0	0	0	0	9	**388**
04:45 PM	**6**	237	54	**8**	7	0	0	2	1	0	0	0	0	19	334
05:00 PM	3	294	43	1	8	2	1	2	1	0	0	0	0	19	374
05:15 PM	0	276	**57**	3	**22**	1	1	1	1	0	0	0	0	**23**	385
05:30 PM	2	279	55	1	9	2	0	2	2	0	0	0	0	11	363
05:45 PM	1	247	40	0	8	1	0	3	2	0	0	0	0	10	312
Day Total															
Percent															
ADT 15543															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd South of Marker Ave
QC JOB #: 15305323
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Four Corners, FL
DATE: Dec 15 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	1	235	36	0	4	1	0	2	1	0	0	0	0	7	287
06:15 PM	2	244	29	0	13	0	0	3	0	0	0	0	0	5	296
06:30 PM	0	240	32	0	8	1	0	1	0	0	0	0	0	10	292
06:45 PM	1	196	37	0	2	1	0	3	0	0	0	0	0	6	246
07:00 PM	0	191	23	0	6	1	0	1	0	0	0	0	0	2	224
07:15 PM	0	187	14	0	8	0	0	1	0	0	0	0	0	3	213
07:30 PM	1	133	18	0	2	0	0	0	0	0	0	0	0	2	156
07:45 PM	2	123	17	0	4	2	0	1	0	0	0	0	0	7	156
08:00 PM	0	128	20	0	3	0	0	1	1	0	0	0	0	0	153
08:15 PM	0	129	15	0	5	0	0	0	0	0	0	0	0	3	152
08:30 PM	0	112	15	0	4	0	0	0	1	0	0	0	0	1	133
08:45 PM	1	99	4	0	2	0	0	0	0	0	0	0	0	3	109
09:00 PM	0	94	12	0	2	0	0	2	1	0	0	0	0	1	112
09:15 PM	0	99	7	0	2	0	0	0	0	0	0	0	0	5	113
09:30 PM	0	105	17	0	1	0	0	0	1	0	0	0	0	6	130
09:45 PM	0	77	12	0	2	0	0	0	0	0	0	0	0	4	95
10:00 PM	0	86	9	0	0	0	0	0	0	0	0	0	0	0	95
10:15 PM	0	75	11	1	1	0	0	0	0	0	0	0	0	0	88
10:30 PM	1	80	3	0	0	0	0	0	0	0	0	0	0	1	85
10:45 PM	0	76	3	0	1	0	0	1	0	0	0	0	0	0	81
11:00 PM	0	65	7	0	1	0	0	0	0	0	0	0	0	0	73
11:15 PM	1	43	2	0	0	0	0	0	0	0	0	0	0	0	46
11:30 PM	1	50	4	0	0	0	0	0	0	0	0	0	0	0	55
11:45 PM	0	35	8	0	0	1	0	0	0	0	0	0	0	0	44
Day Total	71	11501	2327	102	601	111	12	125	196	25	1	0	0	471	15543
Percent	0.5%	74%	15%	0.7%	3.9%	0.7%	0.1%	0.8%	1.3%	0.2%	0%	0%	0%	3%	
ADT 15543															
AM Peak	11:45 AM	7:30 AM	7:00 AM	9:15 AM	10:15 AM	11:30 AM	7:00 AM	7:00 AM	9:30 AM	7:30 AM	10:15 AM	12:00 AM	12:00 AM	8:30 AM	7:30 AM
15-min Vol	4	164	52	10	17	6	1	6	10	2	1	0	0	12	238
PM Peak	4:45 PM	4:30 PM	5:15 PM	4:45 PM	5:15 PM	3:15 PM	12:15 PM	1:45 PM	12:15 PM	1:00 PM	12:00 PM	12:00 PM	12:00 PM	5:15 PM	4:30 PM
15-min Vol	6	312	57	8	22	5	1	5	8	2	0	0	0	23	388

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd South of Marker Ave
QC JOB #: 15305323
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Four Corners, FL
DATE: Dec 16 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	31	0	0	0	0	0	0	0	0	0	0	0	0	31
12:15 AM	0	29	3	1	1	0	0	0	0	0	0	0	0	0	34
12:30 AM	0	26	2	0	2	0	0	0	0	0	0	0	0	0	30
12:45 AM	0	19	2	0	0	0	0	0	1	0	0	0	0	0	22
01:00 AM	0	18	1	0	0	0	0	0	0	0	0	0	0	0	19
01:15 AM	0	14	2	0	0	0	0	0	0	0	0	0	0	0	16
01:30 AM	0	16	0	0	0	0	0	1	0	0	0	0	0	0	17
01:45 AM	0	12	0	0	1	0	0	0	0	0	0	0	0	0	13
02:00 AM	0	12	2	0	1	0	0	0	0	0	0	0	0	0	15
02:15 AM	0	6	1	0	3	0	0	0	0	0	0	0	0	0	10
02:30 AM	0	10	2	0	1	0	0	0	0	0	0	0	0	0	13
02:45 AM	0	5	0	0	0	0	0	1	0	0	0	0	0	1	7
03:00 AM	1	5	1	1	0	0	0	1	0	0	0	0	0	0	9
03:15 AM	0	12	3	0	0	0	0	2	0	0	0	0	0	1	18
03:30 AM	1	24	1	0	0	0	0	0	3	0	0	0	0	0	29
03:45 AM	0	22	0	0	0	0	0	0	2	0	0	0	0	0	24
04:00 AM	0	11	3	0	0	1	0	0	0	0	0	0	0	0	15
04:15 AM	0	22	4	1	2	0	0	0	0	0	0	0	0	2	31
04:30 AM	0	24	2	0	1	0	0	0	0	0	0	0	0	0	27
04:45 AM	0	28	6	0	1	0	0	0	0	0	0	0	0	0	35
05:00 AM	0	29	6	0	1	0	0	1	1	1	0	0	0	0	39
05:15 AM	0	40	9	0	3	0	0	0	0	0	0	0	0	2	54
05:30 AM	0	60	14	0	5	2	0	1	3	1	0	0	0	0	86
05:45 AM	0	68	17	2	13	1	0	1	2	0	0	0	0	0	104
Day Total															
Percent															
ADT 14879															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd South of Marker Ave
QC JOB #: 15305323
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Four Corners, FL
DATE: Dec 16 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	84	23	7	11	2	0	0	3	0	0	0	0	4	134
06:15 AM	0	102	40	3	11	4	0	3	3	1	0	0	0	2	169
06:30 AM	0	138	27	2	10	0	0	1	2	**3**	0	0	0	3	186
06:45 AM	0	133	39	2	14	2	0	3	0	0	0	0	0	4	197
07:00 AM	1	127	26	0	**17**	2	0	2	3	0	**1**	0	0	4	183
07:15 AM	0	154	37	3	4	1	0	1	1	1	0	0	0	8	210
07:30 AM	0	162	40	1	13	1	0	5	1	0	0	0	0	6	229
07:45 AM	3	**176**	32	1	12	1	**1**	1	**7**	1	0	0	0	8	**243**
08:00 AM	4	113	40	1	9	2	1	1	4	0	0	0	0	10	185
08:15 AM	0	148	**45**	5	14	1	0	4	2	0	0	0	0	8	227
08:30 AM	**7**	120	43	1	15	0	0	3	1	1	0	0	0	3	194
08:45 AM	0	153	36	2	7	3	0	2	7	1	0	0	0	2	213
09:00 AM	0	118	33	**13**	11	4	0	1	2	0	0	0	0	5	187
09:15 AM	0	125	30	9	8	4	0	**7**	3	0	0	0	0	**17**	203
09:30 AM	2	117	32	1	11	1	0	3	4	0	0	0	0	8	179
09:45 AM	1	147	32	3	5	**5**	0	1	1	2	0	0	0	8	205
10:00 AM	1	113	32	4	9	1	0	1	5	1	0	0	0	6	173
10:15 AM	7	112	31	2	7	0	1	5	2	2	0	0	0	6	175
10:30 AM	3	130	29	0	13	0	0	3	2	1	0	0	0	5	186
10:45 AM	1	115	29	0	8	1	0	3	5	1	0	0	0	2	165
11:00 AM	1	115	35	4	5	3	0	3	5	3	0	0	**1**	8	183
11:15 AM	0	108	31	1	13	4	0	3	2	2	0	0	0	10	174
11:30 AM	0	138	40	1	2	2	0	1	7	2	0	0	0	10	203
11:45 AM	0	149	34	1	8	1	0	0	3	0	0	0	0	3	199
Day Total															
Percent															
ADT 14879															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd South of Marker Ave
QC JOB #: 15305323
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Four Corners, FL
DATE: Dec 16 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	1	137	23	2	7	2	0	3	4	1	0	0	0	7	187
12:15 PM	0	137	38	1	12	0	1	4	6	**2**	0	0	0	5	206
12:30 PM	1	133	30	1	11	1	0	0	5	0	0	0	0	4	186
12:45 PM	1	136	27	1	10	3	0	1	6	2	0	0	0	7	194
01:00 PM	0	169	29	3	11	2	0	2	1	1	0	0	0	9	227
01:15 PM	1	137	25	1	10	4	1	2	1	1	0	0	0	15	198
01:30 PM	2	165	30	3	14	**6**	0	1	**8**	2	0	0	0	13	244
01:45 PM	3	159	35	2	8	2	1	0	1	2	0	0	0	10	223
02:00 PM	1	163	25	2	13	3	1	4	3	0	0	0	0	8	223
02:15 PM	3	197	38	2	12	2	0	1	3	2	0	0	0	11	271
02:30 PM	1	191	45	2	9	1	0	1	1	0	0	0	0	14	265
02:45 PM	1	204	41	4	9	1	0	2	6	0	0	0	0	11	279
03:00 PM	0	205	52	5	5	5	0	4	2	2	0	0	0	23	303
03:15 PM	1	235	47	2	12	0	0	3	3	0	0	0	0	9	312
03:30 PM	1	224	**59**	0	**16**	1	0	3	1	0	0	0	0	10	315
03:45 PM	2	213	47	**12**	12	3	1	4	3	0	0	0	0	11	308
04:00 PM	3	**292**	58	2	15	1	0	**7**	5	0	0	0	0	15	**398**
04:15 PM	1	217	39	1	9	1	0	2	0	0	0	0	0	37	307
04:30 PM	1	182	34	2	3	4	0	1	1	1	0	**1**	0	36	266
04:45 PM	**9**	202	40	0	15	2	0	0	1	0	0	0	**1**	41	311
05:00 PM	9	117	26	3	1	1	0	2	0	0	0	0	0	**42**	201
05:15 PM	8	200	29	2	5	2	**2**	1	0	0	0	0	1	35	285
05:30 PM	6	147	24	0	3	2	1	3	0	0	0	0	0	34	220
05:45 PM	7	183	26	3	9	0	0	4	2	0	0	1	0	31	266
Day Total															
Percent															
ADT 14879															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd South of Marker Ave
QC JOB #: 15305323
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Four Corners, FL
DATE: Dec 16 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	2	136	22	1	1	0	0	2	0	0	0	0	1	27	192
06:15 PM	8	157	22	1	2	0	1	1	1	0	0	0	0	24	217
06:30 PM	0	205	18	1	4	0	0	1	0	0	0	0	0	10	239
06:45 PM	1	221	19	0	1	0	0	0	1	0	0	0	0	7	250
07:00 PM	1	211	32	0	9	2	0	2	0	0	0	0	0	8	265
07:15 PM	0	220	21	0	7	1	0	1	3	0	0	0	0	4	257
07:30 PM	0	181	25	0	1	1	0	1	0	0	0	0	0	4	213
07:45 PM	0	118	12	1	3	0	0	0	1	0	0	0	0	1	136
08:00 PM	0	117	12	0	2	1	0	0	0	0	0	0	0	1	133
08:15 PM	1	120	17	0	4	0	0	0	4	0	0	0	0	2	148
08:30 PM	0	125	10	0	4	0	0	0	0	0	0	0	0	1	140
08:45 PM	0	96	10	0	5	0	0	0	0	0	0	0	0	5	116
09:00 PM	0	109	21	0	4	0	0	0	0	0	0	0	0	2	136
09:15 PM	0	79	14	0	2	0	0	0	2	0	0	0	0	0	97
09:30 PM	1	100	10	0	2	0	0	0	0	0	0	0	0	0	113
09:45 PM	0	91	7	0	3	0	0	0	0	0	0	0	0	0	101
10:00 PM	2	80	12	0	0	0	0	0	0	0	0	0	0	1	95
10:15 PM	0	99	6	0	2	0	0	0	0	0	0	0	0	1	108
10:30 PM	0	80	7	0	2	0	0	0	0	0	0	0	0	0	89
10:45 PM	1	67	2	0	0	0	0	0	0	0	0	0	0	0	70
11:00 PM	0	81	6	0	1	0	0	0	1	0	0	0	0	0	89
11:15 PM	0	67	0	0	1	0	0	0	0	0	0	0	0	0	68
11:30 PM	0	47	6	0	2	0	0	0	0	0	0	0	0	0	55
11:45 PM	0	52	2	1	1	0	0	1	0	0	0	0	0	0	57
Day Total	113	10844	2077	133	566	103	12	129	163	40	1	2	4	692	14879
Percent	0.8%	72.9%	14%	0.9%	3.8%	0.7%	0.1%	0.9%	1.1%	0.3%	0%	0%	0%	4.7%	
ADT 14879															
AM Peak	8:30 AM	7:45 AM	8:15 AM	9:00 AM	7:00 AM	9:45 AM	7:45 AM	9:15 AM	7:45 AM	6:30 AM	7:00 AM	12:00 AM	11:00 AM	9:15 AM	7:45 AM
15-min Vol	7	176	45	13	17	5	1	7	7	3	1	0	1	17	243
PM Peak	4:45 PM	4:00 PM	3:30 PM	3:45 PM	3:30 PM	1:30 PM	5:15 PM	4:00 PM	1:30 PM	12:15 PM	12:00 PM	4:30 PM	4:45 PM	5:00 PM	4:00 PM
15-min Vol	9	292	59	12	16	6	2	7	8	2	0	1	1	42	398

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd South of Marker Ave
QC JOB #: 15305323
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Four Corners, FL
DATE: Dec 17 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	29	4	0	0	0	0	0	1	0	0	0	0	1	35
12:15 AM	1	35	4	0	1	0	0	0	0	0	0	0	0	0	41
12:30 AM	0	25	3	0	0	0	0	0	0	0	0	0	0	0	28
12:45 AM	0	15	1	0	0	0	0	0	0	0	0	0	0	0	16
01:00 AM	0	23	1	0	0	0	0	0	1	0	0	0	0	0	25
01:15 AM	1	15	2	0	0	0	0	0	0	0	0	0	0	0	18
01:30 AM	0	14	0	0	2	0	0	0	0	0	0	0	0	0	16
01:45 AM	0	10	3	0	1	0	0	0	0	0	0	0	0	0	14
02:00 AM	0	7	0	0	2	0	0	0	0	0	0	0	0	0	9
02:15 AM	0	11	3	0	0	0	0	0	0	0	0	0	0	0	14
02:30 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
02:45 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
03:00 AM	0	12	2	0	0	0	0	3	0	0	0	0	0	0	17
03:15 AM	0	9	1	0	0	0	0	0	1	0	0	0	0	0	11
03:30 AM	0	15	0	0	1	0	0	0	0	0	0	0	0	0	16
03:45 AM	0	20	0	1	0	0	0	1	2	0	0	0	0	0	24
04:00 AM	0	17	4	0	0	0	0	0	1	0	0	0	0	1	23
04:15 AM	0	18	4	0	0	0	0	1	5	1	0	0	0	0	29
04:30 AM	0	35	6	0	1	0	0	0	0	2	0	0	0	0	44
04:45 AM	0	23	4	1	0	0	0	1	0	0	0	0	0	0	29
05:00 AM	0	25	11	0	6	0	0	2	1	1	0	0	0	0	46
05:15 AM	0	41	6	0	2	0	0	0	1	2	0	0	0	1	53
05:30 AM	0	79	7	1	5	1	0	1	1	1	0	0	0	0	96
05:45 AM	0	76	26	2	9	1	0	0	1	2	0	0	0	0	117
Day Total															
Percent															
ADT 16261															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd South of Marker Ave
QC JOB #: 15305323
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Four Corners, FL
DATE: Dec 17 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	79	20	5	14	1	0	3	1	1	0	0	0	2	126
06:15 AM	0	100	23	3	6	1	0	2	5	0	0	0	0	2	142
06:30 AM	0	136	36	3	7	2	0	2	6	1	0	0	0	1	194
06:45 AM	1	143	43	3	12	1	0	3	3	0	0	0	0	7	216
07:00 AM	0	115	38	0	13	1	0	2	8	0	0	0	0	1	178
07:15 AM	2	172	44	3	**17**	2	**1**	1	1	1	0	0	0	6	250
07:30 AM	0	160	44	3	8	1	0	3	7	2	0	0	0	11	239
07:45 AM	1	124	41	2	11	1	0	2	3	3	0	0	0	**14**	202
08:00 AM	0	118	34	2	7	2	0	1	4	1	0	0	0	7	176
08:15 AM	1	**176**	39	5	9	2	0	**5**	**10**	1	0	0	0	13	**261**
08:30 AM	1	143	31	2	13	1	0	3	3	0	0	0	0	8	205
08:45 AM	0	155	32	1	12	4	0	4	7	**4**	0	0	0	7	226
09:00 AM	0	141	34	**10**	10	2	0	5	2	2	0	0	0	7	213
09:15 AM	3	125	42	6	11	**6**	0	2	0	1	0	0	0	14	210
09:30 AM	3	114	36	2	10	2	0	2	6	0	0	0	0	7	182
09:45 AM	0	116	34	2	8	1	0	1	6	3	0	0	0	6	177
10:00 AM	0	135	**47**	3	8	0	0	4	5	1	0	0	0	4	207
10:15 AM	1	130	40	0	12	4	0	2	6	1	0	0	0	5	201
10:30 AM	2	130	22	2	6	1	0	2	1	2	0	0	0	5	173
10:45 AM	2	120	29	2	8	4	0	3	6	2	0	0	0	6	182
11:00 AM	0	134	41	1	8	2	0	1	9	0	0	0	0	3	199
11:15 AM	0	132	40	0	16	1	0	2	8	1	0	0	0	4	204
11:30 AM	**4**	146	35	0	8	2	0	0	1	2	0	0	0	8	206
11:45 AM	2	146	37	1	10	0	0	2	10	1	0	0	0	9	218
Day Total															
Percent															
ADT 16261															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd South of Marker Ave
QC JOB #: 15305323
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Four Corners, FL
DATE: Dec 17 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	130	42	1	11	1	0	0	3	1	0	0	0	13	202
12:15 PM	1	128	34	3	6	0	**1**	1	5	1	0	0	0	14	194
12:30 PM	0	141	30	2	5	2	0	3	1	**3**	0	0	0	11	198
12:45 PM	1	151	47	2	8	2	1	**6**	1	1	0	0	0	11	231
01:00 PM	0	160	42	2	7	2	0	3	**7**	2	0	0	0	5	230
01:15 PM	0	158	37	2	11	1	0	3	6	2	0	0	0	5	225
01:30 PM	3	168	47	3	9	1	0	4	4	1	0	0	0	10	250
01:45 PM	0	192	28	1	12	1	1	2	0	0	0	0	0	4	241
02:00 PM	1	174	41	1	11	**5**	1	2	6	3	0	0	0	12	257
02:15 PM	0	192	45	1	11	1	0	3	3	2	0	0	0	11	269
02:30 PM	2	206	38	2	**16**	4	1	5	3	0	0	0	0	19	296
02:45 PM	1	196	51	**5**	14	2	0	1	3	0	0	0	0	9	282
03:00 PM	2	201	42	4	5	5	1	1	4	0	0	0	0	10	275
03:15 PM	3	214	56	1	11	2	0	2	3	0	0	0	0	14	306
03:30 PM	3	244	44	3	10	4	1	5	1	0	0	0	0	16	331
03:45 PM	5	264	49	1	11	2	0	0	4	0	0	0	0	15	351
04:00 PM	4	228	39	2	11	2	0	1	2	0	0	0	0	21	310
04:15 PM	3	278	41	1	13	1	0	0	1	0	0	0	0	13	351
04:30 PM	3	**301**	57	1	7	1	0	0	2	0	0	0	0	30	**402**
04:45 PM	3	193	38	5	9	1	0	3	0	1	0	0	0	34	287
05:00 PM	**7**	225	41	1	5	4	1	1	0	0	0	0	0	32	317
05:15 PM	3	173	33	0	4	1	0	2	2	0	0	0	0	29	247
05:30 PM	0	293	**63**	0	12	1	0	4	2	0	0	0	0	13	388
05:45 PM	1	292	45	0	9	1	0	2	3	0	0	0	0	10	363
Day Total															
Percent															
ADT 16261															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd South of Marker Ave
QC JOB #: 15305323
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Four Corners, FL
DATE: Dec 17 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	7	151	29	1	1	1	0	1	1	0	0	0	0	35	227
06:15 PM	7	184	34	0	3	3	1	3	0	0	0	0	0	29	264
06:30 PM	1	227	34	0	7	0	0	2	0	0	0	0	0	11	282
06:45 PM	1	208	43	1	9	1	0	2	1	0	0	0	0	12	278
07:00 PM	0	204	32	1	7	1	0	0	1	0	0	0	0	5	251
07:15 PM	0	219	27	0	7	2	0	2	0	0	0	0	0	10	267
07:30 PM	0	193	24	0	6	0	0	0	1	0	0	0	0	5	229
07:45 PM	1	204	27	0	3	0	0	0	3	0	0	0	0	7	245
08:00 PM	0	182	20	1	2	1	0	1	0	0	0	0	0	4	211
08:15 PM	0	151	16	0	3	0	0	1	0	0	0	0	0	1	172
08:30 PM	2	132	19	0	2	0	0	0	0	0	0	0	0	2	157
08:45 PM	0	103	14	0	1	0	0	0	1	0	0	0	0	1	120
09:00 PM	0	113	14	0	2	1	0	0	0	0	0	0	0	4	134
09:15 PM	0	117	14	1	2	1	0	0	1	0	0	0	0	2	138
09:30 PM	1	100	15	0	4	0	0	0	0	0	0	0	0	2	122
09:45 PM	0	108	15	0	3	0	0	0	0	0	0	0	0	2	128
10:00 PM	0	97	8	0	2	0	0	0	0	0	0	0	0	0	107
10:15 PM	0	105	13	0	2	0	0	0	1	0	0	0	0	1	122
10:30 PM	0	78	12	0	2	0	0	0	0	0	0	0	0	0	92
10:45 PM	0	84	11	0	0	0	0	0	0	0	0	0	0	0	95
11:00 PM	0	90	5	0	1	0	0	0	0	0	0	0	0	2	98
11:15 PM	1	62	5	0	1	0	0	0	0	0	0	0	0	0	69
11:30 PM	0	52	10	1	0	0	0	0	0	0	0	0	0	0	63
11:45 PM	2	53	3	0	0	1	0	0	1	0	0	0	0	0	60
Day Total	94	11880	2430	116	572	105	10	132	210	56	0	0	0	656	16261
Percent	0.6%	73.1%	14.9%	0.7%	3.5%	0.6%	0.1%	0.8%	1.3%	0.3%	0%	0%	0%	4%	
ADT 16261															
AM Peak	11:30 AM	8:15 AM	10:00 AM	9:00 AM	7:15 AM	9:15 AM	7:15 AM	8:15 AM	8:15 AM	8:45 AM	12:00 AM	12:00 AM	12:00 AM	7:45 AM	8:15 AM
15-min Vol	4	176	47	10	17	6	1	5	10	4	0	0	0	14	261
PM Peak	5:00 PM	4:30 PM	5:30 PM	2:45 PM	2:30 PM	2:00 PM	12:15 PM	12:45 PM	1:00 PM	12:30 PM	12:00 PM	12:00 PM	12:00 PM	6:00 PM	4:30 PM
15-min Vol	7	301	63	5	16	5	1	6	7	3	0	0	0	35	402

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd South of Marker Ave
QC JOB #: 15305323
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Four Corners, FL
DATE: Dec 15 2020

	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	278	34225	6834	351	1739	319	34	386	569	121	2	2	4	1819	46683
Percent	0.6%	73.3%	14.6%	0.8%	3.7%	0.7%	0.1%	0.8%	1.2%	0.3%	0%	0%	0%	3.9%	
ADT 15561															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

LOCATION: OLD LAKE WILSON ROAD, SOUTH OF SINCLAIR ROAD

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd North of Marker Ave
QC JOB #: 15305322
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Four Corners, FL
DATE: Dec 15 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
12:15 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
12:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
12:45 AM	0	8	0	0	0	0	0	1	0	0	0	0	0	0	9
01:00 AM	0	4	1	0	0	0	0	1	0	0	0	0	0	0	6
01:15 AM	0	7	0	0	0	0	0	1	0	0	0	0	0	0	8
01:30 AM	0	7	0	0	1	0	0	0	0	0	0	0	0	0	8
01:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	1	6
02:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
02:15 AM	1	5	2	0	0	1	0	0	1	0	0	0	0	0	10
02:30 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
02:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
03:00 AM	0	3	1	0	0	0	0	0	1	0	0	0	0	0	5
03:15 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	0	13
03:30 AM	0	15	0	0	0	0	0	0	2	0	0	0	0	0	17
03:45 AM	0	15	0	0	1	0	0	0	0	0	0	0	0	1	17
04:00 AM	0	8	1	0	0	0	0	0	1	1	0	0	0	0	11
04:15 AM	0	21	1	0	0	0	0	0	0	0	0	0	0	0	22
04:30 AM	0	18	2	0	0	0	0	0	1	0	0	0	0	0	21
04:45 AM	0	23	4	0	1	0	0	0	0	0	0	0	0	3	31
05:00 AM	0	21	5	0	2	0	0	0	1	0	0	0	0	0	29
05:15 AM	0	38	7	0	1	0	0	2	1	**2**	0	0	0	2	53
05:30 AM	0	59	10	0	1	1	0	2	**5**	1	0	0	0	1	80
05:45 AM	0	54	13	**4**	1	0	0	0	0	0	0	0	0	1	73
Day Total															
Percent															
ADT															
6826															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd North of Marker Ave
QC JOB #: 15305322
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Four Corners, FL
DATE: Dec 15 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	58	20	2	1	0	0	3	2	0	0	0	0	0	86
06:15 AM	0	98	24	3	4	0	0	0	1	0	0	0	0	6	136
06:30 AM	0	116	19	1	2	1	0	0	1	0	0	0	0	5	145
06:45 AM	0	94	17	0	2	0	0	1	3	0	0	0	0	6	123
07:00 AM	1	129	**25**	0	2	2	**1**	3	0	0	0	0	0	3	166
07:15 AM	0	129	16	1	4	2	0	1	2	0	0	0	0	6	161
07:30 AM	0	**134**	20	0	4	1	0	1	1	1	0	0	0	**8**	**170**
07:45 AM	**2**	131	19	0	3	2	0	1	5	0	0	0	0	4	167
08:00 AM	0	115	22	3	4	0	0	**4**	0	1	0	0	0	5	154
08:15 AM	1	113	25	0	**6**	1	0	0	2	0	0	0	0	6	154
08:30 AM	0	114	20	2	3	1	0	4	3	0	0	0	0	8	155
08:45 AM	1	101	18	0	2	0	0	1	0	0	0	0	0	2	125
09:00 AM	1	90	13	1	5	2	0	0	5	0	0	0	0	6	123
09:15 AM	0	87	23	1	3	2	0	0	1	1	0	0	0	4	122
09:30 AM	0	80	14	0	0	1	0	2	5	0	0	0	0	6	108
09:45 AM	0	82	24	0	1	1	0	0	1	0	0	0	0	3	112
10:00 AM	0	82	19	0	1	2	0	0	3	0	0	0	0	5	112
10:15 AM	2	86	11	0	5	1	0	1	1	1	0	0	0	7	115
10:30 AM	0	77	11	0	4	0	0	3	1	1	0	0	0	7	104
10:45 AM	1	92	11	0	2	0	0	1	1	0	0	0	0	2	110
11:00 AM	0	70	14	0	5	**4**	0	2	3	1	0	0	0	6	105
11:15 AM	1	82	9	1	2	0	0	1	4	0	0	0	0	4	104
11:30 AM	1	88	19	0	4	2	0	0	0	2	0	0	0	7	123
11:45 AM	1	62	16	0	3	2	0	0	2	0	0	0	0	6	92
Day Total															
Percent															
ADT 6826															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd North of Marker Ave
QC JOB #: 15305322
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Four Corners, FL
DATE: Dec 15 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	84	14	0	3	0	0	0	1	0	0	0	0	2	104
12:15 PM	0	77	9	0	1	2	0	2	**2**	0	0	0	0	9	102
12:30 PM	0	65	14	0	2	1	0	2	0	0	0	0	0	11	95
12:45 PM	0	69	**19**	1	4	2	0	**4**	1	**1**	0	0	0	8	109
01:00 PM	0	54	10	0	2	1	0	0	2	0	0	0	0	8	77
01:15 PM	0	56	12	0	2	**3**	0	1	0	0	0	0	0	8	82
01:30 PM	1	**98**	13	0	2	0	0	2	2	0	0	0	0	16	**134**
01:45 PM	0	96	11	**2**	2	0	0	2	1	0	0	0	0	6	120
02:00 PM	0	83	13	1	2	1	0	1	0	0	0	0	0	5	106
02:15 PM	0	65	15	1	1	1	**1**	0	1	0	0	0	0	16	101
02:30 PM	0	90	12	0	3	1	0	1	1	0	0	0	0	7	115
02:45 PM	0	75	8	1	0	1	0	0	1	0	0	0	0	11	97
03:00 PM	0	62	6	1	1	1	0	0	2	0	0	0	0	8	81
03:15 PM	0	74	9	2	1	2	0	1	2	0	0	0	0	12	103
03:30 PM	0	63	15	1	**5**	0	0	0	0	0	0	0	0	11	95
03:45 PM	0	71	19	1	2	1	0	0	0	0	0	0	0	6	100
04:00 PM	0	69	6	0	4	0	0	0	1	0	0	0	0	8	88
04:15 PM	0	56	12	1	1	2	0	0	0	0	0	0	0	13	85
04:30 PM	1	67	12	0	2	0	0	0	0	0	0	0	0	**19**	101
04:45 PM	0	42	13	0	0	0	0	2	0	0	0	0	0	10	67
05:00 PM	0	51	8	0	0	0	0	0	0	0	0	0	0	16	75
05:15 PM	0	70	17	0	5	0	0	1	0	0	0	0	0	9	102
05:30 PM	**2**	57	18	0	5	0	0	2	0	0	0	0	0	13	97
05:45 PM	0	46	13	0	1	0	0	1	0	0	0	0	0	12	73
Day Total															
Percent															
ADT 6826															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd North of Marker Ave
QC JOB #: 15305322
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Four Corners, FL
DATE: Dec 15 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	54	8	0	3	0	0	1	0	0	0	0	0	7	73
06:15 PM	0	68	7	0	5	0	0	1	0	0	0	0	0	6	87
06:30 PM	0	42	9	0	2	0	0	1	0	0	0	0	0	11	65
06:45 PM	0	50	9	0	0	0	0	2	0	0	0	0	0	4	65
07:00 PM	0	57	7	0	1	0	0	0	0	0	0	0	0	3	68
07:15 PM	0	50	6	0	1	0	0	0	0	0	0	0	0	4	61
07:30 PM	0	34	2	0	1	0	0	0	0	0	0	0	0	4	41
07:45 PM	0	33	4	0	2	0	0	1	0	0	0	0	0	5	45
08:00 PM	0	43	3	0	1	0	0	1	0	0	0	0	0	0	48
08:15 PM	0	38	1	0	3	0	0	0	0	0	0	0	0	3	45
08:30 PM	0	38	4	0	1	0	0	0	1	0	0	0	0	4	48
08:45 PM	0	38	3	0	0	0	0	0	0	0	0	0	0	0	41
09:00 PM	0	25	4	0	1	0	0	1	1	0	0	0	0	0	32
09:15 PM	0	37	4	0	0	0	0	0	0	0	0	0	0	1	42
09:30 PM	0	46	4	1	0	0	0	0	0	0	0	0	0	1	52
09:45 PM	0	31	1	0	1	0	0	0	0	0	0	0	0	2	35
10:00 PM	0	34	2	0	0	0	0	0	0	0	0	0	0	0	36
10:15 PM	0	22	5	0	0	0	0	0	0	0	0	0	0	1	28
10:30 PM	0	20	0	0	0	0	0	0	0	0	0	0	0	1	21
10:45 PM	0	15	2	0	1	0	0	0	0	0	0	0	0	0	18
11:00 PM	0	14	1	0	0	0	0	0	0	0	0	0	0	0	15
11:15 PM	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
11:30 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	0	12
11:45 PM	0	5	0	0	0	1	0	0	0	0	0	0	0	1	7
Day Total	17	5113	867	32	155	49	2	66	79	13	0	0	0	433	6826
Percent	0.2%	74.9%	12.7%	0.5%	2.3%	0.7%	0%	1%	1.2%	0.2%	0%	0%	0%	6.3%	
ADT 6826															
AM Peak	7:45 AM	7:30 AM	7:00 AM	5:45 AM	8:15 AM	11:00 AM	7:00 AM	8:00 AM	5:30 AM	5:15 AM	12:00 AM	12:00 AM	12:00 AM	7:30 AM	7:30 AM
15-min Vol	2	134	25	4	6	4	1	4	5	2	0	0	0	8	170
PM Peak	5:30 PM	1:30 PM	12:45 PM	1:45 PM	3:30 PM	1:15 PM	2:15 PM	12:45 PM	12:15 PM	12:45 PM	12:00 PM	12:00 PM	12:00 PM	4:30 PM	1:30 PM
15-min Vol	2	98	19	2	5	3	1	4	2	1	0	0	0	19	134

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd North of Marker Ave
QC JOB #: 15305322
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Four Corners, FL
DATE: Dec 16 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	1	8
12:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
12:30 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
12:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
01:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	1	8
01:15 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
01:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
01:45 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
02:00 AM	0	3	2	0	1	0	0	0	0	0	0	0	0	0	6
02:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
02:30 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	1	8
02:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00 AM	0	4	1	0	0	0	0	2	0	0	0	0	0	0	7
03:15 AM	0	11	1	0	0	0	0	0	1	0	0	0	0	0	13
03:30 AM	0	16	1	0	0	0	0	0	2	0	0	0	0	0	19
03:45 AM	1	14	0	0	1	1	0	0	0	0	0	0	0	0	17
04:00 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	1	11
04:15 AM	0	19	2	0	1	0	0	0	0	0	0	0	0	0	22
04:30 AM	0	23	3	0	0	0	0	0	0	0	0	0	0	0	26
04:45 AM	0	23	2	0	1	0	0	0	0	0	0	0	0	0	26
05:00 AM	0	23	3	0	1	0	0	0	1	1	0	0	0	0	29
05:15 AM	0	34	5	0	1	0	0	1	0	1	0	0	0	0	42
05:30 AM	0	54	8	0	3	0	0	0	0	0	0	0	0	4	69
05:45 AM	0	61	21	3	2	0	0	0	2	0	0	0	0	0	89
Day Total															
Percent															
ADT 6538															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd North of Marker Ave
QC JOB #: 15305322
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Four Corners, FL
DATE: Dec 16 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	66	23	**5**	2	1	0	0	2	0	0	0	0	2	101
06:15 AM	1	95	**27**	4	3	2	0	1	0	1	0	0	0	3	137
06:30 AM	0	116	19	0	4	0	0	0	2	1	0	0	0	4	146
06:45 AM	0	118	24	0	3	**4**	0	1	0	0	0	0	0	4	154
07:00 AM	0	105	22	0	3	0	0	2	0	0	**1**	0	0	7	140
07:15 AM	1	108	15	0	4	1	0	**3**	0	0	0	0	0	5	137
07:30 AM	0	138	19	0	4	1	0	1	0	0	0	0	0	4	167
07:45 AM	0	123	18	0	4	0	0	3	1	1	0	0	0	**9**	159
08:00 AM	0	98	13	1	1	1	0	1	3	0	0	0	0	4	122
08:15 AM	0	**139**	27	3	4	1	0	1	1	0	0	0	0	2	**178**
08:30 AM	1	99	19	1	4	0	0	2	1	1	0	0	0	5	133
08:45 AM	0	112	10	1	0	3	0	3	**4**	0	0	0	0	3	136
09:00 AM	0	79	17	1	1	1	0	1	2	0	0	0	0	5	107
09:15 AM	0	78	11	1	1	0	0	1	2	0	1	0	0	2	97
09:30 AM	0	81	15	1	**5**	0	0	2	1	0	0	0	0	4	109
09:45 AM	1	101	11	1	2	1	0	0	1	1	0	0	0	1	120
10:00 AM	0	75	10	2	4	1	0	1	1	**2**	0	0	0	6	102
10:15 AM	**3**	80	16	0	5	1	0	1	0	1	0	0	0	1	108
10:30 AM	0	80	13	0	1	0	0	0	0	1	0	0	0	7	102
10:45 AM	0	73	17	0	5	1	0	1	3	1	0	0	0	3	104
11:00 AM	0	64	17	1	2	3	0	2	2	1	0	0	0	5	97
11:15 AM	0	78	16	0	4	2	0	1	4	1	0	0	0	3	109
11:30 AM	0	89	15	0	2	1	0	2	2	1	0	0	0	6	118
11:45 AM	0	82	12	0	5	0	0	0	2	0	0	0	0	3	104
Day Total															
Percent															
ADT 6538															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd North of Marker Ave
QC JOB #: 15305322
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Four Corners, FL
DATE: Dec 16 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	1	71	11	1	3	1	0	4	2	2	0	0	0	10	106
12:15 PM	0	75	18	0	6	0	**1**	1	2	0	0	0	0	4	107
12:30 PM	0	73	16	0	3	0	0	1	0	0	0	0	0	1	94
12:45 PM	0	62	12	2	4	1	0	1	**3**	**3**	0	0	0	6	94
01:00 PM	1	72	17	0	5	0	0	1	1	0	0	**1**	0	10	108
01:15 PM	1	61	11	1	4	**2**	1	3	2	1	0	0	0	5	92
01:30 PM	0	81	16	2	2	2	0	1	3	1	0	0	0	7	**115**
01:45 PM	0	65	11	1	2	1	0	1	1	2	0	0	0	7	91
02:00 PM	1	82	17	1	4	1	0	1	1	0	0	0	0	6	114
02:15 PM	0	74	7	1	5	0	0	1	2	0	0	0	0	8	98
02:30 PM	0	**89**	18	1	1	0	0	0	1	0	0	0	0	5	115
02:45 PM	2	72	13	**3**	3	2	0	1	0	0	0	0	0	13	109
03:00 PM	0	64	14	0	2	1	0	**5**	0	1	0	0	0	14	101
03:15 PM	2	65	15	0	7	2	0	0	0	0	0	0	0	15	106
03:30 PM	2	71	**19**	1	**8**	1	0	4	0	0	0	0	0	9	115
03:45 PM	0	60	18	0	4	1	0	1	0	0	0	0	0	13	97
04:00 PM	4	51	10	1	5	0	0	2	0	0	0	0	0	28	101
04:15 PM	1	56	11	1	2	1	0	1	0	0	0	0	0	23	96
04:30 PM	3	21	8	0	2	0	0	0	0	0	0	0	0	**31**	65
04:45 PM	5	25	9	0	3	0	0	0	0	0	0	0	0	26	68
05:00 PM	7	9	3	0	0	0	0	0	0	0	0	0	0	29	48
05:15 PM	**8**	25	2	0	1	1	0	0	0	0	0	0	0	31	68
05:30 PM	3	20	6	0	1	0	0	0	0	0	0	0	0	24	54
05:45 PM	1	18	3	0	1	0	0	0	0	0	0	0	0	24	47
Day Total															
Percent															
ADT 6538															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd North of Marker Ave
QC JOB #: 15305322
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Four Corners, FL
DATE: Dec 16 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	9	3	1	0	0	0	0	0	0	0	0	0	21	34
06:15 PM	1	26	3	0	1	0	0	0	1	0	0	0	0	18	50
06:30 PM	1	46	4	0	1	0	0	0	0	0	0	0	0	3	55
06:45 PM	0	29	7	0	1	0	0	0	0	0	0	0	0	4	41
07:00 PM	0	27	10	0	6	0	0	2	1	0	0	0	0	5	51
07:15 PM	2	37	6	0	1	0	0	0	0	0	0	0	0	7	53
07:30 PM	0	40	6	0	1	0	0	0	0	0	0	0	0	10	57
07:45 PM	0	34	3	0	2	0	0	1	1	0	0	0	0	4	45
08:00 PM	0	37	3	0	0	1	0	0	0	0	0	0	0	0	41
08:15 PM	0	39	5	0	1	0	0	0	0	0	0	0	0	3	48
08:30 PM	0	36	2	0	4	0	0	0	0	0	0	0	0	1	43
08:45 PM	0	38	6	0	2	0	0	0	0	0	0	0	0	1	47
09:00 PM	0	32	9	0	2	0	0	0	0	0	0	0	0	2	45
09:15 PM	1	22	9	0	0	1	0	0	0	0	0	0	0	0	33
09:30 PM	0	39	3	0	2	0	0	0	0	0	0	0	0	1	45
09:45 PM	0	39	3	0	3	0	0	0	0	0	0	0	0	0	45
10:00 PM	0	25	5	0	0	0	0	0	0	0	0	0	0	1	31
10:15 PM	0	29	4	0	1	0	0	0	0	0	0	0	0	0	34
10:30 PM	0	26	0	0	2	0	0	0	0	0	0	0	0	0	28
10:45 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	1	15
11:00 PM	0	12	4	0	0	0	0	0	0	0	0	0	0	0	16
11:15 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	0	14
11:30 PM	0	12	2	0	2	0	0	0	0	0	0	0	0	0	16
11:45 PM	0	7	1	0	1	0	0	0	0	0	0	0	0	1	10
Day Total	55	4658	848	42	196	45	2	65	61	25	2	1	0	538	6538
Percent	0.8%	71.2%	13%	0.6%	3%	0.7%	0%	1%	0.9%	0.4%	0%	0%	0%	8.2%	
ADT 6538															
AM Peak	10:15 AM	8:15 AM	6:15 AM	6:00 AM	9:30 AM	6:45 AM	12:00 AM	7:15 AM	8:45 AM	10:00 AM	7:00 AM	12:00 AM	12:00 AM	7:45 AM	8:15 AM
15-min Vol	3	139	27	5	5	4	0	3	4	2	1	0	0	9	178
PM Peak	5:15 PM	2:30 PM	3:30 PM	2:45 PM	3:30 PM	1:15 PM	12:15 PM	3:00 PM	12:45 PM	12:45 PM	12:00 PM	1:00 PM	12:00 PM	4:30 PM	1:30 PM
15-min Vol	8	89	19	3	8	2	1	5	3	3	0	1	0	31	115

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd North of Marker Ave
QC JOB #: 15305322
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Four Corners, FL
DATE: Dec 17 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12
12:15 AM	0	8	2	0	1	0	0	0	0	0	0	0	0	0	11
12:30 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
12:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
01:00 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12
01:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
01:30 AM	0	7	0	0	2	0	0	0	0	0	0	0	0	0	9
01:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
02:15 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
02:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
02:45 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
03:00 AM	0	4	1	0	0	0	0	3	0	0	0	0	0	1	9
03:15 AM	0	7	1	0	1	0	0	0	0	0	0	0	0	0	9
03:30 AM	0	9	0	0	1	0	0	0	0	0	0	0	0	0	10
03:45 AM	0	17	0	0	0	0	0	1	2	0	0	0	0	0	20
04:00 AM	0	15	3	0	0	0	0	0	3	0	0	0	0	0	21
04:15 AM	0	17	2	0	0	0	0	2	2	1	0	0	0	0	24
04:30 AM	0	30	3	0	0	0	0	0	0	1	0	0	0	1	35
04:45 AM	0	18	2	1	0	0	0	1	0	0	0	0	0	0	22
05:00 AM	0	22	8	0	2	0	0	1	1	1	0	0	0	0	35
05:15 AM	0	41	3	0	2	0	0	0	2	1	0	0	0	0	49
05:30 AM	0	58	12	1	2	1	0	1	0	0	0	0	0	1	76
05:45 AM	0	60	19	2	3	1	0	0	1	3	0	0	0	0	89
Day Total															
Percent															
ADT 7301															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd North of Marker Ave
QC JOB #: 15305322
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Four Corners, FL
DATE: Dec 17 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	66	19	**5**	5	0	0	2	1	0	0	0	0	1	99
06:15 AM	0	94	21	2	4	1	0	1	4	0	0	0	0	0	127
06:30 AM	1	108	20	1	3	1	0	0	3	1	0	0	0	6	144
06:45 AM	1	97	**29**	0	7	1	0	0	0	0	0	0	0	5	140
07:00 AM	1	93	23	0	7	1	**1**	1	2	0	0	0	0	3	132
07:15 AM	0	117	28	0	9	2	0	1	0	1	0	0	0	5	163
07:30 AM	1	**140**	24	2	4	0	0	1	2	2	0	0	0	3	**179**
07:45 AM	0	109	17	2	6	1	0	3	0	3	0	0	0	**10**	151
08:00 AM	1	96	22	0	1	**3**	0	0	2	1	0	0	0	5	131
08:15 AM	0	132	22	2	5	0	0	2	4	0	0	0	0	2	169
08:30 AM	1	119	24	1	**10**	0	0	1	1	0	0	0	0	4	161
08:45 AM	0	79	20	1	3	1	0	1	**5**	2	0	0	0	6	118
09:00 AM	1	86	24	0	8	1	0	2	0	1	0	0	0	6	129
09:15 AM	1	70	22	1	8	0	0	0	0	1	0	0	0	9	112
09:30 AM	1	80	24	1	5	1	0	2	2	0	0	0	0	5	121
09:45 AM	**2**	61	17	1	5	1	0	2	1	2	0	0	0	6	98
10:00 AM	0	75	22	2	5	0	0	1	0	1	0	0	0	4	110
10:15 AM	0	77	13	0	4	1	0	2	5	1	0	0	0	2	105
10:30 AM	1	85	17	3	6	3	0	0	0	3	0	0	0	5	123
10:45 AM	1	85	18	1	6	0	0	0	2	2	0	0	0	4	119
11:00 AM	0	80	18	0	3	1	0	1	4	0	0	0	0	2	109
11:15 AM	0	68	27	0	9	1	0	0	2	0	0	0	0	7	114
11:30 AM	1	77	20	0	9	1	0	2	1	1	0	0	0	3	115
11:45 AM	1	79	22	0	5	1	0	1	3	0	0	0	0	8	120
Day Total															
Percent															
ADT 7301															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd North of Marker Ave
QC JOB #: 15305322
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Four Corners, FL
DATE: Dec 17 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	74	25	1	4	**2**	0	0	0	**1**	0	0	0	3	110
12:15 PM	0	64	20	**2**	4	1	0	0	1	0	0	0	0	4	96
12:30 PM	0	81	12	1	4	0	0	2	1	1	0	0	0	5	107
12:45 PM	0	77	30	1	5	1	**1**	1	0	0	0	0	0	7	123
01:00 PM	0	73	24	1	9	0	0	2	3	1	0	0	0	10	123
01:15 PM	0	70	22	2	10	1	0	2	**5**	0	0	0	0	6	118
01:30 PM	0	62	27	1	10	1	0	1	0	1	0	0	0	7	110
01:45 PM	1	84	21	1	6	0	1	0	0	0	0	0	0	10	124
02:00 PM	1	76	30	1	10	2	1	2	2	1	0	0	0	5	131
02:15 PM	0	81	29	1	6	2	0	**3**	2	1	0	0	0	4	129
02:30 PM	1	78	**34**	2	9	2	1	2	0	0	0	0	0	12	**141**
02:45 PM	0	70	29	1	9	1	0	0	2	0	0	0	0	15	127
03:00 PM	0	64	16	0	2	0	0	1	2	1	0	0	0	13	99
03:15 PM	0	72	27	1	8	2	0	0	2	0	0	0	0	7	119
03:30 PM	1	72	16	1	10	2	1	3	0	0	0	0	0	9	115
03:45 PM	0	**85**	16	1	8	1	0	0	0	0	0	0	0	19	130
04:00 PM	0	59	16	0	5	0	0	0	0	0	0	0	0	8	88
04:15 PM	1	27	33	1	**16**	0	0	0	0	0	0	0	0	17	95
04:30 PM	**6**	40	15	1	3	0	0	0	0	0	0	0	0	**31**	96
04:45 PM	2	42	9	0	3	0	0	2	0	0	0	0	0	24	82
05:00 PM	3	49	6	0	6	0	0	1	0	0	0	0	0	13	78
05:15 PM	0	68	9	0	3	0	0	3	0	0	0	0	0	14	97
05:30 PM	3	57	18	0	6	0	0	2	0	0	0	0	0	9	95
05:45 PM	2	36	13	0	1	0	0	0	1	0	0	0	0	18	71
Day Total															
Percent															
ADT 7301															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd North of Marker Ave
QC JOB #: 15305322
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Four Corners, FL
DATE: Dec 17 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	4	28	6	1	4	0	0	1	0	0	0	0	0	26	70
06:15 PM	1	31	4	0	4	0	0	0	0	0	0	0	0	27	67
06:30 PM	0	61	16	0	3	0	0	0	0	0	0	0	0	7	87
06:45 PM	2	60	15	0	5	2	0	2	1	0	0	0	0	10	97
07:00 PM	0	48	12	0	3	0	0	1	0	0	0	0	0	2	66
07:15 PM	0	46	7	0	7	0	0	1	0	0	0	0	0	7	68
07:30 PM	0	34	9	0	4	0	0	0	0	0	0	0	0	2	49
07:45 PM	2	32	10	0	4	0	0	1	0	0	0	0	0	7	56
08:00 PM	0	38	6	0	2	0	0	0	0	0	0	0	0	2	48
08:15 PM	0	33	4	0	3	0	0	0	0	0	0	0	0	1	41
08:30 PM	0	39	5	0	4	0	0	0	0	0	0	0	0	3	51
08:45 PM	0	21	9	0	0	0	0	0	0	0	0	0	0	2	32
09:00 PM	0	36	7	0	3	0	0	0	0	0	0	0	0	1	47
09:15 PM	0	27	10	1	3	1	0	0	0	0	0	0	0	2	44
09:30 PM	0	25	12	0	5	0	0	0	0	0	0	0	0	0	42
09:45 PM	0	32	7	0	2	0	0	1	0	0	0	0	0	4	46
10:00 PM	0	23	8	0	2	0	0	0	0	0	0	0	0	2	35
10:15 PM	0	28	12	0	1	0	0	0	0	0	0	0	0	1	42
10:30 PM	0	37	6	0	2	0	0	0	0	0	0	0	0	0	45
10:45 PM	0	7	13	0	0	0	0	0	0	0	0	0	0	0	20
11:00 PM	0	13	14	0	1	0	0	0	0	0	0	0	0	2	30
11:15 PM	0	5	7	0	0	0	0	0	0	0	0	0	0	0	12
11:30 PM	0	5	10	0	0	0	0	0	0	0	0	0	0	1	16
11:45 PM	1	7	3	0	0	1	0	0	0	0	0	0	0	0	12
Day Total	46	4821	1286	51	370	46	6	69	77	36	0	0	0	493	7301
Percent	0.6%	66%	17.6%	0.7%	5.1%	0.6%	0.1%	0.9%	1.1%	0.5%	0%	0%	0%	6.8%	
ADT 7301															
AM Peak	9:45 AM	7:30 AM	6:45 AM	6:00 AM	8:30 AM	8:00 AM	7:00 AM	3:00 AM	8:45 AM	5:45 AM	12:00 AM	12:00 AM	12:00 AM	7:45 AM	7:30 AM
15-min Vol	2	140	29	5	10	3	1	3	5	3	0	0	0	10	179
PM Peak	4:30 PM	3:45 PM	2:30 PM	12:15 PM	4:15 PM	12:00 PM	12:45 PM	2:15 PM	1:15 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	4:30 PM	2:30 PM
15-min Vol	6	85	34	2	16	2	1	3	5	1	0	0	0	31	141

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd North of Marker Ave
QC JOB #: 15305322
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Four Corners, FL
DATE: Dec 15 2020

	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	118	14592	3001	125	721	140	10	200	217	74	2	1	0	1464	20665
Percent	0.6%	70.6%	14.5%	0.6%	3.5%	0.7%	0%	1%	1.1%	0.4%	0%	0%	0%	7.1%	
ADT 6888															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd North of Marker Ave
QC JOB #: 15305322
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Four Corners, FL
DATE: Dec 15 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	24	7	0	1	0	0	0	0	0	0	0	0	0	32
12:15 AM	0	14	3	0	1	0	0	0	0	0	0	0	0	0	18
12:30 AM	0	11	4	1	1	0	0	1	0	0	0	0	0	0	18
12:45 AM	0	13	7	0	1	0	0	0	0	0	0	0	0	0	21
01:00 AM	0	16	3	1	1	0	0	0	0	0	0	0	0	0	21
01:15 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	1	9
01:30 AM	0	8	3	0	1	0	0	1	1	0	0	0	0	0	14
01:45 AM	0	7	1	0	1	0	0	0	0	0	0	0	0	0	9
02:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
02:15 AM	0	4	2	1	0	0	0	0	1	0	0	0	0	0	8
02:30 AM	0	4	1	0	1	0	0	0	0	0	0	0	0	0	6
02:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	1	5
03:00 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
03:15 AM	0	1	2	0	1	0	0	0	0	0	0	0	0	0	4
03:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
03:45 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	3
04:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
04:15 AM	0	7	0	0	0	0	0	0	1	0	0	0	0	0	8
04:30 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
04:45 AM	1	5	2	1	1	0	0	0	0	0	0	0	0	0	10
05:00 AM	1	9	4	1	1	1	0	0	0	0	0	0	0	0	17
05:15 AM	0	7	2	0	2	0	0	2	0	0	0	0	0	2	15
05:30 AM	0	16	3	0	1	0	0	0	0	0	0	0	0	2	22
05:45 AM	0	6	2	0	3	1	0	0	1	0	0	0	0	1	14
Day Total															
Percent															
ADT															
8609															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd North of Marker Ave
QC JOB #: 15305322
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Four Corners, FL
DATE: Dec 15 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	11	1	1	6	1	0	0	0	0	0	0	0	1	21
06:15 AM	1	12	6	1	11	0	0	1	0	0	0	0	0	2	34
06:30 AM	0	26	10	0	8	0	0	0	0	0	0	0	0	1	45
06:45 AM	0	21	11	1	10	0	0	2	3	0	0	0	0	2	50
07:00 AM	0	40	5	0	9	0	0	1	3	0	0	0	0	1	59
07:15 AM	0	47	9	0	8	1	0	**4**	0	0	0	0	0	1	70
07:30 AM	1	31	11	1	11	0	0	1	2	**1**	0	0	0	4	63
07:45 AM	**2**	39	10	0	8	1	**1**	3	3	0	0	0	0	1	68
08:00 AM	1	17	20	0	14	0	0	1	2	0	0	0	0	3	58
08:15 AM	1	22	23	2	8	2	0	3	3	0	0	0	0	4	68
08:30 AM	0	31	21	1	10	1	1	3	**5**	0	0	0	0	2	75
08:45 AM	0	37	23	1	10	2	0	2	1	0	0	0	0	0	76
09:00 AM	1	42	19	**12**	13	1	0	1	0	0	0	0	0	1	90
09:15 AM	0	45	23	4	10	0	0	1	4	1	0	0	0	1	89
09:30 AM	1	39	15	0	10	0	0	0	5	0	0	0	0	2	72
09:45 AM	0	45	18	1	9	0	0	0	2	0	0	0	0	3	78
10:00 AM	2	44	18	1	9	0	0	1	0	0	0	0	0	0	75
10:15 AM	1	**48**	**33**	1	7	1	0	3	4	0	0	0	0	2	**100**
10:30 AM	1	48	25	1	**18**	1	0	1	2	0	0	0	0	2	99
10:45 AM	1	41	18	1	5	1	0	0	2	0	0	0	0	1	70
11:00 AM	0	38	22	2	8	**3**	0	0	2	0	0	0	0	**5**	80
11:15 AM	0	33	29	2	13	1	0	0	4	0	0	0	0	3	85
11:30 AM	0	46	21	2	14	1	1	0	4	0	0	0	0	1	90
11:45 AM	1	44	26	0	4	0	1	3	3	0	0	0	0	1	83
Day Total															
Percent															
ADT 8609															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd North of Marker Ave **QC JOB #:** 15305322

SPECIFIC LOCATION: **DIRECTION:** SB

CITY/STATE: Four Corners, FL **DATE:** Dec 15 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	68	18	1	11	0	0	3	1	0	0	0	0	2	104
12:15 PM	0	43	24	1	9	0	**1**	4	**6**	0	0	0	0	2	90
12:30 PM	1	45	24	2	8	1	0	4	4	0	0	0	0	3	92
12:45 PM	1	60	21	1	8	0	1	1	2	0	0	0	0	4	99
01:00 PM	1	55	18	0	10	1	0	1	3	0	0	0	0	2	91
01:15 PM	1	76	27	3	8	0	0	1	0	0	0	0	0	4	120
01:30 PM	1	71	22	0	6	**2**	0	2	1	0	0	0	0	6	111
01:45 PM	1	69	29	1	9	1	0	4	1	0	0	0	0	5	120
02:00 PM	0	60	15	1	9	0	0	2	1	0	0	0	0	4	92
02:15 PM	0	76	43	1	11	1	0	1	0	0	0	0	0	2	135
02:30 PM	1	88	33	1	9	2	0	2	1	0	0	0	0	6	143
02:45 PM	1	97	43	3	10	0	0	1	3	0	0	0	0	6	164
03:00 PM	0	127	48	1	17	0	0	2	1	0	0	0	0	3	199
03:15 PM	0	132	50	2	12	2	0	6	0	0	0	0	0	4	208
03:30 PM	**2**	139	36	0	17	0	0	0	1	0	0	0	0	**15**	210
03:45 PM	0	140	47	2	20	1	0	0	4	**1**	0	0	0	7	222
04:00 PM	0	146	43	1	14	2	0	0	0	1	0	0	0	7	214
04:15 PM	2	164	43	1	15	2	0	**7**	2	0	0	0	0	8	244
04:30 PM	1	178	**56**	1	10	0	1	5	0	0	0	0	0	10	262
04:45 PM	1	128	47	**8**	16	0	0	3	0	0	0	0	0	14	217
05:00 PM	1	**185**	55	2	15	0	1	1	0	0	0	0	0	13	**273**
05:15 PM	0	173	53	0	**23**	1	0	0	2	0	0	0	0	8	260
05:30 PM	2	170	29	1	20	0	0	3	1	0	0	0	0	4	230
05:45 PM	0	154	41	0	13	1	0	3	3	0	0	0	0	5	220
Day Total															
Percent															
ADT 8609															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd North of Marker Ave
QC JOB #: 15305322
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Four Corners, FL
DATE: Dec 15 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	159	52	0	15	0	0	1	1	0	0	0	0	5	233
06:15 PM	2	123	42	1	12	0	0	1	0	0	0	0	0	1	182
06:30 PM	0	164	43	0	12	0	0	2	0	0	0	0	0	3	224
06:45 PM	0	141	32	0	13	1	0	3	0	0	0	0	0	2	192
07:00 PM	0	98	48	1	7	0	0	2	0	0	0	0	0	5	161
07:15 PM	0	111	32	0	6	0	0	0	0	0	0	0	0	2	151
07:30 PM	0	86	30	0	9	0	0	2	0	0	0	0	0	0	127
07:45 PM	1	83	26	0	9	0	0	4	2	0	0	0	0	5	130
08:00 PM	0	72	20	0	7	0	0	0	0	0	0	0	0	0	99
08:15 PM	0	74	26	1	6	0	0	1	0	0	0	0	0	0	108
08:30 PM	0	56	15	0	4	0	0	0	0	0	0	0	0	0	75
08:45 PM	1	70	16	0	3	0	0	0	0	0	0	0	0	0	90
09:00 PM	0	59	25	0	1	0	0	1	0	0	0	0	0	1	87
09:15 PM	0	60	16	0	3	0	0	0	0	0	0	0	0	0	79
09:30 PM	0	52	18	1	2	0	0	0	0	0	0	0	0	0	73
09:45 PM	0	42	13	0	5	0	0	0	0	0	0	0	0	0	60
10:00 PM	0	50	13	0	4	0	0	0	0	0	0	0	0	0	67
10:15 PM	0	48	15	1	2	0	0	0	0	0	0	0	0	0	66
10:30 PM	1	54	13	0	1	0	0	0	0	0	0	0	0	0	69
10:45 PM	0	56	12	0	1	1	0	0	0	0	0	0	0	1	71
11:00 PM	0	44	9	0	3	0	0	0	0	0	0	0	0	0	56
11:15 PM	1	29	8	0	1	0	0	0	0	0	0	0	0	0	39
11:30 PM	1	34	6	0	3	0	0	0	0	0	0	0	0	0	44
11:45 PM	0	22	7	0	1	0	0	0	0	0	0	0	0	1	31
Day Total	40	5460	1870	79	682	39	8	108	98	4	0	0	0	221	8609
Percent	0.5%	63.4%	21.7%	0.9%	7.9%	0.5%	0.1%	1.3%	1.1%	0%	0%	0%	0%	2.6%	
ADT 8609															
AM Peak	7:45 AM	10:15 AM	10:15 AM	9:00 AM	10:30 AM	11:00 AM	7:45 AM	7:15 AM	8:30 AM	7:30 AM	12:00 AM	12:00 AM	12:00 AM	11:00 AM	10:15 AM
15-min Vol	2	48	33	12	18	3	1	4	5	1	0	0	0	5	100
PM Peak	3:30 PM	5:00 PM	4:30 PM	4:45 PM	5:15 PM	1:30 PM	12:15 PM	4:15 PM	12:15 PM	3:45 PM	12:00 PM	12:00 PM	12:00 PM	3:30 PM	5:00 PM
15-min Vol	2	185	56	8	23	2	1	7	6	1	0	0	0	15	273

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd North of Marker Ave
QC JOB #: 15305322
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Four Corners, FL
DATE: Dec 16 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	25	0	0	0	0	0	0	0	0	0	0	0	1	26
12:15 AM	0	25	3	1	1	0	0	0	0	0	0	0	0	0	30
12:30 AM	0	23	1	0	1	0	0	0	1	0	0	0	0	0	26
12:45 AM	0	12	2	0	0	0	0	0	0	0	0	0	0	0	14
01:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10
01:15 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
01:30 AM	0	9	0	0	0	0	0	1	0	0	0	0	0	0	10
01:45 AM	0	12	1	0	0	0	0	0	0	0	0	0	0	0	13
02:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
02:15 AM	0	4	0	0	2	0	0	0	0	0	0	0	0	0	6
02:30 AM	0	6	0	0	1	0	0	0	0	0	0	0	0	0	7
02:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
03:00 AM	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3
03:15 AM	0	4	0	0	0	0	0	0	1	0	0	0	0	0	5
03:30 AM	1	6	0	0	0	0	0	0	0	0	0	0	0	0	7
03:45 AM	1	10	0	0	0	0	0	0	0	0	0	0	0	1	12
04:00 AM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	4
04:15 AM	0	7	0	0	0	0	0	0	1	0	0	0	0	0	8
04:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
04:45 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
05:00 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
05:15 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	1	12
05:30 AM	0	16	4	2	1	3	0	1	0	0	0	0	0	0	27
05:45 AM	0	14	3	0	4	0	0	0	0	0	0	0	0	0	21
Day Total															
Percent															
ADT 8362															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd North of Marker Ave
QC JOB #: 15305322
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Four Corners, FL
DATE: Dec 16 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	1	19	5	1	1	1	0	0	0	0	0	0	0	1	29
06:15 AM	0	22	8	1	3	2	0	1	2	0	0	0	0	2	41
06:30 AM	0	29	7	0	2	1	0	0	0	**2**	0	0	0	1	42
06:45 AM	0	26	10	1	4	0	0	1	0	0	0	0	0	4	46
07:00 AM	0	22	10	0	4	0	0	0	4	0	0	0	0	2	42
07:15 AM	0	45	10	0	1	2	0	2	2	0	0	0	0	4	66
07:30 AM	1	46	11	2	4	1	**1**	1	0	0	0	0	0	2	69
07:45 AM	0	59	15	0	1	2	0	0	**6**	0	0	0	0	3	86
08:00 AM	1	45	15	0	2	1	1	1	2	0	0	0	0	0	68
08:15 AM	0	41	12	1	2	1	0	2	1	0	0	0	0	2	62
08:30 AM	1	31	15	0	3	1	0	1	1	0	0	0	0	**6**	59
08:45 AM	**3**	52	12	0	2	1	1	0	2	0	0	0	0	4	77
09:00 AM	0	58	14	**14**	2	**4**	0	0	1	0	0	0	0	2	95
09:15 AM	0	47	**21**	6	1	3	0	**6**	2	0	0	0	0	1	87
09:30 AM	0	60	15	0	1	0	0	1	3	1	0	0	0	3	84
09:45 AM	1	62	12	0	**5**	3	0	1	1	0	0	0	0	3	88
10:00 AM	1	48	13	0	2	1	1	1	4	0	0	0	0	2	73
10:15 AM	0	39	15	0	1	0	0	3	1	0	0	0	0	4	63
10:30 AM	1	56	11	0	5	0	0	2	3	0	0	0	0	1	79
10:45 AM	2	44	8	1	1	3	0	2	1	0	0	0	0	3	65
11:00 AM	2	65	15	1	0	1	0	1	3	0	0	0	0	4	92
11:15 AM	0	48	14	0	5	1	1	0	1	0	0	0	0	1	71
11:30 AM	0	61	15	1	1	2	0	2	2	0	0	0	0	3	87
11:45 AM	0	**83**	13	1	3	1	0	0	1	0	0	0	0	2	**104**
Day Total															
Percent															
ADT 8362															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd North of Marker Ave
QC JOB #: 15305322
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Four Corners, FL
DATE: Dec 16 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	61	14	2	5	1	0	1	4	0	0	0	0	3	91
12:15 PM	1	67	14	1	2	1	0	2	2	0	0	0	0	0	90
12:30 PM	0	69	12	1	5	2	0	1	**5**	0	0	0	0	1	96
12:45 PM	0	94	10	1	3	2	0	0	4	0	0	0	0	1	115
01:00 PM	0	98	17	0	1	1	0	0	2	0	0	0	0	2	121
01:15 PM	1	89	12	0	9	0	1	1	1	0	0	0	0	2	116
01:30 PM	0	76	19	0	8	3	0	0	4	0	0	0	0	7	117
01:45 PM	0	106	18	1	6	1	1	0	1	0	0	0	0	4	138
02:00 PM	1	105	15	1	5	1	0	2	1	0	0	0	0	2	133
02:15 PM	1	94	21	0	0	2	0	0	2	0	0	0	0	6	126
02:30 PM	0	130	27	1	3	0	0	2	0	0	0	0	0	1	164
02:45 PM	0	106	22	1	8	1	0	1	4	0	0	0	0	8	151
03:00 PM	3	127	32	2	3	**4**	1	2	0	0	0	0	0	3	177
03:15 PM	0	145	29	0	0	0	0	2	1	0	0	0	0	4	181
03:30 PM	0	156	**44**	0	**10**	0	0	2	2	0	**1**	0	0	3	218
03:45 PM	0	134	24	**10**	6	2	1	5	3	0	0	0	0	9	194
04:00 PM	0	160	39	1	6	0	0	**6**	3	0	0	0	0	18	233
04:15 PM	1	159	41	2	10	1	0	0	0	0	0	0	0	10	224
04:30 PM	1	158	29	1	3	2	1	1	0	**1**	0	0	0	14	211
04:45 PM	3	120	25	0	4	2	1	3	1	0	0	0	0	**22**	181
05:00 PM	**6**	97	19	0	0	1	**2**	0	1	0	0	0	0	14	140
05:15 PM	0	153	29	0	5	0	2	4	0	0	0	0	0	20	213
05:30 PM	0	146	13	0	7	1	0	2	1	0	0	0	0	10	180
05:45 PM	2	140	12	0	5	0	0	0	0	0	0	0	0	12	171
Day Total															
Percent															
ADT 8362															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

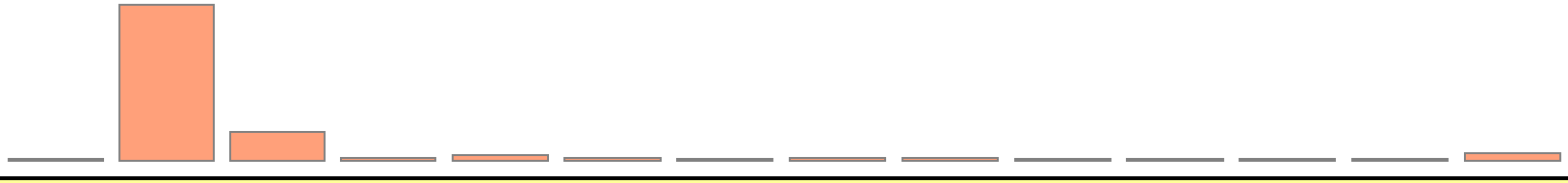
Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd North of Marker Ave
QC JOB #: 15305322
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Four Corners, FL
DATE: Dec 16 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	3	134	18	0	0	0	1	1	0	0	0	0	0	16	173
06:15 PM	2	154	18	1	3	2	0	1	0	0	0	0	0	9	190
06:30 PM	0	141	24	1	6	0	0	1	1	0	0	0	0	4	178
06:45 PM	1	166	33	0	6	0	0	1	0	0	0	0	0	4	211
07:00 PM	0	**190**	36	0	7	0	0	1	1	0	0	0	0	1	**236**
07:15 PM	0	172	26	0	3	1	1	2	0	0	0	0	0	2	207
07:30 PM	0	121	11	0	5	1	0	0	0	0	0	0	0	6	144
07:45 PM	0	93	12	1	0	0	0	0	0	0	0	0	0	0	106
08:00 PM	0	86	10	1	4	0	0	0	1	0	0	0	0	0	102
08:15 PM	1	89	18	0	2	0	0	0	2	0	0	0	0	3	115
08:30 PM	0	97	7	0	0	0	0	0	0	0	0	0	0	1	105
08:45 PM	0	69	16	0	2	0	0	0	0	0	0	0	0	0	87
09:00 PM	0	66	12	0	4	0	0	0	0	0	0	0	0	0	82
09:15 PM	1	58	15	0	4	0	0	0	1	0	0	0	0	0	79
09:30 PM	0	58	7	0	2	0	0	0	0	0	0	0	0	1	68
09:45 PM	0	50	9	0	1	0	0	0	0	0	0	0	0	1	61
10:00 PM	2	56	10	0	3	0	0	0	0	0	0	0	0	0	71
10:15 PM	0	63	5	0	1	0	0	0	0	0	0	0	0	0	69
10:30 PM	0	55	6	0	0	0	0	0	0	0	0	0	0	0	61
10:45 PM	0	58	2	0	1	0	0	1	0	0	0	0	0	1	63
11:00 PM	0	59	13	0	1	0	0	0	1	0	0	0	0	0	74
11:15 PM	0	47	11	0	1	0	0	0	0	0	0	0	0	0	59
11:30 PM	0	34	4	1	1	0	0	0	0	0	0	0	0	0	40
11:45 PM	0	35	6	0	0	0	0	1	0	0	0	0	0	0	42
Day Total	47	6284	1181	64	237	68	17	76	95	4	1	0	0	288	8362
Percent	0.6%	75.1%	14.1%	0.8%	2.8%	0.8%	0.2%	0.9%	1.1%	0%	0%	0%	0%	3.4%	
ADT 8362															
AM Peak	8:45 AM	11:45 AM	9:15 AM	9:00 AM	9:45 AM	9:00 AM	7:30 AM	9:15 AM	7:45 AM	6:30 AM	12:00 AM	12:00 AM	12:00 AM	8:30 AM	11:45 AM
15-min Vol	3	83	21	14	5	4	1	6	6	2	0	0	0	6	104
PM Peak	5:00 PM	7:00 PM	3:30 PM	3:45 PM	3:30 PM	3:00 PM	5:00 PM	4:00 PM	12:30 PM	4:30 PM	3:30 PM	12:00 PM	12:00 PM	4:45 PM	7:00 PM
15-min Vol	6	190	44	10	10	4	2	6	5	1	1	0	0	22	236

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd North of Marker Ave
QC JOB #: 15305322
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Four Corners, FL
DATE: Dec 17 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	1	33	0	0	0	0	0	0	1	0	0	0	0	0	35
12:15 AM	0	18	2	0	0	0	0	0	0	0	0	0	0	0	20
12:30 AM	0	21	0	0	0	0	0	0	0	0	0	0	0	0	21
12:45 AM	0	14	1	0	0	0	0	0	0	0	0	0	0	0	15
01:00 AM	0	17	1	0	0	0	0	0	1	0	0	0	0	0	19
01:15 AM	1	13	2	0	0	0	0	0	0	0	0	0	0	0	16
01:30 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
01:45 AM	0	7	3	0	0	0	0	0	0	0	0	0	0	0	10
02:00 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
02:15 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
02:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
02:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	1	5
03:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	2	8
03:15 AM	1	3	0	0	0	0	0	0	0	0	0	0	0	1	5
03:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
03:45 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
04:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
04:15 AM	0	2	0	0	0	0	0	0	1	0	0	0	0	1	4
04:30 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
04:45 AM	0	9	2	0	0	0	0	1	0	0	0	0	0	0	12
05:00 AM	0	8	0	0	1	0	0	0	0	0	0	0	0	0	9
05:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	1	6
05:30 AM	0	26	1	0	1	1	0	0	0	0	0	0	0	0	29
05:45 AM	0	16	5	0	1	1	0	0	0	0	0	0	0	0	23
Day Total															
Percent															
ADT 9048															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd North of Marker Ave
QC JOB #: 15305322
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Four Corners, FL
DATE: Dec 17 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	18	7	1	2	0	0	1	1	0	0	0	0	0	30
06:15 AM	0	19	7	1	0	0	0	0	0	0	0	0	0	0	27
06:30 AM	0	31	13	1	1	0	0	0	2	0	0	0	0	3	51
06:45 AM	**3**	32	10	1	1	2	0	**3**	1	0	0	0	0	5	58
07:00 AM	0	46	7	0	2	0	0	0	5	0	0	0	0	2	62
07:15 AM	0	54	14	1	1	1	**1**	0	4	0	0	0	0	1	77
07:30 AM	0	41	12	1	1	1	0	1	3	0	0	0	0	0	60
07:45 AM	1	46	12	0	2	2	0	0	3	**1**	0	0	0	3	70
08:00 AM	0	42	8	0	1	1	0	0	3	1	0	0	0	4	60
08:15 AM	1	48	8	0	1	1	0	3	2	0	0	0	0	**6**	70
08:30 AM	0	44	13	2	2	3	0	1	1	0	0	0	0	1	67
08:45 AM	0	61	14	0	**4**	2	0	0	2	0	0	0	0	6	89
09:00 AM	1	70	13	**13**	0	1	0	1	3	0	0	0	0	3	**105**
09:15 AM	1	63	14	1	2	**4**	0	2	2	0	0	0	0	4	93
09:30 AM	0	51	6	0	0	1	0	0	3	0	0	0	0	3	64
09:45 AM	1	**75**	9	0	0	0	1	0	4	0	0	0	0	3	93
10:00 AM	2	50	10	0	1	0	0	1	4	0	0	0	0	2	70
10:15 AM	1	58	**18**	0	1	2	0	0	2	0	0	0	0	2	84
10:30 AM	0	58	11	0	0	2	0	0	3	1	0	0	0	0	75
10:45 AM	0	56	7	0	2	2	0	1	5	0	0	0	0	3	76
11:00 AM	0	65	17	0	2	1	0	0	3	0	0	0	0	2	90
11:15 AM	0	72	11	0	1	2	0	0	2	0	0	0	0	2	90
11:30 AM	0	71	5	0	0	1	0	0	2	0	0	0	0	4	83
11:45 AM	1	61	11	0	0	0	0	1	**6**	1	0	0	0	2	83
Day Total															
Percent															
ADT															
9048															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd North of Marker Ave
QC JOB #: 15305322
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Four Corners, FL
DATE: Dec 17 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	87	12	0	0	0	0	0	3	0	0	0	0	0	102
12:15 PM	0	75	16	1	1	0	**2**	0	2	0	0	0	0	4	101
12:30 PM	0	91	11	0	1	1	0	0	1	0	0	0	0	1	106
12:45 PM	1	77	19	1	5	2	0	**5**	1	0	0	0	0	1	112
01:00 PM	1	93	15	1	1	2	0	0	1	0	0	0	0	3	117
01:15 PM	0	72	16	0	1	0	0	0	1	0	0	0	0	6	96
01:30 PM	**4**	119	18	1	5	0	0	3	2	1	0	0	0	2	155
01:45 PM	0	104	16	0	1	0	0	1	1	0	0	0	0	3	126
02:00 PM	0	106	8	0	2	2	0	0	**5**	0	0	0	0	4	127
02:15 PM	0	125	17	1	2	1	0	0	3	0	0	0	0	1	150
02:30 PM	1	111	19	1	4	0	0	0	0	0	0	0	0	6	142
02:45 PM	1	133	22	**4**	0	**4**	0	1	2	0	0	0	0	5	172
03:00 PM	0	144	16	2	0	0	0	0	4	0	0	0	0	6	172
03:15 PM	1	144	27	1	2	0	0	2	1	0	0	**1**	0	4	183
03:30 PM	0	163	26	0	2	3	0	1	1	0	0	0	0	6	202
03:45 PM	2	150	16	1	4	1	0	0	3	0	0	0	0	13	190
04:00 PM	2	201	23	2	6	0	0	2	1	0	0	0	0	0	237
04:15 PM	0	171	49	1	**20**	3	0	1	0	0	0	0	0	6	251
04:30 PM	0	200	21	1	2	3	0	0	1	1	0	1	0	15	245
04:45 PM	3	128	16	4	0	2	0	0	1	0	0	0	0	**19**	173
05:00 PM	4	168	17	2	2	0	0	0	1	0	0	0	0	9	203
05:15 PM	0	201	17	0	1	0	0	0	1	0	0	0	0	6	226
05:30 PM	0	226	35	0	3	0	0	2	1	0	0	0	0	7	274
05:45 PM	0	**247**	30	0	2	1	1	1	1	0	0	1	0	4	**288**
Day Total															
Percent															
ADT 9048															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd North of Marker Ave
QC JOB #: 15305322
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Four Corners, FL
DATE: Dec 17 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	1	140	21	2	0	1	0	1	0	2	0	0	0	18	186
06:15 PM	2	163	12	0	2	2	1	0	1	2	0	0	0	19	204
06:30 PM	0	162	18	0	0	0	0	0	0	0	0	0	0	3	183
06:45 PM	0	149	21	0	2	0	0	1	0	0	0	0	0	2	175
07:00 PM	0	172	19	1	2	0	0	0	1	0	0	0	0	2	197
07:15 PM	0	184	15	0	1	1	0	0	0	0	0	0	0	3	204
07:30 PM	0	153	24	0	6	0	0	0	2	0	0	0	0	3	188
07:45 PM	1	174	21	0	3	0	0	0	1	0	0	0	0	4	204
08:00 PM	0	126	10	1	2	0	0	1	0	0	0	0	0	3	143
08:15 PM	1	106	13	0	3	0	0	1	0	0	0	0	0	0	124
08:30 PM	0	87	22	0	0	0	0	0	0	0	0	0	0	1	110
08:45 PM	0	78	15	0	1	0	0	0	1	0	0	0	0	0	95
09:00 PM	0	81	16	0	2	0	0	0	1	0	0	0	0	1	101
09:15 PM	0	75	18	0	0	0	0	0	0	0	0	0	0	0	93
09:30 PM	1	66	10	0	1	0	0	0	0	0	0	0	0	0	78
09:45 PM	0	72	8	0	2	0	0	0	0	0	0	0	0	0	82
10:00 PM	0	67	10	0	3	0	0	0	0	0	0	0	0	0	80
10:15 PM	0	71	8	0	1	0	0	0	1	0	0	0	0	2	83
10:30 PM	0	48	9	0	2	0	0	0	0	0	0	0	0	1	60
10:45 PM	0	24	32	0	11	0	0	0	0	0	0	0	0	0	67
11:00 PM	0	16	58	0	3	0	0	0	0	0	0	0	0	0	77
11:15 PM	1	23	27	0	2	0	0	0	0	0	0	0	0	0	53
11:30 PM	0	28	16	1	5	0	0	0	0	0	0	0	0	0	50
11:45 PM	2	18	22	0	2	1	0	0	0	0	0	0	0	0	45
Day Total	44	7100	1204	51	155	61	6	39	115	10	0	3	0	260	9048
Percent	0.5%	78.5%	13.3%	0.6%	1.7%	0.7%	0.1%	0.4%	1.3%	0.1%	0%	0%	0%	2.9%	
ADT 9048															
AM Peak	6:45 AM	9:45 AM	10:15 AM	9:00 AM	8:45 AM	9:15 AM	7:15 AM	6:45 AM	11:45 AM	7:45 AM	12:00 AM	12:00 AM	12:00 AM	8:15 AM	9:00 AM
15-min Vol	3	75	18	13	4	4	1	3	6	1	0	0	0	6	105
PM Peak	1:30 PM	5:45 PM	11:00 PM	2:45 PM	4:15 PM	2:45 PM	12:15 PM	12:45 PM	2:00 PM	6:00 PM	12:00 PM	3:15 PM	12:00 PM	4:45 PM	5:45 PM
15-min Vol	4	247	58	4	20	4	2	5	5	2	0	1	0	19	288

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd North of Marker Ave
QC JOB #: 15305322
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Four Corners, FL
DATE: Dec 15 2020

	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	131	18844	4255	194	1074	168	31	223	308	18	1	3	0	769	26019
Percent	0.5%	72.4%	16.4%	0.7%	4.1%	0.6%	0.1%	0.9%	1.2%	0.1%	0%	0%	0%	3%	
ADT 8673															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd North of Marker Ave
QC JOB #: 15305322
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Four Corners, FL
DATE: Dec 15 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	29	8	0	1	0	0	0	0	0	0	0	0	0	38
12:15 AM	0	20	5	0	1	0	0	0	0	0	0	0	0	0	26
12:30 AM	0	19	4	1	1	0	0	1	0	0	0	0	0	0	26
12:45 AM	0	21	7	0	1	0	0	1	0	0	0	0	0	0	30
01:00 AM	0	20	4	1	1	0	0	1	0	0	0	0	0	0	27
01:15 AM	0	14	1	0	0	0	0	1	0	0	0	0	0	1	17
01:30 AM	0	15	3	0	2	0	0	1	1	0	0	0	0	0	22
01:45 AM	0	11	2	0	1	0	0	0	0	0	0	0	0	1	15
02:00 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
02:15 AM	1	9	4	1	0	1	0	0	2	0	0	0	0	0	18
02:30 AM	0	9	2	0	1	0	0	0	0	0	0	0	0	0	12
02:45 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	1	10
03:00 AM	0	7	1	0	1	0	0	0	1	0	0	0	0	0	10
03:15 AM	0	14	2	0	1	0	0	0	0	0	0	0	0	0	17
03:30 AM	0	19	1	0	0	0	0	0	2	0	0	0	0	0	22
03:45 AM	0	17	0	0	1	1	0	0	0	0	0	0	0	1	20
04:00 AM	0	9	2	0	0	0	0	0	1	1	0	0	0	0	13
04:15 AM	0	28	1	0	0	0	0	0	1	0	0	0	0	0	30
04:30 AM	0	26	3	0	0	0	0	0	1	0	0	0	0	0	30
04:45 AM	1	28	6	1	2	0	0	0	0	0	0	0	0	3	41
05:00 AM	1	30	9	1	3	1	0	0	1	0	0	0	0	0	46
05:15 AM	0	45	9	0	3	0	0	4	1	2	0	0	0	4	68
05:30 AM	0	75	13	0	2	1	0	2	5	1	0	0	0	3	102
05:45 AM	0	60	15	4	4	1	0	0	1	0	0	0	0	2	87
Day Total															
Percent															
ADT 15435															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd North of Marker Ave
QC JOB #: 15305322
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Four Corners, FL
DATE: Dec 15 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	69	21	3	7	1	0	3	2	0	0	0	0	1	107
06:15 AM	1	110	30	4	15	0	0	1	1	0	0	0	0	8	170
06:30 AM	0	142	29	1	10	1	0	0	1	0	0	0	0	6	190
06:45 AM	0	115	28	1	12	0	0	3	6	0	0	0	0	8	173
07:00 AM	1	169	30	0	11	2	**1**	4	3	0	0	0	0	4	225
07:15 AM	0	**176**	25	1	12	3	0	5	2	0	0	0	0	7	231
07:30 AM	1	165	31	1	15	1	0	2	3	2	0	0	0	**12**	233
07:45 AM	**4**	170	29	0	11	3	1	4	8	0	0	0	0	5	**235**
08:00 AM	1	132	42	3	18	0	0	5	2	1	0	0	0	8	212
08:15 AM	2	135	**48**	2	14	3	0	3	5	0	0	0	0	10	222
08:30 AM	0	145	41	3	13	2	1	**7**	8	0	0	0	0	10	230
08:45 AM	1	138	41	1	12	2	0	3	1	0	0	0	0	2	201
09:00 AM	2	132	32	**13**	18	3	0	1	5	0	0	0	0	7	213
09:15 AM	0	132	46	5	13	2	0	1	5	2	0	0	0	5	211
09:30 AM	1	119	29	0	10	1	0	2	**10**	0	0	0	0	8	180
09:45 AM	0	127	42	1	10	1	0	0	3	0	0	0	0	6	190
10:00 AM	2	126	37	1	10	2	0	1	3	0	0	0	0	5	187
10:15 AM	3	134	44	1	12	2	0	4	5	1	0	0	0	9	215
10:30 AM	1	125	36	1	**22**	1	0	4	3	1	0	0	0	9	203
10:45 AM	2	133	29	1	7	1	0	1	3	0	0	0	0	3	180
11:00 AM	0	108	36	2	13	**7**	0	2	5	1	0	0	0	11	185
11:15 AM	1	115	38	3	15	1	0	1	8	0	0	0	0	7	189
11:30 AM	1	134	40	2	18	3	1	0	4	2	0	0	0	8	213
11:45 AM	2	106	42	0	7	2	1	3	5	0	0	0	0	7	175
Day Total															
Percent															
ADT 15435															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd North of Marker Ave
QC JOB #: 15305322
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Four Corners, FL
DATE: Dec 15 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	152	32	1	14	0	0	3	2	0	0	0	0	4	208
12:15 PM	0	120	33	1	10	2	**1**	6	**8**	0	0	0	0	11	192
12:30 PM	1	110	38	2	10	2	0	6	4	0	0	0	0	14	187
12:45 PM	1	129	40	2	12	2	1	5	3	**1**	0	0	0	12	208
01:00 PM	1	109	28	0	12	2	0	1	5	0	0	0	0	10	168
01:15 PM	1	132	39	3	10	3	0	2	0	0	0	0	0	12	202
01:30 PM	2	169	35	0	8	2	0	4	3	0	0	0	0	22	245
01:45 PM	1	165	40	3	11	1	0	6	2	0	0	0	0	11	240
02:00 PM	0	143	28	2	11	1	0	3	1	0	0	0	0	9	198
02:15 PM	0	141	58	2	12	2	1	1	1	0	0	0	0	18	236
02:30 PM	1	178	45	1	12	3	0	3	2	0	0	0	0	13	258
02:45 PM	1	172	51	4	10	1	0	1	4	0	0	0	0	17	261
03:00 PM	0	189	54	2	18	1	0	2	3	0	0	0	0	11	280
03:15 PM	0	206	59	4	13	**4**	0	**7**	2	0	0	0	0	16	311
03:30 PM	2	202	51	1	22	0	0	0	1	0	0	0	0	26	305
03:45 PM	0	211	66	3	22	2	0	0	4	1	0	0	0	13	322
04:00 PM	0	215	49	1	18	2	0	0	1	1	0	0	0	15	302
04:15 PM	2	220	55	2	16	4	0	7	2	0	0	0	0	21	329
04:30 PM	2	**245**	68	1	12	0	1	5	0	0	0	0	0	**29**	**363**
04:45 PM	1	170	60	**8**	16	0	0	5	0	0	0	0	0	24	284
05:00 PM	1	236	63	2	15	0	1	1	0	0	0	0	0	29	348
05:15 PM	0	243	**70**	0	**28**	1	0	1	2	0	0	0	0	17	362
05:30 PM	**4**	227	47	1	25	0	0	5	1	0	0	0	0	17	327
05:45 PM	0	200	54	0	14	1	0	4	3	0	0	0	0	17	293
Day Total															
Percent															
ADT															
15435															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd North of Marker Ave
QC JOB #: 15305322
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Four Corners, FL
DATE: Dec 15 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	213	60	0	18	0	0	2	1	0	0	0	0	12	306
06:15 PM	2	191	49	1	17	0	0	2	0	0	0	0	0	7	269
06:30 PM	0	206	52	0	14	0	0	3	0	0	0	0	0	14	289
06:45 PM	0	191	41	0	13	1	0	5	0	0	0	0	0	6	257
07:00 PM	0	155	55	1	8	0	0	2	0	0	0	0	0	8	229
07:15 PM	0	161	38	0	7	0	0	0	0	0	0	0	0	6	212
07:30 PM	0	120	32	0	10	0	0	2	0	0	0	0	0	4	168
07:45 PM	1	116	30	0	11	0	0	5	2	0	0	0	0	10	175
08:00 PM	0	115	23	0	8	0	0	1	0	0	0	0	0	0	147
08:15 PM	0	112	27	1	9	0	0	1	0	0	0	0	0	3	153
08:30 PM	0	94	19	0	5	0	0	0	1	0	0	0	0	4	123
08:45 PM	1	108	19	0	3	0	0	0	0	0	0	0	0	0	131
09:00 PM	0	84	29	0	2	0	0	2	1	0	0	0	0	1	119
09:15 PM	0	97	20	0	3	0	0	0	0	0	0	0	0	1	121
09:30 PM	0	98	22	2	2	0	0	0	0	0	0	0	0	1	125
09:45 PM	0	73	14	0	6	0	0	0	0	0	0	0	0	2	95
10:00 PM	0	84	15	0	4	0	0	0	0	0	0	0	0	0	103
10:15 PM	0	70	20	1	2	0	0	0	0	0	0	0	0	1	94
10:30 PM	1	74	13	0	1	0	0	0	0	0	0	0	0	1	90
10:45 PM	0	71	14	0	2	1	0	0	0	0	0	0	0	1	89
11:00 PM	0	58	10	0	3	0	0	0	0	0	0	0	0	0	71
11:15 PM	1	33	8	0	2	0	0	0	0	0	0	0	0	0	44
11:30 PM	1	45	7	0	3	0	0	0	0	0	0	0	0	0	56
11:45 PM	0	27	7	0	1	1	0	0	0	0	0	0	0	2	38
Day Total	57	10573	2737	111	837	88	10	174	177	17	0	0	0	654	15435
Percent	0.4%	68.5%	17.7%	0.7%	5.4%	0.6%	0.1%	1.1%	1.1%	0.1%	0%	0%	0%	4.2%	
ADT 15435															
AM Peak	7:45 AM	7:15 AM	8:15 AM	9:00 AM	10:30 AM	11:00 AM	7:00 AM	8:30 AM	9:30 AM	5:15 AM	12:00 AM	12:00 AM	12:00 AM	7:30 AM	7:45 AM
15-min Vol	4	176	48	13	22	7	1	7	10	2	0	0	0	12	235
PM Peak	5:30 PM	4:30 PM	5:15 PM	4:45 PM	5:15 PM	3:15 PM	12:15 PM	3:15 PM	12:15 PM	12:45 PM	12:00 PM	12:00 PM	12:00 PM	4:30 PM	4:30 PM
15-min Vol	4	245	70	8	28	4	1	7	8	1	0	0	0	29	363

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd North of Marker Ave
QC JOB #: 15305322
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Four Corners, FL
DATE: Dec 16 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	32	0	0	0	0	0	0	0	0	0	0	0	2	34
12:15 AM	0	29	4	1	1	0	0	0	0	0	0	0	0	0	35
12:30 AM	0	29	3	0	1	0	0	0	1	0	0	0	0	0	34
12:45 AM	0	18	2	0	0	0	0	0	0	0	0	0	0	0	20
01:00 AM	0	16	1	0	0	0	0	0	0	0	0	0	0	1	18
01:15 AM	0	16	1	0	0	0	0	0	0	0	0	0	0	0	17
01:30 AM	0	15	0	0	0	0	0	1	0	0	0	0	0	0	16
01:45 AM	0	15	2	0	1	0	0	0	0	0	0	0	0	0	18
02:00 AM	0	9	2	0	1	0	0	0	0	0	0	0	0	0	12
02:15 AM	0	8	1	0	2	0	0	0	0	0	0	0	0	0	11
02:30 AM	0	11	2	0	1	0	0	0	0	0	0	0	0	1	15
02:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
03:00 AM	1	5	1	1	0	0	0	2	0	0	0	0	0	0	10
03:15 AM	0	15	1	0	0	0	0	0	2	0	0	0	0	0	18
03:30 AM	1	22	1	0	0	0	0	0	2	0	0	0	0	0	26
03:45 AM	2	24	0	0	1	1	0	0	0	0	0	0	0	1	29
04:00 AM	0	12	1	0	0	1	0	0	0	0	0	0	0	1	15
04:15 AM	0	26	2	0	1	0	0	0	1	0	0	0	0	0	30
04:30 AM	0	26	4	0	0	0	0	0	0	0	0	0	0	0	30
04:45 AM	0	31	3	0	1	0	0	0	0	0	0	0	0	0	35
05:00 AM	0	33	4	0	1	0	0	0	1	1	0	0	0	0	40
05:15 AM	0	44	6	0	1	0	0	1	0	1	0	0	0	1	54
05:30 AM	0	70	12	2	4	3	0	1	0	0	0	0	0	4	96
05:45 AM	0	75	24	3	6	0	0	0	2	0	0	0	0	0	110
Day Total															
Percent															
ADT 14900															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd North of Marker Ave
QC JOB #: 15305322
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Four Corners, FL
DATE: Dec 16 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	1	85	28	6	3	2	0	0	2	0	0	0	0	3	130
06:15 AM	1	117	35	5	6	4	0	2	2	1	0	0	0	5	178
06:30 AM	0	145	26	0	6	1	0	0	2	**3**	0	0	0	5	188
06:45 AM	0	144	34	1	7	4	0	2	0	0	0	0	0	8	200
07:00 AM	0	127	32	0	7	0	0	2	4	0	**1**	0	0	9	182
07:15 AM	1	153	25	0	5	3	0	5	2	0	0	0	0	9	203
07:30 AM	1	**184**	30	2	8	2	**1**	2	0	0	0	0	0	6	236
07:45 AM	0	182	33	0	5	2	0	3	**7**	1	0	0	0	**12**	**245**
08:00 AM	1	143	28	1	3	2	1	2	5	0	0	0	0	4	190
08:15 AM	0	180	**39**	4	6	2	0	3	2	0	0	0	0	4	240
08:30 AM	2	130	34	1	7	1	0	3	2	1	0	0	0	11	192
08:45 AM	**3**	164	22	1	2	4	1	3	6	0	0	0	0	7	213
09:00 AM	0	137	31	**15**	3	**5**	0	1	3	0	0	0	0	7	202
09:15 AM	0	125	32	7	2	3	0	**7**	4	0	1	0	0	3	184
09:30 AM	0	141	30	1	6	0	0	3	4	1	0	0	0	7	193
09:45 AM	2	163	23	1	7	4	0	1	2	1	0	0	0	4	208
10:00 AM	1	123	23	2	6	2	1	2	5	2	0	0	0	8	175
10:15 AM	3	119	31	0	6	1	0	4	1	1	0	0	0	5	171
10:30 AM	1	136	24	0	6	0	0	2	3	1	0	0	0	8	181
10:45 AM	2	117	25	1	6	4	0	3	4	1	0	0	0	6	169
11:00 AM	2	129	32	2	2	4	0	3	5	1	0	0	0	9	189
11:15 AM	0	126	30	0	**9**	3	1	1	5	1	0	0	0	4	180
11:30 AM	0	150	30	1	3	3	0	4	4	1	0	0	0	9	205
11:45 AM	0	165	25	1	8	1	0	0	3	0	0	0	0	5	208
Day Total															
Percent															
ADT 14900															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd North of Marker Ave
QC JOB #: 15305322
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Four Corners, FL
DATE: Dec 16 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	1	132	25	3	8	2	0	5	6	2	0	0	0	13	197
12:15 PM	1	142	32	1	8	1	1	3	4	0	0	0	0	4	197
12:30 PM	0	142	28	1	8	2	0	2	5	0	0	0	0	2	190
12:45 PM	0	156	22	3	7	3	0	1	**7**	**3**	0	0	0	7	209
01:00 PM	1	170	34	0	6	1	0	1	3	0	0	**1**	0	12	229
01:15 PM	2	150	23	1	13	2	**2**	4	3	1	0	0	0	7	208
01:30 PM	0	157	35	2	10	**5**	0	1	7	1	0	0	0	14	232
01:45 PM	0	171	29	2	8	2	1	1	2	2	0	0	0	11	229
02:00 PM	2	187	32	2	9	2	0	3	2	0	0	0	0	8	247
02:15 PM	1	168	28	1	5	2	0	1	4	0	0	0	0	14	224
02:30 PM	0	219	45	2	4	0	0	2	1	0	0	0	0	6	279
02:45 PM	2	178	35	4	11	3	0	2	4	0	0	0	0	21	260
03:00 PM	3	191	46	2	5	5	1	7	0	1	0	0	0	17	278
03:15 PM	2	210	44	0	7	2	0	2	1	0	0	0	0	19	287
03:30 PM	2	**227**	**63**	1	**18**	1	0	6	2	0	**1**	0	0	12	333
03:45 PM	0	194	42	**10**	10	3	1	6	3	0	0	0	0	22	291
04:00 PM	4	211	49	2	11	0	0	**8**	3	0	0	0	0	46	**334**
04:15 PM	2	215	52	3	12	2	0	1	0	0	0	0	0	33	320
04:30 PM	4	179	37	1	5	2	1	1	0	1	0	0	0	45	276
04:45 PM	8	145	34	0	7	2	1	3	1	0	0	0	0	48	249
05:00 PM	**13**	106	22	0	0	1	2	0	1	0	0	0	0	43	188
05:15 PM	8	178	31	0	6	1	2	4	0	0	0	0	0	**51**	281
05:30 PM	3	166	19	0	8	1	0	2	1	0	0	0	0	34	234
05:45 PM	3	158	15	0	6	0	0	0	0	0	0	0	0	36	218
Day Total															
Percent															
ADT															
14900															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd North of Marker Ave
QC JOB #: 15305322
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Four Corners, FL
DATE: Dec 16 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	3	143	21	1	0	0	1	1	0	0	0	0	0	37	207
06:15 PM	3	180	21	1	4	2	0	1	1	0	0	0	0	27	240
06:30 PM	1	187	28	1	7	0	0	1	1	0	0	0	0	7	233
06:45 PM	1	195	40	0	7	0	0	1	0	0	0	0	0	8	252
07:00 PM	0	217	46	0	13	0	0	3	2	0	0	0	0	6	287
07:15 PM	2	209	32	0	4	1	1	2	0	0	0	0	0	9	260
07:30 PM	0	161	17	0	6	1	0	0	0	0	0	0	0	16	201
07:45 PM	0	127	15	1	2	0	0	1	1	0	0	0	0	4	151
08:00 PM	0	123	13	1	4	1	0	0	1	0	0	0	0	0	143
08:15 PM	1	128	23	0	3	0	0	0	2	0	0	0	0	6	163
08:30 PM	0	133	9	0	4	0	0	0	0	0	0	0	0	2	148
08:45 PM	0	107	22	0	4	0	0	0	0	0	0	0	0	1	134
09:00 PM	0	98	21	0	6	0	0	0	0	0	0	0	0	2	127
09:15 PM	2	80	24	0	4	1	0	0	1	0	0	0	0	0	112
09:30 PM	0	97	10	0	4	0	0	0	0	0	0	0	0	2	113
09:45 PM	0	89	12	0	4	0	0	0	0	0	0	0	0	1	106
10:00 PM	2	81	15	0	3	0	0	0	0	0	0	0	0	1	102
10:15 PM	0	92	9	0	2	0	0	0	0	0	0	0	0	0	103
10:30 PM	0	81	6	0	2	0	0	0	0	0	0	0	0	0	89
10:45 PM	0	71	3	0	1	0	0	1	0	0	0	0	0	2	78
11:00 PM	0	71	17	0	1	0	0	0	1	0	0	0	0	0	90
11:15 PM	0	61	11	0	1	0	0	0	0	0	0	0	0	0	73
11:30 PM	0	46	6	1	3	0	0	0	0	0	0	0	0	0	56
11:45 PM	0	42	7	0	1	0	0	1	0	0	0	0	0	1	52
Day Total	102	10942	2029	106	433	113	19	141	156	29	3	1	0	826	14900
Percent	0.7%	73.4%	13.6%	0.7%	2.9%	0.8%	0.1%	0.9%	1%	0.2%	0%	0%	0%	5.5%	
ADT 14900															
AM Peak	8:45 AM	7:30 AM	8:15 AM	9:00 AM	11:15 AM	9:00 AM	7:30 AM	9:15 AM	7:45 AM	6:30 AM	7:00 AM	12:00 AM	12:00 AM	7:45 AM	7:45 AM
15-min Vol	3	184	39	15	9	5	1	7	7	3	1	0	0	12	245
PM Peak	5:00 PM	3:30 PM	3:30 PM	3:45 PM	3:30 PM	1:30 PM	1:15 PM	4:00 PM	12:45 PM	12:45 PM	3:30 PM	1:00 PM	12:00 PM	5:15 PM	4:00 PM
15-min Vol	13	227	63	10	18	5	2	8	7	3	1	1	0	51	334

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd North of Marker Ave
QC JOB #: 15305322
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Four Corners, FL
DATE: Dec 17 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	1	43	2	0	0	0	0	0	1	0	0	0	0	0	47
12:15 AM	0	26	4	0	1	0	0	0	0	0	0	0	0	0	31
12:30 AM	0	28	1	0	0	0	0	0	0	0	0	0	0	0	29
12:45 AM	0	20	1	0	0	0	0	0	0	0	0	0	0	0	21
01:00 AM	0	29	1	0	0	0	0	0	1	0	0	0	0	0	31
01:15 AM	1	15	2	0	0	0	0	0	0	0	0	0	0	0	18
01:30 AM	0	16	0	0	2	0	0	0	0	0	0	0	0	0	18
01:45 AM	0	8	4	0	0	0	0	0	0	0	0	0	0	0	12
02:00 AM	0	11	1	0	1	0	0	0	0	0	0	0	0	0	13
02:15 AM	0	12	2	0	0	0	0	0	0	0	0	0	0	0	14
02:30 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
02:45 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	1	12
03:00 AM	0	9	2	0	0	0	0	3	0	0	0	0	0	3	17
03:15 AM	1	10	1	0	1	0	0	0	0	0	0	0	0	1	14
03:30 AM	0	14	0	0	1	0	0	0	0	0	0	0	0	0	15
03:45 AM	0	21	0	0	1	0	0	1	2	0	0	0	0	0	25
04:00 AM	0	22	3	0	0	0	0	0	3	0	0	0	0	0	28
04:15 AM	0	19	2	0	0	0	0	2	3	1	0	0	0	1	28
04:30 AM	0	37	4	0	0	0	0	0	0	1	0	0	0	1	43
04:45 AM	0	27	4	1	0	0	0	2	0	0	0	0	0	0	34
05:00 AM	0	30	8	0	3	0	0	1	1	1	0	0	0	0	44
05:15 AM	0	46	3	0	2	0	0	0	2	1	0	0	0	1	55
05:30 AM	0	84	13	1	3	2	0	1	0	0	0	0	0	1	105
05:45 AM	0	76	24	2	4	2	0	0	1	3	0	0	0	0	112
Day Total															
Percent															
ADT 16349															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd North of Marker Ave
QC JOB #: 15305322
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Four Corners, FL
DATE: Dec 17 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	84	26	6	7	0	0	3	2	0	0	0	0	1	129
06:15 AM	0	113	28	3	4	1	0	1	4	0	0	0	0	0	154
06:30 AM	1	139	33	2	4	1	0	0	5	1	0	0	0	9	195
06:45 AM	**4**	129	39	1	8	3	0	3	1	0	0	0	0	10	198
07:00 AM	1	139	30	0	9	1	**1**	1	7	0	0	0	0	5	194
07:15 AM	0	171	**42**	1	10	3	1	1	4	1	0	0	0	6	**240**
07:30 AM	1	**181**	36	3	5	1	0	2	5	2	0	0	0	3	239
07:45 AM	1	155	29	2	8	3	0	3	3	**4**	0	0	0	**13**	221
08:00 AM	1	138	30	0	2	4	0	0	5	2	0	0	0	9	191
08:15 AM	1	180	30	2	6	1	0	**5**	6	0	0	0	0	8	239
08:30 AM	1	163	37	3	**12**	3	0	2	2	0	0	0	0	5	228
08:45 AM	0	140	34	1	7	3	0	1	7	2	0	0	0	12	207
09:00 AM	2	156	37	**13**	8	2	0	3	3	1	0	0	0	9	234
09:15 AM	2	133	36	2	10	4	0	2	2	1	0	0	0	13	205
09:30 AM	1	131	30	1	5	2	0	2	5	0	0	0	0	8	185
09:45 AM	3	136	26	1	5	1	1	2	5	2	0	0	0	9	191
10:00 AM	2	125	32	2	6	0	0	2	4	1	0	0	0	6	180
10:15 AM	1	135	31	0	5	3	0	2	7	1	0	0	0	4	189
10:30 AM	1	143	28	3	6	**5**	0	0	3	4	0	0	0	5	198
10:45 AM	1	141	25	1	8	2	0	1	7	2	0	0	0	7	195
11:00 AM	0	145	35	0	5	2	0	1	7	0	0	0	0	4	199
11:15 AM	0	140	38	0	10	3	0	0	4	0	0	0	0	9	204
11:30 AM	1	148	25	0	9	2	0	2	3	1	0	0	0	7	198
11:45 AM	2	140	33	0	5	1	0	2	**9**	1	0	0	0	10	203
Day Total															
Percent															
ADT 16349															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd North of Marker Ave
QC JOB #: 15305322
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Four Corners, FL
DATE: Dec 17 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	161	37	1	4	2	0	0	3	1	0	0	0	3	212
12:15 PM	0	139	36	3	5	1	**2**	0	3	0	0	0	0	8	197
12:30 PM	0	172	23	1	5	1	0	2	2	1	0	0	0	6	213
12:45 PM	1	154	49	2	10	3	1	**6**	1	0	0	0	0	8	235
01:00 PM	1	166	39	2	10	2	0	2	4	1	0	0	0	13	240
01:15 PM	0	142	38	2	11	1	0	2	6	0	0	0	0	12	214
01:30 PM	4	181	45	2	15	1	0	4	2	**2**	0	0	0	9	265
01:45 PM	1	188	37	1	7	0	1	1	1	0	0	0	0	13	250
02:00 PM	1	182	38	1	12	4	1	2	**7**	1	0	0	0	9	258
02:15 PM	0	206	46	2	8	3	0	3	5	1	0	0	0	5	279
02:30 PM	2	189	53	3	13	2	1	2	0	0	0	0	0	18	283
02:45 PM	1	203	51	**5**	9	**5**	0	1	4	0	0	0	0	20	299
03:00 PM	0	208	32	2	2	0	0	1	6	1	0	0	0	19	271
03:15 PM	1	216	54	2	10	2	0	2	3	0	0	**1**	0	11	302
03:30 PM	1	235	42	1	12	5	1	4	1	0	0	0	0	15	317
03:45 PM	2	235	32	2	12	2	0	0	3	0	0	0	0	32	320
04:00 PM	2	260	39	2	11	0	0	2	1	0	0	0	0	8	325
04:15 PM	1	198	**82**	2	**36**	3	0	1	0	0	0	0	0	23	346
04:30 PM	6	240	36	2	5	3	0	0	1	1	0	1	0	**46**	341
04:45 PM	5	170	25	4	3	2	0	2	1	0	0	0	0	43	255
05:00 PM	**7**	217	23	2	8	0	0	1	1	0	0	0	0	22	281
05:15 PM	0	269	26	0	4	0	0	3	1	0	0	0	0	20	323
05:30 PM	3	**283**	53	0	9	0	0	4	1	0	0	0	0	16	**369**
05:45 PM	2	283	43	0	3	1	1	1	2	0	0	1	0	22	359
Day Total															
Percent															
ADT 16349															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd North of Marker Ave
QC JOB #: 15305322
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Four Corners, FL
DATE: Dec 17 2020

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	5	168	27	3	4	1	0	2	0	2	0	0	0	44	256
06:15 PM	3	194	16	0	6	2	1	0	1	2	0	0	0	46	271
06:30 PM	0	223	34	0	3	0	0	0	0	0	0	0	0	10	270
06:45 PM	2	209	36	0	7	2	0	3	1	0	0	0	0	12	272
07:00 PM	0	220	31	1	5	0	0	1	1	0	0	0	0	4	263
07:15 PM	0	230	22	0	8	1	0	1	0	0	0	0	0	10	272
07:30 PM	0	187	33	0	10	0	0	0	2	0	0	0	0	5	237
07:45 PM	3	206	31	0	7	0	0	1	1	0	0	0	0	11	260
08:00 PM	0	164	16	1	4	0	0	1	0	0	0	0	0	5	191
08:15 PM	1	139	17	0	6	0	0	1	0	0	0	0	0	1	165
08:30 PM	0	126	27	0	4	0	0	0	0	0	0	0	0	4	161
08:45 PM	0	99	24	0	1	0	0	0	1	0	0	0	0	2	127
09:00 PM	0	117	23	0	5	0	0	0	1	0	0	0	0	2	148
09:15 PM	0	102	28	1	3	1	0	0	0	0	0	0	0	2	137
09:30 PM	1	91	22	0	6	0	0	0	0	0	0	0	0	0	120
09:45 PM	0	104	15	0	4	0	0	1	0	0	0	0	0	4	128
10:00 PM	0	90	18	0	5	0	0	0	0	0	0	0	0	2	115
10:15 PM	0	99	20	0	2	0	0	0	1	0	0	0	0	3	125
10:30 PM	0	85	15	0	4	0	0	0	0	0	0	0	0	1	105
10:45 PM	0	31	45	0	11	0	0	0	0	0	0	0	0	0	87
11:00 PM	0	29	72	0	4	0	0	0	0	0	0	0	0	2	107
11:15 PM	1	28	34	0	2	0	0	0	0	0	0	0	0	0	65
11:30 PM	0	33	26	1	5	0	0	0	0	0	0	0	0	1	66
11:45 PM	3	25	25	0	2	2	0	0	0	0	0	0	0	0	57
Day Total	90	11921	2490	102	525	107	12	108	192	46	0	3	0	753	16349
Percent	0.6%	72.9%	15.2%	0.6%	3.2%	0.7%	0.1%	0.7%	1.2%	0.3%	0%	0%	0%	4.6%	
ADT 16349															
AM Peak	6:45 AM	7:30 AM	7:15 AM	9:00 AM	8:30 AM	10:30 AM	7:00 AM	8:15 AM	11:45 AM	7:45 AM	12:00 AM	12:00 AM	12:00 AM	7:45 AM	7:15 AM
15-min Vol	4	181	42	13	12	5	1	5	9	4	0	0	0	13	240
PM Peak	5:00 PM	5:30 PM	4:15 PM	2:45 PM	4:15 PM	2:45 PM	12:15 PM	12:45 PM	2:00 PM	1:30 PM	12:00 PM	3:15 PM	12:00 PM	4:30 PM	5:30 PM
15-min Vol	7	283	82	5	36	5	2	6	7	2	0	1	0	46	369

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: N Old Lake Wilson Rd North of Marker Ave
SPECIFIC LOCATION:
CITY/STATE: Four Corners, FL

QC JOB #: 15305322
DIRECTION: NB, SB
DATE: Dec 15 2020

	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	249	33436	7256	319	1795	308	41	423	525	92	3	4	0	2233	46684
Percent	0.5%	71.6%	15.5%	0.7%	3.8%	0.7%	0.1%	0.9%	1.1%	0.2%	0%	0%	0%	4.8%	
ADT 15561															

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

72-HOUR VOLUME COUNTS

LOCATION: LAKE WILSON ROAD, SOUTH OF OSCEOLA POLK LINE ROAD (C.R. 532)

Type of report: Tube Count - Volume Data

LOCATION: Lake Wilson Rd South of Osceola Polk Line Rd | **QC JOB #:** 15305334

SPECIFIC LOCATION: | **DIRECTION:** EB

CITY/STATE: Loughman, FL | **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		45	46	69		53			53	
12:15 AM		37	52	39		43			43	
12:30 AM		29	48	34		37			37	
12:45 AM		45	27	31		34			34	
01:00 AM		39	27	20		29			29	
01:15 AM		13	24	23		20			20	
01:30 AM		18	15	15		16			16	
01:45 AM		20	15	20		18			18	
02:00 AM		17	21	9		16			16	
02:15 AM		16	11	26		18			18	
02:30 AM		10	13	15		13			13	
02:45 AM		16	19	15		17			17	
03:00 AM		11	9	22		14			14	
03:15 AM		24	17	14		18			18	
03:30 AM		22	11	17		17			17	
03:45 AM		15	29	24		23			23	
04:00 AM		15	17	9		14			14	
04:15 AM		31	12	14		19			19	
04:30 AM		22	24	20		22			22	
04:45 AM		41	14	31		29			29	
05:00 AM		29	38	19		29			29	
05:15 AM		35	37	28		33			33	
05:30 AM		29	35	31		32			32	
05:45 AM		47	55	64		55			55	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Lake Wilson Rd South of Osceola Polk Line Rd **QC JOB #:** 15305334

SPECIFIC LOCATION: **DIRECTION:** EB

CITY/STATE: Loughman, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		48	57	56		54			54	
06:15 AM		75	84	82		80			80	
06:30 AM		101	98	107		102			102	
06:45 AM		88	77	88		84			84	
07:00 AM		87	79	99		88			88	
07:15 AM		93	119	110		107			107	
07:30 AM		100	93	111		101			101	
07:45 AM		112	128	105		115			115	
08:00 AM		110	125	105		113			113	
08:15 AM		89	103	134		109			109	
08:30 AM		112	107	122		114			114	
08:45 AM		123	102	114		113			113	
09:00 AM		112	106	120		113			113	
09:15 AM		108	116	133		119			119	
09:30 AM		131	119	111		120			120	
09:45 AM		109	102	147		119			119	
10:00 AM		102	113	105		107			107	
10:15 AM		**159**	137	**152**		**149**			**149**	
10:30 AM		128	130	131		130			130	
10:45 AM		147	129	123		133			133	
11:00 AM		140	146	119		135			135	
11:15 AM		157	124	138		140			140	
11:30 AM		136	**151**	149		145			145	
11:45 AM		155	135	134		141			141	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Lake Wilson Rd South of Osceola Polk Line Rd | **QC JOB #:** 15305334

SPECIFIC LOCATION: | **DIRECTION:** EB

CITY/STATE: Loughman, FL | **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		140	130	137		136			136	
12:15 PM		170	158	164		164			164	
12:30 PM		161	161	158		160			160	
12:45 PM		168	170	168		169			169	
01:00 PM		162	167	170		166			166	
01:15 PM		155	156	164		158			158	
01:30 PM		161	150	169		160			160	
01:45 PM		157	186	175		173			173	
02:00 PM		162	173	159		165			165	
02:15 PM		168	217	187		191			191	
02:30 PM		177	183	201		187			187	
02:45 PM		162	231	206		200			200	
03:00 PM		189	189	205		194			194	
03:15 PM		222	203	216		214			214	
03:30 PM		218	206	222		215			215	
03:45 PM		232	190	225		216			216	
04:00 PM		204	204	231		213			213	
04:15 PM		213	202	205		207			207	
04:30 PM		**254**	**248**	233		245			245	
04:45 PM		248	216	260		241			241	
05:00 PM		235	244	**277**		**252**			**252**	
05:15 PM		241	218	219		226			226	
05:30 PM		242	210	234		229			229	
05:45 PM		205	215	207		209			209	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Lake Wilson Rd South of Osceola Polk Line Rd | **QC JOB #:** 15305334

SPECIFIC LOCATION: | **DIRECTION:** EB

CITY/STATE: Loughman, FL | **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		232	203	209		215			215	
06:15 PM		221	211	231		221			221	
06:30 PM		227	218	222		222			222	
06:45 PM		194	204	211		203			203	
07:00 PM		179	207	197		194			194	
07:15 PM		172	189	184		182			182	
07:30 PM		167	188	188		181			181	
07:45 PM		141	125	182		149			149	
08:00 PM		133	131	182		149			149	
08:15 PM		111	146	159		139			139	
08:30 PM		121	126	143		130			130	
08:45 PM		145	141	136		141			141	
09:00 PM		101	97	118		105			105	
09:15 PM		105	115	119		113			113	
09:30 PM		111	104	115		110			110	
09:45 PM		83	104	110		99			99	
10:00 PM		93	96	78		89			89	
10:15 PM		89	112	121		107			107	
10:30 PM		76	90	93		86			86	
10:45 PM		97	86	104		96			96	
11:00 PM		78	99	112		96			96	
11:15 PM		72	67	78		72			72	
11:30 PM		72	80	75		76			76	
11:45 PM		50	65	57		57			57	
Day Total		11064	11127	11620		11272			11272	
% Weekday Average		98.2%	98.7%	103.1%						
% Week Average		98.2%	98.7%	103.1%		100%				
AM Peak 15-min Vol		10:15 AM 159	11:30 AM 151	10:15 AM 152		10:15 AM 149			10:15 AM 149	
PM Peak 15-min Vol		4:30 PM 254	4:30 PM 248	5:00 PM 277		5:00 PM 252			5:00 PM 252	

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Lake Wilson Rd South of Osceola Polk Line Rd **QC JOB #:** 15305334

SPECIFIC LOCATION: **DIRECTION:** WB

CITY/STATE: Loughman, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		14	17	21		17			17	
12:15 AM		12	17	12		14			14	
12:30 AM		19	7	8		11			11	
12:45 AM		7	9	8		8			8	
01:00 AM		9	9	11		10			10	
01:15 AM		15	13	11		13			13	
01:30 AM		5	8	13		9			9	
01:45 AM		12	7	14		11			11	
02:00 AM		12	3	6		7			7	
02:15 AM		8	12	10		10			10	
02:30 AM		4	7	7		6			6	
02:45 AM		18	4	10		11			11	
03:00 AM		23	16	18		19			19	
03:15 AM		18	22	12		17			17	
03:30 AM		25	26	26		26			26	
03:45 AM		27	27	38		31			31	
04:00 AM		33	34	50		39			39	
04:15 AM		55	45	59		53			53	
04:30 AM		47	45	37		43			43	
04:45 AM		52	75	65		64			64	
05:00 AM		77	70	75		74			74	
05:15 AM		127	132	122		127			127	
05:30 AM		138	149	147		145			145	
05:45 AM		156	169	143		156			156	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Lake Wilson Rd South of Osceola Polk Line Rd **QC JOB #:** 15305334

SPECIFIC LOCATION: **DIRECTION:** WB

CITY/STATE: Loughman, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		171	185	173		176			176	
06:15 AM		164	149	140		151			151	
06:30 AM		144	168	182		165			165	
06:45 AM		155	157	161		158			158	
07:00 AM		180	169	165		171			171	
07:15 AM		159	185	175		173			173	
07:30 AM		170	167	177		171			171	
07:45 AM		166	172	187		175			175	
08:00 AM		175	175	183		178			178	
08:15 AM		203	**200**	186		196			196	
08:30 AM		168	173	166		169			169	
08:45 AM		139	155	181		158			158	
09:00 AM		180	150	167		166			166	
09:15 AM		166	156	190		171			171	
09:30 AM		157	167	138		154			154	
09:45 AM		163	155	145		154			154	
10:00 AM		192	137	175		168			168	
10:15 AM		165	141	182		163			163	
10:30 AM		168	158	159		162			162	
10:45 AM		168	169	160		166			166	
11:00 AM		145	176	166		162			162	
11:15 AM		**216**	158	**228**		**201**			**201**	
11:30 AM		178	158	172		169			169	
11:45 AM		145	160	173		159			159	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Lake Wilson Rd South of Osceola Polk Line Rd **QC JOB #:** 15305334

SPECIFIC LOCATION: **DIRECTION:** WB

CITY/STATE: Loughman, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		176	150	163		163			163	
12:15 PM		**188**	154	160		167			167	
12:30 PM		159	146	147		151			151	
12:45 PM		166	144	167		159			159	
01:00 PM		140	169	**188**		166			166	
01:15 PM		166	181	169		**172**			**172**	
01:30 PM		149	**187**	174		170			170	
01:45 PM		148	132	150		143			143	
02:00 PM		159	178	179		172			172	
02:15 PM		163	147	173		161			161	
02:30 PM		162	168	179		170			170	
02:45 PM		139	164	169		157			157	
03:00 PM		174	144	116		145			145	
03:15 PM		126	171	169		155			155	
03:30 PM		143	145	161		150			150	
03:45 PM		139	172	130		147			147	
04:00 PM		146	162	147		152			152	
04:15 PM		153	135	131		140			140	
04:30 PM		144	145	148		146			146	
04:45 PM		135	147	157		146			146	
05:00 PM		165	148	151		155			155	
05:15 PM		162	153	158		158			158	
05:30 PM		150	132	136		139			139	
05:45 PM		140	138	156		145			145	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Lake Wilson Rd South of Osceola Polk Line Rd **QC JOB #:** 15305334

SPECIFIC LOCATION: **DIRECTION:** WB

CITY/STATE: Loughman, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		114	134	141		130			130	
06:15 PM		136	95	140		124			124	
06:30 PM		95	84	119		99			99	
06:45 PM		106	94	114		105			105	
07:00 PM		83	104	125		104			104	
07:15 PM		70	101	101		91			91	
07:30 PM		77	77	97		84			84	
07:45 PM		68	63	97		76			76	
08:00 PM		73	63	65		67			67	
08:15 PM		59	59	80		66			66	
08:30 PM		82	46	46		58			58	
08:45 PM		49	59	62		57			57	
09:00 PM		58	50	52		53			53	
09:15 PM		53	46	59		53			53	
09:30 PM		43	50	70		54			54	
09:45 PM		53	38	51		47			47	
10:00 PM		31	43	49		41			41	
10:15 PM		27	36	38		34			34	
10:30 PM		27	23	36		29			29	
10:45 PM		23	23	31		26			26	
11:00 PM		24	30	22		25			25	
11:15 PM		14	15	32		20			20	
11:30 PM		13	21	23		19			19	
11:45 PM		7	10	13		10			10	
Day Total		10027	9939	10495		10158			10158	
% Weekday Average		98.7%	97.8%	103.3%						
% Week Average		98.7%	97.8%	103.3%		100%				
AM Peak 15-min Vol		11:15 AM 216	8:15 AM 200	11:15 AM 228		11:15 AM 201			11:15 AM 201	
PM Peak 15-min Vol		12:15 PM 188	1:30 PM 187	1:00 PM 188		1:15 PM 172			1:15 PM 172	

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Lake Wilson Rd South of Osceola Polk Line Rd **QC JOB #:** 15305334

SPECIFIC LOCATION: **DIRECTION:** EB, WB

CITY/STATE: Loughman, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		59	63	90		71			71	
12:15 AM		49	69	51		56			56	
12:30 AM		48	55	42		48			48	
12:45 AM		52	36	39		42			42	
01:00 AM		48	36	31		38			38	
01:15 AM		28	37	34		33			33	
01:30 AM		23	23	28		25			25	
01:45 AM		32	22	34		29			29	
02:00 AM		29	24	15		23			23	
02:15 AM		24	23	36		28			28	
02:30 AM		14	20	22		19			19	
02:45 AM		34	23	25		27			27	
03:00 AM		34	25	40		33			33	
03:15 AM		42	39	26		36			36	
03:30 AM		47	37	43		42			42	
03:45 AM		42	56	62		53			53	
04:00 AM		48	51	59		53			53	
04:15 AM		86	57	73		72			72	
04:30 AM		69	69	57		65			65	
04:45 AM		93	89	96		93			93	
05:00 AM		106	108	94		103			103	
05:15 AM		162	169	150		160			160	
05:30 AM		167	184	178		176			176	
05:45 AM		203	224	207		211			211	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Lake Wilson Rd South of Osceola Polk Line Rd
QC JOB #: 15305334
SPECIFIC LOCATION:
DIRECTION: EB, WB
CITY/STATE: Loughman, FL
DATE: Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		219	242	229		230			230	
06:15 AM		239	233	222		231			231	
06:30 AM		245	266	289		267			267	
06:45 AM		243	234	249		242			242	
07:00 AM		267	248	264		260			260	
07:15 AM		252	304	285		280			280	
07:30 AM		270	260	288		273			273	
07:45 AM		278	300	292		290			290	
08:00 AM		285	300	288		291			291	
08:15 AM		292	303	320		305			305	
08:30 AM		280	280	288		283			283	
08:45 AM		262	257	295		271			271	
09:00 AM		292	256	287		278			278	
09:15 AM		274	272	323		290			290	
09:30 AM		288	286	249		274			274	
09:45 AM		272	257	292		274			274	
10:00 AM		294	250	280		275			275	
10:15 AM		324	278	334		312			312	
10:30 AM		296	288	290		291			291	
10:45 AM		315	298	283		299			299	
11:00 AM		285	**322**	285		297			297	
11:15 AM		**373**	282	**366**		**340**			**340**	
11:30 AM		314	309	321		315			315	
11:45 AM		300	295	307		301			301	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Lake Wilson Rd South of Osceola Polk Line Rd | **QC JOB #:** 15305334

SPECIFIC LOCATION: | **DIRECTION:** EB, WB

CITY/STATE: Loughman, FL | **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		316	280	300		299			299	
12:15 PM		358	312	324		331			331	
12:30 PM		320	307	305		311			311	
12:45 PM		334	314	335		328			328	
01:00 PM		302	336	358		332			332	
01:15 PM		321	337	333		330			330	
01:30 PM		310	337	343		330			330	
01:45 PM		305	318	325		316			316	
02:00 PM		321	351	338		337			337	
02:15 PM		331	364	360		352			352	
02:30 PM		339	351	380		357			357	
02:45 PM		301	**395**	375		357			357	
03:00 PM		363	333	321		339			339	
03:15 PM		348	374	385		369			369	
03:30 PM		361	351	383		365			365	
03:45 PM		371	362	355		363			363	
04:00 PM		350	366	378		365			365	
04:15 PM		366	337	336		346			346	
04:30 PM		398	393	381		391			391	
04:45 PM		383	363	417		388			388	
05:00 PM		400	392	**428**		**407**			**407**	
05:15 PM		**403**	371	377		384			384	
05:30 PM		392	342	370		368			368	
05:45 PM		345	353	363		354			354	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Lake Wilson Rd South of Osceola Polk Line Rd
QC JOB #: 15305334
SPECIFIC LOCATION:
DIRECTION: EB, WB
CITY/STATE: Loughman, FL
DATE: Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		346	337	350		344			344	
06:15 PM		357	306	371		345			345	
06:30 PM		322	302	341		322			322	
06:45 PM		300	298	325		308			308	
07:00 PM		262	311	322		298			298	
07:15 PM		242	290	285		272			272	
07:30 PM		244	265	285		265			265	
07:45 PM		209	188	279		225			225	
08:00 PM		206	194	247		216			216	
08:15 PM		170	205	239		205			205	
08:30 PM		203	172	189		188			188	
08:45 PM		194	200	198		197			197	
09:00 PM		159	147	170		159			159	
09:15 PM		158	161	178		166			166	
09:30 PM		154	154	185		164			164	
09:45 PM		136	142	161		146			146	
10:00 PM		124	139	127		130			130	
10:15 PM		116	148	159		141			141	
10:30 PM		103	113	129		115			115	
10:45 PM		120	109	135		121			121	
11:00 PM		102	129	134		122			122	
11:15 PM		86	82	110		93			93	
11:30 PM		85	101	98		95			95	
11:45 PM		57	75	70		67			67	
Day Total		21091	21066	22115		21428			21428	
% Weekday Average		98.4%	98.3%	103.2%						
% Week Average		98.4%	98.3%	103.2%		100%				
AM Peak 15-min Vol		11:15 AM 373	11:00 AM 322	11:15 AM 366		11:15 AM 340			11:15 AM 340	
PM Peak 15-min Vol		5:15 PM 403	2:45 PM 395	5:00 PM 428		5:00 PM 407			5:00 PM 407	

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

LOCATION: OSCEOLA POLK LINE ROAD (C.R. 532), WEST OF OLD LAKE WILSON ROAD

Type of report: Tube Count - Volume Data

LOCATION: Osceola Polk Line Rd West of Lake Wilson Rd **QC JOB #:** 15305333

SPECIFIC LOCATION: **DIRECTION:** EB

CITY/STATE: Four Corners, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		64	74	78		72			72	
12:15 AM		66	61	61		63			63	
12:30 AM		46	58	72		59			59	
12:45 AM		50	42	49		47			47	
01:00 AM		33	40	33		35			35	
01:15 AM		25	38	35		33			33	
01:30 AM		34	26	35		32			32	
01:45 AM		20	32	23		25			25	
02:00 AM		31	36	32		33			33	
02:15 AM		27	22	38		29			29	
02:30 AM		22	30	26		26			26	
02:45 AM		24	33	34		30			30	
03:00 AM		31	44	34		36			36	
03:15 AM		37	34	39		37			37	
03:30 AM		49	48	45		47			47	
03:45 AM		38	52	34		41			41	
04:00 AM		34	31	37		34			34	
04:15 AM		55	38	41		45			45	
04:30 AM		46	54	34		45			45	
04:45 AM		62	40	58		53			53	
05:00 AM		77	89	81		82			82	
05:15 AM		75	83	66		75			75	
05:30 AM		82	95	110		96			96	
05:45 AM		124	116	106		115			115	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Osceola Polk Line Rd West of Lake Wilson Rd **QC JOB #:** 15305333

SPECIFIC LOCATION: **DIRECTION:** EB

CITY/STATE: Four Corners, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		137	156	126		140			140	
06:15 AM		152	137	155		148			148	
06:30 AM		154	167	169		163			163	
06:45 AM		154	150	104		136			136	
07:00 AM		144	134	166		148			148	
07:15 AM		157	183	179		173			173	
07:30 AM		170	159	146		158			158	
07:45 AM		180	173	174		176			176	
08:00 AM		157	187	155		166			166	
08:15 AM		180	184	179		181			181	
08:30 AM		147	168	190		168			168	
08:45 AM		152	167	196		172			172	
09:00 AM		164	**194**	161		173			173	
09:15 AM		172	158	173		168			168	
09:30 AM		191	177	165		178			178	
09:45 AM		165	173	**215**		184			184	
10:00 AM		174	167	176		172			172	
10:15 AM		203	152	186		180			180	
10:30 AM		157	180	190		176			176	
10:45 AM		185	189	166		180			180	
11:00 AM		158	164	165		162			162	
11:15 AM		**218**	191	196		**202**			**202**	
11:30 AM		181	157	177		172			172	
11:45 AM		184	185	202		190			190	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Osceola Polk Line Rd West of Lake Wilson Rd | **QC JOB #:** 15305333

SPECIFIC LOCATION: | **DIRECTION:** EB

CITY/STATE: Four Corners, FL | **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		189	202	203		198			198	
12:15 PM		231	207	211		216			216	
12:30 PM		213	211	233		219			219	
12:45 PM		213	218	201		211			211	
01:00 PM		195	233	195		208			208	
01:15 PM		226	194	206		209			209	
01:30 PM		221	203	182		202			202	
01:45 PM		207	230	226		221			221	
02:00 PM		220	204	243		222			222	
02:15 PM		196	**259**	247		**234**			**234**	
02:30 PM		209	208	215		211			211	
02:45 PM		220	226	208		218			218	
03:00 PM		212	251	232		232			232	
03:15 PM		228	211	235		225			225	
03:30 PM		225	203	226		218			218	
03:45 PM		222	197	206		208			208	
04:00 PM		207	199	224		210			210	
04:15 PM		225	175	197		199			199	
04:30 PM		212	216	196		208			208	
04:45 PM		223	211	**267**		234			234	
05:00 PM		225	211	234		223			223	
05:15 PM		212	179	193		195			195	
05:30 PM		225	189	209		208			208	
05:45 PM		**233**	194	212		213			213	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Osceola Polk Line Rd West of Lake Wilson Rd | **QC JOB #:** 15305333

SPECIFIC LOCATION: | **DIRECTION:** EB

CITY/STATE: Four Corners, FL | **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		202	169	217		196			196	
06:15 PM		223	188	240		217			217	
06:30 PM		205	204	223		211			211	
06:45 PM		227	179	216		207			207	
07:00 PM		174	158	180		171			171	
07:15 PM		207	179	166		184			184	
07:30 PM		167	178	169		171			171	
07:45 PM		184	163	162		170			170	
08:00 PM		145	163	175		161			161	
08:15 PM		140	145	176		154			154	
08:30 PM		149	158	143		150			150	
08:45 PM		138	166	161		155			155	
09:00 PM		136	128	129		131			131	
09:15 PM		123	148	129		133			133	
09:30 PM		156	131	114		134			134	
09:45 PM		107	121	138		122			122	
10:00 PM		103	139	100		114			114	
10:15 PM		110	105	138		118			118	
10:30 PM		100	97	111		103			103	
10:45 PM		88	96	88		91			91	
11:00 PM		86	86	109		94			94	
11:15 PM		93	80	95		89			89	
11:30 PM		77	82	85		81			81	
11:45 PM		48	66	62		59			59	
Day Total		13765	13628	14039		13814			13814	
% Weekday Average		99.6%	98.7%	101.6%						
% Week Average		99.6%	98.7%	101.6%		100%				
AM Peak 15-min Vol		11:15 AM 218	9:00 AM 194	9:45 AM 215		11:15 AM 202			11:15 AM 202	
PM Peak 15-min Vol		5:45 PM 233	2:15 PM 259	4:45 PM 267		2:15 PM 234			2:15 PM 234	

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Osceola Polk Line Rd West of Lake Wilson Rd **QC JOB #:** 15305333

SPECIFIC LOCATION: **DIRECTION:** WB

CITY/STATE: Four Corners, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		34	36	46		39			39	
12:15 AM		21	37	37		32			32	
12:30 AM		32	26	38		32			32	
12:45 AM		26	28	25		26			26	
01:00 AM		27	30	37		31			31	
01:15 AM		17	23	30		23			23	
01:30 AM		26	31	30		29			29	
01:45 AM		27	38	39		35			35	
02:00 AM		27	27	29		28			28	
02:15 AM		27	24	21		24			24	
02:30 AM		28	28	33		30			30	
02:45 AM		38	35	21		31			31	
03:00 AM		51	46	37		45			45	
03:15 AM		37	37	55		43			43	
03:30 AM		34	54	44		44			44	
03:45 AM		47	53	57		52			52	
04:00 AM		68	52	64		61			61	
04:15 AM		74	64	72		70			70	
04:30 AM		88	77	69		78			78	
04:45 AM		90	102	100		97			97	
05:00 AM		141	135	122		133			133	
05:15 AM		169	192	163		175			175	
05:30 AM		165	186	157		169			169	
05:45 AM		208	217	215		213			213	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Osceola Polk Line Rd West of Lake Wilson Rd | **QC JOB #:** 15305333

SPECIFIC LOCATION: | **DIRECTION:** WB

CITY/STATE: Four Corners, FL | **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		232	226	220		226			226	
06:15 AM		219	183	202		201			201	
06:30 AM		194	188	198		193			193	
06:45 AM		218	211	211		213			213	
07:00 AM		230	229	225		228			228	
07:15 AM		214	240	225		226			226	
07:30 AM		213	211	246		223			223	
07:45 AM		**255**	237	220		**237**			**237**	
08:00 AM		239	219	**252**		237			237	
08:15 AM		228	**258**	201		229			229	
08:30 AM		215	197	195		202			202	
08:45 AM		183	205	236		208			208	
09:00 AM		181	200	195		192			192	
09:15 AM		214	218	183		205			205	
09:30 AM		208	213	200		207			207	
09:45 AM		193	215	173		194			194	
10:00 AM		202	174	231		202			202	
10:15 AM		247	176	219		214			214	
10:30 AM		211	206	213		210			210	
10:45 AM		214	207	211		211			211	
11:00 AM		168	196	215		193			193	
11:15 AM		230	189	233		217			217	
11:30 AM		217	202	240		220			220	
11:45 AM		196	209	208		204			204	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Osceola Polk Line Rd West of Lake Wilson Rd **QC JOB #:** 15305333

SPECIFIC LOCATION: **DIRECTION:** WB

CITY/STATE: Four Corners, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		218	235	206		220			220	
12:15 PM		236	216	218		223			223	
12:30 PM		229	213	196		213			213	
12:45 PM		219	196	215		210			210	
01:00 PM		196	216	197		203			203	
01:15 PM		209	222	231		221			221	
01:30 PM		206	227	226		220			220	
01:45 PM		216	215	224		218			218	
02:00 PM		219	194	242		218			218	
02:15 PM		228	223	**252**		234			234	
02:30 PM		201	244	250		232			232	
02:45 PM		214	218	195		209			209	
03:00 PM		237	212	214		221			221	
03:15 PM		201	241	243		228			228	
03:30 PM		233	219	214		222			222	
03:45 PM		216	**263**	230		**236**			**236**	
04:00 PM		**241**	235	211		229			229	
04:15 PM		237	203	246		229			229	
04:30 PM		233	202	199		211			211	
04:45 PM		194	200	211		202			202	
05:00 PM		207	201	214		207			207	
05:15 PM		213	212	231		219			219	
05:30 PM		216	198	235		216			216	
05:45 PM		206	193	212		204			204	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Osceola Polk Line Rd West of Lake Wilson Rd | **QC JOB #:** 15305333

SPECIFIC LOCATION: | **DIRECTION:** WB

CITY/STATE: Four Corners, FL | **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		218	198	222		213			213	
06:15 PM		183	170	193		182			182	
06:30 PM		179	168	195		181			181	
06:45 PM		188	162	160		170			170	
07:00 PM		159	175	177		170			170	
07:15 PM		130	182	174		162			162	
07:30 PM		135	173	168		159			159	
07:45 PM		149	123	148		140			140	
08:00 PM		105	96	141		114			114	
08:15 PM		107	109	111		109			109	
08:30 PM		117	100	110		109			109	
08:45 PM		98	90	89		92			92	
09:00 PM		90	105	125		107			107	
09:15 PM		110	93	102		102			102	
09:30 PM		65	71	105		80			80	
09:45 PM		82	77	88		82			82	
10:00 PM		68	88	75		77			77	
10:15 PM		67	69	83		73			73	
10:30 PM		62	40	59		54			54	
10:45 PM		52	45	59		52			52	
11:00 PM		57	57	52		55			55	
11:15 PM		46	44	58		49			49	
11:30 PM		57	40	48		48			48	
11:45 PM		39	34	41		38			38	
Day Total		14411	14294	14788		14495			14495	
% Weekday Average		99.4%	98.6%	102%						
% Week Average		99.4%	98.6%	102%		100%				
AM Peak 15-min Vol		7:45 AM 255	8:15 AM 258	8:00 AM 252		7:45 AM 237			7:45 AM 237	
PM Peak 15-min Vol		4:00 PM 241	3:45 PM 263	2:15 PM 252		3:45 PM 236			3:45 PM 236	

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Osceola Polk Line Rd West of Lake Wilson Rd **QC JOB #:** 15305333

SPECIFIC LOCATION: **DIRECTION:** EB, WB

CITY/STATE: Four Corners, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		98	110	124		111			111	
12:15 AM		87	98	98		94			94	
12:30 AM		78	84	110		91			91	
12:45 AM		76	70	74		73			73	
01:00 AM		60	70	70		67			67	
01:15 AM		42	61	65		56			56	
01:30 AM		60	57	65		61			61	
01:45 AM		47	70	62		60			60	
02:00 AM		58	63	61		61			61	
02:15 AM		54	46	59		53			53	
02:30 AM		50	58	59		56			56	
02:45 AM		62	68	55		62			62	
03:00 AM		82	90	71		81			81	
03:15 AM		74	71	94		80			80	
03:30 AM		83	102	89		91			91	
03:45 AM		85	105	91		94			94	
04:00 AM		102	83	101		95			95	
04:15 AM		129	102	113		115			115	
04:30 AM		134	131	103		123			123	
04:45 AM		152	142	158		151			151	
05:00 AM		218	224	203		215			215	
05:15 AM		244	275	229		249			249	
05:30 AM		247	281	267		265			265	
05:45 AM		332	333	321		329			329	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Osceola Polk Line Rd West of Lake Wilson Rd **QC JOB #:** 15305333

SPECIFIC LOCATION: **DIRECTION:** EB, WB

CITY/STATE: Four Corners, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		369	382	346		366			366	
06:15 AM		371	320	357		349			349	
06:30 AM		348	355	367		357			357	
06:45 AM		372	361	315		349			349	
07:00 AM		374	363	391		376			376	
07:15 AM		371	423	404		399			399	
07:30 AM		383	370	392		382			382	
07:45 AM		435	410	394		413			413	
08:00 AM		396	406	407		403			403	
08:15 AM		408	**442**	380		410			410	
08:30 AM		362	365	385		371			371	
08:45 AM		335	372	**432**		380			380	
09:00 AM		345	394	356		365			365	
09:15 AM		386	376	356		373			373	
09:30 AM		399	390	365		385			385	
09:45 AM		358	388	388		378			378	
10:00 AM		376	341	407		375			375	
10:15 AM		**450**	328	405		394			394	
10:30 AM		368	386	403		386			386	
10:45 AM		399	396	377		391			391	
11:00 AM		326	360	380		355			355	
11:15 AM		448	380	429		**419**			**419**	
11:30 AM		398	359	417		391			391	
11:45 AM		380	394	410		395			395	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Osceola Polk Line Rd West of Lake Wilson Rd **QC JOB #:** 15305333

SPECIFIC LOCATION: **DIRECTION:** EB, WB

CITY/STATE: Four Corners, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		407	437	409		418			418	
12:15 PM		**467**	423	429		440			440	
12:30 PM		442	424	429		432			432	
12:45 PM		432	414	416		421			421	
01:00 PM		391	449	392		411			411	
01:15 PM		435	416	437		429			429	
01:30 PM		427	430	408		422			422	
01:45 PM		423	445	450		439			439	
02:00 PM		439	398	485		441			441	
02:15 PM		424	**482**	**499**		**468**			**468**	
02:30 PM		410	452	465		442			442	
02:45 PM		434	444	403		427			427	
03:00 PM		449	463	446		453			453	
03:15 PM		429	452	478		453			453	
03:30 PM		458	422	440		440			440	
03:45 PM		438	460	436		445			445	
04:00 PM		448	434	435		439			439	
04:15 PM		462	378	443		428			428	
04:30 PM		445	418	395		419			419	
04:45 PM		417	411	478		435			435	
05:00 PM		432	412	448		431			431	
05:15 PM		425	391	424		413			413	
05:30 PM		441	387	444		424			424	
05:45 PM		439	387	424		417			417	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Osceola Polk Line Rd West of Lake Wilson Rd
QC JOB #: 15305333
SPECIFIC LOCATION:
DIRECTION: EB, WB
CITY/STATE: Four Corners, FL
DATE: Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		420	367	439		409			409	
06:15 PM		406	358	433		399			399	
06:30 PM		384	372	418		391			391	
06:45 PM		415	341	376		377			377	
07:00 PM		333	333	357		341			341	
07:15 PM		337	361	340		346			346	
07:30 PM		302	351	337		330			330	
07:45 PM		333	286	310		310			310	
08:00 PM		250	259	316		275			275	
08:15 PM		247	254	287		263			263	
08:30 PM		266	258	253		259			259	
08:45 PM		236	256	250		247			247	
09:00 PM		226	233	254		238			238	
09:15 PM		233	241	231		235			235	
09:30 PM		221	202	219		214			214	
09:45 PM		189	198	226		204			204	
10:00 PM		171	227	175		191			191	
10:15 PM		177	174	221		191			191	
10:30 PM		162	137	170		156			156	
10:45 PM		140	141	147		143			143	
11:00 PM		143	143	161		149			149	
11:15 PM		139	124	153		139			139	
11:30 PM		134	122	133		130			130	
11:45 PM		87	100	103		97			97	
Day Total		28176	27922	28827		28316			28316	
% Weekday Average		99.5%	98.6%	101.8%						
% Week Average		99.5%	98.6%	101.8%		100%				
AM Peak 15-min Vol		10:15 AM 450	8:15 AM 442	8:45 AM 432		11:15 AM 419			11:15 AM 419	
PM Peak 15-min Vol		12:15 PM 467	2:15 PM 482	2:15 PM 499		2:15 PM 468			2:15 PM 468	

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

LOCATION: OSCEOLA POLK LINE ROAD (C.R. 532), EAST OF OLD LAKE WILSON ROAD

Type of report: Tube Count - Volume Data

LOCATION: Osceola Polk Line Rd East of Lake Wilson Rd **QC JOB #:** 15305332

SPECIFIC LOCATION: **DIRECTION:** EB

CITY/STATE: Osceola, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		48	37	55		47			47	
12:15 AM		38	44	48		43			43	
12:30 AM		34	32	42		36			36	
12:45 AM		24	32	22		26			26	
01:00 AM		21	22	28		24			24	
01:15 AM		21	27	28		25			25	
01:30 AM		27	9	24		20			20	
01:45 AM		12	20	19		17			17	
02:00 AM		16	21	19		19			19	
02:15 AM		15	27	20		21			21	
02:30 AM		22	17	22		20			20	
02:45 AM		8	24	18		17			17	
03:00 AM		24	27	19		23			23	
03:15 AM		21	25	19		22			22	
03:30 AM		21	37	25		28			28	
03:45 AM		28	24	27		26			26	
04:00 AM		23	24	32		26			26	
04:15 AM		30	38	28		32			32	
04:30 AM		30	25	33		29			29	
04:45 AM		30	25	26		27			27	
05:00 AM		60	54	53		56			56	
05:15 AM		52	46	44		47			47	
05:30 AM		77	76	60		71			71	
05:45 AM		64	66	85		72			72	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Osceola Polk Line Rd East of Lake Wilson Rd **QC JOB #:** 15305332

SPECIFIC LOCATION: **DIRECTION:** EB

CITY/STATE: Osceola, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		95	99	79		91			91	
06:15 AM		104	107	97		103			103	
06:30 AM		90	100	115		102			102	
06:45 AM		104	90	88		94			94	
07:00 AM		90	82	95		89			89	
07:15 AM		105	117	121		114			114	
07:30 AM		106	117	95		106			106	
07:45 AM		120	131	112		121			121	
08:00 AM		98	102	95		98			98	
08:15 AM		109	126	114		116			116	
08:30 AM		104	89	107		100			100	
08:45 AM		90	113	129		111			111	
09:00 AM		115	**152**	118		128			128	
09:15 AM		129	117	101		116			116	
09:30 AM		120	121	123		121			121	
09:45 AM		99	136	113		116			116	
10:00 AM		127	111	121		120			120	
10:15 AM		132	101	121		118			118	
10:30 AM		124	117	100		114			114	
10:45 AM		112	123	116		117			117	
11:00 AM		114	138	**138**		130			130	
11:15 AM		119	105	120		115			115	
11:30 AM		**149**	145	123		**139**			**139**	
11:45 AM		125	115	138		126			126	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Osceola Polk Line Rd East of Lake Wilson Rd **QC JOB #:** 15305332

SPECIFIC LOCATION: **DIRECTION:** EB

CITY/STATE: Osceola, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		133	143	150		142			142	
12:15 PM		169	144	144		152			152	
12:30 PM		150	160	157		156			156	
12:45 PM		170	129	155		151			151	
01:00 PM		133	177	140		150			150	
01:15 PM		147	169	161		159			159	
01:30 PM		157	169	151		159			159	
01:45 PM		188	151	158		166			166	
02:00 PM		143	162	185		163			163	
02:15 PM		166	209	137		171			171	
02:30 PM		169	182	188		180			180	
02:45 PM		180	158	167		168			168	
03:00 PM		195	218	186		200			200	
03:15 PM		246	211	197		218			218	
03:30 PM		242	225	221		229			229	
03:45 PM		225	219	212		219			219	
04:00 PM		207	197	197		200			200	
04:15 PM		234	238	252		241			241	
04:30 PM		238	207	222		222			222	
04:45 PM		253	215	**267**		245			245	
05:00 PM		**270**	222	254		249			249	
05:15 PM		247	**250**	261		**253**			**253**	
05:30 PM		259	207	246		237			237	
05:45 PM		252	210	221		228			228	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Osceola Polk Line Rd East of Lake Wilson Rd **QC JOB #:** 15305332

SPECIFIC LOCATION: **DIRECTION:** EB

CITY/STATE: Osceola, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		234	234	250		239			239	
06:15 PM		208	199	233		213			213	
06:30 PM		191	171	227		196			196	
06:45 PM		208	196	200		201			201	
07:00 PM		162	136	181		160			160	
07:15 PM		155	173	176		168			168	
07:30 PM		139	162	133		145			145	
07:45 PM		148	98	146		131			131	
08:00 PM		121	117	142		127			127	
08:15 PM		106	99	100		102			102	
08:30 PM		89	95	105		96			96	
08:45 PM		86	106	109		100			100	
09:00 PM		74	119	96		96			96	
09:15 PM		81	94	86		87			87	
09:30 PM		93	79	56		76			76	
09:45 PM		81	72	87		80			80	
10:00 PM		67	92	76		78			78	
10:15 PM		62	80	85		76			76	
10:30 PM		69	72	52		64			64	
10:45 PM		61	64	45		57			57	
11:00 PM		60	58	60		59			59	
11:15 PM		47	53	49		50			50	
11:30 PM		45	43	58		49			49	
11:45 PM		48	43	50		47			47	
Day Total		10834	10760	10906		10834			10834	
% Weekday Average		100%	99.3%	100.7%						
% Week Average		100%	99.3%	100.7%		100%				
AM Peak 15-min Vol		11:30 AM 149	9:00 AM 152	11:00 AM 138		11:30 AM 139			11:30 AM 139	
PM Peak 15-min Vol		5:00 PM 270	5:15 PM 250	4:45 PM 267		5:15 PM 253			5:15 PM 253	

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Osceola Polk Line Rd East of Lake Wilson Rd **QC JOB #:** 15305332

SPECIFIC LOCATION: **DIRECTION:** WB

CITY/STATE: Osceola, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		16	27	27		23			23	
12:15 AM		12	19	30		20			20	
12:30 AM		16	17	17		17			17	
12:45 AM		24	16	18		19			19	
01:00 AM		20	23	29		24			24	
01:15 AM		9	13	16		13			13	
01:30 AM		26	27	26		26			26	
01:45 AM		15	19	25		20			20	
02:00 AM		24	32	24		27			27	
02:15 AM		26	20	21		22			22	
02:30 AM		26	21	22		23			23	
02:45 AM		20	29	19		23			23	
03:00 AM		37	26	24		29			29	
03:15 AM		41	37	43		40			40	
03:30 AM		22	34	39		32			32	
03:45 AM		24	37	37		33			33	
04:00 AM		48	26	39		38			38	
04:15 AM		43	45	51		46			46	
04:30 AM		66	57	47		57			57	
04:45 AM		67	59	62		63			63	
05:00 AM		86	65	68		73			73	
05:15 AM		109	119	100		109			109	
05:30 AM		110	127	105		114			114	
05:45 AM		131	130	153		138			138	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Osceola Polk Line Rd East of Lake Wilson Rd **QC JOB #:** 15305332

SPECIFIC LOCATION: **DIRECTION:** WB

CITY/STATE: Osceola, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		170	164	169		168			168	
06:15 AM		207	190	210		202			202	
06:30 AM		190	200	188		193			193	
06:45 AM		180	189	167		179			179	
07:00 AM		199	172	206		192			192	
07:15 AM		**240**	218	199		219			219	
07:30 AM		204	**221**	**241**		**222**			**222**	
07:45 AM		215	204	212		210			210	
08:00 AM		212	184	211		202			202	
08:15 AM		195	217	192		201			201	
08:30 AM		200	197	164		187			187	
08:45 AM		158	178	189		175			175	
09:00 AM		167	139	156		154			154	
09:15 AM		177	160	145		161			161	
09:30 AM		163	165	148		159			159	
09:45 AM		123	184	133		147			147	
10:00 AM		146	150	156		151			151	
10:15 AM		195	128	149		157			157	
10:30 AM		146	174	151		157			157	
10:45 AM		161	150	158		156			156	
11:00 AM		147	145	145		146			146	
11:15 AM		149	160	163		157			157	
11:30 AM		141	155	174		157			157	
11:45 AM		139	163	174		159			159	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Osceola Polk Line Rd East of Lake Wilson Rd **QC JOB #:** 15305332

SPECIFIC LOCATION: **DIRECTION:** WB

CITY/STATE: Osceola, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		148	155	124		142			142	
12:15 PM		172	189	135		165			165	
12:30 PM		168	145	149		154			154	
12:45 PM		163	169	154		162			162	
01:00 PM		156	160	171		162			162	
01:15 PM		147	167	202		172			172	
01:30 PM		181	185	193		186			186	
01:45 PM		161	146	185		164			164	
02:00 PM		193	176	163		177			177	
02:15 PM		160	159	205		175			175	
02:30 PM		179	191	**209**		193			193	
02:45 PM		150	167	150		156			156	
03:00 PM		192	180	171		181			181	
03:15 PM		173	172	206		184			184	
03:30 PM		196	189	188		191			191	
03:45 PM		170	185	201		185			185	
04:00 PM		201	**224**	186		**204**			**204**	
04:15 PM		**202**	159	186		182			182	
04:30 PM		180	184	173		179			179	
04:45 PM		171	161	173		168			168	
05:00 PM		154	186	156		165			165	
05:15 PM		151	156	165		157			157	
05:30 PM		175	139	170		161			161	
05:45 PM		143	157	173		158			158	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Osceola Polk Line Rd East of Lake Wilson Rd **QC JOB #:** 15305332

SPECIFIC LOCATION: **DIRECTION:** WB

CITY/STATE: Osceola, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		164	133	136		144			144	
06:15 PM		146	132	160		146			146	
06:30 PM		130	125	142		132			132	
06:45 PM		130	112	131		124			124	
07:00 PM		127	120	106		118			118	
07:15 PM		103	125	131		120			120	
07:30 PM		94	113	100		102			102	
07:45 PM		107	78	88		91			91	
08:00 PM		84	67	86		79			79	
08:15 PM		67	77	93		79			79	
08:30 PM		84	75	83		81			81	
08:45 PM		63	68	52		61			61	
09:00 PM		57	71	80		69			69	
09:15 PM		72	72	75		73			73	
09:30 PM		62	62	61		62			62	
09:45 PM		61	68	55		61			61	
10:00 PM		56	63	57		59			59	
10:15 PM		43	54	60		52			52	
10:30 PM		44	36	49		43			43	
10:45 PM		43	33	35		37			37	
11:00 PM		39	33	37		36			36	
11:15 PM		25	31	34		30			30	
11:30 PM		47	28	34		36			36	
11:45 PM		26	23	26		25			25	
Day Total		11202	11132	11341		11223			11223	
% Weekday Average		99.8%	99.2%	101.1%						
% Week Average		99.8%	99.2%	101.1%		100%				
AM Peak 15-min Vol		7:15 AM 240	7:30 AM 221	7:30 AM 241		7:30 AM 222			7:30 AM 222	
PM Peak 15-min Vol		4:15 PM 202	4:00 PM 224	2:30 PM 209		4:00 PM 204			4:00 PM 204	

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Osceola Polk Line Rd East of Lake Wilson Rd | **QC JOB #:** 15305332

SPECIFIC LOCATION: | **DIRECTION:** EB, WB

CITY/STATE: Osceola, FL | **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		64	64	82		70			70	
12:15 AM		50	63	78		64			64	
12:30 AM		50	49	59		53			53	
12:45 AM		48	48	40		45			45	
01:00 AM		41	45	57		48			48	
01:15 AM		30	40	44		38			38	
01:30 AM		53	36	50		46			46	
01:45 AM		27	39	44		37			37	
02:00 AM		40	53	43		45			45	
02:15 AM		41	47	41		43			43	
02:30 AM		48	38	44		43			43	
02:45 AM		28	53	37		39			39	
03:00 AM		61	53	43		52			52	
03:15 AM		62	62	62		62			62	
03:30 AM		43	71	64		59			59	
03:45 AM		52	61	64		59			59	
04:00 AM		71	50	71		64			64	
04:15 AM		73	83	79		78			78	
04:30 AM		96	82	80		86			86	
04:45 AM		97	84	88		90			90	
05:00 AM		146	119	121		129			129	
05:15 AM		161	165	144		157			157	
05:30 AM		187	203	165		185			185	
05:45 AM		195	196	238		210			210	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Osceola Polk Line Rd East of Lake Wilson Rd | **QC JOB #:** 15305332

SPECIFIC LOCATION: | **DIRECTION:** EB, WB

CITY/STATE: Osceola, FL | **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		265	263	248		259			259	
06:15 AM		311	297	307		305			305	
06:30 AM		280	300	303		294			294	
06:45 AM		284	279	255		273			273	
07:00 AM		289	254	301		281			281	
07:15 AM		**345**	335	320		**333**			**333**	
07:30 AM		310	338	**336**		328			328	
07:45 AM		335	335	324		331			331	
08:00 AM		310	286	306		301			301	
08:15 AM		304	**343**	306		318			318	
08:30 AM		304	286	271		287			287	
08:45 AM		248	291	318		286			286	
09:00 AM		282	291	274		282			282	
09:15 AM		306	277	246		276			276	
09:30 AM		283	286	271		280			280	
09:45 AM		222	320	246		263			263	
10:00 AM		273	261	277		270			270	
10:15 AM		327	229	270		275			275	
10:30 AM		270	291	251		271			271	
10:45 AM		273	273	274		273			273	
11:00 AM		261	283	283		276			276	
11:15 AM		268	265	283		272			272	
11:30 AM		290	300	297		296			296	
11:45 AM		264	278	312		285			285	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Osceola Polk Line Rd East of Lake Wilson Rd **QC JOB #:** 15305332

SPECIFIC LOCATION: **DIRECTION:** EB, WB

CITY/STATE: Osceola, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		281	298	274		284			284	
12:15 PM		341	333	279		318			318	
12:30 PM		318	305	306		310			310	
12:45 PM		333	298	309		313			313	
01:00 PM		289	337	311		312			312	
01:15 PM		294	336	363		331			331	
01:30 PM		338	354	344		345			345	
01:45 PM		349	297	343		330			330	
02:00 PM		336	338	348		341			341	
02:15 PM		326	368	342		345			345	
02:30 PM		348	373	397		373			373	
02:45 PM		330	325	317		324			324	
03:00 PM		387	398	357		381			381	
03:15 PM		419	383	403		402			402	
03:30 PM		**438**	414	409		420			420	
03:45 PM		395	404	413		404			404	
04:00 PM		408	**421**	383		404			404	
04:15 PM		436	397	438		**424**			**424**	
04:30 PM		418	391	395		401			401	
04:45 PM		424	376	**440**		413			413	
05:00 PM		424	408	410		414			414	
05:15 PM		398	406	426		410			410	
05:30 PM		434	346	416		399			399	
05:45 PM		395	367	394		385			385	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Osceola Polk Line Rd East of Lake Wilson Rd **QC JOB #:** 15305332

SPECIFIC LOCATION: **DIRECTION:** EB, WB

CITY/STATE: Osceola, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		398	367	386		384			384	
06:15 PM		354	331	393		359			359	
06:30 PM		321	296	369		329			329	
06:45 PM		338	308	331		326			326	
07:00 PM		289	256	287		277			277	
07:15 PM		258	298	307		288			288	
07:30 PM		233	275	233		247			247	
07:45 PM		255	176	234		222			222	
08:00 PM		205	184	228		206			206	
08:15 PM		173	176	193		181			181	
08:30 PM		173	170	188		177			177	
08:45 PM		149	174	161		161			161	
09:00 PM		131	190	176		166			166	
09:15 PM		153	166	161		160			160	
09:30 PM		155	141	117		138			138	
09:45 PM		142	140	142		141			141	
10:00 PM		123	155	133		137			137	
10:15 PM		105	134	145		128			128	
10:30 PM		113	108	101		107			107	
10:45 PM		104	97	80		94			94	
11:00 PM		99	91	97		96			96	
11:15 PM		72	84	83		80			80	
11:30 PM		92	71	92		85			85	
11:45 PM		74	66	76		72			72	
Day Total		22036	21892	22247		22061			22061	
% Weekday Average		99.9%	99.2%	100.8%						
% Week Average		99.9%	99.2%	100.8%		100%				
AM Peak 15-min Vol		7:15 AM 345	8:15 AM 343	7:30 AM 336		7:15 AM 333			7:15 AM 333	
PM Peak 15-min Vol		3:30 PM 438	4:00 PM 421	4:45 PM 440		4:15 PM 424			4:15 PM 424	

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

LOCATION: EXCITEMENT DRIVE, EAST OF OLD LAKE WILSON ROAD

Type of report: Tube Count - Volume Data

LOCATION: Excitement Dr East of S Old Lake Wilson Rd **QC JOB #:** 15305331

SPECIFIC LOCATION: **DIRECTION:** EB

CITY/STATE: Osceola, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		2	1	0		1			1	
12:15 AM		0	2	0		1			1	
12:30 AM		2	2	2		2			2	
12:45 AM		1	0	1		1			1	
01:00 AM		8	1	1		3			3	
01:15 AM		1	0	0		0			0	
01:30 AM		0	0	0		0			0	
01:45 AM		0	0	1		0			0	
02:00 AM		0	1	0		0			0	
02:15 AM		0	0	0		0			0	
02:30 AM		0	0	0		0			0	
02:45 AM		1	0	0		0			0	
03:00 AM		0	0	0		0			0	
03:15 AM		0	1	0		0			0	
03:30 AM		0	2	0		1			1	
03:45 AM		0	5	0		2			2	
04:00 AM		0	0	1		0			0	
04:15 AM		3	0	0		1			1	
04:30 AM		0	0	1		0			0	
04:45 AM		3	0	0		1			1	
05:00 AM		0	1	0		0			0	
05:15 AM		0	1	0		0			0	
05:30 AM		1	0	0		0			0	
05:45 AM		0	0	0		0			0	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Excitement Dr East of S Old Lake Wilson Rd **QC JOB #:** 15305331

SPECIFIC LOCATION: **DIRECTION:** EB

CITY/STATE: Osceola, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		1	1	0		1			1	
06:15 AM		2	0	3		2			2	
06:30 AM		0	1	1		1			1	
06:45 AM		1	4	0		2			2	
07:00 AM		3	5	3		4			4	
07:15 AM		7	2	4		4			4	
07:30 AM		1	4	6		4			4	
07:45 AM		2	1	2		2			2	
08:00 AM		5	6	2		4			4	
08:15 AM		4	3	2		3			3	
08:30 AM		5	3	10		6			6	
08:45 AM		6	4	**13**		**8**			**8**	
09:00 AM		6	5	6		6			6	
09:15 AM		**9**	**10**	6		8			8	
09:30 AM		2	2	12		5			5	
09:45 AM		6	9	5		7			7	
10:00 AM		4	4	3		4			4	
10:15 AM		5	1	7		4			4	
10:30 AM		5	3	9		6			6	
10:45 AM		5	8	8		7			7	
11:00 AM		5	4	1		3			3	
11:15 AM		5	5	6		5			5	
11:30 AM		2	8	6		5			5	
11:45 AM		7	9	7		8			8	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Excitement Dr East of S Old Lake Wilson Rd **QC JOB #:** 15305331

SPECIFIC LOCATION: **DIRECTION:** EB

CITY/STATE: Osceola, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		6	6	**15**		9			9	
12:15 PM		5	**14**	1		7			7	
12:30 PM		5	12	6		8			8	
12:45 PM		6	10	4		7			7	
01:00 PM		12	4	8		8			8	
01:15 PM		8	6	5		6			6	
01:30 PM		7	5	6		6			6	
01:45 PM		7	6	6		6			6	
02:00 PM		5	4	5		5			5	
02:15 PM		14	3	8		8			8	
02:30 PM		7	11	7		8			8	
02:45 PM		9	10	12		**10**			**10**	
03:00 PM		6	1	12		6			6	
03:15 PM		7	10	6		8			8	
03:30 PM		13	6	12		10			10	
03:45 PM		10	4	7		7			7	
04:00 PM		4	3	5		4			4	
04:15 PM		6	2	5		4			4	
04:30 PM		7	9	9		8			8	
04:45 PM		4	9	3		5			5	
05:00 PM		3	4	7		5			5	
05:15 PM		6	5	3		5			5	
05:30 PM		4	3	2		3			3	
05:45 PM		14	7	6		9			9	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Excitement Dr East of S Old Lake Wilson Rd **QC JOB #:** 15305331

SPECIFIC LOCATION: **DIRECTION:** EB

CITY/STATE: Osceola, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		4	3	5		4			4	
06:15 PM		4	4	3		4			4	
06:30 PM		10	7	11		9			9	
06:45 PM		6	8	6		7			7	
07:00 PM		10	7	9		9			9	
07:15 PM		10	11	4		8			8	
07:30 PM		12	7	7		9			9	
07:45 PM		12	2	2		5			5	
08:00 PM		8	4	6		6			6	
08:15 PM		**17**	4	1		7			7	
08:30 PM		6	5	1		4			4	
08:45 PM		5	2	4		4			4	
09:00 PM		2	0	5		2			2	
09:15 PM		5	4	5		5			5	
09:30 PM		5	9	0		5			5	
09:45 PM		5	5	3		4			4	
10:00 PM		4	4	3		4			4	
10:15 PM		1	1	2		1			1	
10:30 PM		3	0	4		2			2	
10:45 PM		5	3	2		3			3	
11:00 PM		2	1	0		1			1	
11:15 PM		7	2	0		3			3	
11:30 PM		0	2	5		2			2	
11:45 PM		1	3	2		2			2	
Day Total		439	371	379		394			394	
% Weekday Average		111.4%	94.2%	96.2%						
% Week Average		111.4%	94.2%	96.2%		100%				
AM Peak 15-min Vol		9:15 AM 9	9:15 AM 10	8:45 AM 13		8:45 AM 8			8:45 AM 8	
PM Peak 15-min Vol		8:15 PM 17	12:15 PM 14	12:00 PM 15		2:45 PM 10			2:45 PM 10	

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Excitement Dr East of S Old Lake Wilson Rd **QC JOB #:** 15305331

SPECIFIC LOCATION: **DIRECTION:** WB

CITY/STATE: Osceola, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		4	1	1		2			2	
12:15 AM		1	1	3		2			2	
12:30 AM		1	2	1		1			1	
12:45 AM		0	0	0		0			0	
01:00 AM		0	1	0		0			0	
01:15 AM		0	0	0		0			0	
01:30 AM		2	0	1		1			1	
01:45 AM		1	1	2		1			1	
02:00 AM		0	0	0		0			0	
02:15 AM		0	0	0		0			0	
02:30 AM		1	0	2		1			1	
02:45 AM		0	0	0		0			0	
03:00 AM		0	1	1		1			1	
03:15 AM		0	1	0		0			0	
03:30 AM		0	0	0		0			0	
03:45 AM		1	1	1		1			1	
04:00 AM		0	0	0		0			0	
04:15 AM		0	0	0		0			0	
04:30 AM		1	0	1		1			1	
04:45 AM		1	0	1		1			1	
05:00 AM		1	2	1		1			1	
05:15 AM		4	2	1		2			2	
05:30 AM		1	2	2		2			2	
05:45 AM		1	3	2		2			2	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Excitement Dr East of S Old Lake Wilson Rd **QC JOB #:** 15305331

SPECIFIC LOCATION: **DIRECTION:** WB

CITY/STATE: Osceola, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		2	2	3		2			2	
06:15 AM		1	4	2		2			2	
06:30 AM		7	5	5		6			6	
06:45 AM		3	4	5		4			4	
07:00 AM		8	9	**17**		**11**			**11**	
07:15 AM		5	5	4		5			5	
07:30 AM		5	11	5		7			7	
07:45 AM		5	10	11		9			9	
08:00 AM		7	13	13		11			11	
08:15 AM		11	8	8		9			9	
08:30 AM		5	5	7		6			6	
08:45 AM		10	6	7		8			8	
09:00 AM		11	6	7		8			8	
09:15 AM		10	11	9		10			10	
09:30 AM		12	5	8		8			8	
09:45 AM		10	1	4		5			5	
10:00 AM		4	7	15		9			9	
10:15 AM		6	5	9		7			7	
10:30 AM		**14**	8	4		9			9	
10:45 AM		7	5	14		9			9	
11:00 AM		6	8	11		8			8	
11:15 AM		10	10	13		11			11	
11:30 AM		10	10	9		10			10	
11:45 AM		4	**16**	10		10			10	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Excitement Dr East of S Old Lake Wilson Rd **QC JOB #:** 15305331

SPECIFIC LOCATION: **DIRECTION:** WB

CITY/STATE: Osceola, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		7	**14**	5		9			9	
12:15 PM		8	10	13		10			10	
12:30 PM		7	11	9		9			9	
12:45 PM		8	6	4		6			6	
01:00 PM		6	11	8		8			8	
01:15 PM		3	5	9		6			6	
01:30 PM		8	8	13		10			10	
01:45 PM		9	9	8		9			9	
02:00 PM		12	10	3		8			8	
02:15 PM		11	14	9		**11**			**11**	
02:30 PM		8	7	**15**		10			10	
02:45 PM		1	6	7		5			5	
03:00 PM		9	6	8		8			8	
03:15 PM		**13**	4	13		10			10	
03:30 PM		8	12	8		9			9	
03:45 PM		9	9	7		8			8	
04:00 PM		13	9	8		10			10	
04:15 PM		7	3	6		5			5	
04:30 PM		6	7	13		9			9	
04:45 PM		7	5	12		8			8	
05:00 PM		5	6	9		7			7	
05:15 PM		8	11	10		10			10	
05:30 PM		8	4	3		5			5	
05:45 PM		7	3	5		5			5	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Excitement Dr East of S Old Lake Wilson Rd **QC JOB #:** 15305331

SPECIFIC LOCATION: **DIRECTION:** WB

CITY/STATE: Osceola, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		8	2	5		5			5	
06:15 PM		5	5	3		4			4	
06:30 PM		8	9	3		7			7	
06:45 PM		10	10	3		8			8	
07:00 PM		5	5	5		5			5	
07:15 PM		5	7	3		5			5	
07:30 PM		4	1	8		4			4	
07:45 PM		6	7	5		6			6	
08:00 PM		5	1	4		3			3	
08:15 PM		4	5	0		3			3	
08:30 PM		8	1	0		3			3	
08:45 PM		1	0	0		0			0	
09:00 PM		1	1	2		1			1	
09:15 PM		2	2	2		2			2	
09:30 PM		4	2	2		3			3	
09:45 PM		1	2	2		2			2	
10:00 PM		2	1	0		1			1	
10:15 PM		1	0	1		1			1	
10:30 PM		1	0	1		1			1	
10:45 PM		0	2	1		1			1	
11:00 PM		1	0	0		0			0	
11:15 PM		0	3	1		1			1	
11:30 PM		2	1	0		1			1	
11:45 PM		0	0	0		0			0	
Day Total		465	449	476		465			465	
% Weekday Average		100%	96.6%	102.4%						
% Week Average		100%	96.6%	102.4%		100%				
AM Peak 15-min Vol		10:30 AM 14	11:45 AM 16	7:00 AM 17		7:00 AM 11			7:00 AM 11	
PM Peak 15-min Vol		3:15 PM 13	12:00 PM 14	2:30 PM 15		2:15 PM 11			2:15 PM 11	

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Excitement Dr East of S Old Lake Wilson Rd **QC JOB #:** 15305331

SPECIFIC LOCATION: **DIRECTION:** EB, WB

CITY/STATE: Osceola, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		6	2	1		3			3	
12:15 AM		1	3	3		2			2	
12:30 AM		3	4	3		3			3	
12:45 AM		1	0	1		1			1	
01:00 AM		8	2	1		4			4	
01:15 AM		1	0	0		0			0	
01:30 AM		2	0	1		1			1	
01:45 AM		1	1	3		2			2	
02:00 AM		0	1	0		0			0	
02:15 AM		0	0	0		0			0	
02:30 AM		1	0	2		1			1	
02:45 AM		1	0	0		0			0	
03:00 AM		0	1	1		1			1	
03:15 AM		0	2	0		1			1	
03:30 AM		0	2	0		1			1	
03:45 AM		1	6	1		3			3	
04:00 AM		0	0	1		0			0	
04:15 AM		3	0	0		1			1	
04:30 AM		1	0	2		1			1	
04:45 AM		4	0	1		2			2	
05:00 AM		1	3	1		2			2	
05:15 AM		4	3	1		3			3	
05:30 AM		2	2	2		2			2	
05:45 AM		1	3	2		2			2	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Excitement Dr East of S Old Lake Wilson Rd
QC JOB #: 15305331
SPECIFIC LOCATION:
DIRECTION: EB, WB
CITY/STATE: Osceola, FL
DATE: Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		3	3	3		3			3	
06:15 AM		3	4	5		4			4	
06:30 AM		7	6	6		6			6	
06:45 AM		4	8	5		6			6	
07:00 AM		11	14	20		15			15	
07:15 AM		12	7	8		9			9	
07:30 AM		6	15	11		11			11	
07:45 AM		7	11	13		10			10	
08:00 AM		12	19	15		15			15	
08:15 AM		15	11	10		12			12	
08:30 AM		10	8	17		12			12	
08:45 AM		16	10	20		15			15	
09:00 AM		17	11	13		14			14	
09:15 AM		**19**	21	15		**18**			**18**	
09:30 AM		14	7	20		14			14	
09:45 AM		16	10	9		12			12	
10:00 AM		8	11	18		12			12	
10:15 AM		11	6	16		11			11	
10:30 AM		19	11	13		14			14	
10:45 AM		12	13	**22**		16			16	
11:00 AM		11	12	12		12			12	
11:15 AM		15	15	19		16			16	
11:30 AM		12	18	15		15			15	
11:45 AM		11	**25**	17		18			18	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Excitement Dr East of S Old Lake Wilson Rd **QC JOB #:** 15305331

SPECIFIC LOCATION: **DIRECTION:** EB, WB

CITY/STATE: Osceola, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		13	20	20		18			18	
12:15 PM		13	**24**	14		17			17	
12:30 PM		12	23	15		17			17	
12:45 PM		14	16	8		13			13	
01:00 PM		18	15	16		16			16	
01:15 PM		11	11	14		12			12	
01:30 PM		15	13	19		16			16	
01:45 PM		16	15	14		15			15	
02:00 PM		17	14	8		13			13	
02:15 PM		**25**	17	17		**20**			**20**	
02:30 PM		15	18	**22**		18			18	
02:45 PM		10	16	19		15			15	
03:00 PM		15	7	20		14			14	
03:15 PM		20	14	19		18			18	
03:30 PM		21	18	20		20			20	
03:45 PM		19	13	14		15			15	
04:00 PM		17	12	13		14			14	
04:15 PM		13	5	11		10			10	
04:30 PM		13	16	22		17			17	
04:45 PM		11	14	15		13			13	
05:00 PM		8	10	16		11			11	
05:15 PM		14	16	13		14			14	
05:30 PM		12	7	5		8			8	
05:45 PM		21	10	11		14			14	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Excitement Dr East of S Old Lake Wilson Rd **QC JOB #:** 15305331

SPECIFIC LOCATION: **DIRECTION:** EB, WB

CITY/STATE: Osceola, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		12	5	10		9			9	
06:15 PM		9	9	6		8			8	
06:30 PM		18	16	14		16			16	
06:45 PM		16	18	9		14			14	
07:00 PM		15	12	14		14			14	
07:15 PM		15	18	7		13			13	
07:30 PM		16	8	15		13			13	
07:45 PM		18	9	7		11			11	
08:00 PM		13	5	10		9			9	
08:15 PM		21	9	1		10			10	
08:30 PM		14	6	1		7			7	
08:45 PM		6	2	4		4			4	
09:00 PM		3	1	7		4			4	
09:15 PM		7	6	7		7			7	
09:30 PM		9	11	2		7			7	
09:45 PM		6	7	5		6			6	
10:00 PM		6	5	3		5			5	
10:15 PM		2	1	3		2			2	
10:30 PM		4	0	5		3			3	
10:45 PM		5	5	3		4			4	
11:00 PM		3	1	0		1			1	
11:15 PM		7	5	1		4			4	
11:30 PM		2	3	5		3			3	
11:45 PM		1	3	2		2			2	
Day Total		904	820	855		860			860	
% Weekday Average		105.1%	95.3%	99.4%						
% Week Average		105.1%	95.3%	99.4%		100%				
AM Peak 15-min Vol		9:15 AM 19	11:45 AM 25	10:45 AM 22		9:15 AM 18			9:15 AM 18	
PM Peak 15-min Vol		2:15 PM 25	12:15 PM 24	2:30 PM 22		2:15 PM 20			2:15 PM 20	

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

LOCATION: SPINE ROAD, WEST OF OLD LAKE WILSON ROAD

Type of report: Tube Count - Volume Data

LOCATION: Spine Rd West of S Old Lake Wilson Rd **QC JOB #:** 15305330

SPECIFIC LOCATION: **DIRECTION:** EB

CITY/STATE: Four Corners, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		0	2	3		2			2	
12:15 AM		1	4	0		2			2	
12:30 AM		0	0	0		0			0	
12:45 AM		0	1	0		0			0	
01:00 AM		1	0	0		0			0	
01:15 AM		0	1	1		1			1	
01:30 AM		0	0	0		0			0	
01:45 AM		0	1	1		1			1	
02:00 AM		0	0	0		0			0	
02:15 AM		1	0	0		0			0	
02:30 AM		0	0	0		0			0	
02:45 AM		1	0	0		0			0	
03:00 AM		0	0	0		0			0	
03:15 AM		0	2	0		1			1	
03:30 AM		0	0	0		0			0	
03:45 AM		0	1	0		0			0	
04:00 AM		1	0	0		0			0	
04:15 AM		0	0	1		0			0	
04:30 AM		0	0	0		0			0	
04:45 AM		0	1	0		0			0	
05:00 AM		0	1	0		0			0	
05:15 AM		1	0	1		1			1	
05:30 AM		1	1	1		1			1	
05:45 AM		3	4	3		3			3	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Spine Rd West of S Old Lake Wilson Rd **QC JOB #:** 15305330

SPECIFIC LOCATION: **DIRECTION:** EB

CITY/STATE: Four Corners, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		1	1	1		1			1	
06:15 AM		6	4	2		4			4	
06:30 AM		5	1	2		3			3	
06:45 AM		7	3	4		5			5	
07:00 AM		9	5	9		8			8	
07:15 AM		7	5	9		7			7	
07:30 AM		6	3	8		6			6	
07:45 AM		7	9	5		7			7	
08:00 AM		11	7	**20**		13			13	
08:15 AM		8	4	8		7			7	
08:30 AM		7	16	8		10			10	
08:45 AM		5	9	5		6			6	
09:00 AM		8	12	11		10			10	
09:15 AM		9	5	14		9			9	
09:30 AM		11	12	8		10			10	
09:45 AM		11	18	16		15			15	
10:00 AM		11	9	12		11			11	
10:15 AM		11	11	8		10			10	
10:30 AM		8	8	16		11			11	
10:45 AM		10	15	16		14			14	
11:00 AM		8	13	4		8			8	
11:15 AM		12	13	8		11			11	
11:30 AM		7	**19**	19		15			15	
11:45 AM		**18**	14	18		**17**			**17**	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Spine Rd West of S Old Lake Wilson Rd **QC JOB #:** 15305330

SPECIFIC LOCATION: **DIRECTION:** EB

CITY/STATE: Four Corners, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		14	15	13		**14**			**14**	
12:15 PM		8	9	13		10			10	
12:30 PM		11	9	**14**		11			11	
12:45 PM		11	8	8		9			9	
01:00 PM		13	11	8		11			11	
01:15 PM		11	10	9		10			10	
01:30 PM		13	12	8		11			11	
01:45 PM		8	14	8		10			10	
02:00 PM		9	10	11		10			10	
02:15 PM		**15**	7	11		11			11	
02:30 PM		8	11	14		11			11	
02:45 PM		7	12	8		9			9	
03:00 PM		10	7	13		10			10	
03:15 PM		6	10	9		8			8	
03:30 PM		5	8	13		9			9	
03:45 PM		7	8	3		6			6	
04:00 PM		8	**16**	14		13			13	
04:15 PM		14	11	13		13			13	
04:30 PM		10	4	8		7			7	
04:45 PM		14	7	11		11			11	
05:00 PM		6	7	9		7			7	
05:15 PM		12	9	2		8			8	
05:30 PM		10	5	5		7			7	
05:45 PM		8	2	7		6			6	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Spine Rd West of S Old Lake Wilson Rd **QC JOB #:** 15305330

SPECIFIC LOCATION: **DIRECTION:** EB

CITY/STATE: Four Corners, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		6	5	7		6			6	
06:15 PM		8	8	7		8			8	
06:30 PM		7	4	6		6			6	
06:45 PM		4	4	5		4			4	
07:00 PM		6	12	6		8			8	
07:15 PM		5	4	4		4			4	
07:30 PM		6	6	4		5			5	
07:45 PM		9	4	12		8			8	
08:00 PM		7	4	1		4			4	
08:15 PM		9	2	5		5			5	
08:30 PM		8	1	4		4			4	
08:45 PM		2	6	6		5			5	
09:00 PM		4	6	5		5			5	
09:15 PM		2	1	2		2			2	
09:30 PM		5	4	2		4			4	
09:45 PM		1	2	4		2			2	
10:00 PM		2	4	2		3			3	
10:15 PM		1	4	3		3			3	
10:30 PM		1	2	1		1			1	
10:45 PM		2	1	4		2			2	
11:00 PM		0	2	3		2			2	
11:15 PM		0	0	1		0			0	
11:30 PM		1	1	1		1			1	
11:45 PM		2	0	2		1			1	
Day Total		549	544	571		555			555	
% Weekday Average		98.9%	98%	102.9%						
% Week Average		98.9%	98%	102.9%		100%				
AM Peak 15-min Vol		11:45 AM 18	11:30 AM 19	8:00 AM 20		11:45 AM 17			11:45 AM 17	
PM Peak 15-min Vol		2:15 PM 15	4:00 PM 16	12:30 PM 14		12:00 PM 14			12:00 PM 14	

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Spine Rd West of S Old Lake Wilson Rd **QC JOB #:** 15305330

SPECIFIC LOCATION: **DIRECTION:** WB

CITY/STATE: Four Corners, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		2	2	1		2			2	
12:15 AM		0	2	0		1			1	
12:30 AM		0	0	2		1			1	
12:45 AM		0	0	0		0			0	
01:00 AM		0	2	0		1			1	
01:15 AM		1	3	0		1			1	
01:30 AM		0	0	1		0			0	
01:45 AM		3	0	3		2			2	
02:00 AM		1	0	0		0			0	
02:15 AM		0	1	0		0			0	
02:30 AM		0	0	0		0			0	
02:45 AM		0	0	1		0			0	
03:00 AM		0	0	0		0			0	
03:15 AM		0	1	0		0			0	
03:30 AM		0	1	0		0			0	
03:45 AM		0	0	0		0			0	
04:00 AM		0	2	0		1			1	
04:15 AM		1	0	0		0			0	
04:30 AM		0	0	0		0			0	
04:45 AM		1	0	0		0			0	
05:00 AM		1	2	0		1			1	
05:15 AM		0	0	0		0			0	
05:30 AM		0	0	0		0			0	
05:45 AM		2	2	1		2			2	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Spine Rd West of S Old Lake Wilson Rd **QC JOB #:** 15305330

SPECIFIC LOCATION: **DIRECTION:** WB

CITY/STATE: Four Corners, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		0	2	2		1			1	
06:15 AM		1	1	4		2			2	
06:30 AM		7	4	3		5			5	
06:45 AM		9	7	3		6			6	
07:00 AM		9	3	5		6			6	
07:15 AM		8	9	14		10			10	
07:30 AM		12	6	7		8			8	
07:45 AM		10	8	13		10			10	
08:00 AM		9	9	17		12			12	
08:15 AM		7	4	7		6			6	
08:30 AM		9	13	7		10			10	
08:45 AM		9	8	**19**		12			12	
09:00 AM		8	8	13		10			10	
09:15 AM		13	13	17		14			14	
09:30 AM		**28**	17	18		**21**			**21**	
09:45 AM		12	15	13		13			13	
10:00 AM		15	9	14		13			13	
10:15 AM		15	11	5		10			10	
10:30 AM		10	7	9		9			9	
10:45 AM		11	13	12		12			12	
11:00 AM		7	**20**	5		11			11	
11:15 AM		12	16	8		12			12	
11:30 AM		9	12	12		11			11	
11:45 AM		14	17	14		15			15	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Spine Rd West of S Old Lake Wilson Rd
QC JOB #: 15305330
SPECIFIC LOCATION:
DIRECTION: WB
CITY/STATE: Four Corners, FL
DATE: Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		16	14	20		17			17	
12:15 PM		19	**26**	21		**22**			**22**	
12:30 PM		12	7	20		13			13	
12:45 PM		12	8	12		11			11	
01:00 PM		19	15	21		18			18	
01:15 PM		20	15	11		15			15	
01:30 PM		16	15	14		15			15	
01:45 PM		14	19	17		17			17	
02:00 PM		11	7	4		7			7	
02:15 PM		19	13	21		18			18	
02:30 PM		10	15	21		15			15	
02:45 PM		11	8	9		9			9	
03:00 PM		10	19	19		16			16	
03:15 PM		17	21	15		18			18	
03:30 PM		16	8	12		12			12	
03:45 PM		12	10	17		13			13	
04:00 PM		9	14	8		10			10	
04:15 PM		21	19	22		21			21	
04:30 PM		8	17	16		14			14	
04:45 PM		14	10	6		10			10	
05:00 PM		17	8	8		11			11	
05:15 PM		18	13	14		15			15	
05:30 PM		**22**	12	11		15			15	
05:45 PM		14	5	15		11			11	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Spine Rd West of S Old Lake Wilson Rd **QC JOB #:** 15305330

SPECIFIC LOCATION: **DIRECTION:** WB

CITY/STATE: Four Corners, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		13	8	13		11			11	
06:15 PM		9	10	27		15			15	
06:30 PM		14	12	10		12			12	
06:45 PM		14	16	19		16			16	
07:00 PM		10	15	15		13			13	
07:15 PM		12	19	20		17			17	
07:30 PM		9	22	7		13			13	
07:45 PM		16	15	**30**		20			20	
08:00 PM		11	12	15		13			13	
08:15 PM		13	9	16		13			13	
08:30 PM		11	12	9		11			11	
08:45 PM		15	3	14		11			11	
09:00 PM		10	5	8		8			8	
09:15 PM		12	16	15		14			14	
09:30 PM		9	5	12		9			9	
09:45 PM		12	10	13		12			12	
10:00 PM		11	9	7		9			9	
10:15 PM		4	2	6		4			4	
10:30 PM		4	3	5		4			4	
10:45 PM		7	2	6		5			5	
11:00 PM		2	4	6		4			4	
11:15 PM		1	3	4		3			3	
11:30 PM		2	2	3		2			2	
11:45 PM		1	3	2		2			2	
Day Total		835	785	886		835			835	
% Weekday Average		100%	94%	106.1%						
% Week Average		100%	94%	106.1%		100%				
AM Peak 15-min Vol		9:30 AM 28	11:00 AM 20	8:45 AM 19		9:30 AM 21			9:30 AM 21	
PM Peak 15-min Vol		5:30 PM 22	12:15 PM 26	7:45 PM 30		12:15 PM 22			12:15 PM 22	

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Spine Rd West of S Old Lake Wilson Rd **QC JOB #:** 15305330

SPECIFIC LOCATION: **DIRECTION:** EB, WB

CITY/STATE: Four Corners, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		2	4	4		3			3	
12:15 AM		1	6	0		2			2	
12:30 AM		0	0	2		1			1	
12:45 AM		0	1	0		0			0	
01:00 AM		1	2	0		1			1	
01:15 AM		1	4	1		2			2	
01:30 AM		0	0	1		0			0	
01:45 AM		3	1	4		3			3	
02:00 AM		1	0	0		0			0	
02:15 AM		1	1	0		1			1	
02:30 AM		0	0	0		0			0	
02:45 AM		1	0	1		1			1	
03:00 AM		0	0	0		0			0	
03:15 AM		0	3	0		1			1	
03:30 AM		0	1	0		0			0	
03:45 AM		0	1	0		0			0	
04:00 AM		1	2	0		1			1	
04:15 AM		1	0	1		1			1	
04:30 AM		0	0	0		0			0	
04:45 AM		1	1	0		1			1	
05:00 AM		1	3	0		1			1	
05:15 AM		1	0	1		1			1	
05:30 AM		1	1	1		1			1	
05:45 AM		5	6	4		5			5	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Spine Rd West of S Old Lake Wilson Rd | **QC JOB #:** 15305330

SPECIFIC LOCATION: | **DIRECTION:** EB, WB

CITY/STATE: Four Corners, FL | **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		1	3	3		2			2	
06:15 AM		7	5	6		6			6	
06:30 AM		12	5	5		7			7	
06:45 AM		16	10	7		11			11	
07:00 AM		18	8	14		13			13	
07:15 AM		15	14	23		17			17	
07:30 AM		18	9	15		14			14	
07:45 AM		17	17	18		17			17	
08:00 AM		20	16	**37**		24			24	
08:15 AM		15	8	15		13			13	
08:30 AM		16	29	15		20			20	
08:45 AM		14	17	24		18			18	
09:00 AM		16	20	24		20			20	
09:15 AM		22	18	31		24			24	
09:30 AM		**39**	29	26		31			31	
09:45 AM		23	**33**	29		28			28	
10:00 AM		26	18	26		23			23	
10:15 AM		26	22	13		20			20	
10:30 AM		18	15	25		19			19	
10:45 AM		21	28	28		26			26	
11:00 AM		15	33	9		19			19	
11:15 AM		24	29	16		23			23	
11:30 AM		16	31	31		26			26	
11:45 AM		32	31	32		**32**			**32**	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Spine Rd West of S Old Lake Wilson Rd **QC JOB #:** 15305330

SPECIFIC LOCATION: **DIRECTION:** EB, WB

CITY/STATE: Four Corners, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		30	29	33		31			31	
12:15 PM		27	**35**	34		32			32	
12:30 PM		23	16	34		24			24	
12:45 PM		23	16	20		20			20	
01:00 PM		32	26	29		29			29	
01:15 PM		31	25	20		25			25	
01:30 PM		29	27	22		26			26	
01:45 PM		22	33	25		27			27	
02:00 PM		20	17	15		17			17	
02:15 PM		34	20	32		29			29	
02:30 PM		18	26	35		26			26	
02:45 PM		18	20	17		18			18	
03:00 PM		20	26	32		26			26	
03:15 PM		23	31	24		26			26	
03:30 PM		21	16	25		21			21	
03:45 PM		19	18	20		19			19	
04:00 PM		17	30	22		23			23	
04:15 PM		**35**	30	35		**33**			**33**	
04:30 PM		18	21	24		21			21	
04:45 PM		28	17	17		21			21	
05:00 PM		23	15	17		18			18	
05:15 PM		30	22	16		23			23	
05:30 PM		32	17	16		22			22	
05:45 PM		22	7	22		17			17	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Spine Rd West of S Old Lake Wilson Rd **QC JOB #:** 15305330

SPECIFIC LOCATION: **DIRECTION:** EB, WB

CITY/STATE: Four Corners, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		19	13	20		17			17	
06:15 PM		17	18	34		23			23	
06:30 PM		21	16	16		18			18	
06:45 PM		18	20	24		21			21	
07:00 PM		16	27	21		21			21	
07:15 PM		17	23	24		21			21	
07:30 PM		15	28	11		18			18	
07:45 PM		25	19	**42**		29			29	
08:00 PM		18	16	16		17			17	
08:15 PM		22	11	21		18			18	
08:30 PM		19	13	13		15			15	
08:45 PM		17	9	20		15			15	
09:00 PM		14	11	13		13			13	
09:15 PM		14	17	17		16			16	
09:30 PM		14	9	14		12			12	
09:45 PM		13	12	17		14			14	
10:00 PM		13	13	9		12			12	
10:15 PM		5	6	9		7			7	
10:30 PM		5	5	6		5			5	
10:45 PM		9	3	10		7			7	
11:00 PM		2	6	9		6			6	
11:15 PM		1	3	5		3			3	
11:30 PM		3	3	4		3			3	
11:45 PM		3	3	4		3			3	
Day Total		1384	1329	1457		1387			1387	
% Weekday Average		99.8%	95.8%	105%						
% Week Average		99.8%	95.8%	105%		100%				
AM Peak 15-min Vol		9:30 AM 39	9:45 AM 33	8:00 AM 37		11:45 AM 32			11:45 AM 32	
PM Peak 15-min Vol		4:15 PM 35	12:15 PM 35	7:45 PM 42		4:15 PM 33			4:15 PM 33	

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

LOCATION: ASSEMBLY COURT, EAST OF OLD LAKE WILSON ROAD

Type of report: Tube Count - Volume Data

LOCATION: Assembly Ct East of S Old Lake Wilson Rd **QC JOB #:** 15305329

SPECIFIC LOCATION: **DIRECTION:** EB

CITY/STATE: Osceola, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		0	3	1		1			1	
12:15 AM		1	1	2		1			1	
12:30 AM		1	1	2		1			1	
12:45 AM		0	0	1		0			0	
01:00 AM		3	4	1		3			3	
01:15 AM		2	1	1		1			1	
01:30 AM		0	0	0		0			0	
01:45 AM		0	1	0		0			0	
02:00 AM		1	2	1		1			1	
02:15 AM		1	0	0		0			0	
02:30 AM		0	0	0		0			0	
02:45 AM		0	0	0		0			0	
03:00 AM		0	0	0		0			0	
03:15 AM		0	0	0		0			0	
03:30 AM		0	0	0		0			0	
03:45 AM		0	1	1		1			1	
04:00 AM		0	1	0		0			0	
04:15 AM		2	1	1		1			1	
04:30 AM		0	1	0		0			0	
04:45 AM		2	1	1		1			1	
05:00 AM		1	0	0		0			0	
05:15 AM		0	0	0		0			0	
05:30 AM		0	0	0		0			0	
05:45 AM		0	0	2		1			1	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Assembly Ct East of S Old Lake Wilson Rd **QC JOB #:** 15305329

SPECIFIC LOCATION: **DIRECTION:** EB

CITY/STATE: Osceola, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		0	1	1		1			1	
06:15 AM		3	2	1		2			2	
06:30 AM		0	2	0		1			1	
06:45 AM		1	1	0		1			1	
07:00 AM		3	1	1		2			2	
07:15 AM		1	3	1		2			2	
07:30 AM		2	3	3		3			3	
07:45 AM		1	1	1		1			1	
08:00 AM		1	1	1		1			1	
08:15 AM		3	4	1		3			3	
08:30 AM		0	0	1		0			0	
08:45 AM		3	6	3		4			4	
09:00 AM		4	**7**	1		4			4	
09:15 AM		2	3	1		2			2	
09:30 AM		3	5	3		4			4	
09:45 AM		**7**	3	3		4			4	
10:00 AM		3	3	3		3			3	
10:15 AM		2	2	4		3			3	
10:30 AM		2	4	**8**		**5**			**5**	
10:45 AM		5	2	4		4			4	
11:00 AM		0	5	3		3			3	
11:15 AM		2	1	2		2			2	
11:30 AM		2	4	3		3			3	
11:45 AM		2	2	2		2			2	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Assembly Ct East of S Old Lake Wilson Rd
QC JOB #: 15305329
SPECIFIC LOCATION:
DIRECTION: EB
CITY/STATE: Osceola, FL
DATE: Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		2	4	1		2			2	
12:15 PM		3	0	4		2			2	
12:30 PM		4	6	8		6			6	
12:45 PM		1	**8**	5		5			5	
01:00 PM		3	4	4		4			4	
01:15 PM		5	3	0		3			3	
01:30 PM		2	3	4		3			3	
01:45 PM		7	3	4		5			5	
02:00 PM		4	4	0		3			3	
02:15 PM		3	6	3		4			4	
02:30 PM		6	5	**11**		**7**			**7**	
02:45 PM		3	5	3		4			4	
03:00 PM		6	2	5		4			4	
03:15 PM		5	4	4		4			4	
03:30 PM		3	7	3		4			4	
03:45 PM		5	4	3		4			4	
04:00 PM		2	6	1		3			3	
04:15 PM		8	3	3		5			5	
04:30 PM		5	4	4		4			4	
04:45 PM		6	1	1		3			3	
05:00 PM		5	4	2		4			4	
05:15 PM		**11**	4	7		7			7	
05:30 PM		6	6	1		4			4	
05:45 PM		5	5	2		4			4	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Assembly Ct East of S Old Lake Wilson Rd
QC JOB #: 15305329
SPECIFIC LOCATION:
DIRECTION: EB
CITY/STATE: Osceola, FL
DATE: Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		2	5	5		4			4	
06:15 PM		1	3	4		3			3	
06:30 PM		6	3	7		5			5	
06:45 PM		1	5	4		3			3	
07:00 PM		5	2	8		5			5	
07:15 PM		3	4	6		4			4	
07:30 PM		0	4	3		2			2	
07:45 PM		3	4	3		3			3	
08:00 PM		5	3	5		4			4	
08:15 PM		3	4	4		4			4	
08:30 PM		4	2	3		3			3	
08:45 PM		3	3	6		4			4	
09:00 PM		7	3	5		5			5	
09:15 PM		4	0	2		2			2	
09:30 PM		0	3	5		3			3	
09:45 PM		4	2	1		2			2	
10:00 PM		3	5	1		3			3	
10:15 PM		3	4	3		3			3	
10:30 PM		3	3	4		3			3	
10:45 PM		4	3	2		3			3	
11:00 PM		1	1	2		1			1	
11:15 PM		1	0	5		2			2	
11:30 PM		3	2	3		3			3	
11:45 PM		0	0	3		1			1	
Day Total		245	253	242		245			245	
% Weekday Average		100%	103.3%	98.8%						
% Week Average		100%	103.3%	98.8%		100%				
AM Peak 15-min Vol		9:45 AM 7	9:00 AM 7	10:30 AM 8		10:30 AM 5			10:30 AM 5	
PM Peak 15-min Vol		5:15 PM 11	12:45 PM 8	2:30 PM 11		2:30 PM 7			2:30 PM 7	

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Assembly Ct East of S Old Lake Wilson Rd **QC JOB #:** 15305329

SPECIFIC LOCATION: **DIRECTION:** WB

CITY/STATE: Osceola, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		0	0	0		0			0	
12:15 AM		1	1	1		1			1	
12:30 AM		0	0	2		1			1	
12:45 AM		0	0	3		1			1	
01:00 AM		1	1	0		1			1	
01:15 AM		1	1	1		1			1	
01:30 AM		0	0	0		0			0	
01:45 AM		0	0	0		0			0	
02:00 AM		0	0	0		0			0	
02:15 AM		1	2	0		1			1	
02:30 AM		0	1	0		0			0	
02:45 AM		0	0	0		0			0	
03:00 AM		0	0	0		0			0	
03:15 AM		0	0	0		0			0	
03:30 AM		0	1	1		1			1	
03:45 AM		0	1	1		1			1	
04:00 AM		1	1	0		1			1	
04:15 AM		1	0	2		1			1	
04:30 AM		0	0	0		0			0	
04:45 AM		1	0	0		0			0	
05:00 AM		0	2	1		1			1	
05:15 AM		1	0	0		0			0	
05:30 AM		0	1	1		1			1	
05:45 AM		1	1	0		1			1	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Assembly Ct East of S Old Lake Wilson Rd **QC JOB #:** 15305329

SPECIFIC LOCATION: **DIRECTION:** WB

CITY/STATE: Osceola, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		1	1	0		1			1	
06:15 AM		3	1	2		2			2	
06:30 AM		4	5	1		3			3	
06:45 AM		3	0	0		1			1	
07:00 AM		3	5	2		3			3	
07:15 AM		5	8	6		6			6	
07:30 AM		1	6	3		3			3	
07:45 AM		1	2	5		3			3	
08:00 AM		6	4	3		4			4	
08:15 AM		6	7	3		5			5	
08:30 AM		2	3	3		3			3	
08:45 AM		2	5	3		3			3	
09:00 AM		6	**13**	**7**		**9**			**9**	
09:15 AM		**9**	3	2		5			5	
09:30 AM		2	7	1		3			3	
09:45 AM		2	4	2		3			3	
10:00 AM		7	3	2		4			4	
10:15 AM		6	2	4		4			4	
10:30 AM		3	4	6		4			4	
10:45 AM		4	5	5		5			5	
11:00 AM		6	2	3		4			4	
11:15 AM		8	7	3		6			6	
11:30 AM		5	4	3		4			4	
11:45 AM		3	2	1		2			2	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Assembly Ct East of S Old Lake Wilson Rd
QC JOB #: 15305329
SPECIFIC LOCATION:
DIRECTION: WB
CITY/STATE: Osceola, FL
DATE: Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		6	4	**8**		**6**			**6**	
12:15 PM		3	5	4		4			4	
12:30 PM		1	2	4		2			2	
12:45 PM		2	6	5		4			4	
01:00 PM		3	1	3		2			2	
01:15 PM		2	5	6		4			4	
01:30 PM		2	2	3		2			2	
01:45 PM		**8**	3	4		5			5	
02:00 PM		2	**7**	7		5			5	
02:15 PM		2	7	7		5			5	
02:30 PM		4	6	8		6			6	
02:45 PM		3	5	2		3			3	
03:00 PM		5	2	3		3			3	
03:15 PM		4	2	5		4			4	
03:30 PM		1	2	2		2			2	
03:45 PM		3	4	5		4			4	
04:00 PM		3	5	2		3			3	
04:15 PM		3	6	3		4			4	
04:30 PM		6	2	3		4			4	
04:45 PM		7	2	3		4			4	
05:00 PM		5	5	3		4			4	
05:15 PM		6	5	1		4			4	
05:30 PM		6	3	3		4			4	
05:45 PM		4	3	2		3			3	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Assembly Ct East of S Old Lake Wilson Rd **QC JOB #:** 15305329

SPECIFIC LOCATION: **DIRECTION:** WB

CITY/STATE: Osceola, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		6	1	3		3			3	
06:15 PM		2	2	6		3			3	
06:30 PM		5	3	3		4			4	
06:45 PM		1	1	3		2			2	
07:00 PM		1	2	5		3			3	
07:15 PM		2	3	6		4			4	
07:30 PM		2	1	0		1			1	
07:45 PM		5	1	1		2			2	
08:00 PM		1	1	0		1			1	
08:15 PM		3	2	1		2			2	
08:30 PM		4	2	1		2			2	
08:45 PM		2	2	2		2			2	
09:00 PM		2	4	3		3			3	
09:15 PM		1	1	1		1			1	
09:30 PM		0	0	3		1			1	
09:45 PM		1	0	2		1			1	
10:00 PM		2	4	2		3			3	
10:15 PM		2	0	0		1			1	
10:30 PM		0	1	1		1			1	
10:45 PM		0	0	1		0			0	
11:00 PM		1	0	2		1			1	
11:15 PM		0	1	1		1			1	
11:30 PM		4	1	1		2			2	
11:45 PM		1	0	0		0			0	
Day Total		246	243	227		238			238	
% Weekday Average		103.4%	102.1%	95.4%						
% Week Average		103.4%	102.1%	95.4%		100%				
AM Peak 15-min Vol		9:15 AM 9	9:00 AM 13	9:00 AM 7		9:00 AM 9			9:00 AM 9	
PM Peak 15-min Vol		1:45 PM 8	2:00 PM 7	12:00 PM 8		12:00 PM 6			12:00 PM 6	

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Assembly Ct East of S Old Lake Wilson Rd **QC JOB #:** 15305329

SPECIFIC LOCATION: **DIRECTION:** EB, WB

CITY/STATE: Osceola, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		0	3	1		1			1	
12:15 AM		2	2	3		2			2	
12:30 AM		1	1	4		2			2	
12:45 AM		0	0	4		1			1	
01:00 AM		4	5	1		3			3	
01:15 AM		3	2	2		2			2	
01:30 AM		0	0	0		0			0	
01:45 AM		0	1	0		0			0	
02:00 AM		1	2	1		1			1	
02:15 AM		2	2	0		1			1	
02:30 AM		0	1	0		0			0	
02:45 AM		0	0	0		0			0	
03:00 AM		0	0	0		0			0	
03:15 AM		0	0	0		0			0	
03:30 AM		0	1	1		1			1	
03:45 AM		0	2	2		1			1	
04:00 AM		1	2	0		1			1	
04:15 AM		3	1	3		2			2	
04:30 AM		0	1	0		0			0	
04:45 AM		3	1	1		2			2	
05:00 AM		1	2	1		1			1	
05:15 AM		1	0	0		0			0	
05:30 AM		0	1	1		1			1	
05:45 AM		1	1	2		1			1	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Assembly Ct East of S Old Lake Wilson Rd
QC JOB #: 15305329
SPECIFIC LOCATION:
DIRECTION: EB, WB
CITY/STATE: Osceola, FL
DATE: Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		1	2	1		1			1	
06:15 AM		6	3	3		4			4	
06:30 AM		4	7	1		4			4	
06:45 AM		4	1	0		2			2	
07:00 AM		6	6	3		5			5	
07:15 AM		6	11	7		8			8	
07:30 AM		3	9	6		6			6	
07:45 AM		2	3	6		4			4	
08:00 AM		7	5	4		5			5	
08:15 AM		9	11	4		8			8	
08:30 AM		2	3	4		3			3	
08:45 AM		5	11	6		7			7	
09:00 AM		10	**20**	8		**13**			**13**	
09:15 AM		**11**	6	3		7			7	
09:30 AM		5	12	4		7			7	
09:45 AM		9	7	5		7			7	
10:00 AM		10	6	5		7			7	
10:15 AM		8	4	8		7			7	
10:30 AM		5	8	**14**		9			9	
10:45 AM		9	7	9		8			8	
11:00 AM		6	7	6		6			6	
11:15 AM		10	8	5		8			8	
11:30 AM		7	8	6		7			7	
11:45 AM		5	4	3		4			4	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Assembly Ct East of S Old Lake Wilson Rd
QC JOB #: 15305329
SPECIFIC LOCATION:
DIRECTION: EB, WB
CITY/STATE: Osceola, FL
DATE: Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		8	8	9		8			8	
12:15 PM		6	5	8		6			6	
12:30 PM		5	8	12		8			8	
12:45 PM		3	**14**	10		9			9	
01:00 PM		6	5	7		6			6	
01:15 PM		7	8	6		7			7	
01:30 PM		4	5	7		5			5	
01:45 PM		15	6	8		10			10	
02:00 PM		6	11	7		8			8	
02:15 PM		5	13	10		9			9	
02:30 PM		10	11	**19**		**13**			**13**	
02:45 PM		6	10	5		7			7	
03:00 PM		11	4	8		8			8	
03:15 PM		9	6	9		8			8	
03:30 PM		4	9	5		6			6	
03:45 PM		8	8	8		8			8	
04:00 PM		5	11	3		6			6	
04:15 PM		11	9	6		9			9	
04:30 PM		11	6	7		8			8	
04:45 PM		13	3	4		7			7	
05:00 PM		10	9	5		8			8	
05:15 PM		**17**	9	8		11			11	
05:30 PM		12	9	4		8			8	
05:45 PM		9	8	4		7			7	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Assembly Ct East of S Old Lake Wilson Rd
QC JOB #: 15305329
SPECIFIC LOCATION:
DIRECTION: EB, WB
CITY/STATE: Osceola, FL
DATE: Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		8	6	8		7			7	
06:15 PM		3	5	10		6			6	
06:30 PM		11	6	10		9			9	
06:45 PM		2	6	7		5			5	
07:00 PM		6	4	13		8			8	
07:15 PM		5	7	12		8			8	
07:30 PM		2	5	3		3			3	
07:45 PM		8	5	4		6			6	
08:00 PM		6	4	5		5			5	
08:15 PM		6	6	5		6			6	
08:30 PM		8	4	4		5			5	
08:45 PM		5	5	8		6			6	
09:00 PM		9	7	8		8			8	
09:15 PM		5	1	3		3			3	
09:30 PM		0	3	8		4			4	
09:45 PM		5	2	3		3			3	
10:00 PM		5	9	3		6			6	
10:15 PM		5	4	3		4			4	
10:30 PM		3	4	5		4			4	
10:45 PM		4	3	3		3			3	
11:00 PM		2	1	4		2			2	
11:15 PM		1	1	6		3			3	
11:30 PM		7	3	4		5			5	
11:45 PM		1	0	3		1			1	
Day Total		491	496	469		480			480	
% Weekday Average		102.3%	103.3%	97.7%						
% Week Average		102.3%	103.3%	97.7%		100%				
AM Peak 15-min Vol		9:15 AM 11	9:00 AM 20	10:30 AM 14		9:00 AM 13			9:00 AM 13	
PM Peak 15-min Vol		5:15 PM 17	12:45 PM 14	2:30 PM 19		2:30 PM 13			2:30 PM 13	

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

LOCATION: FAIRFAX DRIVE, WEST OF OLD LAKE WILSON ROAD

Type of report: Tube Count - Volume Data

LOCATION: Fairfax Dr West of N Old Lake Wildon Rd (Past Gate) **QC JOB #:** 15305328

SPECIFIC LOCATION: **DIRECTION:** EB

CITY/STATE: Four Corners, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		2	1	1		1			1	
12:15 AM		0	1	0		0			0	
12:30 AM		0	0	2		1			1	
12:45 AM		0	1	1		1			1	
01:00 AM		0	1	1		1			1	
01:15 AM		1	0	0		0			0	
01:30 AM		1	0	1		1			1	
01:45 AM		0	2	1		1			1	
02:00 AM		0	2	1		1			1	
02:15 AM		1	1	1		1			1	
02:30 AM		1	1	0		1			1	
02:45 AM		1	0	1		1			1	
03:00 AM		0	0	1		0			0	
03:15 AM		1	0	0		0			0	
03:30 AM		0	0	0		0			0	
03:45 AM		1	1	1		1			1	
04:00 AM		1	0	0		0			0	
04:15 AM		1	0	1		1			1	
04:30 AM		1	0	0		0			0	
04:45 AM		0	1	0		0			0	
05:00 AM		1	0	0		0			0	
05:15 AM		2	0	0		1			1	
05:30 AM		2	0	0		1			1	
05:45 AM		0	1	2		1			1	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Fairfax Dr West of N Old Lake Wildon Rd (Past Gate) **QC JOB #:** 15305328

SPECIFIC LOCATION: **DIRECTION:** EB

CITY/STATE: Four Corners, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		1	2	4		2			2	
06:15 AM		4	0	0		1			1	
06:30 AM		3	1	2		2			2	
06:45 AM		1	2	3		2			2	
07:00 AM		4	5	2		4			4	
07:15 AM		0	5	5		3			3	
07:30 AM		2	8	2		4			4	
07:45 AM		3	1	1		2			2	
08:00 AM		3	5	5		4			4	
08:15 AM		8	6	6		7			7	
08:30 AM		5	5	3		4			4	
08:45 AM		7	4	2		4			4	
09:00 AM		9	0	3		4			4	
09:15 AM		3	9	5		6			6	
09:30 AM		6	**15**	9		**10**			**10**	
09:45 AM		4	10	2		5			5	
10:00 AM		5	7	9		7			7	
10:15 AM		6	9	3		6			6	
10:30 AM		8	7	9		8			8	
10:45 AM		8	6	7		7			7	
11:00 AM		12	5	5		7			7	
11:15 AM		6	9	**12**		9			9	
11:30 AM		7	2	12		7			7	
11:45 AM		**13**	5	9		9			9	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Fairfax Dr West of N Old Lake Wildon Rd (Past Gate) **QC JOB #:** 15305328

SPECIFIC LOCATION: **DIRECTION:** EB

CITY/STATE: Four Corners, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		11	7	7		8			8	
12:15 PM		11	7	7		8			8	
12:30 PM		7	10	11		9			9	
12:45 PM		5	2	10		6			6	
01:00 PM		7	8	15		10			10	
01:15 PM		10	7	10		9			9	
01:30 PM		5	5	7		6			6	
01:45 PM		10	6	4		7			7	
02:00 PM		6	8	8		7			7	
02:15 PM		4	8	5		6			6	
02:30 PM		5	4	**18**		9			9	
02:45 PM		4	**15**	15		11			11	
03:00 PM		11	11	15		**12**			**12**	
03:15 PM		7	13	10		10			10	
03:30 PM		7	13	10		10			10	
03:45 PM		3	7	7		6			6	
04:00 PM		7	7	5		6			6	
04:15 PM		3	4	4		4			4	
04:30 PM		4	7	10		7			7	
04:45 PM		**17**	6	14		12			12	
05:00 PM		11	6	5		7			7	
05:15 PM		7	13	5		8			8	
05:30 PM		10	6	8		8			8	
05:45 PM		8	3	14		8			8	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Fairfax Dr West of N Old Lake Wildon Rd (Past Gate) **QC JOB #:** 15305328

SPECIFIC LOCATION: **DIRECTION:** EB

CITY/STATE: Four Corners, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		7	7	2		5			5	
06:15 PM		6	2	4		4			4	
06:30 PM		13	5	12		10			10	
06:45 PM		5	3	6		5			5	
07:00 PM		5	1	1		2			2	
07:15 PM		1	3	7		4			4	
07:30 PM		3	3	6		4			4	
07:45 PM		4	4	8		5			5	
08:00 PM		6	3	7		5			5	
08:15 PM		5	6	8		6			6	
08:30 PM		7	1	3		4			4	
08:45 PM		6	2	2		3			3	
09:00 PM		1	3	7		4			4	
09:15 PM		3	1	4		3			3	
09:30 PM		4	4	6		5			5	
09:45 PM		5	2	8		5			5	
10:00 PM		3	5	9		6			6	
10:15 PM		3	1	10		5			5	
10:30 PM		0	2	7		3			3	
10:45 PM		0	0	1		0			0	
11:00 PM		1	1	2		1			1	
11:15 PM		1	0	0		0			0	
11:30 PM		0	3	3		2			2	
11:45 PM		0	0	4		1			1	
Day Total		414	386	486		425			425	
% Weekday Average		97.4%	90.8%	114.4%						
% Week Average		97.4%	90.8%	114.4%		100%				
AM Peak 15-min Vol		11:45 AM 13	9:30 AM 15	11:15 AM 12		9:30 AM 10			9:30 AM 10	
PM Peak 15-min Vol		4:45 PM 17	2:45 PM 15	2:30 PM 18		3:00 PM 12			3:00 PM 12	

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Fairfax Dr West of N Old Lake Wildon Rd (Past Gate) **QC JOB #:** 15305328

SPECIFIC LOCATION: **DIRECTION:** WB

CITY/STATE: Four Corners, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		1	0	3		1			1	
12:15 AM		4	0	2		2			2	
12:30 AM		1	0	1		1			1	
12:45 AM		2	0	3		2			2	
01:00 AM		2	0	3		2			2	
01:15 AM		0	0	1		0			0	
01:30 AM		4	2	3		3			3	
01:45 AM		0	2	0		1			1	
02:00 AM		0	3	2		2			2	
02:15 AM		0	0	5		2			2	
02:30 AM		2	2	2		2			2	
02:45 AM		1	0	0		0			0	
03:00 AM		0	0	2		1			1	
03:15 AM		1	0	1		1			1	
03:30 AM		0	0	0		0			0	
03:45 AM		0	3	2		2			2	
04:00 AM		1	0	1		1			1	
04:15 AM		2	0	0		1			1	
04:30 AM		1	0	1		1			1	
04:45 AM		0	0	1		0			0	
05:00 AM		2	0	0		1			1	
05:15 AM		1	1	1		1			1	
05:30 AM		2	1	1		1			1	
05:45 AM		1	4	4		3			3	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Fairfax Dr West of N Old Lake Wildon Rd (Past Gate) **QC JOB #:** 15305328

SPECIFIC LOCATION: **DIRECTION:** WB

CITY/STATE: Four Corners, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		3	5	3		4			4	
06:15 AM		1	0	1		1			1	
06:30 AM		0	0	5		2			2	
06:45 AM		14	8	5		9			9	
07:00 AM		8	12	11		10			10	
07:15 AM		7	11	3		7			7	
07:30 AM		16	11	7		11			11	
07:45 AM		11	13	12		12			12	
08:00 AM		8	15	9		11			11	
08:15 AM		11	5	9		8			8	
08:30 AM		18	17	10		15			15	
08:45 AM		19	9	18		15			15	
09:00 AM		16	18	21		18			18	
09:15 AM		10	29	21		20			20	
09:30 AM		21	25	20		**22**			**22**	
09:45 AM		18	**31**	18		22			22	
10:00 AM		15	18	19		17			17	
10:15 AM		18	15	20		18			18	
10:30 AM		14	10	14		13			13	
10:45 AM		15	10	14		13			13	
11:00 AM		8	11	20		13			13	
11:15 AM		16	9	9		11			11	
11:30 AM		**22**	15	12		16			16	
11:45 AM		9	10	**28**		16			16	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Fairfax Dr West of N Old Lake Wildon Rd (Past Gate) **QC JOB #:** 15305328

SPECIFIC LOCATION: **DIRECTION:** WB

CITY/STATE: Four Corners, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		17	15	18		17			17	
12:15 PM		13	15	10		13			13	
12:30 PM		12	16	16		15			15	
12:45 PM		11	13	19		14			14	
01:00 PM		19	**24**	19		**21**			**21**	
01:15 PM		7	12	21		13			13	
01:30 PM		18	12	23		18			18	
01:45 PM		**21**	17	**26**		21			21	
02:00 PM		6	14	9		10			10	
02:15 PM		12	5	24		14			14	
02:30 PM		11	10	21		14			14	
02:45 PM		17	16	19		17			17	
03:00 PM		5	8	15		9			9	
03:15 PM		10	10	14		11			11	
03:30 PM		11	20	9		13			13	
03:45 PM		12	14	18		15			15	
04:00 PM		20	10	10		13			13	
04:15 PM		4	10	19		11			11	
04:30 PM		12	11	13		12			12	
04:45 PM		11	10	7		9			9	
05:00 PM		10	9	18		12			12	
05:15 PM		11	12	13		12			12	
05:30 PM		12	9	15		12			12	
05:45 PM		9	9	7		8			8	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Fairfax Dr West of N Old Lake Wildon Rd (Past Gate) **QC JOB #:** 15305328

SPECIFIC LOCATION: **DIRECTION:** WB

CITY/STATE: Four Corners, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		7	7	7		7			7	
06:15 PM		11	15	15		14			14	
06:30 PM		14	9	22		15			15	
06:45 PM		8	6	17		10			10	
07:00 PM		5	18	18		14			14	
07:15 PM		7	13	8		9			9	
07:30 PM		8	6	15		10			10	
07:45 PM		14	8	19		14			14	
08:00 PM		8	8	12		9			9	
08:15 PM		8	16	13		12			12	
08:30 PM		15	7	14		12			12	
08:45 PM		7	6	8		7			7	
09:00 PM		10	5	12		9			9	
09:15 PM		6	5	15		9			9	
09:30 PM		9	7	12		9			9	
09:45 PM		2	4	26		11			11	
10:00 PM		10	6	14		10			10	
10:15 PM		9	5	17		10			10	
10:30 PM		2	1	4		2			2	
10:45 PM		1	3	6		3			3	
11:00 PM		4	2	4		3			3	
11:15 PM		2	4	6		4			4	
11:30 PM		3	0	4		2			2	
11:45 PM		1	2	1		1			1	
Day Total		788	789	1020		865			865	
% Weekday Average		91.1%	91.2%	117.9%						
% Week Average		91.1%	91.2%	117.9%		100%				
AM Peak 15-min Vol		11:30 AM 22	9:45 AM 31	11:45 AM 28		9:30 AM 22			9:30 AM 22	
PM Peak 15-min Vol		1:45 PM 21	1:00 PM 24	1:45 PM 26		1:00 PM 21			1:00 PM 21	

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Fairfax Dr West of N Old Lake Wildon Rd (Past Gate) **QC JOB #:** 15305328

SPECIFIC LOCATION: **DIRECTION:** EB, WB

CITY/STATE: Four Corners, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		3	1	4		3			3	
12:15 AM		4	1	2		2			2	
12:30 AM		1	0	3		1			1	
12:45 AM		2	1	4		2			2	
01:00 AM		2	1	4		2			2	
01:15 AM		1	0	1		1			1	
01:30 AM		5	2	4		4			4	
01:45 AM		0	4	1		2			2	
02:00 AM		0	5	3		3			3	
02:15 AM		1	1	6		3			3	
02:30 AM		3	3	2		3			3	
02:45 AM		2	0	1		1			1	
03:00 AM		0	0	3		1			1	
03:15 AM		2	0	1		1			1	
03:30 AM		0	0	0		0			0	
03:45 AM		1	4	3		3			3	
04:00 AM		2	0	1		1			1	
04:15 AM		3	0	1		1			1	
04:30 AM		2	0	1		1			1	
04:45 AM		0	1	1		1			1	
05:00 AM		3	0	0		1			1	
05:15 AM		3	1	1		2			2	
05:30 AM		4	1	1		2			2	
05:45 AM		1	5	6		4			4	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Fairfax Dr West of N Old Lake Wildon Rd (Past Gate) **QC JOB #:** 15305328

SPECIFIC LOCATION: **DIRECTION:** EB, WB

CITY/STATE: Four Corners, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		4	7	7		6			6	
06:15 AM		5	0	1		2			2	
06:30 AM		3	1	7		4			4	
06:45 AM		15	10	8		11			11	
07:00 AM		12	17	13		14			14	
07:15 AM		7	16	8		10			10	
07:30 AM		18	19	9		15			15	
07:45 AM		14	14	13		14			14	
08:00 AM		11	20	14		15			15	
08:15 AM		19	11	15		15			15	
08:30 AM		23	22	13		19			19	
08:45 AM		26	13	20		20			20	
09:00 AM		25	18	24		22			22	
09:15 AM		13	38	26		26			26	
09:30 AM		27	40	29		**32**			**32**	
09:45 AM		22	**41**	20		28			28	
10:00 AM		20	25	28		24			24	
10:15 AM		24	24	23		24			24	
10:30 AM		22	17	23		21			21	
10:45 AM		23	16	21		20			20	
11:00 AM		20	16	25		20			20	
11:15 AM		22	18	21		20			20	
11:30 AM		**29**	17	24		23			23	
11:45 AM		22	15	**37**		25			25	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Fairfax Dr West of N Old Lake Wildon Rd (Past Gate) **QC JOB #:** 15305328

SPECIFIC LOCATION: **DIRECTION:** EB, WB

CITY/STATE: Four Corners, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		28	22	25		25			25	
12:15 PM		24	22	17		21			21	
12:30 PM		19	26	27		24			24	
12:45 PM		16	15	29		20			20	
01:00 PM		26	32	34		**31**			**31**	
01:15 PM		17	19	31		22			22	
01:30 PM		23	17	30		23			23	
01:45 PM		**31**	23	30		28			28	
02:00 PM		12	22	17		17			17	
02:15 PM		16	13	29		19			19	
02:30 PM		16	14	**39**		23			23	
02:45 PM		21	31	34		29			29	
03:00 PM		16	19	30		22			22	
03:15 PM		17	23	24		21			21	
03:30 PM		18	**33**	19		23			23	
03:45 PM		15	21	25		20			20	
04:00 PM		27	17	15		20			20	
04:15 PM		7	14	23		15			15	
04:30 PM		16	18	23		19			19	
04:45 PM		28	16	21		22			22	
05:00 PM		21	15	23		20			20	
05:15 PM		18	25	18		20			20	
05:30 PM		22	15	23		20			20	
05:45 PM		17	12	21		17			17	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Fairfax Dr West of N Old Lake Wildon Rd (Past Gate) **QC JOB #:** 15305328

SPECIFIC LOCATION: **DIRECTION:** EB, WB

CITY/STATE: Four Corners, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		14	14	9		12			12	
06:15 PM		17	17	19		18			18	
06:30 PM		27	14	34		25			25	
06:45 PM		13	9	23		15			15	
07:00 PM		10	19	19		16			16	
07:15 PM		8	16	15		13			13	
07:30 PM		11	9	21		14			14	
07:45 PM		18	12	27		19			19	
08:00 PM		14	11	19		15			15	
08:15 PM		13	22	21		19			19	
08:30 PM		22	8	17		16			16	
08:45 PM		13	8	10		10			10	
09:00 PM		11	8	19		13			13	
09:15 PM		9	6	19		11			11	
09:30 PM		13	11	18		14			14	
09:45 PM		7	6	34		16			16	
10:00 PM		13	11	23		16			16	
10:15 PM		12	6	27		15			15	
10:30 PM		2	3	11		5			5	
10:45 PM		1	3	7		4			4	
11:00 PM		5	3	6		5			5	
11:15 PM		3	4	6		4			4	
11:30 PM		3	3	7		4			4	
11:45 PM		1	2	5		3			3	
Day Total		1202	1175	1506		1298			1298	
% Weekday Average		92.6%	90.5%	116%						
% Week Average		92.6%	90.5%	116%		100%				
AM Peak 15-min Vol		11:30 AM 29	9:45 AM 41	11:45 AM 37		9:30 AM 32			9:30 AM 32	
PM Peak 15-min Vol		1:45 PM 31	3:30 PM 33	2:30 PM 39		1:00 PM 31			1:00 PM 31	

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

LOCATION: MARKER AVENUE, EAST OF OLD LAKE WILSON ROAD

Type of report: Tube Count - Volume Data

LOCATION: Marker Ave East of N Old Lake Wilson Rd **QC JOB #:** 15305327

SPECIFIC LOCATION: **DIRECTION:** EB

CITY/STATE: Four Corners, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		2	5	0		2			2	
12:15 AM		0	2	1		1			1	
12:30 AM		3	2	2		2			2	
12:45 AM		0	0	4		1			1	
01:00 AM		1	0	0		0			0	
01:15 AM		1	1	1		1			1	
01:30 AM		0	2	0		1			1	
01:45 AM		0	0	0		0			0	
02:00 AM		0	1	2		1			1	
02:15 AM		0	0	0		0			0	
02:30 AM		1	0	1		1			1	
02:45 AM		0	0	0		0			0	
03:00 AM		1	0	0		0			0	
03:15 AM		0	0	0		0			0	
03:30 AM		1	1	1		1			1	
03:45 AM		0	0	0		0			0	
04:00 AM		0	0	1		0			0	
04:15 AM		1	0	0		0			0	
04:30 AM		0	0	0		0			0	
04:45 AM		0	0	0		0			0	
05:00 AM		1	0	0		0			0	
05:15 AM		0	0	0		0			0	
05:30 AM		0	0	0		0			0	
05:45 AM		0	1	0		0			0	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Marker Ave East of N Old Lake Wilson Rd **QC JOB #:** 15305327

SPECIFIC LOCATION: **DIRECTION:** EB

CITY/STATE: Four Corners, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		4	2	1		2			2	
06:15 AM		2	2	2		2			2	
06:30 AM		6	6	5		6			6	
06:45 AM		4	8	8		7			7	
07:00 AM		2	3	2		2			2	
07:15 AM		4	7	1		4			4	
07:30 AM		1	5	9		5			5	
07:45 AM		0	7	8		5			5	
08:00 AM		8	**18**	6		11			11	
08:15 AM		8	12	9		10			10	
08:30 AM		3	13	10		9			9	
08:45 AM		4	7	6		6			6	
09:00 AM		11	3	3		6			6	
09:15 AM		8	8	10		9			9	
09:30 AM		9	7	8		8			8	
09:45 AM		8	6	14		9			9	
10:00 AM		10	6	9		8			8	
10:15 AM		8	3	4		5			5	
10:30 AM		15	6	11		11			11	
10:45 AM		**19**	14	**21**		**18**			**18**	
11:00 AM		8	5	11		8			8	
11:15 AM		9	14	12		12			12	
11:30 AM		6	8	12		9			9	
11:45 AM		18	5	12		12			12	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Marker Ave East of N Old Lake Wilson Rd **QC JOB #:** 15305327

SPECIFIC LOCATION: **DIRECTION:** EB

CITY/STATE: Four Corners, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		13	5	12		10			10	
12:15 PM		15	8	10		11			11	
12:30 PM		5	14	9		9			9	
12:45 PM		5	13	14		11			11	
01:00 PM		13	11	6		10			10	
01:15 PM		5	10	10		8			8	
01:30 PM		10	11	10		10			10	
01:45 PM		16	12	10		13			13	
02:00 PM		16	6	11		11			11	
02:15 PM		9	14	12		12			12	
02:30 PM		7	9	4		7			7	
02:45 PM		3	4	17		8			8	
03:00 PM		4	**15**	9		9			9	
03:15 PM		8	14	15		12			12	
03:30 PM		9	4	7		7			7	
03:45 PM		10	15	9		11			11	
04:00 PM		10	13	2		8			8	
04:15 PM		10	7	11		9			9	
04:30 PM		**30**	14	10		**18**			**18**	
04:45 PM		11	7	9		9			9	
05:00 PM		17	2	9		9			9	
05:15 PM		7	5	12		8			8	
05:30 PM		14	13	13		13			13	
05:45 PM		3	8	7		6			6	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Marker Ave East of N Old Lake Wilson Rd **QC JOB #:** 15305327

SPECIFIC LOCATION: **DIRECTION:** EB

CITY/STATE: Four Corners, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		3	6	4		4			4	
06:15 PM		9	1	9		6			6	
06:30 PM		6	11	1		6			6	
06:45 PM		9	8	10		9			9	
07:00 PM		6	7	8		7			7	
07:15 PM		12	8	**18**		13			13	
07:30 PM		6	8	14		9			9	
07:45 PM		12	7	8		9			9	
08:00 PM		12	6	5		8			8	
08:15 PM		8	14	6		9			9	
08:30 PM		8	10	5		8			8	
08:45 PM		12	4	12		9			9	
09:00 PM		3	2	6		4			4	
09:15 PM		6	14	9		10			10	
09:30 PM		4	2	6		4			4	
09:45 PM		1	6	14		7			7	
10:00 PM		7	2	0		3			3	
10:15 PM		3	1	7		4			4	
10:30 PM		5	4	3		4			4	
10:45 PM		0	3	4		2			2	
11:00 PM		0	12	4		5			5	
11:15 PM		2	0	5		2			2	
11:30 PM		0	2	4		2			2	
11:45 PM		0	1	2		1			1	
Day Total		571	563	609		579			579	
% Weekday Average		98.6%	97.2%	105.2%						
% Week Average		98.6%	97.2%	105.2%		100%				
AM Peak 15-min Vol		10:45 AM 19	8:00 AM 18	10:45 AM 21		10:45 AM 18			10:45 AM 18	
PM Peak 15-min Vol		4:30 PM 30	3:00 PM 15	7:15 PM 18		4:30 PM 18			4:30 PM 18	

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Marker Ave East of N Old Lake Wilson Rd **QC JOB #:** 15305327

SPECIFIC LOCATION: **DIRECTION:** WB

CITY/STATE: Four Corners, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		0	0	0		0			0	
12:15 AM		1	0	0		0			0	
12:30 AM		0	1	0		0			0	
12:45 AM		3	4	2		3			3	
01:00 AM		0	0	6		2			2	
01:15 AM		0	0	0		0			0	
01:30 AM		0	0	3		1			1	
01:45 AM		1	0	0		0			0	
02:00 AM		0	0	0		0			0	
02:15 AM		0	2	4		2			2	
02:30 AM		0	0	2		1			1	
02:45 AM		0	0	0		0			0	
03:00 AM		1	0	0		0			0	
03:15 AM		0	0	0		0			0	
03:30 AM		2	0	0		1			1	
03:45 AM		0	2	0		1			1	
04:00 AM		0	0	2		1			1	
04:15 AM		1	0	0		0			0	
04:30 AM		0	0	0		0			0	
04:45 AM		1	0	0		0			0	
05:00 AM		0	0	0		0			0	
05:15 AM		0	0	0		0			0	
05:30 AM		1	4	0		2			2	
05:45 AM		0	0	2		1			1	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Marker Ave East of N Old Lake Wilson Rd **QC JOB #:** 15305327

SPECIFIC LOCATION: **DIRECTION:** WB

CITY/STATE: Four Corners, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		2	8	1		4			4	
06:15 AM		4	0	2		2			2	
06:30 AM		0	0	0		0			0	
06:45 AM		0	6	0		2			2	
07:00 AM		3	6	4		4			4	
07:15 AM		2	7	1		3			3	
07:30 AM		1	5	4		3			3	
07:45 AM		3	10	4		6			6	
08:00 AM		0	5	13		6			6	
08:15 AM		2	**15**	6		8			8	
08:30 AM		**12**	14	12		**13**			**13**	
08:45 AM		5	12	4		7			7	
09:00 AM		2	1	14		6			6	
09:15 AM		2	7	6		5			5	
09:30 AM		6	0	**21**		9			9	
09:45 AM		6	7	2		5			5	
10:00 AM		4	6	11		7			7	
10:15 AM		12	9	11		11			11	
10:30 AM		4	8	7		6			6	
10:45 AM		7	4	9		7			7	
11:00 AM		4	9	4		6			6	
11:15 AM		10	8	10		9			9	
11:30 AM		7	11	10		9			9	
11:45 AM		6	12	18		12			12	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Marker Ave East of N Old Lake Wilson Rd **QC JOB #:** 15305327

SPECIFIC LOCATION: **DIRECTION:** WB

CITY/STATE: Four Corners, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		7	5	7		6			6	
12:15 PM		11	17	8		12			12	
12:30 PM		7	6	14		9			9	
12:45 PM		10	14	15		13			13	
01:00 PM		2	17	13		11			11	
01:15 PM		11	10	23		15			15	
01:30 PM		1	9	13		8			8	
01:45 PM		2	6	10		6			6	
02:00 PM		5	10	4		6			6	
02:15 PM		12	12	5		10			10	
02:30 PM		24	12	20		19			19	
02:45 PM		10	10	13		11			11	
03:00 PM		10	6	25		14			14	
03:15 PM		7	10	9		9			9	
03:30 PM		**27**	**42**	**31**		**33**			**33**	
03:45 PM		9	5	14		9			9	
04:00 PM		9	13	0		7			7	
04:15 PM		7	11	11		10			10	
04:30 PM		13	8	7		9			9	
04:45 PM		19	9	11		13			13	
05:00 PM		12	12	9		11			11	
05:15 PM		5	16	16		12			12	
05:30 PM		14	4	9		9			9	
05:45 PM		7	3	5		5			5	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Marker Ave East of N Old Lake Wilson Rd **QC JOB #:** 15305327

SPECIFIC LOCATION: **DIRECTION:** WB

CITY/STATE: Four Corners, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		4	5	2		4			4	
06:15 PM		11	3	7		7			7	
06:30 PM		9	8	8		8			8	
06:45 PM		4	4	0		3			3	
07:00 PM		3	1	11		5			5	
07:15 PM		0	9	6		5			5	
07:30 PM		2	6	7		5			5	
07:45 PM		1	2	10		4			4	
08:00 PM		3	3	10		5			5	
08:15 PM		3	7	4		5			5	
08:30 PM		10	3	4		6			6	
08:45 PM		2	6	2		3			3	
09:00 PM		2	2	9		4			4	
09:15 PM		3	3	4		3			3	
09:30 PM		0	1	1		1			1	
09:45 PM		0	4	6		3			3	
10:00 PM		3	1	4		3			3	
10:15 PM		4	3	0		2			2	
10:30 PM		5	0	4		3			3	
10:45 PM		0	0	0		0			0	
11:00 PM		0	0	2		1			1	
11:15 PM		0	6	1		2			2	
11:30 PM		0	2	2		1			1	
11:45 PM		0	0	0		0			0	
Day Total		425	529	591		515			515	
% Weekday Average		82.5%	102.7%	114.8%						
% Week Average		82.5%	102.7%	114.8%		100%				
AM Peak 15-min Vol		8:30 AM 12	8:15 AM 15	9:30 AM 21		8:30 AM 13			8:30 AM 13	
PM Peak 15-min Vol		3:30 PM 27	3:30 PM 42	3:30 PM 31		3:30 PM 33			3:30 PM 33	

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Marker Ave East of N Old Lake Wilson Rd **QC JOB #:** 15305327

SPECIFIC LOCATION: **DIRECTION:** EB, WB

CITY/STATE: Four Corners, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		2	5	0		2			2	
12:15 AM		1	2	1		1			1	
12:30 AM		3	3	2		3			3	
12:45 AM		3	4	6		4			4	
01:00 AM		1	0	6		2			2	
01:15 AM		1	1	1		1			1	
01:30 AM		0	2	3		2			2	
01:45 AM		1	0	0		0			0	
02:00 AM		0	1	2		1			1	
02:15 AM		0	2	4		2			2	
02:30 AM		1	0	3		1			1	
02:45 AM		0	0	0		0			0	
03:00 AM		2	0	0		1			1	
03:15 AM		0	0	0		0			0	
03:30 AM		3	1	1		2			2	
03:45 AM		0	2	0		1			1	
04:00 AM		0	0	3		1			1	
04:15 AM		2	0	0		1			1	
04:30 AM		0	0	0		0			0	
04:45 AM		1	0	0		0			0	
05:00 AM		1	0	0		0			0	
05:15 AM		0	0	0		0			0	
05:30 AM		1	4	0		2			2	
05:45 AM		0	1	2		1			1	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Marker Ave East of N Old Lake Wilson Rd **QC JOB #:** 15305327

SPECIFIC LOCATION: **DIRECTION:** EB, WB

CITY/STATE: Four Corners, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		6	10	2		6			6	
06:15 AM		6	2	4		4			4	
06:30 AM		6	6	5		6			6	
06:45 AM		4	14	8		9			9	
07:00 AM		5	9	6		7			7	
07:15 AM		6	14	2		7			7	
07:30 AM		2	10	13		8			8	
07:45 AM		3	17	12		11			11	
08:00 AM		8	23	19		17			17	
08:15 AM		10	**27**	15		17			17	
08:30 AM		15	27	22		21			21	
08:45 AM		9	19	10		13			13	
09:00 AM		13	4	17		11			11	
09:15 AM		10	15	16		14			14	
09:30 AM		15	7	29		17			17	
09:45 AM		14	13	16		14			14	
10:00 AM		14	12	20		15			15	
10:15 AM		20	12	15		16			16	
10:30 AM		19	14	18		17			17	
10:45 AM		**26**	18	**30**		**25**			**25**	
11:00 AM		12	14	15		14			14	
11:15 AM		19	22	22		21			21	
11:30 AM		13	19	22		18			18	
11:45 AM		24	17	30		24			24	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Marker Ave East of N Old Lake Wilson Rd
QC JOB #: 15305327
SPECIFIC LOCATION:
DIRECTION: EB, WB
CITY/STATE: Four Corners, FL
DATE: Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		20	10	19		16			16	
12:15 PM		26	25	18		23			23	
12:30 PM		12	20	23		18			18	
12:45 PM		15	27	29		24			24	
01:00 PM		15	28	19		21			21	
01:15 PM		16	20	33		23			23	
01:30 PM		11	20	23		18			18	
01:45 PM		18	18	20		19			19	
02:00 PM		21	16	15		17			17	
02:15 PM		21	26	17		21			21	
02:30 PM		31	21	24		25			25	
02:45 PM		13	14	30		19			19	
03:00 PM		14	21	34		23			23	
03:15 PM		15	24	24		21			21	
03:30 PM		36	**46**	**38**		**40**			**40**	
03:45 PM		19	20	23		21			21	
04:00 PM		19	26	2		16			16	
04:15 PM		17	18	22		19			19	
04:30 PM		**43**	22	17		27			27	
04:45 PM		30	16	20		22			22	
05:00 PM		29	14	18		20			20	
05:15 PM		12	21	28		20			20	
05:30 PM		28	17	22		22			22	
05:45 PM		10	11	12		11			11	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Marker Ave East of N Old Lake Wilson Rd **QC JOB #:** 15305327

SPECIFIC LOCATION: **DIRECTION:** EB, WB

CITY/STATE: Four Corners, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		7	11	6		8			8	
06:15 PM		20	4	16		13			13	
06:30 PM		15	19	9		14			14	
06:45 PM		13	12	10		12			12	
07:00 PM		9	8	19		12			12	
07:15 PM		12	17	24		18			18	
07:30 PM		8	14	21		14			14	
07:45 PM		13	9	18		13			13	
08:00 PM		15	9	15		13			13	
08:15 PM		11	21	10		14			14	
08:30 PM		18	13	9		13			13	
08:45 PM		14	10	14		13			13	
09:00 PM		5	4	15		8			8	
09:15 PM		9	17	13		13			13	
09:30 PM		4	3	7		5			5	
09:45 PM		1	10	20		10			10	
10:00 PM		10	3	4		6			6	
10:15 PM		7	4	7		6			6	
10:30 PM		10	4	7		7			7	
10:45 PM		0	3	4		2			2	
11:00 PM		0	12	6		6			6	
11:15 PM		2	6	6		5			5	
11:30 PM		0	4	6		3			3	
11:45 PM		0	1	2		1			1	
Day Total		996	1092	1200		1095			1095	
% Weekday Average		91%	99.7%	109.6%						
% Week Average		91%	99.7%	109.6%		100%				
AM Peak 15-min Vol		10:45 AM 26	8:15 AM 27	10:45 AM 30		10:45 AM 25			10:45 AM 25	
PM Peak 15-min Vol		4:30 PM 43	3:30 PM 46	3:30 PM 38		3:30 PM 40			3:30 PM 40	

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

LOCATION: SINCLAIR ROAD, WEST OF OLD LAKE WILSON ROAD

Type of report: Tube Count - Volume Data

LOCATION: Sinclair Rd West of N Old Lake Wilson Rd **QC JOB #:** 15305326

SPECIFIC LOCATION: **DIRECTION:** EB

CITY/STATE: Four Corners, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		4	10	8		7			7	
12:15 AM		8	9	4		7			7	
12:30 AM		16	3	7		9			9	
12:45 AM		10	2	12		8			8	
01:00 AM		3	2	6		4			4	
01:15 AM		9	7	6		7			7	
01:30 AM		1	6	7		5			5	
01:45 AM		3	1	5		3			3	
02:00 AM		8	2	3		4			4	
02:15 AM		3	2	2		2			2	
02:30 AM		2	1	2		2			2	
02:45 AM		1	3	3		2			2	
03:00 AM		4	3	1		3			3	
03:15 AM		3	3	4		3			3	
03:30 AM		0	4	2		2			2	
03:45 AM		1	0	4		2			2	
04:00 AM		6	8	5		6			6	
04:15 AM		5	7	9		7			7	
04:30 AM		4	6	6		5			5	
04:45 AM		11	9	9		10			10	
05:00 AM		9	8	4		7			7	
05:15 AM		17	19	22		19			19	
05:30 AM		10	18	17		15			15	
05:45 AM		21	22	28		24			24	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Sinclair Rd West of N Old Lake Wilson Rd | **QC JOB #:** 15305326

SPECIFIC LOCATION: | **DIRECTION:** EB

CITY/STATE: Four Corners, FL | **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		26	45	26		32			32	
06:15 AM		43	40	48		44			44	
06:30 AM		41	35	55		44			44	
06:45 AM		46	39	51		45			45	
07:00 AM		47	41	53		47			47	
07:15 AM		51	49	58		53			53	
07:30 AM		54	**64**	64		61			61	
07:45 AM		44	58	56		53			53	
08:00 AM		56	52	55		54			54	
08:15 AM		70	56	47		58			58	
08:30 AM		56	64	70		63			63	
08:45 AM		70	62	59		64			64	
09:00 AM		66	58	**71**		**65**			**65**	
09:15 AM		54	58	47		53			53	
09:30 AM		48	53	52		51			51	
09:45 AM		48	52	60		53			53	
10:00 AM		**76**	48	65		63			63	
10:15 AM		52	53	49		51			51	
10:30 AM		49	45	70		55			55	
10:45 AM		60	61	48		56			56	
11:00 AM		52	47	66		55			55	
11:15 AM		61	55	56		57			57	
11:30 AM		72	49	59		60			60	
11:45 AM		49	58	48		52			52	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Sinclair Rd West of N Old Lake Wilson Rd | **QC JOB #:** 15305326

SPECIFIC LOCATION: | **DIRECTION:** EB

CITY/STATE: Four Corners, FL | **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		65	56	71		64			64	
12:15 PM		68	63	54		62			62	
12:30 PM		61	61	63		62			62	
12:45 PM		45	55	54		51			51	
01:00 PM		59	64	41		55			55	
01:15 PM		54	57	78		63			63	
01:30 PM		67	63	61		64			64	
01:45 PM		48	60	62		57			57	
02:00 PM		58	50	65		58			58	
02:15 PM		69	75	63		69			69	
02:30 PM		62	82	64		69			69	
02:45 PM		84	79	86		83			83	
03:00 PM		65	66	73		68			68	
03:15 PM		64	63	74		67			67	
03:30 PM		84	95	81		87			87	
03:45 PM		69	87	73		76			76	
04:00 PM		82	51	74		69			69	
04:15 PM		63	64	81		69			69	
04:30 PM		80	83	87		83			83	
04:45 PM		78	88	54		73			73	
05:00 PM		**92**	73	67		77			77	
05:15 PM		79	**103**	82		**88**			**88**	
05:30 PM		72	85	**88**		82			82	
05:45 PM		53	66	77		65			65	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Sinclair Rd West of N Old Lake Wilson Rd **QC JOB #:** 15305326

SPECIFIC LOCATION: **DIRECTION:** EB

CITY/STATE: Four Corners, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		65	64	70		66			66	
06:15 PM		51	51	51		51			51	
06:30 PM		60	57	50		56			56	
06:45 PM		64	49	59		57			57	
07:00 PM		51	52	57		53			53	
07:15 PM		54	47	47		49			49	
07:30 PM		46	42	46		45			45	
07:45 PM		58	46	39		48			48	
08:00 PM		43	57	32		44			44	
08:15 PM		31	35	34		33			33	
08:30 PM		32	29	36		32			32	
08:45 PM		34	32	43		36			36	
09:00 PM		27	27	39		31			31	
09:15 PM		24	22	24		23			23	
09:30 PM		24	20	29		24			24	
09:45 PM		15	20	31		22			22	
10:00 PM		16	30	30		25			25	
10:15 PM		15	17	13		15			15	
10:30 PM		23	14	19		19			19	
10:45 PM		13	23	20		19			19	
11:00 PM		13	19	17		16			16	
11:15 PM		13	11	19		14			14	
11:30 PM		7	12	9		9			9	
11:45 PM		7	10	12		10			10	
Day Total		3857	3872	4008		3910			3910	
% Weekday Average		98.6%	99%	102.5%						
% Week Average		98.6%	99%	102.5%		100%				
AM Peak 15-min Vol		10:00 AM 76	7:30 AM 64	9:00 AM 71		9:00 AM 65			9:00 AM 65	
PM Peak 15-min Vol		5:00 PM 92	5:15 PM 103	5:30 PM 88		5:15 PM 88			5:15 PM 88	

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Sinclair Rd West of N Old Lake Wilson Rd **QC JOB #:** 15305326

SPECIFIC LOCATION: **DIRECTION:** WB

CITY/STATE: Four Corners, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		5	4	2		4			4	
12:15 AM		8	7	7		7			7	
12:30 AM		3	4	4		4			4	
12:45 AM		9	4	5		6			6	
01:00 AM		3	5	4		4			4	
01:15 AM		4	3	4		4			4	
01:30 AM		7	4	7		6			6	
01:45 AM		0	1	4		2			2	
02:00 AM		7	1	4		4			4	
02:15 AM		2	3	1		2			2	
02:30 AM		1	2	4		2			2	
02:45 AM		2	0	3		2			2	
03:00 AM		5	3	1		3			3	
03:15 AM		5	7	3		5			5	
03:30 AM		1	4	2		2			2	
03:45 AM		5	4	5		5			5	
04:00 AM		3	5	4		4			4	
04:15 AM		5	6	6		6			6	
04:30 AM		7	4	3		5			5	
04:45 AM		11	11	9		10			10	
05:00 AM		20	13	15		16			16	
05:15 AM		21	16	20		19			19	
05:30 AM		33	21	30		28			28	
05:45 AM		27	31	33		30			30	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Sinclair Rd West of N Old Lake Wilson Rd
QC JOB #: 15305326
SPECIFIC LOCATION:
DIRECTION: WB
CITY/STATE: Four Corners, FL
DATE: Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		41	47	41		43			43	
06:15 AM		48	47	62		52			52	
06:30 AM		53	68	43		55			55	
06:45 AM		58	51	57		55			55	
07:00 AM		66	57	53		59			59	
07:15 AM		69	**81**	67		**72**			**72**	
07:30 AM		**76**	67	62		68			68	
07:45 AM		61	50	47		53			53	
08:00 AM		61	62	**78**		67			67	
08:15 AM		61	73	63		66			66	
08:30 AM		51	60	51		54			54	
08:45 AM		48	48	52		49			49	
09:00 AM		55	43	54		51			51	
09:15 AM		64	52	65		60			60	
09:30 AM		55	45	44		48			48	
09:45 AM		39	51	51		47			47	
10:00 AM		63	51	42		52			52	
10:15 AM		60	45	61		55			55	
10:30 AM		48	57	58		54			54	
10:45 AM		48	52	72		57			57	
11:00 AM		53	46	56		52			52	
11:15 AM		53	45	51		50			50	
11:30 AM		48	38	68		51			51	
11:45 AM		44	48	57		50			50	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Sinclair Rd West of N Old Lake Wilson Rd
QC JOB #: 15305326
SPECIFIC LOCATION:
DIRECTION: WB
CITY/STATE: Four Corners, FL
DATE: Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		46	41	51		46			46	
12:15 PM		48	38	47		44			44	
12:30 PM		50	47	43		47			47	
12:45 PM		57	62	70		63			63	
01:00 PM		51	56	61		56			56	
01:15 PM		57	64	69		63			63	
01:30 PM		40	48	48		45			45	
01:45 PM		34	38	75		49			49	
02:00 PM		55	64	50		56			56	
02:15 PM		39	43	62		48			48	
02:30 PM		70	61	70		67			67	
02:45 PM		51	88	64		68			68	
03:00 PM		55	59	60		58			58	
03:15 PM		74	64	77		72			72	
03:30 PM		70	76	62		69			69	
03:45 PM		71	98	68		79			79	
04:00 PM		82	136	107		108			108	
04:15 PM		**114**	136	108		119			119	
04:30 PM		94	**156**	**134**		**128**			**128**	
04:45 PM		88	133	124		115			115	
05:00 PM		96	97	85		93			93	
05:15 PM		106	81	132		106			106	
05:30 PM		76	112	85		91			91	
05:45 PM		79	88	86		84			84	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Sinclair Rd West of N Old Lake Wilson Rd **QC JOB #:** 15305326

SPECIFIC LOCATION: **DIRECTION:** WB

CITY/STATE: Four Corners, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		69	80	93		81			81	
06:15 PM		72	65	85		74			74	
06:30 PM		50	100	63		71			71	
06:45 PM		35	62	66		54			54	
07:00 PM		35	58	53		49			49	
07:15 PM		30	34	39		34			34	
07:30 PM		24	24	43		30			30	
07:45 PM		35	18	36		30			30	
08:00 PM		22	30	19		24			24	
08:15 PM		26	34	34		31			31	
08:30 PM		26	23	23		24			24	
08:45 PM		22	22	23		22			22	
09:00 PM		23	19	23		22			22	
09:15 PM		29	16	22		22			22	
09:30 PM		13	23	12		16			16	
09:45 PM		12	14	23		16			16	
10:00 PM		21	22	12		18			18	
10:15 PM		6	8	19		11			11	
10:30 PM		12	11	19		14			14	
10:45 PM		9	13	10		11			11	
11:00 PM		7	6	14		9			9	
11:15 PM		7	10	11		9			9	
11:30 PM		2	7	8		6			6	
11:45 PM		4	6	8		6			6	
Day Total		3711	4038	4131		3958			3958	
% Weekday Average		93.8%	102%	104.4%						
% Week Average		93.8%	102%	104.4%		100%				
AM Peak 15-min Vol		7:30 AM 76	7:15 AM 81	8:00 AM 78		7:15 AM 72			7:15 AM 72	
PM Peak 15-min Vol		4:15 PM 114	4:30 PM 156	4:30 PM 134		4:30 PM 128			4:30 PM 128	

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Sinclair Rd West of N Old Lake Wilson Rd **QC JOB #:** 15305326

SPECIFIC LOCATION: **DIRECTION:** EB, WB

CITY/STATE: Four Corners, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		9	14	10		11			11	
12:15 AM		16	16	11		14			14	
12:30 AM		19	7	11		12			12	
12:45 AM		19	6	17		14			14	
01:00 AM		6	7	10		8			8	
01:15 AM		13	10	10		11			11	
01:30 AM		8	10	14		11			11	
01:45 AM		3	2	9		5			5	
02:00 AM		15	3	7		8			8	
02:15 AM		5	5	3		4			4	
02:30 AM		3	3	6		4			4	
02:45 AM		3	3	6		4			4	
03:00 AM		9	6	2		6			6	
03:15 AM		8	10	7		8			8	
03:30 AM		1	8	4		4			4	
03:45 AM		6	4	9		6			6	
04:00 AM		9	13	9		10			10	
04:15 AM		10	13	15		13			13	
04:30 AM		11	10	9		10			10	
04:45 AM		22	20	18		20			20	
05:00 AM		29	21	19		23			23	
05:15 AM		38	35	42		38			38	
05:30 AM		43	39	47		43			43	
05:45 AM		48	53	61		54			54	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Sinclair Rd West of N Old Lake Wilson Rd
QC JOB #: 15305326
SPECIFIC LOCATION:
DIRECTION: EB, WB
CITY/STATE: Four Corners, FL
DATE: Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		67	92	67		75			75	
06:15 AM		91	87	110		96			96	
06:30 AM		94	103	98		98			98	
06:45 AM		104	90	108		101			101	
07:00 AM		113	98	106		106			106	
07:15 AM		120	130	125		125			125	
07:30 AM		130	**131**	126		**129**			**129**	
07:45 AM		105	108	103		105			105	
08:00 AM		117	114	**133**		121			121	
08:15 AM		131	129	110		123			123	
08:30 AM		107	124	121		117			117	
08:45 AM		118	110	111		113			113	
09:00 AM		121	101	125		116			116	
09:15 AM		118	110	112		113			113	
09:30 AM		103	98	96		99			99	
09:45 AM		87	103	111		100			100	
10:00 AM		**139**	99	107		115			115	
10:15 AM		112	98	110		107			107	
10:30 AM		97	102	128		109			109	
10:45 AM		108	113	120		114			114	
11:00 AM		105	93	122		107			107	
11:15 AM		114	100	107		107			107	
11:30 AM		120	87	127		111			111	
11:45 AM		93	106	105		101			101	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Sinclair Rd West of N Old Lake Wilson Rd
QC JOB #: 15305326
SPECIFIC LOCATION:
DIRECTION: EB, WB
CITY/STATE: Four Corners, FL
DATE: Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		111	97	122		110			110	
12:15 PM		116	101	101		106			106	
12:30 PM		111	108	106		108			108	
12:45 PM		102	117	124		114			114	
01:00 PM		110	120	102		111			111	
01:15 PM		111	121	147		126			126	
01:30 PM		107	111	109		109			109	
01:45 PM		82	98	137		106			106	
02:00 PM		113	114	115		114			114	
02:15 PM		108	118	125		117			117	
02:30 PM		132	143	134		136			136	
02:45 PM		135	167	150		151			151	
03:00 PM		120	125	133		126			126	
03:15 PM		138	127	151		139			139	
03:30 PM		154	171	143		156			156	
03:45 PM		140	185	141		155			155	
04:00 PM		164	187	181		177			177	
04:15 PM		177	200	189		189			189	
04:30 PM		174	**239**	**221**		**211**			**211**	
04:45 PM		166	221	178		188			188	
05:00 PM		**188**	170	152		170			170	
05:15 PM		185	184	214		194			194	
05:30 PM		148	197	173		173			173	
05:45 PM		132	154	163		150			150	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Sinclair Rd West of N Old Lake Wilson Rd
QC JOB #: 15305326
SPECIFIC LOCATION:
DIRECTION: EB, WB
CITY/STATE: Four Corners, FL
DATE: Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		134	144	163		147			147	
06:15 PM		123	116	136		125			125	
06:30 PM		110	157	113		127			127	
06:45 PM		99	111	125		112			112	
07:00 PM		86	110	110		102			102	
07:15 PM		84	81	86		84			84	
07:30 PM		70	66	89		75			75	
07:45 PM		93	64	75		77			77	
08:00 PM		65	87	51		68			68	
08:15 PM		57	69	68		65			65	
08:30 PM		58	52	59		56			56	
08:45 PM		56	54	66		59			59	
09:00 PM		50	46	62		53			53	
09:15 PM		53	38	46		46			46	
09:30 PM		37	43	41		40			40	
09:45 PM		27	34	54		38			38	
10:00 PM		37	52	42		44			44	
10:15 PM		21	25	32		26			26	
10:30 PM		35	25	38		33			33	
10:45 PM		22	36	30		29			29	
11:00 PM		20	25	31		25			25	
11:15 PM		20	21	30		24			24	
11:30 PM		9	19	17		15			15	
11:45 PM		11	16	20		16			16	
Day Total		7568	7910	8139		7871			7871	
% Weekday Average		96.2%	100.5%	103.4%						
% Week Average		96.2%	100.5%	103.4%		100%				
AM Peak 15-min Vol		10:00 AM 139	7:30 AM 131	8:00 AM 133		7:30 AM 129			7:30 AM 129	
PM Peak 15-min Vol		5:00 PM 188	4:30 PM 239	4:30 PM 221		4:30 PM 211			4:30 PM 211	

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

LOCATION: OLD LAKE WILSON ROAD, NORTH OF SINCLAIR ROAD

Type of report: Tube Count - Volume Data

LOCATION: N Old Lake Wilson Rd North of Sinclair Rd **QC JOB #:** 15305325

SPECIFIC LOCATION: **DIRECTION:** NB

CITY/STATE: Four Corners, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		10	11	15		12			12	
12:15 AM		8	3	10		7			7	
12:30 AM		12	3	7		7			7	
12:45 AM		8	7	10		8			8	
01:00 AM		5	8	5		6			6	
01:15 AM		8	5	2		5			5	
01:30 AM		3	5	9		6			6	
01:45 AM		3	4	5		4			4	
02:00 AM		7	6	4		6			6	
02:15 AM		5	5	7		6			6	
02:30 AM		2	2	3		2			2	
02:45 AM		7	1	6		5			5	
03:00 AM		8	17	11		12			12	
03:15 AM		14	8	10		11			11	
03:30 AM		11	22	15		16			16	
03:45 AM		17	10	23		17			17	
04:00 AM		17	14	35		22			22	
04:15 AM		25	22	29		25			25	
04:30 AM		24	25	29		26			26	
04:45 AM		20	28	28		25			25	
05:00 AM		29	24	28		27			27	
05:15 AM		58	59	69		62			62	
05:30 AM		73	67	63		68			68	
05:45 AM		61	77	68		69			69	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: N Old Lake Wilson Rd North of Sinclair Rd **QC JOB #:** 15305325

SPECIFIC LOCATION: **DIRECTION:** NB

CITY/STATE: Four Corners, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		101	95	102		99			99	
06:15 AM		97	113	91		100			100	
06:30 AM		111	115	123		116			116	
06:45 AM		103	119	108		110			110	
07:00 AM		115	110	121		115			115	
07:15 AM		**152**	109	138		133			133	
07:30 AM		128	**147**	**145**		**140**			**140**	
07:45 AM		117	103	116		112			112	
08:00 AM		131	109	135		125			125	
08:15 AM		129	123	136		129			129	
08:30 AM		116	126	109		117			117	
08:45 AM		92	102	116		103			103	
09:00 AM		112	89	106		102			102	
09:15 AM		112	92	96		100			100	
09:30 AM		87	95	93		92			92	
09:45 AM		104	92	95		97			97	
10:00 AM		95	105	110		103			103	
10:15 AM		97	84	104		95			95	
10:30 AM		96	91	94		94			94	
10:45 AM		105	91	104		100			100	
11:00 AM		73	107	88		89			89	
11:15 AM		133	99	108		113			113	
11:30 AM		94	105	88		96			96	
11:45 AM		87	97	102		95			95	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: N Old Lake Wilson Rd North of Sinclair Rd **QC JOB #:** 15305325

SPECIFIC LOCATION: **DIRECTION:** NB

CITY/STATE: Four Corners, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		93	100	93		95			95	
12:15 PM		101	103	103		102			102	
12:30 PM		79	71	110		87			87	
12:45 PM		89	88	95		91			91	
01:00 PM		69	96	89		85			85	
01:15 PM		97	99	102		99			99	
01:30 PM		**119**	94	96		103			103	
01:45 PM		114	92	88		98			98	
02:00 PM		97	111	116		108			108	
02:15 PM		108	95	114		106			106	
02:30 PM		108	**129**	**121**		**119**			**119**	
02:45 PM		80	94	96		90			90	
03:00 PM		87	102	96		95			95	
03:15 PM		87	92	90		90			90	
03:30 PM		106	91	111		103			103	
03:45 PM		95	92	97		95			95	
04:00 PM		76	111	85		91			91	
04:15 PM		88	76	88		84			84	
04:30 PM		95	94	86		92			92	
04:45 PM		79	65	84		76			76	
05:00 PM		84	94	84		87			87	
05:15 PM		80	67	90		79			79	
05:30 PM		78	75	81		78			78	
05:45 PM		82	81	73		79			79	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: N Old Lake Wilson Rd North of Sinclair Rd **QC JOB #:** 15305325

SPECIFIC LOCATION: **DIRECTION:** NB

CITY/STATE: Four Corners, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		64	62	78		68			68	
06:15 PM		68	61	80		70			70	
06:30 PM		66	49	80		65			65	
06:45 PM		76	46	72		65			65	
07:00 PM		61	35	65		54			54	
07:15 PM		51	55	56		54			54	
07:30 PM		43	51	57		50			50	
07:45 PM		42	47	61		50			50	
08:00 PM		55	48	42		48			48	
08:15 PM		38	36	53		42			42	
08:30 PM		60	46	28		45			45	
08:45 PM		29	38	49		39			39	
09:00 PM		33	45	46		41			41	
09:15 PM		42	36	47		42			42	
09:30 PM		43	43	45		44			44	
09:45 PM		42	37	45		41			41	
10:00 PM		21	29	44		31			31	
10:15 PM		22	30	36		29			29	
10:30 PM		18	16	29		21			21	
10:45 PM		15	21	23		20			20	
11:00 PM		10	14	16		13			13	
11:15 PM		13	12	15		13			13	
11:30 PM		11	8	12		10			10	
11:45 PM		6	10	12		9			9	
Day Total		6142	6038	6498		6225			6225	
% Weekday Average		98.7%	97%	104.4%						
% Week Average		98.7%	97%	104.4%		100%				
AM Peak 15-min Vol		7:15 AM 152	7:30 AM 147	7:30 AM 145		7:30 AM 140			7:30 AM 140	
PM Peak 15-min Vol		1:30 PM 119	2:30 PM 129	2:30 PM 121		2:30 PM 119			2:30 PM 119	

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: N Old Lake Wilson Rd North of Sinclair Rd | **QC JOB #:** 15305325

SPECIFIC LOCATION: | **DIRECTION:** SB

CITY/STATE: Four Corners, FL | **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		35	21	34		30			30	
12:15 AM		17	26	17		20			20	
12:30 AM		21	21	17		20			20	
12:45 AM		14	16	11		14			14	
01:00 AM		13	11	15		13			13	
01:15 AM		5	6	12		8			8	
01:30 AM		9	9	8		9			9	
01:45 AM		10	9	7		9			9	
02:00 AM		1	5	4		3			3	
02:15 AM		4	4	6		5			5	
02:30 AM		3	6	7		5			5	
02:45 AM		2	2	1		2			2	
03:00 AM		4	4	4		4			4	
03:15 AM		2	1	4		2			2	
03:30 AM		3	7	3		4			4	
03:45 AM		3	8	3		5			5	
04:00 AM		2	5	7		5			5	
04:15 AM		4	1	1		2			2	
04:30 AM		9	1	4		5			5	
04:45 AM		3	9	8		7			7	
05:00 AM		12	10	4		9			9	
05:15 AM		9	7	9		8			8	
05:30 AM		11	12	17		13			13	
05:45 AM		12	16	13		14			14	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: N Old Lake Wilson Rd North of Sinclair Rd **QC JOB #:** 15305325

SPECIFIC LOCATION: **DIRECTION:** SB

CITY/STATE: Four Corners, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		9	15	16		13			13	
06:15 AM		18	25	22		22			22	
06:30 AM		21	32	33		29			29	
06:45 AM		41	26	34		34			34	
07:00 AM		38	34	44		39			39	
07:15 AM		54	61	52		56			56	
07:30 AM		41	52	35		43			43	
07:45 AM		48	59	46		51			51	
08:00 AM		32	43	34		36			36	
08:15 AM		41	35	56		44			44	
08:30 AM		54	53	45		51			51	
08:45 AM		56	42	75		58			58	
09:00 AM		35	54	70		53			53	
09:15 AM		59	58	56		58			58	
09:30 AM		54	67	55		59			59	
09:45 AM		58	75	61		65			65	
10:00 AM		61	46	47		51			51	
10:15 AM		73	51	59		61			61	
10:30 AM		**75**	68	57		67			67	
10:45 AM		54	47	66		56			56	
11:00 AM		68	56	65		63			63	
11:15 AM		75	57	66		66			66	
11:30 AM		61	63	68		64			64	
11:45 AM		60	**77**	**76**		**71**			**71**	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: N Old Lake Wilson Rd North of Sinclair Rd **QC JOB #:** 15305325

SPECIFIC LOCATION: **DIRECTION:** SB

CITY/STATE: Four Corners, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		90	71	93		85			85	
12:15 PM		79	70	67		72			72	
12:30 PM		70	74	92		79			79	
12:45 PM		69	91	89		83			83	
01:00 PM		91	98	91		93			93	
01:15 PM		96	90	99		95			95	
01:30 PM		86	101	117		101			101	
01:45 PM		93	94	105		97			97	
02:00 PM		70	113	91		91			91	
02:15 PM		119	123	118		120			120	
02:30 PM		122	130	122		125			125	
02:45 PM		145	161	141		149			149	
03:00 PM		166	153	155		158			158	
03:15 PM		191	179	155		175			175	
03:30 PM		213	194	196		201			201	
03:45 PM		210	209	186		202			202	
04:00 PM		205	268	193		222			222	
04:15 PM		266	314	289		290			290	
04:30 PM		**292**	**344**	301		**312**			**312**	
04:45 PM		268	313	**314**		298			298	
05:00 PM		247	242	261		250			250	
05:15 PM		245	248	256		250			250	
05:30 PM		265	220	269		251			251	
05:45 PM		242	246	279		256			256	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: N Old Lake Wilson Rd North of Sinclair Rd **QC JOB #:** 15305325

SPECIFIC LOCATION: **DIRECTION:** SB

CITY/STATE: Four Corners, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		234	236	266		245			245	
06:15 PM		209	187	239		212			212	
06:30 PM		194	210	185		196			196	
06:45 PM		188	221	183		197			197	
07:00 PM		123	255	185		188			188	
07:15 PM		120	173	186		160			160	
07:30 PM		102	124	183		136			136	
07:45 PM		106	86	198		130			130	
08:00 PM		76	79	135		97			97	
08:15 PM		92	90	109		97			97	
08:30 PM		69	98	99		89			89	
08:45 PM		77	70	78		75			75	
09:00 PM		76	74	87		79			79	
09:15 PM		68	71	78		72			72	
09:30 PM		65	66	80		70			70	
09:45 PM		62	58	68		63			63	
10:00 PM		58	64	72		65			65	
10:15 PM		59	59	69		62			62	
10:30 PM		61	48	58		56			56	
10:45 PM		57	56	63		59			59	
11:00 PM		55	65	66		62			62	
11:15 PM		29	45	50		41			41	
11:30 PM		39	35	41		38			38	
11:45 PM		28	36	37		34			34	
Day Total		7581	8065	8348		8004			8004	
% Weekday Average		94.7%	100.8%	104.3%						
% Week Average		94.7%	100.8%	104.3%		100%				
AM Peak 15-min Vol		10:30 AM 75	11:45 AM 77	11:45 AM 76		11:45 AM 71			11:45 AM 71	
PM Peak 15-min Vol		4:30 PM 292	4:30 PM 344	4:45 PM 314		4:30 PM 312			4:30 PM 312	

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: N Old Lake Wilson Rd North of Sinclair Rd | **QC JOB #:** 15305325

SPECIFIC LOCATION: | **DIRECTION:** NB, SB

CITY/STATE: Four Corners, FL | **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		45	32	49		42			42	
12:15 AM		25	29	27		27			27	
12:30 AM		33	24	24		27			27	
12:45 AM		22	23	21		22			22	
01:00 AM		18	19	20		19			19	
01:15 AM		13	11	14		13			13	
01:30 AM		12	14	17		14			14	
01:45 AM		13	13	12		13			13	
02:00 AM		8	11	8		9			9	
02:15 AM		9	9	13		10			10	
02:30 AM		5	8	10		8			8	
02:45 AM		9	3	7		6			6	
03:00 AM		12	21	15		16			16	
03:15 AM		16	9	14		13			13	
03:30 AM		14	29	18		20			20	
03:45 AM		20	18	26		21			21	
04:00 AM		19	19	42		27			27	
04:15 AM		29	23	30		27			27	
04:30 AM		33	26	33		31			31	
04:45 AM		23	37	36		32			32	
05:00 AM		41	34	32		36			36	
05:15 AM		67	66	78		70			70	
05:30 AM		84	79	80		81			81	
05:45 AM		73	93	81		82			82	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: N Old Lake Wilson Rd North of Sinclair Rd
QC JOB #: 15305325
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Four Corners, FL
DATE: Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		110	110	118		113			113	
06:15 AM		115	138	113		122			122	
06:30 AM		132	147	156		145			145	
06:45 AM		144	145	142		144			144	
07:00 AM		153	144	165		154			154	
07:15 AM		206	170	190		**189**			**189**	
07:30 AM		169	**199**	180		183			183	
07:45 AM		165	162	162		163			163	
08:00 AM		163	152	169		161			161	
08:15 AM		170	158	**192**		173			173	
08:30 AM		170	179	154		168			168	
08:45 AM		148	144	191		161			161	
09:00 AM		147	143	176		155			155	
09:15 AM		171	150	152		158			158	
09:30 AM		141	162	148		150			150	
09:45 AM		162	167	156		162			162	
10:00 AM		156	151	157		155			155	
10:15 AM		170	135	163		156			156	
10:30 AM		171	159	151		160			160	
10:45 AM		159	138	170		156			156	
11:00 AM		141	163	153		152			152	
11:15 AM		**208**	156	174		179			179	
11:30 AM		155	168	156		160			160	
11:45 AM		147	174	178		166			166	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: N Old Lake Wilson Rd North of Sinclair Rd | **QC JOB #:** 15305325

SPECIFIC LOCATION: | **DIRECTION:** NB, SB

CITY/STATE: Four Corners, FL | **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		183	171	186		180			180	
12:15 PM		180	173	170		174			174	
12:30 PM		149	145	202		165			165	
12:45 PM		158	179	184		174			174	
01:00 PM		160	194	180		178			178	
01:15 PM		193	189	201		194			194	
01:30 PM		205	195	213		204			204	
01:45 PM		207	186	193		195			195	
02:00 PM		167	224	207		199			199	
02:15 PM		227	218	232		226			226	
02:30 PM		230	259	243		244			244	
02:45 PM		225	255	237		239			239	
03:00 PM		253	255	251		253			253	
03:15 PM		278	271	245		265			265	
03:30 PM		319	285	307		304			304	
03:45 PM		305	301	283		296			296	
04:00 PM		281	379	278		313			313	
04:15 PM		354	390	377		374			374	
04:30 PM		**387**	**438**	387		**404**			**404**	
04:45 PM		347	378	**398**		374			374	
05:00 PM		331	336	345		337			337	
05:15 PM		325	315	346		329			329	
05:30 PM		343	295	350		329			329	
05:45 PM		324	327	352		334			334	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: N Old Lake Wilson Rd North of Sinclair Rd **QC JOB #:** 15305325

SPECIFIC LOCATION: **DIRECTION:** NB, SB

CITY/STATE: Four Corners, FL **DATE:** Dec 15 2020 - Dec 17 2020

Start Time	Mon	Tue 15 Dec 20	Wed 16 Dec 20	Thu 17 Dec 20	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		298	298	344		313			313	
06:15 PM		277	248	319		281			281	
06:30 PM		260	259	265		261			261	
06:45 PM		264	267	255		262			262	
07:00 PM		184	290	250		241			241	
07:15 PM		171	228	242		214			214	
07:30 PM		145	175	240		187			187	
07:45 PM		148	133	259		180			180	
08:00 PM		131	127	177		145			145	
08:15 PM		130	126	162		139			139	
08:30 PM		129	144	127		133			133	
08:45 PM		106	108	127		114			114	
09:00 PM		109	119	133		120			120	
09:15 PM		110	107	125		114			114	
09:30 PM		108	109	125		114			114	
09:45 PM		104	95	113		104			104	
10:00 PM		79	93	116		96			96	
10:15 PM		81	89	105		92			92	
10:30 PM		79	64	87		77			77	
10:45 PM		72	77	86		78			78	
11:00 PM		65	79	82		75			75	
11:15 PM		42	57	65		55			55	
11:30 PM		50	43	53		49			49	
11:45 PM		34	46	49		43			43	
Day Total		13723	14103	14846		14222			14222	
% Weekday Average		96.5%	99.2%	104.4%						
% Week Average		96.5%	99.2%	104.4%		100%				
AM Peak 15-min Vol		11:15 AM 208	7:30 AM 199	8:15 AM 192		7:15 AM 189			7:15 AM 189	
PM Peak 15-min Vol		4:30 PM 387	4:30 PM 438	4:45 PM 398		4:30 PM 404			4:30 PM 404	

Comments:

Report generated on 12/23/2020 9:18 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

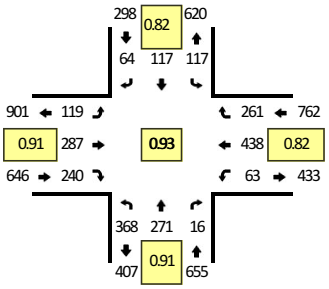
INTERSECTION TURNING MOVEMENT COUNTS

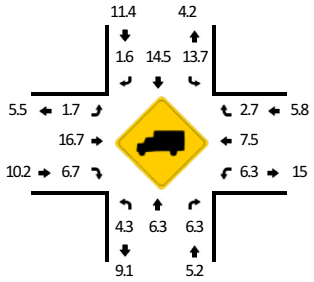
OLD LAKE WILSON ROAD & OSCEOLA POLK LINE ROAD (C.R. 532)

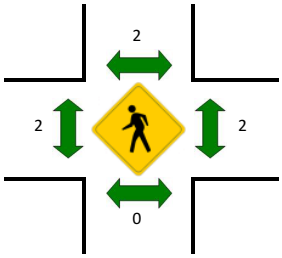
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

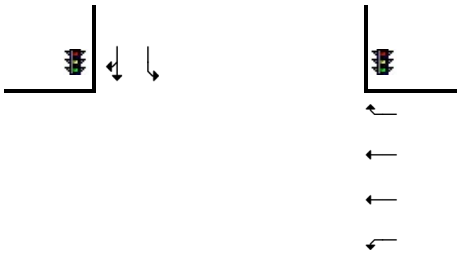
LOCATION: S Old Lake Wilson Rd -- Osceola Polk Line Rd | **QC JOB #:** 15305319
CITY/STATE: Loughman, FL | **DATE:** Wed, Dec 16 2020

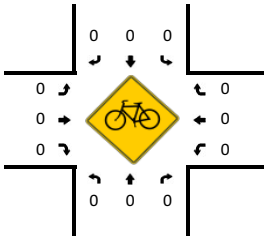
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

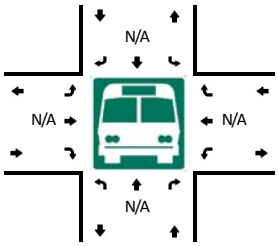


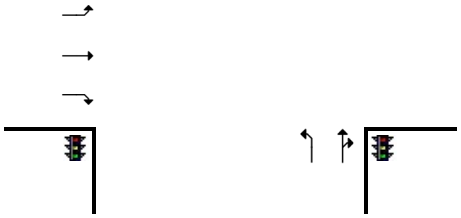


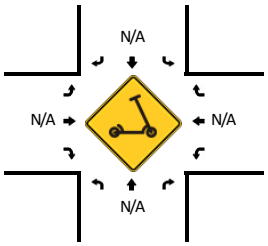












R* = RTOR

15-Min Count Period Beginning At	S Old Lake Wilson Rd (Northbound)					S Old Lake Wilson Rd (Southbound)					Osceola Polk Line Rd (Eastbound)					Osceola Polk Line Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
6:00 AM	108	56	5	0	0	10	14	13	0	2	10	68	17	2	13	5	89	21	1	23	457	
6:15 AM	83	67	0	0	0	19	12	5	0	4	21	76	24	6	26	2	111	26	1	39	522	
6:30 AM	85	72	2	0	0	19	26	9	0	2	13	68	12	2	29	3	83	26	1	32	484	
6:45 AM	75	71	3	0	1	21	28	6	0	0	16	57	28	3	43	2	104	28	2	38	526	1989
7:00 AM	68	58	2	0	1	15	12	10	0	6	18	62	20	9	26	8	114	19	1	34	483	2015
7:15 AM	108	77	9	0	1	30	30	2	0	5	22	51	19	6	34	8	108	17	5	38	570	2063
7:30 AM	83	70	3	0	0	30	25	10	0	3	27	90	15	9	37	12	138	31	5	46	634	2213
7:45 AM	80	60	4	0	0	31	42	17	0	1	16	65	15	4	43	15	96	28	5	42	564	2251
8:00 AM	106	64	5	0	0	31	26	12	0	5	23	67	25	11	47	14	89	10	0	37	572	2340
8:15 AM	99	77	4	0	0	25	24	13	0	3	22	65	30	7	28	9	115	22	3	45	591	2361
8:30 AM	86	74	4	0	0	17	41	9	0	5	20	65	24	9	36	14	117	20	3	38	582	2309
8:45 AM	65	59	3	0	0	24	24	17	0	0	41	69	22	9	26	14	87	8	7	45	520	2265
9:00 AM	83	53	6	0	0	42	29	14	0	3	26	73	42	10	23	12	78	6	4	21	525	2218
9:15 AM	77	59	3	0	0	39	43	19	0	2	21	61	16	8	21	17	69	15	8	24	502	2129
9:30 AM	74	52	6	0	1	27	34	14	0	4	36	82	18	12	25	11	102	15	6	23	542	2089
9:45 AM	85	62	8	0	0	27	25	19	0	2	27	81	12	11	33	15	93	17	4	18	539	2108

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	332	280	12	0	0	120	100	52	0	12	108	360	208	36	148	48	552	308	20	184	2880
Heavy Trucks	20	12	0			12	12	4			0	40	8			4	44	12			168
Buses																					
Pedestrians		0					8					8					0				16
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

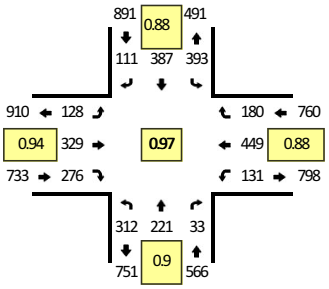
Comments:

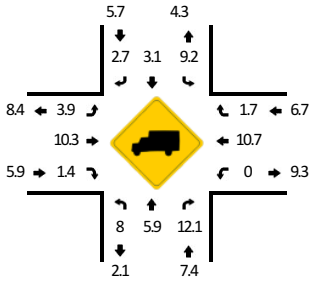
Report generated on 12/29/2020 10:43 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

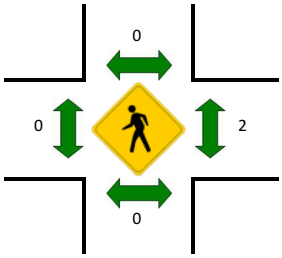
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

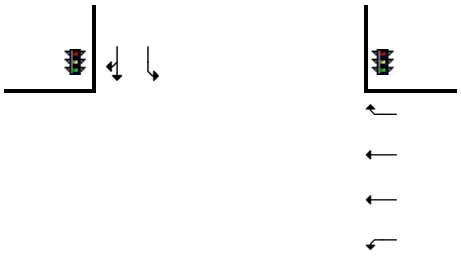
LOCATION: S Old Lake Wilson Rd -- Osceola Polk Line Rd | **QC JOB #:** 15305321
CITY/STATE: Loughman, FL | **DATE:** Wed, Dec 16 2020

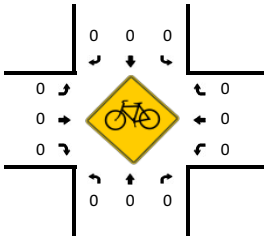
Peak-Hour: 3:30 PM -- 4:30 PM
Peak 15-Min: 4:00 PM -- 4:15 PM

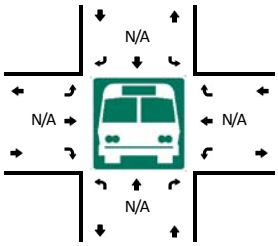


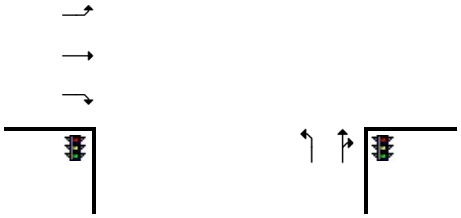


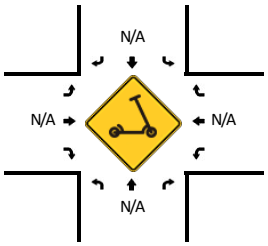












R* = RTOR

15-Min Count Period Beginning At	S Old Lake Wilson Rd (Northbound)					S Old Lake Wilson Rd (Southbound)					Osceola Polk Line Rd (Eastbound)					Osceola Polk Line Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
3:00 PM	81	61	11	0	1	84	72	16	0	3	31	90	50	9	40	21	105	11	10	22	718	
3:15 PM	80	43	6	0	0	83	98	25	0	0	41	99	49	11	28	17	97	9	7	27	720	
3:30 PM	88	54	14	0	1	89	90	20	0	3	24	75	28	8	48	19	100	15	9	27	712	
3:45 PM	82	57	9	0	1	92	83	27	0	1	22	85	35	12	41	13	112	18	11	31	732	2882
4:00 PM	62	62	3	0	0	87	110	31	0	4	26	80	51	10	21	31	107	19	18	41	763	2927
4:15 PM	80	48	4	0	1	125	104	24	0	1	18	89	22	8	30	25	130	11	5	18	743	2950
4:30 PM	61	64	8	0	0	82	128	19	0	1	14	85	31	7	42	20	90	12	5	34	703	2941
4:45 PM	53	40	9	0	2	92	108	24	0	2	33	72	29	10	55	29	97	17	16	17	705	2914
5:00 PM	62	44	7	0	0	88	95	21	0	0	25	91	36	10	31	31	130	11	16	20	718	2869
5:15 PM	71	54	10	0	3	124	106	17	0	1	23	80	33	13	41	30	101	4	15	25	751	2877
5:30 PM	62	43	4	0	0	105	110	23	0	2	24	64	31	8	26	31	92	5	13	19	662	2836
5:45 PM	60	44	3	0	0	99	105	23	0	2	26	92	52	11	12	26	114	6	16	23	714	2845
6:00 PM	67	40	5	0	0	99	99	24	0	3	11	84	27	3	34	24	89	8	9	12	638	2765
6:15 PM	61	47	9	0	0	99	121	28	0	0	12	77	40	8	13	18	71	4	15	14	637	2651
6:30 PM	41	39	6	0	1	70	99	29	0	3	27	69	42	8	38	24	76	5	9	16	602	2591
6:45 PM	50	19	9	0	1	79	97	29	0	1	18	94	42	8	26	26	82	6	14	7	608	2485

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	248	248	12	0	0	348	440	140	0	16	104	320	288	40	84	124	428	240	72	164	3316
Heavy Trucks	24	8	0			60	8	8			4	36	12			0	44	12			216
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

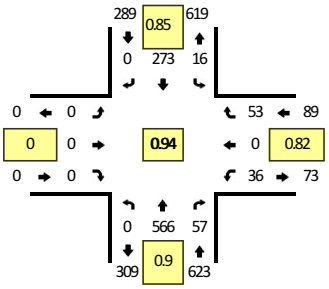
Report generated on 12/29/2020 10:43 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

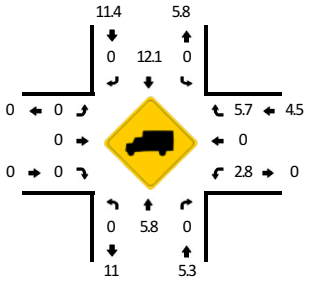
OLD LAKE WILSON ROAD & SHOPPES AT REUNION

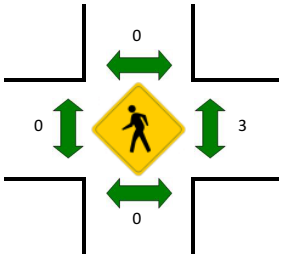
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

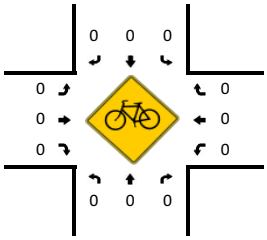
LOCATION: S Old Lake Wilson Rd -- Shopping Complex Access Dwy | **QC JOB #:** 15305316
CITY/STATE: Four Corners, FL | **DATE:** Wed, Dec 16 2020

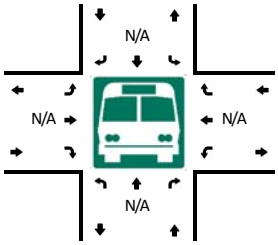
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

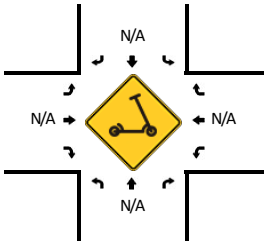












R* = RTOR

15-Min Count Period Beginning At	S Old Lake Wilson Rd (Northbound)					S Old Lake Wilson Rd (Southbound)					Shopping Complex Access Dwy (Eastbound)					Shopping Complex Access Dwy (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
6:00 AM	0	103	4	0	0	3	26	0	0	0	0	0	0	0	0	8	0	5	0	0	149	
6:15 AM	0	145	13	0	0	1	34	0	0	0	0	0	0	0	0	6	0	6	0	0	205	
6:30 AM	0	135	8	0	0	1	50	0	0	0	0	0	0	0	0	6	0	7	0	0	207	
6:45 AM	0	144	12	0	0	2	49	0	0	0	0	0	0	0	0	7	0	15	0	0	229	790
7:00 AM	0	119	6	0	0	0	35	0	0	0	0	0	0	0	0	6	0	9	0	0	175	816
7:15 AM	0	140	13	0	0	3	61	0	0	0	0	0	0	0	0	4	0	9	0	0	230	841
7:30 AM	0	157	17	0	0	3	63	0	0	0	0	0	0	0	0	11	0	16	0	0	267	901
7:45 AM	0	137	11	0	0	3	82	0	0	0	0	0	0	0	0	8	0	14	0	0	255	927
8:00 AM	0	126	11	0	0	5	63	0	0	0	0	0	0	0	0	8	0	7	0	0	220	972
8:15 AM	0	146	18	0	0	5	65	0	0	0	0	0	0	0	0	9	0	16	0	0	259	1001
8:30 AM	0	127	22	0	0	6	52	0	0	0	0	0	0	0	0	10	0	10	0	0	227	961
8:45 AM	0	126	25	0	0	10	61	0	0	0	0	0	0	0	0	12	0	6	0	0	240	946
9:00 AM	0	93	13	0	0	8	77	0	0	0	0	0	0	0	0	11	0	17	0	0	219	945
9:15 AM	0	98	20	0	0	4	86	0	0	0	0	0	0	0	0	11	0	7	0	0	226	912
9:30 AM	0	104	19	0	0	4	73	0	0	0	0	0	0	0	0	9	0	16	0	0	225	910
9:45 AM	0	106	15	0	0	4	66	0	0	0	0	0	0	0	0	13	0	15	0	0	219	889

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	628	68	0	0	12	252	0	0	0	0	0	0	0	0	44	0	64	0	0	1068
Heavy Trucks	0	24	0			0	32	0			0	0	0			0	0	8			64
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 12/29/2020 10:43 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

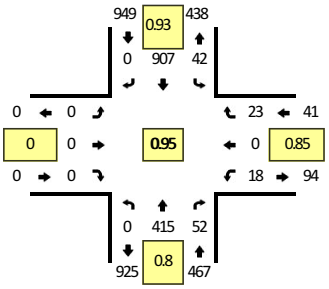
Type of peak hour being reported: Intersection Peak

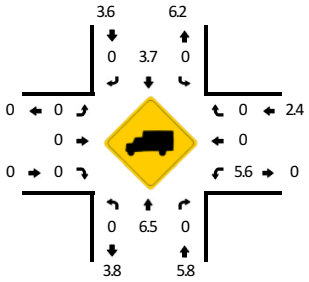
Method for determining peak hour: Total Entering Volume

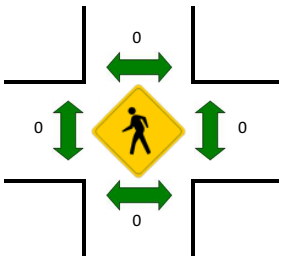
LOCATION: S Old Lake Wilson Rd -- Shopping Complex Access Dwy
CITY/STATE: Four Corners, FL

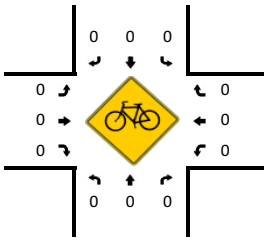
QC JOB #: 15305318
DATE: Wed, Dec 16 2020

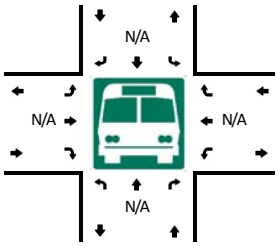
Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:00 PM -- 4:15 PM

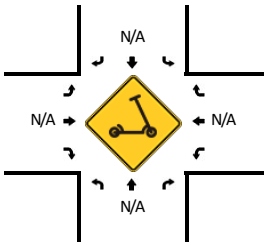












R* = RTOR

15-Min Count Period Beginning At	S Old Lake Wilson Rd (Northbound)					S Old Lake Wilson Rd (Southbound)					Shopping Complex Access Dwy (Eastbound)					Shopping Complex Access Dwy (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
3:00 PM	0	113	13	0	0	5	173	0	0	0	0	0	0	0	0	7	0	10	0	0	321	
3:15 PM	0	100	20	0	0	6	193	0	0	0	0	0	0	0	0	9	0	10	0	0	338	
3:30 PM	0	115	9	0	0	7	198	0	0	0	0	0	0	0	0	6	0	7	0	0	342	
3:45 PM	0	104	20	0	0	10	194	0	0	0	0	0	0	0	0	4	0	6	1	0	339	1340
4:00 PM	0	130	16	0	0	6	219	0	0	0	0	0	0	0	0	6	0	5	0	0	382	1401
4:15 PM	0	86	6	0	0	9	247	0	0	0	0	0	0	0	0	2	0	5	0	0	355	1418
4:30 PM	0	112	12	0	0	12	222	0	0	0	0	0	0	0	0	6	0	6	0	0	370	1446
4:45 PM	0	87	18	0	0	15	219	0	0	0	0	0	0	0	0	4	0	7	0	0	350	1457
5:00 PM	0	85	17	0	0	12	214	0	0	0	0	0	0	0	0	3	0	9	0	0	340	1415
5:15 PM	0	93	15	0	0	10	241	0	0	0	0	0	0	0	0	4	0	5	0	0	368	1428
5:30 PM	0	71	16	0	0	9	221	0	0	0	0	0	0	0	0	6	0	6	0	0	329	1387
5:45 PM	0	85	15	0	0	3	228	0	0	0	0	0	0	0	0	6	0	10	0	0	347	1384
6:00 PM	0	54	20	0	0	4	215	0	0	0	0	0	0	0	0	3	0	8	0	0	304	1348
6:15 PM	0	66	11	0	0	9	244	0	0	0	0	0	0	0	0	3	0	1	0	0	334	1314
6:30 PM	0	60	26	0	0	9	191	0	0	0	0	0	0	0	0	6	0	4	0	0	296	1281
6:45 PM	0	38	14	0	0	14	199	0	0	0	0	0	0	0	0	6	0	7	0	0	278	1212

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	520	64	0	0	24	876	0	0	0	0	0	0	0	0	24	0	20	0	0	1528
Heavy Trucks	0	32	0			0	68	0			0	0	0			4	0	0			104
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 12/29/2020 10:43 AM

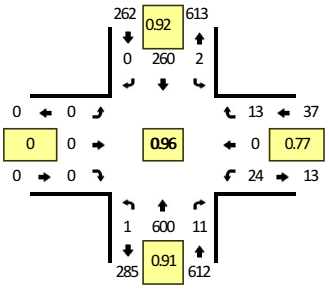
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

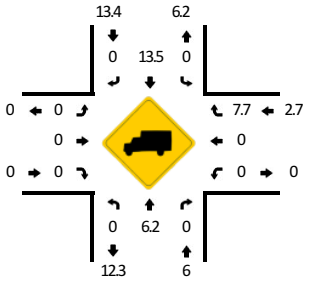
OLD LAKE WILSON ROAD & EXCITEMENT DRIVE

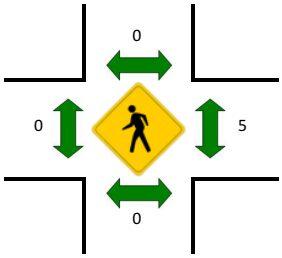
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

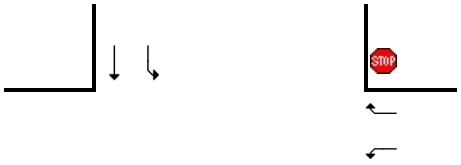
LOCATION: S Old Lake Wilson Rd -- Excitement Dr | **QC JOB #:** 15305313
CITY/STATE: Osceola, FL | **DATE:** Wed, Dec 16 2020

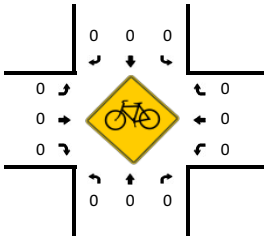
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 8:15 AM -- 8:30 AM

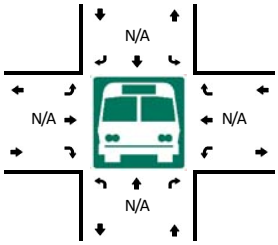


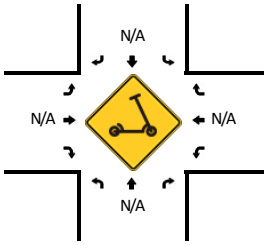












R* = RTOR

15-Min Count Period Beginning At	S Old Lake Wilson Rd (Northbound)					S Old Lake Wilson Rd (Southbound)					Excitement Dr (Eastbound)					Excitement Dr (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
6:00 AM	0	109	1	0	0	0	28	0	0	0	0	0	0	0	0	4	0	0	0	0	142	
6:15 AM	0	147	0	0	0	0	35	0	0	0	0	0	0	0	0	2	0	0	0	0	184	
6:30 AM	0	145	1	0	0	0	45	0	0	0	0	0	0	0	0	4	0	0	0	0	195	
6:45 AM	0	147	3	0	0	0	44	0	0	0	0	0	0	0	0	5	0	1	0	0	200	721
7:00 AM	0	140	2	0	0	0	34	0	0	0	0	0	0	0	0	4	0	2	0	0	182	761
7:15 AM	0	145	3	0	0	0	63	0	0	0	0	0	0	0	0	2	0	2	2	0	217	794
7:30 AM	0	168	1	0	0	1	60	0	0	0	0	0	0	0	0	4	0	2	0	0	236	835
7:45 AM	0	147	3	0	0	0	70	0	0	0	0	0	0	0	0	8	0	1	0	0	229	864
8:00 AM	0	126	2	0	0	1	70	0	0	0	0	0	0	0	0	5	0	5	0	0	209	891
8:15 AM	0	159	5	1	0	0	60	0	0	0	0	0	0	0	0	7	0	5	0	0	237	911
8:30 AM	0	134	1	0	0	0	54	0	0	0	0	0	0	0	0	6	0	4	0	0	199	874
8:45 AM	0	138	3	0	0	0	68	0	0	0	0	0	0	0	0	3	0	2	0	0	214	859
9:00 AM	0	106	5	0	0	2	80	0	0	0	0	0	0	0	0	4	0	3	0	0	200	850
9:15 AM	0	102	1	0	0	3	85	0	0	0	0	0	0	0	0	5	0	0	0	0	196	809
9:30 AM	0	120	5	0	0	1	66	0	0	0	0	0	0	0	0	10	0	4	0	0	206	816
9:45 AM	0	123	1	0	0	1	67	0	0	0	0	0	0	0	0	1	0	1	0	0	194	796

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	636	20	4	0	0	240	0	0	0	0	0	0	0	0	28	0	20	0	0	948
Heavy Trucks	0	52	0			0	32	0			0	0	0			0	0	4			88
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 12/29/2020 10:43 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

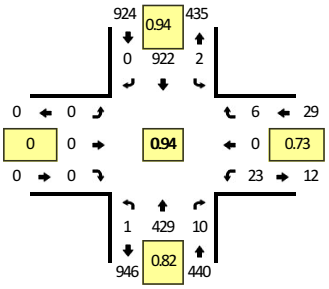
Type of peak hour being reported: Intersection Peak

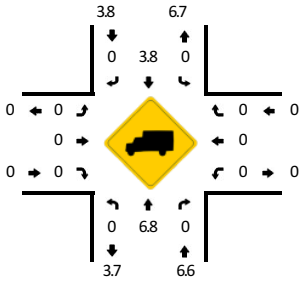
Method for determining peak hour: Total Entering Volume

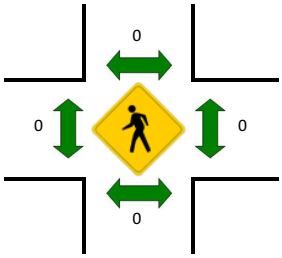
LOCATION: S Old Lake Wilson Rd -- Excitement Dr
CITY/STATE: Osceola, FL

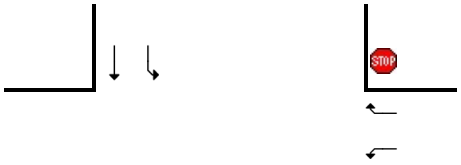
QC JOB #: 15305315
DATE: Wed, Dec 16 2020

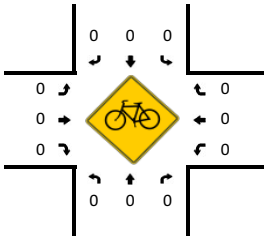
Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:00 PM -- 4:15 PM

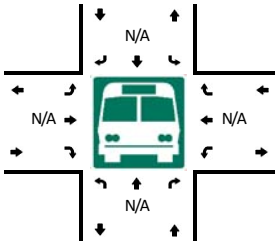


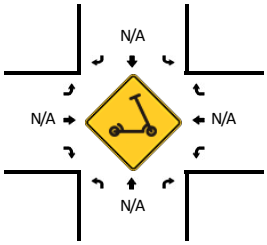












R* = RTOR

15-Min Count Period Beginning At	S Old Lake Wilson Rd (Northbound)					S Old Lake Wilson Rd (Southbound)					Excitement Dr (Eastbound)					Excitement Dr (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
3:00 PM	0	111	4	1	1	2	175	0	0	0	0	0	0	0	0	4	0	2	0	0	300	
3:15 PM	0	115	2	1	0	1	199	0	0	0	0	0	0	0	0	7	0	1	0	0	326	
3:30 PM	0	106	6	1	0	1	197	0	0	0	0	0	0	0	0	1	0	2	0	0	314	
3:45 PM	0	110	4	0	0	2	196	0	0	0	0	0	0	0	0	12	0	2	0	0	326	1266
4:00 PM	0	133	1	0	0	0	225	0	0	0	0	0	0	0	0	9	0	1	0	0	369	1335
4:15 PM	0	95	3	0	0	1	244	0	0	0	0	0	0	0	0	6	0	1	0	0	350	1359
4:30 PM	0	105	3	0	0	1	220	0	0	0	0	0	0	0	0	0	0	2	0	0	331	1376
4:45 PM	0	96	3	1	0	0	233	0	0	0	0	0	0	0	0	8	0	2	0	0	343	1393
5:00 PM	0	89	5	0	0	1	238	0	0	0	0	0	0	0	0	3	0	2	1	0	339	1363
5:15 PM	0	88	2	0	0	1	227	0	0	0	0	0	0	0	0	5	0	3	0	0	326	1339
5:30 PM	0	80	3	0	0	0	220	0	0	0	0	0	0	0	0	7	0	2	0	0	312	1320
5:45 PM	0	91	6	0	0	0	244	0	0	0	0	0	0	0	0	5	0	0	0	0	346	1323
6:00 PM	0	57	2	0	0	0	210	0	0	0	0	0	0	0	0	2	0	0	0	0	271	1255
6:15 PM	0	67	4	0	0	1	226	0	0	0	0	0	0	0	0	5	0	0	0	0	303	1232
6:30 PM	0	60	3	0	0	1	203	0	0	0	0	0	0	0	0	7	0	3	0	0	277	1197
6:45 PM	0	38	4	0	0	2	214	0	0	0	0	0	0	0	0	5	0	3	0	0	266	1117

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	532	4	0	0	0	900	0	0	0	0	0	0	0	0	36	0	4	0	0	1476
Heavy Trucks	0	32	0			0	72	0			0	0	0			0	0	0			104
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 12/29/2020 10:43 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

OLD LAKE WILSON ROAD & SPINE ROAD

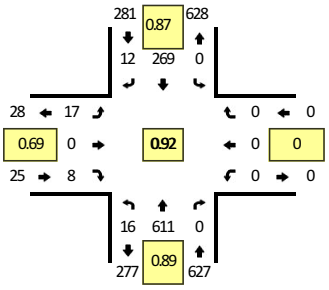
Type of peak hour being reported: Intersection Peak

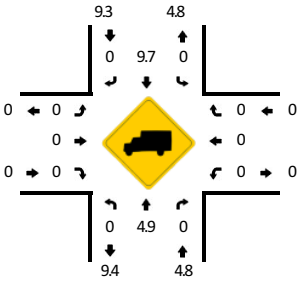
Method for determining peak hour: Total Entering Volume

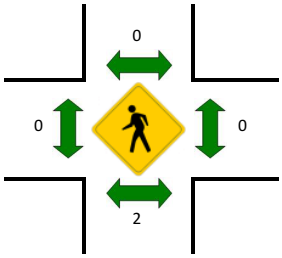
LOCATION: S Old Lake Wilson Rd -- Spine Rd
CITY/STATE: Four Corners, FL

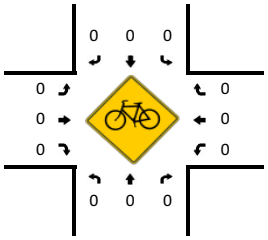
QC JOB #: 15305310
DATE: Wed, Dec 16 2020

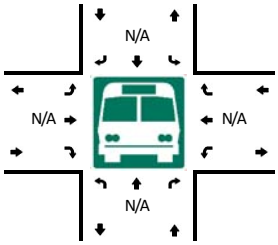
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 8:15 AM -- 8:30 AM

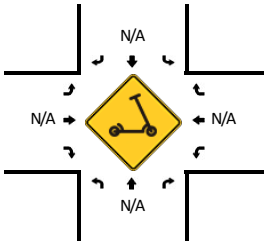












R* = RTOR

15-Min Count Period Beginning At	S Old Lake Wilson Rd (Northbound)					S Old Lake Wilson Rd (Southbound)					Spine Rd (Eastbound)					Spine Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
6:00 AM	1	107	0	0	0	0	25	0	0	0	3	0	1	0	0	0	0	0	0	0	137	
6:15 AM	1	137	0	0	0	0	39	0	0	0	1	0	0	0	0	0	0	0	0	0	178	
6:30 AM	1	139	0	0	0	0	45	2	0	0	3	0	1	0	0	0	0	0	0	0	191	
6:45 AM	4	153	0	0	0	0	44	1	0	0	1	0	0	0	0	0	0	0	0	0	203	709
7:00 AM	4	137	0	0	0	0	32	0	0	0	2	0	1	0	0	0	0	0	0	0	176	748
7:15 AM	4	139	0	0	0	0	57	6	0	0	5	0	1	0	0	0	0	0	0	0	212	782
7:30 AM	4	164	0	0	0	0	64	2	0	0	3	0	2	0	0	0	0	0	0	0	239	830
7:45 AM	4	151	0	0	0	0	77	4	0	0	0	0	3	0	0	0	0	0	0	0	239	866
8:00 AM	4	123	0	0	0	0	62	4	0	0	8	0	1	0	0	0	0	0	0	0	202	892
8:15 AM	4	173	0	0	0	0	66	2	0	0	6	0	2	0	0	0	0	0	0	0	253	933
8:30 AM	6	129	0	0	0	0	47	7	0	0	4	0	0	0	0	0	0	0	0	0	193	887
8:45 AM	3	139	0	0	0	0	66	4	0	0	12	0	4	0	0	0	0	0	0	0	228	876
9:00 AM	3	108	0	0	0	0	78	4	0	0	4	0	5	0	0	0	0	0	0	0	202	876
9:15 AM	6	93	0	0	0	0	88	8	0	0	7	0	4	0	0	0	0	0	0	0	206	829
9:30 AM	10	115	0	0	0	0	65	5	0	0	4	0	1	0	0	0	0	0	0	0	200	836
9:45 AM	6	119	0	0	0	0	80	7	0	0	7	0	5	0	0	0	0	0	0	0	224	832

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	16	692	0	0	0	0	264	8	0	0	24	0	8	0	0	0	0	0	0	0	1012
Heavy Trucks	0	40	0			0	20	0			0	0	0			0	0	0			60
Buses																					
Pedestrians		8					0					0					0				8
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

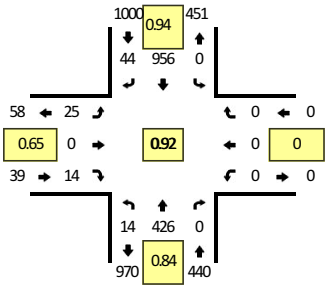
Report generated on 12/29/2020 10:43 AM

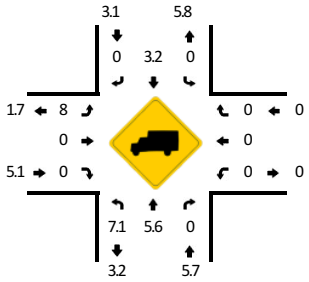
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

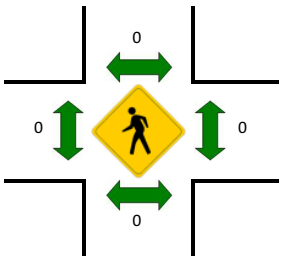
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

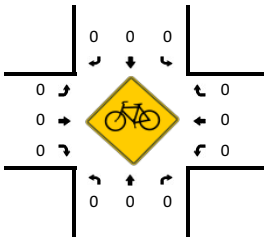
LOCATION: S Old Lake Wilson Rd -- Spine Rd | **QC JOB #:** 15305312
CITY/STATE: Four Corners, FL | **DATE:** Wed, Dec 16 2020

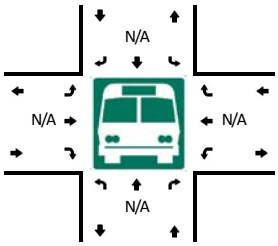
Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:00 PM -- 4:15 PM

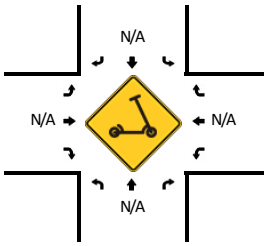












R* = RTOR

15-Min Count Period Beginning At	S Old Lake Wilson Rd (Northbound)					S Old Lake Wilson Rd (Southbound)					Spine Rd (Eastbound)					Spine Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
3:00 PM	4	111	0	0	0	0	186	13	0	0	3	0	8	0	0	0	0	0	0	0	325	
3:15 PM	7	110	0	0	0	0	191	14	0	0	4	0	1	0	0	0	0	0	0	0	327	
3:30 PM	3	102	0	0	0	0	198	5	0	0	6	0	5	0	0	0	0	0	0	0	319	
3:45 PM	4	108	0	0	0	0	205	4	0	0	6	0	2	0	0	0	0	0	0	0	329	1300
4:00 PM	4	127	0	0	0	0	257	8	0	0	5	0	2	0	0	0	0	0	0	0	403	1378
4:15 PM	1	103	0	0	0	0	234	20	0	0	9	0	6	0	0	0	0	0	0	0	373	1424
4:30 PM	5	94	0	0	0	0	233	8	0	0	7	0	5	0	0	0	0	0	0	0	352	1457
4:45 PM	4	102	0	0	0	0	232	8	0	0	4	0	1	0	0	0	0	0	0	0	351	1479
5:00 PM	3	85	0	0	0	0	217	5	0	0	3	0	2	0	0	0	0	0	0	0	315	1391
5:15 PM	7	95	0	0	0	0	255	6	0	0	4	0	4	0	0	0	0	0	0	0	371	1389
5:30 PM	5	69	0	0	0	0	212	5	0	0	7	0	2	0	0	0	0	0	0	0	300	1337
5:45 PM	2	87	0	0	0	0	232	5	0	0	4	0	1	0	0	0	0	0	0	0	331	1317
6:00 PM	2	62	0	0	0	0	231	6	0	0	1	0	1	0	0	0	0	0	0	0	303	1305
6:15 PM	1	64	0	0	0	0	226	7	0	0	4	0	1	0	0	0	0	0	0	0	303	1237
6:30 PM	2	58	0	0	0	0	179	10	0	0	3	0	5	0	0	0	0	0	0	0	257	1194
6:45 PM	3	42	0	0	0	0	194	12	0	0	1	0	3	0	0	0	0	0	0	0	255	1118

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	16	508	0	0	0	0	1028	32	0	0	20	0	8	0	0	0	0	0	0	0	1612
Heavy Trucks	0	28	0			0	52	0			0	0	0			0	0	0			80
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 12/29/2020 10:43 AM

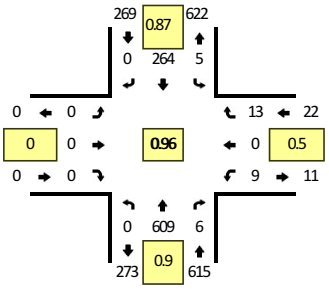
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

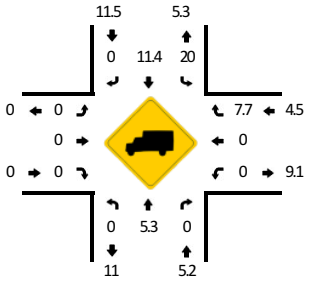
OLD LAKE WILSON ROAD & ASSEMBLY COURT

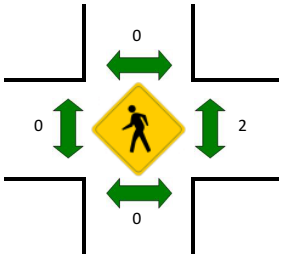
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

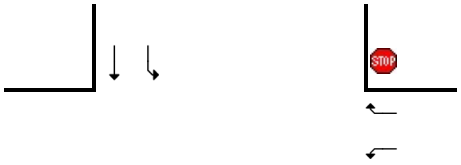
LOCATION: S Old Lake Wilson Rd -- Assembly Ct | **QC JOB #:** 15305307
CITY/STATE: Osceola, FL | **DATE:** Wed, Dec 16 2020

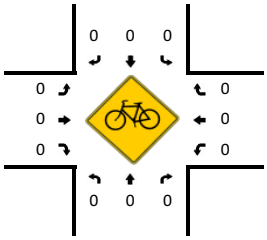
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

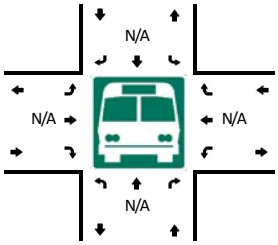


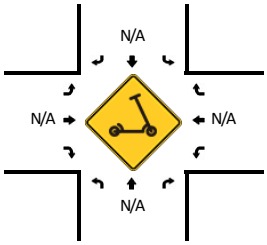












R* = RTOR

15-Min Count Period Beginning At	S Old Lake Wilson Rd (Northbound)					S Old Lake Wilson Rd (Southbound)					Assembly Ct (Eastbound)					Assembly Ct (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
6:00 AM	0	104	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	131	
6:15 AM	0	132	3	0	0	0	40	0	0	0	0	0	0	0	0	1	0	0	0	0	176	
6:30 AM	0	142	1	0	0	1	42	0	0	0	0	0	0	0	0	1	0	2	0	0	189	
6:45 AM	0	153	0	0	0	0	44	0	0	0	0	0	0	0	0	0	0	2	0	0	199	695
7:00 AM	0	134	1	0	0	0	32	0	1	0	0	0	0	0	0	0	0	3	0	0	171	735
7:15 AM	0	139	1	0	0	0	60	0	0	0	0	0	0	0	0	1	0	2	0	0	203	762
7:30 AM	0	157	2	0	0	3	63	0	0	0	0	0	0	0	0	2	0	9	0	0	236	809
7:45 AM	0	156	1	0	0	0	77	0	0	0	0	0	0	0	0	0	0	2	0	0	236	846
8:00 AM	0	127	1	0	0	0	68	0	0	0	0	0	0	0	0	1	0	1	0	0	198	873
8:15 AM	0	169	2	0	0	2	56	0	0	0	0	0	0	0	0	6	0	1	0	0	236	906
8:30 AM	0	134	1	1	0	0	53	0	0	0	0	0	0	0	0	3	0	2	0	0	194	864
8:45 AM	0	151	3	1	0	1	68	0	0	0	0	0	0	0	0	1	0	2	0	0	227	855
9:00 AM	0	109	1	0	0	4	80	0	0	0	0	0	0	0	0	3	0	2	0	0	199	856
9:15 AM	0	96	2	1	0	2	82	0	0	0	0	0	0	0	0	3	0	6	1	0	193	813
9:30 AM	0	116	2	0	0	2	71	0	0	0	0	0	0	0	0	1	0	4	0	0	196	815
9:45 AM	0	127	1	0	0	1	82	0	0	0	0	0	0	0	0	3	0	3	0	0	217	805

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	628	8	0	0	12	252	0	0	0	0	0	0	0	0	8	0	36	0	0	944
Heavy Trucks	0	24	0			4	20	0			0	0	0			0	0	0			48
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

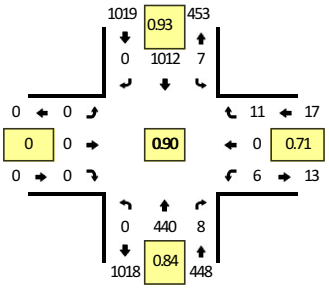
Comments:

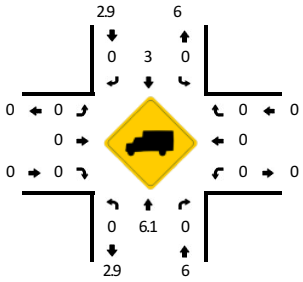
Report generated on 12/29/2020 10:43 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

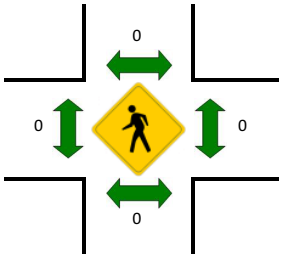
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

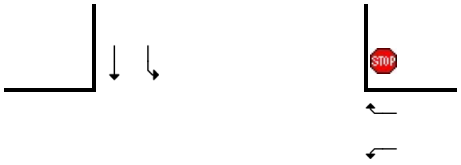
LOCATION: S Old Lake Wilson Rd -- Assembly Ct | **QC JOB #:** 15305309
CITY/STATE: Osceola, FL | **DATE:** Wed, Dec 16 2020

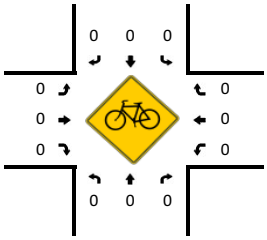
Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:00 PM -- 4:15 PM

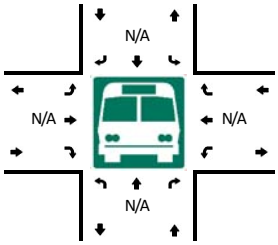


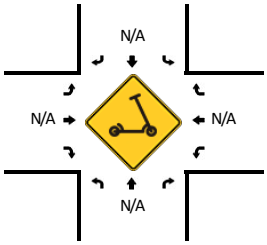












R* = RTOR

15-Min Count Period Beginning At	S Old Lake Wilson Rd (Northbound)					S Old Lake Wilson Rd (Southbound)					Assembly Ct (Eastbound)					Assembly Ct (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
3:00 PM	0	117	1	0	0	4	197	0	1	0	0	0	0	0	0	1	0	2	0	0	323	
3:15 PM	0	108	2	0	0	2	203	0	1	0	0	0	0	0	0	2	0	2	0	0	320	
3:30 PM	0	105	2	0	0	0	209	0	0	0	0	0	0	0	0	1	0	1	0	0	318	
3:45 PM	0	113	3	0	0	6	210	0	0	0	0	0	0	0	0	2	0	1	0	0	335	1296
4:00 PM	0	132	1	0	0	1	273	0	0	0	0	0	0	0	0	2	0	2	0	0	411	1384
4:15 PM	0	112	3	0	0	4	247	0	1	0	0	0	0	0	0	3	0	3	0	0	373	1437
4:30 PM	0	99	3	0	0	0	256	0	0	0	0	0	0	0	0	1	0	3	0	0	362	1481
4:45 PM	0	97	1	0	0	0	236	0	1	0	0	0	0	0	0	0	0	3	0	0	338	1484
5:00 PM	0	94	1	0	0	1	213	0	1	0	0	0	0	0	0	1	0	0	0	0	311	1384
5:15 PM	0	96	3	0	0	3	265	0	0	0	0	0	0	0	0	2	0	3	1	0	373	1384
5:30 PM	0	75	1	0	0	1	212	0	0	0	0	0	0	0	0	0	0	3	0	0	292	1314
5:45 PM	0	87	4	0	0	4	245	0	0	0	0	0	0	0	0	2	0	2	0	0	344	1320
6:00 PM	0	65	0	0	0	3	237	0	0	0	0	0	0	0	0	2	0	0	0	0	307	1316
6:15 PM	0	67	1	0	0	4	225	0	0	0	0	0	0	0	0	1	0	1	0	0	299	1242
6:30 PM	0	60	1	0	0	1	180	0	0	0	0	0	0	0	0	0	0	2	0	0	244	1194
6:45 PM	0	41	1	0	0	1	204	0	0	0	0	0	0	0	0	1	0	1	0	0	249	1099

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	528	4	0	0	4	1092	0	0	0	0	0	0	0	0	8	0	8	0	0	1644
Heavy Trucks	0	32	0			0	44	0			0	0	0			0	0	0			76
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

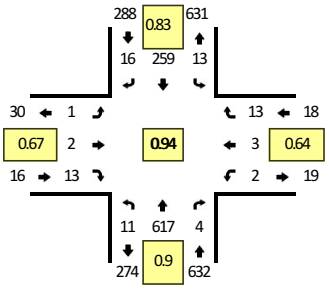
Report generated on 12/29/2020 10:43 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

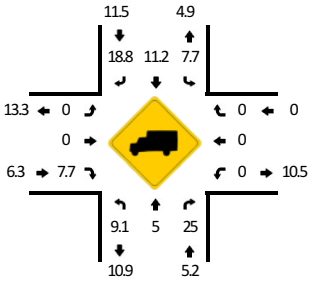
OLD LAKE WILSON ROAD & FAIRFAX DRIVE/MARKER AVENUE

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

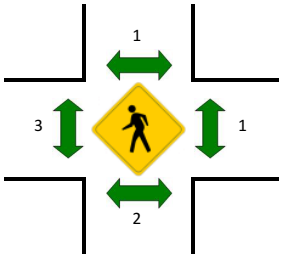
LOCATION: N Old Lake Wilson Rd -- Fairfax Dr/Marker Ave | **QC JOB #:** 15305304
CITY/STATE: Four Corners, FL | **DATE:** Wed, Dec 16 2020

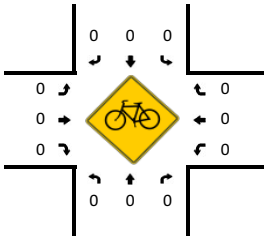
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

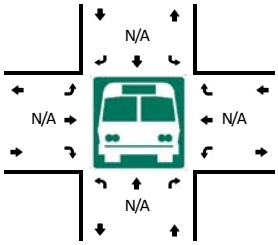


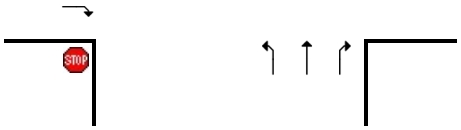


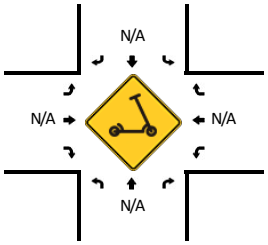
Quality Counts
DATA THAT DRIVES COMMUNITIES











R* = RTOR

15-Min Count Period Beginning At	N Old Lake Wilson Rd (Northbound)					N Old Lake Wilson Rd (Southbound)					Fairfax Dr/Marker Ave (Eastbound)					Fairfax Dr/Marker Ave (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
6:00 AM	1	101	0	0	0	0	27	2	0	0	0	1	1	0	0	0	1	3	0	0	137	
6:15 AM	1	139	0	0	0	1	41	0	0	0	0	1	0	0	0	0	0	0	0	0	183	
6:30 AM	0	149	0	0	0	1	42	0	0	0	0	0	2	0	0	0	0	0	0	0	194	
6:45 AM	2	155	1	0	0	3	42	1	0	0	1	0	1	0	0	0	0	3	0	0	209	723
7:00 AM	2	131	1	0	0	4	35	5	0	0	0	0	3	0	0	0	0	4	0	0	185	771
7:15 AM	1	140	2	0	0	2	59	4	0	0	1	0	2	0	0	0	0	2	0	0	213	801
7:30 AM	3	170	2	0	0	3	64	3	0	0	0	0	5	0	0	0	1	1	0	0	252	859
7:45 AM	6	153	1	0	0	1	81	5	0	0	0	0	2	0	0	0	1	5	0	0	255	905
8:00 AM	2	123	0	0	0	2	63	5	0	0	0	1	2	0	0	1	0	2	0	0	201	921
8:15 AM	0	171	1	0	0	7	51	3	0	0	1	1	4	0	0	1	1	5	0	0	246	954
8:30 AM	2	132	4	0	0	2	57	5	0	0	0	3	2	0	0	0	2	4	0	0	213	915
8:45 AM	7	140	2	0	0	4	65	4	0	0	0	2	2	0	0	1	1	6	0	0	234	894
9:00 AM	7	107	2	0	0	4	85	8	0	0	0	0	1	0	0	0	0	2	0	0	216	909
9:15 AM	7	93	2	0	0	2	80	6	0	0	3	0	5	0	0	0	1	4	0	0	203	866
9:30 AM	8	110	0	0	0	4	69	13	0	0	3	1	8	0	0	0	0	0	0	0	216	869
9:45 AM	14	119	2	0	0	1	75	11	0	0	4	1	6	0	0	0	1	5	0	0	239	874

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	24	612	4	0	0	4	324	20	0	0	0	0	8	0	0	0	4	20	0	0	1020
Heavy Trucks	4	20	4			0	48	0			0	0	0			0	0	0			76
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 12/29/2020 10:43 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

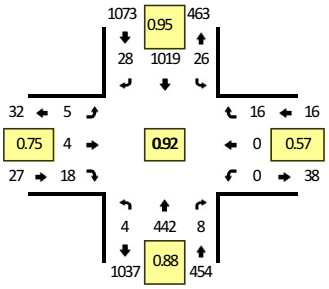
Type of peak hour being reported: Intersection Peak

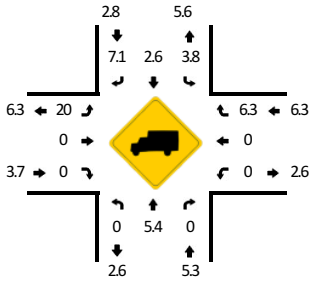
Method for determining peak hour: Total Entering Volume

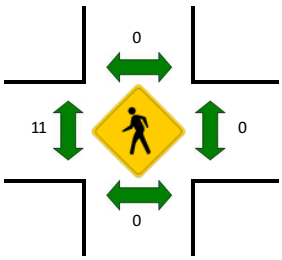
LOCATION: N Old Lake Wilson Rd -- Fairfax Dr/Marker Ave
CITY/STATE: Four Corners, FL

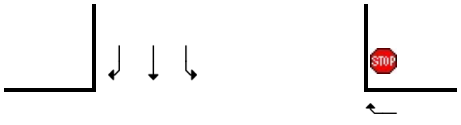
QC JOB #: 15305306
DATE: Wed, Dec 16 2020

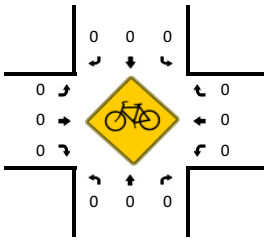
Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:00 PM -- 4:15 PM

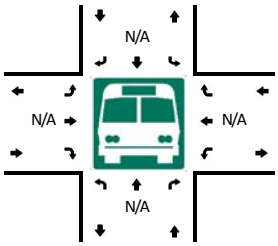


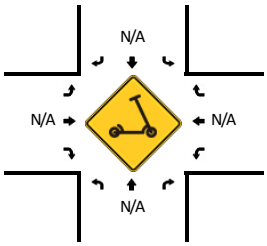












R* = RTOR

15-Min Count Period Beginning At	N Old Lake Wilson Rd (Northbound)					N Old Lake Wilson Rd (Southbound)					Fairfax Dr/Marker Ave (Eastbound)					Fairfax Dr/Marker Ave (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
3:00 PM	3	115	0	0	0	3	190	5	0	0	4	0	9	0	0	1	0	4	0	0	334	
3:15 PM	1	105	2	0	0	10	195	7	0	0	2	1	8	0	0	0	0	6	0	0	337	
3:30 PM	6	105	1	0	0	3	204	5	0	0	3	3	5	0	0	4	5	8	0	0	352	
3:45 PM	2	118	0	0	0	5	215	7	0	0	1	0	5	0	0	0	1	3	0	0	357	1380
4:00 PM	2	124	3	0	0	7	268	7	0	0	1	1	5	0	0	0	0	7	0	0	425	1471
4:15 PM	1	120	1	0	0	7	270	5	0	0	1	0	2	0	0	0	0	4	0	0	411	1545
4:30 PM	0	96	1	0	0	5	245	10	0	0	3	1	5	0	0	0	0	2	0	0	368	1561
4:45 PM	1	102	3	0	0	7	236	6	0	0	0	2	6	0	0	0	0	3	0	0	366	1570
5:00 PM	4	86	2	0	0	2	216	2	0	0	1	0	3	0	0	0	2	5	0	0	323	1468
5:15 PM	3	99	0	0	0	2	248	8	0	0	1	0	10	0	0	1	0	7	0	0	379	1436
5:30 PM	2	80	0	0	0	4	225	3	0	0	2	1	4	0	0	0	1	0	0	0	322	1390
5:45 PM	3	76	2	0	0	4	243	4	0	0	1	2	2	0	0	1	0	1	0	0	339	1363
6:00 PM	2	72	0	0	0	6	231	6	0	0	2	0	4	0	0	0	0	3	0	0	326	1366
6:15 PM	3	71	1	0	0	3	221	14	0	0	1	0	0	0	0	0	0	2	0	0	316	1303
6:30 PM	1	59	0	0	0	2	170	4	0	0	3	0	3	0	0	2	0	1	0	0	245	1226
6:45 PM	1	42	0	0	0	7	209	6	0	0	0	0	2	0	0	0	0	3	0	0	270	1157

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	8	496	12	0	0	28	1072	28	0	0	4	4	20	0	0	0	0	28	0	0	1700
Heavy Trucks	0	32	0			0	40	0			0	0	0			0	0	0			72
Buses																					
Pedestrians		0					0					4					0				4
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 12/29/2020 10:43 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

OLD LAKE WILSON ROAD & SINCLAIR ROAD

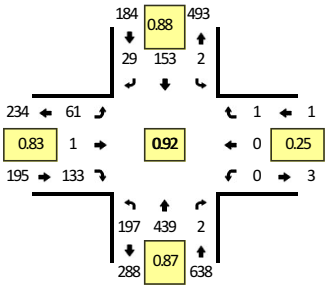
Type of peak hour being reported: Intersection Peak

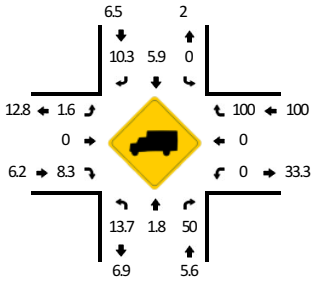
Method for determining peak hour: Total Entering Volume

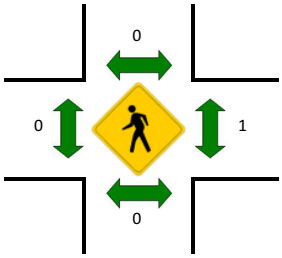
LOCATION: N Old Lake Wilson Rd -- Sinclair Rd
CITY/STATE: Four Corners, FL

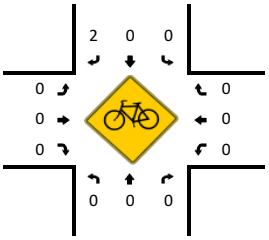
QC JOB #: 15305301
DATE: Wed, Dec 16 2020

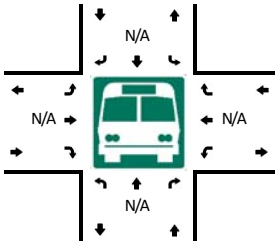
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

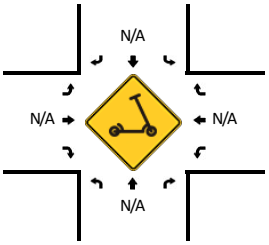












R* = RTOR

15-Min Count Period Beginning At	N Old Lake Wilson Rd (Northbound)					N Old Lake Wilson Rd (Southbound)					Sinclair Rd (Eastbound)					Sinclair Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
6:00 AM	31	77	0	0	0	1	9	3	0	0	4	1	15	2	6	0	0	0	0	0	149	
6:15 AM	38	83	2	0	0	2	19	2	1	1	8	3	12	5	10	0	0	0	0	0	186	
6:30 AM	41	106	1	0	0	0	21	1	2	2	7	0	13	3	8	0	0	1	0	0	206	
6:45 AM	47	102	0	0	0	1	23	5	1	0	7	0	13	3	11	0	0	0	0	0	213	754
7:00 AM	48	101	0	1	0	0	27	2	0	2	15	0	9	2	7	0	0	0	0	0	214	819
7:15 AM	47	100	0	0	0	0	40	5	1	4	7	1	11	4	12	0	0	0	0	0	232	865
7:30 AM	45	114	1	0	0	0	41	5	1	5	13	1	11	1	17	0	0	0	0	0	255	914
7:45 AM	53	112	0	0	0	0	45	5	0	2	15	0	19	2	23	0	0	0	0	0	276	977
8:00 AM	42	87	0	0	0	0	41	2	1	3	9	0	12	3	18	0	0	1	0	0	219	982
8:15 AM	55	126	0	2	1	0	26	5	0	2	14	0	14	4	19	0	0	0	0	0	268	1018
8:30 AM	44	99	0	0	0	1	36	7	1	3	17	0	16	5	14	0	0	0	0	0	243	1006
8:45 AM	44	101	0	1	0	0	37	4	1	2	13	0	23	3	13	0	0	0	0	1	243	973
9:00 AM	33	79	0	0	0	0	43	6	0	1	5	0	27	5	26	0	0	0	0	0	225	979
9:15 AM	31	73	0	1	0	0	45	7	0	1	10	0	21	6	18	1	0	0	0	0	214	925
9:30 AM	30	78	0	1	0	0	56	5	1	3	11	0	15	7	12	0	0	0	0	0	219	901
9:45 AM	30	87	0	1	0	0	48	10	2	3	7	1	20	4	20	0	0	0	0	0	233	891

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	212	448	0	0	0	0	180	28	0	8	60	0	168	8	92	0	0	0	0	0	1204
Heavy Trucks	28	4	0			0	4	0			0	0	20			0	0	0			56
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 12/29/2020 10:43 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

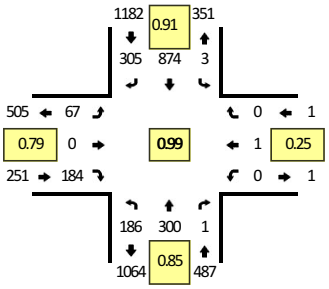
Type of peak hour being reported: Intersection Peak

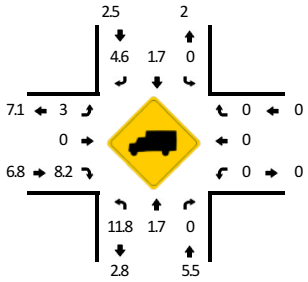
Method for determining peak hour: Total Entering Volume

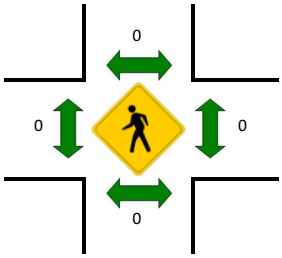
LOCATION: N Old Lake Wilson Rd -- Sinclair Rd
CITY/STATE: Four Corners, FL

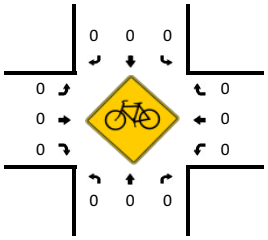
QC JOB #: 15305303
DATE: Wed, Dec 16 2020

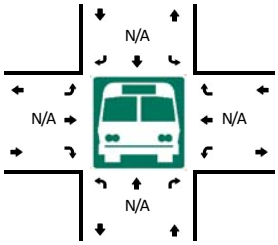
Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:30 PM -- 4:45 PM

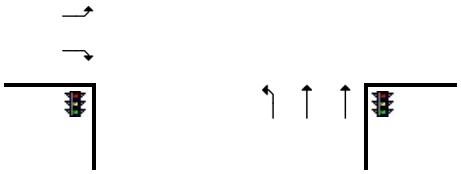


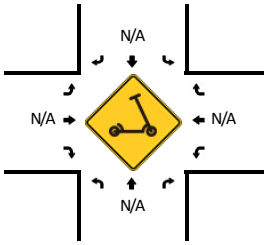












R* = RTOR

15-Min Count Period Beginning At	N Old Lake Wilson Rd (Northbound)					N Old Lake Wilson Rd (Southbound)					Sinclair Rd (Eastbound)					Sinclair Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
3:00 PM	37	78	0	0	0	0	141	10	0	6	17	0	23	7	28	0	2	0	0	3	352	
3:15 PM	36	82	0	0	0	0	159	12	2	8	11	1	33	1	12	0	0	0	0	0	357	
3:30 PM	37	81	0	1	0	0	160	14	0	7	8	0	30	2	20	0	0	0	0	0	360	
3:45 PM	36	79	0	0	0	0	175	19	2	7	15	0	42	2	24	0	1	1	0	1	404	1473
4:00 PM	49	85	0	1	0	0	217	47	0	3	17	0	37	5	20	0	1	0	0	0	482	1603
4:15 PM	56	84	0	3	0	0	225	61	3	7	6	0	26	3	8	0	0	0	0	0	482	1728
4:30 PM	33	67	0	0	0	0	226	83	0	15	10	0	24	6	20	0	0	0	0	0	484	1852
4:45 PM	42	64	0	2	1	0	206	69	0	20	15	0	42	5	7	0	0	0	0	0	473	1921
5:00 PM	35	61	0	0	0	0	155	41	0	21	21	0	29	11	25	0	0	0	0	0	399	1838
5:15 PM	42	67	0	1	0	0	195	24	2	10	13	0	32	2	21	0	0	0	0	0	409	1765
5:30 PM	26	56	0	1	0	0	171	18	0	7	18	0	40	6	32	0	0	0	0	0	375	1656
5:45 PM	38	54	0	0	0	0	187	31	0	13	24	0	25	8	32	0	0	1	0	0	413	1596
6:00 PM	23	45	0	1	0	0	203	38	3	14	21	0	27	3	16	0	0	0	0	0	394	1591
6:15 PM	25	50	0	0	0	0	147	29	1	13	12	0	10	3	39	0	0	0	0	0	329	1511
6:30 PM	25	42	0	0	0	0	147	35	1	9	14	0	10	2	17	0	0	0	0	0	302	1438
6:45 PM	14	33	0	0	0	0	169	63	0	4	11	0	20	2	26	0	0	0	0	1	343	1368

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	132	268	0	0	0	0	904	392	0	60	40	0	176	24	80	0	0	0	0	0	2076
Heavy Trucks	12	4	0			0	16	20			0	0	12			0	0	0			64
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 12/29/2020 10:43 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

APPENDIX D – FDOT FACTOR REPORTS

Contained in this Appendix –

- FDOT Seasonal Factor Report
- FDOT Axle Correction Factor Report

FDOT SEASONAL FACTOR REPORT

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

14-FEB-2020 15:39:29 830UPD 5_9200_PKSEASON.TXT

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 1600 POLK COUNTYWIDE

MOCF: 0.95

WEEK	DATES	SF	PSCF
1	01/01/2019 - 01/05/2019	0.98	1.03
2	01/06/2019 - 01/12/2019	1.00	1.05
3	01/13/2019 - 01/19/2019	1.02	1.07
4	01/20/2019 - 01/26/2019	1.00	1.05
5	01/27/2019 - 02/02/2019	0.99	1.04
* 6	02/03/2019 - 02/09/2019	0.97	1.02
* 7	02/10/2019 - 02/16/2019	0.95	1.00
* 8	02/17/2019 - 02/23/2019	0.95	1.00
* 9	02/24/2019 - 03/02/2019	0.94	0.99
*10	03/03/2019 - 03/09/2019	0.93	0.98
*11	03/10/2019 - 03/16/2019	0.93	0.98
*12	03/17/2019 - 03/23/2019	0.93	0.98
*13	03/24/2019 - 03/30/2019	0.94	0.99
*14	03/31/2019 - 04/06/2019	0.95	1.00
*15	04/07/2019 - 04/13/2019	0.95	1.00
*16	04/14/2019 - 04/20/2019	0.96	1.01
*17	04/21/2019 - 04/27/2019	0.97	1.02
*18	04/28/2019 - 05/04/2019	0.98	1.03
19	05/05/2019 - 05/11/2019	1.00	1.05
20	05/12/2019 - 05/18/2019	1.01	1.06
21	05/19/2019 - 05/25/2019	1.02	1.07
22	05/26/2019 - 06/01/2019	1.03	1.08
23	06/02/2019 - 06/08/2019	1.04	1.09
24	06/09/2019 - 06/15/2019	1.05	1.11
25	06/16/2019 - 06/22/2019	1.06	1.12
26	06/23/2019 - 06/29/2019	1.06	1.12
27	06/30/2019 - 07/06/2019	1.07	1.13
28	07/07/2019 - 07/13/2019	1.07	1.13
29	07/14/2019 - 07/20/2019	1.07	1.13
30	07/21/2019 - 07/27/2019	1.07	1.13
31	07/28/2019 - 08/03/2019	1.06	1.12
32	08/04/2019 - 08/10/2019	1.05	1.11
33	08/11/2019 - 08/17/2019	1.04	1.09
34	08/18/2019 - 08/24/2019	1.04	1.09
35	08/25/2019 - 08/31/2019	1.05	1.11
36	09/01/2019 - 09/07/2019	1.05	1.11
37	09/08/2019 - 09/14/2019	1.06	1.12
38	09/15/2019 - 09/21/2019	1.06	1.12
39	09/22/2019 - 09/28/2019	1.05	1.11
40	09/29/2019 - 10/05/2019	1.03	1.08
41	10/06/2019 - 10/12/2019	1.02	1.07
42	10/13/2019 - 10/19/2019	1.00	1.05
43	10/20/2019 - 10/26/2019	1.00	1.05
44	10/27/2019 - 11/02/2019	0.99	1.04
45	11/03/2019 - 11/09/2019	0.99	1.04
46	11/10/2019 - 11/16/2019	0.98	1.03
47	11/17/2019 - 11/23/2019	0.98	1.03
48	11/24/2019 - 11/30/2019	0.98	1.03
49	12/01/2019 - 12/07/2019	0.98	1.03
50	12/08/2019 - 12/14/2019	0.98	1.03
51	12/15/2019 - 12/21/2019	0.98	1.03
52	12/22/2019 - 12/28/2019	1.00	1.05
53	12/29/2019 - 12/31/2019	1.02	1.07

* PEAK SEASON

14-FEB-2020 15:39:20 830UPD 1_1600_PKSEASON.TXT

FDOT AXLE CORRECTION FACTOR REPORT

2019 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 92 - OSCEOLA

WEEK	DATES	9201 OSCEOLA RURAL	9202 OSCEOLA URBAN	9203 US192,ORANGE TO I-4	9204 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: 16 - POLK

Loughman Road (Ronald Reagan Parkway) is closest facility to Lake Wilson road in this list. Most appropriate option for ACF.

WEEK	DATES	1649 SR700/LK PARKER,US98-US92	1650 SR33,I-4,CR 655	1651 US27,SR60-US17/92	1652 LOUGHMAN ROAD
1	01/01/2019 - 01/05/2019	0.99	0.83	0.95	0.95
2	01/06/2019 - 01/12/2019	0.99	0.84	0.94	0.95
3	01/13/2019 - 01/19/2019	0.99	0.85	0.92	0.95
4	01/20/2019 - 01/26/2019	0.99	0.84	0.93	0.95
5	01/27/2019 - 02/02/2019	0.99	0.84	0.93	0.95
6	02/03/2019 - 02/09/2019	0.99	0.83	0.94	0.94
7	02/10/2019 - 02/16/2019	0.99	0.82	0.94	0.94
8	02/17/2019 - 02/23/2019	0.99	0.82	0.94	0.94
9	02/24/2019 - 03/02/2019	0.99	0.83	0.94	0.94
10	03/03/2019 - 03/09/2019	0.99	0.83	0.94	0.94
11	03/10/2019 - 03/16/2019	0.99	0.83	0.94	0.94
12	03/17/2019 - 03/23/2019	0.99	0.83	0.94	0.94
13	03/24/2019 - 03/30/2019	0.99	0.82	0.94	0.94
14	03/31/2019 - 04/06/2019	0.99	0.82	0.93	0.94
15	04/07/2019 - 04/13/2019	0.99	0.81	0.93	0.94
16	04/14/2019 - 04/20/2019	0.99	0.81	0.93	0.94
17	04/21/2019 - 04/27/2019	0.99	0.81	0.93	0.94
18	04/28/2019 - 05/04/2019	0.99	0.82	0.94	0.95
19	05/05/2019 - 05/11/2019	0.99	0.82	0.94	0.95
20	05/12/2019 - 05/18/2019	0.99	0.82	0.94	0.95
21	05/19/2019 - 05/25/2019	0.99	0.82	0.94	0.95
22	05/26/2019 - 06/01/2019	0.99	0.82	0.94	0.95
23	06/02/2019 - 06/08/2019	0.99	0.81	0.94	0.94
24	06/09/2019 - 06/15/2019	0.99	0.81	0.94	0.94
25	06/16/2019 - 06/22/2019	0.99	0.81	0.94	0.94
26	06/23/2019 - 06/29/2019	0.99	0.81	0.94	0.94
27	06/30/2019 - 07/06/2019	0.99	0.81	0.94	0.94
28	07/07/2019 - 07/13/2019	0.99	0.81	0.94	0.94
29	07/14/2019 - 07/20/2019	0.99	0.81	0.94	0.94
30	07/21/2019 - 07/27/2019	0.99	0.81	0.94	0.94
31	07/28/2019 - 08/03/2019	0.99	0.81	0.94	0.94
32	08/04/2019 - 08/10/2019	0.99	0.81	0.94	0.94
33	08/11/2019 - 08/17/2019	0.99	0.81	0.94	0.94
34	08/18/2019 - 08/24/2019	0.99	0.81	0.94	0.94
35	08/25/2019 - 08/31/2019	0.99	0.81	0.94	0.94
36	09/01/2019 - 09/07/2019	0.99	0.81	0.94	0.94
37	09/08/2019 - 09/14/2019	0.99	0.81	0.94	0.94
38	09/15/2019 - 09/21/2019	0.99	0.81	0.94	0.94
39	09/22/2019 - 09/28/2019	0.99	0.81	0.94	0.94
40	09/29/2019 - 10/05/2019	0.99	0.81	0.94	0.94
41	10/06/2019 - 10/12/2019	0.99	0.81	0.94	0.94
42	10/13/2019 - 10/19/2019	0.99	0.81	0.94	0.94
43	10/20/2019 - 10/26/2019	0.99	0.82	0.94	0.94
44	10/27/2019 - 11/02/2019	0.99	0.82	0.94	0.94
45	11/03/2019 - 11/09/2019	0.99	0.83	0.94	0.94
46	11/10/2019 - 11/16/2019	0.99	0.83	0.94	0.94
47	11/17/2019 - 11/23/2019	0.99	0.83	0.94	0.94
48	11/24/2019 - 11/30/2019	0.99	0.83	0.94	0.94
49	12/01/2019 - 12/07/2019	0.99	0.83	0.95	0.95
50	12/08/2019 - 12/14/2019	0.99	0.83	0.95	0.95
51	12/15/2019 - 12/21/2019	0.99	0.83	0.95	0.95
52	12/22/2019 - 12/28/2019	0.99	0.84	0.94	0.95
53	12/29/2019 - 12/31/2019	0.99	0.85	0.92	0.95

APPENDIX E – BASE YEAR AADT DEVELOPMENT

Contained in this Appendix –

- AM and PM Peak Hour Volume Comparison
- AADT Comparison
- ITE Trip Generation Estimates
- Base Year AADT Determination

AM AND PM PEAK HOUR VOLUME COMPARISON

AM and PM Peak Hour Historical Comparison

Time Period	Direction	Old Lake Wilson Road																			Osceola Polk Line Road							Sinclair Road			
		South of Osceola Polk Line Rd. (CR 532)			Osceola Polk Line Rd. (CR 532) to Spine Rd.				Spine Rd. to Marker Ave./Fairfax Dr.				Marker Ave./Fairfax Dr. to Sinclair Rd.				North of Sinclair Rd.				East of Old Lake Wilson Rd.				West of Old Lake Wilson Rd.			West of Old Lake Wilson Rd.			
Source		QC Tube Peak	Polk	Polk Difference	QC Tube Peak	Osceola 2019	Osceola 2020	FDOT	QC Tube Peak	Osceola 2019	Osceola 2020	FDOT	QC Tube Peak	Osceola 2019	Osceola 2020	FDOT	QC Tube Peak	Osceola 2019	Osceola 2020	FDOT	QC Tube Peak	Osceola 2019	Osceola 2020	FDOT	QC Tube Peak	Osceola 2019	Osceola 2020	QC Tube Peak	Osceola 2019	Osceola 2020	FDOT
AM	NB/EB	645	-		629		-	1350	635		-	1350	628			1350	500	-	-	1350	431	-	-	361	807	-	-	216	-	-	224
	SB/WB	523	-		247		-	312	241		-	312	264			312	182	-	-	312	837	-	-	747	843	-	-	255	-	-	381
	Total	**1168**	**0**		**876**	**0**	**0**	**1662**	**876**	**0**	**0**	**1662**	**892**			**1662**	**682**	**0**	**0**	**1662**	**1268**	**0**	**0**	**1108**	**1651**	**0**	**0**	**471**	**0**	**0**	**605**
	Tot %							***89.7%***				***89.8%***				***86.3%***				***143.7%***				***-12.6%***							***28.4%***
PM	NB/EB	563	996	77%	415	530	579	669	417	530	579	669	377	530	579	669	332	432	495	669	938	601	553	659	870	1124	1028	289	413	413	277
	SB/WB	898	957	7%	854	941	1006	949	931	941	1006	949	900	941	1006	949	1128	1180	1101	949	681	616	575	525	885	856	884	461	384	404	387
	Total	**1461**	**1953**		**1269**	**1471**	**1585**	**1618**	**1348**	**1471**	**1585**	**1618**	**1277**	**1471**	**1585**	**1618**	**1460**	**1612**	**1596**	**1618**	**1619**	**1217**	**1128**	**1184**	**1755**	**1980**	**1912**	**750**	**797**	**817**	**664**
	Tot %		***33.7%***			***15.9%***	***24.9%***	***27.5%***		***9.2%***	***17.6%***	***20.1%***		***15.2%***	***24.2%***	***26.7%***		***10.4%***	***9.3%***	***10.8%***		***-24.8%***	***-30.3%***	***-26.9%***		***12.8%***	***8.9%***		***6.2%***	***8.9%***	***-11.5%***

AADT COMPARISON

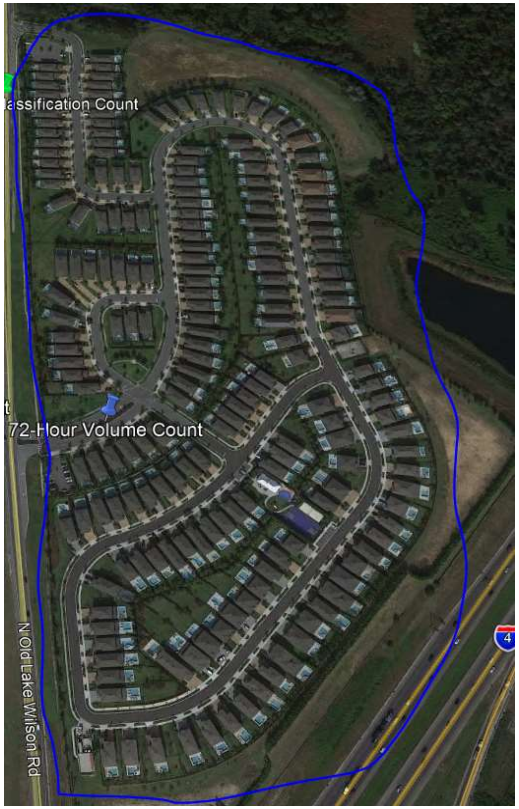
Year	Old Lake Wilson Road				Osceola Polk Line Road			Excitement Drive	Spine Road	Assembly Court	Fairfax Avenue	Marker Drive	Sinclair Road	
	South of Osceola Polk Line Rd. (CR 532)	Osceola Polk Line Rd. (CR 532) to Sinclair Road	Sinclair Rd. to Westgate Blvd.	Osceola Polk Line Rd. (CR 532) to US 192 (North of CR 532)	East of Old Lake Wilson Rd.	West of Old Lake Wilson Rd.	I-4 to US 17/92	East of Old Lake Wilson Rd.	West of Old Lake Wilson Rd.	East of Old Lake Wilson Rd.	West of Old Lake Wilson Rd.	East of Old Lake Wilson Rd.	West of Old Lake Wilson Rd.	
Source	***Polk***	***Osceola***	***Osceola***	***FDOT***	***Osceola***	***Osceola***	***FDOT***	**-**	**-**	**-**	**-**	**-**	***FDOT***	***Osceola***
2008	-	8,500	7,700	-	19,000	20,400		-	-	-	-	-	-	1,100
2009	-	8,300	6,300	-	15,900	19,300		-	-	-	-	-	-	1,200
2010	-	8,400	7,300	-	15,300	20,900		-	-	-	-	-	-	1,500
2011	-	8,600	8,200	6,000	14,600	22,200	18,300	-	-	-	-	-	1,500	1,800
2012	-	8,700	9,200	6,000	13,900	23,600	18,300	-	-	-	-	-	1,500	2,200
2013	-	10,100	10,200	6,000	14,900	24,000	18,500	-	-	-	-	-	1,500	2,800
2014	-	11,600	11,100	7,800	15,900	24,500	19,600	-	-	-	-	-	2,300	3,500
2015	21,253	13,000	12,100	8,000	16,900	24,900	20,400	-	-	-	-	-	2,300	4,200
2016	-	14,200	12,200	9,300	16,600	28,000	12,700	-	-	-	-	-	2,300	5,900
2017	20,200	15,700	14,400	9,700	19,500	30,500	13,300	-	-	-	-	-	4,500	6,100
2018	-	17,600	15,600	10,100	18,400	33,200	13,900	-	-	-	-	-	4,700	6,600
2019	21,700	20,100	18,900	*17,900*	17,100	29,600	*15,400*	-	-	-	-	-	*6,800*	8,700
2020	-	21,400	19,000	16,700	16,800	29,500	13,300	950	4,100	600	2,000	1,500	8,000	9,000
2020 Field Count	**20,000**	**15,200**	**14,000**	**-**	**22,000**	**28,000**	**-**	**850**	**1,400**	**500**	**1,300**	**1,100**	**7,700**	**7,700**
Field Count Difference	**-8.5%**	**-40.8%**	**-35.7%**	**-**	**23.6%**	**-5.4%**	**-**	**-11.8%**	**-192.9%**	**-20.0%**	**-53.8%**	**-36.4%**	**11.7%**	**-16.9%**

ITE TRIP GENERATION ESTIMATES

Marker Avenue

Land Use	Code	Quantity	Units	Daily Trips	AM Trips	AM Entering	AM Exiting	PM Trips	PM Ente	PM Exiting
Single Family Homes	210	147	DU	1482	109	27	82	147	93	54

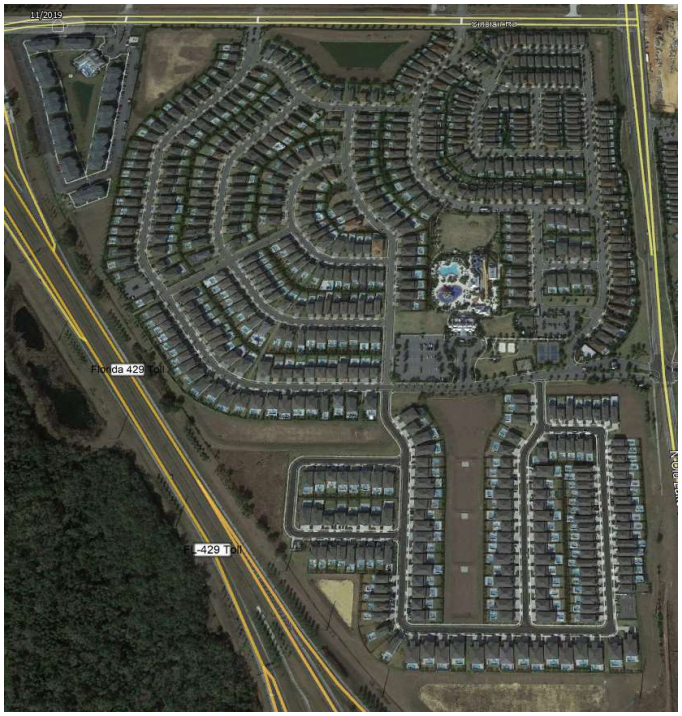
Existing 2020 AADT 1,100



Fairfax Drive

Land Use	Code	Quantity	Units	Daily Trips	AM Trips	AM Entering	AM Exiting	PM Trips	PM Ente	PM Exiting
Single Family Homes	210	285	DU	2044	155	39	116	208	131	77

Existing 2020 AADT 1,300



Assembly Court

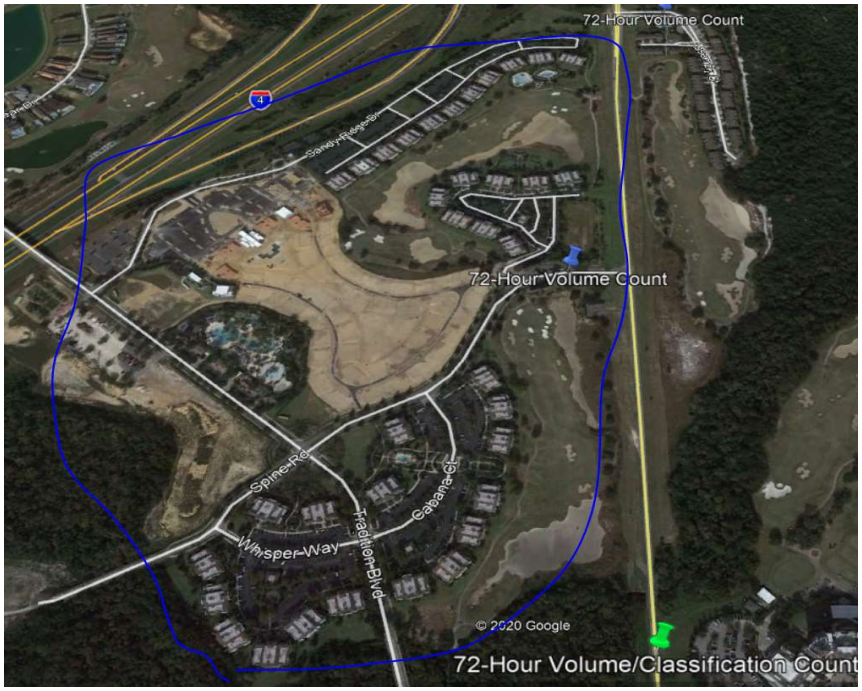
Land Use	Code	Quantity	Units	Daily Trips	AM Trips	AM Entering	AM Exiting	PM Trips	PM Ente	PM Exiting
Multi-Family Homes	220	88	DU	624	42	10	32	53	33	20

Existing 2020 AADT 500

Spine Road

Land Use	Code	Quantity	Units	Daily Trips	AM Trips	AM Entering	AM Exiting	PM Trips	PM Ente	PM Exiting
Multi-Family Homes	220	720	DU	5402	311	72	239	342	215	127
			75% of units	4052						

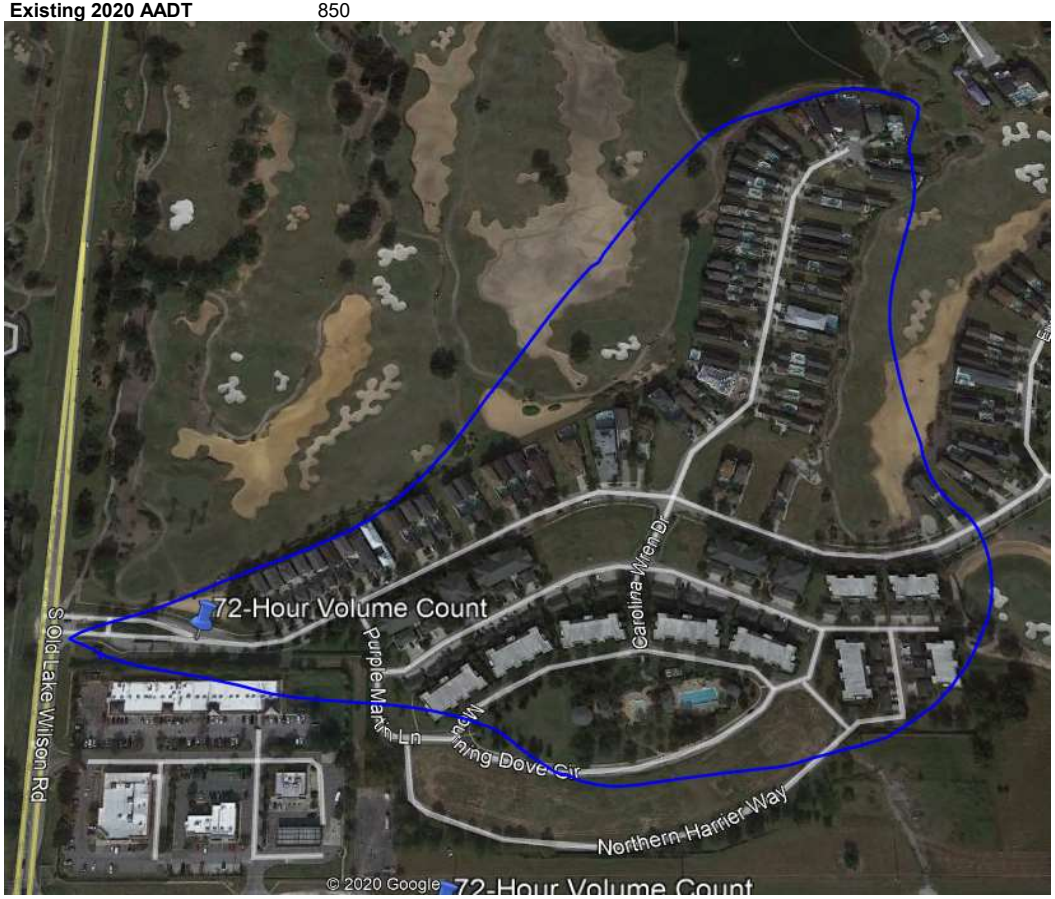
Existing 2020 AADT 1,400



Excitement Drive

Land Use	Code	Quantity	Units	Daily Trips	AM Trips	AM Entering	AM Exiting	PM Trips	PM Ente	PM Exiting
Single-Family Homes	210	60	DU	650	47	12	35	62	39	23
Multi-Family Homes	220	78	DU	549	38	9	29	47	30	17
				1199	85			109		

Existing 2020 AADT 850



BASE YEAR AADT DETERMINATION

Base Year Volumes Used for Future Volume Forecasting						
Roadway Segment		**2020 Field Count**	**Historic Traffic Count**	**Base Year Volume to be Used**	**Base Year Volume Source**	**Reason for Source Use**
Old Lake Wilson Road	**South of Osceola Polk Line Road (CR 532)**	*20,000*	21,700 (2019)	21,700	Polk County Traffic Counts	Field collected count lower than 2019 Polk County count at this location.
	Osceola Polk Line Road (CR 532) to Spine Drive	*14,500*	21,400 (2020)	21,400	Osceola County Traffic Counts	Field collected count lower than 2020 Osceola County count at this location.
	Spine Rd. to Marker Ave./Fairfax Dr.	*15,500*	21,400 (2020)	21,400	Osceola County Traffic Counts	Field collected count lower than 2020 Osceola County count at this location.
	Marker Ave./Fairfax Dr. to Sinclair Rd.	*15,500*	21,400 (2020)	21,400	Osceola County Traffic Counts	Field collected count lower than 2020 Osceola County count at this location.
	North of Sinclair Rd.	*14,000*	19,000 (2020)	19,000	Osceola County Traffic Counts	Field collected count lower than 2020 Osceola County count at this location.
Osceola Polk Line Road (CR 532)	**West of Old Lake Wilson Road**	*28,000*	29,500 (2020)	29,500	Osceola County Traffic Counts	Field collected count lower than 2020 Osceola County count at this location.
	East of Old Lake Wilson Road	*22,000*	16,800 (2020)	22,000	2020 Field Count	Field count taken closer to study corridor; more appropriate representation of volume adjacent to study corridor as compared to County count.
Excitement Drive	**East of Old Lake Wilson Road**	*850*	1,200	1,200	ITE Trip Generation Estimate	ITE trip generation estimate is higher than field collected count. It is expected that the ITE trip generation estimate better reflects conditions not affected by COVID.
Spine Road	**West of Old Lake Wilson Road**	*1,400*	4,100	4,100	ITE Land Use Estimate	ITE trip generation estimate is higher than field collected count. It is expected that the ITE trip generation estimate better reflects conditions not affected by COVID.
Assembly Court	**East of Old Lake Wilson Road**	*500*	600	600	ITE Trip Generation Estimate	ITE trip generation estimate is higher than field collected count. It is expected that the ITE trip generation estimate better reflects conditions not affected by COVID.
Fairfax Drive	**West of Old Lake Wilson Road**	*1,300*	2,000	2,000	ITE Trip Generation Estimate	ITE trip generation estimate is higher than field collected count. It is expected that the ITE trip generation estimate better reflects conditions not affected by COVID.
Marker Avenue	**East of Old Lake Wilson Road**	*1,100*	1,500	1,500	ITE Trip Generation Estimate	ITE trip generation estimate is higher than field collected count. It is expected that the ITE trip generation estimate better reflects conditions not affected by COVID.
Sinclair Road	**West of Old Lake Wilson Road**	*7,700*	9,000 (2020)	9,000	Osceola County Traffic Counts	Field collected count lower than 2020 Osceola County count at this location.

APPENDIX F – EXISTING (2020) INTERSECTION OPERATIONS REPORTS

Contained in this Appendix –

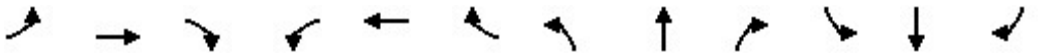
- Existing 2020 AM Peak Hour Intersection Measures of Effectiveness (MOE) Tables
- Existing 2020 AM Peak Hour Intersection Operations Synchro Reports
- Existing 2020 PM Peak Hour Intersection Measures of Effectiveness (MOE) Tables
- Existing 2020 PM Peak Hour Intersection Operations Synchro Reports

EXISTING 2020 AM PEAK HOUR INTERSECTION MOE TABLES

2020 AM Existing Unsignalized Network												
Old Lake Wilson Rd. & Shoppes at Reunion											**Intersection ID: 2**	
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	-	-	-		-			0.25		0.02	-	-
HCM Control Delay (s)	-	-	-		-			17.5		8.9	-	-
HCM Lane LOS	-	-	-		-			C		A	-	-
HCM 95th Percentile Queue (veh/ln)	-	-	-		-			1.0		0.1	-	-
Old Lake Wilson Rd. & Excitement Dr.											**Intersection ID: 3**	
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	-	-	-		-		0.08	-	0.03	0.00	-	-
HCM Control Delay (s)	-	-	-		-		18.0	-	12.9	8.8	-	-
HCM Lane LOS	-	-	-		-		C	-	B	A	-	-
HCM 95th Percentile Queue (veh/ln)	-	-	-		-		0.3	-	0.1	0.0	-	-
Old Lake Wilson Rd. & Spine Rd.											**Intersection ID: 4**	
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	0.01	-	-	0.07	-	0.01		-		-	-	-
HCM Control Delay (s)	7.9	0.0	-	19.4	-	9.9		-		-	-	-
HCM Lane LOS	A	A	-	C	-	A		-		-	-	-
HCM 95th Percentile Queue (veh/ln)	0.0	-	-	0.2	-	0.0		-		-	-	-
Old Lake Wilson Rd. & Assembly Ct.											**Intersection ID: 5**	
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	-	-	-		-		0.03	-	0.03	0.01	-	-
HCM Control Delay (s)	-	-	-		-		17.7	-	13.0	9.3	-	-
HCM Lane LOS	-	-	-		-		C	-	B	A	-	-
HCM 95th Percentile Queue (veh/ln)	-	-	-		-		0.1	-	0.1	0.0	-	-
Old Lake Wilson Rd. & Fairfax Dr./Marker Ave.											**Intersection ID: 6**	
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	0.01	-	-	-	-	0.02	-	-	0.04	0.02	-	-
HCM Control Delay (s)	8.0	-	-	-	-	10.0	-	-	13.1	9.1	-	-
HCM Lane LOS	A	-	-	-	-	B	-	-	B	A	-	-
HCM 95th Percentile Queue (veh/ln)	0.0	-	-	-	-	0.1	-	-	0.1	0.0	-	-

2020 AM Existing Signalized Network												
Old Lake Wilson Rd. & Osceola Polk Line Rd. (CR 532)											Intersection ID: 1	
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	0.77	0.00	0.61	0.78	0.80	0.29	0.54	0.65	0.32	0.37	0.00	0.71
HCM Lane Group Delay (s)	27.2	0.0	29.0	47.1	36.7	28.6	43.0	33.0	30.2	27.1	0.0	39.3
HCM Lane LOS	C	A	C	D	D	C	D	C	C	C	A	D
HCM 95th Percentile Queue (veh/ln)	6.4	0.0	5.5	3.0	6.2	1.5	1.5	4.3	1.8	2.2	0.0	4.0
HCM6 Intersection Ctrl Delay	32.9											
HCM6 Intersection LOS	C											
Old Lake Wilson Rd. & Sinclair Rd.											Intersection ID: 7	
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	0.72	0.21	-	0.28	-	0.34	-			-	0.16	0.05
HCM Lane Group Delay (s)	20.7	4.3	-	20.3	-	20.6	-			-	13.3	12.8
HCM Lane LOS	C	A	-	C	-	C	-			-	B	B
HCM 95th Percentile Queue (veh/ln)	2.1	0.5	-	0.6	-	0.6	-			-	0.6	0.1
HCM6 Intersection Ctrl Delay	11.5											
HCM6 Intersection LOS	B											

EXISTING 2020 AM PEAK HOUR INTERSECTION OPERATIONS SYNCHRO REPORTS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	284	238	63	434	264	364	274	16	124	124	68
Future Volume (veh/h)	120	284	238	63	434	264	364	274	16	124	124	68
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	1648	1618	1811	1781	1781	1841	1811	1811	1693	1678	1870
Adj Flow Rate, veh/h	129	305	91	68	467	103	391	295	17	133	133	60
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	17	19	6	8	8	4	6	6	14	15	2
Cap, veh/h	165	381	316	127	719	319	507	484	28	358	188	85
Arrive On Green	0.09	0.23	0.23	0.07	0.21	0.21	0.20	0.29	0.29	0.09	0.17	0.17
Sat Flow, veh/h	1781	1648	1366	1725	3385	1503	1753	1695	98	1612	1094	493
Grp Volume(v), veh/h	129	305	91	68	467	103	391	0	312	133	0	193
Grp Sat Flow(s),veh/h/ln	1781	1648	1366	1725	1692	1503	1753	0	1793	1612	0	1587
Q Serve(g_s), s	6.3	15.4	4.9	3.4	11.2	5.1	15.3	0.0	13.3	5.9	0.0	10.1
Cycle Q Clear(g_c), s	6.3	15.4	4.9	3.4	11.2	5.1	15.3	0.0	13.3	5.9	0.0	10.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.05	1.00		0.31
Lane Grp Cap(c), veh/h	165	381	316	127	719	319	507	0	512	358	0	273
V/C Ratio(X)	0.78	0.80	0.29	0.54	0.65	0.32	0.77	0.00	0.61	0.37	0.00	0.71
Avail Cap(c_a), veh/h	558	889	736	930	2591	1150	608	0	1281	999	0	1493
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.3	32.1	28.0	39.5	31.8	29.5	21.8	0.0	27.3	26.3	0.0	34.5
Incr Delay (d2), s/veh	7.8	4.7	0.6	3.5	1.2	0.7	5.4	0.0	1.7	0.8	0.0	4.7
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(50%),veh/ln	3.0	6.2	1.5	1.5	4.3	1.8	6.4	0.0	5.5	2.2	0.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.1	36.7	28.6	43.0	33.0	30.2	27.2	0.0	29.0	27.1	0.0	39.3
LnGrp LOS	D	D	C	D	C	C	C	A	C	C	A	D
Approach Vol, veh/h		525			638			703			326	
Approach Delay, s/veh		37.9			33.6			28.0			34.3	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.8	27.8	24.9	22.0	15.5	26.1	14.8	32.1
Change Period (Y+Rc), s	7.3	7.3	6.8	6.8	7.3	7.3	6.8	6.8
Max Green Setting (Gmax), s	47.7	47.7	23.2	83.2	27.7	67.7	43.2	63.2
Max Q Clear Time (g_c+I1), s	5.4	17.4	17.3	12.1	8.3	13.2	7.9	15.3
Green Ext Time (p_c), s	0.2	2.5	0.8	1.7	0.3	4.2	0.5	2.7

Intersection Summary	
HCM 6th Ctrl Delay	32.9
HCM 6th LOS	C

Notes

User approved ignoring U-Turning movement.

Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	36	52	571	56	16	280
Future Vol, veh/h	36	52	571	56	16	280
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	175	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	3	6	6	0	0	12
Mvmt Flow	38	55	607	60	17	298

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	939	607	0	0	667	0
Stage 1	607	-	-	-	-	-
Stage 2	332	-	-	-	-	-
Critical Hdwy	6.43	6.26	-	-	4.1	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.354	-	-	2.2	-
Pot Cap-1 Maneuver	292	489	-	-	932	-
Stage 1	542	-	-	-	-	-
Stage 2	725	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	287	489	-	-	932	-
Mov Cap-2 Maneuver	287	-	-	-	-	-
Stage 1	542	-	-	-	-	-
Stage 2	712	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.5	0	0.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	380	932	-
HCM Lane V/C Ratio	-	-	0.246	0.018	-
HCM Control Delay (s)	-	-	17.5	8.9	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1	0.1	-

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	24	13	611	12	2	272
Future Vol, veh/h	24	13	611	12	2	272
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	175	0	-	185	575	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	8	6	0	0	13
Mvmt Flow	25	14	636	13	2	283

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	923	636	0	0	649	0
Stage 1	636	-	-	-	-	-
Stage 2	287	-	-	-	-	-
Critical Hdwy	6.4	6.28	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.372	-	-	2.2	-
Pot Cap-1 Maneuver	302	467	-	-	947	-
Stage 1	531	-	-	-	-	-
Stage 2	766	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	301	467	-	-	947	-
Mov Cap-2 Maneuver	301	-	-	-	-	-
Stage 1	531	-	-	-	-	-
Stage 2	764	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.2	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	301	467	947	-
HCM Lane V/C Ratio	-	-	0.083	0.029	0.002	-
HCM Control Delay (s)	-	-	18	12.9	8.8	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.1	0	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	8	16	608	266	12
Future Vol, veh/h	17	8	16	608	266	12
Conflicting Peds, #/hr	2	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	175	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	5	10	0
Mvmt Flow	18	9	17	661	289	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	993	296	302	0	-	0
Stage 1	296	-	-	-	-	-
Stage 2	697	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	274	748	1270	-	-	-
Stage 1	759	-	-	-	-	-
Stage 2	498	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	268	748	1270	-	-	-
Mov Cap-2 Maneuver	268	-	-	-	-	-
Stage 1	743	-	-	-	-	-
Stage 2	498	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.4	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1270	-	268	748	-	-
HCM Lane V/C Ratio	0.014	-	0.069	0.012	-	-
HCM Control Delay (s)	7.9	0	19.4	9.9	-	-
HCM Lane LOS	A	A	C	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	0	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	13	619	6	8	269
Future Vol, veh/h	9	13	619	6	8	269
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	200	0	-	275	275	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	8	5	0	20	11
Mvmt Flow	9	14	645	6	8	280

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	941	645	0	0	651	0
Stage 1	645	-	-	-	-	-
Stage 2	296	-	-	-	-	-
Critical Hdwy	6.4	6.28	-	-	4.3	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.372	-	-	2.38	-
Pot Cap-1 Maneuver	295	462	-	-	855	-
Stage 1	526	-	-	-	-	-
Stage 2	759	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	292	462	-	-	855	-
Mov Cap-2 Maneuver	292	-	-	-	-	-
Stage 1	526	-	-	-	-	-
Stage 2	752	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.9	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	292	462	855	-
HCM Lane V/C Ratio	-	-	0.032	0.029	0.01	-
HCM Control Delay (s)	-	-	17.7	13	9.3	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	16	0	0	18	11	617	4	13	261	16
Future Vol, veh/h	0	0	16	0	0	18	11	617	4	13	261	16
Conflicting Peds, #/hr	2	0	1	1	0	2	1	0	3	3	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	275	-	225	275	-	225
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	8	0	0	0	9	5	25	8	11	19
Mvmt Flow	0	0	17	0	0	19	12	656	4	14	278	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	280	-	-	661	296	0	0	663	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.28	-	-	6.2	4.19	-	-	4.18	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.372	-	-	3.3	2.281	-	-	2.272	-	-
Pot Cap-1 Maneuver	0	0	745	0	0	466	1226	-	-	898	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	744	-	-	464	1225	-	-	895	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10	13.1	0.1	0.4
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1225	-	-	744	464	895	-	-
HCM Lane V/C Ratio	0.01	-	-	0.023	0.041	0.015	-	-
HCM Control Delay (s)	8	-	-	10	13.1	9.1	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	60	132	200	435	151	29
Future Volume (veh/h)	60	132	200	435	151	29
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	1870	1604	1693	1870	1811	1633
Adj Flow Rate, veh/h	65	60	217	473	164	19
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	20	14	2	6	18
Cap, veh/h	232	177	301	2200	1029	413
Arrive On Green	0.13	0.13	0.19	0.62	0.30	0.30
Sat Flow, veh/h	1781	1359	1612	3647	3532	1382
Grp Volume(v), veh/h	65	60	217	473	164	19
Grp Sat Flow(s),veh/h/ln	1781	1359	1612	1777	1721	1382
Q Serve(g_s), s	1.7	2.1	6.5	3.0	1.8	0.5
Cycle Q Clear(g_c), s	1.7	2.1	6.5	3.0	1.8	0.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	232	177	301	2200	1029	413
V/C Ratio(X)	0.28	0.34	0.72	0.21	0.16	0.05
Avail Cap(c_a), veh/h	1535	1171	733	5095	2912	1169
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	20.0	20.2	19.5	4.3	13.2	12.7
Incr Delay (d2), s/veh	0.2	0.4	1.2	0.1	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.6	2.1	0.5	0.6	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.3	20.6	20.7	4.3	13.3	12.8
LnGrp LOS	C	C	C	A	B	B
Approach Vol, veh/h	125			690	183	
Approach Delay, s/veh	20.5			9.5	13.2	
Approach LOS	C			A	B	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	16.3	22.1				38.4	12.6
Change Period (Y+Rc), s	6.8	6.8				6.8	6.0
Max Green Setting (Gmax), s	23.2	43.2				73.2	44.0
Max Q Clear Time (g_c+I1), s	8.5	3.8				5.0	4.1
Green Ext Time (p_c), s	0.1	1.5				4.7	0.2

Intersection Summary	
HCM 6th Ctrl Delay	11.5
HCM 6th LOS	B

Notes

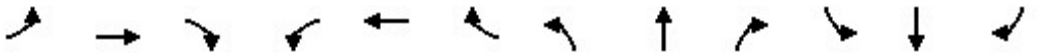
User approved ignoring U-Turning movement.

EXISTING 2020 PM PEAK HOUR INTERSECTION MOE TABLES

2020 PM Existing Unsignalized Network												
Old Lake Wilson Rd. & Shoppes at Reunion											**Intersection ID: 2**	
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	-	-	-		-			0.21		0.04	-	-
HCM Control Delay (s)	-	-	-		-			27.0		8.6	-	-
HCM Lane LOS	-	-	-		-			D		A	-	-
HCM 95th Percentile Queue (veh/ln)	-	-	-		-			0.8		0.1	-	-
Old Lake Wilson Rd. & Excitement Dr.											**Intersection ID: 3**	
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	-	-	-		-		0.19	-	0.01	0.00	-	-
HCM Control Delay (s)	-	-	-		-		40.0	-	11.2	8.4	-	-
HCM Lane LOS	-	-	-		-		E	-	B	A	-	-
HCM 95th Percentile Queue (veh/ln)	-	-	-		-		0.7	-	0.0	0.0	-	-
Old Lake Wilson Rd. & Spine Rd.											**Intersection ID: 4**	
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	0.03	-	-	0.25	-	0.06		-		-	-	-
HCM Control Delay (s)	11.1	0.0	-	49.7	-	19.5		-		-	-	-
HCM Lane LOS	B	A	-	E	-	C		-		-	-	-
HCM 95th Percentile Queue (veh/ln)	0.1	-	-	0.9	-	0.2		-		-	-	-
Old Lake Wilson Rd. & Assembly Ct.											**Intersection ID: 5**	
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	-	-	-		-		0.07	-	0.02	0.02	-	-
HCM Control Delay (s)	-	-	-		-		42.7	-	11.5	8.5	-	-
HCM Lane LOS	-	-	-		-		E	-	B	A	-	-
HCM 95th Percentile Queue (veh/ln)	-	-	-		-		0.2	-	0.1	0.1	-	-
Old Lake Wilson Rd. & Fairfax Dr./Marker Ave.											**Intersection ID: 6**	
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	0.01	-	-	-	-	0.11	-	-	0.03	0.03	-	-
HCM Control Delay (s)	10.8	-	-	-	-	20.5	-	-	11.8	8.6	-	-
HCM Lane LOS	B	-	-	-	-	C	-	-	B	A	-	-
HCM 95th Percentile Queue (veh/ln)	0.0	-	-	-	-	0.4	-	-	0.1	0.1	-	-

2020 PM Existing Signalized Network												
Old Lake Wilson Rd. & Osceola Polk Line Rd. (CR 532)											Intersection ID: 1	
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	0.75	0.00	0.36	0.89	0.95	0.43	0.90	0.61	0.22	0.68	0.00	0.73
HCM Lane Group Delay (s)	42.0	0.0	44.2	119.2	117.1	73.5	122.4	75.9	68.2	30.4	0.0	51.9
HCM Lane LOS	D	A	D	F	F	E	F	E	E	C	A	D
HCM 95th Percentile Queue (veh/ln)	8.3	0.0	9.7	8.5	21.5	6.6	9.7	10.8	3.1	12.6	0.0	27.0
HCM6 Intersection Ctrl Delay	67.1											
HCM6 Intersection LOS	E											
Old Lake Wilson Rd. & Sinclair Rd.											**Intersection ID: 7**	
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	0.73	0.13	-	0.31	-	0.71	-			-	0.61	0.42
HCM Lane Group Delay (s)	26.5	3.7	-	25.0	-	28.0	-			-	15.2	13.8
HCM Lane LOS	C	A	-	C	-	C	-			-	B	B
HCM 95th Percentile Queue (veh/ln)	2.4	0.4	-	0.9	-	1.8	-			-	4.1	2.2
HCM6 Intersection Ctrl Delay	15.6											
HCM6 Intersection LOS	B											

EXISTING 2020 PM PEAK HOUR INTERSECTION OPERATIONS SYNCHRO REPORTS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	131	323	278	148	420	176	253	224	27	406	474	113
Future Volume (veh/h)	131	323	278	148	420	176	253	224	27	406	474	113
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	1722	1841	1900	1781	1752	1796	1811	1841	1811	1870	1870
Adj Flow Rate, veh/h	138	340	138	156	442	70	266	236	25	427	499	111
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, %	2	12	4	0	8	10	7	6	4	6	2	2
Cap, veh/h	155	356	323	173	730	320	355	660	70	632	681	151
Arrive On Green	0.09	0.21	0.21	0.10	0.22	0.22	0.10	0.41	0.41	0.15	0.46	0.46
Sat Flow, veh/h	1781	1722	1560	1810	3385	1485	1711	1609	170	1725	1481	329
Grp Volume(v), veh/h	138	340	138	156	442	70	266	0	261	427	0	610
Grp Sat Flow(s),veh/h/ln	1781	1722	1560	1810	1692	1485	1711	0	1780	1725	0	1811
Q Serve(g_s), s	16.1	41.0	16.2	17.9	24.7	8.2	18.8	0.0	21.3	29.5	0.0	57.7
Cycle Q Clear(g_c), s	16.1	41.0	16.2	17.9	24.7	8.2	18.8	0.0	21.3	29.5	0.0	57.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.10	1.00		0.18
Lane Grp Cap(c), veh/h	155	356	323	173	730	320	355	0	729	632	0	832
V/C Ratio(X)	0.89	0.95	0.43	0.90	0.61	0.22	0.75	0.00	0.36	0.68	0.00	0.73
Avail Cap(c_a), veh/h	226	367	332	230	730	320	498	0	729	657	0	832
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	94.9	82.3	72.4	94.0	74.3	67.8	37.5	0.0	42.9	27.6	0.0	46.2
Incr Delay (d2), s/veh	24.3	34.8	1.1	28.5	1.6	0.4	4.5	0.0	1.4	2.8	0.0	5.7
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(50%),veh/ln	8.5	21.5	6.6	9.7	10.8	3.1	8.3	0.0	9.7	12.6	0.0	27.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	119.2	117.1	73.5	122.4	75.9	68.2	42.0	0.0	44.2	30.4	0.0	51.9
LnGrp LOS	F	F	E	F	E	E	D	A	D	C	A	D
Approach Vol, veh/h		616			668			527			1037	
Approach Delay, s/veh		107.8			85.9			43.1			43.1	
Approach LOS		F			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.4	50.8	28.5	103.3	25.6	52.6	39.0	92.9
Change Period (Y+Rc), s	7.3	7.3	6.8	6.8	7.3	7.3	6.8	6.8
Max Green Setting (Gmax), s	26.7	44.7	39.2	71.2	26.7	44.7	35.2	75.2
Max Q Clear Time (g_c+I1), s	19.9	43.0	20.8	59.7	18.1	26.7	31.5	23.3
Green Ext Time (p_c), s	0.2	0.5	0.9	3.9	0.2	3.1	0.6	2.2

Intersection Summary	
HCM 6th Ctrl Delay	67.1
HCM 6th LOS	E

Notes

User approved ignoring U-Turning movement.

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	23	445	51	42	975
Future Vol, veh/h	18	23	445	51	42	975
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	175	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	6	0	7	0	0	4
Mvmt Flow	19	24	468	54	44	1026

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1582	468	0	0	522	0
Stage 1	468	-	-	-	-	-
Stage 2	1114	-	-	-	-	-
Critical Hdwy	6.46	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	117	599	-	-	1055	-
Stage 1	622	-	-	-	-	-
Stage 2	308	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	112	599	-	-	1055	-
Mov Cap-2 Maneuver	112	-	-	-	-	-
Stage 1	622	-	-	-	-	-
Stage 2	295	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	27	0	0.4
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	206	1055	-
HCM Lane V/C Ratio	-	-	0.21	0.042	-
HCM Control Delay (s)	-	-	27	8.6	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	0.8	0.1	-

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	23	6	457	11	2	994
Future Vol, veh/h	23	6	457	11	2	994
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	175	0	-	185	575	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	7	0	0	4
Mvmt Flow	24	6	486	12	2	1057

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1547	486	0	0	498	0
Stage 1	486	-	-	-	-	-
Stage 2	1061	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	127	585	-	-	1076	-
Stage 1	623	-	-	-	-	-
Stage 2	336	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	127	585	-	-	1076	-
Mov Cap-2 Maneuver	127	-	-	-	-	-
Stage 1	623	-	-	-	-	-
Stage 2	335	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	34	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	127	585	1076	-
HCM Lane V/C Ratio	-	-	0.193	0.011	0.002	-
HCM Control Delay (s)	-	-	40	11.2	8.4	-
HCM Lane LOS	-	-	E	B	A	-
HCM 95th %tile Q(veh)	-	-	0.7	0	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	14	14	449	982	44
Future Vol, veh/h	25	14	14	449	982	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	175	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	8	0	7	6	3	0
Mvmt Flow	27	15	15	488	1067	48

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1609	1091	1115	0	-	0
Stage 1	1091	-	-	-	-	-
Stage 2	518	-	-	-	-	-
Critical Hdwy	6.48	6.2	4.17	-	-	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.3	2.263	-	-	-
Pot Cap-1 Maneuver	111	264	608	-	-	-
Stage 1	313	-	-	-	-	-
Stage 2	586	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	107	264	608	-	-	-
Mov Cap-2 Maneuver	107	-	-	-	-	-
Stage 1	302	-	-	-	-	-
Stage 2	586	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	38.9	0.3	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	608	-	107	264	-	-
HCM Lane V/C Ratio	0.025	-	0.254	0.058	-	-
HCM Control Delay (s)	11.1	0	49.7	19.5	-	-
HCM Lane LOS	B	A	E	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	0.2	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	11	466	8	16	1020
Future Vol, veh/h	6	11	466	8	16	1020
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	200	0	-	275	275	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	6	0	0	3
Mvmt Flow	7	12	518	9	18	1133

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1687	518	0	0	527	0
Stage 1	518	-	-	-	-	-
Stage 2	1169	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	104	562	-	-	1050	-
Stage 1	602	-	-	-	-	-
Stage 2	298	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	102	562	-	-	1050	-
Mov Cap-2 Maneuver	102	-	-	-	-	-
Stage 1	602	-	-	-	-	-
Stage 2	293	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.5	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	102	562	1050	-
HCM Lane V/C Ratio	-	-	0.065	0.022	0.017	-
HCM Control Delay (s)	-	-	42.7	11.5	8.5	-
HCM Lane LOS	-	-	E	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.1	0.1	-

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	0	27	0	0	16	4	465	8	26	1009	28
Future Vol, veh/h	0	0	27	0	0	16	4	465	8	26	1009	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	11	11	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	275	-	225	275	-	225
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	20	0	0	0	0	6	0	5	0	4	3	7
Mvmt Flow	0	0	29	0	0	17	4	505	9	28	1097	30

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	1097	-	-	516	1127	0	0	525	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.2	-	-	6.26	4.1	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	-	-	3.354	2.2	-	-	2.236	-	-
Pot Cap-1 Maneuver	0	0	262	0	0	551	627	-	-	1032	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	262	-	-	545	627	-	-	1021	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.5	11.8	0.1	0.2
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	627	-	-	262	545	1021	-	-
HCM Lane V/C Ratio	0.007	-	-	0.112	0.032	0.028	-	-
HCM Control Delay (s)	10.8	-	-	20.5	11.8	8.6	-	-
HCM Lane LOS	B	-	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.1	0.1	-	-

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	67	182	184	297	875	302
Future Volume (veh/h)	67	182	184	297	875	302
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	1856	1722	1722	1870	1870	1826
Adj Flow Rate, veh/h	68	129	186	300	884	260
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	12	12	2	2	5
Cap, veh/h	220	182	254	2377	1438	626
Arrive On Green	0.12	0.12	0.15	0.67	0.40	0.40
Sat Flow, veh/h	1767	1459	1640	3647	3647	1547
Grp Volume(v), veh/h	68	129	186	300	884	260
Grp Sat Flow(s),veh/h/ln	1767	1459	1640	1777	1777	1547
Q Serve(g_s), s	2.2	5.3	6.7	1.9	12.2	7.5
Cycle Q Clear(g_c), s	2.2	5.3	6.7	1.9	12.2	7.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	220	182	254	2377	1438	626
V/C Ratio(X)	0.31	0.71	0.73	0.13	0.61	0.42
Avail Cap(c_a), veh/h	1254	1035	614	4194	2475	1078
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	24.7	26.1	25.0	3.7	14.6	13.2
Incr Delay (d2), s/veh	0.3	1.9	1.5	0.0	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.8	2.4	0.4	4.1	2.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.0	28.0	26.5	3.7	15.2	13.8
LnGrp LOS	C	C	C	A	B	B
Approach Vol, veh/h	197			486	1144	
Approach Delay, s/veh	26.9			12.5	14.9	
Approach LOS	C			B	B	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	16.4	31.9				48.3	13.7
Change Period (Y+Rc), s	6.8	6.8				6.8	6.0
Max Green Setting (Gmax), s	23.2	43.2				73.2	44.0
Max Q Clear Time (g_c+I1), s	8.7	14.2				3.9	7.3
Green Ext Time (p_c), s	0.1	10.9				2.8	0.3

Intersection Summary		
HCM 6th Ctrl Delay		15.6
HCM 6th LOS		B

Notes

User approved ignoring U-Turning movement.

APPENDIX G – EXISTING (2020) SEGMENT OPERATIONS REPORTS

Contained in this Appendix –

- Existing 2020 Uninterrupted Segment Analysis

EXISTING 2020 UNINTERRUPTED SEGMENT ANALYSIS

AM Data

Roadway Segment	Direction	Volume at S Point	Volume at N Point	HCS Volume (Average)	Speed	BFFS	Shoulder Width	Lane Width	Segment Length	PHF	T Value	Access Points	Access Point Density	No Passing Distance	No Passing Zones
Old Lake Wilson Road: Osceola Polk Line Road (CR 532) to Sinclair Road	NB	627	635	631	55, 45	59.6	2.4	11	2.5	0.93	6.0%	2	0.80	2.50	100.0%
	SB	316	290	303	55, 45	59.6	2.4	11	2.5	0.93	13.0%	5	2.00	2.50	100.0%

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	APG
Agency/Co.	Kittelson
Date Performed	02/17/2021
Analysis Time Period	AM Peak Hour
Highway	Old Lake Wilson Road
From/To	CR 532 to Sinclair Rd. NB
Jurisdiction	FDOT District Five
Analysis Year	2020
Description	Old Lake Wilson Road PD&E

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.93	
Shoulder width	2.4	ft	% Trucks and buses	6	%
Lane width	11.0	ft	% Trucks crawling	0.0	%
Segment length	2.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	1	/mi

Analysis direction volume, Vd 631 veh/h
Opposing direction volume, Vo 303 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.4	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.994		0.977	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	683	pc/h	333	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	59.6	mi/h
Adj. for lane and shoulder width,(note-3) fLS	3.0	mi/h
Adj. for access point density,(note-3) fA	0.3	mi/h
Free-flow speed, FFSd	56.3	mi/h
Adjustment for no-passing zones, fnp	3.4	mi/h
Average travel speed, ATSd	45.0	mi/h
Percent Free Flow Speed, PFFS	79.9	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	0.994
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	678 pc/h	328 pc/h
Base percent time-spent-following,(note-4) BPTSFd	58.4 %	
Adjustment for no-passing zones, fnp	32.3	
Percent time-spent-following, PTSFd	80.2 %	

Level of Service and Other Performance Measures

Level of service, LOS	C	
Volume to capacity ratio, v/c	0.40	
Peak 15-min vehicle-miles of travel, VMT15	424	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1578	veh-mi
Peak 15-min total travel time, TT15	9.4	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	2.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	45.0	mi/h
Percent time-spent-following, PTSFd (from above)	80.2	
Level of service, LOSd (from above)	C	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	678.5
Effective width of outside lane, We	13.40
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	6.28
Bicycle LOS	F

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	APG
Agency/Co.	Kittelson
Date Performed	02/17/2021
Analysis Time Period	AM Peak Hour
Highway	Old Lake Wilson Road
From/To	CR 532 to Sinclair Rd. SB
Jurisdiction	FDOT District Five
Analysis Year	2020
Description	Old Lake Wilson Road PD&E

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.93	
Shoulder width	2.4	ft	% Trucks and buses	13	%
Lane width	11.0	ft	% Trucks crawling	0.0	%
Segment length	2.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	2	/mi

Analysis direction volume, Vd 303 veh/h
Opposing direction volume, Vo 631 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.4		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.951		0.987	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	343	pc/h	687	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	59.6	mi/h
Adj. for lane and shoulder width,(note-3) fLS	3.0	mi/h
Adj. for access point density,(note-3) fA	0.5	mi/h
Free-flow speed, FFSd	56.1	mi/h
Adjustment for no-passing zones, fnp	1.7	mi/h
Average travel speed, ATSd	46.4	mi/h
Percent Free Flow Speed, PFFS	82.7	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.987	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	330 pc/h	678 pc/h
Base percent time-spent-following,(note-4) BPTSFd	42.0 %	
Adjustment for no-passing zones, fnp	32.3	
Percent time-spent-following, PTSFd	52.6 %	

Level of Service and Other Performance Measures

Level of service, LOS	C	
Volume to capacity ratio, v/c	0.19	
Peak 15-min vehicle-miles of travel, VMT15	204	veh-mi
Peak-hour vehicle-miles of travel, VMT60	758	veh-mi
Peak 15-min total travel time, TT15	4.4	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	2.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	46.4	mi/h
Percent time-spent-following, PTSFd (from above)	52.6	
Level of service, LOSd (from above)	C	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	325.8
Effective width of outside lane, We	13.40
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	8.45
Bicycle LOS	F

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

PM Data

Roadway Segment	Direction	Volume at S Point	Volume at N Point	HCS Volume (Average)	Speed	BFFS	Shoulder Width	Lane Width	Segment Length	PHF	T Value	Access Points	Access Point Density	No Passing Distance	No Passing Zones
Old Lake Wilson Road: Osceola Polk Line Road (CR 532) to Sinclair Road	NB	496	481	489	55, 45	59.6	2.4	11	2.5	0.97	4.0%	2	0.80	2.50	100.0%
	SB	993	1063	1028	55, 45	59.6	2.4	11	2.5	0.97	2.0%	5	2.00	2.50	100.0%

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	APG
Agency/Co.	Kittelson
Date Performed	02/17/2021
Analysis Time Period	PM Peak Hour
Highway	Old Lake Wilson Road
From/To	CR 532 to Sinclair Rd. NB
Jurisdiction	FDOT District Five
Analysis Year	2020
Description	Old Lake Wilson Road PD&E

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.97	
Shoulder width	2.4	ft	% Trucks and buses	4	%
Lane width	11.0	ft	% Trucks crawling	0.0	%
Segment length	2.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	1	/mi

Analysis direction volume, Vd 489 veh/h
Opposing direction volume, Vo 1028 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.2		1.0	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.992		1.000	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	508	pc/h	1060	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	59.6	mi/h
Adj. for lane and shoulder width,(note-3) fLS	3.0	mi/h
Adj. for access point density,(note-3) fA	0.3	mi/h
Free-flow speed, FFSd	56.3	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	43.1	mi/h
Percent Free Flow Speed, PFFS	76.5	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	504 pc/h	1060 pc/h
Base percent time-spent-following,(note-4) BPTSFd	58.6 %	
Adjustment for no-passing zones, fnp	21.2	
Percent time-spent-following, PTSFd	65.4 %	

Level of Service and Other Performance Measures

Level of service, LOS	C	
Volume to capacity ratio, v/c	0.30	
Peak 15-min vehicle-miles of travel, VMT15	315	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1223	veh-mi
Peak 15-min total travel time, TT15	7.3	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	2.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	43.1	mi/h
Percent time-spent-following, PTSFd (from above)	65.4	
Level of service, LOSd (from above)	C	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	504.1
Effective width of outside lane, We	13.40
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	5.57
Bicycle LOS	F

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	APG
Agency/Co.	Kittelson
Date Performed	02/17/2021
Analysis Time Period	PM Peak Hour
Highway	Old Lake Wilson Road
From/To	CR 532 to Sinclair Rd. SB
Jurisdiction	FDOT District Five
Analysis Year	2020
Description	Old Lake Wilson Road PD&E

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.97	
Shoulder width	2.4	ft	% Trucks and buses	2	%
Lane width	11.0	ft	% Trucks crawling	0.0	%
Segment length	2.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	2	/mi

Analysis direction volume, Vd 1028 veh/h
Opposing direction volume, Vo 489 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.0		1.2	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	1.000		0.996	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	1060	pc/h	506	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	59.6	mi/h
Adj. for lane and shoulder width,(note-3) fLS	3.0	mi/h
Adj. for access point density,(note-3) fA	0.5	mi/h
Free-flow speed, FFSd	56.1	mi/h
Adjustment for no-passing zones, fnp	2.4	mi/h
Average travel speed, ATSd	41.5	mi/h
Percent Free Flow Speed, PFFS	74.0	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	1060 pc/h	504 pc/h
Base percent time-spent-following,(note-4) BPTSFd	76.0 %	
Adjustment for no-passing zones, fnp	21.2	
Percent time-spent-following, PTSFd	90.4 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.62	
Peak 15-min vehicle-miles of travel, VMT15	662	veh-mi
Peak-hour vehicle-miles of travel, VMT60	2570	veh-mi
Peak 15-min total travel time, TT15	16.0	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	2.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	41.5	mi/h
Percent time-spent-following, PTSFd (from above)	90.4	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	1059.8
Effective width of outside lane, We	13.40
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	5.47
Bicycle LOS	E

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

APPENDIX H – OLD LAKE WILSON ROAD CRASH ANALYSIS

Contained in this Appendix –

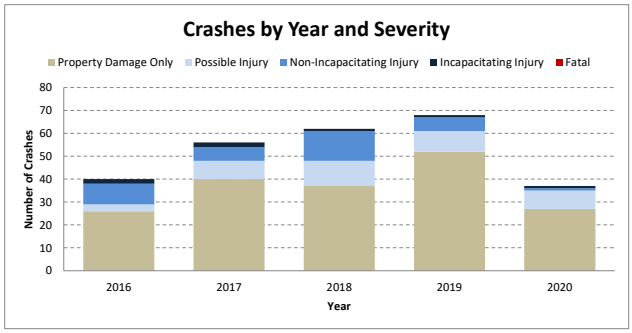
- Old Lake Wilson Road Crash Summaries
- Old Lake Wilson Road Crash Safety Ratios
- Old Lake Wilson Road High Crash Locations Summary

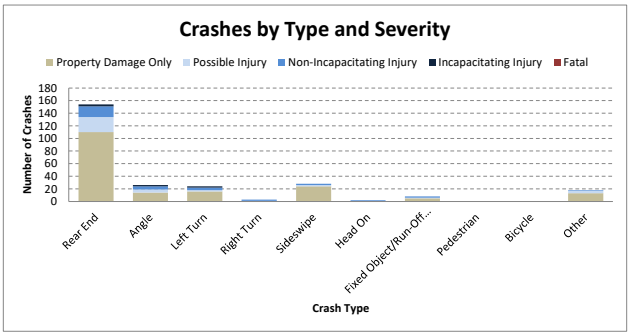
OLD LAKE WILSON ROAD CRASH SUMMARIES

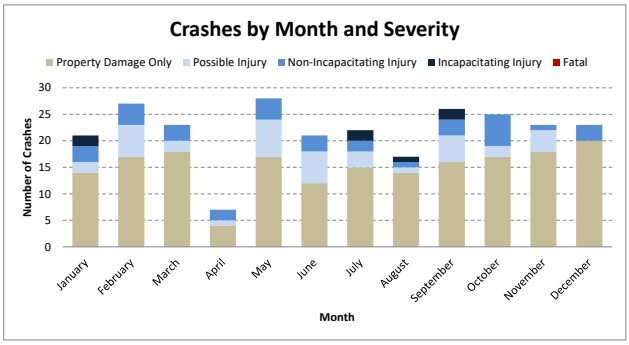
CRASH ANALYSIS - Old Lake Wilson Road from Osceola Polk Line Road to Sinclair Road

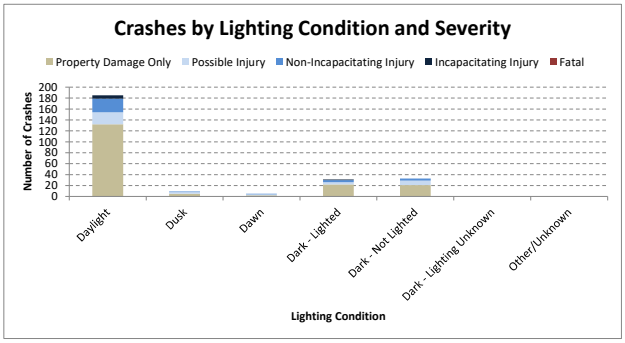
		Analysis Year					Severity					Total	Average	Percent
		2016	2017	2018	2019	2020	Property Damage Only	Possible Injury	Non-Incapacitating Injury	Incapacitating Injury	Fatal			
Type of Crash	Rear End	22	28	36	44	24	110	24	17	3	0	154	30.8	58.6%
	Angle	5	6	6	6	3	14	5	5	2	0	26	5.2	9.9%
	Left Turn	3	10	3	4	4	16	2	4	2	0	24	4.8	9.1%
	Right Turn	3	0	0	0	0	0	1	2	0	0	3	0.6	1.1%
	Sideswipe	4	5	7	10	2	24	2	2	0	0	28	5.6	10.6%
	Head On	0	2	0	0	0	0	0	2	0	0	2	0.4	0.8%
	Fixed Object/Run-Off Road	1	2	0	2	3	5	1	2	0	0	8	1.6	3.0%
	Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Bicycle	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Other	2	3	10	2	1	13	4	1	0	0	18	3.6	6.8%
	Total Crashes	**40**	**56**	**62**	**68**	**37**	**182**	**39**	**35**	**7**	**0**	**263**	**52.6**	**100.0%**
Crash Severity	Property Damage Only	26	40	37	52	27						182	36.4	69.2%
	Possible Injury	3	8	11	9	8						39	7.8	14.8%
	Non-Incapacitating Injury	9	6	13	6	1						35	7.0	13.3%
	Incapacitating Injury	2	2	1	1	1						7	1.4	2.7%
	Fatal	0	0	0	0	0						0	0.0	0.0%
Light Conditions	Daylight	34	37	44	46	24	132	22	25	6	0	185	37.0	70.3%
	Dusk	0	0	4	4	1	5	3	1	0	0	9	1.8	3.4%
	Dawn	0	1	1	2	1	2	2	1	0	0	5	1.0	1.9%
	Dark - Lighted	3	6	6	9	7	22	4	4	1	0	31	6.2	11.8%
	Dark - Not Lighted	3	12	7	7	4	21	8	4	0	0	33	6.6	12.5%
	Dark - Lighting Unknown	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Other/Unknown	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Road Surface Condition	Dry	31	46	53	54	31	150	29	30	6	0	215	43.0	81.7%
	Wet	9	10	9	14	6	32	10	5	1	0	48	9.6	18.3%
	Other	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Month	January	3	7	3	7	1	14	2	3	2	0	21	4.2	8.0%
	February	2	2	7	9	7	17	6	4	0	0	27	5.4	10.3%
	March	3	6	5	4	5	18	2	3	0	0	23	4.6	8.7%
	April	2	0	2	3	0	4	1	2	0	0	7	1.4	2.7%
	May	4	3	12	8	1	17	7	4	0	0	28	5.6	10.6%
	June	4	7	3	4	3	12	6	3	0	0	21	4.2	8.0%
	July	4	2	8	5	3	15	3	2	2	0	22	4.4	8.4%
	August	3	3	4	5	2	14	1	1	1	0	17	3.4	6.5%
	September	7	6	6	3	4	16	5	3	2	0	26	5.2	9.9%
	October	2	7	6	6	4	17	2	6	0	0	25	5.0	9.5%
	November	4	7	3	5	4	18	4	1	0	0	23	4.6	8.7%
	December	2	6	3	9	3	20	0	3	0	0	23	4.6	8.7%
Day of Week	Monday	10	6	9	9	8	23	11	8	0	0	42	8.4	16.0%
	Tuesday	9	8	9	13	2	28	4	7	2	0	41	8.2	15.6%
	Wednesday	5	9	12	7	6	29	4	5	1	0	39	7.8	14.8%
	Thursday	7	5	6	10	6	23	5	5	1	0	34	6.8	12.9%
	Friday	4	13	13	18	9	42	8	7	0	0	57	11.4	21.7%
	Saturday	3	7	5	3	2	14	3	2	1	0	20	4.0	7.6%
	Sunday	2	8	8	8	4	23	4	1	2	0	30	6.0	11.4%
Hour of Day	0:00	1	1	1	2	1	2	3	1	0	0	6	1.2	2.3%
	1:00	1	0	0	0	0	1	0	0	0	0	1	0.2	0.4%
	2:00	0	1	1	0	0	1	0	1	0	0	2	0.4	0.8%
	3:00	0	1	0	0	0	1	0	0	0	0	1	0.2	0.4%
	4:00	0	0	1	0	0	0	0	1	0	0	1	0.2	0.4%
	5:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	6:00	0	1	1	1	3	3	2	1	0	0	6	1.2	2.3%
	7:00	1	0	3	7	1	9	2	1	0	0	12	2.4	4.6%
	8:00	1	2	2	10	2	11	3	3	0	0	17	3.4	6.5%
	9:00	2	3	0	4	1	7	1	2	0	0	10	2.0	3.8%
	10:00	1	2	1	1	2	5	1	1	0	0	7	1.4	2.7%
	11:00	2	1	4	1	2	4	0	6	0	0	10	2.0	3.8%
	12:00	1	1	2	0	1	4	0	1	0	0	5	1.0	1.9%
	13:00	4	2	5	2	2	11	0	3	1	0	15	3.0	5.7%
	14:00	1	4	6	3	1	7	5	0	3	0	15	3.0	5.7%
	15:00	6	5	6	7	1	18	3	4	0	0	25	5.0	9.5%
	16:00	6	8	5	5	3	19	5	2	1	0	27	5.4	10.3%
	17:00	5	6	8	8	4	26	2	2	1	0	31	6.2	11.8%
	18:00	5	7	4	6	4	21	3	1	1	0	26	5.2	9.9%
	19:00	1	2	3	2	6	11	3	0	0	0	14	2.8	5.3%
	20:00	0	2	1	3	1	6	0	1	0	0	7	1.4	2.7%
	21:00	0	1	4	1	0	4	1	1	0	0	6	1.2	2.3%
	22:00	1	3	4	2	1	5	4	2	0	0	11	2.2	4.2%
	23:00	1	3	0	3	1	6	1	1	0	0	8	1.6	3.0%
Time Period	12AM-6AM	2	3	3	2	1	5	3	3	0	0	11	2.2	4.2%
	6AM-12PM	7	9	11	24	11	39	9	14	0	0	62	12.4	23.6%
	12PM-6PM	23	26	32	25	12	85	15	12	6	0	118	23.6	44.9%
	6PM-12AM	8	18	16	17	13	53	12	6	1	0	72	14.4	27.4%
Alcohol & Drugs	None	39	56	62	67	35	179	38	35	7	0	259	51.8	98.5%
	Alcohol Involved	1	0	0	0	2	2	1	0	0	0	3	0.6	1.1%
	Drugs Involved	0	0	0	1	0	1	0	0	0	0	1	0.2	0.4%
	Alcohol and Drugs	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Undetermined	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Age of Driver 1 (Typically Driver at Fault)	19 and Under	0	0	0	0	0						0	0.0	0.0%
	20-24	0	0	0	0	0						0	0.0	0.0%
	25-29	0	0	0	0	0						0	0.0	0.0%
	30-34	0	0	0	0	0						0	0.0	0.0%
	35-39	0	0	0	0	0						0	0.0	0.0%
	40-44	0	0	0	0	0						0	0.0	0.0%
	45-49	0	0	0	0	0						0	0.0	0.0%
	50-54	0	0	0	0	0						0	0.0	0.0%
	55-59	0	0	0	0	0						0	0.0	0.0%
	60-64	0	0	0	0	0						0	0.0	0.0%
	65-69	0	0	0	0	0						0	0.0	0.0%
	70-74	0	0	0	0	0						0	0.0	0.0%
	75-79	0	0	0	0	0						0	0.0	0.0%
	80-84	0	0	0	0	0						0	0.0	0.0%
	85 and Over	0	0	0	0	0						0	0.0	0.0%
	Unknown	0	0	0	0	0						0	0.0	0.0%

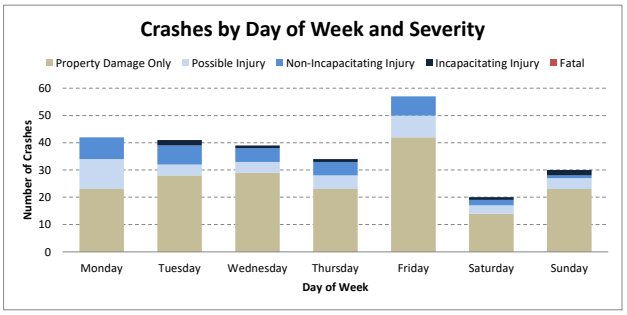
CRASH ANALYSIS - Old Lake Wilson Road from Osceola Polk Line Road to Sinclair Road

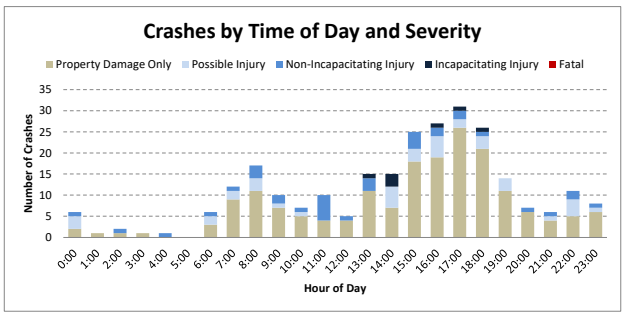












OLD LAKE WILSON ROAD CRASH SAFETY RATIOS

INTERSECTION CRASH SAFETY RATIOS

Old Lake Wilson Road at Osceola Polk Line Road: District-wide Average Crash Rate									
Year	**Number of Crashes**	**TEV**	**Actual Crash Rate (ACR)**	**District-wide Average Crash Rate (A)**	**Average Vehicle Exposure (M)**	**Critical Crash Rate (CCR)**	**Safety Ratio**	**Statistical Significance**	**Confidence Level**
2016	19	36,500	1.426	0.523	13.323	1.138	1.253	4.744	99.99%
2017	28	40,727	1.884	0.559	14.865	1.163	1.619	7.007	99.99%
2018	26	43,469	1.639	0.581	15.866	1.179	1.390	5.692	99.99%
Average			1.649			1.160	1.421		

$$CCR = AVG + K * \sqrt{\frac{AVG}{M} - \frac{1}{2M}}$$

Where,

CCR = Critical Crash Rate

AVG = District 5/Statewide Average Crash Rate (by facility)

K = Test Factor, for critical rate in urban area = 3.291

M = Exposure (million vehicle miles travelled)

Old Lake Wilson Road at Osceola Polk Line Road: Statewide Average Crash Rate									
Year	**Number of Crashes**	**TEV**	**Actual Crash Rate (ACR)**	**Statewide Average Crash Rate (A)**	**Average Vehicle Exposure (M)**	**Critical Crash Rate (CCR)**	**Safety Ratio**	**Statistical Significance**	**Confidence Level**
2016	19	36,500	1.426	0.653	13.323	1.344	⊗ 1.061	3.660	99.95%
2017	28	40,727	1.884	0.669	14.865	1.334	⊗ 1.412	5.882	99.99%
2018	26	43,469	1.639	0.666	15.866	1.308	⊗ 1.253	4.904	99.99%
Average			1.649			1.329	1.242		

$$CCR = AVG + K * \sqrt{\frac{AVG}{M} - \frac{1}{2M}}$$

Where,

CCR = Critical Crash Rate

AVG = District 5/Statewide Average Crash Rate (by facility)

K = Test Factor, for critical rate in urban area = 3.291

M = Exposure (million vehicle miles travelled)

Old Lake Wilson Road at Excitement Drive: District-wide Average Crash Rate									
Year	**Number of Crashes**	**TEV**	**Actual Crash Rate (ACR)**	**District-wide Average Crash Rate (A)**	**Average Vehicle Exposure (M)**	**Critical Crash Rate (CCR)**	**Safety Ratio**	**Statistical Significance**	**Confidence Level**
2016	9	14,620	1.687	0.217	5.336	0.787	2.144	7.753	99.99%
2017	6	16,146	1.018	0.225	5.893	0.783	1.300	4.495	99.99%
2018	12	18,064	1.820	0.217	6.593	0.739	2.464	9.249	99.99%
Average			1.508			0.769	1.969		

$$CCR = AVG + K * \sqrt{\frac{AVG}{M} - \frac{1}{2M}}$$

Where,

CCR = Critical Crash Rate

AVG = District 5/Statewide Average Crash Rate (by facility)

K = Test Factor, for critical rate in urban area = 3.291

M = Exposure (million vehicle miles travelled)

Old Lake Wilson Road at Excitement Drive: Statewide Average Crash Rate									
Year	**Number of Crashes**	**TEV**	**Actual Crash Rate (ACR)**	**Statewide Average Crash Rate (A)**	**Average Vehicle Exposure (M)**	**Critical Crash Rate (CCR)**	**Safety Ratio**	**Statistical Significance**	**Confidence Level**
2016	9	14,620	1.687	0.337	5.336	1.071	1.575	5.742	99.99%
2017	6	16,146	1.018	0.348	5.893	1.064	0.957	3.103	99.90%
2018	12	18,064	1.820	0.323	6.593	0.976	1.865	7.102	99.99%
Average			1.508			1.037	1.466		

$$CCR = AVG + K * \sqrt{\frac{AVG}{M} - \frac{1}{2M}}$$

Where,

CCR = Critical Crash Rate

AVG = District 5/Statewide Average Crash Rate (by facility)

K = Test Factor, for critical rate in urban area = 3.291

M = Exposure (million vehicle miles travelled)

Old Lake Wilson Road at Spine Road: District-wide Average Crash Rate									
Year	**Number of Crashes**	**TEV**	**Actual Crash Rate (ACR)**	**District-wide Average Crash Rate (A)**	**Average Vehicle Exposure (M)**	**Critical Crash Rate (CCR)**	**Safety Ratio**	**Statistical Significance**	**Confidence Level**
2016	5	14,900	0.919	0.217	5.439	0.782	⊗ 1.175	3.977	99.99%
2017	6	16,426	1.001	0.225	5.995	0.779	⊗ 1.285	4.437	99.99%
2018	7	18,344	1.045	0.217	6.696	0.735	⊗ 1.422	5.014	99.99%
Average			0.989			0.765	1.294		

$$CCR = AVG + K * \sqrt{\frac{AVG}{M} - \frac{1}{2M}}$$

Where,

CCR = Critical Crash Rate

AVG = District 5/Statewide Average Crash Rate (by facility)

K = Test Factor, for critical rate in urban area = 3.291

M = Exposure (million vehicle miles travelled)

Old Lake Wilson Road at Spine Road: Statewide Average Crash Rate									
Year	**Number of Crashes**	**TEV**	**Actual Crash Rate (ACR)**	**Statewide Average Crash Rate (A)**	**Average Vehicle Exposure (M)**	**Critical Crash Rate (CCR)**	**Safety Ratio**	**Statistical Significance**	**Confidence Level**
2016	5	14,900	0.919	0.337	5.439	1.064	0.864	2.708	99.50%
2017	6	16,426	1.001	0.348	5.995	1.058	0.946	3.052	99.75%
2018	7	18,344	1.045	0.323	6.696	0.972	1.076	3.627	99.95%
Average			0.989			1.032	0.962		

$$CCR = AVG + K * \sqrt{\frac{AVG}{M} - \frac{1}{2M}}$$

Where,

CCR = Critical Crash Rate

AVG = District 5/Statewide Average Crash Rate (by facility)

K = Test Factor, for critical rate in urban area = 3.291

M = Exposure (million vehicle miles travelled)

Old Lake Wilson Road at Assembly Court: District-wide Average Crash Rate									
Year	**Number of Crashes**	**TEV**	**Actual Crash Rate (ACR)**	**District-wide Average Crash Rate (A)**	**Average Vehicle Exposure (M)**	**Critical Crash Rate (CCR)**	**Safety Ratio**	**Statistical Significance**	**Confidence Level**
2016	1	14,440	0.190	0.217	5.271	0.790	0.240	0.333	50.00%
2017	3	15,966	0.515	0.225	5.828	0.786	0.655	1.913	95.00%
2018	1	17,884	0.153	0.217	6.528	0.741	0.207	0.069	50.00%
Average			0.286			0.772	0.367		

$$CCR = AVG + K * \sqrt{\frac{AVG}{M} - \frac{1}{2M}}$$

Where,

CCR = Critical Crash Rate

AVG = District 5/Statewide Average Crash Rate (by facility)

K = Test Factor, for critical rate in urban area = 3.291

M = Exposure (million vehicle miles travelled)

Old Lake Wilson Road at Assembly Court: Statewide Average Crash Rate									
Year	**Number of Crashes**	**TEV**	**Actual Crash Rate (ACR)**	**Statewide Average Crash Rate (A)**	**Average Vehicle Exposure (M)**	**Critical Crash Rate (CCR)**	**Safety Ratio**	**Statistical Significance**	**Confidence Level**
2016	1	14,440	0.190	0.337	5.271	1.074	0.177	-0.208	50.00%
2017	3	15,966	0.515	0.348	5.828	1.067	0.482	1.031	80.00%
2018	1	17,884	0.153	0.323	6.528	0.979	0.156	-0.420	50.00%
Average			0.286			1.040	0.272		

$$CCR = AVG + K * \sqrt{\frac{AVG}{M} - \frac{1}{2M}}$$

Where,

CCR = Critical Crash Rate

AVG = District 5/Statewide Average Crash Rate (by facility)

K = Test Factor, for critical rate in urban area = 3.291

M = Exposure (million vehicle miles travelled)

Old Lake Wilson Road at Fairfax Drive-Marker Avenue: District-wide Average Crash Rate									
Year	**Number of Crashes**	**TEV**	**Actual Crash Rate (ACR)**	**District-wide Average Crash Rate (A)**	**Average Vehicle Exposure (M)**	**Critical Crash Rate (CCR)**	**Safety Ratio**	**Statistical Significance**	**Confidence Level**
2016	2	15,400	0.356	0.287	5.621	0.941	0.378	0.700	75.00%
2017	0	16,926	0.000	0.260	6.178	0.853	0.000	-0.872	50.00%
2018	2	18,844	0.291	0.250	6.878	0.805	0.361	0.595	50.00%
Average			0.216			0.866	0.247		

$$CCR = AVG + K * \sqrt{\frac{AVG}{M} - \frac{1}{2M}}$$

Where,

CCR = Critical Crash Rate

AVG = District 5/Statewide Average Crash Rate (by facility)

K = Test Factor, for critical rate in urban area = 3.291

M = Exposure (million vehicle miles travelled)

Old Lake Wilson Road at Fairfax Drive-Marker Avenue: Statewide Average Crash Rate									
Year	**Number of Crashes**	**TEV**	**Actual Crash Rate (ACR)**	**Statewide Average Crash Rate (A)**	**Average Vehicle Exposure (M)**	**Critical Crash Rate (CCR)**	**Safety Ratio**	**Statistical Significance**	**Confidence Level**
2016	2	15,400	0.356	0.344	5.621	1.069	0.333	0.408	50.00%
2017	0	16,926	0.000	0.397	6.178	1.151	0.000	-1.248	50.00%
2018	2	18,844	0.291	0.370	6.878	1.061	0.274	-0.030	50.00%
Average			0.216			1.094	0.202		

$$CCR = AVG + K * \sqrt{\frac{AVG}{M} - \frac{1}{2M}}$$

Where,

CCR = Critical Crash Rate

AVG = District 5/Statewide Average Crash Rate (by facility)

K = Test Factor, for critical rate in urban area = 3.291

M = Exposure (million vehicle miles travelled)

Old Lake Wilson Road at Sinclair Road: District-wide Average Crash Rate									
Year	**Number of Crashes**	**TEV**	**Actual Crash Rate (ACR)**	**District-wide Average Crash Rate (A)**	**Average Vehicle Exposure (M)**	**Critical Crash Rate (CCR)**	**Safety Ratio**	**Statistical Significance**	**Confidence Level**
2016	2	17,126	0.320	0.302	6.251	0.946	0.338	0.444	50.00%
2017	3	18,795	0.437	0.305	6.860	0.926	0.472	0.974	80.00%
2018	5	20,962	0.653	0.325	7.651	0.938	0.696	1.910	95.00%
Average			0.470			0.937	0.502		

$$CCR = AVG + K * \sqrt{\frac{AVG}{M} - \frac{1}{2M}}$$

Where,

CCR = Critical Crash Rate

AVG = District 5/Statewide Average Crash Rate (by facility)

K = Test Factor, for critical rate in urban area = 3.291

M = Exposure (million vehicle miles travelled)

Old Lake Wilson Road at Sinclair Road: Statewide Average Crash Rate									
Year	**Number of Crashes**	**TEV**	**Actual Crash Rate (ACR)**	**Statewide Average Crash Rate (A)**	**Average Vehicle Exposure (M)**	**Critical Crash Rate (CCR)**	**Safety Ratio**	**Statistical Significance**	**Confidence Level**
2016	2	17,126	0.320	0.436	6.251	1.225	0.261	-0.136	50.00%
2017	3	18,795	0.437	0.448	6.860	1.216	0.360	0.243	50.00%
2018	5	20,962	0.653	0.442	7.651	1.168	0.560	1.152	85.00%
Average			0.470			1.203	0.393		

$$CCR = AVG + K * \sqrt{\frac{AVG}{M} - \frac{1}{2M}}$$

Where,

CCR = Critical Crash Rate

AVG = District 5/Statewide Average Crash Rate (by facility)

K = Test Factor, for critical rate in urban area = 3.291

M = Exposure (million vehicle miles travelled)

SEGMENT CRASH SAFETY RATIOS

Old Lake Wilson Road from Excitement Drive to Spine Road: District-wide Average Crash Rate									
Year	**Number of Crashes**	**AADT**	**Actual Crash Rate (ACR)**	**District-wide Average Crash Rate (A)**	**Average Vehicle Exposure (M)**	**Critical Crash Rate (CCR)**	**Safety Ratio**	**Statistical Significance**	**Confidence Level**
2016	1	14,200	0.234	3.480	4.270	6.334	0.037	-3.466	50.00%
2017	5	15,726	1.057	2.715	4.729	5.103	0.207	-2.048	50.00%
2018	6	17,644	1.131	2.697	5.306	4.949	0.229	-2.064	50.00%
Average			0.807			5.462	0.158		

$$CCR = AVG + K * \sqrt{\frac{AVG}{M} - \frac{1}{2M}}$$

Where,

CCR = Critical Crash Rate

AVG = District 5/Statewide Average Crash Rate (by facility)

K = Test Factor, for critical rate in urban area = 3.291

M = Exposure (million vehicle miles travelled)

Old Lake Wilson Road from Excitement Drive to Spine Road: Statewide Average Crash Rate									
Year	**Number of Crashes**	**AADT**	**Actual Crash Rate (ACR)**	**Statewide Average Crash Rate (A)**	**Average Vehicle Exposure (M)**	**Critical Crash Rate (CCR)**	**Safety Ratio**	**Statistical Significance**	**Confidence Level**
2016	1	14,200	0.234	3.892	4.270	6.917	0.034	-3.709	50.00%
2017	5	15,726	1.057	4.246	4.729	7.259	0.146	-3.254	50.00%
2018	6	17,644	1.131	4.062	5.306	6.848	0.165	-3.243	50.00%
Average			0.807			7.008	0.115		

$$CCR = AVG + K * \sqrt{\frac{AVG}{M} - \frac{1}{2M}}$$

Where,

CCR = Critical Crash Rate

AVG = District 5/Statewide Average Crash Rate (by facility)

K = Test Factor, for critical rate in urban area = 3.291

M = Exposure (million vehicle miles travelled)

Old Lake Wilson Road from Spine Road to Assembly Court: District-wide Average Crash Rate									
Year	**Number of Crashes**	**AADT**	**Actual Crash Rate (ACR)**	**District-wide Average Crash Rate (A)**	**Average Vehicle Exposure (M)**	**Critical Crash Rate (CCR)**	**Safety Ratio**	**Statistical Significance**	**Confidence Level**
2016	0	14,200	0.000	3.480	1.463	8.215	0.000	-2.034	50.00%
2017	0	15,726	0.000	2.715	1.620	6.667	0.000	-1.859	50.00%
2018	0	17,644	0.000	2.697	1.817	6.430	0.000	-1.988	50.00%
Average			0.000			7.104	0.000		

$$CCR = AVG + K * \sqrt{\frac{AVG}{M} - \frac{1}{2M}}$$

Where,

CCR = Critical Crash Rate

AVG = District 5/Statewide Average Crash Rate (by facility)

K = Test Factor, for critical rate in urban area = 3.291

M = Exposure (million vehicle miles travelled)

Old Lake Wilson Road from Spine Road to Assembly Court: Statewide Average Crash Rate									
Year	**Number of Crashes**	**AADT**	**Actual Crash Rate (ACR)**	**Statewide Average Crash Rate (A)**	**Average Vehicle Exposure (M)**	**Critical Crash Rate (CCR)**	**Safety Ratio**	**Statistical Significance**	**Confidence Level**
2016	0	14,200	0.000	3.892	1.463	8.919	0.000	-2.176	50.00%
2017	0	15,726	0.000	4.246	1.620	9.266	0.000	-2.432	50.00%
2018	0	17,644	0.000	4.062	1.817	8.708	0.000	-2.533	50.00%
Average			0.000			8.964	0.000		

$$CCR = AVG + K * \sqrt{\frac{AVG}{M} - \frac{1}{2M}}$$

Where,

CCR = Critical Crash Rate

AVG = District 5/Statewide Average Crash Rate (by facility)

K = Test Factor, for critical rate in urban area = 3.291

M = Exposure (million vehicle miles travelled)

Old Lake Wilson Road from Assembly Court to Fairfax Drive-Marker Avenue: District-wide Average Crash Rate									
Year	**Number of Crashes**	**AADT**	**Actual Crash Rate (ACR)**	**District-wide Average Crash Rate (A)**	**Average Vehicle Exposure (M)**	**Critical Crash Rate (CCR)**	**Safety Ratio**	**Statistical Significance**	**Confidence Level**
2016	1	14,200	0.378	3.480	2.645	7.066	0.053	-2.540	50.00%
2017	4	15,726	1.365	2.715	2.930	5.712	0.239	-1.225	50.00%
2018	2	17,644	0.608	2.697	3.287	5.525	0.110	-2.138	50.00%
Average			0.784			6.101	0.134		

$$CCR = AVG + K * \sqrt{\frac{AVG}{M} - \frac{1}{2M}}$$

Where,

CCR = Critical Crash Rate

AVG = District 5/Statewide Average Crash Rate (by facility)

K = Test Factor, for critical rate in urban area = 3.291

M = Exposure (million vehicle miles travelled)

Old Lake Wilson Road from Assembly Court to Fairfax Drive-Marker Avenue: Statewide Average Crash Rate									
Year	**Number of Crashes**	**AADT**	**Actual Crash Rate (ACR)**	**Statewide Average Crash Rate (A)**	**Average Vehicle Exposure (M)**	**Critical Crash Rate (CCR)**	**Safety Ratio**	**Statistical Significance**	**Confidence Level**
2016	1	14,200	0.378	3.892	2.645	7.695	0.049	-2.741	50.00%
2017	4	15,726	1.365	4.246	2.930	8.037	0.170	-2.251	50.00%
2018	2	17,644	0.608	4.062	3.287	7.569	0.080	-2.970	50.00%
Average			0.784			7.767	0.100		

$$CCR = AVG + K * \sqrt{\frac{AVG}{M} - \frac{1}{2M}}$$

Where,

CCR = Critical Crash Rate

AVG = District 5/Statewide Average Crash Rate (by facility)

K = Test Factor, for critical rate in urban area = 3.291

M = Exposure (million vehicle miles travelled)

Old Lake Wilson Road from Fairfax Drive-Marker Avenue to Sinclair Road: District-wide Average Crash Rate									
Year	**Number of Crashes**	**AADT**	**Actual Crash Rate (ACR)**	**District-wide Average Crash Rate (A)**	**Average Vehicle Exposure (M)**	**Critical Crash Rate (CCR)**	**Safety Ratio**	**Statistical Significance**	**Confidence Level**
2016	0	14,200	0.000	3.480	1.522	8.129	0.000	-2.084	50.00%
2017	1	15,726	0.593	2.715	1.685	6.595	0.090	-1.438	50.00%
2018	1	17,644	0.529	2.697	1.891	6.363	0.083	-1.594	50.00%
Average			0.374			7.029	0.058		

$$CCR = AVG + K * \sqrt{\frac{AVG}{M} - \frac{1}{2M}}$$

Where,

CCR = Critical Crash Rate

AVG = District 5/Statewide Average Crash Rate (by facility)

K = Test Factor, for critical rate in urban area = 3.291

M = Exposure (million vehicle miles travelled)

Old Lake Wilson Road from Fairfax Drive-Marker Avenue to Sinclair Road: Statewide Average Crash Rate									
Year	**Number of Crashes**	**AADT**	**Actual Crash Rate (ACR)**	**Statewide Average Crash Rate (A)**	**Average Vehicle Exposure (M)**	**Critical Crash Rate (CCR)**	**Safety Ratio**	**Statistical Significance**	**Confidence Level**
2016	0	14,200	0.000	3.892	1.522	8.827	0.000	-2.228	50.00%
2017	1	15,726	0.593	4.246	1.685	9.174	0.065	-2.114	50.00%
2018	1	17,644	0.529	4.062	1.891	8.622	0.061	-2.230	50.00%
Average			0.374			8.874	0.042		

$$CCR = AVG + K * \sqrt{\frac{AVG}{M} - \frac{1}{2M}}$$

Where,

CCR = Critical Crash Rate

AVG = District 5/Statewide Average Crash Rate (by facility)

K = Test Factor, for critical rate in urban area = 3.291

M = Exposure (million vehicle miles travelled)

OLD LAKE WILSON ROAD HIGH CRASH LOCATIONS SUMMARY

1.0 High Crash Locations Detailed Summary

1.1 Old Lake Wilson Road at Osceola Polk Line Road (C.R. 532) (106 crashes)

The signalized intersection of Old Lake Wilson Road and Osceola Polk Line Road (CR 532) accounted for 106 of the 263 crashes (40 percent) along the study corridor. **Figure 1** displays the crashes by type and severity at the intersection. The highest crash type observed was rear end, comprising 52 percent of the total crashes at the intersection. Sideswipe (17 percent) was the second highest crash type.

With limited turn lanes along the corridor and a speed limit of 45 mph to 55 mph, slowing for turning movements could also be a contributing cause of rear end crashes. Contributing factors for the sideswipe crashes may again be indicative of congestion or insufficient advanced lane configuration signage. Angle (10 percent) and left turn (nine percent) were the other highest crash types. There were 34 injury crashes (32 percent) at the intersection. A more detailed summary of the Old Lake Wilson Road at Osceola Polk Line Road (CR 532) crash data set in tabular and graphical format is provided in the following pages.

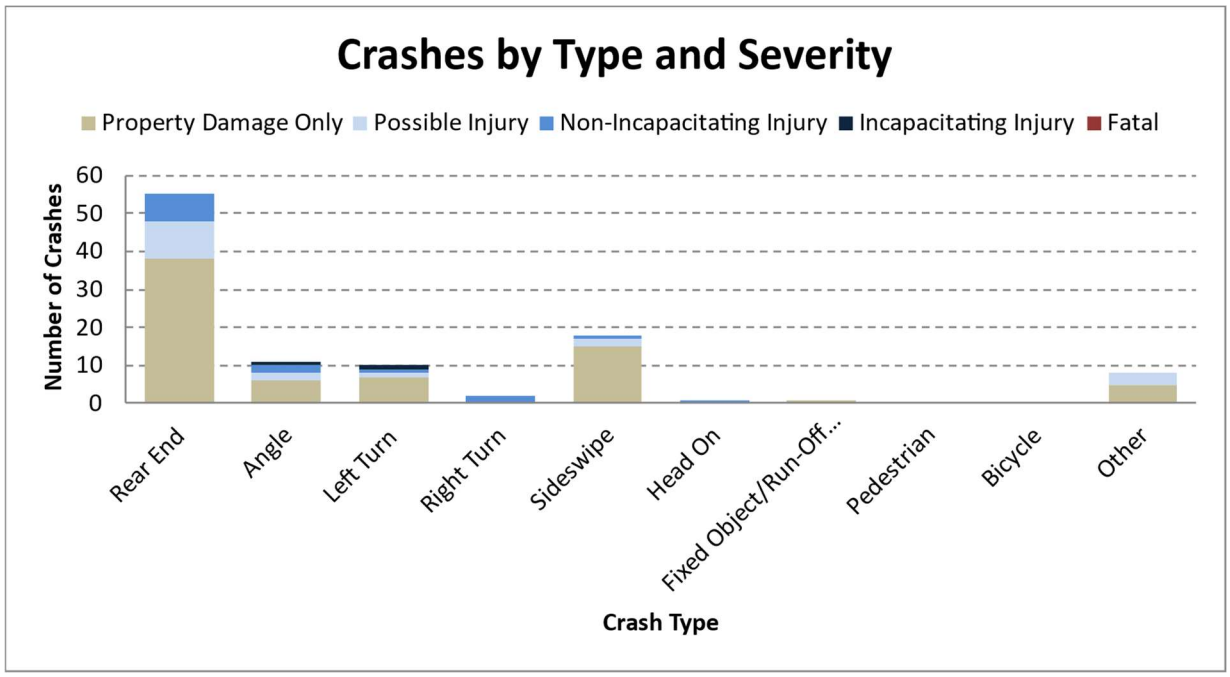


Figure 1: Crashes by Type and Severity (Old Lake Wilson Road at Osceola Polk Line Road [C.R. 532])

1.2 Old Lake Wilson Road at Excitement Drive (44 crashes)

The unsignalized intersection of Old Lake Wilson Road at Excitement Drive accounted for 44 of the 263 crashes (17 percent) along the study corridor. **Figure 2** displays the crashes by type and severity at the intersection. The highest crash type observed was rear end, comprising 64 percent of the total crashes. Left turn (18 percent) was the second highest crash type. Contributing causes for the rear end and angle crashes may be the queues from the Osceola Polk Line Road (CR 532) intersection, which were observed to have extended through the Excitement Drive intersection during peak periods. Additionally, platooning caused by signal releases at the Osceola Polk Line Road (CR 532) intersection may make impatient left turning drivers choose to accept inadequate gaps. There were 10 injury crashes (23 percent) at the intersection. A more detailed summary of the Old Lake Wilson Road at Excitement Drive crash data set in tabular and graphical format is provided in the following pages.

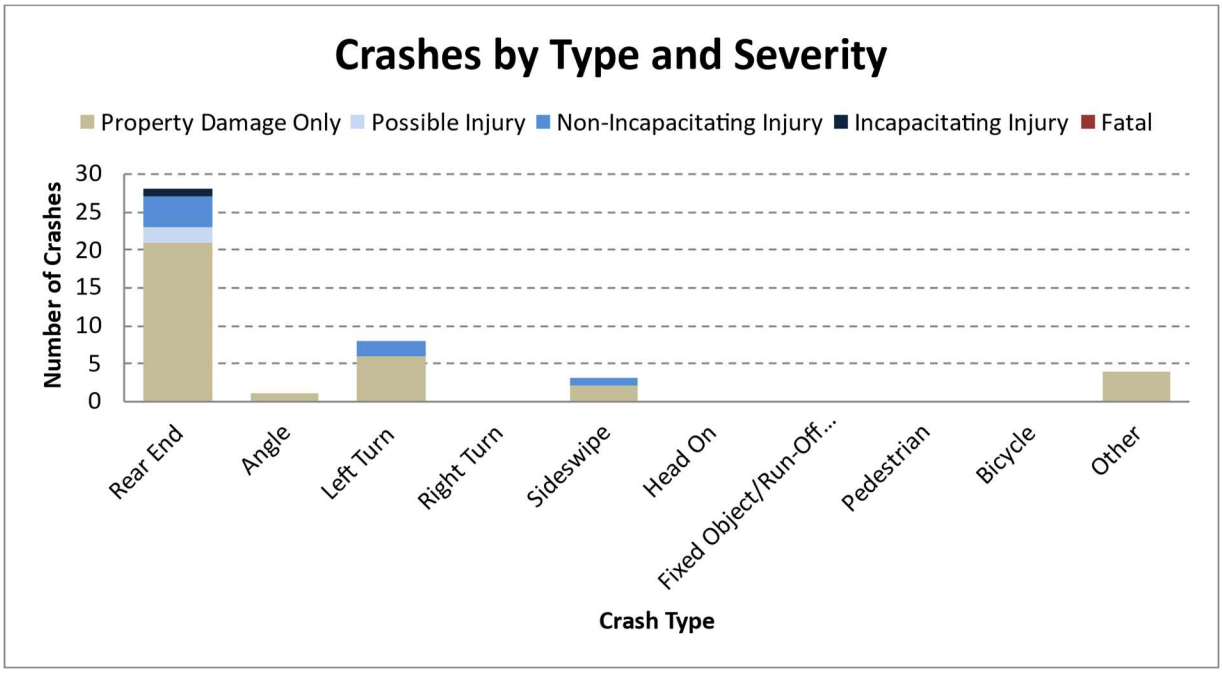


Figure 2: Crashes by Type and Severity (Old Lake Wilson Road at Excitement Drive)

1.3 Old Lake Wilson Road at Spine Road (27 crashes)

The unsignalized intersection of Old Lake Wilson Road at Spine Road accounted for 27 of the 263 crashes (10 percent) along the study corridor. **Figure 3** displays the crashes by type and severity at the intersection. The highest crash type observed was rear end, comprising 63 percent of the total crashes. Left turn (15 percent) was the second highest crash type. Contributing causes for the rear end crashes may be due to the lack of turn lanes and the presence of slower moving right and left turning vehicles. Contributing causes for the left turn crashes may be due to drivers misjudging the speed on oncoming vehicles and impatient drivers accepting inadequate gaps due to the relatively high northbound and southbound through volumes. There were 15 injury crashes (56 percent) at the intersection. A more detailed summary of the Old Lake Wilson Road at Spine Road crash data set in tabular and graphical format is provided in the following pages.

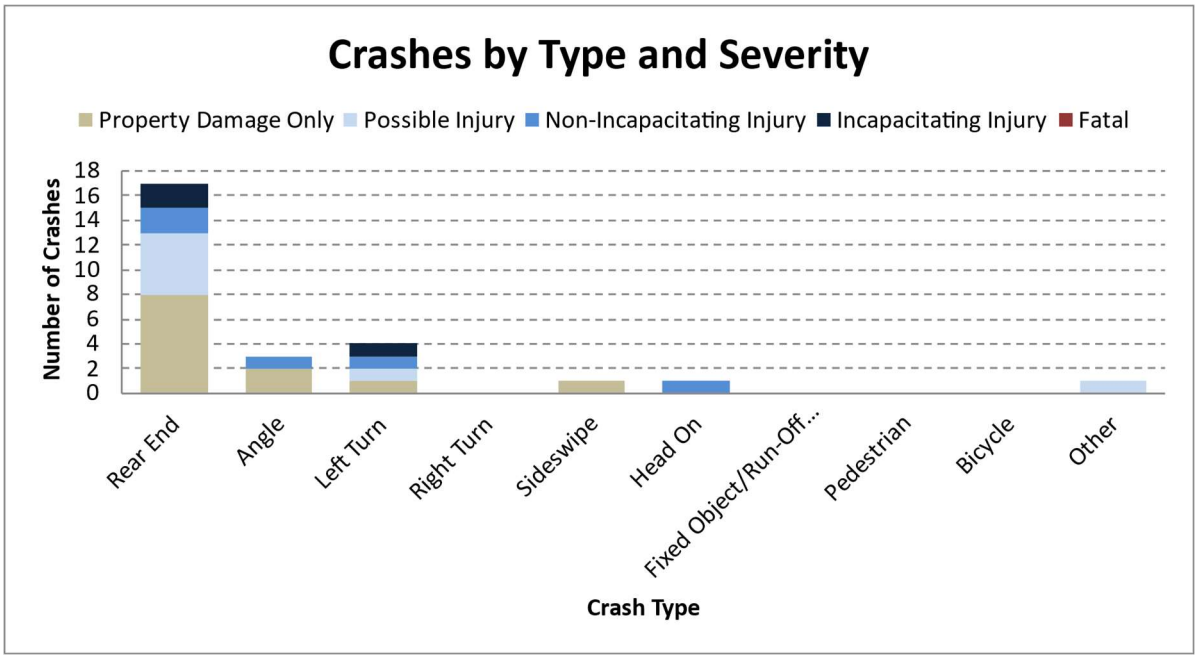
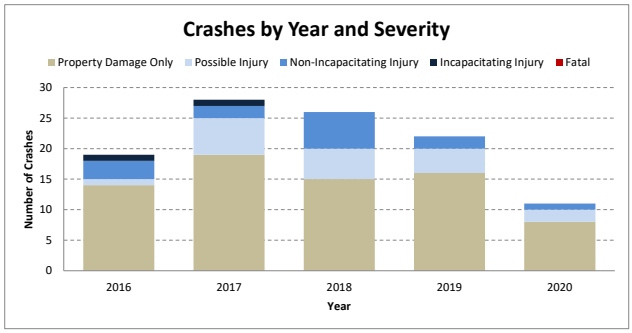


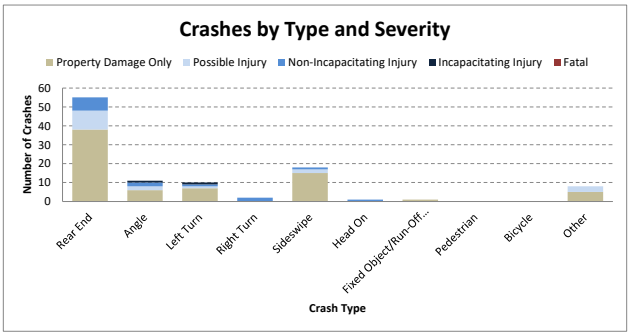
Figure 3: Crashes by Type and Severity (Old Lake Wilson Road at Spine Road)

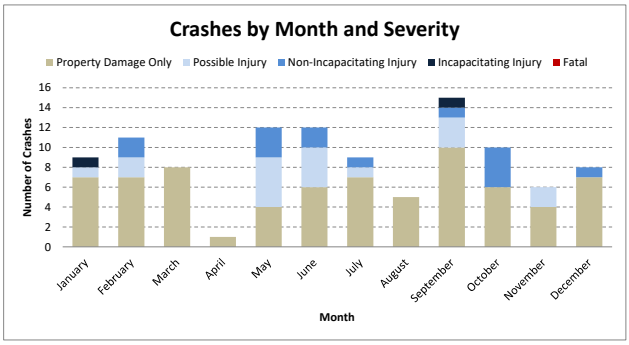
CRASH ANALYSIS - Old Lake Wilson Road at Osceola Polk Line Road (CR 532)

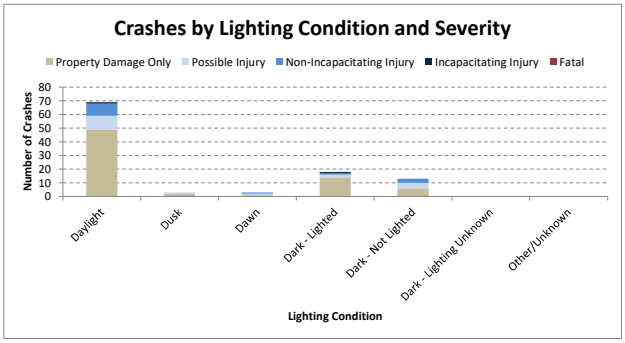
		Analysis Year					Severity					Total	Average	Percent
		2016	2017	2018	2019	2020	Property Damage Only	Possible Injury	Non-Incapacitating Injury	Incapacitating Injury	Fatal			
Type of Crash	Rear End	7	12	15	12	9	38	10	7	0	0	55	11.0	51.9%
	Angle	3	3	3	2	0	6	2	2	1	0	11	2.2	10.4%
	Left Turn	3	5	0	2	0	7	1	1	1	0	10	2.0	9.4%
	Right Turn	2	0	0	0	0	0	0	2	0	0	2	0.4	1.9%
	Sideswipe	4	5	3	5	1	15	2	1	0	0	18	3.6	17.0%
	Head On	0	1	0	0	0	0	0	1	0	0	1	0.2	0.9%
	Fixed Object/Run-Off Road	0	1	0	0	0	1	0	0	0	0	1	0.2	0.9%
	Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Bicycle	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Other	0	1	5	1	1	5	3	0	0	0	8	1.6	7.5%
	Total Crashes	**19**	**28**	**26**	**22**	**11**	**72**	**18**	**14**	**2**	**0**	**106**	**21.2**	**100.0%**
Crash Severity	Property Damage Only	14	19	15	16	8						72	14.4	67.9%
	Possible Injury	1	6	5	4	2						18	3.6	17.0%
	Non-Incapacitating Injury	3	2	6	2	1						14	2.8	13.2%
	Incapacitating Injury	1	1	0	0	0						2	0.4	1.9%
	Fatal	0	0	0	0	0						0	0.0	0.0%
Light Conditions	Daylight	15	18	18	10	8	49	10	9	1	0	69	13.8	65.1%
	Dusk	0	0	3	0	0	2	1	0	0	0	3	0.6	2.8%
	Dawn	0	1	0	1	1	1	1	1	0	0	3	0.6	2.8%
	Dark - Lighted	2	5	4	7	0	14	2	1	1	0	18	3.6	17.0%
	Dark - Not Lighted	2	4	1	4	2	6	4	3	0	0	13	2.6	12.3%
	Dark - Lighting Unknown	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Other/Unknown	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Road Surface Condition	Dry	18	25	23	18	10	65	14	13	2	0	94	18.8	88.7%
	Wet	1	3	3	4	1	7	4	1	0	0	12	2.4	11.3%
	Other	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Month	January	2	3	1	3	0	7	1	0	1	0	9	1.8	8.5%
	February	2	0	3	4	2	7	2	2	0	0	11	2.2	10.4%
	March	2	3	1	1	1	8	0	0	0	0	8	1.6	7.5%
	April	1	0	0	0	0	1	0	0	0	0	1	0.2	0.9%
	May	0	2	7	3	0	4	5	3	0	0	12	2.4	11.3%
	June	3	5	1	2	1	6	4	2	0	0	12	2.4	11.3%
	July	2	1	3	2	1	7	1	1	0	0	9	1.8	8.5%
	August	0	1	2	0	2	5	0	0	0	0	5	1.0	4.7%
	September	5	5	3	2	0	10	3	1	1	0	15	3.0	14.2%
	October	0	3	4	1	2	6	0	4	0	0	10	2.0	9.4%
	November	1	2	0	2	1	4	2	0	0	0	6	1.2	5.7%
	December	1	3	1	2	1	7	0	1	0	0	8	1.6	7.5%
Day of Week	Monday	4	4	4	2	3	10	4	3	0	0	17	3.4	16.0%
	Tuesday	3	3	6	4	1	9	3	5	0	0	17	3.4	16.0%
	Wednesday	1	4	6	1	1	10	2	1	0	0	13	2.6	12.3%
	Thursday	6	2	1	4	1	10	1	2	1	0	14	2.8	13.2%
	Friday	2	6	5	6	2	14	6	1	0	0	21	4.2	19.8%
	Saturday	2	3	2	1	1	7	0	1	1	0	9	1.8	8.5%
	Sunday	1	6	2	4	2	12	2	1	0	0	15	3.0	14.2%
Hour of Day	0:00	0	1	0	2	0	1	2	0	0	0	3	0.6	2.8%
	1:00	1	0	0	0	0	1	0	0	0	0	1	0.2	0.9%
	2:00	0	1	0	0	0	0	0	1	0	0	1	0.2	0.9%
	3:00	0	1	0	0	0	1	0	0	0	0	1	0.2	0.9%
	4:00	0	0	1	0	0	0	0	1	0	0	1	0.2	0.9%
	5:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	6:00	0	1	0	1	2	2	1	1	0	0	4	0.8	3.8%
	7:00	1	0	2	0	0	2	1	0	0	0	3	0.6	2.8%
	8:00	1	1	1	4	0	4	2	1	0	0	7	1.4	6.6%
	9:00	2	0	0	1	1	4	0	0	0	0	4	0.8	3.8%
	10:00	1	2	0	0	1	4	0	0	0	0	4	0.8	3.8%
	11:00	0	1	3	0	1	0	0	5	0	0	5	1.0	4.7%
	12:00	1	1	0	0	0	1	0	1	0	0	2	0.4	1.9%
	13:00	2	2	2	2	1	7	0	2	0	0	9	1.8	8.5%
	14:00	1	3	2	1	0	2	4	0	1	0	7	1.4	6.6%
	15:00	2	2	4	1	0	8	1	0	0	0	9	1.8	8.5%
	16:00	3	4	1	0	1	8	1	0	0	0	9	1.8	8.5%
	17:00	0	1	3	1	1	6	0	0	0	0	6	1.2	5.7%
	18:00	3	3	2	2	0	8	1	0	1	0	10	2.0	9.4%
	19:00	0	0	0	1	2	2	1	0	0	0	3	0.6	2.8%
	20:00	0	0	1	1	0	1	0	1	0	0	2	0.4	1.9%
	21:00	0	0	3	0	0	1	1	1	0	0	3	0.6	2.8%
	22:00	1	1	1	2	0	3	2	0	0	0	5	1.0	4.7%
	23:00	0	3	0	3	1	6	1	0	0	0	7	1.4	6.6%
Time Period	12AM-6AM	1	3	1	2	0	3	2	2	0	0	7	1.4	6.6%
	6AM-12PM	5	5	6	6	5	16	4	7	0	0	27	5.4	25.5%
	12PM-6PM	9	13	12	5	3	32	6	3	1	0	42	8.4	39.6%
	6PM-12AM	4	7	7	9	3	21	6	2	1	0	30	6.0	28.3%
Alcohol & Drugs	None	18	28	26	22	10	71	17	14	2	0	104	20.8	98.1%
	Alcohol Involved	1	0	0	0	1	1	1	0	0	0	2	0.4	1.9%
	Drugs Involved	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Alcohol and Drugs	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Undetermined	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Age of Driver 1 (Typically Driver at Fault)	19 and Under	0	0	0	0	0						0	0.0	0.0%
	20-24	0	0	0	0	0						0	0.0	0.0%
	25-29	0	0	0	0	0						0	0.0	0.0%
	30-34	0	0	0	0	0						0	0.0	0.0%
	35-39	0	0	0	0	0						0	0.0	0.0%
	40-44	0	0	0	0	0						0	0.0	0.0%
	45-49	0	0	0	0	0						0	0.0	0.0%
	50-54	0	0	0	0	0						0	0.0	0.0%
	55-59	0	0	0	0	0						0	0.0	0.0%
	60-64	0	0	0	0	0						0	0.0	0.0%
	65-69	0	0	0	0	0						0	0.0	0.0%
	70-74	0	0	0	0	0						0	0.0	0.0%
	75-79	0	0	0	0	0						0	0.0	0.0%
	80-84	0	0	0	0	0						0	0.0	0.0%
	85 and Over	0	0	0	0	0						0	0.0	0.0%
	Unknown	0	0	0	0	0						0	0.0	0.0%

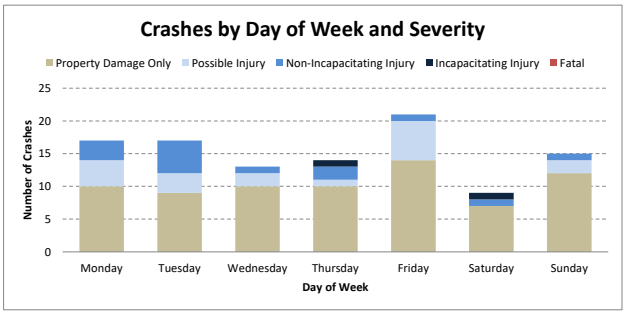
CRASH ANALYSIS - Old Lake Wilson Road at Osceola Polk Line Road (CR 532)

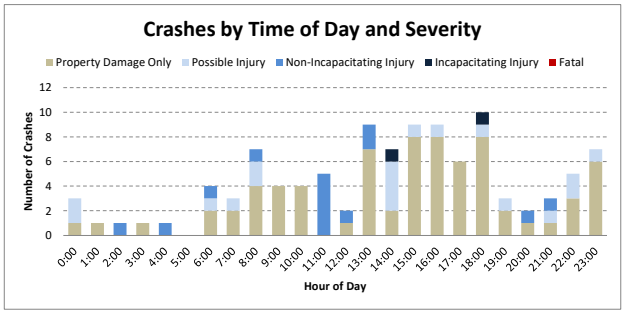








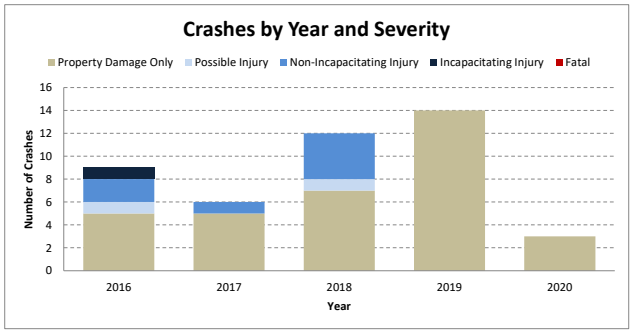


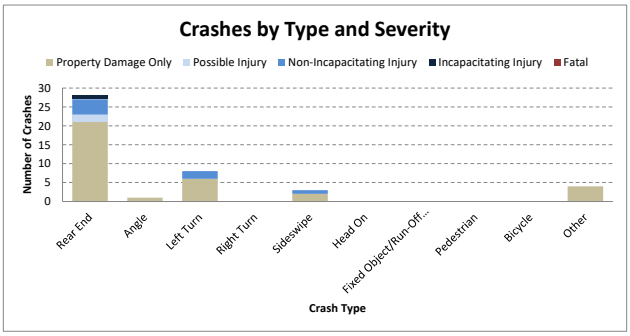


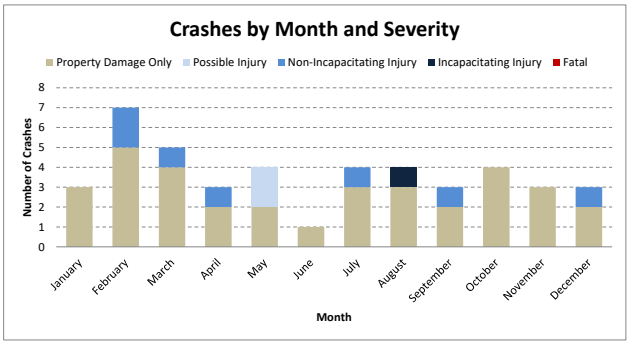
CRASH ANALYSIS - Old Lake Wilson Road at Excitement Drive

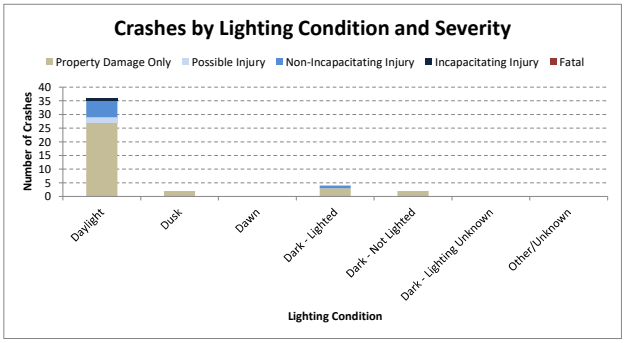
		Analysis Year					Severity					Total	Average	Percent
		2016	2017	2018	2019	2020	Property Damage Only	Possible Injury	Non-Incapacitating Injury	Incapacitating Injury	Fatal			
Type of Crash	Rear End	8	3	5	11	1	21	2	4	1	0	28	5.6	63.6%
	Angle	0	0	0	1	0	1	0	0	0	0	1	0.2	2.3%
	Left Turn	0	3	3	0	2	6	0	2	0	0	8	1.6	18.2%
	Right Turn	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Sideswipe	0	0	2	1	0	2	0	1	0	0	3	0.6	6.8%
	Head On	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Fixed Object/Run-Off Road	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Bicycle	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Other	1	0	2	1	0	4	0	0	0	0	4	0.8	9.1%
	Total Crashes	**9**	**6**	**12**	**14**	**3**	**34**	**2**	**7**	**1**	**0**	**44**	**8.8**	**100.0%**
Crash Severity	Property Damage Only	5	5	7	14	3						34	6.8	77.3%
	Possible Injury	1	0	1	0	0						2	0.4	4.5%
	Non-Incapacitating Injury	2	1	4	0	0						7	1.4	15.9%
	Incapacitating Injury	1	0	0	0	0						1	0.2	2.3%
	Fatal	0	0	0	0	0						0	0.0	0.0%
Light Conditions	Daylight	9	4	11	12	0	27	2	6	1	0	36	7.2	81.8%
	Dusk	0	0	0	2	0	2	0	0	0	0	2	0.4	4.5%
	Dawn	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Dark - Lighted	0	1	1	0	2	3	0	1	0	0	4	0.8	9.1%
	Dark - Not Lighted	0	1	0	0	1	2	0	0	0	0	2	0.4	4.5%
	Dark - Lighting Unknown	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Other/Unknown	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Road Surface Condition	Dry	6	5	10	11	3	27	1	6	1	0	35	7.0	79.5%
	Wet	3	1	2	3	0	7	1	1	0	0	9	1.8	20.5%
	Other	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Month	January	0	2	0	1	0	3	0	0	0	0	3	0.6	6.8%
	February	0	1	3	2	1	5	0	2	0	0	7	1.4	15.9%
	March	0	1	2	1	1	4	0	1	0	0	5	1.0	11.4%
	April	1	0	1	1	0	2	0	1	0	0	3	0.6	6.8%
	May	1	0	2	1	0	2	2	0	0	0	4	0.8	9.1%
	June	0	0	1	0	0	1	0	0	0	0	1	0.2	2.3%
	July	1	0	1	2	0	3	0	1	0	0	4	0.8	9.1%
	August	2	0	0	2	0	3	0	0	1	0	4	0.8	9.1%
	September	1	0	1	0	1	2	0	1	0	0	3	0.6	6.8%
	October	1	2	0	1	0	4	0	0	0	0	4	0.8	9.1%
	November	1	0	1	1	0	3	0	0	0	0	3	0.6	6.8%
	December	1	0	0	2	0	2	0	1	0	0	3	0.6	6.8%
Day of Week	Monday	3	0	1	2	0	5	0	1	0	0	6	1.2	13.6%
	Tuesday	3	0	2	3	0	6	1	0	1	0	8	1.6	18.2%
	Wednesday	2	2	1	2	0	4	0	3	0	0	7	1.4	15.9%
	Thursday	0	0	1	2	2	4	0	1	0	0	5	1.0	11.4%
	Friday	0	1	2	4	1	6	0	2	0	0	8	1.6	18.2%
	Saturday	0	3	3	1	0	6	1	0	0	0	7	1.4	15.9%
	Sunday	1	0	2	0	0	3	0	0	0	0	3	0.6	6.8%
Hour of Day	0:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	1:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	2:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	3:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	4:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	5:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	6:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	7:00	0	0	1	3	0	3	0	1	0	0	4	0.8	9.1%
	8:00	0	0	0	1	0	1	0	0	0	0	1	0.2	2.3%
	9:00	0	0	0	1	0	1	0	0	0	0	1	0.2	2.3%
	10:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	11:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	12:00	0	0	1	0	0	1	0	0	0	0	1	0.2	2.3%
	13:00	1	0	3	0	0	3	0	1	0	0	4	0.8	9.1%
	14:00	0	0	2	0	0	2	0	0	0	0	2	0.4	4.5%
	15:00	0	1	0	2	0	3	0	0	0	0	3	0.6	6.8%
	16:00	3	1	2	1	0	4	1	2	0	0	7	1.4	15.9%
	17:00	2	2	1	3	0	5	0	2	1	0	8	1.6	18.2%
	18:00	2	0	0	2	0	3	1	0	0	0	4	0.8	9.1%
	19:00	1	0	1	0	2	4	0	0	0	0	4	0.8	9.1%
	20:00	0	2	0	1	1	4	0	0	0	0	4	0.8	9.1%
	21:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	22:00	0	0	1	0	0	0	0	1	0	0	1	0.2	2.3%
	23:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Time Period	12AM-6AM	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	6AM-12PM	0	0	1	5	0	5	0	1	0	0	6	1.2	13.6%
	12PM-6PM	6	4	9	6	0	18	1	5	1	0	25	5.0	56.8%
	6PM-12AM	3	2	2	3	3	11	1	1	0	0	13	2.6	29.5%
Alcohol & Drugs	None	9	6	12	13	2	32	2	7	1	0	42	8.4	95.5%
	Alcohol Involved	0	0	0	0	1	1	0	0	0	0	1	0.2	2.3%
	Drugs Involved	0	0	0	1	0	1	0	0	0	0	1	0.2	2.3%
	Alcohol and Drugs	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Undetermined	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Age of Driver 1 (Typically Driver at Fault)	19 and Under	0	0	0	0	0						0	0.0	0.0%
	20-24	0	0	0	0	0						0	0.0	0.0%
	25-29	0	0	0	0	0						0	0.0	0.0%
	30-34	0	0	0	0	0						0	0.0	0.0%
	35-39	0	0	0	0	0						0	0.0	0.0%
	40-44	0	0	0	0	0						0	0.0	0.0%
	45-49	0	0	0	0	0						0	0.0	0.0%
	50-54	0	0	0	0	0						0	0.0	0.0%
	55-59	0	0	0	0	0						0	0.0	0.0%
	60-64	0	0	0	0	0						0	0.0	0.0%
	65-69	0	0	0	0	0						0	0.0	0.0%
	70-74	0	0	0	0	0						0	0.0	0.0%
	75-79	0	0	0	0	0						0	0.0	0.0%
	80-84	0	0	0	0	0						0	0.0	0.0%
	85 and Over	0	0	0	0	0						0	0.0	0.0%
	Unknown	0	0	0	0	0						0	0.0	0.0%

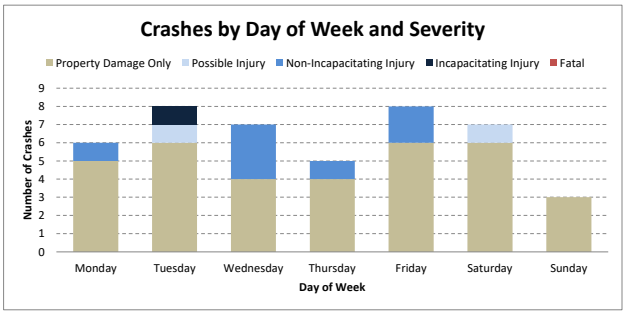
CRASH ANALYSIS - Old Lake Wilson Road at Excitement Drive

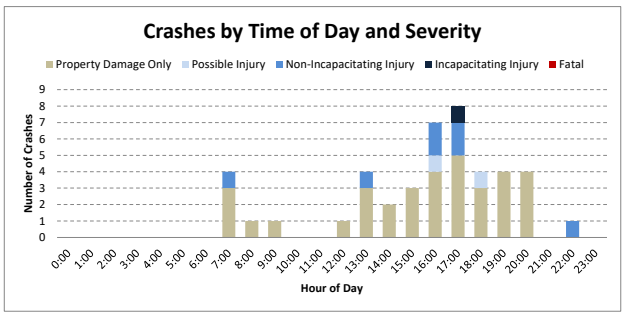








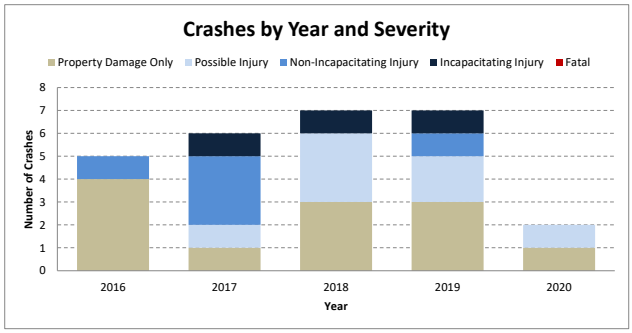


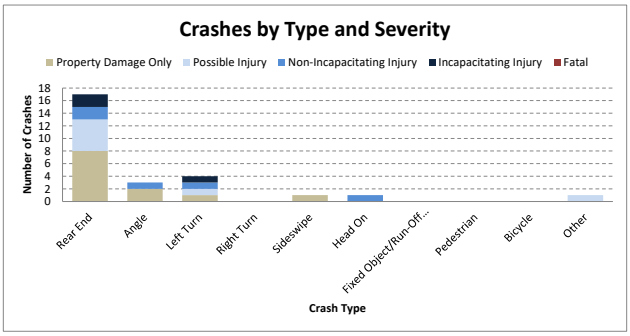


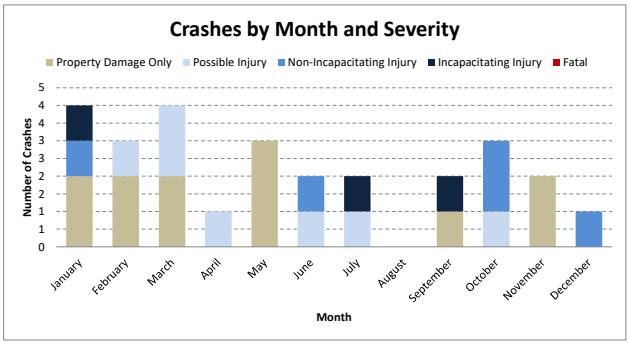
CRASH ANALYSIS - Old Lake Wilson Road at Spine Road

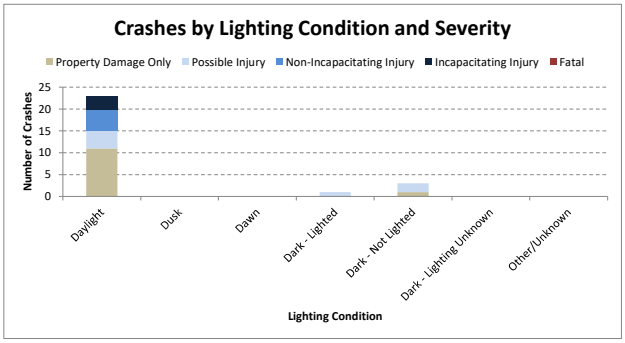
		Analysis Year					Severity					Total	Average	Percent
		2016	2017	2018	2019	2020	Property Damage Only	Possible Injury	Non-Incapacitating Injury	Incapacitating Injury	Fatal			
Type of Crash	Rear End	4	2	6	3	2	8	5	2	2	0	17	3.4	63.0%
	Angle	1	0	1	1	0	2	0	1	0	0	3	0.6	11.1%
	Left Turn	0	2	0	2	0	1	1	1	1	0	4	0.8	14.8%
	Right Turn	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Sideswipe	0	0	0	1	0	1	0	0	0	0	1	0.2	3.7%
	Head On	0	1	0	0	0	0	0	1	0	0	1	0.2	3.7%
	Fixed Object/Run-Off Road	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Bicycle	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Other	0	1	0	0	0	0	1	0	0	0	1	0.2	3.7%
	Total Crashes	**5**	**6**	**7**	**7**	**2**	**12**	**7**	**5**	**3**	**0**	**27**	**5.4**	**100.0%**
Crash Severity	Property Damage Only	4	1	3	3	1						12	2.4	44.4%
	Possible Injury	0	1	3	2	1						7	1.4	25.9%
	Non-Incapacitating Injury	1	3	0	1	0						5	1.0	18.5%
	Incapacitating Injury	0	1	1	1	0						3	0.6	11.1%
	Fatal	0	0	0	0	0						0	0.0	0.0%
Light Conditions	Daylight	5	5	5	6	2	11	4	5	3	0	23	4.6	85.2%
	Dusk	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Dawn	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Dark - Lighted	0	0	0	1	0	0	1	0	0	0	1	0.2	3.7%
	Dark - Not Lighted	0	1	2	0	0	1	2	0	0	0	3	0.6	11.1%
	Dark - Lighting Unknown	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Other/Unknown	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Road Surface Condition	Dry	2	4	6	6	2	8	5	4	3	0	20	4.0	74.1%
	Wet	3	2	1	1	0	4	2	1	0	0	7	1.4	25.9%
	Other	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Month	January	0	1	2	1	0	2	0	1	1	0	4	0.8	14.8%
	February	0	1	0	2	0	2	1	0	0	0	3	0.6	11.1%
	March	0	0	1	1	2	2	2	0	0	0	4	0.8	14.8%
	April	0	0	1	0	0	0	1	0	0	0	1	0.2	3.7%
	May	3	0	0	0	0	3	0	0	0	0	3	0.6	11.1%
	June	0	1	0	1	0	0	1	1	0	0	2	0.4	7.4%
	July	0	0	2	0	0	0	1	0	1	0	2	0.4	7.4%
	August	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	September	0	0	1	1	0	1	0	0	1	0	2	0.4	7.4%
	October	1	2	0	0	0	0	1	2	0	0	3	0.6	11.1%
	November	1	0	0	1	0	2	0	0	0	0	2	0.4	7.4%
	December	0	1	0	0	0	0	0	1	0	0	1	0.2	3.7%
Day of Week	Monday	0	0	0	0	1	0	1	0	0	0	1	0.2	3.7%
	Tuesday	3	1	0	1	0	4	0	1	0	0	5	1.0	18.5%
	Wednesday	1	0	2	0	1	2	1	0	1	0	4	0.8	14.8%
	Thursday	0	1	1	1	0	1	2	0	0	0	3	0.6	11.1%
	Friday	1	2	2	1	0	3	0	3	0	0	6	1.2	22.2%
	Saturday	0	1	0	1	0	0	1	1	0	0	2	0.4	7.4%
	Sunday	0	1	2	3	0	2	2	0	2	0	6	1.2	22.2%
Hour of Day	0:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	1:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	2:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	3:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	4:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	5:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	6:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	7:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	8:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	9:00	0	1	0	1	0	0	1	1	0	0	2	0.4	7.4%
	10:00	0	0	1	1	0	1	0	1	0	0	2	0.4	7.4%
	11:00	1	0	1	0	0	1	0	1	0	0	2	0.4	7.4%
	12:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	13:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	14:00	0	1	2	0	0	0	1	0	2	0	3	0.6	11.1%
	15:00	1	2	0	0	1	2	0	2	0	0	4	0.8	14.8%
	16:00	0	0	1	2	0	1	1	0	1	0	3	0.6	11.1%
	17:00	3	1	0	1	1	5	1	0	0	0	6	1.2	22.2%
	18:00	0	0	1	1	0	2	0	0	0	0	2	0.4	7.4%
	19:00	0	0	0	1	0	0	1	0	0	0	1	0.2	3.7%
	20:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	21:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	22:00	0	1	1	0	0	0	2	0	0	0	2	0.4	7.4%
	23:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Time Period	12AM-6AM	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	6AM-12PM	1	1	2	2	0	2	1	3	0	0	6	1.2	22.2%
	12PM-6PM	4	4	3	3	2	8	3	2	3	0	16	3.2	59.3%
	6PM-12AM	0	1	2	2	0	2	3	0	0	0	5	1.0	18.5%
Alcohol & Drugs	None	5	6	7	7	2	12	7	5	3	0	27	5.4	100.0%
	Alcohol Involved	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Drugs Involved	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Alcohol and Drugs	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Undetermined	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Age of Driver 1 (Typically Driver at Fault)	19 and Under	0	0	0	0	0						0	0.0	0.0%
	20-24	0	0	0	0	0						0	0.0	0.0%
	25-29	0	0	0	0	0						0	0.0	0.0%
	30-34	0	0	0	0	0						0	0.0	0.0%
	35-39	0	0	0	0	0						0	0.0	0.0%
	40-44	0	0	0	0	0						0	0.0	0.0%
	45-49	0	0	0	0	0						0	0.0	0.0%
	50-54	0	0	0	0	0						0	0.0	0.0%
	55-59	0	0	0	0	0						0	0.0	0.0%
	60-64	0	0	0	0	0						0	0.0	0.0%
	65-69	0	0	0	0	0						0	0.0	0.0%
	70-74	0	0	0	0	0						0	0.0	0.0%
	75-79	0	0	0	0	0						0	0.0	0.0%
	80-84	0	0	0	0	0						0	0.0	0.0%
	85 and Over	0	0	0	0	0						0	0.0	0.0%
	Unknown	0	0	0	0	0						0	0.0	0.0%

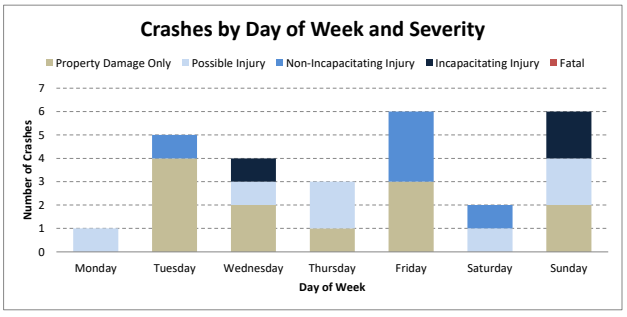
CRASH ANALYSIS - Old Lake Wilson Road at Spine Road

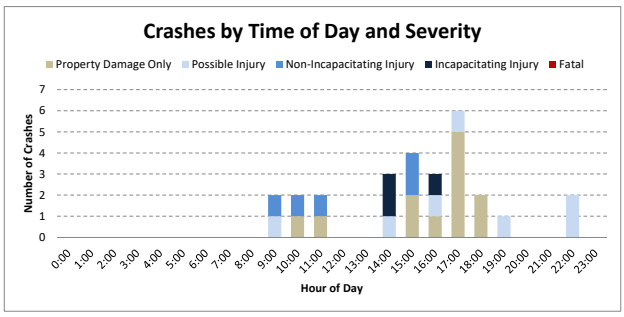












APPENDIX I – HISTORIC AADT REPORTS

Contained in this Appendix –

- Osceola County Historic AADT Reports
- Polk County Historic AADT Reports

OSCEOLA COUNTY HISTORIC AADT REPORTS

Osceola Traffic Counts Detailed View
Station 101

Station ID	101
Street Name	OSCEOLA-POLK LINE RD
From	Lake Wilson Rd
To	I-4
Roadway Classification	Minor Art
2008 Daily Traffic Count	20,424
2009 Daily Traffic Count	19,349
2010 Daily Traffic Count	20,924
2012 Daily Traffic Count	23,563
2015 Daily Traffic Count	24,927
2016 Daily Traffic Count	28,000
2017 Daily Traffic Count	30,502
2018 Daily Traffic Count	33,249
2019 Daily Traffic Count	29,594
2020 Daily Traffic Count	29,475
Level of Service	B
V/C	0.584

Osceola Traffic Counts Detailed View
Station 102

Station ID	102
Street Name	OSCEOLA-POLK LINE RD
From	US 17/92
To	Lake Wilson Rd
Roadway Classification	Minor Art
2008 Daily Traffic Count	18,957
2009 Daily Traffic Count	15,941
2010 Daily Traffic Count	0
2012 Daily Traffic Count	13,922
2015 Daily Traffic Count	16,933
2016 Daily Traffic Count	16,592
2017 Daily Traffic Count	19,539
2018 Daily Traffic Count	18,386
2019 Daily Traffic Count	17,135
2020 Daily Traffic Count	16,780
Level of Service	C
V/C	0.728

Osceola Traffic Counts Detailed View
Station 103

Station ID	103
Street Name	OLD LAKE WILSON RD
From	Sinclair Rd
To	Osceola Polk Line Rd (CR 532)
Roadway Classification	Minor Art
2008 Daily Traffic Count	8,458
2009 Daily Traffic Count	8,322
2010 Daily Traffic Count	0
2012 Daily Traffic Count	8,690
2015 Daily Traffic Count	13,016
2016 Daily Traffic Count	14,200
2017 Daily Traffic Count	15,726
2018 Daily Traffic Count	17,644
2019 Daily Traffic Count	20,093
Level of Service	F
V/C	1.191

Osceola Traffic Counts Detailed View
Station 105

Station ID	105
Street Name	OLD LAKE WILSON RD
From	Westgate Blvd
To	Sinclair Rd
Roadway Classification	Minor Art
2008 Daily Traffic Count	7,745
2009 Daily Traffic Count	6,321
2010 Daily Traffic Count	0
2012 Daily Traffic Count	0
2015 Daily Traffic Count	12,084
2016 Daily Traffic Count	12,152
2017 Daily Traffic Count	14,419
2018 Daily Traffic Count	15,596
2019 Daily Traffic Count	18,901
2020 Daily Traffic Count	18,989
Level of Service	B
V/C	0.626

Osceola Traffic Counts Detailed View
Station 106

Station ID	106
Street Name	SINCLAIR RD
From	SR 429 (Western Beltway)
To	Old Lake Wilson Rd
Roadway Classification	Collector
2008 Daily Traffic Count	1,107
2009 Daily Traffic Count	1,152
2010 Daily Traffic Count	0
2012 Daily Traffic Count	2,170
2015 Daily Traffic Count	4,171
2016 Daily Traffic Count	5,852
2017 Daily Traffic Count	6,138
2018 Daily Traffic Count	6,636
2019 Daily Traffic Count	8,728
2020 Daily Traffic Count	8,995
Level of Service	C
V/C	0.26

POLK COUNTY HISTORIC AADT REPORTS

Polk County Traffic Counts: 2013 - 2015

Count Station	2015_Type	Description	2013 Volume	2014 Volume	2015 Volume
322	24-HOUR	SHEPHERD ROAD EAST OF LUNN ROAD	0	0	15878
66	24-HOUR	CARTER ROAD W EAST OF SR 37	0	0	8630
321	24-HOUR	SHEPHERD ROAD WEST OF SR 37	0	0	22729
289	24-HOUR	OLD HIGHWAY 37 NORTH OF SHEPHERD ROAD	0	0	8247
224	24-HOUR	EWELL ROAD WEST OF OLD HIGHWAY 37	0	0	12804
220	FDOT CS 164945	E.F. GRIFFIN ROAD SOUTH OF FINGER LANE	0	0	4112
281	24-HOUR	OLD BARTOW-EAGLE LAKE ROAD WEST OF SPIRIT LAKE ROAD	0	0	1768
57	24-HOUR	CR 559 (BOMBER ROAD) EAST OF US 17	0	0	7542
187	24-HOUR	CR 655 (RIFLE RANGE ROAD) NORTH OF CR 559 (BOMBER ROAD)	0	0	14533
186	24-HOUR	CR 655 (RIFLE RANGE ROAD) SOUTH OF CR 559 (BOMBER ROAD)	0	0	14198
188	24-HOUR	CR 655 (RIFLE RANGE ROAD) SOUTH OF SIXTH STREET E	0	0	12310
185	24-HOUR	CR 655 (RIFLE RANGE ROAD) NORTH OF SR 60	0	0	9109
178	24-HOUR	CR 653 (RATTLESNAKE ROAD) NORTH OF OLD BARTOW-LAKE WALES ROAD	0	0	1582
355	DORMANT	WEST LAKE WALES ROAD S SOUTH OF SR 60	0	0	1092
279	24-HOUR	OLD BARTOW ROAD NORTH OF SR 60 (HESPERIDES AVENUE)	0	0	769
43	24-HOUR	ALTURAS-BABSON PARK CUTOFF WEST OF US 27	0	0	3255
55	DORMANT	BEREAH ROAD W SOUTH OF AVON PARK CUTOFF	0	0	0
243	DORMANT	LAKE BUFFUM ROAD SOUTH OF ALTURAS-BABSON PARK CUTOFF	0	0	0
98	24-HOUR	CR 37A (SCOTT LAKE ROAD) NORTH OF CR 540A (CENTRAL BARN ROAD)	0	0	11073
65	24-HOUR	CARTER ROAD S SOUTH OF CR 540A (CENTRAL BARN ROAD)	0	0	13224
113	24-HOUR	CR 540A (CENTRAL BARN ROAD) WEST OF CR 37A (SCOTT LAKE ROAD)	0	0	25606
144	24-HOUR	CR 540A (CENTRAL BARN ROAD) EAST OF CHRISTINA PARKWAY	0	0	23898
110	24-HOUR	CR 540A (CENTRAL BARN ROAD) EAST OF SR 37	0	0	25129
79	DORMANT	COUNTY LINE ROAD NORTH OF CORONET ROAD	0	0	20698
99	24-HOUR	CR 37B (LAKELAND HIGHLANDS ROAD) NORTH OF CR 540A (CENTRAL BARN ROAD)	0	0	15543
111	24-HOUR	CR 540A (CENTRAL BARN ROAD) EAST OF CR 37B (LAKELAND HIGHLANDS ROAD)	0	0	19348
112	24-HOUR	CR 540A (CENTRAL BARN ROAD) WEST OF CR 37B (LAKELAND HIGHLANDS ROAD)	0	0	25179
109	24-HOUR	CR 540A (CENTRAL BARN ROAD) WEST OF US 98	0	0	18669
67	DORMANT	CENTRAL AVENUE SOUTH OF CR 655A (COX ROAD)	0	0	0
451	24-HOUR	CR 540A (CENTRAL BARN ROAD) WEST OF HARRELLS NURSERY ROAD	0	0	20496
231	DORMANT	GREEN POND ROAD WEST OF SR 33	0	0	389
210	DORMANT	DEEN STILL ROAD E EAST OF SR 33	0	0	3992
152	CONSTRUCTION	CR 559A (AUBURNDALE CUTOFF) EAST OF CR 655 (BERKLEY ROAD)	0	0	0
151	24-HOUR	CR 557A (POLK CITY ROAD) EAST OF SR 559	0	0	2813
147	24-HOUR	CR 557 SOUTH OF CR 17 (POLK CITY ROAD)	0	0	11747
150	24-HOUR	CR 557A (POLK CITY ROAD) WEST OF CR 557	0	0	2582
209	DORMANT	DEEN STILL ROAD E WEST OF US 27	0	0	3159
103	24-HOUR	CR 54 (LOUGHMAN ROAD) EAST OF US 27	0	0	14042
105	24-HOUR	CR 54 (LOUGHMAN ROAD) WEST OF LAKE WILSON ROAD	0	0	7652
104	FDOT CS 164104	CR 54 (LOUGHMAN ROAD) EAST OF LAKE WILSON ROAD	0	0	11546
258	24-HOUR	LAKE WILSON ROAD SOUTH OF OSCEOLA CR 532	0	0	21253
106	24-HOUR	CR 54 (LOUGHMAN ROAD) WEST OF CR 547 (JACKSON HIGHWAY)	0	0	14569
138	24-HOUR	CR 547 (LEE JACKSON STREET) NORTH OF CR 547 (HOLLY HILL DRIVE)	0	0	2771
137	24-HOUR	CR 547 (JACKSON HIGHWAY) WEST OF A STREET	0	0	9857

Polk County Traffic Volumes - 2017

CS	Owner	Link	PK_DIR	ROAD_SEGME	FROM_SEGME	TO_SEGMENT	LANE_TYPE	CAP_GROUP	LENGTH	FUN_CLASS	AADT_2017	GROWTH	D_FACTOR	K_FACTOR
34, 35	Local	4004	S	THIRTY-FOURTH ST NW	CR 542 (AVENUE G NW)	SR 544 (HAVENDALE BLVD NW)	2U	L02	1.40	URBAN COLLECTOR	4400	2.00	0.51	0.08
32	Local	4003	N	TWENTY-THIRD ST NW/LAKE CANNON DR W/TWENTY-SIXTH ST NW	CR 542 (AVENUE G NW)	SR 544 (HAVENDALE BLVD NW)	2U	L02	1.21	URBAN COLLECTOR	1600	2.00	0.51	0.09
9, 21, 26	Local	8066	S	TWENTY FIRST STREET SW, LAKE HOWARD DRIVE	SR 655 (RECKER HIGHWAY)	CR 542 (AVE G NW)	2U	L02	1.28	URBAN COLLECTOR	5900	2.00	0.51	0.09
14, 22, 23, 24	Local	8065	W	LAKE HOWARD DRIVE/AVE D NW	AVENUE G NW	SR 549 (1ST STREET)	2U	L02	1.78	URBAN COLLECTOR	10800	2.00	0.51	0.08
48, 49	Local	8062	W	LAKE SHIPP DR N/AVE N SW/AVE O SW	SR 655	7TH STREET SW	2U	L02	1.09	URBAN COLLECTOR	6400	2.00	0.51	0.08
30	Local	8067	N	FIFTEENTH STREET SW	LAKE SHIPP DRIVE	LAKE HOWARD DRIVE SW	2U	L02	0.38	URBAN COLLECTOR	2700	2.00	0.51	0.08
39	Local	8070	S	SIXTH STREET SW	AVENUE K SW	US 17	2U	L02	0.46	URBAN COLLECTOR	3900	2.00	0.51	0.08
5145, 5148, 5242	State	5013	N	US 17 (SIXTH ST NW)	AVE C SW	SR 544 (AVENUE T NW)	4D	E02	1.75	PRINCIPAL ARTERIAL	28800	2.00	0.51	0.08
5139	State	5011	N	US 17 (THIRD ST SW)	SR 540	AVE C SW	4D	B02	1.10	PRINCIPAL ARTERIAL	29100	2.00	0.51	0.08
13, 516	Local	8055	E	AVENUE C SW	1ST STREET SOUTH	US 17 (6TH STREET NW)	2U	L02	0.39	URBAN COLLECTOR	2000	2.00	0.51	0.08
518	Local	8059	W	AVENUE K SW	US 17 (3RD STREET SW)	1ST STREET SOUTH	2U	L02	0.20	URBAN COLLECTOR	7200	2.00	0.51	0.08
519	Local	8060	E	AVENUE K SE	1ST STREET SOUTH	6TH STREET SE	2U	L02	0.50	URBAN COLLECTOR	6400	2.00	0.51	0.08
17, 18	Local	8061	E	AVENUE O SW	7TH STREET SW	1ST STREET SOUTH	2U	L02	0.50	URBAN COLLECTOR	4700	2.00	0.51	0.08
7, 8	Local	8068	S	FIRST STREET SOUTH	SR 542 CENTRAL AVE	SR 540 (CYPRESS GARDENS BLVD SE)	4D	L02	1.25	MINOR ARTERIAL	26000	2.00	0.51	0.08
25, 46	Local	8064	W	LAKE HOWARD DRIVE	21ST STREET SW	AVENUE D NW	2U	L02	1.81	URBAN COLLECTOR	6400	2.00	0.51	0.08
3131, 3140	State	6700	S	SR 549 (FIRST ST N)	CENTRAL AVE E	AVE T NE	4D	B02	1.53	MINOR ARTERIAL	25000	2.00	0.51	0.08
5155, 5157	State	6400	W	SR 542 (CENTRAL AVE E)	SR 549 (FIRST STREET N)	BUCKEYE LOOP RD	2U	B02	2.10	MINOR ARTERIAL	13700	2.00	0.51	0.08
0034	State	6401	W	SR 542 (DUNDEE ROAD)	BUCKEYE LOOP RD	CARL FLOYD RD	2U	B02	1.00	MINOR ARTERIAL	15100	2.00	0.51	0.09
0033	State	6402	E	SR 542 (DUNDEE ROAD)	CARL FLOYD RD	US 27	4D	B02	2.83	MINOR ARTERIAL	19200	2.00	0.51	0.09
59, 60	Local	4020	N	BUCKEYE LOOP RD	SR 542 (DUNDEE RD)	AVE T NE	2U	L02	1.45	URBAN COLLECTOR	9500	2.00	0.51	0.09
61, 62	Local	4021	E	BUCKEYE RD	11TH ST NE	BUCKEYE LOOP RD	2U	L02	1.16	URBAN COLLECTOR	2400	2.00	0.51	0.09
517	Local	8057	E	AVENUE C SE	1ST STREET SOUTH	6TH STREET	2U	L02	0.50	URBAN COLLECTOR	1900	2.00	0.51	0.08
11, 12	Local	8069	S	SIXTH STREET SE	SR 542 (CENTRAL AVE E)	SR 540 (CYPRESS GARDENS BLVD SE)	2U	L02	1.25	URBAN COLLECTOR	8900	2.00	0.51	0.08
64	Local	8078	S	CARL FLOYD ROAD	CR 550 (OVERLOOK DRIVE SE)	SR 542 (DUNDEE ROAD)	2U	L02	0.52	URBAN COLLECTOR	9000	2.00	0.51	0.09
139, 140, 141	Local	4054	E	CR 550 (OVERLOOK DR)	SR 540 (CYPRESS GARDENS BLVD)	SR 542 (DUNDEE ROAD)	2U	L02	2.81	URBAN COLLECTOR	9100	2.00	0.51	0.09
201	Local	4171	N	CYPRESS GARDENS RD	LAKE NED ROAD	SR 540 (CYPRESS GARDENS BLVD SE)	2U	L02	2.02	URBAN COLLECTOR	14000	2.00	0.51	0.09
202, 203, 204	Local	4082	W	CYPRESS GARDENS RD	SR 540 (CYPRESS GARDENS BLVD SE)	LAKE NED RD	2U	4082	0.91	URBAN COLLECTOR	13300	2.00	0.51	0.08
244, 253	Local	4106	W	LAKE NED/LAKE DAISY RD	CYPRESS GARDENS RD	CR 550 (OVERLOOK DRIVE SE)	2U	L02	2.04	URBAN COLLECTOR	6500	2.00	0.51	0.09
192, 193	Local	4075	E	CR 676 (NICHOLS RD)	HILLSBOROUGH COUNTY LINE	SR 60	2U	L02	4.18	URBAN COLLECTOR	1700	2.00	0.51	0.09
152, 536	Local	8094	W	CR 559A (C FRED JONES BLVD)	CR 655 (BERKLEY ROAD)	SR 559	4D	L02	1.94	URBAN COLLECTOR	1900	2.00	0.51	0.09
1, 2, 19	Local	8063	N	LAKE ELBERT DRIVE/11TH STREET NE	SR 542 (CENTRAL AVE E)	AVENUE T NE	2U	L02	1.68	URBAN COLLECTOR	3500	2.00	0.51	0.09
43, 531	Local	4010	W	ALTURAS-BABSON PARK CUTOFF RD	CR 559	US 27	2U	H02	12.10	RURAL MAJOR COLLECTOR	1500	2.00	0.51	0.09
168, 169	Local	4063	E	CR 630 (BREWSTER RD)	SR 37	US 17/98	2B	K02	12.30	MINOR ARTERIAL	3300	2.00	0.51	0.09
156, 157, 159	Local	4166	E	CR 582 (GRIFFIN RD)	CR 35A (KATHLEEN RD)	US 98	4D	L02	1.76	URBAN COLLECTOR	16200	2.00	0.51	0.08
123, 124, 125	Local	4047	E	CR 542 (OLD TAMPA HWY)	COUNTY LINE RD	WABASH AVE S	2B	I02	4.30	URBAN COLLECTOR	3700	2.00	0.51	0.08
469	Local	8045	N	PIPKIN ROAD SOUTH	PIPKIN ROAD WEST	SR 572 (DRANE FIELD ROAD)	2U	L02	1.64	URBAN COLLECTOR	3300	2.00	0.51	0.08
499	Local	8104	W	PIPKIN ROAD WEST	COUNTY LINE ROAD	MEDULLA ROAD	4D	L02	1.70	URBAN COLLECTOR	5700	2.00	0.51	0.09
502, 551	Local	8118	E	PIPKIN ROAD WEST	MEDULLA ROAD	PIPKIN ROAD SOUTH	4D	L02	2.10	URBAN COLLECTOR	10200	2.00	0.51	0.08
505, 506	Local	8114	S	LIVE OAK ROAD/LAKE SEWARD DRIVE	CR 37B (LAKELAND HIGHLANDS RD)	LAKE MARIAM DRIVE	2U	L02	1.50	URBAN COLLECTOR	1500	2.00	0.51	0.09
79, 82	Local	4027	N	COUNTY LINE RD	SR 60	PIPKIN ROAD WEST	4D	L02	3.01	URBAN COLLECTOR	18300	2.00	0.51	0.09
78, 80, 81, 83	Local	4028	N	COUNTY LINE RD	PIPKIN ROAD WEST	I-4	4D	L02	4.53	URBAN COLLECTOR	25700	2.00	0.51	0.09
180, 181, 184	Local	8119	S	CR 655 (BERKLEY RD)	CR 546 (OLD DIXIE HWY)	PACE ROAD	4D	L02	4.37	URBAN COLLECTOR	11300	2.00	0.51	0.09
179, 550	Local	4071	N	CR 655 (BERKLEY RD)	CR 559A	SR 33 (COMMON WEALTH AVE SW)	2U	L02	2.10	URBAN COLLECTOR	3800	1.80	0.51	0.08
5232	State	7101	S	SR 655 (RECKER HWY)	SR 540	ORANGEWOOD AVE SW	4D	B02	0.50	MINOR ARTERIAL	10200	2.00	0.51	0.09
0156, 3125	State	7103	S	SR 655 (RECKER HWY)	ORANGEWOOD AVE SW	CR 542 (AVENUE G NW)	2U	B02	2.48	MINOR ARTERIAL	14900	2.00	0.51	0.09
0114,0115,0116,0117,1005	State	5501	W	INTERSTATE 4	SR 570 (POLK PARKWAY)	SR 33	6F	F02	11.35	PRINCIPAL ARTERIAL	102000	2.00	0.51	0.08
0108,0111,0112,0113,1006	State	5506	E	INTERSTATE 4	SR 33	CR 557	6F	F02	10.10	PRINCIPAL ARTERIAL	92900	2.00	0.51	0.08
273, 567	Local	8200	E	MOUNTAIN LAKE CUTOFF ROAD	OLD BARTOW ROAD	US 27	2U	L02	2.73	RURAL MINOR COLLECTOR	500	2.00	0.51	0.09
566	Local	8201	W	MOUNTAIN LAKE CUTOFF ROAD	US 27	SR 17 (RIDGE SCENIC HIGHWAY)	2U	L02	0.67	URBAN COLLECTOR	7000	2.00	0.51	0.08
358, 359	Local	8205	E	CENTRAL AVENUE	US 27	SR 17 (RIDGE SCENIC HIGHWAY)	2U	L02	0.84	URBAN COLLECTOR	7100	2.00	0.51	0.08
568	Local	8206	E	CENTRAL AVENUE	SR 60	US 27	2U	L02	0.61	URBAN COLLECTOR	3200	2.00	0.51	0.08
557, 558	Local	8207	W	BATES ROAD	US 27	US 17/92	2U	L02	1.57	URBAN COLLECTOR	8300	2.00	0.51	0.09
559	Local	8208	S	TENTH STREET N	BATES ROAD	CR 547	2U	L02	1.49	URBAN COLLECTOR	2100	2.00	0.51	0.09
456, 460, 462	Local	8209	S	POLK CITY ROAD/PALMETTO ROAD/FIFTH STREET	US 27	US 17/92 (HINSON AVENUE E)	2U	L02	1.54	URBAN COLLECTOR	5300	2.00	0.51	0.08
258	Local	8215	N	LAKE WILSON ROAD	CR 54 (RONALD REAGAN PKWY)	OSCEOLA COUNTY LINE	4D	L02	0.98	URBAN COLLECTOR	20200	2.00	0.51	0.09
353, 1022	Local	8210	W	CANAL AVENUE/WATKINS ROAD	LAKE MABEL LOOP ROAD	CR 542 (LAKE HATCHINEHA ROAD)	2U	N02	5.90	RURAL MINOR COLLECTOR	1900	2.00	0.51	0.09
5198	State	5417	N	US 98	CR 582 (GRIFFIN ROAD)	I-4	6D	B02	0.43	PRINCIPAL ARTERIAL	47400	2.00	0.51	0.08
85	Local	4031	E	CR 17A (BURNS AVE)	SR 17	BRENTWOOD DRIVE	4U	L02	1.69	URBAN COLLECTOR	9000	2.00	0.51	0.09
474, 475	Local	8120	E	CR 17A (BURNS AVE)	BRENTWOOD DRIVE	MAMMOTH GROVE RD	2U	L02	1.67	URBAN COLLECTOR	5700	2.00	0.51	0.09
561, 562	Local	8212	S	H.L. SMITH ROAD S	LAKE MABEL LOOP ROAD	CR 542 (HATCHINEHA ROAD)	2U	L02	2.00	RURAL MINOR COLLECTOR	1200	2.00	0.51	0.09
554, 555	Local	8214	S	LAKE MARION CREEK DR/MCMAN RD/EASTYWAY RD/ MIDWAY RD/LK MARION CREEK RD	POINCIANA PARKWAY	CR 580 (CYPRESS PARKWAY)	2U	N02	6.01	URBAN COLLECTOR	3700	2.00	0.51	0.09
572	Local	8221	N	BLUE JORDAN ROAD	LAKE REEDY BLVD N	CR 630	2U	H02	1.73	RURAL MINOR COLLECTOR	500	2.00	0.51	0.09
257	Local	8219	W	LAKE REEDY BOULEVARD N	CR 630	LAKE ARBUCKLE RD	2U	H02	4.94	URBAN COLLECTOR	700	2.00	0.51	0.09
33	Local	8213	S	THIRTIETH ST	CR 544 (LAKE MARION ROAD)	HINSON AVENUE E	2U	L02	1.53	URBAN COLLECTOR	7600	2.00	0.51	0.08
563	Local	8217	N	EIGHTH ST/DETOUR ROAD	LAKE MARIE BLVD	CR 542 (LAKE HATCHINEHA ROAD)	2U	L02	1.30	URBAN COLLECTOR	1900	2.00	0.51	0.08
564, 565	Local	8218	W	LAKE MARIE BLVD	SR 17 (RIDGE SCENIC HIGHWAY)	H.L. SMITH ROAD	2U	L02	1.96	URBAN COLLECTOR	4100	2.00	0.51	0.08
573, 574	Local	8220	W	T.S. WILSON ROAD/LAKE REEDY BOULEVARD S	SR 17 (RIDGE SCENIC HIGHWAY)	LAKE ARBUCKLE RD	2U	H02	4.27	URBAN COLLECTOR	1000	2.00	0.51	0.09
1047	Local	8216	S	CHAMPIONS GATE BOULEVARD	CR 54	OSCEOLA COUNTY LINE	4U	L02	0.28	URBAN COLLECTOR	12600	2.00	0.51	0.09
458, 570	Local	8211	W	HINSON AVENUE/POWER LINE ROAD	US 17/92	CR 580 (JOHNSON AVENUE)	2U	L02	2.19	URBAN COLLECTOR	8000	2.00	0.51	0.08
556, 1016	Local	8097	S	POWERLINE ROAD/SOUTH BLVD E	CR 580 (JOHNSON AVENUE E)	US 17/92	2U	L02	3.78	URBAN COLLECTOR	3200	2.00	0.51	0.08
5075, 5076	State	5410	N	US 98	MEMORIAL BLVD	CR 582 (GRIFFIN ROAD)	4D	B02	1.93	PRINCIPAL ARTERIAL	40100	2.00	0.51	0.08
569, 579	Local	8046	W	MAIN STREET W	LAKE BEULAH DRIVE	SR 33 (MASSACHUSETTES AVE)	2U	L02	0.96	URBAN COLLECTOR	3500	2.00	0.51	0.08
571, 4153, 1057, 1059	Local	4201	E	CR 580 (JOHNSON AVE E/CYPRESS PKWY/MARION CREEK RD)	POWER LINE ROAD	RHODODENDRON AVE	2B	I02	6.50	PRINCIPAL ARTERIAL	10700	2.00	0.51	0.08
0152	State	6300	W	SR 540 (WINTER-LAKE RD)	US 98	REYNOLDS RD	2U	B02	0.50	MINOR ARTERIAL	15700	2.00	0.51	0.08
0134	State	6100	S	SR 471	US 98	SUMTER COUNTY LINE	2B	K02	5.00	MINOR ARTERIAL	3000	2.00	0.51	0.09
1002	State	5414	N	US 98	ROCK RIDGE RD	SR 471	2U	H02	5.10	PRINCIPAL ARTERIAL	10700	2.00	0.51	0.09
1003	State	5415	N	US 98	SR 471	PASCO COUNTY LINE	2U	H02	1.50	PRINCIPAL ARTERIAL	8500	2.00	0.51	0.09
5015, 5016	State	6002	W	SR 60 (VAN FLEET DR E)	BROADWAY AVE	US 17	4D	6002	0.80	PRINCIPAL ARTERIAL	31600	2.00	0.51	0.08
0153, 1009	State	6301	E	SR 540 (WINTER-LAKE RD)	REYNOLDS RD	SR 570 (POLK PARKWAY)	2U	K02	3.40	MINOR ARTERIAL	10800	2.00	0.51	0.09
347	Local	8202	N	TIMBERLANE ROAD	CR 17A (MASTERPIECE ROAD)	CANAL ROAD	2U	L02	2.90	RURAL MINOR COLLECTOR	2100	2.00	0.51	0.09
1023	Local	8203	S	LAKE MABEL LOOP RD	CR 17A (MASTERPIECE ROAD)	CANAL AVENUE	2U	L02	2.50	RURAL MINOR COLLECTOR	1600	2.00	0.51	0.09
560	Local	8204	S	LAKE MABEL LOOP RD/LAKE TRASK ROAD	CANAL AVENUE	SR 17 (RIDGE SCENIC HIGHWAY)	2U	L02	2.10	URBAN COLLECTOR	3000	2.00	0.51	0.08
341	Local	4093	E	CR 540A (ELOISE LOOP RD)	POLLARD RD	CR 653 (RATTLESNAKE ROAD)	2U	L02	2.30	URBAN COLLECTOR	11800	2.00	0.51	0.09
114	Local	4094	N	CR 540A (LAKE RUBY DR W)	THOMPSON NURSERY RD	SR 540 (CYPRESS GARDENS BLVD)	2U	L02	1.69	URBAN COLLECTOR	8600	2.00	0.51	0.09
221	Local	4091	E	EAGLE LAKE LOOP RD	CR 655 (RIFLE RANGE ROAD)	POLLARD RD	2U	L02	1.00	URBAN COLLECTOR	8600	2.00	0.51	0.08
613, 614	County	8301	S	ADAMS ROAD/MOHAWK RD	BOLENDER ROAD	SR 559	2U	L02	1.80	URBAN COLLECTOR	2400	2.00	0.51	0.09
615, 616	Auburndale	8331	E	RAMSGATE RD/PILAKLAKAHA AVE/BOBBY GREEN PLZ	DIXIE HIGHWAY	MAIN STREET	2U	L02	1.60	URBAN COLLECTOR	7900	2.00	0.51	0.08
612, 611	County	8307	E	CASS ROAD	ADAMS BARN RD	CR 557A (OLD LAKE ALFRED RD)	2U	N02	1.40	URBAN COLLECTOR	400	2.00	0.51	0.09
609	County	8310	W	EVENHOUSE ROAD	CR 557 (BUENA VISTA DRIVE)	EXPERIMENT STATION ROAD	2U	L02	1.10	URBAN COLLECTOR	2500	2.00	0.51	0.09

Polk Transportation Planning Organization

2020 ROADWAY NETWORK DATABASE

Effective Date: March 16, 2020

Link	Road Segment	From	To	Roadway Characteristics: Laneage Lane_Type	Capacity Group	Segment Length	Functional Classification	Estimated Traffic Characteristics: 2019 Annual Avg. Daily Traffic	AADT Growth Rate (%)	0th Highest Ho D-Factor	K-Factor	Peak Hour / Peak Season: Two-Hour Average Volume	Level of Service	Direc-tional Capacity	LOS Standard Multi-Modal	High-Way	Volume to Capacity Ratio	Projected LOS in Five Years	Historical Crash Data 2014 - 2018: Total Crashes	Crash Rate	Multimodal Factors: Transit Presence	Sidewalk Presence	Sidewalk Coverage	Bicycle Facility Presence	Bicycle Facility Coverage
4099W	LAKE MIRIAM DR	SR 37 (FLORIDA AVENUE S)	CR 37B (LAKELAND HIGHLANDS ROAD)	2U	4099	2.2	URBAN COLLECTOR	15,900	2.0	0.490	0.0900	701	D	940	TRANSITIONING	D	0.75	D	122	1.895	YES	PARTIAL	1.06	NONE	0.00
8020E	LAKE MORTON DRIVE	MASSACHUSETTS AVE	MASSACHUSETTS AVE	2U	L02	1.0	URBAN COLLECTOR	5,200	2.0	0.490	0.0750	182	B	792	TCCO	E	0.23	B	8	0.856	YES	PARTIAL	0.87	NONE	0.00
8020W	LAKE MORTON DRIVE	MASSACHUSETTS AVE	MASSACHUSETTS AVE	2U	L02	1.0	URBAN COLLECTOR	5,200	2.0	0.510	0.0750	189	B	792	TCCO	E	0.24	B	8	0.856	YES	PARTIAL	0.87	NONE	0.00
4106E	LAKE NED/LAKE DAISY RD	CYPRESS GARDENS RD	CR 550 (OVERLOOK DRIVE SE)	2U	L02	2.0	URBAN COLLECTOR	6,600	2.0	0.490	0.0900	291	B	792	TSDA	D	0.37	B	26	1.061	NO	PARTIAL	0.26	NONE	0.00
4106W	LAKE NED/LAKE DAISY RD	CYPRESS GARDENS RD	CR 550 (OVERLOOK DRIVE SE)	2U	L02	2.0	URBAN COLLECTOR	6,600	2.0	0.510	0.0900	303	B	792	TSDA	D	0.38	B	26	1.061	NO	PARTIAL	0.26	NONE	0.00
8007N	LAKE PARKER DRIVE EAST	IDLEWILD STREET	OLD COMBEE ROAD	2U	L02	3.2	URBAN COLLECTOR	3,700	2.0	0.510	0.0900	170	B	792	TRANSITIONING	D	0.21	B	19	0.891	NO	NONE	0.00	NONE	0.00
8007S	LAKE PARKER DRIVE EAST	IDLEWILD STREET	OLD COMBEE ROAD	2U	L02	3.2	URBAN COLLECTOR	3,700	2.0	0.490	0.0900	163	B	792	TRANSITIONING	D	0.21	B	19	0.891	NO	NONE	0.00	NONE	0.00
8219E	LAKE REEDY BOULEVARD N	CR 630	LAKE ARBUCKLE RD	2U	H02	4.9	URBAN COLLECTOR	800	2.0	0.490	0.0900	35	B	740	TRANSITIONING	D	0.05	B	3	0.416	NO	NONE	0.00	NONE	0.00
8219W	LAKE REEDY BOULEVARD N	CR 630	LAKE ARBUCKLE RD	2U	H02	4.9	URBAN COLLECTOR	800	2.0	0.510	0.0900	37	B	740	TRANSITIONING	D	0.05	B	3	0.416	NO	NONE	0.00	NONE	0.00
8062E	LAKE SHIPP DR N/AVE N SW/AVE O SW	SR 655	7TH STREET SW	2U	L02	1.1	URBAN COLLECTOR	6,500	2.0	0.490	0.0750	227	B	792	TCCO	E	0.29	B	25	1.938	YES	PARTIAL	0.60	NONE	0.00
8062W	LAKE SHIPP DR N/AVE N SW/AVE O SW	SR 655	7TH STREET SW	2U	L02	1.1	URBAN COLLECTOR	6,500	2.0	0.510	0.0750	236	B	792	TCCO	E	0.30	B	25	1.938	YES	PARTIAL	0.60	NONE	0.00
8021N	LAKE SHORE DRIVE/WEST LAKE PARKER DRIVE	PARKER STREET	GRANADA STREET	2U	L02	1.9	URBAN COLLECTOR	5,000	2.0	0.510	0.0750	182	B	792	TCCO	E	0.23	B	23	1.299	NO	PARTIAL	1.18	PARTIAL	0.26
8021S	LAKE SHORE DRIVE/WEST LAKE PARKER DRIVE	PARKER STREET	GRANADA STREET	2U	L02	1.9	URBAN COLLECTOR	5,000	2.0	0.490	0.0750	175	B	792	TCCO	E	0.22	B	23	1.299	NO	PARTIAL	1.18	PARTIAL	0.26
8215N	LAKE WILSON ROAD	CR 54 (RONALD REAGAN PKWY)	OSCEOLA COUNTY LINE	4D	L02	1.0	URBAN COLLECTOR	21,700	2.0	0.510	0.0900	996	B	1,764	TSDA	D	0.56	B	68	1.715	NO	PARTIAL	0.37	NONE	0.00
8215S	LAKE WILSON ROAD	CR 54 (RONALD REAGAN PKWY)	OSCEOLA COUNTY LINE	4D	L02	1.0	URBAN COLLECTOR	21,700	2.0	0.490	0.0900	957	B	1,764	TSDA	D	0.54	B	68	1.715	NO	PARTIAL	0.37	NONE	0.00
8023E	LIME STREET	LAKE BEULAH DRIVE	SR 37 (FLORIDA AVENUE S)	4U	L02	0.6	URBAN COLLECTOR	10,700	2.0	0.510	0.0750	389	B	1,676	TCCO	E	0.23	B	18	1.477	YES	FULL	1.66	NONE	0.00
8023W	LIME STREET	LAKE BEULAH DRIVE	SR 37 (FLORIDA AVENUE S)	4U	L02	0.6	URBAN COLLECTOR	10,700	2.0	0.490	0.0750	374	B	1,676	TCCO	E	0.22	B	18	1.477	YES	FULL	1.66	NONE	0.00
8024E	LIME STREET	SR 37 (FLORIDA AVENUE S)	INGRAHAM AVENUE S	2O	J02	0.8	URBAN COLLECTOR	6,600	2.0	0.510	0.0750	240	B	2,352	TCCO	E	0.10	B	18	1.989	YES	FULL	1.80	NONE	0.00
8024W	LIME STREET	SR 37 (FLORIDA AVENUE S)	INGRAHAM AVENUE S	2O	J02	0.8	URBAN COLLECTOR	6,600	2.0	0.490	0.0750	230	B	2,352	TCCO	E	0.10	B	18	1.989	YES	FULL	1.80	NONE	0.00
8025E	LIME STREET	INGRAHAM AVENUE S	US 98 (BARTOW RD)	2U	L02	0.3	URBAN COLLECTOR	1,000	2.0	0.510	0.0750	36	B	792	TCCO	E	0.05	B	2	4.303	NO	PARTIAL	1.54	NONE	0.00
8025W	LIME STREET	INGRAHAM AVENUE S	US 98 (BARTOW RD)	2U	L02	0.3	URBAN COLLECTOR	1,000	2.0	0.490	0.0750	35	B	792	TCCO	E	0.04	B	2	4.303	NO	PARTIAL	1.54	NONE	0.00
8026N	LINCOLN AVENUE S/OPPITZ LANE	LAKE HUNTER DRIVE	SR 37 (FLORIDA AVENUE S)	2U	L02	2.2	URBAN COLLECTOR	3,100	2.0	0.490	0.0900	137	B	792	TRANSITIONING	D	0.17	B	29	2.346	YES	PARTIAL	1.34	NONE	0.00
8026S	LINCOLN AVENUE S/OPPITZ LANE	LAKE HUNTER DRIVE	SR 37 (FLORIDA AVENUE S)	2U	L02	2.2	URBAN COLLECTOR	3,100	2.0	0.510	0.0900	142	B	792	TRANSITIONING	D	0.18	B	29	2.346	YES	PARTIAL	1.34	NONE	0.00
8114N	LIVE OAK ROAD/LAKE SEWARD DRIVE	CR 37B (LAKELAND HIGHLANDS RD)	LAKE MARIAM DRIVE	2U	L02	1.5	URBAN COLLECTOR	1,800	2.0	0.490	0.0900	79	B	792	TRANSITIONING	D	0.10	B	6	1.219	NO	PARTIAL	0.50	PARTIAL	0.06
8114S	LIVE OAK ROAD/LAKE SEWARD DRIVE	CR 37B (LAKELAND HIGHLANDS RD)	LAKE MARIAM DRIVE	2U	L02	1.5	URBAN COLLECTOR	1,800	2.0	0.510	0.0900	83	B	792	TRANSITIONING	D	0.10	B	6	1.219	NO	PARTIAL	0.50	PARTIAL	0.06
7306N	LOGISTICS PARKWAY	SR 60	OLD BARTOW LAKE WALES RD	2U	L02	0.6	URBAN COLLECTOR	2,400	2.0	0.510	0.0750	87	B	792	TCCO	E	0.11	B	1	0.379	NO	NONE	0.00	NONE	0.00
7306S	LOGISTICS PARKWAY	SR 60	OLD BARTOW LAKE WALES RD	2U	L02	0.6	URBAN COLLECTOR	2,400	2.0	0.490	0.0750	84	B	792	TCCO	E	0.11	B	1	0.379	NO	NONE	0.00	NONE	0.00
4108N	LONGFELLOW BLVD	CRYSTAL LAKE DR N	CR 542 (MAIN ST E)	2U	L02	1.5	URBAN COLLECTOR	5,100	2.0	0.490	0.0900	225	B	792	TSDA	D	0.28	B	23	1.644	YES	PARTIAL	0.84	NONE	0.00
4108S	LONGFELLOW BLVD	CRYSTAL LAKE DR N	CR 542 (MAIN ST E)	2U	L02	1.5	URBAN COLLECTOR	5,100	2.0	0.510	0.0900	234	B	792	TSDA	D	0.30	B	23	1.644	YES	PARTIAL	0.84	NONE	0.00
8318N	LUCERNE LOOP ROAD NE	SR 544 (LUCERNE PARK ROAD)	OLD LUCERNE PARK ROAD	2U	L02	0.8	URBAN COLLECTOR	2,100	2.0	0.510	0.0900	96	B	792	TRANSITIONING	D	0.12	B	0	0.000	YES	PARTIAL	0.47	NONE	0.00
8318S	LUCERNE LOOP ROAD NE	SR 544 (LUCERNE PARK ROAD)	OLD LUCERNE PARK ROAD	2U	L02	0.8	URBAN COLLECTOR	2,100	2.0	0.490	0.0900	93	B	792	TRANSITIONING	D	0.12	B	0	0.000	YES	PARTIAL	0.47	NONE	0.00
8027N	LUNN ROAD	EWELL ROAD	PIPKIN ROAD W	2U	L02	1.5	URBAN COLLECTOR	5,300	2.0	0.510	0.0900	243	B	792	TSDA	D	0.31	B	15	1.010	NO	PARTIAL	0.17	PARTIAL	0.12
8027S	LUNN ROAD	EWELL ROAD	PIPKIN ROAD W	2U	L02	1.5	URBAN COLLECTOR	5,300	2.0	0.490	0.0900	234	B	792	TSDA	D	0.30	B	15	1.010	NO	PARTIAL	0.17	PARTIAL	0.12
8089N	LUNN ROAD	SHEPHERD ROAD	EWELL ROAD	2U	L02	1.0	URBAN COLLECTOR	5,800	2.0	0.490	0.0900	256	B	792	TSDA	D	0.32	B	18	1.709	NO	PARTIAL	0.96	NONE	0.00
8089S	LUNN ROAD	SHEPHERD ROAD	EWELL ROAD	2U	L02	1.0	URBAN COLLECTOR	5,800	2.0	0.510	0.0900	266	B	792	TSDA	D	0.34	B	18	1.709	NO	PARTIAL	0.96	NONE	0.00
4109E	LYLE PKWY/E.F. GRIFFIN RD	US 98	US 98	2U	H02	4.3	URBAN COLLECTOR	3,800	2.0	0.490	0.0900	168	B	740	TRANSITIONING	D	0.23	B	30	1.001	NO	PARTIAL	0.34	NONE	0.00
4109W	LYLE PKWY/E.F. GRIFFIN RD	US 98	US 98	2U	H02	4.3	URBAN COLLECTOR	3,800	2.0	0.510	0.0900	174	B	740	TRANSITIONING	D	0.24	B	30	1.001	NO	PARTIAL	0.34	NONE	0.00
8090N	LYNCHBURG ROAD/MYERS LANE	US 92	LAKE ALFRED ROAD	2U	L02	1.6	URBAN COLLECTOR	4,600	2.0	0.490	0.0900	203	B	792	TRANSITIONING	D	0.26	B	22	1.671	NO	PARTIAL	0.00	NONE	0.00
8090S	LYNCHBURG ROAD/MYERS LANE	US 92	LAKE ALFRED ROAD	2U	L02	1.6	URBAN COLLECTOR	4,600	2.0	0.510	0.0900	211	B	792	TRANSITIONING	D	0.27	B	22	1.671	NO	PARTIAL	0.00	NONE	0.00
6901N	M.L. KING BLVD/TENTH STREET W	US 92 (MEMORIAL BLVD W)	US 98 (FLORIDA AVENUE N)	2U	C02	0.8	URBAN COLLECTOR	7,200	2.0	0.510	0.0750	262	C	800	TCCO	E	0.33	C	17	1.692	YES	FULL	1.68	FULL	1.85
6901S	M.L. KING BLVD/TENTH STREET W	US 92 (MEMORIAL BLVD W)	US 98 (FLORIDA AVENUE N)	2U	C02	0.8	URBAN COLLECTOR	7,200	2.0	0.490	0.0750	251	C	800	TCCO	E	0.31	C	17	1.692	YES	FULL	1.68	FULL	1.85
5314E	MAIN STREET E	SR 548 (BARTOW ROAD)	US 98 (LAKE PARKER AVE S)	2U	C02	0.4	URBAN COLLECTOR	4,800	2.0	0.490	0.0750	168	C	800	TCCO	E	0.21	C	15	4.515	NO	FULL	1.84	FULL	2.00
5314W	MAIN STREET E	SR 548 (BARTOW ROAD)	US 98 (LAKE PARKER AVE S)	2U	C02	0.4	URBAN COLLECTOR	4,800	2.0	0.510	0.0750	174	C	800	TCCO	E	0.22	C	15	4.515	NO	FULL	1.84	FULL	2.00
5905E	MAIN STREET E/FLAMINGO DRIVE E	SR 60	SR 60	2U	B02	2.2	URBAN COLLECTOR	7,300	2.0	0.510	0.0750	265	C	880	TCCO	E	0.30	C	65	2.246	YES	PARTIAL	1.44	NONE	0.00
5905W	MAIN STREET E/FLAMINGO DRIVE E	SR 60	SR 60	2U	B02	2.2	URBAN COLLECTOR	7,300	2.0	0.490	0.0750	255	C	880	TCCO	E	0.29	C	65	2.246	YES	PARTIAL	1.44	NONE	0.00
8046E	MAIN STREET W	LAKE BEULAH DRIVE	SR 33 (MASSACHUSETTES AVE)	2U	L02	1.0	URBAN COLLECTOR	3,600	2.0	0.490	0.0750	126	B	792	MULTI-MODAL	D	0.16	B	19	3.016	NO	PARTIAL	0.76	PARTIAL	0.92
8046W	MAIN STREET W	LAKE BEULAH DRIVE	SR 33 (MASSACHUSETTES AVE)	2U	L02	1.0	URBAN COLLECTOR	3,600	2.0	0.510	0.0750	131	B	792	MULTI-MODAL	D	0.17	B	19	3.016	NO	PARTIAL	0.76	PARTIAL	0.92
8319E	MAIN STREET/SECOND STREET/SMITH AVENUE	US 27	SR 17 (RIDGE SCENIC HIGHWAY)	2U	L02	1.0	URBAN COLLECTOR	1,800	2.0	0.510	0.0750	65	B	792	TCCO	E	0.08	B	5	1.529	NO	PARTIAL	0.37	NONE	0.00
8319W	MAIN STREET/SECOND STREET/SMITH AVENUE	US 27	SR 17 (RIDGE SCENIC HIGHWAY)	2U	L02	1.0	URBAN COLLECTOR	1,800	2.0	0.490	0.0750	63	B	792	TCCO	E	0.08	B	5	1.529	NO	PARTIAL	0.37	NONE	0.00
4110E	MAINE AVE	SR 659 (COMBEE ROAD S)	REYNOLDS RD	2U	L02	1.0	URBAN COLLECTOR	6,500	2.0	0.490	0.0900	287	B	792	TSDA	D	0.36	B	14	1.172	NO	PARTIAL	0.39	NONE	0.00
4110W	MAINE AVE	SR 659 (COMBEE ROAD S)	REYNOLDS RD	2U	L02	1.0	URBAN COLLECTOR	6,500	2.0	0.510	0.0900	298	B	792	TSDA	D	0.38	B	14	1.172	NO	PARTIAL	0.39	NONE	0.00
8028N	MALL HILL DRIVE	CR 582 (GRIFFIN ROAD)	HAMPTON HILLS DRIVE	2U	L02	0.5	URBAN COLLECTOR	11,400	2.0	0.510	0.0750	414	B	792	TCCO	E	0.52	B	21	1.974	YES	PARTIAL	0.90	NONE	0.00
8028S	MALL HILL DRIVE	CR 582 (GRIFFIN ROAD)	HAMPTON HILLS DRIVE	2U	L02	0.5	URBAN COLLECTOR	11,400	2.0	0.490	0.0750	398	B	792	TCCO	E	0.50	B	21	1.974	YES	PARTIAL	0.90	NONE	0.00
8109N	MALL HILL DRIVE	CR 35A (KATHLEEN ROAD)	CR 582 (GRIFFIN ROAD)	2U	L02	0.8	URBAN COLLECTOR	6,700	2.0	0.510	0.0750	243	B	792	TCCO	E	0.31	B	19	1.875	YES	PARTIAL	0.82	NONE	0.00
8109S	MALL HILL DRIVE	CR 35A (KATHLEEN ROAD)	CR 582 (GRIFFIN ROAD)	2U	L02	0.8	URBAN COLLECTOR	6,700	2.0	0.490	0.0750	234	B	792	TCCO	E	0.30	B	19	1.875	YES	PARTIAL	0.82	NONE	0.00
8320N	MALL HILL DRIVE	HAMPTON HILLS DRIVE	SLEEPY HILL ROAD	2D	L02	0.5	URBAN COLLECTOR	7,200	2.0	0.510	0.0750	262	B	832	TCCO	E	0.31	B	3	0.489	NO	FULL	1.88	FULL	2.00
8320S	MALL HILL DRIVE	HAMPTON HILLS DRIVE	SLEEPY HILL ROAD	2D	L02	0.5	URBAN COLLECTOR	7,200	2.0	0.490	0.0750	251	B	832	TCCO	E	0.30	B	3	0.489	NO	FULL	1.88	FULL	2.00
4117E	MAMMOTH GROVE RD	SR 60	CAMP MACK RD	2U	N02	2.1	RURAL MAJOR COLLECTOR	800	2.0	0.510	0.0900	37	B	675	OTHER	C	0.05	B	2	0.653	NO	NONE	0.00	NONE	0.00
4117W	MAMMOTH GROVE RD	SR 60	CAMP MACK RD	2U	N02	2.1	RURAL MAJOR COLLECTOR	800	2.0	0.490	0.0900	35	B	675	OTHER	C	0.05	B	2	0.653	NO	NONE	0.00	NONE	0.00
4118E	MAMMOTH GROVE RD/CAMP MACK RD	CR 17A (MASTERPIECE GARDENS ROAD)	KISSIMMEE RIVER	2U	H02	12.2	RURAL MAJOR COLLECTOR	2,700	2.0	0.490	0.0900	119	B	430	OTHER	C	0.28	B	35	0.583	NO	NONE	0.00	NONE	0.00
4118W	MAMMOTH GROVE RD/CAMP MACK RD	CR 17A (MASTERPIECE GARDENS ROAD)	KISSIMMEE RIVER	2U	H02	12.2	RURAL MAJOR COLLECTOR	2,700	2.0	0.510	0.0900	124	B	430	OTHER	C	0.29	B	35	0.583	NO	NONE	0.00	NONE	0.00
4111E	MARCUM RD/SOCRUM LOOP RD N	OLD POLK CITY RD	US 98	4U	L02	1.7	URBAN COLLECTOR	17,200	2.0	0.510	0.0900	789	B	1,676	TRANSITIONING	D	0.47	B	69	1.328	NO	FULL	1.83	FULL	2.00
4111W	MARCUM RD/SOCRUM LOOP RD N	OLD POLK CITY RD	US 98	4U	L02	1.7	URBAN COLLECTOR	17,200	2.0	0.490	0.0900	759	B	1,676	TRANSITIONING	D	0.45	B	69	1.328	NO	FULL	1.83	FULL	2.00
8101N	MARIGOLD AVENUE	POINCIANA PARKWAY	CR 580 (CYPRESS PARKWAY)	4D	B02	4.5	URBAN COLLECTOR	17,500	2.0	0.510	0.0900	803	C	2,000	TRANSITIONING	D	0.40	C	180	1.255	NO	PARTIAL	0.33	PARTIAL	0.20
8101S	MARIGOLD AVENUE	POINCIANA PARKWAY	CR 580 (CYPRESS PARKWAY)	4D	B02	4.5	URBAN COLLECTOR	17,500	2.0	0.490	0.0900	772	C	2,000	TRANSITIONING	D	0.39	C	180	1.255	NO	PARTIAL	0.33	PARTIAL	0.20
8029N	MASSACHUSETTS AVENUE	LAKE MORTON DRIVE	MAIN STREET E	4U	L02	0.3	URBAN COLLECTOR	5,200	2.0	0.490	0.0750	182	B	1,676	TCCO	E	0.11	B	19	6.772	YES	FULL	1.76	NONE	0.00
8029S	MASSACHUSETTS AVENUE	LAKE MORTON DRIVE	MAIN STREET E	4U	L02	0.3	URBAN COLLECTOR	5,200	2.0	0.510	0.0750	189	B	1,676	TCCO	E	0.11	B	19	6.772	YES	FULL	1.76	NONE	0.00
8030E	MCDONALD STREET	SR 37 (FLORIDA AVENUE S)	INGRAHAM AVENUE S	2U	L02	0.8	URBAN COLLECTOR	4,500	2.0	0.490	0.0750	157	B	792	TCCO	E	0.20	B	10	1.616	NO	FULL	1.80	NONE	0.00
8030W	MCDONALD STREET	SR 37 (FLORIDA AVENUE S)	INGRAHAM AVENUE S	2U	L02	0.8	URBAN COLLECTOR	4,500	2.0	0.510	0.0750	164	B	792	TCCO	E	0.21	B	10	1.616	NO	FULL	1.80	NONE	0.00
4112N	MCKEAN ST	SR 655 (RECKER HIGHWAY)	BRIDGERS AVE W	2U	L02	0.8	URBAN COLLECTOR	2,000	2.0	0.510	0.0750	73	B	792	TCCO	E	0.09	B	4	1.430	NO	PARTIAL	0.37	NONE	0.00
4112S	MCKEAN ST	SR 655 (RECKER HIGHWAY)	BRIDGERS AVE W	2U	L02	0.8	URBAN COLLECTOR	2,000	2.0	0.490	0.0750	70	B	792	TCCO	E	0.09	B	4	1.430	NO	PARTIAL	0.37	NONE	0.00
4114E	McNICHOLS AVE/KEYSTONE RD	SR 559 (LAKE ARIANA BLVD)	LAKE ALFRED RD	2U	L02	1.2	URBAN COLLECTOR	1,100	2.0	0.490	0.0900	49	B	792	TRANSITIONING	D	0.06	B	3	1.237	NO	PARTIAL	0.27	NONE	0.00
4114W	McNICHOLS AVE/KEYSTONE RD	SR 559 (LAKE ARIANA BLVD)	LAKE ALFRED RD	2U	L02	1.2	URBAN COLLECTOR	1,100	2.0	0.510	0.0900	50	B	792	TRANSITIONING	D	0.06	B	3	1.237	NO	PARTIAL	0.27	NONE	0.00
8105E	MEDULLA ROAD	COUNTY LINE ROAD	PIPKIN ROAD W	2U	L02	2.2	URBAN COLLECTOR	1,200	2.0	0.510	0.0900	55	B	792	TRANSITIONING	D	0.07	B	17	3.594	NO	NONE	0.00	PARTIAL	0.01
8105W	MEDULLA ROAD	COUNTY LINE ROAD	PIPKIN ROAD W	2U	L02	2.2	URBAN COLLECTOR	1,200	2.0	0.490	0.0900	53	B	792	TRANSITIONING	D	0.07	B	17	3.594	NO	NONE	0.00	PARTIAL	0.01
4116E	MINEOLA DR	SR 659 (COMBEE ROAD N)	FISH HATCHERY RD	2U	L02	0.8	URBAN COLLECTOR	800	2.0	0.490	0.0900	35	B	792	TSDA	D	0.04	B	0	0.000	NO	NONE	0.00	NONE	0.00
4116W	MINEOLA DR	SR 659 (COMBEE ROAD N)	FISH HATCHERY RD	2U	L02	0.8	URBAN COLLECTOR	800	2.0	0.510	0.0900	37	B	792	TSDA	D	0.05	B	0	0.000	NO	NONE	0.00	NONE	0.00
8031N	MISSOURI AVENUE	HIGHLAND STREET W	PINE STREET E	2U	L02	1.0	URBAN COLLECTOR	1,100	2.0	0.510	0.0750	40	B	792	TCCO	E	0.05	B	14	6.967	YES	PARTIAL	1.65	NONE	0.00
8031S	MISSOURI AVENUE	HIGHLAND STREET W	PINE STREET E	2U	L02	1.0	URBAN COLLECTOR	1,100	2.0	0.490	0.0750	38	B	792	TCCO	E	0.05	B	14	6.967	YES	PARTIAL	1.65	NONE	0.00
8091E	MOUNT OLIVE ROAD	SR 33	CR 655 (BERKELY ROAD)	2U	L02	2.3	URBAN COLLECTOR	3,200	2.0	0.490	0.0750	112	B	792	TCCO	E	0.14	B	20	1.517	NO	NONE	0.00	PARTIAL	0.29
8091W	MOUNT OLIVE ROAD	SR 33	CR 655 (BERKELY ROAD)	2U	L02	2.3	URBAN COLLECTOR	3,200	2.0	0.510	0.0750	116	B	792	TCCO	E	0.15	B	20	1.517	NO	NONE	0.00	PARTIAL	0.29
8200E	MOUNTAIN LAKE CUTOFF ROAD	OLD BARTOW ROAD	US 27	2U	L02	2.7	RURAL MINOR COLLECTOR	500	2.0	0.510	0.0900	23	B	792	TRANSITIONING	D	0.03	B	3	1.203	NO	NONE	0.00	NONE	0.00
8200W	MOUNTAIN LAKE CUTOFF ROAD	OLD BARTOW ROAD	US 27	2U	L02	2.7	RURAL MINOR COLLECTOR	500	2.0	0.490	0.0900	22	B	792	TRANSITIONING	D	0.03	B	3	1.203	NO	NONE	0.00	NONE	0.00
8201E	MOUNTAIN LAKE CUTOFF ROAD	US 27	SR 17 (RIDGE SCENIC HIGHWAY)	2U	L02	0.7	URBAN COLLECTOR	7,100	2.0	0.490	0.0750	248	B	792	TCCO	E	0.31	B	4	0.458	NO	NONE	0.00	PARTIAL	0.46
8201W	MOUNTAIN LAKE CUTOFF ROAD	US 27	SR 17 (RIDGE SCENIC HIGHWAY)	2U	L02	0.7	URBAN COLLECTOR	7,100	2.0	0.510	0.0750	258	B	792	TCCO	E	0.33	B	4	0.458	NO	NONE	0.00	PARTIAL	0.46
8032N	NEW JERSEY ROAD	GLENDALE STREET	US 98 (BARTOW RD)	2U	L02	1.6	URBAN COLLECTOR	8,200	2.0	0.510	0.0900	376	B	792	TRANSITIONING	D	0.48	B	12	0.506	NO	PARTIAL	1.09	NONE	0.00
8032S	NEW JERSEY ROAD	GLENDALE STREET	US 98 (BARTOW RD)	2U	L02	1.6	URBAN COLLECTOR	8,200	2.0	0.490	0.0900	362	B	792	TRANSITIONING	D	0.46	B	12	0.506	NO	PARTIAL	1.09	NONE	0.00
4120E	NICHOLS MINE RD/OLD NICHOLS RD	NICHOLS PLANT	CR 676 (NICHOLS ROAD)	2U	N02	0.6	LOCALCOMMERCIAL	100	2.0	0.490	0.0900	4	B	675	OTHER	C	0.01	B	0	0.000	NO	NONE	0.00	NONE	0.00
4120W	NICHOLS MINE RD/OLD NICHOLS RD	NICHOLS PLANT	CR 676 (NICHOLS ROAD)	2U	N02	0.6	LOCALCOMMERCIAL	100	2.0	0.510	0.0900	5	B	675	OTHER	C	0.01	B	0	0.000	NO	NONE	0.00	NONE	0.00
4121N	NINETY-ONE MINE RD	SR 60	US 17	2U	H02	2.8	URBAN COLLECTOR	2,600	2.0	0.490	0.0900	115	B	740	TRANSITIONING	D	0.15	B	36	2.719	NO	NONE	0.00	PARTIAL	0.11
4121S	NINETY-ONE MINE RD	SR 60	US 17	2U	H02	2.8	URBAN COLLECTOR	2,600	2.0	0.510	0.0900	119	B	740	TRANSITIONING	D	0.16	B	36	2.719	NO	NONE	0.00	PARTIAL	0.11
4008E	NINTH ST SE/AVE Z SE/LAKE ELOISE DR W/LAKE SUMMIT	SR 540 (CYPRESS GARDENS BLVD SE)	SR 540 (CYPRESS GARDENS BLVD SE)	2U	L02	2.0	URBAN COLLECTOR	7,500	2.0	0.490	0.0750	262	B	792	TCCO	E	0.33	B	23	0.826	NO	PARTIAL	0.17	NONE	0.00
4008W	NINTH ST SE/AVE Z SE/LAKE ELOISE DR W/LAKE SUMMIT	SR 540 (CYPRESS GARDENS BLVD SE)	SR 540 (CYPRESS GARDENS BLVD SE)	2U	L02	2.0	URBAN COLLECTOR	7,500	2.0	0.510	0.0750	273	B	792	TCCO	E	0.34	B	23	0.826	NO	PARTIAL	0.17	NONE	0.00
8322E	NORTH BLVD	US 27	HOLLY HILL ROAD	2U	L02	0.5	URBAN COLLECTOR	5,300	2.0	0.510	0.0750	193	B	792	TCCO	E	0.24	B	0	0.000	NO	PARTIAL	1.09	NONE	0.00
8322W	NORTH BLVD	US 27	HOLLY HILL ROAD	2U	L02	0.5	URBAN COLLECTOR	5,300	2.0	0.490	0.0750	185	B	792	TCCO	E	0.23	B	0	0.000	NO	PARTIAL	1.09	NONE	0.00
8323E	NORTH BLVD	HOLLY HILL ROAD	CR 547 N	2U	L02	1.8	URBAN COLLECTOR	3,000	2.0	0.510	0.0750	109	B	792	TCCO	E	0.14	B	2	0.202	NO	PARTIAL	0.55	NONE	0.00
8323W	NORTH BLVD	HOLLY HILL ROAD	CR 547 N	2U	L02	1.8	URBAN COLLECTOR	3,000	2.0	0.490	0.0750	105	B	792	TCCO	E	0.13	B	2	0.202	NO	PARTIAL	0.55	NONE	0.00
8324N	ODOM ROAD	DAUGHTERY ROAD E	MARCUM ROAD	2U	L02	1.0	URBAN COLLECTOR	1,400	2.0	0.510	0.0900	64	B	792	TRANSITIONING	D	0.08	B	6	2.340	NO	PARTIAL	1.21	PARTIAL	0.04
8324S	ODOM ROAD	DAUGHTERY ROAD E	MARCUM ROAD	2U	L02	1.0	URBAN COLLECTOR	1,400	2.0	0.490	0.0900	62	B	792	TRANSITIONING	D	0.08	B	6	2.340	NO	PARTIAL	1.21	PARTIAL	0.04
4125N	OLD BARTOW EAGLE LAKE RD/CRYSTAL BEACH RD	US 98	US 17	2B	I02	7.2	URBAN COLLECTOR	5,000	2.0	0.510	0.0750	182	B	640	TCCO	E	0.28	B	65	0.991	YES	PARTIAL	0.14	NONE	0.00
4125S	OLD BARTOW EAGLE LAKE RD/CRYSTAL BEACH RD	US 98	US 17	2B	I02	7.2	URBAN COLLECTOR	5,000	2.0	0.490	0.0750	175	B	640	TCCO	E	0.27	B	65	0.991	YES	PARTIAL	0.14	NONE	0.00
8099N	OLD BARTOW ROAD/OLD BARTOW LAKE WALES ROAD	SR 60	CR 653 (RATTLESNAKE ROAD)	2U	L02	4.4	URBAN COLLECTOR	1,500	2.0	0.510	0.0900	69	B	792	TRANSITIONING	D	0.09	B	10	0.839	NO	NONE	0.00	PARTIAL	0.01
8099S	OLD BARTOW ROAD/OLD BARTOW LAKE WALES ROAD	SR 60	CR 653 (RATTLESNAKE ROAD)	2U	L02	4.4	URBAN COLLECTOR	1,500	2.0	0.490	0.0900	66	B	792	TRANSITIONING	D	0.08	B	10	0.839	NO	NONE	0.00	PARTIAL	0.01

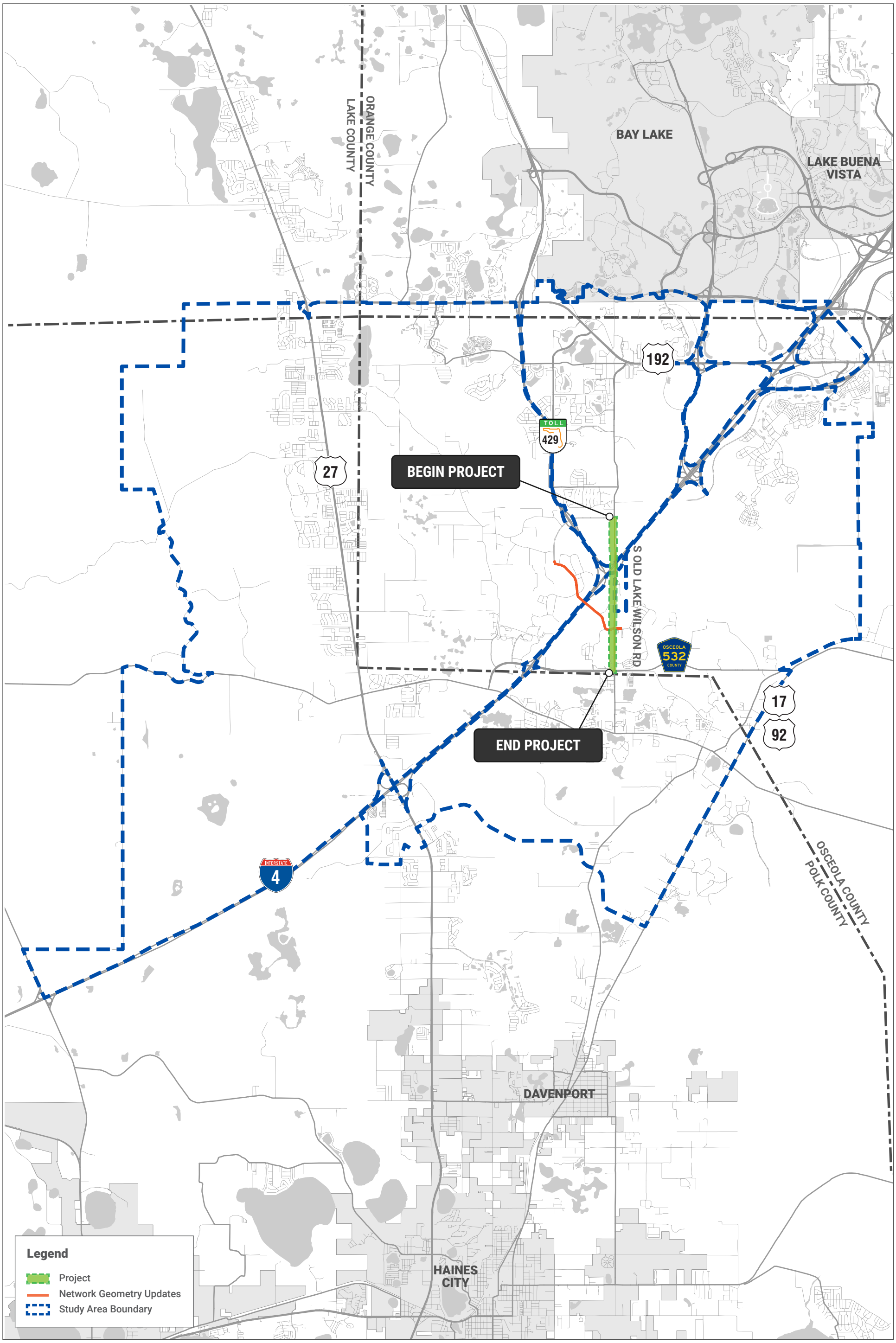
Source: Polk Transportation Planning Organization March 16, 2020

APPENDIX J – BASE YEAR MODEL VALIDATION INFORMATION

Contained in this Appendix –

- Calibration Changes
- MOCF
- Base Year Model Plots

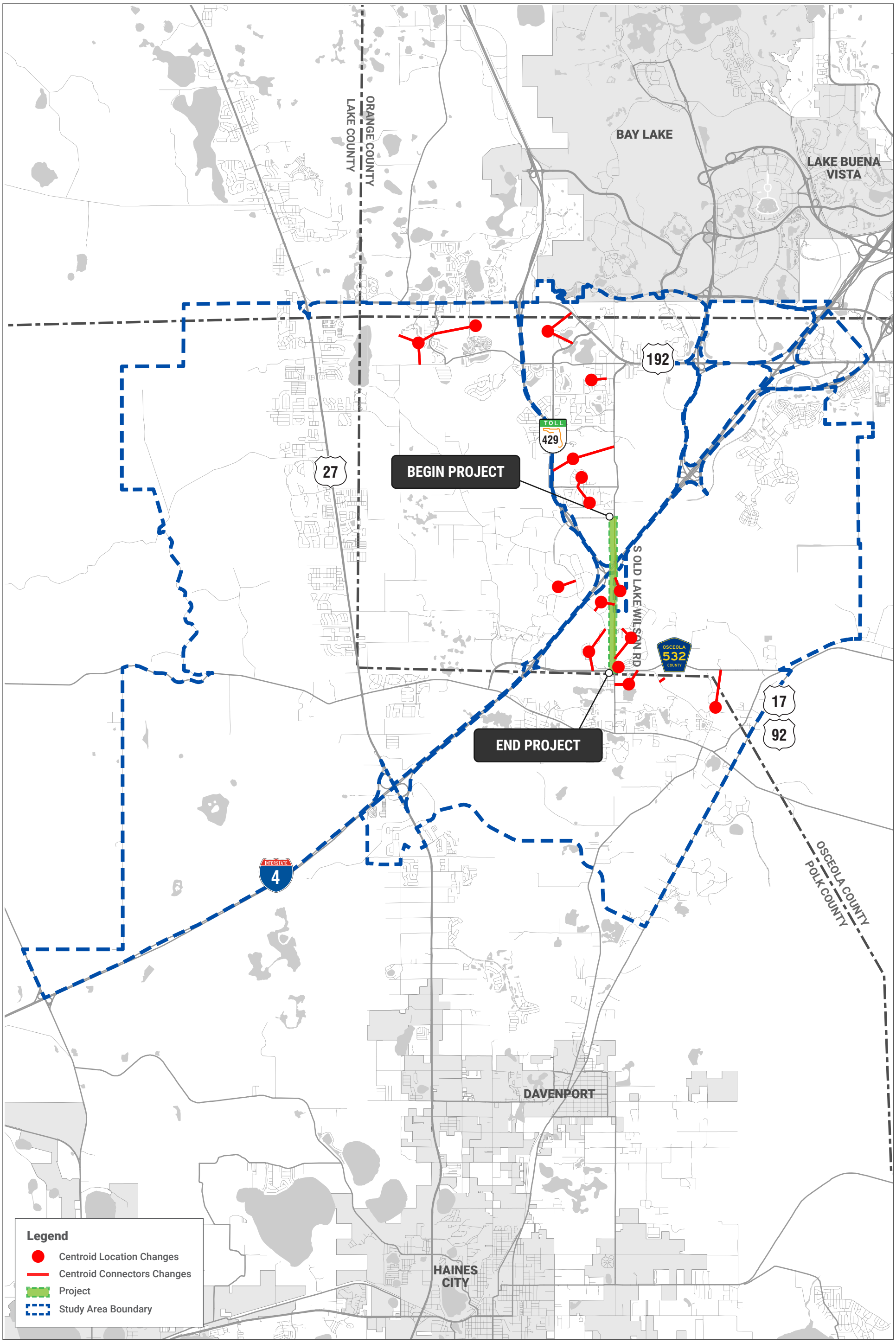
CALIBRATION CHANGES



OLD LAKE WILSON ROAD | PD&E Study

Network Geometry Updates

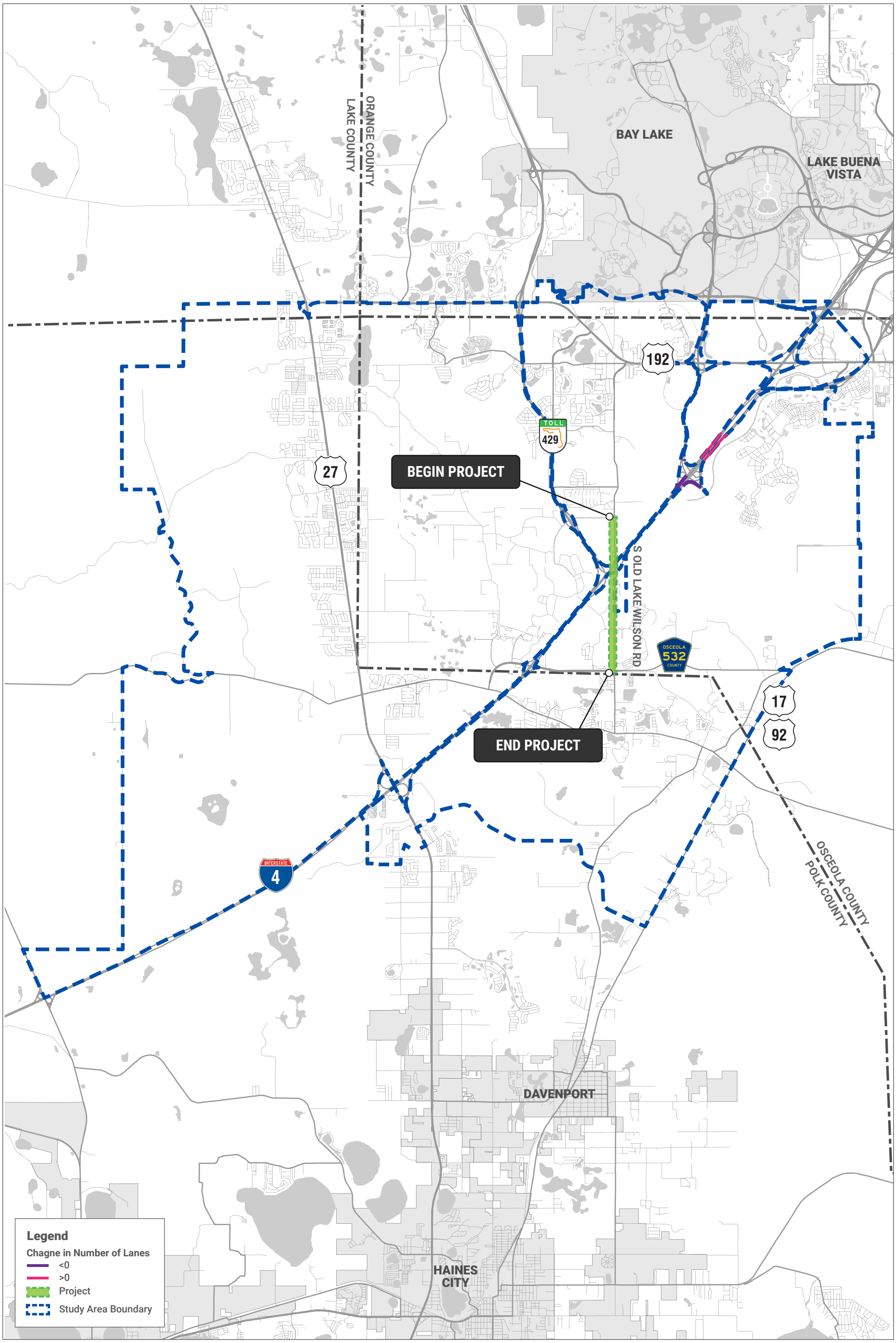
Figure J-1



OLD LAKE WILSON ROAD | PD&E Study

Centroid Location and Centroid Connectors Changes

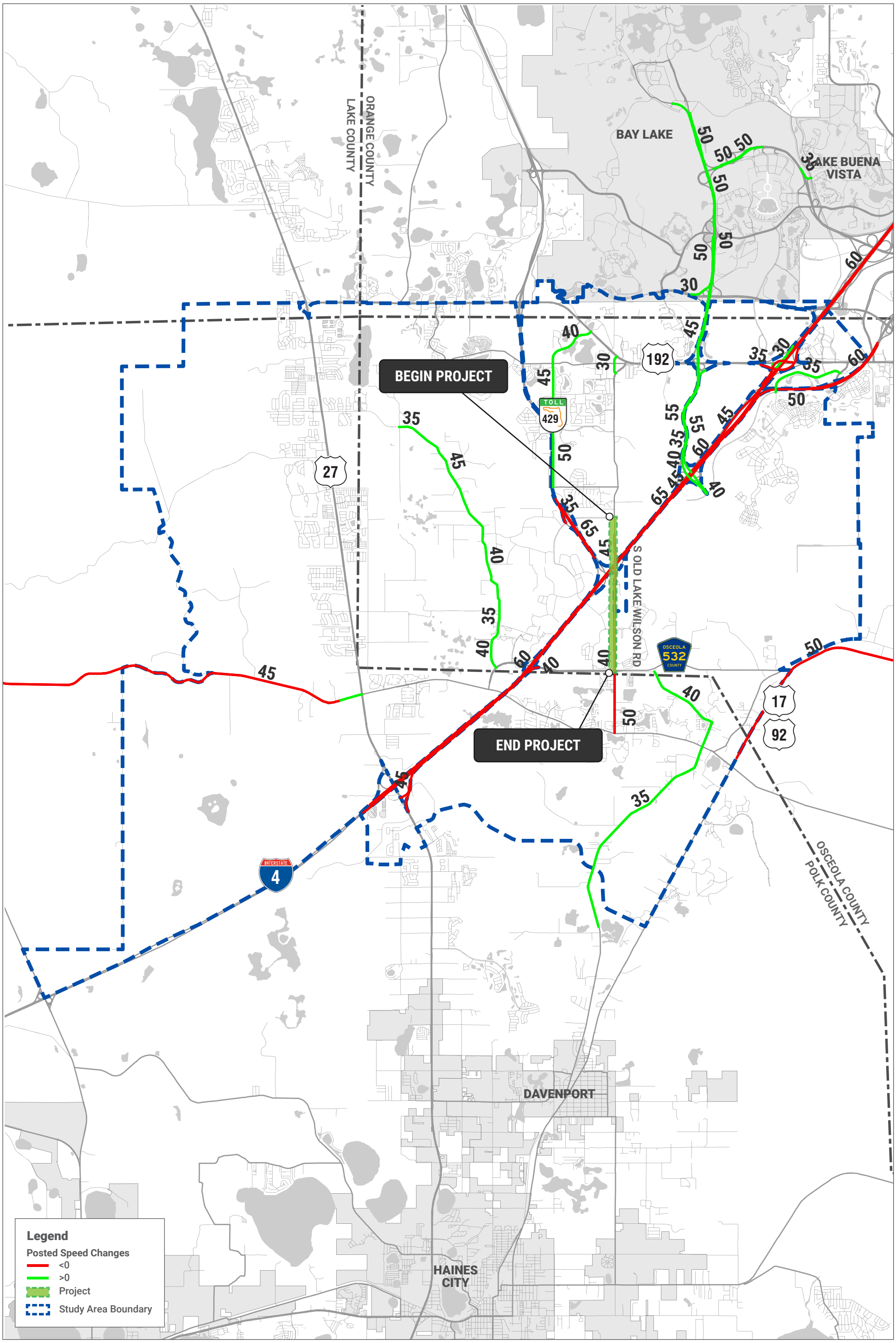
Figure J-2



OLD LAKE WILSON ROAD | PD&E Study

Number of Lane Changes

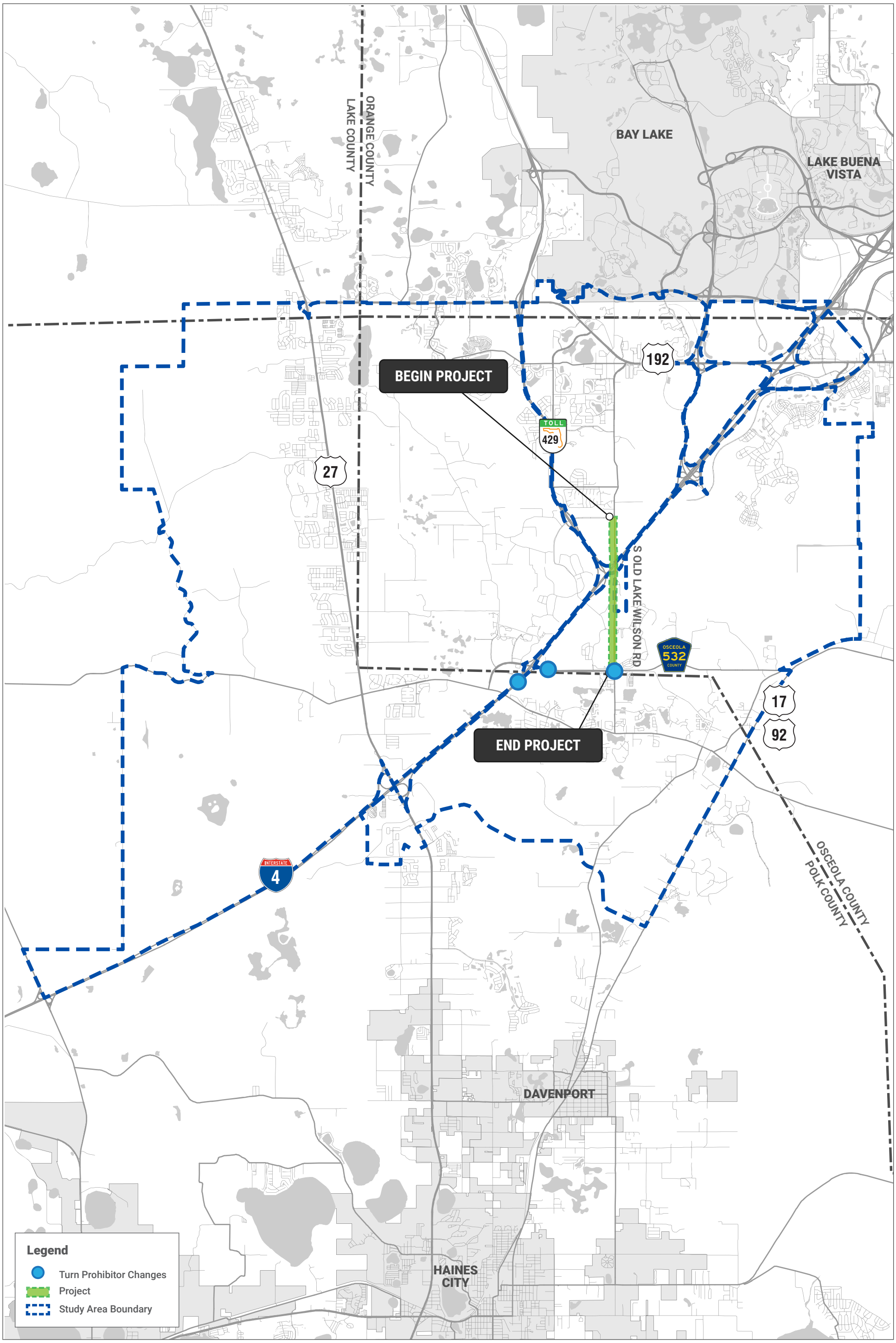
Figure J-3



OLD LAKE WILSON ROAD | PD&E Study

Posted Speed Changes

Figure J-4



OLD LAKE WILSON ROAD | PD&E Study

Turn Prohibitor Changes

Figure J-5

Table J-1: Updated Zones – Population Summary

Zones	Original			Updated		
	Single Family	Multi-Family	Total	Single Family	Multi-Family	Total
5442	0	0	0	1514	174	1688
5526*	N/A	N/A	N/A	0	141	141
5449	0	0	0	397	348	745
5528*	N/A	N/A	N/A	0	348	348
5458	261	1618	1879	0	1424	1424
5468	940	2	942	940	0	940
5480	67	368	435	0	400	400
5487	1766	782	2548	1766	653	2419
5491	979	0	979	0	0	0
5529*	N/A	N/A	N/A	979	0	979
5492	0	2	2	0	0	0
5493	220	7	227	220	0	220
6160*	N/A	N/A	N/A	1043	73	1116
6567*	N/A	N/A	N/A	231	0	231
6167	0	0	0	326	698	1024
6568*	N/A	N/A	N/A	203	462	665
6180	1555	0	1555	1555	126	1681
6327	3217	2	3219	30	2	32
6439	550	5	555	550	0	550
6474	1962	2058	4020	1962	0	1962
6492	0	2130	2130	1958	326	2284

- * New TAZ.

Table J-2: Updated Zones – Employment Summary

Zones	Original				Updated			
	Industrial	Commercial	Service	Total	Industrial	Commercial	Service	Total
4537	0	0	0	0	0	0	10	10
5441	26	16	35	77	0	16	35	51
5442	0	0	0	0	0	0	309	309
5525*	N/A	N/A	N/A	N/A	0	17	25	42
5526*	N/A	N/A	N/A	N/A	4	0	0	4
5443	3	0	8	11	0	0	0	0
5527*	N/A	N/A	N/A	N/A	2	0	0	2
5528*	N/A	N/A	N/A	N/A	0	0	29	29
5455	2	20	98	120	0	20	98	118
5458	11	176	211	398	0	176	100	276
5466	0	0	2	2	0	0	0	0
5470	0	0	0	0	0	0	10	10
5472	0	0	390	390	0	0	0	0
5480	14	0	892	906	14	0	474	488
5484	12	0	38	50	0	20	0	20
5486	24	4	258	286	0	0	144	144
5487	0	0	255	255	0	0	10	10
5491	2	0	123	125	0	0	493	493
5492	0	0	0	0	8	0	0	8
5493	13	0	17	30	13	0	0	13
5503	0	0	3	3	0	0	853	853
5515	0	0	2	2	0	0	267	267
6167*	N/A	N/A	N/A	N/A	0	7	3	10
6327	82	25	59	166	0	18	41	59

- * New TAZ.

Table J-3: Updated Zones – Hotel-Motel Summary

Zones	Original			Updated		
	HM Units	HM Population	Occupancy Rate	HM Units	HM Population	Occupancy Rate
5442	0	0	73	617	450	73
5458	237	176	74.4	803	596	74.4
5466	2	2	81.4	0	0	81.4
5468	368	274	74.4	0	0	74.4
5472	390	290	74.4	0	0	74.4
5480	813	605	74.4	862	641	74.4
5484	53	39	74.4	0	0	74.4
5487	255	190	74.4	0	0	74.4
5491	80	60	74.4	986	1479	74.4
5500	0	0	0	300	223	0

- * New TAZ.

Table J-4: Updated Zones – Population Employment Summary

Zones	Population				Employment			
	Single Family	Multi-family	Total	Hotel-Motel	Industrial	Commercial	Service	Total
4537	0	0	0	0	0	0	10	10
5441	2448	95	2543	0	0	16	35	51
5442	1514	174	1688	450	0	0	309	309
5525*	0	0	0	0	0	17	25	42
5526*	0	141	141	0	4	0	0	4
5443	0	0	0	0	0	0	0	0
5449	397	348	745	0	0	0	0	0
5527*	0	0	0	0	2	0	0	2
5528*	0	348	348	0	0	0	29	29
5455	0	0	0	0	0	20	98	118
5458	0	1424	1424	596	0	176	100	276
5466	0	0	0	0	0	0	0	0
5468	940	0	940	0	25	2	32	59
5470	0	0	0	0	0	0	10	10
5472	245	0	245	0	0	0	0	0
5480	0	400	400	641	14	0	474	488
5484	1594	0	1594	0	0	20	0	20
5486	0	0	0	156	0	0	144	144
5487	1766	653	2419	0	0	0	10	10
5491	0	0	0	1479	0	0	493	493
5529*	979	0	979	0	0	0	0	0
5492	0	0	0	0	8	0	0	8
5493	220	0	220	0	13	0	0	13
5500	0	0	0	223	0	0	0	0
5503	0	0	0	1269	0	0	853	853
5515	2299	0	2299	397	0	0	267	267
6160*	1043	73	1116	0	0	0	0	0
6567*	231	0	231	0	0	0	0	0
6167	326	698	1024	0	0	7	3	10
6568*	203	462	665	0	0	0	0	0
6180	1555	126	1681	0	7	135	106	248
6327	30	2	32	0	0	18	41	59
6439	550	0	550	0	0	0	15	15
6474	1962	0	1962	0	15	21	226	262
6492	1958	326	2284	174	0	36	181	217

- * New TAZ.

MOCF

2015 Peak Season Factor Category Report - Report Type: ALL

Category: 7500 ORANGE COUNTYWIDE

MOCF: 0.98

Week	Dates	SF	PSCF
1	01/01/2015 - 01/03/2015	1.01	1.03
2	01/04/2015 - 01/10/2015	1.02	1.04
3	01/11/2015 - 01/17/2015	1.04	1.06
4	01/18/2015 - 01/24/2015	1.03	1.05
5	01/25/2015 - 01/31/2015	1.01	1.03
6	02/01/2015 - 02/07/2015	1.00	1.02
* 7	02/08/2015 - 02/14/2015	0.99	1.01
* 8	02/15/2015 - 02/21/2015	0.98	1.00
* 9	02/22/2015 - 02/28/2015	0.98	1.00
*10	03/01/2015 - 03/07/2015	0.98	1.00
*11	03/08/2015 - 03/14/2015	0.97	0.99
*12	03/15/2015 - 03/21/2015	0.98	1.00
*13	03/22/2015 - 03/28/2015	0.98	1.00
*14	03/29/2015 - 04/04/2015	0.98	1.00
*15	04/05/2015 - 04/11/2015	0.98	1.00
*16	04/12/2015 - 04/18/2015	0.99	1.01
*17	04/19/2015 - 04/25/2015	0.99	1.01
*18	04/26/2015 - 05/02/2015	0.99	1.01
*19	05/03/2015 - 05/09/2015	0.99	1.01
20	05/10/2015 - 05/16/2015	1.00	1.02
21	05/17/2015 - 05/23/2015	1.00	1.02
22	05/24/2015 - 05/30/2015	1.00	1.02
23	05/31/2015 - 06/06/2015	1.00	1.02
24	06/07/2015 - 06/13/2015	1.00	1.02
25	06/14/2015 - 06/20/2015	1.01	1.03
26	06/21/2015 - 06/27/2015	1.02	1.04
27	06/28/2015 - 07/04/2015	1.02	1.04
28	07/05/2015 - 07/11/2015	1.03	1.05
29	07/12/2015 - 07/18/2015	1.02	1.04
30	07/19/2015 - 07/25/2015	1.02	1.04
31	07/26/2015 - 08/01/2015	1.01	1.03
32	08/02/2015 - 08/08/2015	1.01	1.03
33	08/09/2015 - 08/15/2015	1.00	1.02
34	08/16/2015 - 08/22/2015	1.01	1.03
35	08/23/2015 - 08/29/2015	1.01	1.03
36	08/30/2015 - 09/05/2015	1.01	1.03
37	09/06/2015 - 09/12/2015	1.01	1.03
38	09/13/2015 - 09/19/2015	1.01	1.03
39	09/20/2015 - 09/26/2015	1.00	1.02
40	09/27/2015 - 10/03/2015	1.00	1.02
41	10/04/2015 - 10/10/2015	0.99	1.01
42	10/11/2015 - 10/17/2015	0.99	1.01
43	10/18/2015 - 10/24/2015	0.99	1.01
44	10/25/2015 - 10/31/2015	1.00	1.02
45	11/01/2015 - 11/07/2015	1.00	1.02
46	11/08/2015 - 11/14/2015	1.01	1.03
47	11/15/2015 - 11/21/2015	1.01	1.03
48	11/22/2015 - 11/28/2015	1.01	1.03
49	11/29/2015 - 12/05/2015	1.01	1.03
50	12/06/2015 - 12/12/2015	1.01	1.03
51	12/13/2015 - 12/19/2015	1.02	1.04
52	12/20/2015 - 12/26/2015	1.03	1.05
53	12/27/2015 - 12/31/2015	1.04	1.06

* Peak Season

2015 Peak Season Factor Category Report - Report Type: ALL
Category: 9200 OSCEOLA COUNTYWIDE

MOCF: 0.98

Week	Dates	SF	PSCF
1	01/01/2015 - 01/03/2015	0.98	1.00
2	01/04/2015 - 01/10/2015	1.01	1.03
3	01/11/2015 - 01/17/2015	1.04	1.06
4	01/18/2015 - 01/24/2015	1.02	1.04
5	01/25/2015 - 01/31/2015	1.01	1.03
* 6	02/01/2015 - 02/07/2015	1.00	1.02
* 7	02/08/2015 - 02/14/2015	0.98	1.00
* 8	02/15/2015 - 02/21/2015	0.98	1.00
* 9	02/22/2015 - 02/28/2015	0.97	0.99
*10	03/01/2015 - 03/07/2015	0.96	0.98
*11	03/08/2015 - 03/14/2015	0.95	0.97
*12	03/15/2015 - 03/21/2015	0.96	0.98
*13	03/22/2015 - 03/28/2015	0.97	0.99
*14	03/29/2015 - 04/04/2015	0.98	1.00
*15	04/05/2015 - 04/11/2015	0.99	1.01
*16	04/12/2015 - 04/18/2015	0.99	1.01
*17	04/19/2015 - 04/25/2015	1.00	1.02
*18	04/26/2015 - 05/02/2015	1.00	1.02
19	05/03/2015 - 05/09/2015	1.01	1.03
20	05/10/2015 - 05/16/2015	1.01	1.03
21	05/17/2015 - 05/23/2015	1.01	1.03
22	05/24/2015 - 05/30/2015	1.01	1.03
23	05/31/2015 - 06/06/2015	1.01	1.03
24	06/07/2015 - 06/13/2015	1.01	1.03
25	06/14/2015 - 06/20/2015	1.02	1.04
26	06/21/2015 - 06/27/2015	1.02	1.04
27	06/28/2015 - 07/04/2015	1.02	1.04
28	07/05/2015 - 07/11/2015	1.02	1.04
29	07/12/2015 - 07/18/2015	1.02	1.04
30	07/19/2015 - 07/25/2015	1.03	1.05
31	07/26/2015 - 08/01/2015	1.03	1.05
32	08/02/2015 - 08/08/2015	1.03	1.05
33	08/09/2015 - 08/15/2015	1.03	1.05
34	08/16/2015 - 08/22/2015	1.04	1.06
35	08/23/2015 - 08/29/2015	1.04	1.06
36	08/30/2015 - 09/05/2015	1.04	1.06
37	09/06/2015 - 09/12/2015	1.05	1.07
38	09/13/2015 - 09/19/2015	1.04	1.06
39	09/20/2015 - 09/26/2015	1.03	1.05
40	09/27/2015 - 10/03/2015	1.02	1.04
41	10/04/2015 - 10/10/2015	1.02	1.04
42	10/11/2015 - 10/17/2015	1.01	1.03
43	10/18/2015 - 10/24/2015	1.00	1.02
44	10/25/2015 - 10/31/2015	1.00	1.02
45	11/01/2015 - 11/07/2015	0.99	1.01
46	11/08/2015 - 11/14/2015	0.99	1.01
47	11/15/2015 - 11/21/2015	0.99	1.01
48	11/22/2015 - 11/28/2015	0.99	1.01
49	11/29/2015 - 12/05/2015	0.98	1.00
50	12/06/2015 - 12/12/2015	0.98	1.00
51	12/13/2015 - 12/19/2015	1.00	1.02
52	12/20/2015 - 12/26/2015	1.02	1.04
53	12/27/2015 - 12/31/2015	1.04	1.06

* Peak Season

2015 Peak Season Factor Category Report - Report Type: ALL
Category: 9241 OSCEOLA I4 RURAL

MOCF: 0.97

Week	Dates	SF	PSCF
1	01/01/2015 - 01/03/2015	1.01	1.04
2	01/04/2015 - 01/10/2015	1.04	1.07
3	01/11/2015 - 01/17/2015	1.08	1.11
4	01/18/2015 - 01/24/2015	1.07	1.10
5	01/25/2015 - 01/31/2015	1.06	1.09
6	02/01/2015 - 02/07/2015	1.06	1.09
7	02/08/2015 - 02/14/2015	1.05	1.08
8	02/15/2015 - 02/21/2015	1.02	1.05
9	02/22/2015 - 02/28/2015	0.99	1.02
*10	03/01/2015 - 03/07/2015	0.96	0.99
*11	03/08/2015 - 03/14/2015	0.94	0.97
*12	03/15/2015 - 03/21/2015	0.95	0.98
*13	03/22/2015 - 03/28/2015	0.96	0.99
*14	03/29/2015 - 04/04/2015	0.97	1.00
*15	04/05/2015 - 04/11/2015	0.98	1.01
*16	04/12/2015 - 04/18/2015	0.98	1.01
*17	04/19/2015 - 04/25/2015	0.98	1.01
*18	04/26/2015 - 05/02/2015	0.99	1.02
*19	05/03/2015 - 05/09/2015	0.99	1.02
*20	05/10/2015 - 05/16/2015	0.99	1.02
*21	05/17/2015 - 05/23/2015	0.99	1.02
*22	05/24/2015 - 05/30/2015	0.99	1.02
23	05/31/2015 - 06/06/2015	0.98	1.01
24	06/07/2015 - 06/13/2015	0.98	1.01
25	06/14/2015 - 06/20/2015	0.98	1.01
26	06/21/2015 - 06/27/2015	0.98	1.01
27	06/28/2015 - 07/04/2015	0.97	1.00
28	07/05/2015 - 07/11/2015	0.97	1.00
29	07/12/2015 - 07/18/2015	0.98	1.01
30	07/19/2015 - 07/25/2015	0.99	1.02
31	07/26/2015 - 08/01/2015	1.00	1.03
32	08/02/2015 - 08/08/2015	1.01	1.04
33	08/09/2015 - 08/15/2015	1.02	1.05
34	08/16/2015 - 08/22/2015	1.03	1.06
35	08/23/2015 - 08/29/2015	1.03	1.06
36	08/30/2015 - 09/05/2015	1.04	1.07
37	09/06/2015 - 09/12/2015	1.04	1.07
38	09/13/2015 - 09/19/2015	1.03	1.06
39	09/20/2015 - 09/26/2015	1.02	1.05
40	09/27/2015 - 10/03/2015	1.01	1.04
41	10/04/2015 - 10/10/2015	1.00	1.03
42	10/11/2015 - 10/17/2015	1.00	1.03
43	10/18/2015 - 10/24/2015	1.00	1.03
44	10/25/2015 - 10/31/2015	1.00	1.03
45	11/01/2015 - 11/07/2015	1.01	1.04
46	11/08/2015 - 11/14/2015	1.01	1.04
47	11/15/2015 - 11/21/2015	1.01	1.04
48	11/22/2015 - 11/28/2015	1.01	1.04
49	11/29/2015 - 12/05/2015	1.01	1.04
50	12/06/2015 - 12/12/2015	1.01	1.04
51	12/13/2015 - 12/19/2015	1.03	1.06
52	12/20/2015 - 12/26/2015	1.05	1.08
53	12/27/2015 - 12/31/2015	1.08	1.11

* Peak Season

2015 Peak Season Factor Category Report - Report Type: ALL

Category: 1600 POLK COUNTYWIDE

MOCF: 0.95

Week	Dates	SF	PSCF
1	01/01/2015 - 01/03/2015	0.96	1.01
2	01/04/2015 - 01/10/2015	0.99	1.04
3	01/11/2015 - 01/17/2015	1.02	1.07
4	01/18/2015 - 01/24/2015	1.00	1.05
* 5	01/25/2015 - 01/31/2015	0.98	1.03
* 6	02/01/2015 - 02/07/2015	0.96	1.01
* 7	02/08/2015 - 02/14/2015	0.94	0.99
* 8	02/15/2015 - 02/21/2015	0.94	0.99
* 9	02/22/2015 - 02/28/2015	0.93	0.98
*10	03/01/2015 - 03/07/2015	0.92	0.97
*11	03/08/2015 - 03/14/2015	0.92	0.97
*12	03/15/2015 - 03/21/2015	0.93	0.98
*13	03/22/2015 - 03/28/2015	0.94	0.99
*14	03/29/2015 - 04/04/2015	0.95	1.00
*15	04/05/2015 - 04/11/2015	0.97	1.02
*16	04/12/2015 - 04/18/2015	0.97	1.02
*17	04/19/2015 - 04/25/2015	0.98	1.03
18	04/26/2015 - 05/02/2015	0.99	1.04
19	05/03/2015 - 05/09/2015	1.00	1.05
20	05/10/2015 - 05/16/2015	1.01	1.06
21	05/17/2015 - 05/23/2015	1.02	1.07
22	05/24/2015 - 05/30/2015	1.03	1.08
23	05/31/2015 - 06/06/2015	1.04	1.09
24	06/07/2015 - 06/13/2015	1.05	1.11
25	06/14/2015 - 06/20/2015	1.06	1.12
26	06/21/2015 - 06/27/2015	1.07	1.13
27	06/28/2015 - 07/04/2015	1.08	1.14
28	07/05/2015 - 07/11/2015	1.09	1.15
29	07/12/2015 - 07/18/2015	1.08	1.14
30	07/19/2015 - 07/25/2015	1.08	1.14
31	07/26/2015 - 08/01/2015	1.08	1.14
32	08/02/2015 - 08/08/2015	1.07	1.13
33	08/09/2015 - 08/15/2015	1.07	1.13
34	08/16/2015 - 08/22/2015	1.06	1.12
35	08/23/2015 - 08/29/2015	1.06	1.12
36	08/30/2015 - 09/05/2015	1.05	1.11
37	09/06/2015 - 09/12/2015	1.05	1.11
38	09/13/2015 - 09/19/2015	1.04	1.09
39	09/20/2015 - 09/26/2015	1.03	1.08
40	09/27/2015 - 10/03/2015	1.02	1.07
41	10/04/2015 - 10/10/2015	1.01	1.06
42	10/11/2015 - 10/17/2015	0.99	1.04
43	10/18/2015 - 10/24/2015	0.99	1.04
44	10/25/2015 - 10/31/2015	0.99	1.04
45	11/01/2015 - 11/07/2015	0.99	1.04
46	11/08/2015 - 11/14/2015	0.99	1.04
47	11/15/2015 - 11/21/2015	0.98	1.03
48	11/22/2015 - 11/28/2015	0.97	1.02
49	11/29/2015 - 12/05/2015	0.97	1.02
50	12/06/2015 - 12/12/2015	0.96	1.01
51	12/13/2015 - 12/19/2015	0.98	1.03
52	12/20/2015 - 12/26/2015	1.00	1.05
53	12/27/2015 - 12/31/2015	1.02	1.07

* Peak Season

2015 Peak Season Factor Category Report - Report Type: ALL
Category: 1604 POLK I4

MOCF: 0.97

Week	Dates	SF	PSCF
1	01/01/2015 - 01/03/2015	0.98	1.01
2	01/04/2015 - 01/10/2015	1.03	1.06
3	01/11/2015 - 01/17/2015	1.08	1.11
4	01/18/2015 - 01/24/2015	1.06	1.09
5	01/25/2015 - 01/31/2015	1.04	1.07
6	02/01/2015 - 02/07/2015	1.02	1.05
7	02/08/2015 - 02/14/2015	1.00	1.03
* 8	02/15/2015 - 02/21/2015	0.98	1.01
* 9	02/22/2015 - 02/28/2015	0.96	0.99
*10	03/01/2015 - 03/07/2015	0.94	0.97
*11	03/08/2015 - 03/14/2015	0.93	0.96
*12	03/15/2015 - 03/21/2015	0.94	0.97
*13	03/22/2015 - 03/28/2015	0.96	0.99
*14	03/29/2015 - 04/04/2015	0.97	1.00
*15	04/05/2015 - 04/11/2015	0.99	1.02
*16	04/12/2015 - 04/18/2015	0.99	1.02
*17	04/19/2015 - 04/25/2015	0.99	1.02
*18	04/26/2015 - 05/02/2015	0.99	1.02
*19	05/03/2015 - 05/09/2015	1.00	1.03
*20	05/10/2015 - 05/16/2015	1.00	1.03
21	05/17/2015 - 05/23/2015	1.00	1.03
22	05/24/2015 - 05/30/2015	1.00	1.03
23	05/31/2015 - 06/06/2015	1.00	1.03
24	06/07/2015 - 06/13/2015	1.00	1.03
25	06/14/2015 - 06/20/2015	1.00	1.03
26	06/21/2015 - 06/27/2015	1.00	1.03
27	06/28/2015 - 07/04/2015	1.00	1.03
28	07/05/2015 - 07/11/2015	1.01	1.04
29	07/12/2015 - 07/18/2015	1.01	1.04
30	07/19/2015 - 07/25/2015	1.02	1.05
31	07/26/2015 - 08/01/2015	1.02	1.05
32	08/02/2015 - 08/08/2015	1.03	1.06
33	08/09/2015 - 08/15/2015	1.04	1.07
34	08/16/2015 - 08/22/2015	1.04	1.07
35	08/23/2015 - 08/29/2015	1.04	1.07
36	08/30/2015 - 09/05/2015	1.04	1.07
37	09/06/2015 - 09/12/2015	1.05	1.08
38	09/13/2015 - 09/19/2015	1.04	1.07
39	09/20/2015 - 09/26/2015	1.03	1.06
40	09/27/2015 - 10/03/2015	1.02	1.05
41	10/04/2015 - 10/10/2015	1.01	1.04
42	10/11/2015 - 10/17/2015	1.01	1.04
43	10/18/2015 - 10/24/2015	1.00	1.03
44	10/25/2015 - 10/31/2015	1.00	1.03
45	11/01/2015 - 11/07/2015	1.00	1.03
46	11/08/2015 - 11/14/2015	1.00	1.03
47	11/15/2015 - 11/21/2015	0.99	1.02
48	11/22/2015 - 11/28/2015	0.99	1.02
49	11/29/2015 - 12/05/2015	0.98	1.01
50	12/06/2015 - 12/12/2015	0.98	1.01
51	12/13/2015 - 12/19/2015	1.01	1.04
52	12/20/2015 - 12/26/2015	1.04	1.07
53	12/27/2015 - 12/31/2015	1.08	1.11

* Peak Season

2015 Peak Season Factor Category Report - Report Type: ALL

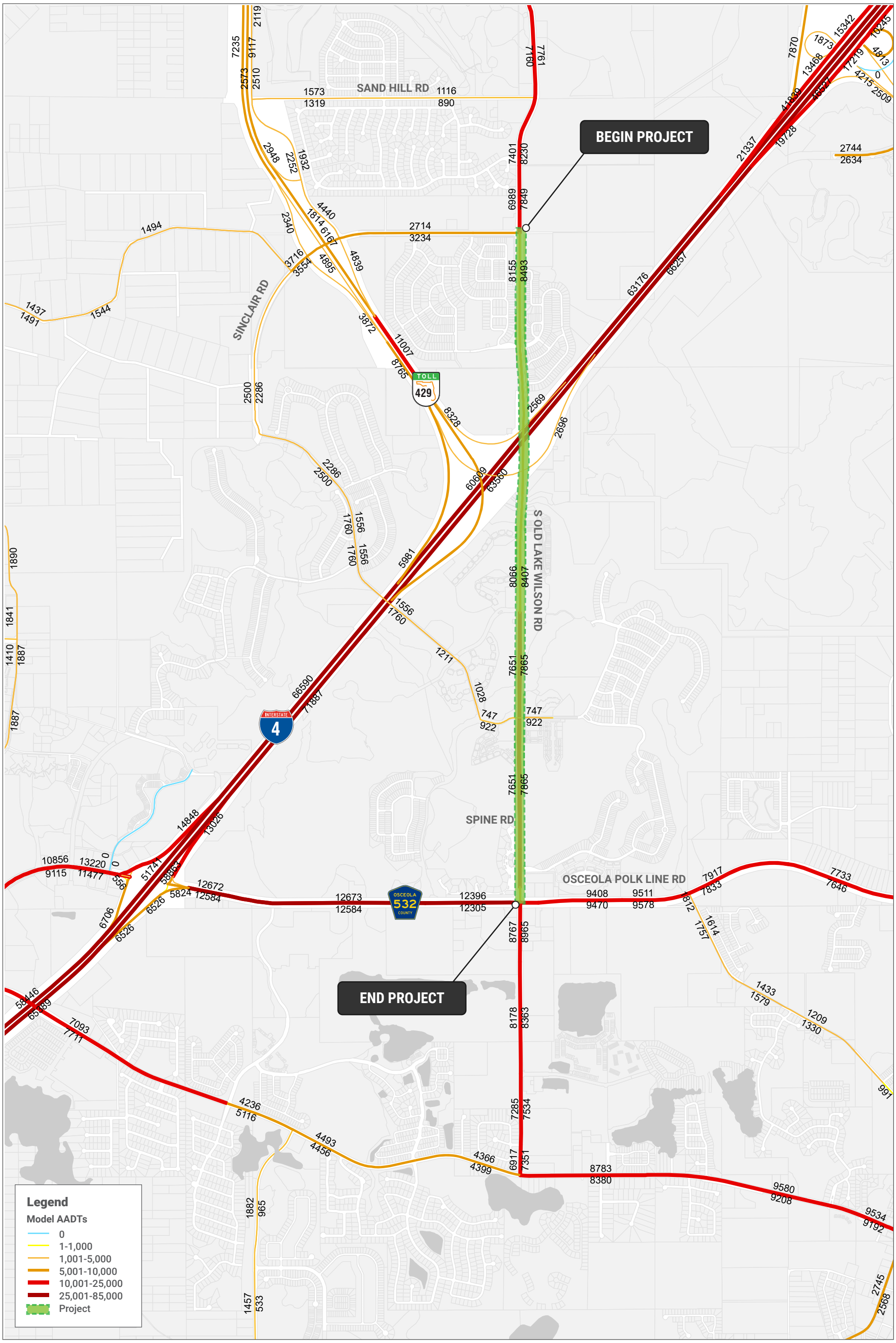
Category: 1100 LAKE COUNTYWIDE

MOCF: 0.96

Week	Dates	SF	PSCF
1	01/01/2015 - 01/03/2015	0.98	1.02
2	01/04/2015 - 01/10/2015	1.00	1.04
3	01/11/2015 - 01/17/2015	1.03	1.07
4	01/18/2015 - 01/24/2015	1.01	1.05
* 5	01/25/2015 - 01/31/2015	0.99	1.03
* 6	02/01/2015 - 02/07/2015	0.97	1.01
* 7	02/08/2015 - 02/14/2015	0.95	0.99
* 8	02/15/2015 - 02/21/2015	0.95	0.99
* 9	02/22/2015 - 02/28/2015	0.94	0.98
*10	03/01/2015 - 03/07/2015	0.94	0.98
*11	03/08/2015 - 03/14/2015	0.93	0.97
*12	03/15/2015 - 03/21/2015	0.94	0.98
*13	03/22/2015 - 03/28/2015	0.95	0.99
*14	03/29/2015 - 04/04/2015	0.96	1.00
*15	04/05/2015 - 04/11/2015	0.97	1.01
*16	04/12/2015 - 04/18/2015	0.98	1.02
*17	04/19/2015 - 04/25/2015	0.99	1.03
18	04/26/2015 - 05/02/2015	1.00	1.04
19	05/03/2015 - 05/09/2015	1.01	1.05
20	05/10/2015 - 05/16/2015	1.02	1.06
21	05/17/2015 - 05/23/2015	1.03	1.07
22	05/24/2015 - 05/30/2015	1.04	1.08
23	05/31/2015 - 06/06/2015	1.05	1.09
24	06/07/2015 - 06/13/2015	1.06	1.10
25	06/14/2015 - 06/20/2015	1.07	1.11
26	06/21/2015 - 06/27/2015	1.08	1.13
27	06/28/2015 - 07/04/2015	1.08	1.13
28	07/05/2015 - 07/11/2015	1.09	1.14
29	07/12/2015 - 07/18/2015	1.09	1.14
30	07/19/2015 - 07/25/2015	1.08	1.13
31	07/26/2015 - 08/01/2015	1.07	1.11
32	08/02/2015 - 08/08/2015	1.06	1.10
33	08/09/2015 - 08/15/2015	1.06	1.10
34	08/16/2015 - 08/22/2015	1.05	1.09
35	08/23/2015 - 08/29/2015	1.05	1.09
36	08/30/2015 - 09/05/2015	1.04	1.08
37	09/06/2015 - 09/12/2015	1.04	1.08
38	09/13/2015 - 09/19/2015	1.02	1.06
39	09/20/2015 - 09/26/2015	1.01	1.05
40	09/27/2015 - 10/03/2015	1.00	1.04
41	10/04/2015 - 10/10/2015	0.99	1.03
42	10/11/2015 - 10/17/2015	0.98	1.02
43	10/18/2015 - 10/24/2015	0.98	1.02
44	10/25/2015 - 10/31/2015	0.99	1.03
45	11/01/2015 - 11/07/2015	0.99	1.03
46	11/08/2015 - 11/14/2015	0.99	1.03
47	11/15/2015 - 11/21/2015	0.99	1.03
48	11/22/2015 - 11/28/2015	0.99	1.03
49	11/29/2015 - 12/05/2015	0.98	1.02
50	12/06/2015 - 12/12/2015	0.98	1.02
51	12/13/2015 - 12/19/2015	0.99	1.03
52	12/20/2015 - 12/26/2015	1.01	1.05
53	12/27/2015 - 12/31/2015	1.03	1.07

* Peak Season

BASE YEAR MODEL PLOTS



OLD LAKE WILSON ROAD | PD&E Study

2015 Daily Model AADT in Study Area

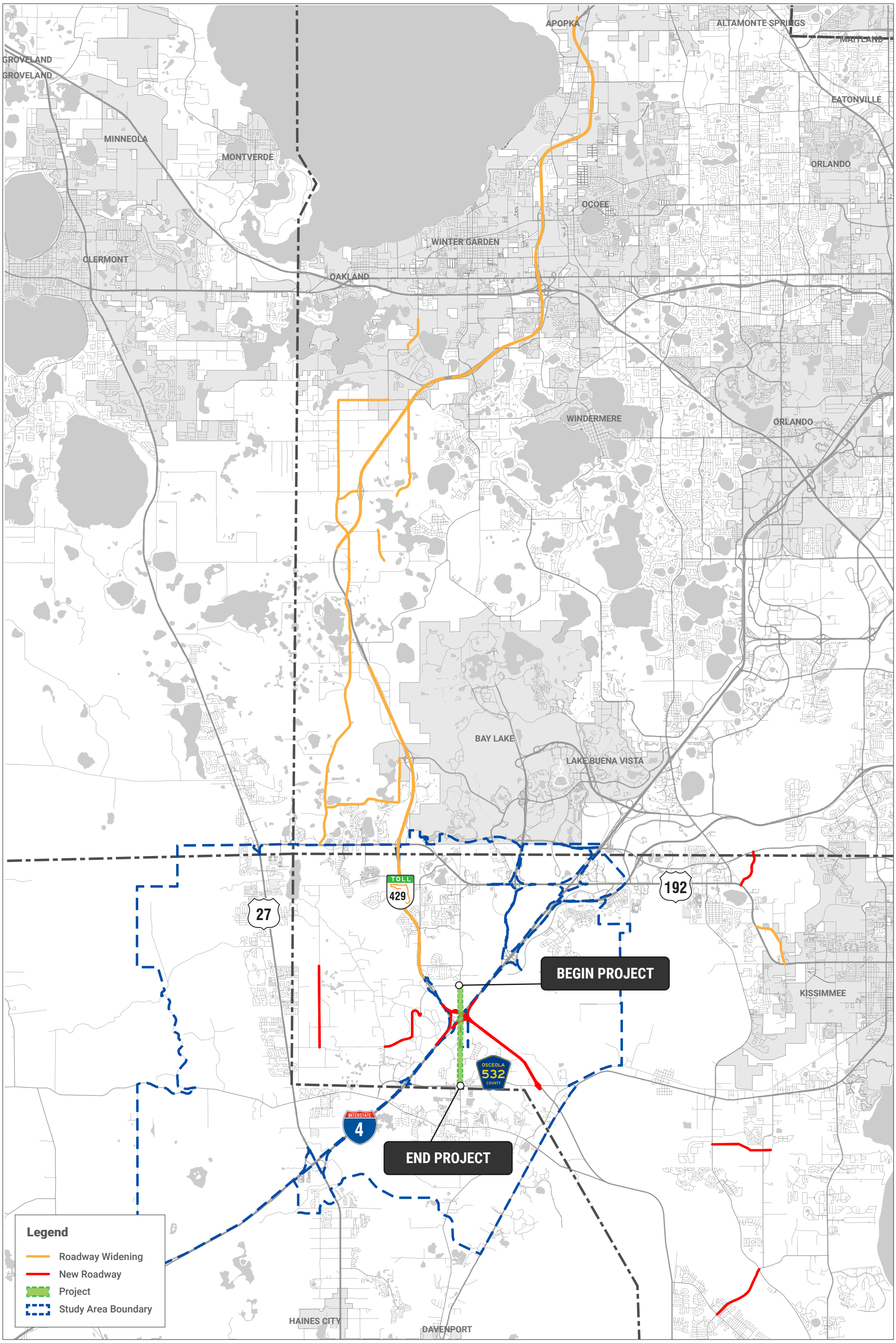
Figure J-6

APPENDIX K – FUTURE YEAR MODEL DEVELOPMENT

Contained in this Appendix –

- Future Year Network Modifications
- Future Year Land Use Modifications
- Future Year Model Plots (Initial Run)
- Future Year Model Plots (Final Run)

FUTURE YEAR NETWORK MODIFICATIONS


APOPKA
ALTAMONTE SPRINGS
MAITLAND
GROVELAND
GROVELAND
EATONVILLE
MINNEOLA
MONTVERDE
ORLANDO
OCOEE
WINTER GARDEN
CLERMONT
OAKLAND
WINDERMERE
ORLANDO
BAY LAKE
LAKE BUENA VISTA
TOLL
429
27
192
BEGIN PROJECT
KISSIMMEE
OSCEOLA
532
COUNTY
INTERSTATE
4
END PROJECT
HAINES CITY
DAVENPORT
Legend
Roadway Widening
New Roadway
Project
Study Area Boundary
Scale in Miles
0
2.5
North

FUTURE YEAR LAND USE MODEL INFORMATION

Table K-1: Updated Zones – Population Summary

Zones	Original			Updated		
	Single Family	Multi-Family	Total	Single Family	Multi-Family	Total
5442	2275	1274	3549	1782	174	1956
5525*	N/A	N/A	N/A	0	0	0
5526*	N/A	N/A	N/A	0	141	141
5449	1284	2334	3618	599	2835	3434
5527*	N/A	N/A	N/A	0	0	0
5528*	N/A	N/A	N/A	0	2835	2835
5455	0	559	559	0	0	0
5458	1629	1788	3417	0	1424	1424
5466	541	412	953	566	0	566
5468	1623	2115	3738	2497	1755	4252
5472	1347	813	2160	1839	494	2333
5480	1713	598	2311	679	1303	1982
5484	1594	0	1594	1594	720	2314
5486	5	165	170	0	181	181
5487	3266	1405	4671	4947	877	5824
5491	1370	8200	9570	0	0	0
5529*	N/A	N/A	N/A	979	0	979
5492	807	350	1157	2386	344	2730
5493	2908	240	3148	768	0	768
5495	9	280	289	9	352	361
5500	0	0	0	0	200	200
6160	1804	177	1981	1524	177	1701
6567*	N/A	N/A	N/A	280	0	280
6167	529	1333	1862	549	802	1351
6568*	N/A	N/A	N/A	342	531	873
6263	2417	11	2428	3047	11	3058
6314	2246	17	2263	2392	17	2409
6475	6020	256	6276	6940	256	7196

* New TAZ.

Table K-2: Updated Zones – Employment Summary

Zones	Original				Updated			
	Industrial	Commercial	Service	Total	Industrial	Commercial	Service	Total
5442	4	579	2444	3027	0	0	309	309
5525*	N/A	N/A	N/A	N/A	0	17	25	42
5526*	N/A	N/A	N/A	N/A	4	0	0	4
5449	2	2620	4022	6644	0	145	0	145
5527*	N/A	N/A	N/A	N/A	0	290	0	290
5528*	N/A	N/A	N/A	N/A	0	280	759	1039
5455	2	98	186	286	0	98	186	284
5458	11	218	563	792	0	218	452	670
5466	0	161	224	385	0	0	0	0
5468	25	334	495	854	0	10	270	280
5472	0	0	482	482	0	0	10	10
5473	0	2133	3281	5414	1500	0	0	1500
5480	14	17	1204	1235	14	17	431	462
5484	12	52	240	304	12	20	40	72
5486	24	178	922	1124	0	0	96	96
5487	0	3	266	269	0	0	20	20
5491	2	160	1013	1175	0	385	1999	2384
5529*	N/A	N/A	N/A	N/A	0	0	0	0
5492	0	32	120	152	8	10	20	38
5498	0	38	2003	2041	0	38	3501	3539
5503	0	58	298	356	0	58	1555	1613
5515	0	0	94	94	0	0	292	292
6567*	N/A	N/A	N/A	N/A	0	0	0	0
6167	10	0	376	386	10	0	207	217
6568*	N/A	N/A	N/A	N/A	0	0	169	169
6389	0	40	102	142	0	40	150	190
6449	0	0	57	57	0	0	80	80
6475	13	86	475	574	13	86	647	746

* New TAZ.

Table K-3: Updated Zones – Hotel-Motel Summary

Zones	Original			Updated		
	HM Units	HM Population	Occupancy Rate	HM Units	HM Population	Occupancy Rate
5442	1320	2402	80	617	1123	87
5525*	N/A	N/A	N/A	0	0	0
5526*	N/A	N/A	N/A	0	0	0
5449	3276	5901	80	0	0	87
5527*	N/A	N/A	N/A	0	0	0
5528*	N/A	N/A	N/A	957	1742	87
5455	74	149	80	114	230	80
5458	616	1141	80	903	1673	80
5466	36	71	80	0	0	80
5468	834	1526	80	0	0	80
5472	711	1272	74.4	0	0	74.4
5480	1720	3128	80	862	1568	80
5484	97	173	74.4	0	0	74.4
5486	351	631	81.4	192	156	81.4
5487	465	832	74.4	0	0	74.4
5491	418	805	80	3950	5925	50
5529*	N/A	N/A	N/A	0	0	50
5493	259	517	80	0	0	80
5495	1935	3484	81.4	1061	864	81.4
5500	0	0	0	300	223	74.4
6567*	N/A	N/A	N/A	0	0	0
6167	751	1277	87	413	702	0
6568*	N/A	N/A	N/A	338	575	0

* New TAZ.

Table K-4: Updated Zones – School Enrollment

Zones	School Enrollment	
	Original	Updated
5484	0	400

Table K-5: Updated Zones – Population Employment Summary

Zones	Population				Employment			
	Single Family	Multi-family	Total	Hotel-Motel	Industrial	Commercial	Service	Total
5442	1782	174	1956	1123	0	0	309	309
5525*	0	0	0	0	0	17	25	42
5526*	0	141	141	0	4	0	0	4
5443	11280	2164	13444	2135	178	345	1277	1800
5449	599	2835	3434	0	0	145	0	145
5527*	0	0	0	0	0	290	0	290
5528*	0	2835	2835	1742	0	280	759	1039
5455	0	0	0	230	0	98	186	284
5458	0	1424	1424	1673	0	218	452	670
5466	566	0	566	0	0	0	0	0
5468	2497	1755	4252	0	0	10	270	280
5472	1839	494	2333	0	0	0	10	10
5473	0	0	0	0	1500	0	0	1500
5480	679	1303	1982	1568	14	17	431	462
5484	1594	720	2314	0	12	20	40	72
5486	0	181	181	156	0	0	96	96
5487	4947	877	5824	0	0	0	20	20
5491	0	0	0	5925	0	385	1999	2384
5529*	979	0	979	0	0	0	0	0
5492	2386	344	2730	0	8	10	20	38
5493	768	0	768	0	13	0	289	302
5495	9	352	361	864	0	491	584	1075
5498	0	0	0	12608	0	38	3501	3539
5500	0	200	200	223	0	11	39	50
5503	0	0	0	5562	0	58	1555	1613
5515	2299	0	2299	1741	0	0	292	292
6160	1524	177	1701	1450	0	8	486	494
6567*	280	0	280	0	0	0	0	0
6167	549	802	1351	702	10	0	207	217
6568*	342	531	873	575	0	0	169	169
6263	3047	11	3058	1822	18	133	428	579
6314	2392	17	2409	1211	0	7	228	235
6389	1053	251	1304	2215	0	40	150	190
6449	0	0	0	867	0	0	80	80
6475	6940	256	7196	1418	13	86	647	746

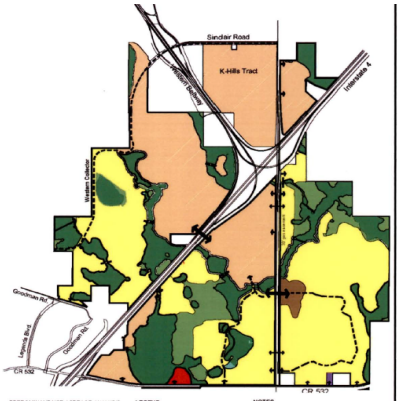
* New TAZ.

Reunion DRI

Original		2015											2045										
	TAZ	SF_DU	SF_POP	MF_DU	MF_POP	HM_DU	HM_POP	IND_EMP	COM_EMP	SVC_EMP	TOT_EMP	SCHL_K12	SF_DU	SF_POP	MF_DU	MF_POP	HM_DU	HM_POP	IND_EMP	COM_EMP	SVC_EMP	TOT_EMP	SCHL_K12
	5442	473	1514	210	181	617	450	4	17	1266	1287	0	711	2275	1656	1274	1320	2402	4	579	2444	3027	0
	5449	124	397	806	695	1671	1220	2	0	29	31	0	401	1284	2978	2334	3276	5901	2	2620	4022	6644	1986
	5466	0	0	0	0	2	2	0	0	2	2	0	197	541	241	412	36	71	0	161	224	385	0
	5468	295	940	1	2	368	274	25	2	32	59	0	509	1623	1206	2115	834	1526	25	334	495	854	0
	5472	77	245	0	0	390	290	0	0	390	390	0	427	1347	474	813	711	1272	0	0	482	482	0
DRI Total	Total	**969**		**1017**		**3048**							**2245**		**6555**		**6177**		**31**	**3694**	**7667**	**11392**	
Updated		**2015**											**2045**										
	TAZ	SF_DU	SF_POP	MF_DU	MF_POP	HM_DU	HM_POP	IND_EMP	COM_EMP	SVC_EMP	TOT_EMP	SCHL_K12	SF_DU	SF_POP	MF_DU	MF_POP	HM_DU	HM_POP	IND_EMP	COM_EMP	SVC_EMP	TOT_EMP	SCHL_K12
Reunion East	5442	473	1514	**116**	**174**	617	**450**	**0**	**0**	**309**	**309**	**0**	**557**	**1782**	**116**	**174**	**617**	**1123**	**0**	**0**	**309**	**309**	**0**
	5525	0	0	0	0	0	0	**0**	**17**	**25**	**42**	**0**	0	0	0	0	0	0	**0**	**17**	**25**	**42**	**0**
North Parcel	5526	0	0	**94**	**141**	0	0	**4**	**0**	**0**	**4**	**0**	0	0	**94**	**141**	**0**	**0**	**4**	**0**	**0**	**4**	**0**
Reunion West	5449	124	397	**403**	**348**	0	0	**0**	**0**	**0**	**0**	**0**	**187**	**599**	**1890**	**2835**	**0**	**0**	**0**	**145**	**0**	**145**	**0**
Near I-4	5527	0	0	0	0	0	0	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**290**	**0**	**290**	**0**
North Parcel	5528	0	0	**403**	**348**	**0**	**0**	**0**	**0**	**29**	**29**	**0**	0	0	**1890**	**2835**	**957**	**1742**	**0**	**280**	**759**	**1039**	**0**
	5466	0	0	0	0	0	**0**	**0**	**0**	**0**	**0**	**0**	**206**	**566**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Reunion West CDD	5468	295	940	**0**	**0**	0	0	**25**	**2**	**32**	**59**	**0**	**783**	**2497**	**1001**	**1755**	**0**	**0**	**0**	**10**	**270**	**280**	**0**
Encore Resort+Sentosa Reunion	5472	77	245	0	0	0	0	**0**	**0**	**0**	**0**	**0**	**583**	**1839**	**288**	**494**	**0**	**0**	**0**	**0**	**10**	**10**	**0**
DRI Total	Total	**969**	**3096**	**1016**	**1011**	**617**	**450**	**31**	**19**	**395**	**445**	**0**	**2316**	**7283**	**4432**	**7740**	**1574**	**2865**	**4**	**726**	**1348**	**2078**	**0**
												TARGET	**1800**		**4433**		**1574**			**726**	**1347**		

Additional changes
1 Include MF into TAZ 5526 (Update TAZ)
2 Update POP

Source **The project has 6,233 residential dwelling units,**
1,574 hotel rooms,
140,000 SF of office space,
484,000 SF of retail space,
and a 54 hole golf course on a total project size of approximately 2,226 acres.



3.3. Development Summary.

The approved development for the Property consists or the following:

LAND USE ANALYSIS DY UNIT COUNT - SQUARE FOOTAGE - NUMBER OF HOLES	
Land Use Designation	**Units/Square Feet/Holes**
Resort Multi-Family [1]	4,433 Units
Resort Single Family	1,800 Units
Hotel	1,574 Rooms
Office	140,000 sq. Ft.
Retail	484,000 sq. Ft.
Golf	54 Holes

Mystic Dunes DRI

Original		2015												2045										
	TAZ	SF_DU	SF_POP	MF_DU	MF_POP	HM_DU	HM_POP	IND_EMP	COM_EMP	SVC_EMP	TOT_EMP	SCHL_K12		SF_DU	SF_POP	MF_DU	MF_POP	HM_DU	HM_POP	IND_EMP	COM_EMP	SVC_EMP	TOT_EMP	SCHL_K12
	5491	307	979	0	0	80	60	2	0	123	125	0		429	1370	4793	8200	418	805	2	160	1013	1175	0

Updated		2015												2045										
	TAZ	SF_DU	SF_POP	MF_DU	MF_POP	HM_DU	HM_POP	IND_EMP	COM_EMP	SVC_EMP	TOT_EMP	SCHL_K12		SF_DU	SF_POP	MF_DU	MF_POP	HM_DU	HM_POP	IND_EMP	COM_EMP	SVC_EMP	TOT_EMP	SCHL_K12
Indian Ridge Villas	5529	307	979	0	0	0	0	0	0	0	0	0		307	979	0	0	0	0	0	0	0	0	0
Mystic Dunes DRI	5491	0	0	0	0	986	1479	0	0	493	493	0		0	0	0	0	3950	5925	0	385	1999	2384	0

Additional changes

1 Split Zone 5491
2 Adjust the HM Occupancy rate to 50%

Source:

The Mystic Dunes Resort and Golf Club DRI was first approved by the Osceola County Board of County Commissioner in December of 1990 under the project name of the World Golf and Tennis DRI. The Development Order has been amended several times and has a current buildout date of December 31, 2019. The project has 3,950 resort villas/time share units, 186,250 SF of retail space, 6,000 SF for a quality restaurant, 6,000 SF for a day care, an 18 hole golf course and 6 tennis courts with related facilities including a 225,000 SF golf clubhouse. The total project size is approximately 606 acres

https://www.diamondresortsandhotels.com/Resorts/Mystic-Dunes-Resort-and-Golf-Club/FactSheet

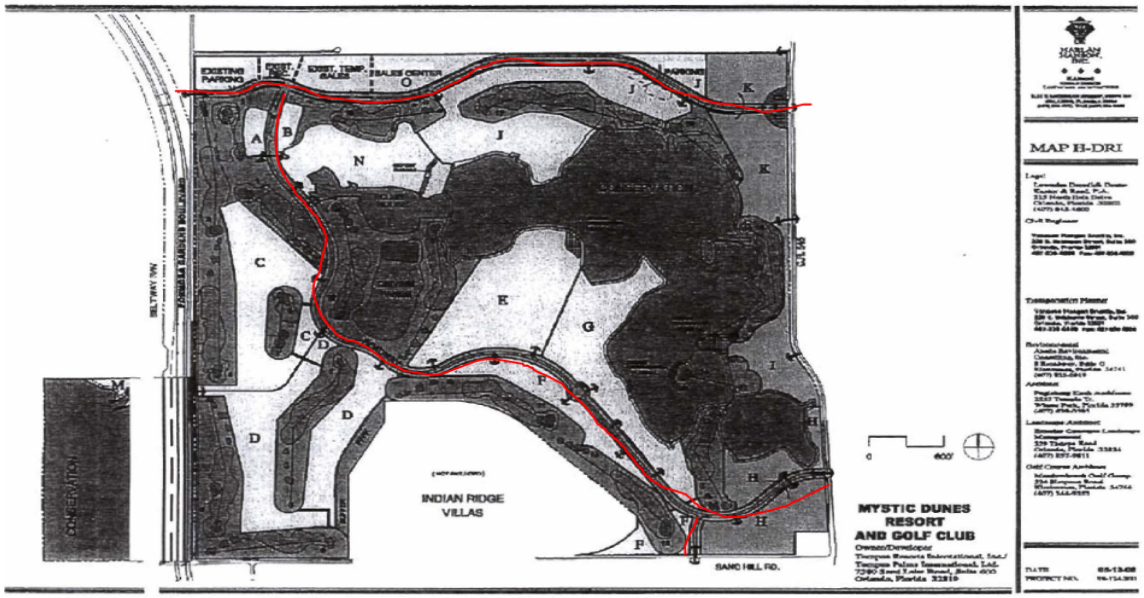


Exhibit 2 (continued)
Page 2-1
DRI LAND USE MAP H FOR MYSTIC DUNES (FKA THE PALMS)
Updated May 13, 2008

Exhibit 2 (continued)Page 2-2
THE MYSTIC DUNES DRI LAND USE TABLE
May 13, 2008

Parcel	Acreage	Land Use (See Notes)	No. of Units (See Notes)	No. of Square Feet (See Notes)
A	2.24	RV/TS	72	
B	2.06	RV/TS	36	
C	22.08	RV/TS	564	
D	29.70	RV/TS	679	
E	28.26	RV/TS	502	
F	13.60	RV/TS	322	
G	25.23	RV/TS	487	
H	19.73	RV/TS Commercial	117 -	- 44,250
I	10.27	RV/TS Commercial	206	
J	33.50	RV/TS Commercial	479 -	- 5,000
K	20.51	Commercial		137,000
L	9.14	Club House & Cart Barn		25,000 existing 10,000 existing 225,000 approved
M	1.93	Commercial		(Note 1)
N	18.25	RV/TS	366	
O	7.05	RV/TS Commercial	120 -	- 6,000
Sub Total	244.49		3,950	
18 Hole Golf Course	159.06			
Existing & Future Roadway	45.40			
Conservation	139.27			
Existing Parking, Recreation, Sales	12.07	Tennis Club Day Care		15,000 6,000
Open Space (Note 2)	5.75	Buffer/Park		
Total (Note 3)	606.00		3,950 RV/TS	192,250 Commercial

Stoneybrook & Championsgate DRI

Original

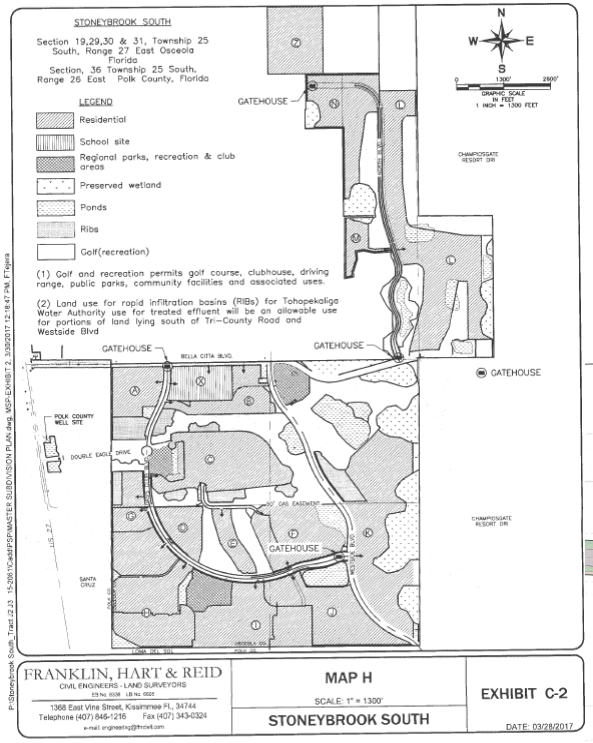
	TAZ	2015 SF_DU	SF_POP	MF_DU	MF_POP	HM_DU	HM_POP	IND_EMP	COM_EMP	SVC_EMP	TOT_EMP	SCHL_K12	2045 SF_DU	SF_POP	MF_DU	MF_POP	HM_DU	HM_POP	IND_EMP	COM_EMP	SVC_EMP	TOT_EMP	SCHL_K12
Championsgate - W	5480	21	67	242	368	813	605	14	0	892	906	0	537	1713	409	598	1720	3128	14	17	1204	1235	0
Championsgate - N	5493	69	220	3	7	0	0	13	0	17	30	0	912	2908	117	240	259	517	13	0	289	302	0
Championsgate - Com	5455	0	0	0	0	0	0	2	20	98	120	0	0	0	308	559	74	149	2	98	186	286	0
Championsgate - E	5458	82	261	938	1618	237	176	11	176	211	398	0	512	1629	1052	1788	616	1141	11	218	563	792	0
Stoneybrook S	5487	554	1766	364	782	255	190	0	0	255	255	0	1026	3266	654	1405	465	832	0	3	266	269	1186
Stoneybrook N	5492	0	0	1	2	0	0	0	0	0	0	0	297	807	175	350	0	0	0	32	120	152	0

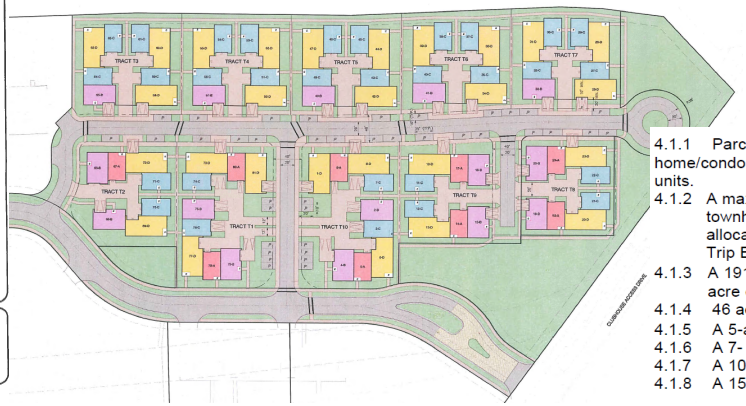
Updated

	TAZ	2015 SF_DU	SF_POP	MF_DU	MF_POP	HM_DU	HM_POP	IND_EMP	COM_EMP	SVC_EMP	TOT_EMP	SCHL_K12	2045 SF_DU	SF_POP	MF_DU	MF_POP	HM_DU	HM_POP	IND_EMP	COM_EMP	SVC_EMP	TOT_EMP	SCHL_K12
Championsgate	5480	0	0	263	400	862	641	14	0	474	488	0	213	679	891	1303	862	1568	14	17	431	462	0
Championsgate-10		0	0	263	400	0	0	0	0	0	0	0										0	0
Championsgate-11a		0	0	0	0	0	0	14	0	0	14	0										0	0
Championsgate-11c		0	0	0	0	0	0	0	0	0	0	0										0	0
Championsgate-12		0	0	0	0	0	0	0	0	0	0	0										0	0
Championsgate-13	hotel	0	0	0	0	862	641	0	0	474	474	0										0	0
Target				**263**		**862**	**641**	**14**	**0**			0											0
Championsgate-11b	5493	69	220	0	0	0	0	13	0	0	13	0	241	768	0	0	0	0	13	0	289	302	0
Championsgate - Com	5455	0	0	0	0	0	0	0	20	98	118	0	0	0	0	0	114	230	0	98	186	284	0
Championsgate - E	5458	82	261	838	1424	803	596	0	176	100	276	0	0	0	838	1424	903	1673	0	218	452	670	0
Stoneybrook South	5487	554	1766	304	653	0	0	0	0	10	10	0	1554	4947	408	877	0	0	0	0	20	20	1186
Stoneybrook North	5492	0	0	0	0	0	0	8	0	0	8	0	878	2386	160	344	0	0	8	10	20	38	0
DRI - Target													1744		1294								

Source Stoneybrook: The project is approved for 900 multi-family units, 1,010 townhomes/condominiums, 1,744 single family residential units, a golf course, and a school site. (in the Stoneybrrok South DRI, 1st Amended and Restated Development Order recorded in the Public Records of Osceola County Clerk of Courts, dated January 20, 2012.
2018: School District records indicate that at the time of this School Capacity Report 1,1615 dwelling units have been constructed within Stoneybrook South DRI.
Championsgate: Tuscana Resort Orlando by Aston - 132 DUs, The Fountains at ChampionsGate - 47 Du:

PARCEL	LAND USE	PHASE (YEAR) PHASE 1A (2016)	PHASE 1B (2017)	PHASE 2 (2022)	TOTAL
A	MDR	304 du			304 du
B	LDR	172 du			172 du
C	LDR	192 du			192 du
D	LDR	28 du			28 du
E	LDR	43 du			43 du
F	LDR		147 du		147 du
G	LDR		350 du		350 du
H	LDR	200 du			200 du
I	LDR			260 du	260 du
J	LDR			266 du	266 du
K	MDR		450 du	450 du	900 du
L	LDR			464 du	464 du
M	LDR			28 du	28 du
N	LDR			300 du	300 du
Totals:		939 du	1065 du	1768 du	3654 du





4.1.1 Parcels A through N are planned for a mix of residential uses including town home/condominium short term rental multi-family units and short term rental single family dwelling units.
4.1.2 A maximum of 3654 residential dwelling units (900 multi-family units, 1010 townhomes/condominiums, and 1744 single family residential uses – the number of units allocated to each use can be exchanged between the uses per the Stoneybrook South DRI Trip Equivalency Matrix)
4.1.3 A 191-acre, 18-hole golf course, including driving range, maintenance area, and a 7.7 acre clubhouse with restaurant, lounge and pro shop (Tract R-3)
4.1.4 46 acres of preserved wetlands
4.1.5 A 5-acre joint-use, regional park (Tract R-1)
4.1.6 A 7- acre community clubhouse and recreation center – (Tract R-2)
4.1.7 A 10-acre community clubhouse and recreational center – (Tract R-4)
4.1.8 A 15-acre or greater elementary school site (Tract X)

CTS Investments DRI

Original

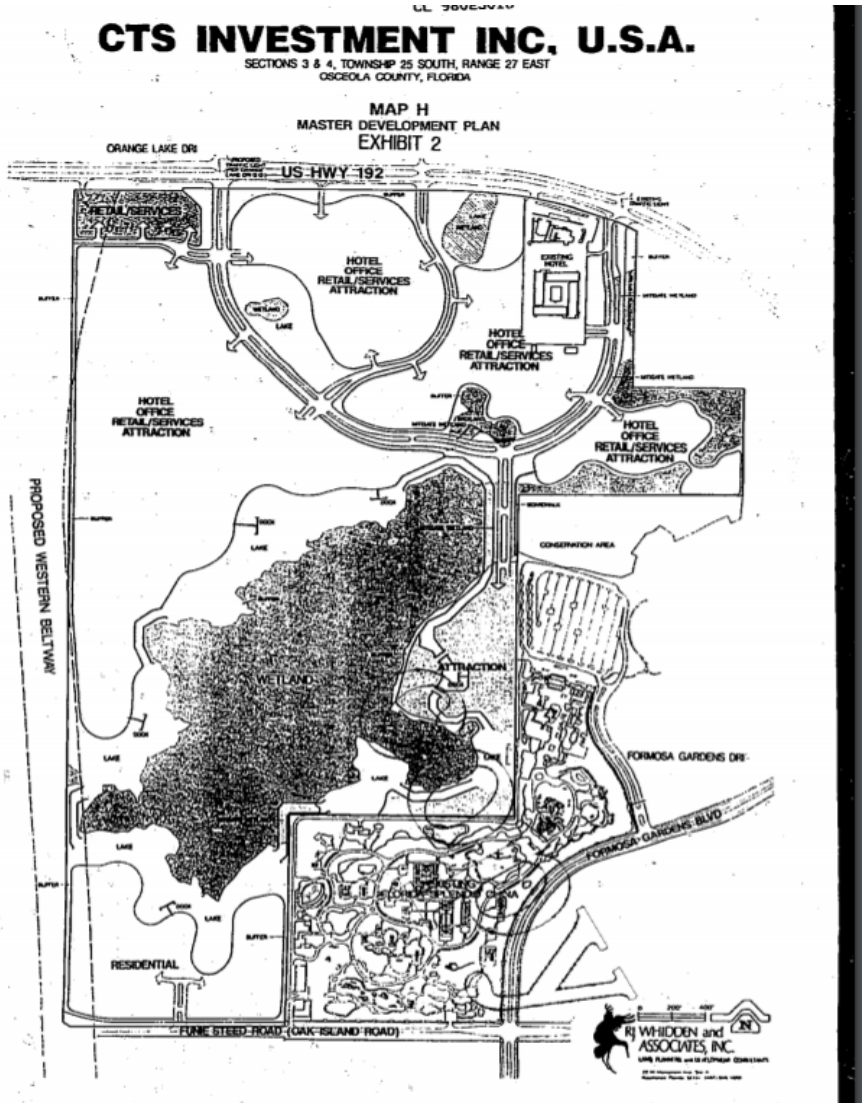
	2015												2045										
TAZ	SF_DU	SF_POP	MF_DU	MF_POP	HM_DU	HM_POP	IND_EMP	COM_EMP	SVC_EMP	TOT_EMP	SCHL_K12		SF_DU	SF_POP	MF_DU	MF_POP	HM_DU	HM_POP	IND_EMP	COM_EMP	SVC_EMP	TOT_EMP	SCHL_K12
5516	0	0	112	170	295	219	4	163	689	856	0		920	2503	436	662	676	1239	4	419	2024	2447	0

Updated - No Changes

Additional changes

1 Add one Centroid Connector to Funie Steed Rd in 2045

Source



Development Type	Approved Threshold	Minimum Threshold	Maximum Threshold	Deviation
Retail-Services (FAC 28-24.031)	50.0 acres 405 ksf 2150 parking spaces	44.0 acres 355 ksf 1850 parking spaces	56.0 acres 455 ksf 2450 parking spaces	+/- 6.0 acres +/- 50 ksf +/- 300 parking spaces
Office (FAC 28-24.020)	26.5 acres 1035 ksf	20.5 acres 975 ksf	32.5 acres 1095 ksf	+/- 6.0 acres +/- 60 ksf
Attraction (FAC 28-24.016)	350 parking spaces	50 parking spaces	650 parking spaces	+/- 300 parking spaces
Hotel (FAC 28-24.026)	1435 rooms	1360 rooms	1510 rooms	+/- 75 rooms
Residential (FAC 28-24.023)	360 units	310 units	410 units	+/- 50 units

LAND USE	PHASE I	PHASE II	PHASE III	TOTAL
Time Share Village	360,000 sq. ft.			360,000 sq. ft.
Asian Trade Center	250,000 sq. ft.	750,000 sq. ft.	---	1,000,000 sq. ft.
Commercial	40,000 sq. ft.	60,000 sq. ft.	230,000 sq. ft.	330,000 sq. ft.
Hotel (new)	600 rms		400 rms	1,000 rms
Existing Hotel	---	---	---	335 rms
Villas	---	100 units	---	100 units
Cultural Village	30,000 sq. ft.	90,000 sq. ft.	25,000 sq. ft.	145,000 sq. ft.
Theme Park		20,000 sq. ft.		20,000 sq. ft.
Completion Date	2001	2006	2011	N/A

6.2 Permitted *Rolling Oaks PMUD* Uses:

6.2.1 1,360 hotel rooms including resort villas.

6.2.2 A 975,000 sf trade center, including office and exhibition space with ancillary commercial uses.

6.2.3 A maximum of 310 timeshare units (with off-site marketing) or short term rental units. Should an on-site marketing program be utilized to market the timeshare product, the developer shall be required to submit to Osceola County a CDP that establishes a parking standard in additional to the required parking spaces for the units. This CDP shall demonstrate that adequate parking exists to accommodate the prospective purchasers on the timeshare resort.

6.2.4 A maximum of 455,000 sf commercial retail/service/office

6.2.5 A maximum of 20,000 sf of attraction with 350 parking spaces. The developer shall be required to submit to Osceola County a CDP that demonstrates that the 50 maximum parking spaces are adequate to serve the specific attraction.

6.2.6 Stormwater management ponds.

6.2.7 Landscaped buffers and entrance features including walls, fences, and decorative accessories.

6.2.8 Signage in compliance with the Osceola County Land Development Code. This includes the previously approved Sign Master Plan (CDP08-0022) as may be amended from time to time.

6.2.9 Other similar uses which are reasonably implied and are consistent with the objectives of this district, based on appropriate consideration of the nature of the intended activity, the character of the proposed development, the location of the site, and the compatibility with adjacent parcels. The Planning Official shall make the above determinations.

Horizon West Commercial Park

Original	2015											2045										
TAZ	SF_DU	SF_POP	MF_DU	MF_POP	HM_DU	HM_POP	IND_EMP	COM_EMP	SVC_EMP	TOT_EMP	SCHL_K12	SF_DU	SF_POP	MF_DU	MF_POP	HM_DU	HM_POP	IND_EMP	COM_EMP	SVC_EMP	TOT_EMP	SCHL_K12
5473	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2133	3281	5414	0

Updated	2015											2045										
TAZ	SF_DU	SF_POP	MF_DU	MF_POP	HM_DU	HM_POP	IND_EMP	COM_EMP	SVC_EMP	TOT_EMP	SCHL_K12	SF_DU	SF_POP	MF_DU	MF_POP	HM_DU	HM_POP	IND_EMP	COM_EMP	SVC_EMP	TOT_EMP	SCHL_K12
5473	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1500	0	0	1500	0

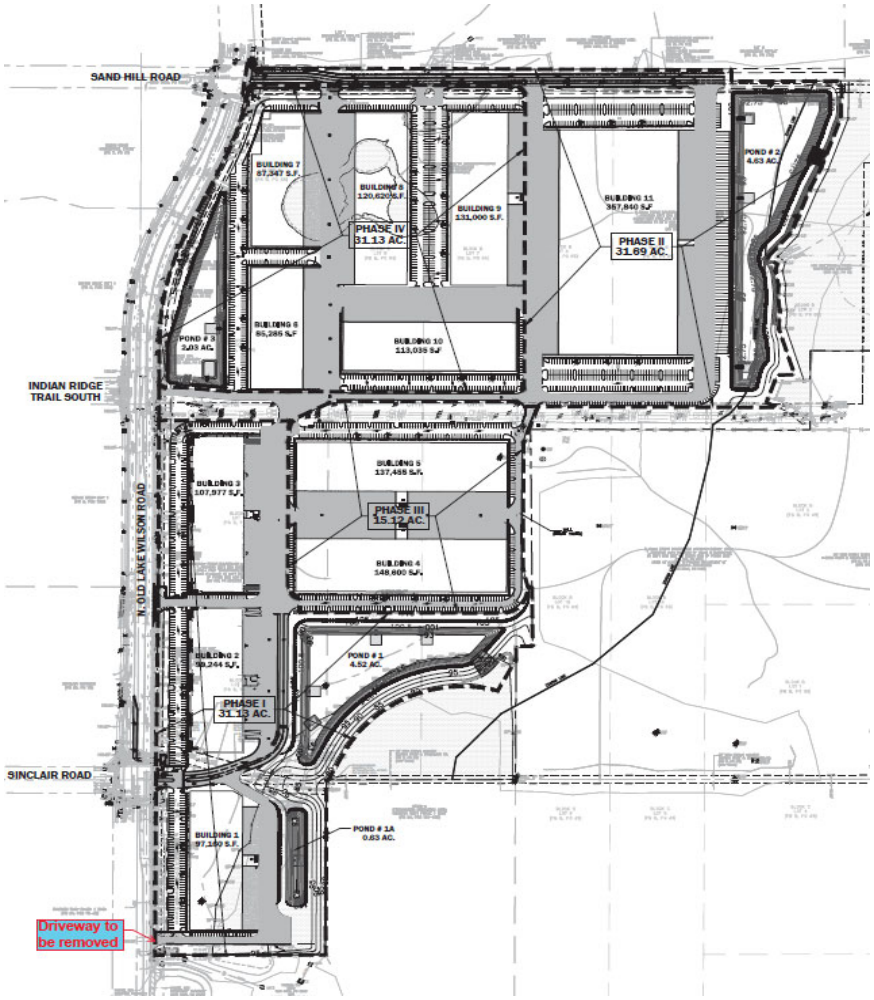
Source:

For the purpose of this analysis, the proposed development will consist of 1.5 million square feet of business distribution/warehouse with a build-out year of 2024

Table 2 : Project Trip Generation

ITE Code	Land Use	Size	/ Units	Total Trips [2] Daily Trips	PM Peak Hour Total	% In	Enter	Exit
154	High-Cube Transload & Short-Term Storage Warehouse	1,500,000	/ SF	2,100	150	28%	42	108
			Total	2,100	150		42	108

Source: Institute of Transportation (ITE) Trip Generation Manual, 10th Edition
Notes: [1] Setting location: General Urban/Suburban
[2] Trip Generation base on the on average rates, Daily = 1.4 trips/1000 SF, AM = 0.08 trips/1000 SF, PM = 0.10 trips/1000 SF.



Indian Ridge Villas

Original

	2015												2045										
TAZ	SF_DU	SF_POP	MF_DU	MF_POP	HM_DU	HM_POP	IND_EMP	COM_EMP	SVC_EMP	TOT_EMP	SCHL_K12		SF_DU	SF_POP	MF_DU	MF_POP	HM_DU	HM_POP	IND_EMP	COM_EMP	SVC_EMP	TOT_EMP	SCHL_K12
5484	500	1594	0	0	53	39	12	0	38	50	0		500	1594	0	0	97	173	12	52	240	304	0

Updated

	2015												2045										
TAZ	SF_DU	SF_POP	MF_DU	MF_POP	HM_DU	HM_POP	IND_EMP	COM_EMP	SVC_EMP	TOT_EMP	SCHL_K12		SF_DU	SF_POP	MF_DU	MF_POP	HM_DU	HM_POP	IND_EMP	COM_EMP	SVC_EMP	TOT_EMP	SCHL_K12
5484	500	1594	0	0	0	0	0	20	0	20	0		500	1594	360	720	0	0	12	20	40	72	400
																				assumption	assumption		assumption

Status of Education in Rural America

NCES 2007-040 June 2007

◄ List of Tables Download Excel (34 KB) Download Excel(se) (28 KB)

Table 3.12. Total number of teachers and student support staff in regular public schools, average number of staff per school, and average number of students per staff in schools with such staff, by locale, school level, and type of school staff: 2003–04

	Total				Average total number per school				Average number of students per staff in schools with such staff[1]			
Type of school staff	City	Suburban	Town	Rural	City	Suburban	Town	Rural	City	Suburban	Town	Rural
Elementary												
All teachers	566,000	724,000	287,000	395,000	37.8	38.6	31.4	26.6	15	15	13	13
Licensed or certified professionals												
School counselors	16,100	20,500	9,700	14,500	1.1	1.1	1.1	1.0	407	400	339	317
Nurses	15,100	18,500	8,300	12,500	1.0	1.0	0.9	0.8	496	491	405	357
Social workers	9,200	9,600	3,600	4,800	0.6	0.5	0.4	0.3	467	483	388	400
Psychologists	12,200	16,200	6,000	8,200	0.8	0.9	0.7	0.6	548	517	401	378
Speech therapists	17,600	24,300	10,400	15,800	1.2	1.3	1.1	1.1	455	420	354	305
Other professionals	13,400	18,000	8,000	9,400	0.9	1.0	0.9	0.6	263	254	191	203
Aides												
Instructional aides												
Special education	55,800	79,700	29,000	43,100	3.7	4.2	3.2	2.9	124	110	109	104
Regular Title I[2]	21,500	20,900	14,500	19,100	1.4	1.1	1.6	1.3	170	156	120	136
ESL/bilingual teacher	14,300	14,200	4,600	4,400	1.0	0.8	0.5	0.3	247	335	304	297
Library	6,000	9,700	4,800	7,200	0.4	0.5	0.5	0.5	544	488	380	363
Other	26,800	37,200	16,200	29,600	1.8	2.0	1.8	2.0	135	131	110	98
Noninstructional aides												
Special education	9,700	13,700	8,200	7,300	0.6	0.7	0.9	0.5	864	771	469	725
Library	2,800	5,300	2,900‡	3,000	0.2	0.3	0.3‡	0.2	566	499	290‡	361
Other	11,300	18,300	6,700	7,800	0.8	1.0	0.7	0.5	196	179	151	176

Summerville Resort

Original	2015												2045										
TAZ	SF_DU	SF_POP	MF_DU	MF_POP	HM_DU	HM_POP	IND_EMP	COM_EMP	SVC_EMP	TOT_EMP	SCHL_K12		SF_DU	SF_POP	MF_DU	MF_POP	HM_DU	HM_POP	IND_EMP	COM_EMP	SVC_EMP	TOT_EMP	SCHL_K12
5486	0	0	0	0	192	156	24	4	258	286	0		2	5	91	165	351	631	24	178	922	1124	0

Updated	2015												2045										
TAZ	SF_DU	SF_POP	MF_DU	MF_POP	HM_DU	HM_POP	IND_EMP	COM_EMP	SVC_EMP	TOT_EMP	SCHL_K12		SF_DU	SF_POP	MF_DU	MF_POP	HM_DU	HM_POP	IND_EMP	COM_EMP	SVC_EMP	TOT_EMP	SCHL_K12
5486	0	0	0	0	192	156	0	0	144	144	0		0	0	100	181	192	156	0	0	96	96	0

Additional changes

Source http://summervilleorlando.com/#!
47 units north of Livingston Rd is in another zone

Walmart Supercenter

Original

	2015												2045										
TAZ	SF_DU	SF_POP	MF_DU	MF_POP	HM_DU	HM_POP	IND_EMP	COM_EMP	SVC_EMP	TOT_EMP	SCHL_K12		SF_DU	SF_POP	MF_DU	MF_POP	HM_DU	HM_POP	IND_EMP	COM_EMP	SVC_EMP	TOT_EMP	SCHL_K12
5495	0	0	184	280	1061	864	0	12	579	591	0		3	9	184	280	1935	3484	0	491	584	1075	0

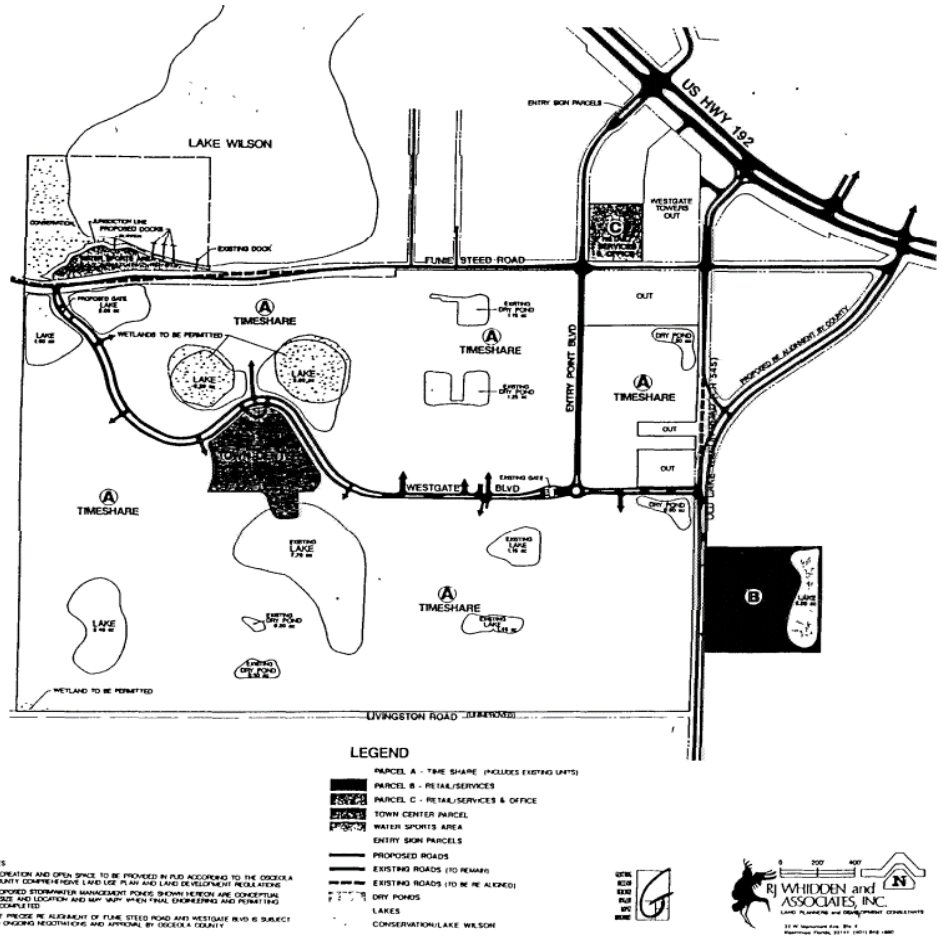
Updated

	2015												2045										
TAZ	SF_DU	SF_POP	MF_DU	MF_POP	HM_DU	HM_POP	IND_EMP	COM_EMP	SVC_EMP	TOT_EMP	SCHL_K12		SF_DU	SF_POP	MF_DU	MF_POP	HM_DU	HM_POP	IND_EMP	COM_EMP	SVC_EMP	TOT_EMP	SCHL_K12
5495	0	0	184	280	1061	864	0	12	579	591	0		3	9	231	352	1061	864	0	491	584	1075	0

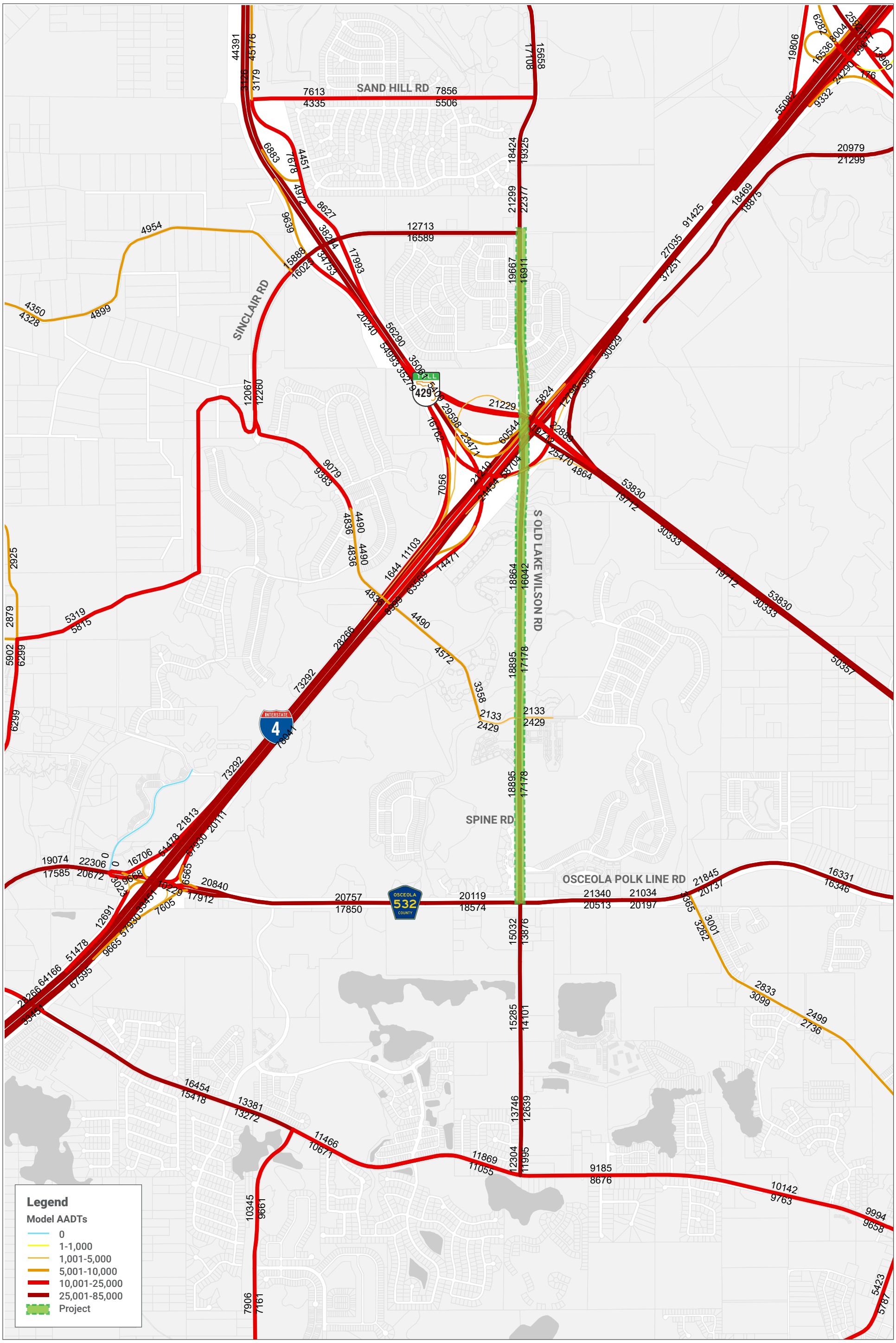
Additional changes

Source Development of a 185,440 SF retail building and fuel station on 15.46 acre lot in Morgan Williams PD located on the northeast corner of magic Tree Drive and Old Lake Wilson Road.

parcel B is retail only



FUTURE YEAR MODEL PLOTS (INITIAL RUN)

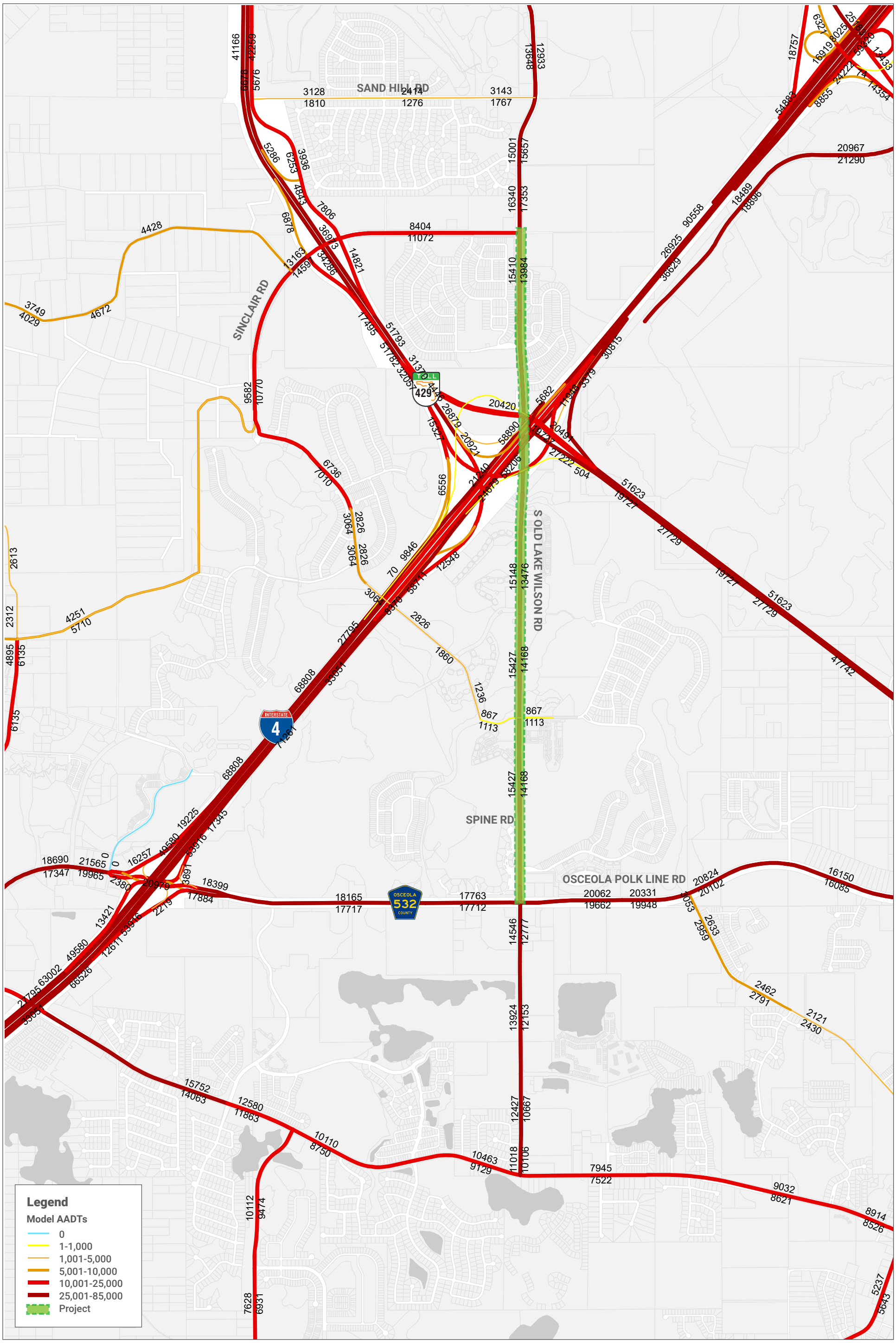


OLD LAKE WILSON ROAD | PD&E Study

2045 Build Daily Model AADT in Study Area (Initial Run)

Figure K-2

FUTURE YEAR MODEL PLOTS (FINAL RUN)



OLD LAKE WILSON ROAD | PD&E Study

2045 Build Daily Model AADT in Study Area

Figure K-3

APPENDIX L – HISTORIC TRENDS ANALYSES AND BEBR ANALYSIS

Contained in this Appendix –

- Historic Trends Analysis
- BEBR Analysis

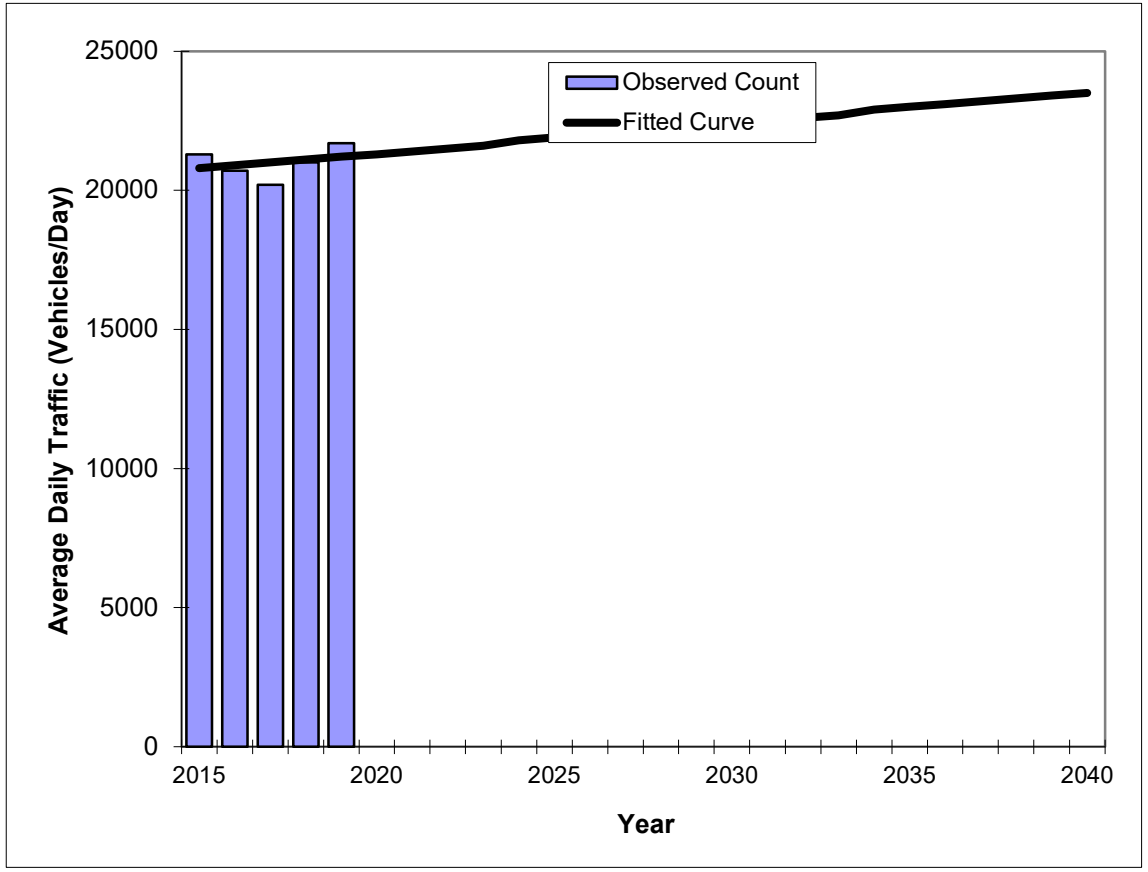
HISTORIC TRENDS ANALYSES

Traffic Trends - V3.0

LAKE WILSON ROAD -- S. OF OSCEOLA POLK LINE RD

FIN#	1234567
Location	1

County:	Polk
Station #:	8215
Highway:	LAKE WILSON ROAD



Year	Traffic (ADT/AADT) Count*	Trend**
2015	21300	20800
2016	20700	20900
2017	20200	21000
2018	21000	21100
2019	21700	21200
2021 Opening Year Trend		
2021	N/A	21400
2030 Mid-Year Trend		
2030	N/A	22400
2040 Design Year Trend		
2040	N/A	23500
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	110
Trend R-squared:	9.25%
Trend Annual Historic Growth Rate:	0.48%
Trend Growth Rate (2019 to Design Year):	0.52%
Printed:	11-Jun-21

Straight Line Growth Option

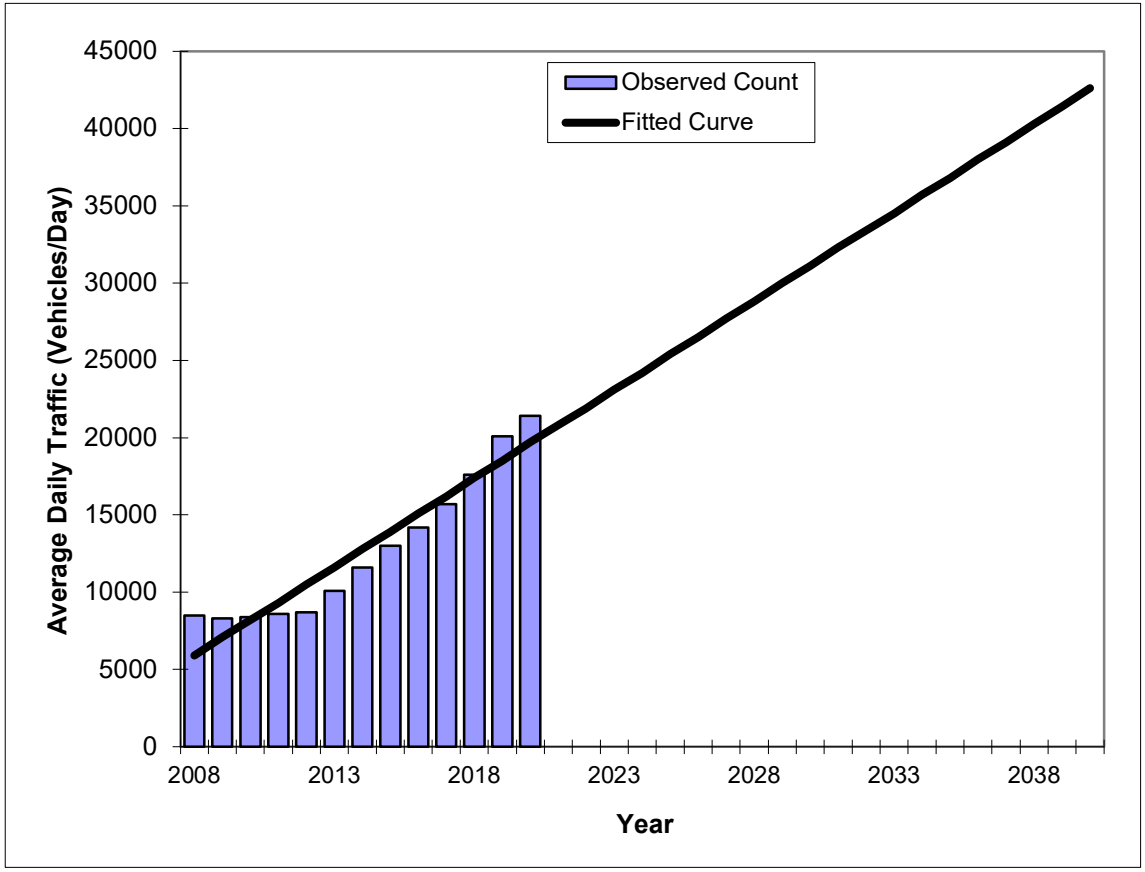
***Axle-Adjusted**

Traffic Trends - V3.0

OLD LAKE WILSON RD -- OSCEOLA POLK LINE RD TO SINCLAIR RD

FIN#	1234567
Location	1

County:	Osceola
Station #:	103
Highway:	OLD LAKE WILSON RD



Year	Traffic (ADT/AADT) Count*	Trend**
2008	8500	5900
2009	8300	7100
2010	8400	8200
2011	8600	9300
2012	8700	10500
2013	10100	11600
2014	11600	12800
2015	13000	13900
2016	14200	15100
2017	15700	16200
2018	17600	17400
2019	20100	18500
2020	21400	19700
2021 Opening Year Trend		
2021	N/A	20800
2030 Mid-Year Trend		
2030	N/A	31100
2040 Design Year Trend		
2040	N/A	42600
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	1,145
Trend R-squared:	91.09%
Trend Annual Historic Growth Rate:	19.49%
Trend Growth Rate (2020 to Design Year):	5.81%
Printed:	11-Jun-21
Straight Line Growth Option	

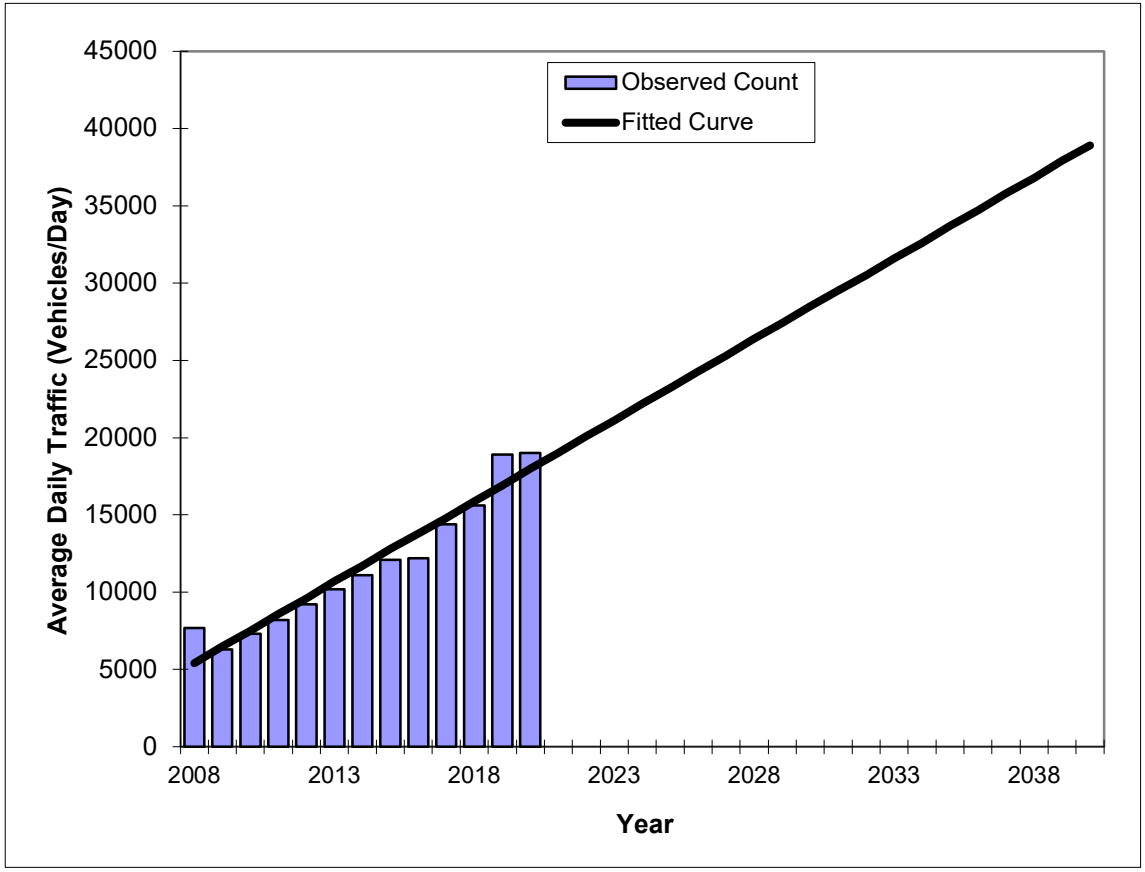
***Axle-Adjusted**

Traffic Trends - V3.0

OLD LAKE WILSON ROAD -- NORTH OF SINCLAIR ROAD

FIN#	1234567
Location	1

County:	Osceola
Station #:	105
Highway:	OLD LAKE WILSON ROAD



Year	Traffic (ADT/AADT) Count*	Trend**
2008	7700	5400
2009	6300	6500
2010	7300	7500
2011	8200	8600
2012	9200	9600
2013	10200	10700
2014	11100	11700
2015	12100	12800
2016	12200	13800
2017	14400	14800
2018	15600	15900
2019	18900	16900
2020	19000	18000
2021 Opening Year Trend		
2021	N/A	19000
2030 Mid-Year Trend		
2030	N/A	28500
2040 Design Year Trend		
2040	N/A	38900
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	1,047
Trend R-squared:	93.32%
Trend Annual Historic Growth Rate:	19.44%
Trend Growth Rate (2020 to Design Year):	5.81%
Printed:	11-Jun-21

Straight Line Growth Option

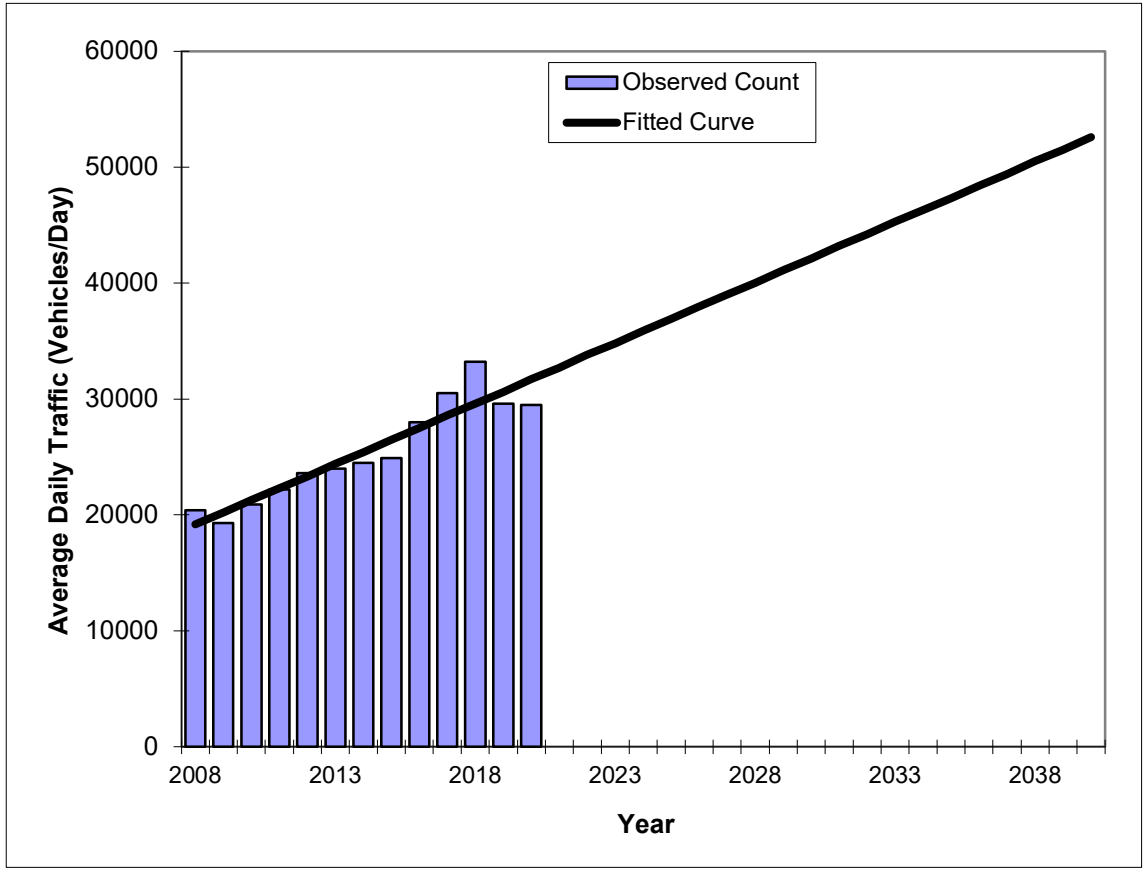
***Axle-Adjusted**

Traffic Trends - V3.0

OSCEOLA POLK LINE ROAD -- WEST OF OLD LAKE WILSON ROAD

FIN#	1234567
Location	1

County:	Osceola
Station #:	101
Highway:	OSCEOLA POLK LINE ROAD



Year	Traffic (ADT/AADT) Count*	Trend**
2008	20400	19200
2009	19300	20200
2010	20900	21300
2011	22200	22300
2012	23600	23300
2013	24000	24400
2014	24500	25400
2015	24900	26500
2016	28000	27500
2017	30500	28600
2018	33200	29600
2019	29600	30600
2020	29500	31700
2021 Opening Year Trend		
2021	N/A	32700
2030 Mid-Year Trend		
2030	N/A	42100
2040 Design Year Trend		
2040	N/A	52600
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	1,043
Trend R-squared:	87.28%
Trend Annual Historic Growth Rate:	5.43%
Trend Growth Rate (2020 to Design Year):	3.30%
Printed:	11-Jun-21

Straight Line Growth Option

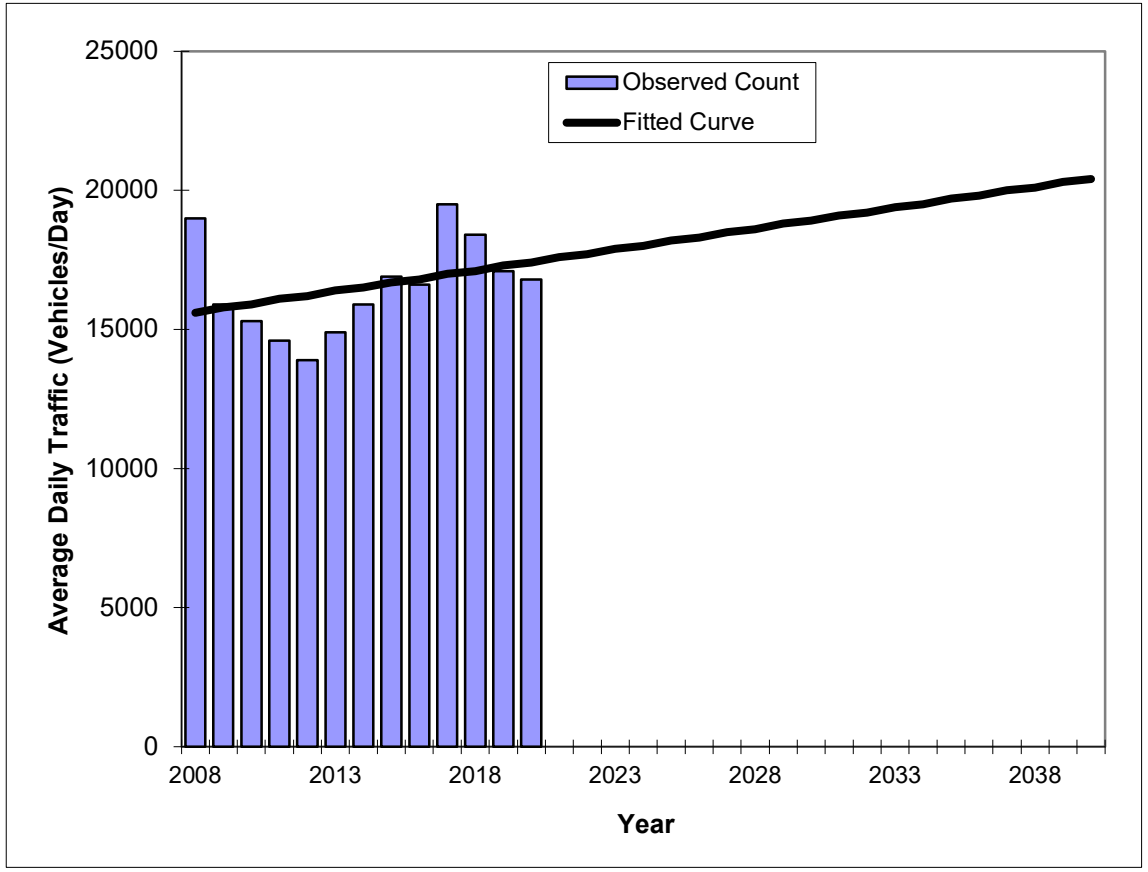
***Axle-Adjusted**

Traffic Trends - V3.0

OSCEOLA POLK LINE ROAD -- EAST OF OLD LAKE WILSON ROAD

FIN#	1234567
Location	1

County:	Osceola
Station #:	102
Highway:	OSCEOLA POLK LINE ROAD



Year	Traffic (ADT/AADT) Count*	Trend**
2008	19000	15600
2009	15900	15800
2010	15300	15900
2011	14600	16100
2012	13900	16200
2013	14900	16400
2014	15900	16500
2015	16900	16700
2016	16600	16800
2017	19500	17000
2018	18400	17100
2019	17100	17300
2020	16800	17400
2021 Opening Year Trend		
2021	N/A	17600
2030 Mid-Year Trend		
2030	N/A	18900
2040 Design Year Trend		
2040	N/A	20400
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	150
Trend R-squared:	11.85%
Trend Annual Historic Growth Rate:	0.96%
Trend Growth Rate (2020 to Design Year):	0.86%
Printed:	11-Jun-21

Straight Line Growth Option

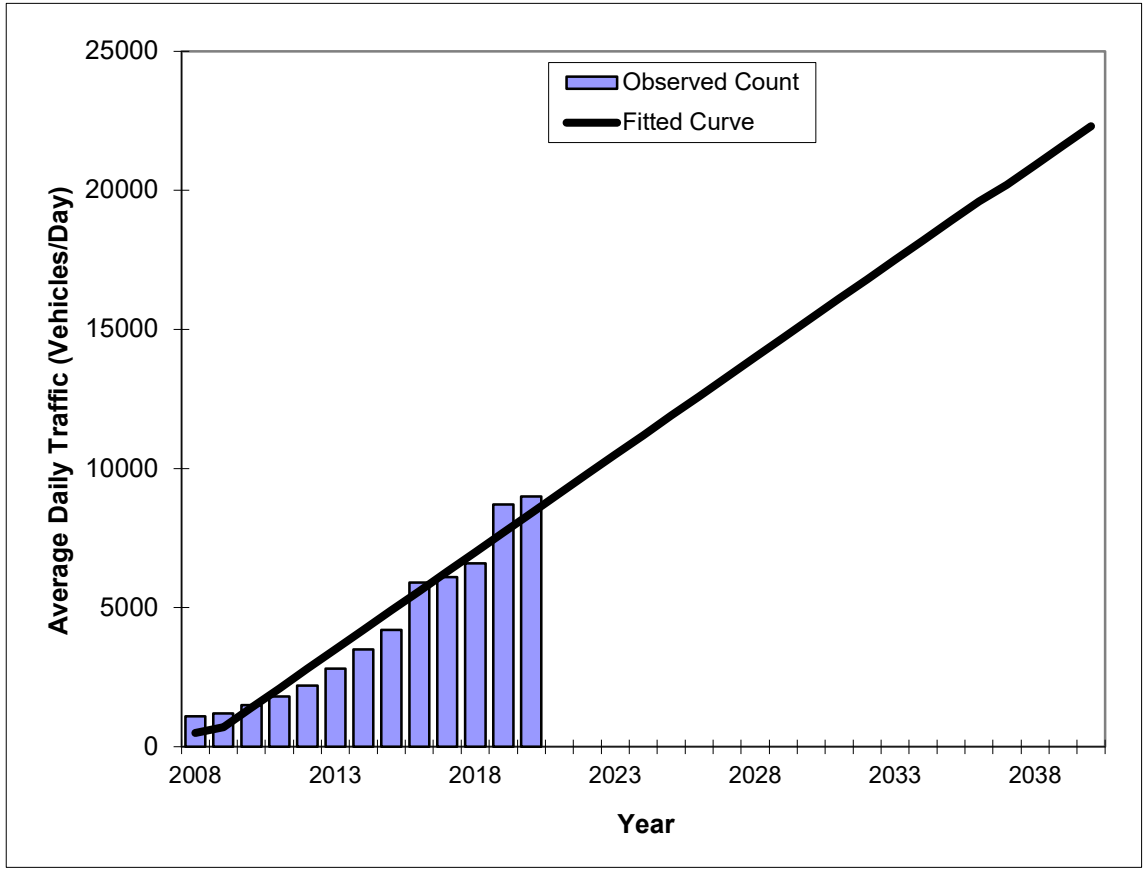
***Axle-Adjusted**

Traffic Trends - V3.0

SINCLAIR ROAD -- WEST OF OLD LAKE WILSON ROAD

FIN#	1234567
Location	1

County:	Osceola
Station #:	106
Highway:	SINCLAIR ROAD



Year	Traffic (ADT/AADT) Count*	Trend**
2008	1100	500
2009	1200	700
2010	1500	1400
2011	1800	2100
2012	2200	2800
2013	2800	3500
2014	3500	4200
2015	4200	4900
2016	5900	5600
2017	6100	6300
2018	6600	7000
2019	8700	7700
2020	9000	8400
2021 Opening Year Trend		
2021	N/A	9100
2030 Mid-Year Trend		
2030	N/A	15400
2040 Design Year Trend		
2040	N/A	22300
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	698
Trend R-squared:	94.62%
Trend Annual Historic Growth Rate:	131.67%
Trend Growth Rate (2020 to Design Year):	8.27%
Printed:	11-Jun-21

Straight Line Growth Option

***Axle-Adjusted**

BEBR ANALYSIS

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)

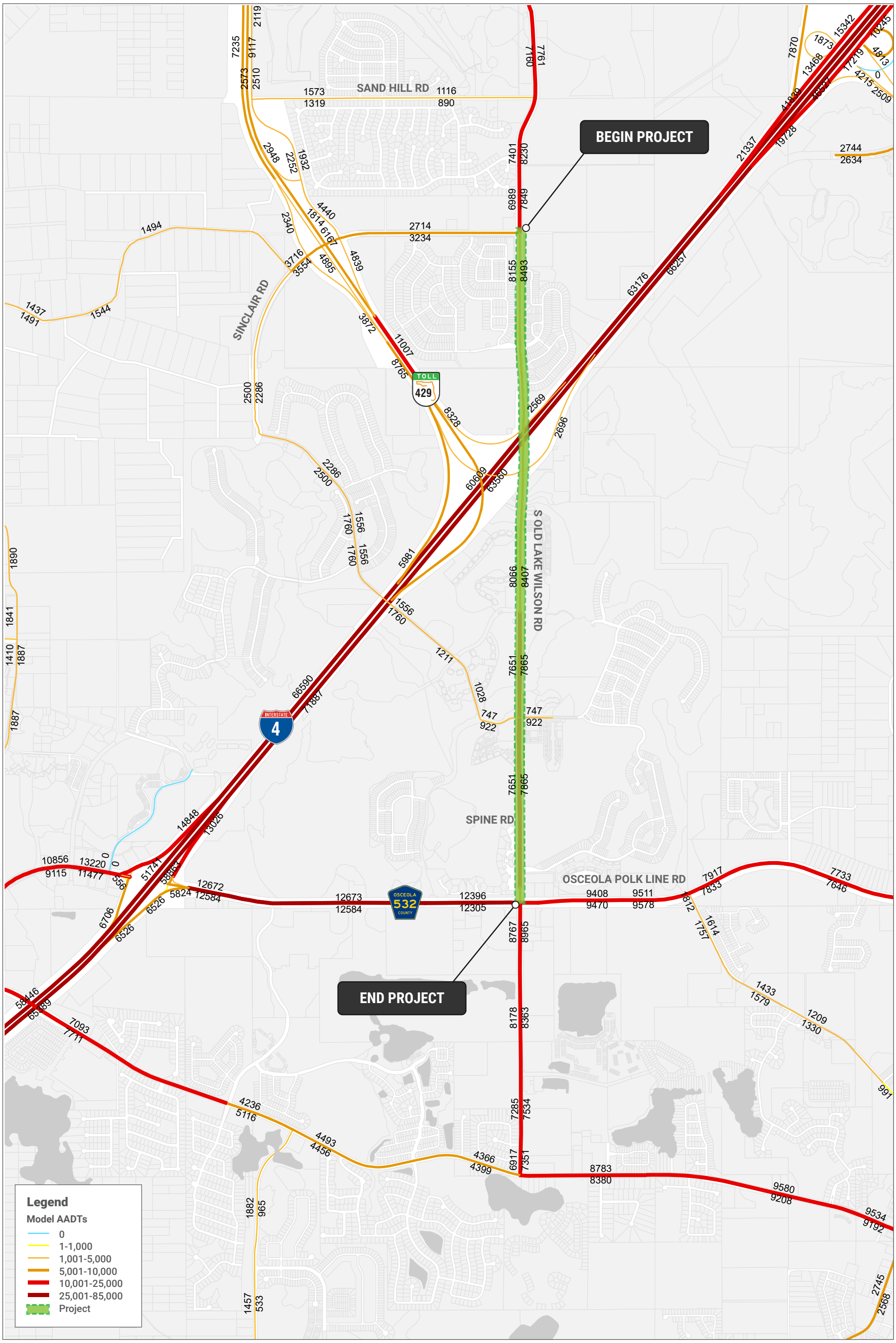
County and State	Estimates April 1, 2019	Projections, April 1					
		2020	2025	2030	2035	2040	2045
MIAMI-DADE	2,812,130						
Low		2,734,000	2,815,500	2,873,400	2,917,900	2,938,500	2,944,500
Medium		2,849,900	3,022,600	3,167,900	3,294,700	3,399,200	3,489,900
High		2,961,800	3,214,300	3,458,200	3,679,000	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 – FUTURE TRAFFIC FORECASTING

Contained in this Appendix –

- Model Plots
- Select Zone Analysis

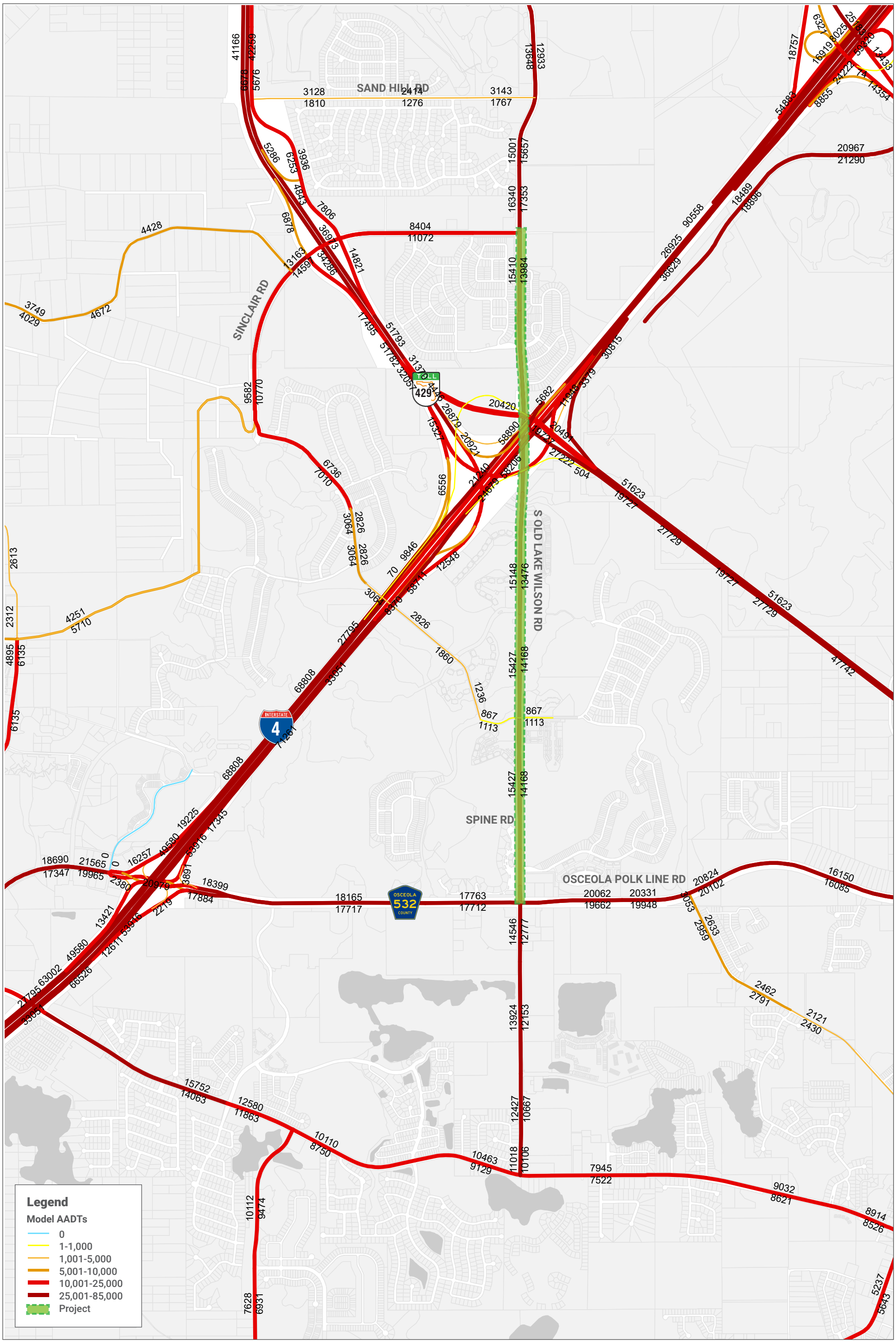
MODEL PLOTS



OLD LAKE WILSON ROAD | PD&E Study

2015 Daily Model AADT in Study Area

Figure M-1

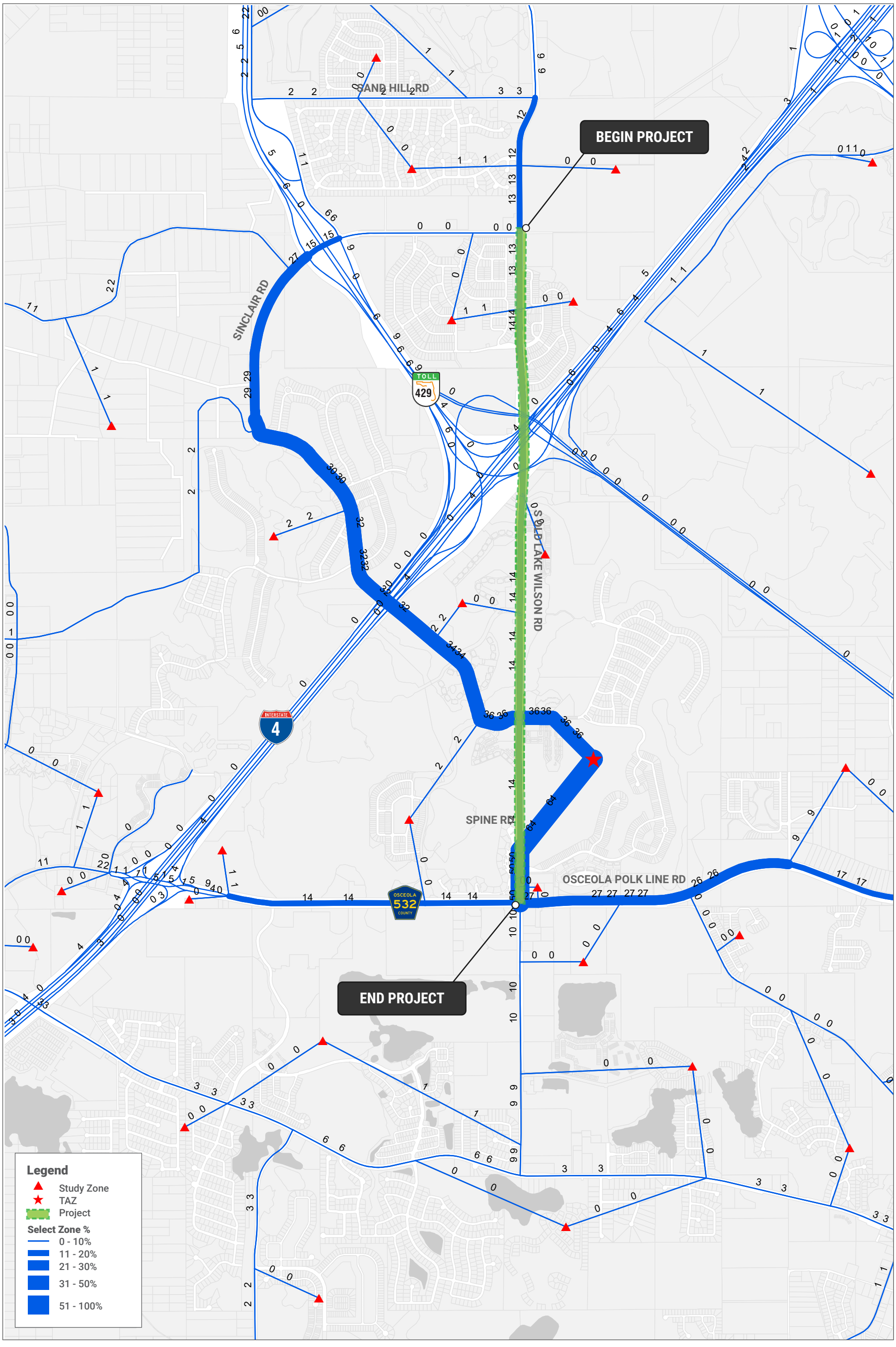


OLD LAKE WILSON ROAD | PD&E Study

2045 Build Daily Model AADT in Study Area

Figure M-2

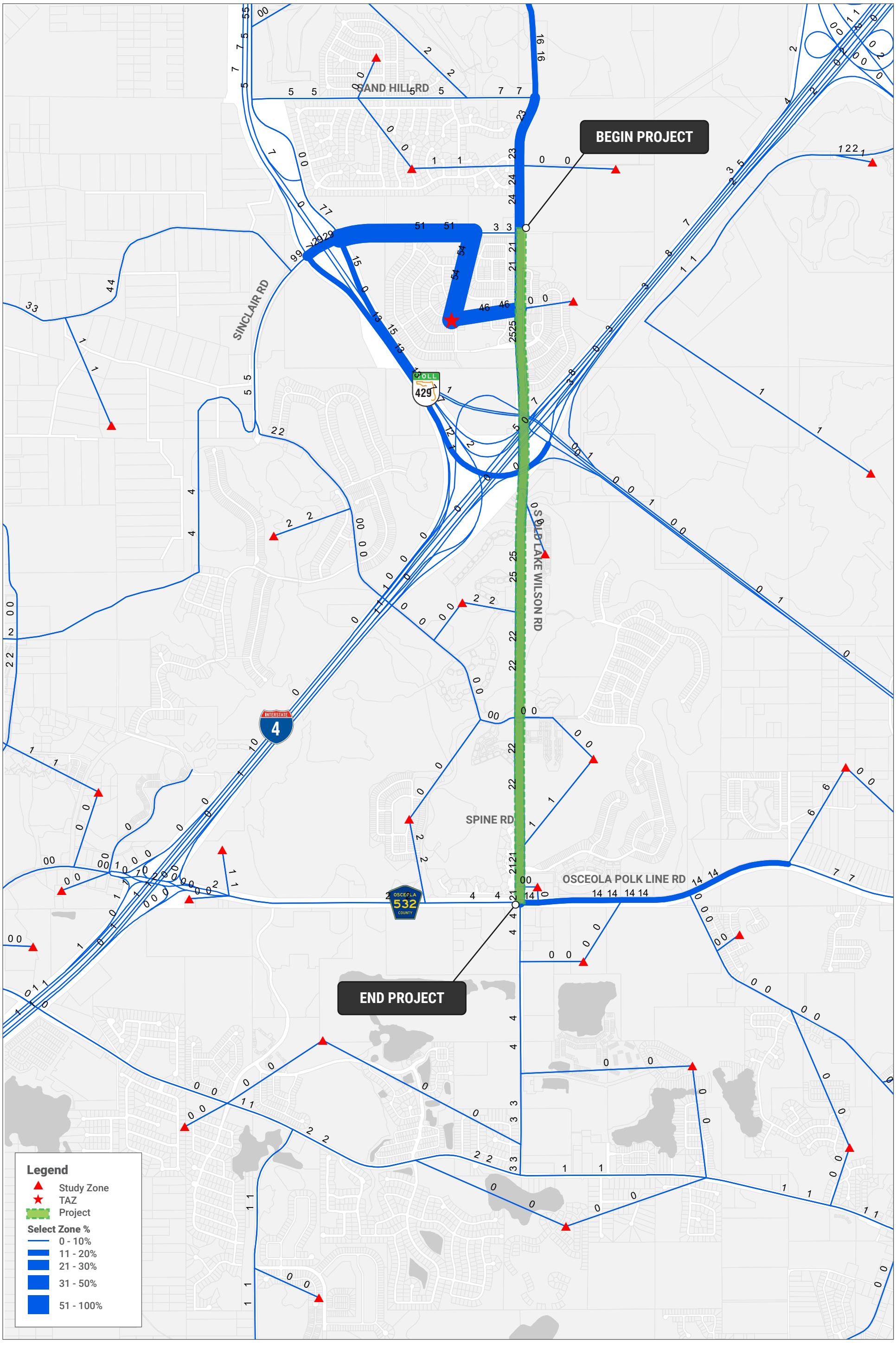
SELECT ZONE ANALYSIS



OLD LAKE WILSON ROAD | PD&E Study

2045 Build Excitement Drive Select Zone Analysis

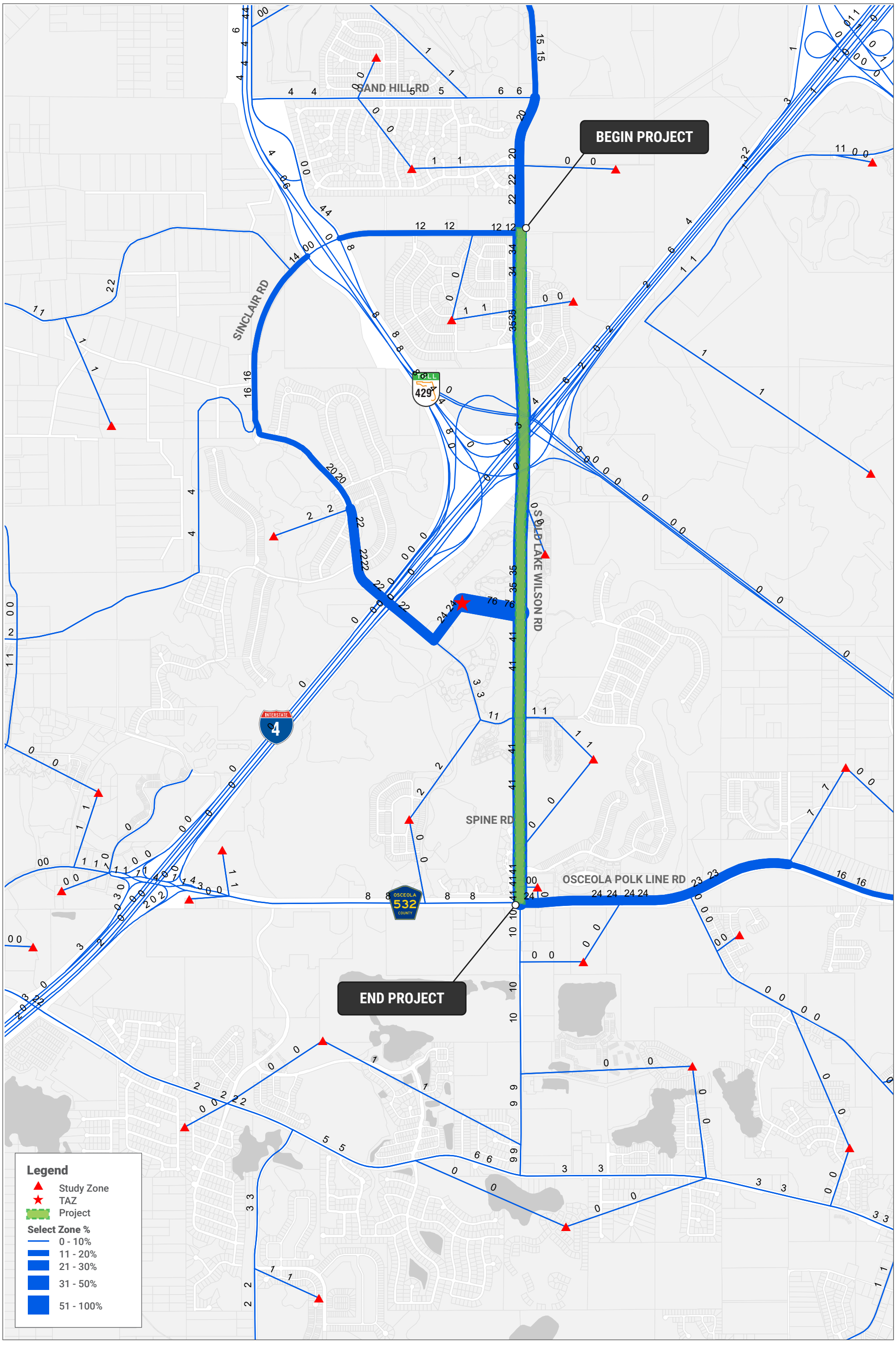
Figure M-4



OLD LAKE WILSON ROAD | PD&E Study

2045 Build Spine Road Select Zone Analysis

Figure M-3



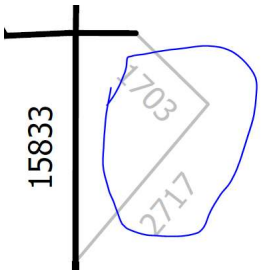
OLD LAKE WILSON ROAD | PD&E Study

2045 Build Fairfax Drive Select Zone Analysis

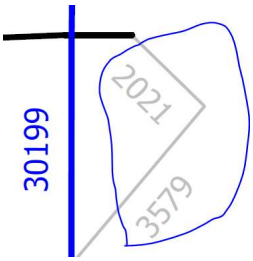
Figure M-5

Excitement Drive

2015 TAZ



2045 TAZ

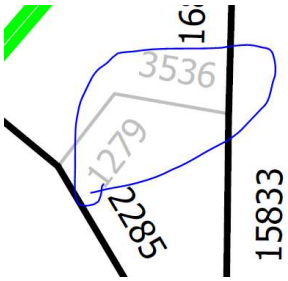


2015 TAZ	4420	2045 TAZ	5600
2015 Excitement	2873	2045 Excitement	3640

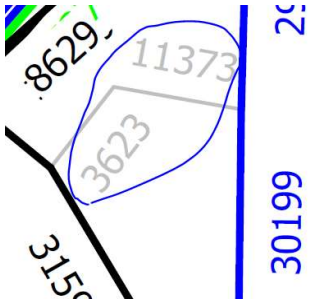
65 percent comes from the select zone analysis

Spine Drive

2015 TAZ



2045 TAZ

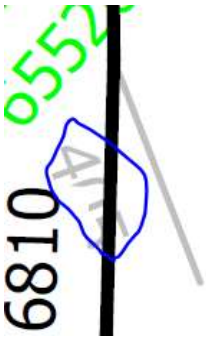


2015 TAZ	4815	2045 TAZ	14996
2015 Spine	3611	2045 Spine	11247

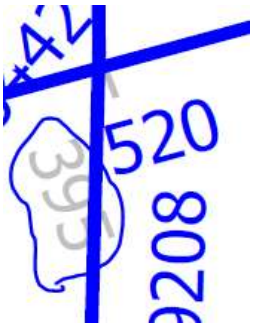
75 percent comes from the select zone analysis

Assembly Court

2015 TAZ



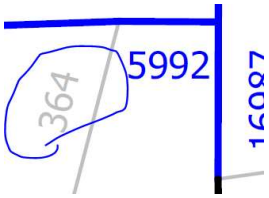
2045 TAZ



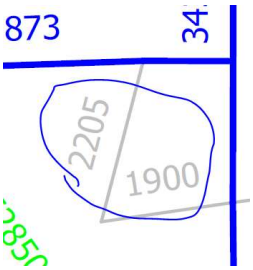
2015 TAZ	405	2045 TAZ	395	ITE 2020 Estimate	624
2015 Assembly	405	2045 Assembly	395		

Fairfax Drive

2015 TAZ



2045 TAZ



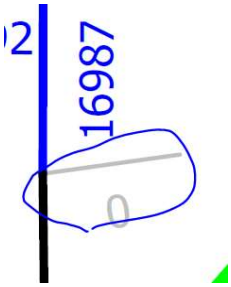
2015 TAZ	364	2045 TAZ	4105		
2015 Fairfax	0	2045 Fairfax	2053	ITE 2020 Estimate	2044

50 percent comes from the select zone analysis

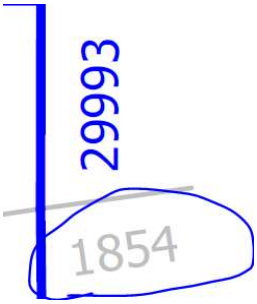
Since it is built out by 2020, 2015 will be shown as 2045 when calculating growth rates

Marker Avenue

2015 TAZ



2045 TAZ



2015 TAZ	0	2045 TAZ	1854		
2015 Marker	0	2045 Marker	1854	ITE 2020 Estimate	1482

Since it is built out by 2020, 2015 will be shown as 2045 when calculating growth rates

APPENDIX N – DESIGN TRAFFIC FACTORS

Contained in this Appendix –

- Reunion Development Traffic Factors
- Historical Traffic Volume Reports
- D Factors

REUNION DEVELOPMENT TRAFFIC FACTORS

EIGHTH AMENDED AND RESTATED DEVELOPMENT ORDER
Revised February 8 , 2018

REUNION RESORT & CLUB OF ORLANDO
DEVELOPMENT OF REGIONAL IMPACT

Osceola County, Florida

WHEREAS, on July 8, 1992, the Board of County Commissioners of Osceola County ("Osceola County" or the "County") issued an Amended Development Order for Magnolia Creek (formerly known as Osceola Pointe) Development of Regional Impact ("DRI"); and

WHEREAS, an Amended Development Order was issued by the County on November 23, 1993 (the "First Amended Development Order"); and

WHEREAS, the First Amended Development Order was superseded by an Amended Development Order executed March 14, 1994 (the "Second Amended Development Order"), and

WHEREAS, the Second Amended Development Order was amended pursuant to a First Amendment to the Amended Development Order for Magnolia Creek Development of Regional Impact dated February 5, 1996, recorded in Official Records Book 1 323, Page I, of the Records (the "First Amendment"). and further amended by a Notice or Correction to the First Amended Development Order for Magnolia Creek Development of Regional Impact, recorded in Official Records Book 1328, Page 1008, of the Records (the "Notice of Correction") and further amended by a Second Amendment to the Amended Development Order for Magnolia Creek Development of Regional Impact, dated July 12, 1999, recorded in Official Records Book 1660, Page 12, of the Records (the "Second Amendment") (which Second Amended Development Order and subsequent amendments are collectively referred to herein as the "Prior Development Orders"); and

WHEREAS, the Prior Development Orders were amended, replaced and superseded in their entirety by a Third Amended and Restated Development Order revised November 3, 2000 and recorded in Official Records Book 1829, Page 858 el. seq. (hereinafter the "Third DO"); and

WEIEREAS, the Third Amended DO was amended, replaced and superseded in its entirety by a Fourth Amended and Restated Development Order dated "revised March l, 2001" and recorded in Official Records Book 1875, Page 2683 el. seq. (hereinafter the "Fourth DO"); and

WHEREAS, the Fourth DO was amended, replaced and superseded in its entirety by a Fifth Amended and Restated Development Order dated "revised December l, 2001", approved by the Osceola County Board of County Commissioners on December 17, 2001 and recorded in Official Records Book 2027, Page 1301 et. seq. (hereinafter "Fifth DO"); and

WHEREAS, the Fifth DO was amended, replaced and superseded in its entirety by a Sixth Development Order dated "Revised August 5, 2002", and recorded in Official Records Book 2142, page 562 et. seq. (hereafter the "Sixth DO"); and

2.7. This DO shall supersede all prior development orders and amendments relating thereto.

NOW, THEREFORE, having made the aforementioned Findings of Fact and Conclusions of Law, the DRI is hereby approved, subject to the following terms and conditions of development:

3. CONDITIONS OF APPROVAL

3.1 General Conditions.

The definitions contained in Chapter 380, Florida Statutes, and Chapter 9J-28, FAC, shall govern and apply to this DO.

3.2. Binding Effect.

This DO shall be binding upon the Developer, its assignees, or successors in interest, including any entity that may assume any of the responsibilities imposed on the Developer by this DO. The purchaser of individual lots or parcels of land in the Project other than Developer shall not be deemed the Developer unless specifically designated as such by Developer. Reference herein to any reviewing agency shall be construed to mean any agency that may in the future be created or designated as a successor in interest to, or that otherwise will possess any of the powers and duties of the reviewing agency with respect to the implementation and administration of the Project and this DO.

3.3. Development Summary.

The approved development for the Property consists or the following:

LAND USE ANALYSIS DY UNIT COUNT - SQUARE FOOTAGE - NUMBER OF HOLES	
Land Use Designation	**Units/Square Feet/Holes**
Resort Multi-Family [1]	4,433 Units
Resort Single Family	1,800 Units
Hotel	1,574 Rooms
Office	140,000 sq. Ft.
Retail	484,000 sq. Ft.
Golf	54 Holes

LAND USE ANALYSIS DY UNIT COUNT - SQUARE FOOTAGE - NUMBER OF HOLES	
Land Use Designation	**Units/Square Feet/Holes**
Resort Multi-Family [1]	4,433 Units
Resort Single Family	1,800 Units
Hotel	1,574 Rooms
Office	140,000 sq. Ft.
Retail	484,000 sq. Ft.
Golf	54 Holes

Reunion Total Land Use					
Land Use	**Units**	**Total Trips**	**PM Trips**	**PM Entering**	**PM Exiting**
Multi-Family	4,433	33,473	1725	1087	638
Single-Family	1,800	14,852	1629	1026	603
Hotel	1,574	17,343	1154	589	565
Office	140	1,471	157	25	132
Retail	484	17,568	1745	838	907
Golf	54	1,784	157	83	74
Peak to Daily Ratio			7.6%	**D Factor (Entering)**	55.6%

HISTORICAL TRAFFIC VOLUME REPORTS

Osceola County 2010 Existing Roadway Network Capacity

(Updated 9/10/10)

Count Station #	Count Source	ROADWAY	FROM	TO	Length (Miles)	Area Type (U/T/R)	Facility Type	Functional Class	# of Lanes (2-way)	# of signals	Unadjusted Service Volumes				Major City/ County	Other Signalized (Y, N, N/A)	Div/ Undiv (D/U)	Left-turn Bays?	Right-turn Bays?	Adjustment Factor	Adjusted Service Volumes				Latest Count Year	Count Date (mm/dd)	ADT (Peak Season)	PM Peak Hour (Peak Season)							
											B	C	D	E							B	C	D	E				NB/EB	SB/WB	Pk Hr Total	Pk Dir	K-Factor	D-Factor	Pk Hr Pk Dir Vol	LOS
317	OC	John Young Pky	Columbia Ave	Carroll St	1.3	U	A1	Principal Art	6	2	2400	2860	2940	2940	Y	N	D	Y	N	0.90	2160	2570	2650	2650	2009	5/5	40,885	1,449	1,507	2,956	SB/WB	0.0723	0.51	1,507	B
316	OC	John Young Pky	Carroll St	Orange County Line	1.6	U	A1	Principal Art	6	4	2400	2860	2940	2940	Y	N	D	Y	N	0.90	2160	2570	2650	2650	2008	3/26	39,718	1,376	1,551	2,927	SB/WB	0.0737	0.53	1,551	B
554	OC	Jones Rd	Narcoossee Rd	Gerry Ct	2.4	U	A1	Collector	2	0	510	820	880	880	N	Y	U	N	N	0.52	270	430	460	460	2009	4/14	1,103	65	38	103	NB/EB	0.0934	0.63	65	B
405	OC	Kings Hwy	Pine Island Rd	Neptune Rd	1.9	U	H	Collector	2	1	400	800	1140	1440	N/A	N/A	U	N	Y	1.00	400	800	1140	1440	2009	4/16	5,337	176	274	450	SB/WB	0.0843	0.61	274	B
505	OC	Kissimmee Park Rd	Old Canoe Creek Rd	Lake Tohopekaliga	4.8	T	H	Collector	2	1	420	800	1120	1420	N/A	N/A	U	N	N	1.00	420	800	1120	1420	2009	4/16	2,512	81	117	198	SB/WB	0.0788	0.59	117	B
226	OC	Koa St	Rhododendrom Ave	Marigold Ave	2.0	U	A1	Collector	2	1	510	820	880	880	Y	N	U	Y	Y	0.90	460	740	790	790	2010	7/20	12,177	553	310	863	NB/EB	0.0709	0.64	553	C
227	OC	Koa St	Marigold Ave	Doverplum Ave	1.2	U	A1	Collector	2	0	510	820	880	880	Y	N	U	Y	Y	0.90	460	740	790	790	2010	7/20	8,435	396	208	604	NB/EB	0.0716	0.66	396	B
416	OC	Lakeshore Blvd	Fortune Rd	Partin Settlement Rd	1.9	U	H	Collector	2	0	400	800	1140	1440	N/A	N/A	U	N	N	1.00	400	800	1140	1440	2009	4/16	7,909	272	433	705	SB	0.0891	0.61	433	C
417	OC	Lakeshore Blvd	Partin Settlement Rd	Brown Chapel Rd	1.1	U	H	Collector	2	0	400	800	1140	1440	N/A	N/A	U	N	N	1.00	400	800	1140	1440	2010	7/22	9,839	329	668	996	SB	0.1013	0.67	668	C
516	OC	Lakeshore Blvd	Brown Chapel Rd	Mississippi Ave	2.6	U	H	Collector	2	0	400	800	1140	1440	N/A	N/A	U	N	N	1.00	400	800	1140	1440	2009	4/15	7,321	415	241	656	EB	0.0896	0.63	415	C
26	Kiss	Lakeshore Blvd	Clyde Ave	Neptune Rd	1.2	U	A1	Collector	2	0	510	820	880	880	Y	N	U	N	N	0.72	370	590	630	630	2006	3/16	7,746	476	249	726	EB	0.0937	0.66	476	C
104	Kiss	Lakeside Dr	Boggy Creek Rd	Boggy Creek Rd	1.3	U	A1	Collector	2	1	510	820	880	880	Y	N	D	Y	N	0.95	480	770	830	830	2007	3/20	10,443	391	512	903	SB/WB	0.0865	0.57	512	C
	Kiss	Laurence Silas Blvd	Neptune Rd	Oak St	0.4	U	A1	Collector	4	0	1560	1890	1960	1960	Y	N	D	Y	N	0.90	1400	1700	1760	1760	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Kiss	MLK Jr Blvd	John Young Pky	Central Ave	0.5	U	A1	Collector	4	1	1560	1890	1960	1960	Y	N	U	Y	N	0.86	1330	1620	1680	1680	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
28	Kiss	Mabbette St	Thacker Ave	Church St	1.0	U	A1	Collector	2	1	510	820	880	880	Y	N	U	Y	N	0.90	460	740	790	790	2007	3/29	3,059	135	242	376	SB/WB	0.1230	0.64	242	B
106	Kiss	Main St	Drury Ave	US 192	0.6	U	A2	Minor Art	4	2	0	1330	1770	1870	Y	N	D	Y	N	0.90	0	1200	1590	1680	2007	3/28	34,498	1,267	1,366	2,633	SB/WB	0.0763	0.52	1,366	D
225	OC	Marigold Ave	Cypress Pky	Koa St	1.0	U	A1	Collector	2	1	510	820	880	880	Y	N	U	Y	Y	0.90	460	740	790	790	2010	7/20	17,793	822	518	1,340	NB/EB	0.0753	0.61	822	F
230	OC	Marigold Ave	Koa St	Eastbourne Rd	2.9	U	A1	Collector	2	0	510	820	880	880	Y	N	U	Y	N	0.90	460	740	790	790	2010	7/20	14,438	721	385	1,107	NB/EB	0.0767	0.65	721	C
121	OC	Masters Blvd/Goodman Rd	Championsgate Blvd	Tri-County Rd	1.0	U	A1	Collector	2	1	510	820	880	880	Y	N	U	Y	N	0.90	460	740	790	790	2009	5/6	1,202	61	47	108	NB/EB	0.0900	0.56	61	B
556	OC	Michigan Ave (St Cloud)	Lakeshore Blvd	US 192	0.8	U	A1	Collector	2	1	510	820	880	880	N	Y	U	N	N	0.52	270	430	460	460	2009	5/6	1,901	53	129	181	SB/WB	0.0953	0.71	129	B
518	OC	Michigan Ave (St Cloud)	US 192	New Nolte Rd	1.4	U	H	Collector	2	0	400	800	1140	1440	N/A	N/A	U	N	N	1.00	400	800	1140	1440	2010	7/22	6,493	239	255	495	SB/WB	0.0762	0.52	255	B
534	OC	Michigan Ave (St Cloud)	New Nolte Rd	Creek Woods Dr	0.8	U	H	Collector	2	0	400	800	1140	1440	N/A	N/A	U	Y	Y	1.00	400	800	1140	1440	2009	4/15	3,398	184	138	322	NB/EB	0.0948	0.57	184	B
333	OC	Michigan Ave (CR 531)	Osceola Pky	Carroll St	1.1	U	A1	Minor Art	4	2	1560	1890	1960	1960	Y	N	D	Y	Y	0.90	1400	1700	1760	1760	2009	4/22	37,109	1,461	1,503	2,964	SB/WB	0.0799	0.51	1,503	C
334	OC	Michigan Ave (CR 531)	Carroll St	Donegan Ave	0.5	U	A1	Minor Art	4	1	1560	1890	1960	1960	Y	N	D	Y	N	0.90	1400	1700	1760	1760	2009	4/29	33,147	1,319	1,299	2,618	NB/EB	0.0790	0.50	1,319	B
335	OC	Michigan Ave (CR 531)	Donegan Ave	US 192-441	1.0	U	A1	Minor Art	4	2	1560	1890	1960	1960	Y	N	D	Y	Y	0.90	1400	1700	1760	1760	2009	4/21	28,841	1,088	1,180	2,267	SB/WB	0.0786	0.52	1,180	B
32	Kiss	Mill Slough Blvd	Michigan Ave	Bill Beck Blvd	1.2	U	A1	Collector	2	1	510	820	880	880	Y	N	D	N	Y	0.90	460	740	790	790	2007	3/20	12,013	603	520	1,123	NB/EB	0.0935	0.54	603	C
589	OC	Narcoossee Rd (CR 15)	U.S. 192-441	10th St	0.2	U	A1	Principal Art	4	1	1560	1890	1960	1960	Y	N	D	Y	Y	0.90	1400	1700	1760	1760	2007	2/6	16,109	657	740	1,397	SB/WB	0.0867	0.53	740	B
541	OC	Narcoossee Rd (CR 15)	10th St	Rummel Rd	1.2	U	A1	Principal Art	4	1	1560	1890	1960	1960	Y	N	D	Y	Y	0.90	1400	1700	1760	1760	2008	3/26	16,192	631	782	1,413	SB/WB	0.0872	0.55	782	B
539	OC	Narcoossee Rd (CR 15)	Rummel Rd	Jones Rd	2.2	U	H	Principal Art	4	0	1770	2560	3320	3760	N/A	N/A	D	Y	Y	1.00	1770	2560	3320	3760	2008	3/18	19,364	945	713	1,658	NB/EB	0.0856	0.57	945	B
551	OC	Narcoossee Rd (CR 15)	Jones Rd	Orange County Line	3.7	U	A1	Principal Art	4	3	1560	1890	1960	1960	Y	N	D	Y	Y	0.90	1400	1700	1760	1760	2008	3/18	18,298	569	1,086	1,655	SB/WB	0.0905	0.66	1,086	B
364	OC	Neptune Rd	Broadway Ave/Main St	Lakeshore Blvd	0.5	U	A1	Minor Art	4	1	1560	1890	1960	1960	Y	N	D	Y	N	0.90	1400	1700	1760	1760	2010	7/8	18,714	585	970	1,555	SB/WB	0.0831	0.62	970	B
363	OC	Neptune Rd	Lakeshore Blvd	Kings Hwy	1.5	U	A1	Minor Art	4	1	1560	1890	1960	1960	Y	N	D	Y	Y	0.90	1400	1700	1760	1760	2010	8/3	21,476	1,429	687	2,116	NB/EB	0.0985	0.68	1,429	C
401	OC	Neptune Rd	Kings Hwy	Partin Settlement Rd	0.8	U	A1	Minor Art	4	1	1560	1890	1960	1960	Y	N	D	Y	N	0.90	1400	1700	1760	1760	2010	7/29	20,929	1,211	707	1,917	NB/EB	0.0916	0.63	1,211	B
501	OC	Neptune Rd	Partin Settlement Rd	Kissimmee Park Rd	3.4	U	A1	Minor Art	2	1	510	820	880	880	Y	N	U	Y	Y	0.90	460	740	790	790	2010	8/3	17,046	1,069	549	1,618	NB/EB	0.0949	0.66	1,069	F
502	OC	Neptune Rd	Kissimmee Park Rd	U.S. 192-441	0.5	U	A2	Minor Art	2	1	0	560	810	860	Y	N	U	Y	Y	0.90	0	500	730	770	2010	7/14	8,661	497	292	789	NB/EB	0.0910	0.63	497	C
530	OC	Nolte Rd	Old Canoe Creek Rd	Canoe Creek Road (CR 523)	1.6	U	A1	Collector	4	0	1560	1890	1960	1960	Y	N	D	Y	N	0.90	1400	1700	1760	1760	2009	4/28	7,150	417	257	674	NB/EB	0.0943	0.62	417	B
542	OC	Nova Rd (CR 532)	U.S. 192-441	Eden Dr	3.4	U	H	Collector	2	0	400	800	1140	1440	N/A	N/A	U	N	N	1.00	400	800	1140	1440	2009	4/15	5,188	273	179	452	NB/EB	0.0871	0.60	273	B
545	OC	Nova Rd (CR 532)	Eden Dr	Orange County Line	20.3	RU	H	Collector	2	0	240	430	740	1480	N/A	N/A	U	N	N	1.00	240	430	740	1480	2009	4/28	1,316	60	59	119	NB/EB	0.0907	0.50	60	B
40	Kiss	Oak St	Dyer Blvd	Thacker Ave	0.8	U	A1	Collector	2	1	510	820	880	880	Y	N	U	N	N	0.72	370	590	630	630	2007	3/22	4,908	226	216	442	NB/EB	0.0900	0.51	226	B
41	Kiss	Oak St	Thacker Ave	John Young Pky	0.5	U	A1	Collector	2	1	510	820	880	880	Y	N	U	Y	Y	0.90	460	740	790	790	2007	3/13	11,482	511	603	1,113	SB/WB	0.0970	0.54	603	C
37	Kiss	Oak St	John Young Pky	US 17-92 (Main St)	0.8	U	A1	Collector	4	3	1560	1890	1960	1960	Y	N	U	Y	N	0.86	1330	1620	1680	1680	2007	3/13	16,526	632	808	1,440	SB/WB	0.0871	0.56	808	B
42	Kiss	Oak St	US 17-92 (Main St)	US 192-441 (Vine St)	1.0	U	A1	Collector	2	1	510	820	880	880	Y	N	D	Y	N	0.95	480	770	830	830	2007	3/8	23,639	1,068	855	1,924	NB/EB	0.0814	0.56	1,068	F
471	OC	Old Boggy Creek Rd	Denn John Ln	Boggy Creek Rd	0.5	U	A1	Collector	2	1	510	820	880	880	Y	N	U	Y	N	0.90	460	740	790	790	2010	7/21	8,424	383	347	730	NB/EB	0.0866	0.53	383	B
503	OC	Old Canoe Creek Rd	US 192	Neptune Rd	0.3	U	A1	Minor Art	4	1	1560	1890	1960	1960	Y	N	D	Y	N	0.90	1400	1700	1760	1760	2010	7/15	17,123	623	779	1,402	SB/WB	0.0819	0.56	779	B
504	OC	Old Canoe Creek Rd	Neptune Rd	Kissimmee Park Rd	1.9	U	A1	Minor Art	4	3	1560	1890	1960	1960	Y	N	D	Y	Y	0.90	1400	1700	1760	1760	2010	7/29	25,560	865	1,209	2,074	SB/WB	0.0811	0.58	1,209	B
506	OC	Old Canoe Creek Rd	Kissimmee Park Rd	Canoe Creek Road (CR 523)	2.3	U	A1	Minor Art	2	1	510	820	880	880	Y	N	U	Y	Y	0.90	460	740	790	790	2010	7/29	17,675	481	1,086	1,567	SB/WB	0.0886	0.69	1,086	F
357	OC	Old Dixie Hwy	Donegan Ave	Osceola Pky	1.3	U	A1	Collector	2	1	510	820	880	880	Y	N	U	N	N	0.72	370	590	630	630	2009	5/5	3,799	170	186	356	SB/WB	0.0938	0.52	186	B
529	OC	Old Hickory Tree Rd	Nolte Rd	US 192	1.3	U	A1	Collector	2	1	510	820	880	880	Y	N	U	Y	Y	0.90	460	740	790	790	2009	4/15	3,324	180	195	375	SB/WB	0.1128	0.52	195	B
111	OC	Old Lake Wilson Rd (CR 545)	US 192	Westgate Blvd	0.3	U	A1	Minor Art	6	0	2400	2860	2940	2940	Y	N	D	Y	N	0.90	2160	2570	2650	2650	2009	4/28	13,806	426	537	963	SB/WB	0.0697	0.56	537	B
105	OC	Old Lake Wilson Rd (CR 545)	Westgate Blvd	Sinclair Rd	2.3	U	A1	Minor Art	2	0	510	820	880	880	Y	N	U	Y	Y	0.90	460	740	790	790	2009	4/30	6,447	182	428	610	SB/WB	0.0946	0.70	428	B
103	OC	Old Lake Wilson Rd (CR 545)	Sinclair Rd	Osceola Polk Line Rd (CR 532)	2.5	U	A1	Minor Art	2	1	510	820	880	880	Y	N	U	Y	N	0.90	460	740	790	790	2009	4/28	8,488	244	504	748	SB/WB	0.0881	0.67	504	C
601	OC	Old Melbourne Hwy	US 192	Bronco Dr	2.4	T	H	Collector	2	0	420	800	1120	1420	N/A	N/A	U	N	N	1.00	420	800	1120	1420	2009	4/15	3,160	187	63	250	NB/EB	0.0791	0.75	187	B
208	OC	Old Tampa Hwy	US 17/92	Poinciana Blvd	2.6	U	H	Collector	2	0	400	800	1140	1440	N/A	N/A	U	N	N	1.00	400	800	1140	1440	2010	7/21	2,198	100	146	246	SB/WB	0.1118	0.59	146	B
233	OC	Old Tampa Hwy	Poinciana Blvd	Broad St	1.5	U	H	Collector	2	0	400	800	1140	1440	N/A	N/A	U	N	N	1.00	400	800	1140	1440	2010	7/21	4,190	303	154	458	NB/EB	0.1093	0.66	303	B
207	OC	Old Tampa Hwy	Broad St	Pleasant Hill Rd	1.9	U	H	Collector	2	0	400	800	1140	1440	N/A	N/A	U	N	Y	1.00	400	800	1140	1440	2010	7/14	4,803	162	420	582	SB/WB	0.1211	0.72	420	C
176	OC	Old Vineland Rd	US 192	Princess Way	0.9	U	A1	Collector	2	0	510	820	880	880	Y	N	U	N	N	0.72	370	590	630	630	2009	4/23	1,378	61	59	119	NB/EB	0.0865	0.51	61	B
324	OC	Orange Ave (CR 527)	Osceola Pky	Orange County Line	0.5	U	A1	Minor Art	2	0	510	820	880	880	Y	N	U	Y	N	0.90	460	740	790	790	2010	7/28	20,071	742	973	1,716	SB/WB	0.0855	0.57	973	F
538	OC	Orange Ave (St Cloud)	Rummel Rd	US 192-441 (13th St)	1.1	U	A1	Collector	2	0	510	820	880	880	N	Y	U	N	N	0.52	270	430	460	460	2009	4/15	1,291	50	64	114	SB/WB	0.0883	0.56	64	B
178	OC	Oren Brown Rd	Poinciana Blvd	US 192	1.0	U	A1	Collector	2	0	510	820	880	880	Y	N	U	Y	N	0.90	460	740	790	790	2009	4/23	5,508	111	359	470	SB/WB	0.0853	0.76	359	B
	RCID	Osceola Pky	Victory Way	I-4	1.1	U	A1	Minor Art	6	1	2400	2860	2940	2940	Y	N	D	Y	Y	0.90	2160	2570	2650	2650	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
181	OC	Osceola Pky	I-4	SR 417	1.3	U	A1	Principal Art	4	2	1560	1890	1960	1960	Y	N	D	Y	Y	0.90	1400	1700	1760	1760	2010	7/28	18,830	1,169	499	1,667	NB/EB	0.0886	0.70	1,169	B
180	OC	Osceola Pky	SR 417	Vineland Rd (SR 535)	2.0	U	A1	Principal Art	4	1	1560	1890	1960	1960	Y	N	D	Y	Y	0.90	1400	1700	1760	1760	2010	7/28	13,281	651	485	1,136	NB/EB	0.0855	0.57	651	B
182	OC	Osceola Pky	Vineland Rd (SR 535)	Dyer Blvd	3.2	U	A1	Principal Art	4	1	1560	1890	1960	1960	N/A	N/A	D	N/A	Y	1.00	1560	1890	1960	1960	2010	7/28	17,070	886	525	1,411	NB/EB	0.0827	0.63	886	B
325	OC	Osceola Pky	Dyer Blvd	John Young Pky	0.7	U	A1	Principal Art	4	1	1560	1890	1960	1960	Y	N	D	Y	Y	0.90	1400	1700	1760	1760	2009	5/19	26,824	1,089	965	2,054	NB/EB	0.0766	0.53	1,089	B
321	OC	Osceola Pky	John Young Pky	US 17-92-441 (O.B.T.)	1.1	U	A1	Principal Art	4	2	1560	1890	1960	1960	Y	N	D	Y	Y	0.90	1400	1700	1760	1760	2010	7/28	31,482	1,163	1,219	2,382	SB/WB	0.0757	0.51	1,219	B
323	OC	Osceola Pky	US 17-92-441 (O.B.T.)	Florida's Turnpike	1.5	U	A2	Principal Art	6	5	0	2080	2680	2830	Y	N	D	Y	Y	0.90	0	1870	2410	2550	2010	7/8	55,751	2,424	1,992	4,416	NB/EB	0.0792	0.55	2,424	E
448	OC	Osceola Pky	Florida's Turnpike	Buenaventura Blvd	1.1	U	A2	Principal Art	6	3	0	2080	2680	2830	Y	N	D	Y	Y	0.90	0	1870	2410	2550	2008	3/26	45,327	2,808	1,508	4,315	NB/EB	0.0952	0.65	2,808	F
450	OC	Osceola Pky	Buenaventura Blvd	Boggy Creek Rd	2.4	U	A1	Principal Art	2	2	510	820	880	880	Y	N	U	Y	Y	0.90	460	740	790	790	2010	7/8	20,935	996	580	1,576	NB/EB	0.0753	0.63	996	F
102	OC	Osceola Polk Line Rd (CR 532)	US 17/92	Lake Wilson Rd	3.0	U	A1	Minor Art	2	1	510	820	880	880	Y	N	U	Y	Y	0.90	460	740	790	790	2009	4/28	16,260	763	524	1,287	NB/EB	0.0792	0.59	763	D
101	OC	Osceola Polk Line Rd (CR 532)	Lake Wilson Rd	I-4	1.5	U	A1	Minor Art	4	1	1560	1890	1960	1960	Y	N	D	Y	Y	0.90	1400	1700	1760	1760	2010	7/21	21,970	874	785	1,659	NB/EB	0.0755	0.53	874	B
403	OC	Partin Settlement Rd	Neptune Rd	US 192-441	1.2	U	A1	Collector	2	1	510	820	880	880	Y	N	U	Y	N	0.90	460	740	790	790	2010	7/8	7,698	285	369	653	SB/WB	0.0848	0.56	369	B
418	OC	Partin Settlement Rd	US 192-441	Lakeshore Blvd	1.5	U	H	Collector	2	0	400	800	1140	1440	N/A	N/A	U	Y	Y	1.00	400	800	1140	1440	2010	7/15	10,459	602	286	887	NB/EB	0.0848	0.68	602	C
543	OC	Pine Grove Rd	US 192-441	Nova Rd (CR 532)	2.0	U	H	Collector	2	0	400	800	1140	1440	N/A	N/A	U	N	Y	1.00	400	800	1140	1440	2009	4/15	3,095	104	146	250	SB/WB	0.0808	0.58	146	B
507	OC	Pine Tree Rd	Canoe Creek Rd	Hickory Tree Rd	3.0	U	H	Collector	2	0	400	800	1140	1440	N/A	N/A	U	Y	N	1.00	400	800	1140	1440	2009	4/15	7,740	362	293	655	NB/EB	0.0846	0.55	362	B
221	OC	Pleasant Hill Rd	Cypress Pky	Poinciana Blvd	0.6	U	A1	Minor Art	6	1	2400	2860	2940	2940	Y	N	D	Y	Y	0.90	2160	2570	2650	2650	2010	7/20	49,403	1,031	2,496	3,527	SB/WB	0.0714	0.71	2,496	C
212	OC	Pleasant Hill Rd	Poinciana Blvd	Grasmere View Pkwy	3.6	U	A1	Minor Art	4	1	1560	1890	1960	1960	Y	N	D	Y	Y	0.90	1400	1700	1760	1760	2010	7/27	35,684	939	1,659	2,598	SB/WB	0.0728	0.64	1,659	C
205	OC	Pleasant Hill Rd	Grasmere View Pkwy	US 17/92	3.9	U	A1	Minor Art	4	2	1560	1890	1960	1960	Y	N	D	Y	Y	0.90	1400	1700	1760	1760	2010	7/29	48,923	1,128	2,389	3,516	SB/WB	0.0719	0.68	2,389	F
204	OC	Pleasant Hill Rd	US 17/92	Clay St	1.0	U	A1	Minor Art	2	1	510	820	880	880	Y	N	U	Y	Y	0.90	460	740	790	790	2010	7/22	13,609	441	718	1,159	SB/WB	0.0852	0.62	718	C
213	OC	Poinciana Blvd	Pleasant Hill Rd	Crescent Lakes Way	5.8	U	H	Minor Art	2	1	400	800	1140	1440	N/A	N/A	U	Y	Y	1.00	400	800	1140	1440	2010	8/24	15,463	957	308	1,265	NB/EB	0.0818	0.76	957	D
202	OC	Poinciana Blvd	Crescent Lakes Way	US 17/92	2.3	U	A1	Minor Art	4	1	1560	1890	1960	1960	Y	N	D	Y	Y	0.90	1400	1700	1760	1760	2008	4/16	22,952	739	1,239	1,978	SB/WB	0.0862	0.63	1,239	B
201	OC	Poinciana Blvd	US 17/92	One Mile North of CSX RR	1.2	U	H	Principal Art	4	0	1770	2560	3320	3760	N/A	N/A	D	Y	Y	1.00	1770	2560	3320	3760	2009	4/29	24,380	533	1,380	1,914	SB/WB	0.0785	0.72	1,380	B
161	OC	Poinciana Blvd	One Mile North of CSX RR	Oren Brown Rd	2.5	U	H	Principal Art	2	0	400	800	1140	1440	N/A	N/A	U	Y	Y	1.00	400	800	1140	1440	2010	7/22	26,458	641	1,353	1,994	SB/WB	0.0754	0.68	1,353	E
160	OC	Poinciana Blvd	Oren Brown Rd	US 192 (Bronson Hwy)	2.3	U	A1	Principal Art	4	1	1560	1890	1960	1960	Y	N	D	Y	N	0.90	1400	1700	1760	1760	2010	8/24	27,840	718	1,570	2,288	SB/WB	0.0822	0.69	1,570	C
159	OC	Poinciana Blvd	US 192 (BRONSON HWY)	Vineland Rd (SR 535)	0.8	U	A1	Minor Art	4	3	1560	1890	1960	1960	Y	N	D	Y	Y	0.90	1400	1700	1760	1760	2010	7/22	21,728	508	1,056	1,565	SB/WB	0.0720	0.68	1,056	B
158	OC	Polynesian Isle Blvd	US 192	Vineland Rd (SR 535)	1.2	U	A1	Collector	4	1	1560	1890	1960	1960	Y	N	U	Y	N	0.86	1330	1620	1680	1680	2010	7/27	9,424	332	378	710	SB/WB	0.0753	0.53	378	B
171	OC	Princess Way/Seven Dwarfs Ln	US 192 (Bronson Hwy)	Odl Vineland Rd	1.2	U	A1	Collector	2	0	510	820	880	880	Y	N	U	Y	N	0.90	460	740	790	790	2009	4/23	1,567	58	67	124	SB/WB	0.0793	0.54	67	B

Osceola County 2010 Existing Roadway Network Capacity

(Updated 9/10/10)

Count Station #	Count Source	ROADWAY	FROM	TO	Length (Miles)	Area Type (U/T/R)	Facility Type	Functional Class	# of Lanes (2-way)	# of signals	Unadjusted Service Volumes				Major City/ County	Other Signalized (Y, N, N/A)	Div/ Undiv (D/U)	Left-turn Bays?	Right-turn Bays?	Adjustment Factor	Adjusted Service Volumes				Latest Count Year	Count Date (mm/dd)	ADT (Peak Season)	PM Peak Hour (Peak Season)							
											B	C	D	E							B	C	D	E				NB/EB	SB/WB	Pk Hr Total	Pk Dir	K-Factor	D-Factor	Pk Hr Pk Dir Vol	LOS
211	OC	Reaves Rd	Poinciana Blvd	Pleasant Hill Rd	1.8	U	A1	Collector	2	0	510	820	880	880	Y	N	U	N	N	0.72	370	590	630	630	2009	4/29	2,349	143	102	245	NB/EB	0.1042	0.58	143	B
455	OC	Royal Palm Dr	Buenaventura Blvd	Boggy Creek Road	0.8	U	A1	Collector	2	0	510	820	880	880	Y	N	U	N	N	0.72	370	590	630	630	2009	5/5	3,139	130	153	283	SB/WB	0.0902	0.54	153	B
517	OC	Rummel Rd	Mississippi Ave	Narcoossee Rd (CR 15)	1.9	U	A1	Collector	2	1	510	820	880	880	Y	N	U	N	N	0.72	370	590	630	630	2009	4/15	4,386	228	196	424	NB/EB	0.0967	0.54	228	B
107	OC	Sand Hill Rd	Old Lake Wilson Rd (CR 545)	Formosa Gardens Blvd	1.1	U	A1	Collector	2	0	510	820	880	880	Y	N	U	Y	Y	0.90	460	740	790	790	2009	4/28	2,191	88	83	170	NB/EB	0.0777	0.51	88	B
404	OC	Shady Ln	Partin Settlement Rd	US 192-441 (Bronson Hwy)	0.6	U	A1	Collector	2	1	510	820	880	880	Y	N	D	Y	N	0.95	480	770	830	830	2010	7/22	8,288	266	426	692	SB/WB	0.0835	0.62	426	B
113	OC	Sherberth Rd	US 192	Orange County Line	0.9	U	A1	Collector	2	0	510	820	880	880	Y	N	U	Y	N	0.90	460	740	790	790	2010	7/21	12,641	275	784	1,059	SB/WB	0.0838	0.74	784	D
173	OC	Siesta Lago Dr	US 192	Poinciana Blvd	1.2	U	A1	Collector	2	0	510	820	880	880	Y	N	U	Y	N	0.90	460	740	790	790	2009	4/23	4,438	163	192	355	SB/WB	0.0799	0.54	192	B
412	OC	Simpson Rd	Boggy Creek Rd/Fortune Rd	U.S. 192-441	1.2	U	A1	Minor Art	2	1	510	820	880	880	Y	N	U	Y	N	0.90	460	740	790	790	2010	7/22	16,937	778	600	1,378	NB/EB	0.0813	0.56	778	D
106	OC	Sinclair Rd	SR 429 (Western Beltway)	Old Lake Wilson Rd	0.8	U	A1	Collector	4	1	1560	1890	1960	1960	Y	N	D	Y	N	0.90	1400	1700	1760	1760	2009	4/28	1,175	65	46	111	NB/EB	0.0946	0.59	65	B
214	OC	Southport Rd	Pleasant Hill Rd	Southport	5.6	T	H	Minor Coll	2	0	420	800	1120	1420	N/A	N/A	U	N	Y	1.00	420	800	1120	1420	2009	4/23	2,695	101	129	230	SB/WB	0.0855	0.56	129	B
972630	FDOT	SR 417	Orange County Line	Osceola Pky	0.7	U	F	Freeway	4	0	2200	3020	3720	4020	N/A	N/A	D	N/A	N/A	1.00	2200	3020	3720	4020	2009	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
972620	FDOT	SR 417	Osceola Pky	Celebration Ave	1.3	U	F	Freeway	4	0	2200	3020	3720	4020	N/A	N/A	D	N/A	N/A	1.00	2200	3020	3720	4020	2009	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
972610	FDOT	SR 417	Celebration Ave	I-4	1.2	U	F	Freeway	4	0	2200	3020	3720	4020	N/A	N/A	D	N/A	N/A	1.00	2200	3020	3720	4020	2009	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
972800	FDOT	SR 429 (Western Beltway)	I-4	Sinclair Rd	1.1	U	F	Freeway	4	0	2200	3020	3720	4020	N/A	N/A	D	N/A	N/A	1.00	2200	3020	3720	4020	2009	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
972810	FDOT	SR 429 (Western Beltway)	Sinclair Rd	US 192	3.7	U	F	Freeway	4	0	2200	3020	3720	4020	N/A	N/A	D	N/A	N/A	1.00	2200	3020	3720	4020	2009	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
920318	FDOT	SR 535 (Vineland Rd)	US 192	Poinciana Blvd	0.7	U	A2	Minor Art	4	3	0	1330	1770	1870	N/A	N/A	D	Y	Y	1.00	0	1330	1770	1870	2009	1/20	27,821	928	1,311	2,240	SB	0.0805	0.59	1,311	C
923	OC	SR 535 (Vineland Rd)	Poinciana Blvd	Orange County Line	0.4	U	A2	Minor Art	4	1	0	1330	1770	1870	N/A	N/A	D	Y	Y	1.00	0	1330	1770	1870	2010	7/28	65,039	1,982	2,369	4,351	SB	0.0669	0.54	2,369	F
920058	FDOT	SR 60	Indian River County Line	Polk County Line	21.9	RU	H	Principal Art	2	0	240	430	740	1480	N/A	N/A	U	N	N	1.00	240	430	740	1480	2009	1/27	7,005	276	239	515	NB/EB	0.0735	0.54	276	C
515	OC	Tenth (10th) St	Narcoossee Rd (CR 15)	Michigan Ave	2.0	U	A1	Collector	2	0	510	820	880	880	N	Y	U	N	N	0.52	270	430	460	460	2009	4/15	2,664	143	117	260	NB/EB	0.0976	0.55	143	B
512	OC	Tenth (10th) St	Michigan Ave	US 192-441 (13th St)	2.0	U	A1	Collector	2	0	510	820	880	880	N	Y	U	N	N	0.52	270	430	460	460	2009	5/6	3,819	143	212	355	SB/WB	0.0930	0.60	212	B
307	OC	Thacker Ave	Osceola Pky	John Young Pky	0.6	U	A1	Collector	4	1	1560	1890	1960	1960	Y	N	D	Y	N	0.90	1400	1700	1760	1760	2009	5/5	9,020	356	563	920	SB/WB	0.1020	0.61	563	B
305	OC	Thacker Ave	Clay St	MLK Jr Blvd	1.1	U	A2	Collector	2	3	0	560	810	860	Y	N	D	Y	N	0.95	0	530	770	810	2009	5/19	10,001	440	661	1,101	SB/WB	0.1101	0.60	661	D
51	Kiss	Thacker Ave	MLK Jr Blvd	US 192	0.5	U	A2	Collector	2	2	0	560	810	860	Y	N	D	Y	Y	0.95	0	530	770	810	2007	3/8	14,485	608	628	1,236	SB/WB	0.0853	0.51	628	D
53	Kiss	Thacker Ave	US 192	Columbia Ave	0.3	U	A2	Collector	4	1	0	1330	1770	1870	Y	N	U	Y	N	0.86	0	1140	1510	1600	2007	3/13	11,719	508	538	1,046	SB/WB	0.0892	0.51	538	C
50	Kiss	Thacker Ave	Columbia Ave	Carroll St	1.1	U	A1	Collector	4	0	1560	1890	1960	1960	Y	N	D	Y	N	0.90	1400	1700	1760	1760	2006	3/14	12,996	559	630	1,188	SB/WB	0.0914	0.53	630	B
		Tri-County Rd	Polk County Line	Goodman Rd	2.2	U	A1	Collector	2	0	510	820	880	880	Y	N	U	N	Y	0.72	370	590	630	630	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
750020	FDOT	US 192	Lake County Line	SR 429 (Western Beltway)	2.5	U	A1	Principal Art	4	4	1560	1890	1960	1960	N/A	N/A	D	Y	Y	1.00	1560	1890	1960	1960	2009	3/3	43,255	1,206	2,160	3,366	SB/WB	0.0778	0.64	2,160	F
901	OC	US 192	SR 429	World Dr	3.3	U	A2	Principal Art	6	7	0	2080	2680	2830	N/A	N/A	D	Y	Y	1.00	0	2080	2680	2830	2010	8/3	72,269	1,919	2,780	4,700	SB/WB	0.0650	0.59	2,780	E
920311	FDOT	US 192	World Dr	I-4	1.4	U	F	Principal Art	6	0	3300	4580	5580	6200	N/A	N/A	D	Y	N/A	1.00	3300	4580	5580	6200	2009	2/12	59,884	2,127	2,228	4,355	SB/WB	0.0727	0.51	2,228	B
920300	FDOT	US 192	I-4	Parkway Blvd	0.6	U	A2	Principal Art	6	1	0	2080	2680	2830	N/A	N/A	D	Y	Y	1.00	0	2080	2680	2830	2009	1/27	47,596	1,785	2,027	3,812	SB/WB	0.0801	0.53	2,027	C
902	OC	US 192	Parkway Blvd	Polynesian Isle Blvd	2.4	U	A2	Principal Art	6	6	0	2080	2680	2830	N/A	N/A	D	Y	Y	1.00	0	2080	2680	2830	2010	7/27	52,121	1,798	1,620	3,418	NB/EB	0.0656	0.53	1,798	C
920320	FDOT	US 192	Polynesian Isle Blvd	Vineland Rd (SR 535)	1.0	U	A1	Principal Art	6	2	2400	2860	2940	2940	N/A	N/A	D	Y	Y	1.00	2400	2860	2940	2940	2009	1/20	38,043	1,660	1,535	3,195	NB/EB	0.0840	0.52	1,660	B
904	OC	US 192	Vineland Rd (SR 535)	Siesta Lago Dr	1.3	U	A1	Principal Art	6	3	2400	2860	2940	2940	N/A	N/A	D	Y	Y	1.00	2400	2860	2940	2940	2010	8/3	55,511	2,372	1,629	4,001	NB/EB	0.0721	0.59	2,372	B
913	OC	US 192	Siesta Lago Dr	Hoagland Blvd	2.1	U	A1	Principal Art	6	2	2400	2860	2940	2940	N/A	N/A	D	Y	Y	1.00	2400	2860	2940	2940	2010	8/3	59,100	2,454	1,995	4,449	NB/EB	0.0753	0.55	2,454	C
905	OC	US 192	Hoagland Blvd	Thacker Ave	1.2	U	A2	Principal Art	6	3	0	2080	2680	2830	N/A	N/A	D	Y	N	1.00	0	2080	2680	2830	2010	8/3	46,006	1,730	1,699	3,429	NB/EB	0.0745	0.50	1,730	C
925016	FDOT	US 192	Thacker Ave	Main St (US 441)	1.3	U	A2	Principal Art	6	4	0	2080	2680	2830	N/A	N/A	D	Y	N	1.00	0	2080	2680	2830	2009	2/3	48,823	1,949	1,714	3,663	NB/EB	0.0750	0.53	1,949	C
925017	FDOT	US 192-441	Main St (US 441)	Michigan Ave	0.7	U	A1	Principal Art	6	1	2400	2860	2940	2940	N/A	N/A	D	Y	Y	1.00	2400	2860	2940	2940	2009	1/22	50,276	1,949	1,791	3,740	NB/EB	0.0744	0.52	1,949	B
906	OC	US 192-441	Michigan Ave	Boggy Creek Rd	1.1	U	A1	Principal Art	6	2	2400	2860	2940	2940	N/A	N/A	D	Y	Y	1.00	2400	2860	2940	2940	2010	8/3	56,173	2,310	1,696	4,006	NB/EB	0.0713	0.58	2,310	B
907	OC	US 192-441	Boggy Creek Rd	Shady Ln	1.8	U	A1	Principal Art	6	3	2400	2860	2940	2940	N/A	N/A	D	Y	Y	1.00	2400	2860	2940	2940	2010	8/3	40,920	1,738	1,152	2,890	NB/EB	0.0706	0.60	1,738	B
908	OC	US 192-441	Shady Ln	Partin Settlement Rd	0.8	U	A1	Principal Art	4	1	1560	1890	1960	1960	N/A	N/A	D	Y	Y	1.00	1560	1890	1960	1960	2010	8/3	52,370	2,264	1,471	3,735	NB/EB	0.0713	0.61	2,264	F
925	OC	US 192-441	Partin Settlement Rd	Commerce Center Dr	2.3	U	A1	Principal Art	4	2	1560	1890	1960	1960	N/A	N/A	D	Y	Y	1.00	1560	1890	1960	1960	2010	8/3	44,564	1,927	1,318	3,245	NB/EB	0.0728	0.59	1,927	D
920105	FDOT	US 192-441	Commerce Center Dr	Columbia Ave	1.2	U	A2	Principal Art	4	4	0	1330	1770	1870	N/A	N/A	D	Y	N	1.00	0	1330	1770	1870	2009	2/2	45,923	2,062	1,595	3,658	NB/EB	0.0796	0.56	2,062	F
925021	FDOT	US 192-441	Columbia Ave	Mississippi Ave	2.0	U	A2	Principal Art	6	5	0	2080	2680	2830	N/A	N/A	D	Y	N	1.00	0	2080	2680	2830	2009	1/28	40,891	1,733	1,199	2,932	NB/EB	0.0717	0.59	1,733	C
927	OC	US 192-441	Mississippi Ave	Narcoossee Rd (CR 15)	1.5	U	A2	Principal Art	4	2	0	1330	1770	1870	N/A	N/A	D	Y	Y	1.00	0	1330	1770	1870	2010	7/15	27,212	1,059	919	1,978	NB/EB	0.0727	0.54	1,059	C
920255	FDOT	US 192-441	Narcoossee Rd (CR 15)	Nova Rd (CR 532)	1.3	U	H	Principal Art	4	0	1770	2560	3320	3760	N/A	N/A	D	Y	N	1.00	1770	2560	3320	3760	2009	1/27	22,847	1,092	768	1,860	NB/EB	0.0814	0.59	1,092	B
909	OC	US 192-441	Nova Rd (CR 532)	Old Melbourne Hwy	2.6	U	H	Principal Art	2	0	400	800	1140	1440	N/A	N/A	D	Y	N	1.05	420	840	1200	1510	2006	2/20	19,051	844	770	1,614	NB/EB	0.0847	0.52	844	D
920304	FDOT	US 192-441	Old Melbourne Hwy	SR 15/Holopaw Rd	9.1	T	H	Principal Art	4	1	1670	2420	3130	3550	N/A	N/A	D	Y	N	1.00	1670	2420	3130	3550	2009	1/27	11,889	356	661	1,017	SB/WB	0.0855	0.65	661	B
921008	FDOT	US 192	SR 15/Holopaw Rd	Brevard County Line	13.7	RU	H	Principal Art	4	0	1410	2210	2800	3180	N/A	N/A	D	Y	N	1.00	1410	2210	2800	3180	2009	2/2	5,333	170	241	411	SB/WB	0.0771	0.59	241	B
920044	FDOT	US 441/SR 15	SR 60	Canoe Creek Rd/CR 523	14.0	RU	H	Principal Art	2	0	240	430	740	1480	N/A	N/A	U	N	N	1.00	240	430	740	1480	2009	1/27	1,646	62	64	127	SB/WB	0.0771	0.51	64	B
921006	FDOT	US 441/SR 15	Canoe Creek Rd/CR 523	US 192	19.7	RU	H	Principal Art	2	0	240	430	740	1480	N/A	N/A	U	Y	N	1.00	240	430	740	1480	2009	2/2	2,505	107	114	221	SB/WB	0.0884	0.52	114	B
920314	FDOT	US 17/92 (S Orange Blossom Tr)	Polk County Line	Osceola Polk Line Rd (CR 532)	0.9	U	A1	Principal Art	2	1	510	820	880	880	N/A	N/A	U	Y	N	1.00	510	820	880	880	2009	2/2	8,392	450	286	736	NB/EB	0.0878	0.61	450	B
910	OC	US 17/92 (S Orange Blossom Tr)	Osceola Polk Line Rd (CR 532)	Old Tampa Hwy	0.7	U	A1	Principal Art	2	0	510	820	880	880	N/A	N/A	U	Y	Y	1.00	510	820	880	880	2010	7/29	19,590	721	901	1,622	SB/WB	0.0828	0.56	901	F
914	OC	US 17/92 (S Orange Blossom Tr)	Old Tampa Hwy	Poinciana Blvd	2.9	U	A1	Principal Art	2	1	510	820	880	880	N/A	N/A	U	Y	Y	1.00	510	820	880	880	2010	8/3	18,230	733	642	1,374	NB/EB	0.0754	0.53	733	C
922	OC	US 17/92 (S Orange Blossom Tr)	Poinciana Blvd	Ham Brown Rd	1.5	U	A1	Principal Art	2	1	510	820	880	880	N/A	N/A	U	Y	Y	1.00	510	820	880	880	2010	7/21	22,124	832	757	1,589	NB/EB	0.0718	0.52	832	D
921	OC	US 17/92 (S Orange Blossom Tr)	Ham Brown Rd	Pleasant Hill Rd	1.7	U	A1	Principal Art	4	1	1560	1890	1960	1960	N/A	N/A	D	Y	Y	1.00	1560	1890	1960	1960	2010	7/20	26,442	1,064	876	1,939	NB/EB	0.0733	0.55	1,064	B
911	OC	US 17/92	Pleasant Hill Rd	Penfield St	2.4	U	A1	Principal Art	4	1	1560	1890	1960	1960	N/A	N/A	D	Y	Y	1.00	1560	1890	1960	1960	2010	7/20	54,208	1,556	2,384	3,940	SB/WB	0.0727	0.61	2,384	F
920003	FDOT	US 17/92	Penfield St	Emmett St	0.3	U	A1	Principal Art	4	2	1560	1890	1960	1960	N/A	N/A	D	Y	Y	1.00	1560	1890	1960	1960	2009	1/22	56,370	1,652	2,571	4,223	SB/WB	0.0749	0.61	2,571	F
Spec	Kiss	US 17/92	Emmett St	MLK Jr Blvd	0.4	U	A1	Principal Art	4	2	1560	1890	1960	1960	N/A	N/A	D	Y	N	1.00	1560	1890	1960	1960	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
319	OC	US 17/92	MLK Jr Blvd	US 192	0.5	U	A1	Principal Art	4	2	1560	1890	1960	1960	N/A	N/A	D	Y	N	1.00	1560	1890	1960	1960	2010	7/8	35,906	1,358	1,126	2,483	NB/EB	0.0692	0.55	1,358	B
Spec	Kiss	US 17/92 (Main St)	US 192	Donegan Ave	1.0	U	A1	Principal Art	4	2	1560	1890	1960	1960	N/A	N/A	D	Y	N	1.00	1560	1890	1960	1960	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
920100	FDOT	US 17/92 (N Orange Blossom Tr)	Donegan Ave	Carroll St	0.5	U	A1	Principal Art	4	1	1560	1890	1960	1960	N/A	N/A	D	Y	Y	1.00	1560	1890	1960	1960	2009	2/3	33,599	1,307	1,511	2,818	SB/WB	0.0839	0.54	1,511	B
912	OC	US 17/92 (N Orange Blossom Tr)	Carroll St	Osceola Pky	0.8	U	A1	Principal Art	4	3	1560	1890	1960	1960	N/A	N/A	D	Y	Y	1.00	1560	1890	1960	1960	2010	7/8	40,552	1,370	1,751	3,122	SB/WB	0.0770	0.56	1,751	C
916	OC	US 17/92 (N Orange Blossom Tr)	Osceola Pky	Orange County Line	0.8	U	A1	Principal Art	6	0	2400	2860	2940	2940	N/A	N/A	D	Y	Y	1.00	2400	2860	2940	2940	2010	7/8	36,788	1,180	1,793	2,974	SB/WB	0.0808	0.60	1,793	B
	OC	Vermont Ave	Lakeshore Blvd	US 192	0.9	U	A1	Local	2	1	510	820	880	880	N/A	Y	U	N	N	0.52	270	430	460	460	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	OC	Westside Blvd	Goodman Rd	Funie Steed Rd	1.0	U	A1	Collector	4	0	1560	1890	1960	1960	Y	N	D	Y	Y	0.90	1400	1700	1760	1760	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	OC	Westside Blvd	Funie Steed Rd	US 192	1.0	U	A1	Collector	4	1	1560	1890	1960	1960	Y	N	D	Y	Y	0.90	1400	1700	1760	1760	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
310	OC	Woodcrest Blvd	Michigan Ave	Bill Beck Blvd	1.0	U	A1	Collector	2	0	510	820	880	880	Y	N	U	Y	N	0.90	460	740	790	790	2009	4/22	7,545	376	230	606	NB/EB	0.0803	0.62	376	B
124	OC	World Dr	I-4	US 192	1.8	U	A1	Minor Art	4	1	1560	1890	1960	1960	Y	N	D	Y	N	0.90	1400	1700	1760	1760	2009	4/28	11,216	209	698	907	SB/WB	0.0808	0.77	698	B
114	OC	World Dr	US 192	Osceola Pky	1.1	U	F	Minor Art	6	0	3300	4580	5580	6200	N/A	N/A	D	N/A	N/A	1.00	3300	4580	5580	6200	2009	5/19	20,356	261	1,713	1,974	SB/WB	0.0970	0.87	1,713	B

Osceola County 2012 Existing Roadway Network Capacity

(Updated 06/08/12)

Count Station #	Count Source	ROADWAY	FROM	TO	Length (Miles)	Area Type (U/T/R)	Facility Type	Functional Class	# of Lanes (2-way)	# of signals	Unadjusted Service Volumes B	Unadjusted Service Volumes C	Unadjusted Service Volumes D	Unadjusted Service Volumes E	Major City/ County	Other Signalized (Y, N, N/A)	Div/ Undiv (D/U)	Left-turn Bays?	Right-turn Bays?	Adjustment Factor	Adjusted Service Volumes B	Adjusted Service Volumes C	Adjusted Service Volumes D	Adjusted Service Volumes E	Latest Count Year	Count Date (mm/dd)	ADT (Peak Season)	PM Peak Hour (Peak Season) NB/EB	SB/WB	Pk Hr Total	Pk Dir	K-Factor	D-Factor	Pk Hr Pk Dir Vol	LOS
317	OC	John Young Pky	Columbia Ave	Carroll St	1.3	U	A1	Principal Art	6	2	2400	2860	2940	2940	Y	N	D	Y	Y	0.90	2160	2570	2650	2650	2012	4/12	37,981	1,331	1,484	2,815	SB/WB	0.0756	0.53	1,484	B
316	OC	John Young Pky	Carroll St	Orange County Line	1.6	U	A1	Principal Art	6	4	2400	2860	2940	2940	Y	N	D	Y	Y	0.90	2160	2570	2650	2650	2012	4/12	43,033	1,472	1,739	3,211	SB/WB	0.0687	0.54	1,739	B
554	OC	Jones Rd	Narcoossee Rd	Gerry Ct	2.4	U	A1	Collector	2	0	510	820	880	880	N	Y	U	N	N	0.52	270	430	460	460	2012	3/27	1,166	65	40	105	NB/EB	0.0874	0.62	65	B
405	OC	Kings Hwy	Pine Island Rd	Neptune Rd	1.9	U	H	Collector	2	1	400	800	1140	1440	N/A	N/A	U	N	Y	1.00	400	800	1140	1440	2012	4/10	5,176	157	296	453	SB/WB	0.0869	0.65	296	B
505	OC	Kissimmee Park Rd	Old Canoe Creek Rd	Lake Tohopekaliga	4.8	T	H	Collector	2	1	420	800	1120	1420	N/A	N/A	U	Y	Y	1.00	420	800	1120	1420	20121	4/12	2,399	110	121	231	SB/WB	0.0825	0.52	121	B
226	OC	Koa St	Rhododendrom Ave	Marigold Ave	2.0	U	A1	Collector	2	1	510	820	880	880	Y	N	U	Y	Y	0.90	460	740	790	790	2012	4/12	13,423	501	494	995	NB/EB	0.0741	0.50	501	C
227	OC	Koa St	Marigold Ave	Doverplum Ave	1.2	U	A1	Collector	2	0	510	820	880	880	Y	N	U	Y	Y	0.90	460	740	790	790	2012	4/3	9,926	350	398	748	SB/WB	0.0754	0.53	398	B
416	OC	Lakeshore Blvd	Fortune Rd	Partin Settlement Rd	1.9	U	H	Collector	2	1	400	800	1140	1440	N/A	N/A	U	Y	Y	1.00	400	800	1140	1440	2012	4/10	9,692	309	533	842	SB	0.0869	0.63	533	C
417	OC	Lakeshore Blvd	Partin Settlement Rd	Brown Chapel Rd	1.1	U	H	Collector	2	0	400	800	1140	1440	N/A	N/A	U	N	Y	1.00	400	800	1140	1440	2012	4/3	10,938	332	666	998	SB	0.0912	0.67	666	C
516	OC	Lakeshore Blvd	Brown Chapel Rd	Mississippi Ave	2.6	U	H	Collector	2	0	400	800	1140	1440	N/A	N/A	U	N	N	1.00	400	800	1140	1440	2012	4/3	7,843	469	256	725	EB	0.0836	0.65	469	C
225	OC	Marigold Ave	Cypress Pky	Koa St	1.0	U	A1	Collector	2	1	510	820	880	880	Y	N	U	Y	Y	0.90	460	740	790	790	2012	4/3	18,602	828	493	1,321	NB/EB	0.0710	0.63	828	F
230	OC	Marigold Ave	Koa St	Eastbourne Rd	2.9	U	A1	Collector	2	0	510	820	880	880	Y	N	U	Y	N	0.90	460	740	790	790	2012	4/3	14,583	670	410	1,080	NB/EB	0.0741	0.62	670	C
121	OC	Masters Blvd/Goodman Rd	Championsgate Blvd	Tri-County Rd	1.0	U	A1	Collector	2	1	510	820	880	880	Y	N	U	Y	N	0.90	460	740	790	790	2012	3/27	1,995	114	64	178	NB/EB	0.0893	0.64	114	B
556	OC	Michigan Ave (St Cloud)	Lakeshore Blvd	US 192	0.8	U	A1	Collector	2	1	510	820	880	880	N	Y	U	Y	Y	0.65	330	530	570	570	2012	4/12	2,070	94	86	180	NB/EB	0.0850	0.52	94	B
518	OC	Michigan Ave (St Cloud)	US 192	New Nolte Rd	1.4	U	H	Collector	2	1	400	800	1140	1440	N/A	N/A	U	Y	Y	1.00	400	800	1140	1440	2012	4/3	6,844	294	284	578	NB/EB	0.0845	0.51	294	B
534	OC	Michigan Ave (St Cloud)	New Nolte Rd	Creek Woods Dr	0.8	U	H	Collector	2	0	400	800	1140	1440	N/A	N/A	U	Y	Y	1.00	400	800	1140	1440	2012	4/3	3,833	177	201	378	SB/WB	0.0986	0.53	201	B
333	OC	Michigan Ave (CR 531)	Osceola Pky	Carroll St	1.1	U	A1	Minor Art	4	2	1560	1890	1960	1960	Y	N	D	Y	Y	0.90	1400	1700	1760	1760	2012	3/27	35,780	1,473	1,416	2,889	NB/EB	0.0812	0.51	1,473	C
334	OC	Michigan Ave (CR 531)	Carroll St	Donegan Ave	0.5	U	A1	Minor Art	4	1	1560	1890	1960	1960	Y	N	D	Y	Y	0.90	1400	1700	1760	1760	2012	4/10	32,879	1,310	1,382	2,692	SB/WB	0.0781	0.51	1,382	B
335	OC	Michigan Ave (CR 531)	Donegan Ave	US 192-441	1.0	U	A1	Minor Art	4	2	1560	1890	1960	1960	Y	N	D	Y	Y	0.90	1400	1700	1760	1760	2012	4/12	30,951	1,119	1,225	2,344	SB/WB	0.0725	0.52	1,225	B
589	OC	Narcoossee Rd (CR 15)	U.S. 192-441	10th St	0.2	U	A1	Principal Art	4	1	1560	1890	1960	1960	Y	N	D	Y	Y	0.90	1400	1700	1760	1760	2007	2/6	16,109	657	740	1,397	SB/WB	0.0867	0.53	740	B
541	OC	Narcoossee Rd (CR 15)	10th St	Rummel Rd	1.2	U	A1	Principal Art	4	1	1560	1890	1960	1960	Y	N	D	Y	Y	0.90	1400	1700	1760	1760	2008	3/26	16,192	631	782	1,413	SB/WB	0.0872	0.55	782	B
539	OC	Narcoossee Rd (CR 15)	Rummel Rd	Jones Rd	2.2	U	H	Principal Art	4	0	1770	2560	3320	3760	N/A	N/A	D	Y	Y	1.00	1770	2560	3320	3760	2008	3/18	19,169	936	706	1,642	NB/EB	0.0856	0.57	936	B
551	OC	Narcoossee Rd (CR 15)	Jones Rd	Orange County Line	3.7	U	A1	Principal Art	4	3	1560	1890	1960	1960	Y	N	D	Y	Y	0.90	1400	1700	1760	1760	2008	3/18	18,113	564	1,075	1,639	SB/WB	0.0905	0.66	1,075	B
364	OC	Neptune Rd	Broadway Ave/Main St	Lakeshore Blvd	0.5	U	A1	Minor Art	4	1	1560	1890	1960	1960	Y	N	D	Y	N	0.90	1400	1700	1760	1760	2012	4/12	19,459	1,127	605	1,732	NB/EB	0.0890	0.65	1,127	B
363	OC	Neptune Rd	Lakeshore Blvd	Kings Hwy	1.5	U	A1	Minor Art	4	1	1560	1890	1960	1960	Y	N	D	Y	Y	0.90	1400	1700	1760	1760	2012	4/12	22,713	1,391	738	2,129	NB/EB	0.0937	0.65	1,391	B
401	OC	Neptune Rd	Kings Hwy	Partin Settlement Rd	0.8	U	A2	Minor Art	4	3	0	1330	1770	1870	Y	N	D	Y	N	0.90	0	1200	1590	1680	2012	4/10	23,102	1,409	797	2,206	NB/EB	0.0955	0.64	1,409	D
501	OC	Neptune Rd	Partin Settlement Rd	Kissimmee Park Rd	3.4	U	A1	Minor Art	2	1	510	820	880	880	Y	N	U	Y	Y	0.90	460	740	790	790	2012	4/12	18,773	1,159	557	1,716	NB/EB	0.0914	0.68	1,159	F
502	OC	Neptune Rd	Kissimmee Park Rd	U.S. 192-441	0.5	U	A2	Minor Art	2	1	0	560	810	860	Y	N	U	Y	Y	0.90	0	500	730	770	2012	4/12	8,763	409	342	751	NB/EB	0.0857	0.54	409	C
530	OC	Nolte Rd	Old Canoe Creek Rd	Canoe Creek Road (CR 523)	1.6	U	A1	Collector	4	0	1560	1890	1960	1960	Y	N	D	Y	N	0.90	1400	1700	1760	1760	2012	4/3	8,810	485	289	774	NB/EB	0.0879	0.63	485	B
542	OC	Nova Rd (CR 532)	U.S. 192-441	Eden Dr	3.4	U	H	Collector	2	0	400	800	1140	1440	N/A	N/A	U	N	Y	1.00	400	800	1140	1440	2012	4/12	5,061	272	199	471	NB/EB	0.0893	0.58	272	B
545	OC	Nova Rd (CR 532)	Eden Dr	Orange County Line	20.3	RU	H	Collector	2	0	240	430	740	1480	N/A	N/A	U	N	N	1.00	240	430	740	1480	2012	4/10	1,059	33	50	83	SB/WB	0.1105	0.60	50	B
471	OC	Old Boggy Creek Rd	Denn John Ln	Boggy Creek Rd	0.5	U	A1	Collector	2	1	510	820	880	880	Y	N	U	Y	Y	0.90	460	740	790	790	2012	4/12	9,437	450	365	815	NB/EB	0.0864	0.55	450	B
503	OC	Old Canoe Creek Rd	US 192	Neptune Rd	0.3	U	A1	Minor Art	4	1	1560	1890	1960	1960	Y	N	D	Y	N	0.90	1400	1700	1760	1760	2012	4/3	18,430	695	853	1,548	SB/WB	0.0840	0.55	853	B
504	OC	Old Canoe Creek Rd	Neptune Rd	Kissimmee Park Rd	1.9	U	A1	Minor Art	4	3	1560	1890	1960	1960	Y	N	D	Y	Y	0.90	1400	1700	1760	1760	2012	4/3	25,551	855	1,272	2,127	SB/WB	0.0832	0.60	1,272	B
506	OC	Old Canoe Creek Rd	Kissimmee Park Rd	Canoe Creek Road (CR 523)	2.3	U	A1	Minor Art	2	1	510	820	880	880	Y	N	U	Y	Y	0.90	460	740	790	790	2012	4/3	16,444	436	954	1,390	SB/WB	0.0845	0.69	954	F
357	OC	Old Dixie Hwy	Donegan Ave	Osceola Pky	1.3	U	A1	Collector	2	1	510	820	880	880	Y	N	U	N	N	0.72	370	590	630	630	2012	3/27	4,038	159	190	349	SB/WB	0.0848	0.54	190	B
529	OC	Old Hickory Tree Rd	Nolte Rd	US 192	1.3	U	A1	Collector	2	1	510	820	880	880	Y	N	U	Y	Y	0.90	460	740	790	790	2012	4/12	3,142	210	179	389	NB/EB	0.1194	0.54	210	B
111	OC	Old Lake Wilson Rd (CR 545)	US 192	Westgate Blvd	0.3	U	A1	Minor Art	6	0	2400	2860	2940	2940	Y	N	D	Y	N	0.90	2160	2570	2650	2650	2009	4/28	13,806	426	537	963	SB/WB	0.0697	0.56	537	B
105	OC	Old Lake Wilson Rd (CR 545)	Westgate Blvd	Sinclair Rd	2.3	U	A1	Minor Art	2	0	510	820	880	880	Y	N	U	Y	Y	0.90	460	740	790	790	2009	4/30	6,447	182	428	610	SB/WB	0.0946	0.70	428	B
103	OC	Old Lake Wilson Rd (CR 545)	Sinclair Rd	Osceola Polk Line Rd (CR 532	2.5	U	A1	Minor Art	2	1	510	820	880	880	Y	N	U	Y	N	0.90	460	740	790	790	2012	4/5	8,690	240	481	721	SB/WB	0.0843	0.67	481	C
601	OC	Old Melbourne Hwy	US 192	Bronco Dr	2.4	T	H	Collector	2	0	420	800	1120	1420	N/A	N/A	U	N	N	1.00	420	800	1120	1420	2012	4/12	3,104	166	131	297	NB/EB	0.0805	0.56	166	B
208	OC	Old Tampa Hwy	US 17/92	Poinciana Blvd	2.6	U	H	Collector	2	0	400	800	1140	1440	N/A	N/A	U	N	N	1.00	400	800	1140	1440	2012	4/12	1,834	53	118	171	SB/WB	0.0932	0.69	118	B
233	OC	Old Tampa Hwy	Poinciana Blvd	Broad St	1.5	U	H	Collector	2	0	400	800	1140	1440	N/A	N/A	U	Y	Y	1.00	400	800	1140	1440	2012	3/27	3,978	267	119	386	NB/EB	0.0971	0.69	267	B
207	OC	Old Tampa Hwy	Broad St	Pleasant Hill Rd	1.9	U	H	Collector	2	0	400	800	1140	1440	N/A	N/A	U	N	Y	1.00	400	800	1140	1440	2012	4/12	4,422	135	331	466	SB/WB	0.1054	0.71	331	B
176	OC	Old Vineland Rd	US 192	Princess Way	0.9	U	A1	Collector	2	0	510	820	880	880	Y	N	U	N	N	0.72	370	590	630	630	2012	4/12	1,308	55	52	107	NB/EB	0.0902	0.51	55	B
324	OC	Orange Ave (CR 527)	Osceola Pky	Orange County Line	0.5	U	A1	Minor Art	2	1	510	820	880	880	Y	N	U	Y	Y	0.90	460	740	790	790	2012	4/10	20,447	1,084	738	1,822	NB/EB	0.0891	0.59	1,084	F
538	OC	Orange Ave (St Cloud)	Rummel Rd	US 192-441 (13th St)	1.1	U	A1	Collector	2	0	510	820	880	880	N	Y	U	N	N	0.52	270	430	460	460	2012	4/12	2,070	94	86	180	NB/EB	0.0870	0.52	94	B
178	OC	Oren Brown Rd	Poinciana Blvd	US 192	1.0	U	A1	Collector	2	0	510	820	880	880	Y	N	U	Y	Y	0.90	460	740	790	790	2012	3/27	5,858	218	256	474	SB/WB	0.0786	0.54	256	B
181	OC	Osceola Pky	I-4	SR 417	1.3	U	A1	Principal Art	4	2	1560	1890	1960	1960	Y	N	D	Y	Y	0.90	1400	1700	1760	1760	2012	4/10	16,657	1,007	597	1,604	NB/EB	0.0963	0.63	1,007	B
180	OC	Osceola Pky	SR 417	Vineland Rd (SR 535)	2.0	U	A1	Principal Art	4	1	1560	1890	1960	1960	Y	N	D	Y	Y	0.90	1400	1700	1760	1760	2012	3/27	14,025	792	460	1,252	NB/EB	0.0893	0.63	792	B
182	OC	Osceola Pky	Vineland Rd (SR 535)	Dyer Blvd	3.2	U	A1	Principal Art	4	1	1560	1890	1960	1960	N/A	N/A	D	Y	Y	1.00	1560	1890	1960	1960	2012	4/10	17,730	890	542	1,432	NB/EB	0.0808	0.62	890	B
325	OC	Osceola Pky	Dyer Blvd	John Young Pky	0.7	U	A2	Principal Art	4	2	0	1330	1770	1870	Y	N	D	Y	Y	0.90	0	1200	1590	1680	2012	4/10	25,455	972	967	1,939	NB/EB	0.0776	0.50	972	C
321	OC	Osceola Pky	John Young Pky	US 17-92-441 (O.B.T.)	1.1	U	A2	Principal Art	4	3	0	1330	1770	1870	Y	N	D	Y	Y	0.90	0	1200	1590	1680	2012	4/10	31,934	1,210	1,283	2,493	SB/WB	0.0781	0.51	1,283	D
323	OC	Osceola Pky	US 17-92-441 (O.B.T.)	Florida's Turnpike	1.5	U	A2	Principal Art	6	4	0	2080	2680	2830	Y	N	D	Y	Y	0.90	0	1870	2410	2550	2012	4/10	47,999	2,030	1,710	3,740	NB/EB	0.0779	0.54	2,030	D
448	OC	Osceola Pky	Florida's Turnpike	Buenaventura Blvd	1.1	U	A2	Principal Art	6	3	0	2080	2680	2830	Y	N	D	Y	Y	0.90	0	1870	2410	2550	2012	3/27	42,096	2,103	940	3,042	NB/EB	0.1025	0.69	2,103	D
450	OC	Osceola Pky	Buenaventura Blvd	Boggy Creek Rd	2.4	U	A1	Principal Art	2	2	510	820	880	880	Y	N	U	Y	Y	0.90	460	740	790	790	2012	3/27	20,662	1,044	607	1,651	NB/EB	0.0799	0.63	1,044	F
102	OC	Osceola Polk Line Rd (CR 532)	US 17/92	Lake Wilson Rd	3.0	U	A1	Minor Art	2	1	510	820	880	880	Y	N	U	Y	Y	0.90	460	740	790	790	2012	4/3	13,922	586	475	1,061	NB/EB	0.0906	0.55	586	C
101	OC	Osceola Polk Line Rd (CR 532)	Lake Wilson Rd	I-4	1.5	U	A1	Minor Art	4	1	1560	1890	1960	1960	Y	N	D	Y	Y	0.90	1400	1700	1760	1760	2012	4/3	23,563	941	738	1,679	NB/EB	0.0713	0.56	941	B
403	OC	Partin Settlement Rd	Neptune Rd	US 192-441	1.2	U	A1	Collector	2	1	510	820	880	880	Y	N	U	Y	Y	0.90	460	740	790	790	2012	4/10	6,694	352	280	632	NB/EB	0.0944	0.56	352	B
418	OC	Partin Settlement Rd	US 192-441	Lakeshore Blvd	1.5	U	H	Collector	2	0	400	800	1140	1440	N/A	N/A	U	Y	Y	1.00	400	800	1140	1440	2012	3/27	10,802	610	449	1,059	NB/EB	0.0981	0.58	610	C
543	OC	Pine Grove Rd	US 192-441	Nova Rd (CR 532)	2.0	U	H	Collector	2	0	400	800	1140	1440	N/A	N/A	U	N	Y	1.00	400	800	1140	1440	2012	4/10	2,762	154	94	248	NB/EB	0.0905	0.62	154	B
507	OC	Pine Tree Rd	Canoe Creek Rd	Hickory Tree Rd	3.0	U	H	Collector	2	0	400	800	1140	1440	N/A	N/A	U	Y	Y	1.00	400	800	1140	1440	2012	3/27	7,078	373	254	628	NB/EB	0.0916	0.59	373	B
221	OC	Pleasant Hill Rd	Cypress Pky	Poinciana Blvd	0.6	U	A1	Minor Art	6	1	2400	2860	2940	2940	Y	N	D	Y	Y	0.90	2160	2570	2650	2650	2012	4/3	49,270	1,382	1,977	3,359	SB/WB	0.0682	0.59	1,977	B
212	OC	Pleasant Hill Rd	Poinciana Blvd	Grasmere View Pkwy	3.6	U	A1	Minor Art	4	4	1560	1890	1960	1960	Y	N	D	Y	Y	0.90	1400	1700	1760	1760	2012	4/12	35,847	1,128	1,554	2,682	SB/WB	0.0748	0.58	1,554	C
205	OC	Pleasant Hill Rd	Grasmere View Pkwy	US 17/92	3.9	U	A1	Minor Art	4	2	1560	1890	1960	1960	Y	N	D	Y	Y	0.90	1400	1700	1760	1760	2012	4/3	47,834	1,228	2,204	3,432	SB/WB	0.0717	0.64	2,204	F
204	OC	Pleasant Hill Rd	US 17/92	Clay St	1.0	U	A1	Minor Art	2	1	510	820	880	880	Y	N	U	Y	Y	0.90	460	740	790	790	2012	4/5	14,938	513	669	1,182	SB/WB	0.0791	0.57	669	C
213	OC	Poinciana Blvd	Pleasant Hill Rd	Crescent Lakes Way	5.8	U	H	Minor Art	2	1	400	800	1140	1440	N/A	N/A	U	Y	Y	1.00	400	800	1140	1440	2012	4/12	18,603	1,064	382	1,446	NB/EB	0.0777	0.74	1,064	D
202	OC	Poinciana Blvd	Crescent Lakes Way	US 17/92	2.3	U	A1	Minor Art	4	3	1560	1890	1960	1960	Y	N	D	Y	Y	0.90	1400	1700	1760	1760	2012	4/3	22,137	469	1,151	1,620	SB/WB	0.0894	0.71	1,151	B
201	OC	Poinciana Blvd	US 17/92	One Mile North of CSX RR	1.2	U	H	Principal Art	4	0	1770	2560	3320	3760	N/A	N/A	D	Y	Y	1.00	1770	2560	3320	3760	2012	3/27	24,084	767	1,342	2,110	SB/WB	0.0771	0.64	1,342	B
161	OC	Poinciana Blvd	One Mile North of CSX RR	Oren Brown Rd	2.5	U	H	Principal Art	2	0	400	800	1140	1440	N/A	N/A	U	Y	Y	1.00	400	800	1140	1440	2012	4/12	26,700	925	1,491	2,416	SB/WB	0.0905	0.62	1,491	F
160	OC	Poinciana Blvd	Oren Brown Rd	US 192 (Bronson Hwy)	2.3	U	A1	Principal Art	4	1	1560	1890	1960	1960	Y	Y	D	Y	Y	0.90	1400	1700	1760	1760	2012	4/10	28,411	642	1,579	2,221	SB/WB	0.0782	0.71	1,579	C
159	OC	Poinciana Blvd	US 192 (BRONSON HWY)	Vineland Rd (SR 535)	0.8	U	A1	Minor Art	4	3	1560	1890	1960	1960	Y	N	D	Y	Y	0.90	1400	1700	1760	1760	2012	4/10	21,634	575	1,015	1,590	SB/WB	0.0735	0.64	1,015	B
158	OC	Polynesian Isle Blvd	US 192	Vineland Rd (SR 535)	1.2	U	A1	Collector	4	1	1560	1890	1960	1960	Y	N	U	Y	Y	0.86	1330	1620	1680	1680	2012	3/27	8,141	302	305	607	SB/WB	0.0745	0.50	305	B
171	OC	Princess Way/Seven Dwarfs Ln	US 192 (Bronson Hwy)	Old Vineland Rd	1.2	U	A1	Collector	2	0	510	820	880	880	Y	N	U	Y	N	0.90	460	740	790	790	2012	4/12	1,714	49	92	141	SB/WB	0.0718	0.65	92	B
211	OC	Reaves Rd	Poinciana Blvd	Pleasant Hill Rd	1.8	U	A1	Collector	2	0	510	820	880	880	Y	N	U	N	N	0.72	370	590	630	630	2012	4/12	3,166	147	124	271	NB/EB	0.0758	0.54	147	B
517	OC	Rummel Rd	Mississippi Ave	Narcoosee Rd (CR 15)	1.9	U	A1	Collector	2	1	510	820	880	880	Y	N	U	N	N	0.72	370	590	630	630	2012	4/3	3,710	229	157	386	NB/EB	0.1040	0.59	229	B
107	OC	Sand Hill Rd	Old Lake Wilson Rd (CR 545)	Formosa Gardens Blvd	1.1	U	A1	Collector	2	0	510	820	880	880	Y	N	U	Y	Y	0.90	460	740	790	790	2012	4/12	2,099	74	96	170	SB/WB	0.0796	0.56	96	B
404	OC	Shady Ln	Partin Settlement Rd	US 192-441 (Bronson Hwy)	0.6	U	A1	Collector	2	1	510	820	880	880	Y	N	D	Y	N	0.95	480	770	830	830	2012	4/10	7,960	316	398	714	SB/WB	0.0897	0.56	398	B
113	OC	Sherberth Rd	US 192	Orange County Line	0.9	U	A1	Collector	2	1	510	820	880	880	Y	N	U	Y	Y	0.90	460	740	790	790	2012	4/5	14,800	433	797	1,230	SB/WB	0.0831	0.65	797	F
173	OC	Siesta Lago Dr	US 192	Poinciana Blvd	1.2	U	A1	Collector	2	0	510	820	880	880	Y	N	U	Y	Y	0.90	460	740	790	790	2012	3/27	3,755	169	144	313	NB/EB	0.0925	0.54	169	B
412	OC	Simpson Rd	Boggy Creek Rd/Fortune Rd	U.S. 192-441	1.2	U	A1	Minor Art	2	1	510	820	880	880	Y	N	U	Y	Y	0.90	460	740	790	790	2012	4/12	16,983	632	611	1,243	NB/EB	0.0732	0.51	632	C
106	OC	Sinclair Rd	SR 429 (Western Beltway)	Old Lake Wilson Rd	0.8	U	A1	Collector	4	1	1560	1890	1960	1960	Y	N	D	Y	N	0.90	1400	1700	1760	1760	2012	4/12	2,170	140	53	193	NB/EB	0.0502	0.73	140	B
214	OC	Southport Rd	Pleasant Hill Rd	Southport	5.6	T	H	Minor Coll	2	0	420	800	1120	1420	N/A	N/A	U	N	Y	1.00	420	800	1120	1420	2012	3/27	1,837	82	74	156	NB/EB	0.1228	0.53	82	B
923	OC	SR 535 (Vineland Rd)	Poinciana Blvd	Orange County Line	0.4	U	A2	Minor Art	4	1	0	1330	1770	1870	N/A	N/A	D	Y	Y	1.00	0	1330	1770	1870	2012	4/10	54,817	1,493	2,458	3,951	SB	0.0721	0.62	2,458	F
515	OC	Tenth (10th) St	Narcoossee Rd (CR 15)	Michigan Ave	2.0	U	A1	Collector	2	0	510	820	880	880	N	Y	U	Y	Y	0.65	330	530	570	570	2012	4/3	2,634	173	88	261	NB/EB	0.0987	0.66	173	B
512	OC	Tenth (10th) St	Michigan Ave	US 192-441 (13th St)	2.0	U	A1	Collector	2	0	510	820	880	880	N	Y	U	N	Y	0.52	270	430	460	460	2012	3/27	3,779	183	162	346	NB/EB	0.0904	0.53	183	B
307	OC	Thacker Ave	Osceola Pky	John Young Pky	0.6	U	A1	Collector	4	1	1560	1890	1960	1960	Y	N	D	Y	N	0.90	1400	1700	1760	1760	2012	4/10	8,803	300	537	837	SB/WB	0.1014	0.64	537	B
305	OC	Thacker Ave	Clay St	MLK Jr Blvd	1.1	U	A2	Collector	2	3	0	560	810	860	Y	N	D	Y	N	0.95	0	530	770	810	2012	4/12	9,084	292	523	815	SB/WB	0.1166	0.64	523	C
901	OC	US 192	SR 429	World Dr	3.3	U	A2	Principal Art	6	7	0	2080	2680	2830	N/A	N/A	D	Y	Y	1.00	0	2080	2680	2830	2012	4/12	67,299	1,976	2,515	4,491	SB/WB	0.0667	0.56	2,515	D
902	OC	US 192	Parkway Blvd	Polynesian Isle Blvd	2.4	U	A2	Principal Art	6	6	0	2080	2680	2830	N/A	N/A	D	Y	Y	1.00	0	2080	2680	2830	2012	4/10	46,070	1,911	1,518	3,429	NB/EB	0.0744	0.56	1,911	C
904	OC	US 192	Vineland Rd (SR 535)	Siesta Lago Dr	1.3	U	A1	Principal Art	6	3	2400	2860	2940	2940	N/A	N/A	D	Y	Y	1.00	2400	2860	2940	2940	2012	4/10	53,257	2,303	1,501	3,804	NB/EB	0.0714	0.61	2,303	B
913	OC	US 192	Siesta Lago Dr	Hoagland Blvd	2.1	U	A1	Principal Art	6	2	2400	2860	2940	2940	N/A	N/A	D	Y	Y	1.00	2400	2860	2940	2940	2012	4/10	50,509	2,140	1,545	3,685	NB/EB	0.0730	0.58	2,140	B
905	OC	US 192	Hoagland Blvd	Thacker Ave	1.2	U	A2	Principal Art	6	4	0	2080	2680	2830	N/A	N/A	D	Y	N	1.00	0	2080	2680	2830	2012	4/10	45,354	1,706	1,585	3,291	NB/EB	0.0726	0.52	1,706	C
906	OC	US 192-441	Michigan Ave	Boggy Creek Rd	1.1	U	A1	Principal Art	6	2	2400	2860	2940	2940	N/A	N/A	D	Y	Y	1.00	2400	2860	2940	2940	2012	4/10	56,702	2,121	2,126	4,247	SB/WB	0.0749	0.50	2,126	B

Osceola County 2013 Existing Roadway Network Capacity

(Updated 06/10/13)

Count Station #	Count Source	ROADWAY	FROM	TO	Length (Miles)	Area Type (U/T/R)	Facility Type (A/F/H)	Facility Type	Functional Class	# of Lanes (2-way)	Unadjusted Service Volumes B	Unadjusted Service Volumes C	Unadjusted Service Volumes D	Unadjusted Service Volumes E	Major City/ County	Other Signalized (Y, N, N/A)	Div/ Undiv (D/U)	Left-turn Bays?	Right-turn Bays?	Adjustment Factor	Adjusted Service Volumes B	Adjusted Service Volumes C	Adjusted Service Volumes D	Adjusted Service Volumes E	Latest Count Year	Count Date (mm/dd)	ADT	PM Peak Hour NB/EB	PM Peak Hour SB/WB	PM Peak Hour Pk Hr Total	PM Peak Hour K-Factor	PM Peak Hour D-Factor	PM Peak Hour Pk Hr Pk Dir Vol	PM Peak Hour LOS	Latitude	Longitude
503	OC	Old Canoe Creek Rd	US 192	Neptune Rd	0.3	U	A1	A1	Minor Art	4	1560	1890	1960	1960	Y	N	D	Y	N	0.90	1400	1700	1760	1760	2013	3/19	18,510	712	887	1,599	0.0864	0.55	887	B	28.24976667	-81.31676667
504	OC	Old Canoe Creek Rd	Neptune Rd	Kissimmee Park Rd	1.9	U	A	A1	Minor Art	4	1560	1890	1960	1960	Y	N	D	Y	Y	0.90	1400	1700	1760	1760	2013	3/19	27,119	949	1,380	2,329	0.0859	0.59	1,380	B	28.24111	-81.31779
506	OC	Old Canoe Creek Rd	Kissimmee Park Rd	Canoe Creek Road (CR 523)	2.3	U	A	A1	Minor Art	2	510	820	880	880	Y	N	U	Y	Y	0.90	460	740	790	790	2013	3/19	15,567	463	933	1,396	0.0897	0.67	933	F	28.21311667	-81.3063
357	OC	Old Dixie Hwy	Donegan Ave	Osceola Pky	1.3	U	A	A1	Collector	2	510	820	880	880	Y	N	U	N	N	0.72	370	590	630	630	2013	3/19	5,613	263	257	520	0.0926	0.51	263	B	28.33068333	-81.39896667
529	OC	Old Hickory Tree Rd	Nolte Rd	US 192	1.3	U	A	A1	Collector	2	510	820	880	880	Y	N	U	Y	Y	0.90	460	740	790	790	2013	4/10	3,216	193	168	361	0.1123	0.53	193	B	28.23841667	-81.25608333
111	OC	Old Lake Wilson Rd (CR 545)	US 192	Westgate Blvd	0.3	U	A1	A1	Minor Art	6	2400	2860	2940	2940	Y	N	D	Y	N	0.90	2160	2570	2650	2650	2013	3/5	19,995	615	685	1,300	0.0650	0.53	685	B	28.33091	-81.58942
105	OC	Old Lake Wilson Rd (CR 545)	Westgate Blvd	Sinclair Rd	2.3	U	A1	A1	Minor Art	4	1560	1890	1960	1960	Y	N	D	Y	Y	0.90	1400	1700	1760	1760	2013	4/11	6,321	178	420	598	0.0946	0.70	420	B	28.31516	-81.59067
103	OC	Old Lake Wilson Rd (CR 545)	Sinclair Rd	Osceola Polk Line Rd (CR 532	2.5	U	A	A1	Minor Art	2	510	820	880	880	Y	N	U	Y	N	0.90	460	740	790	790	2013	3/6	8,928	262	552	814	0.0912	0.68	552	C	28.27819	-81.59063
601	OC	Old Melbourne Hwy	US 192	Bronco Dr	2.4	T	H	H	Collector	2	420	800	1120	1420	N/A	N/A	U	N	N	1.00	420	800	1120	1420	2013	3/19	3,452	181	130	311	0.0901	0.58	181	B	28.22587	-81.17025
208	OC	Old Tampa Hwy	US 17/92	Poinciana Blvd	2.6	U	H	H	Collector	2	400	800	1140	1440	N/A	N/A	U	N	N	1.00	400	800	1140	1440	2013	3/5	1,958	83	137	220	0.1124	0.62	137	B	28.26048	-81.49963
233	OC	Old Tampa Hwy	Poinciana Blvd	Broad St	1.5	U	H	H	Collector	2	400	800	1140	1440	N/A	N/A	U	Y	Y	1.00	400	800	1140	1440	2013	4/2	4,512	288	212	500	0.1108	0.58	288	B	28.25838333	-81.47291667
207	OC	Old Tampa Hwy	Broad St	Pleasant Hill Rd	1.9	U	H	H	Collector	2	400	800	1140	1440	N/A	N/A	U	N	Y	1.00	400	800	1140	1440	2013	4/2	5,242	167	469	636	0.1213	0.74	469	C	28.25956667	-81.4621
176	OC	Old Vineland Rd	US 192	Princess Way	0.9	U	A1	A1	Collector	2	510	820	880	880	Y	N	U	N	N	0.72	370	590	630	630	2013	3/12	2,002	91	118	209	0.1044	0.56	118	B	28.31358	-81.46083
324	OC	Orange Ave (CR 527)	Osceola Pky	Orange County Line	0.5	U	A1	A1	Minor Art	2	510	820	880	880	Y	N	U	Y	Y	0.90	460	740	790	790	2013	3/19	20,480	786	965	1,751	0.0855	0.55	965	F	28.34656667	-81.39258333
538	OC	Orange Ave (St Cloud)	Rummel Rd	US 192-441 (13th St)	1.1	U	A1	A1	Collector	2	510	820	880	880	N	Y	U	N	N	0.52	270	430	460	460	2013	4/9	1,822	78	95	173	0.0950	0.55	95	B	28.2499	-81.26428333
178	OC	Oren Brown Rd	Poinciana Blvd	US 192	1.0	U	A1	A1	Collector	2	510	820	880	880	Y	N	U	Y	Y	0.90	460	740	790	790	2013	4/11	6,705	387	239	626	0.0934	0.62	387	B	28.30386667	-81.46275
181	OC	Osceola Pky	I-4	SR 417	1.3	U	A	A1	Principal Art	4	1560	1890	1960	1960	Y	N	D	Y	Y	0.90	1400	1700	1760	1760	2012	4/10	16,657	1,007	597	1,604	0.0963	0.63	1,007	B	28.34316667	-81.51988333
180	OC	Osceola Pky	SR 417	Vineland Rd (SR 535)	2.0	U	A	A1	Principal Art	4	1560	1890	1960	1960	Y	N	D	Y	Y	0.90	1400	1700	1760	1760	2013	3/5	14,501	839	571	1,410	0.0972	0.60	839	B	28.33868333	-81.50946667
182	OC	Osceola Pky	Vineland Rd (SR 535)	Dyer Blvd	3.2	U	A	A1	Principal Art	4	1560	1890	1960	1960	N	Y	D	Y	Y	0.65	1010	1230	1270	1270	2013	3/21	20,428	861	841	1,702	0.0833	0.51	861	B	28.34575	-81.46102
325	OC	Osceola Pky	Dyer Blvd	John Young Pky	0.7	U	A	A2	Principal Art	4	0	1330	1770	1870	Y	N	D	Y	Y	0.90	0	1200	1590	1680	2013	3/14	27,415	1,117	1,084	2,201	0.0803	0.51	1,117	C	28.34203	-81.42745
321	OC	Osceola Pky	John Young Pky	US 17-92-441 (O.B.T.)	1.1	U	A	A2	Principal Art	4	0	1330	1770	1870	Y	N	D	Y	Y	0.90	0	1200	1590	1680	2013	3/21	30,877	1,280	1,095	2,375	0.0769	0.54	1,280	D	28.3386	-81.40905
323	OC	Osceola Pky	US 17-92-441 (O.B.T.)	Florida's Turnpike	1.5	U	A	A2	Principal Art	6	0	2080	2680	2830	Y	N	D	Y	Y	0.90	0	1870	2410	2550	2013	3/21	48,426	2,190	1,696	3,886	0.0802	0.56	2,190	D	28.33865	-81.39566667
448	OC	Osceola Pky	Florida's Turnpike	Buenaventura Blvd	1.1	U	A	A2	Principal Art	6	0	2080	2680	2830	Y	N	D	Y	Y	0.90	0	1870	2410	2550	2013	3/12	44,536	2,194	1,248	3,442	0.0773	0.64	2,194	D	28.3432	-81.37656667
450	OC	Osceola Pky	Buenaventura Blvd	Boggy Creek Rd	2.4	U	A	A1	Principal Art	2	510	820	880	880	Y	N	U	Y	Y	0.90	460	740	790	790	2013	3/12	22,041	1,086	607	1,693	0.0768	0.64	1,086	F	28.34266667	-81.35368333
102	OC	Osceola Polk Line Rd (CR 532)	US 17/92	Lake Wilson Rd	3.0	U	A	A1	Minor Art	2	510	820	880	880	Y	N	U	Y	Y	0.90	460	740	790	790	2013	3/6	15,981	812	634	1,446	0.0905	0.56	812	F	28.25998333	-81.55433333
101	OC	Osceola Polk Line Rd (CR 532)	Lake Wilson Rd	I-4	1.5	U	A	A1	Minor Art	4	1560	1890	1960	1960	Y	N	D	Y	Y	0.90	1400	1700	1760	1760	2013	3/6	23,930	1,083	853	1,936	0.0809	0.56	1,083	B	28.25981667	-81.59443333
403	OC	Partin Settlement Rd	Neptune Rd	US 192-441	1.2	U	A	A1	Collector	2	510	820	880	880	Y	N	U	Y	Y	0.90	460	740	790	790	2013	3/12	6,639	323	304	627	0.0944	0.52	323	B	28.2787	-81.35166667
418	OC	Partin Settlement Rd	US 192-441	Lakeshore Blvd	1.5	U	H	H	Collector	2	400	800	1140	1440	N/A	N/A	U	Y	Y	1.00	400	800	1140	1440	2013	4/11	11,776	748	340	1,088	0.0924	0.69	748	C	28.27876667	-81.33613333
543	OC	Pine Grove Rd	US 192-441	Nova Rd (CR 532)	2.0	U	H	H	Collector	2	400	800	1140	1440	N/A	N/A	U	N	Y	1.00	400	800	1140	1440	2013	4/9	3,179	178	93	271	0.0852	0.66	178	B	28.25765	-81.1946
507	OC	Pine Tree Rd	Canoe Creek Rd	Hickory Tree Rd	3.0	U	H	H	Collector	2	400	800	1140	1440	N/A	N/A	U	Y	Y	1.00	400	800	1140	1440	2013	3/19	7,970	408	324	732	0.0918	0.56	408	C	28.1977	-81.29213333
221	OC	Pleasant Hill Rd	Cypress Pky	Poinciana Blvd	0.6	U	A	A1	Minor Art	6	2400	2860	2940	2940	Y	N	D	Y	Y	0.90	2160	2570	2650	2650	2013	3/21	55,308	1,356	2,416	3,772	0.0682	0.64	2,416	C	28.15174	-81.44048
212	OC	Pleasant Hill Rd	Poinciana Blvd	Grasmere View Pkwy	3.6	U	A	A1	Minor Art	4	1560	1890	1960	1960	Y	N	D	Y	Y	0.90	1400	1700	1760	1760	2013	3/5	36,004	1,049	1,501	2,550	0.0708	0.59	1,501	C	28.18173	-81.44014
205	OC	Pleasant Hill Rd	Grasmere View Pkwy	US 17/92	3.9	U	A	A1	Minor Art	4	1560	1890	1960	1960	Y	N	D	Y	Y	0.90	1400	1700	1760	1760	2013	3/5	47,681	1,340	2,066	3,406	0.0714	0.61	2,066	F	28.24031	-81.43546
204	OC	Pleasant Hill Rd	US 17/92	Clay St	1.0	U	A	A1	Minor Art	2	510	820	880	880	Y	N	U	Y	Y	0.90	460	740	790	790	2013	4/2	15,516	495	794	1,289	0.0831	0.62	794	F	28.26996667	-81.4364
213	OC	Poinciana Blvd	Pleasant Hill Rd	Crescent Lakes Way	5.8	U	H	H	Minor Art	2	400	800	1140	1440	N	N	U	Y	Y	1.00	400	800	1140	1440	2013	3/7	16,255	822	417	1,239	0.0762	0.66	822	D	28.17701667	-81.45236667
202	OC	Poinciana Blvd	Crescent Lakes Way	US 17/92	2.3	U	A	A1	Minor Art	4	1560	1890	1960	1960	Y	N	D	Y	Y	0.90	1400	1700	1760	1760	2013	3/5	25,985	628	1,092	1,720	0.0662	0.63	1,092	B	28.24184	-81.48727
201	OC	Poinciana Blvd	US 17/92	One Mile North of CSX RR	1.2	U	H	H	Principal Art	4	1770	2560	3320	3760	N	Y	D	Y	Y	1.00	1770	2560	3320	3760	2013	4/2	26,008	813	1,056	1,869	0.0719	0.57	1,056	B	28.26448333	-81.48618333
161	OC	Poinciana Blvd	One Mile North of CSX RR	Oren Brown Rd	2.5	U	H	H	Principal Art	2	400	800	1140	1440	N	Y	U	Y	Y	1.00	400	800	1140	1440	2013	4/2	29,243	673	1,461	2,134	0.0730	0.68	1,461	F	28.28817	-81.47256
160	OC	Poinciana Blvd	Oren Brown Rd	US 192 (Bronson Hwy)	2.3	U	A	A1	Principal Art	4	1560	1890	1960	1960	Y	Y	D	Y	Y	0.90	1400	1700	1760	1760	2013	3/14	27,009	741	1,458	2,199	0.0814	0.66	1,458	C	28.31729	-81.48855
159	OC	Poinciana Blvd	US 192 (BRONSON HWY)	Vineland Rd (SR 535)	0.8	U	A1	A1	Minor Art	4	1560	1890	1960	1960	Y	N	D	Y	Y	0.90	1400	1700	1760	1760	2013	4/11	20,513	486	853	1,339	0.0653	0.64	853	B	28.33591	-81.48972
158	OC	Polynesian Isle Blvd	US 192	Vineland Rd (SR 535)	1.2	U	A	A1	Collector	4	1560	1890	1960	1960	Y	N	U	Y	Y	0.86	1330	1620	1680	1680	2013	4/2	8,178	312	304	616	0.0753	0.51	312	B	28.33463333	-81.49581667
171	OC	Princess Way/Seven Dwarfs Ln	US 192 (Bronson Hwy)	Old Vineland Rd	1.2	U	A1	A1	Collector	2	510	820	880	880	Y	N	U	Y	N	0.90	460	740	790	790	2013	3/12	2,202	100	95	195	0.0886	0.51	100	B	28.32326	-81.46251
211	OC	Reaves Rd	Poinciana Blvd	Pleasant Hill Rd	1.8	U	A1	A1	Collector	2	510	820	880	880	Y	N	U	N	N	0.72	370	590	630	630	2013	3/7	2,890	150	125	275	0.0952	0.55	150	B	28.19855	-81.4552
455	OC	Royal Palm Dr	Buenaventura Blvd	Boggy Creek Road	0.8	U	A1	A1	Collector	2	510	820	880	880	Y	N	U	N	N	0.72	370	590	630	630	2013	3/19	3,405	147	146	293	0.0860	0.50	147	B	28.32506667	-81.33861667
517	OC	Rummel Rd	Mississippi Ave	Narcoosee Rd (CR 15)	1.9	U	A	A1	Collector	2	510	820	880	880	Y	N	U	N	N	0.72	370	590	630	630	2013	3/20	3,691	184	141	325	0.0881	0.57	184	B	28.26731667	-81.25168333
107	OC	Sand Hill Rd	Old Lake Wilson Rd (CR 545)	Formosa Gardens Blvd	1.1	U	A1	A1	Collector	2	510	820	880	880	Y	N	U	Y	Y	0.90	460	740	790	790	2013	3/7	2,169	72	93	165	0.0761	0.56	93	B	28.30336667	-81.59275
404	OC	Shady Ln	Partin Settlement Rd	US 192-441 (Bronson Hwy)	0.6	U	A	A1	Collector	2	510	820	880	880	Y	N	D	Y	N	0.95	480	770	830	830	2013	3/12	9,028	344	398	742	0.0822	0.54	398	B	28.28	-81.35663333
113	OC	Sherberth Rd	US 192	Orange County Line	0.9	U	A1	A1	Collector	2	510	820	880	880	Y	N	U	Y	Y	0.90	460	740	790	790	2013	3/12	13,896	413	792	1,205	0.0867	0.66	792	F	28.34516667	-81.5907
173	OC	Siesta Lago Dr	US 192	Poinciana Blvd	1.2	U	A1	A1	Collector	2	510	820	880	880	Y	N	U	Y	Y	0.90	460	740	790	790	2013	3/14	4,537	149	212	361	0.0796	0.59	212	B	28.31625	-81.48541667
412	OC	Simpson Rd	Boggy Creek Rd/Fortune Rd	U.S. 192-441	1.2	U	A	A1	Minor Art	2	510	820	880	880	Y	N	U	Y	Y	0.90	460	740	790	790	2013	3/12	16,669	758	503	1,261	0.0756	0.60	758	D	28.29648333	-81.35076667
106	OC	Sinclair Rd	SR 429 (Western Beltway)	Old Lake Wilson Rd	0.8	U	A	A1	Collector	4	1560	1890	1960	1960	Y	N	D	Y	N	0.90	1400	1700	1760	1760	2013	3/5	2,173	132	78	210	0.0966	0.63	132	B	28.29609	-81.59489
214	OC	Southport Rd	Pleasant Hill Rd	Southport	5.6	T	H	H	Minor Coll	2	420	800	1120	1420	N/A	N/A	U	N	Y	1.00	420	800	1120	1420	2013	3/7	1,490	72	69	141	0.0946	0.51	72	B	28.14231	-81.38816
920318	FDOT	SR 535 (Vineland Rd)	US 192	Poinciana Blvd	0.7	U	A	A2	Minor Art	4	0	1330	1770	1870	N/A	N/A	D	Y	Y	1.00	0	1330	1770	1870	2012	5/29	28,823	1,003	1,263	2,266	0.0786	0.56	1,263	C	N/A	N/A
923	OC	SR 535 (Vineland Rd)	Poinciana Blvd	Orange County Line	0.4	U	A	A2	Minor Art	4	0	1330	1770	1870	N/A	N/A	D	Y	Y	1.00	0	1330	1770	1870	2013	3/7	54,486	1,466	2,079	3,545	0.0651	0.59	2,079	F	28.34377	-81.48484
920058	FDOT	SR 60	Indian River County Line	Polk County Line	21.9	RU	H	H	Principal Art	2	240	430	740	1480	N/A	N/A	U	N	N	1.00	240	430	740	1480	2012	6/27	5,339	181	233	414	0.0775	0.56	233	B	N/A	N/A
515	OC	Tenth (10th) St	Narcoossee Rd (CR 15)	Michigan Ave	2.0	U	A1	A1	Collector	2	510	820	880	880	N	Y	U	Y	Y	0.65	330	530	570	570	2013	3/20	3,217	221	116	337	0.1048	0.66	221	B	28.24953333	-81.26373333
512	OC	Tenth (10th) St	Michigan Ave	US 192-441 (13th St)	2.0	U	A1	A1	Collector	2	510	820	880	880	N	Y	U	N	Y	0.52	270	430	460	460	2013	4/10	5,371	290	188	478	0.0890	0.61	290	C	28.24895	-81.28981667
307	OC	Thacker Ave	Osceola Pky	John Young Pky	0.6	U	A	A1	Collector	4	1560	1890	1960	1960	Y	N	D	Y	N	0.90	1400	1700	1760	1760	2013	4/2	8,230	323	460	783	0.0951	0.59	460	B	28.34661	-81.42351
305	OC	Thacker Ave	Clay St	MLK Jr Blvd	1.1	U	A	A2	Collector	2	0	560	810	860	Y	N	D	Y	N	0.95	0	530	770	810	2013	3/12	9,266	280	662	942	0.1017	0.70	662	D	28.28555	-81.42423333
920003	FDOT	US 17/92	Penfield St	Emmett St	0.3	U	A1	A1	Principal Art	4	1560	1890	1960	1960	N/A	N/A	D	Y	Y	1.00	1560	1890	1960	1960	2012	6/13	52,916	2,123	2,514	4,637	0.0876	0.54	2,514	F	N/A	N/A
911	OC	US 17/92	Pleasant Hill Rd	Penfield St	2.4	U	A	A1	Principal Art	4	1560	1890	1960	1960	N/A	N/A	D	Y	Y	1.00	1560	1890	1960	1960	2013	3/12	53,613	1,701	2,119	3,820	0.0713	0.55	2,119	F	28.27511667	-81.42041667
319	OC	US 17/92	MLK Jr Blvd	US 192	0.5	U	A1	A1	Principal Art	4	1560	1890	1960	1960	N/A	N/A	D	Y	N	1.00	1560	1890	1960	1960	2013	4/2	38,042	1,506	1,339	2,845	0.0748	0.53	1,506	B	28.3014	-81.41601667
920100	FDOT	US 17/92 (N Orange Blossom Tr)	Donegan Ave	Carroll St	0.5	U	A	A1	Principal Art	6	2400	2860	2940	2940	N/A	N/A	D	Y	Y	1.00	2400	2860	2940	2940	2012	5/29	29,920	951	1,512	2,463	0.0823	0.61	1,512	B	N/A	N/A
912	OC	US 17/92 (N Orange Blossom Tr)	Carroll St	Osceola Pky	0.8	U	A1	A1	Principal Art	4	1560	1890	1960	1960	N/A	N/A	D	Y	Y	1.00	1560	1890	1960	1960	2013	3/19	38,080	1,338	1,583	2,921	0.0767	0.54	1,583	C	28.32883333	-81.40388333
916	OC	US 17/92 (N Orange Blossom Tr)	Osceola Pky	Orange County Line	0.8	U	A1	A1	Principal Art	6	2400	2860	2940	2940	N/A	N/A	D	Y	Y	1.00	2400	2860	2940	2940	2013	3/19	34,375	1,129	1,472	2,601	0.0757	0.57	1,472	B	28.3393	-81.40353333
920314	FDOT	US 17/92 (S Orange Blossom Tr)	Polk County Line	Osceola Polk Line Rd (CR 532	0.9	U	A	A1	Principal Art	2	510	820	880	880	N/A	N/A	U	Y	N	1.00	510	820	880	880	2012	6/27	7,000	401	304	705	0.1007	0.57	401	B	N/A	N/A
910	OC	US 17/92 (S Orange Blossom Tr)	Osceola Polk Line Rd (CR 532)	Old Tampa Hwy	0.7	U	A1	A1	Principal Art	2	510	820	880	880	N/A	N/A	U	Y	N	1.00	510	820	880	880	2013	3/5	20,544	837	868	1,705	0.0830	0.51	868	D	28.26397	-81.53527
914	OC	US 17/92 (S Orange Blossom Tr)	Old Tampa Hwy	Poinciana Blvd	2.9	U	A	A1	Principal Art	2	510	820	880	880	N/A	N/A	U	Y	Y	1.00	510	820	880	880	2013	3/5	19,372	785	778	1,563	0.0807	0.50	785	C	28.25869	-81.49881
922	OC	US 17/92 (S Orange Blossom Tr)	Poinciana Blvd	Ham Brown Rd	1.5	U	A	A1	Principal Art	2	510	820	880	880	N/A	N/A	U	Y	Y	1.00	510	820	880	880	2013	3/12	24,320	904	849	1,753	0.0721	0.52	904	F	28.25518333	-81.47453333
921	OC	US 17/92 (S Orange Blossom Tr)	Ham Brown Rd	Pleasant Hill Rd	1.7	U	A	A1	Principal Art	4	1560	1890	1960	1960	N/A	N/A	D	Y	Y	1.00	1560	1890	1960	1960	2013	3/12	28,440	974	1,221	2,195	0.0772	0.56	1,221	B	28.25685	-81.45888333
750020	FDOT	US 192	Lake County Line	SR 429 (Western Beltway)	2.5	U	A	A1	Principal Art	4	1560	1890	1960	1960	N/A	N/A	D	Y	Y	1.00	1560	1890	1960	1960	2012	3/13	50,200	2,201	2,237	4,438	0.0884	0.50	2,237	F	N/A	N/A
920311	FDOT	US 192	World Dr	I-4	1.4	U	F	F	Principal Art	6	3300	4580	5580	6200	N/A	N/A	D	Y	N/A	1.00	3300	4580	5580	6200	2012	7/10	69,952	2,401	2,459	4,860	0.0695	0.51	2,459	B	N/A	N/A
920300	FDOT	US 192	I-4	Parkway Blvd	0.6	U	A2	A2	Principal Art	6	0	2080	2680	2830	N/A	N/A	D	Y	Y	1.00	0	2080	2680	2830	2012	7/3	60,524	2,023	2,342	4,365	0.0721	0.54	2,342	D	N/A	N/A
920320	FDOT	US 192	Polynesian Isle Blvd	Vineland Rd (SR 535)	1.0	U	A	A1	Principal Art	6	2400	2860	2940	2940	N/A	N/A	D	Y	Y	1.00	2400	2860	2940	2940	2012	5/23	35,597	1,158	1,381	2,539	0.0713	0.54	1,381	B	N/A	N/A
925016	FDOT	US 192	Thacker Ave	Main St (US 441)	1.3	U	A	A2	Principal Art	6	0	2080	2680	2830	N/A	N/A	D	Y	N	1.00	0	2080	2680	2830	2012	6/20	46,043	1,672	1,785	3,457	0.0751	0.52	1,785	C	N/A	N/A
921008	FDOT	US 192	SR 15/Holopaw Rd	Brevard County Line	13.7	RU	H	H	Principal Art	4	1410	2210	2800	3180	N/A	N/A	D	Y	Y	1.00	1410	2210	2800	3180	2012	6/27	5,719	210	277	487	0.0852	0.57	277	B	N/A	N/A
901	OC	US 192	SR 429	World Dr	3.3	U	A	A2	Principal Art	6	0	2080	2680	2830	N/A	N/A	D	Y	Y	1.00	0	2080	2680	2830	2013	3/12	69,694	2,065	2,851	4,916	0.0705	0.58	2,851	F	28.33245	-81.58076667
902	OC	US 192	Parkway Blvd	Polynesian Isle Blvd	2.4	U	A	A2	Principal Art	6	0	2080	2680	2830	N/A	N/A	D	Y	Y	1.00	0	2080	2680	2830	2013	4/10	45,952	1,961	1,464	3,425	0.0745	0.57	1,961	C	28.33283	-81.5089
904	OC	US 192	Vineland Rd (SR 535)	Siesta Lago Dr	1.3	U	A1	A1	Principal Art	6	2400	2860	2940	2940	N/A	N/A	D	Y	Y	1.00	2400	2860	2940	2940	2013	3/12	51,261	2,037	2,200	4,237	0.0827	0.52	2,200	B	28.3218	-81.47091
913	OC	US 192	Siesta Lago Dr	Hoagland Blvd	2.1	U	A	A1	Principal Art	6	2400	2860	2940	2940	N/A	N/A	D	Y	Y	1.00	2400	2860	2940	2940	2013	3/13	56,738	2,081	2,004	4,085	0.0720	0.51	2,081	B	28.304	-81.45434
905	OC	US 192	Hoagland Blvd	Thacker Ave	1.2	U	A	A2	Principal Art	6	0	2080	2680	2830	N/A	N/A	D	Y	N	1.00	0	2080	2680	2830	2013	3/12	43,679	1,587	1,765	3,352	0.0767	0.53	1,765	C	28.30436667	-81.43073333
925017	FDOT	US 192-441	Main St (US 441)	Michigan Ave	0.7	U	A	A1	Principal Art	6	2400	2860	2940	2940	N/A	N/A	D	Y	Y	1.00	2400	2860	2940	2940	2012	7/3	45,190	1,594	1,619	3,213	0.0711	0.50	1,619	B	N/A	N/A
920105	FDOT	US 192-441	Commerce Center Dr	Columbia Ave	1.2	U	A	A2	Principal Art	4	0	1330	1770	1870	N/A	N/A	D	Y	N	1.00	0	1330	1770	1870	2012	6/19	39,458	1,747	1,391	3,138	0.0795	0.56	1,747	D	N/A	N/A
925021	FDOT	US 192-441	Columbia Ave	Mississippi Ave	2.0	U	A	A2	Principal Art	6	0	2080	2680	2830	N/A	N/A	D	Y	N	1.00	0	2080	2680	2830	2012	7/5	36,423	1,442	1,334	2,776	0.0762	0.52	1,442	C	N/A	N/A
920255	FDOT	US 192-441	Narcoossee Rd (CR 15)	Nova Rd (CR 532)	1.3	U	H	H	Principal Art	4	1770	2560	3320	3760	N/A	N/A	D	Y	Y	1.00	1770	2560	3320	3760	2012	7/11	20,039	953	841	1,794	0.0895	0.53	953	B	N/A	N/A
920304	FDOT	US 192-441	Old Melbourne Hwy	SR 15/Holopaw Rd	9.1	T	H	H	Principal Art	4	1670	2420	3130	3550	N/A	N/A	D	Y	N	1.00	1670	2420	3130	3550	2012	6/27	9,570	340	369	709	0.0741	0.52	369	B	N/A	N/A
906	OC	US 192-441	Michigan Ave	Boggy Creek Rd	1.1	U	A	A1	Principal Art	6	2400	2860	2940	2940	N/A	N/A	D	Y	Y	1.00	2400	2860	2940	2940	2013	3/12	55,380	2,167	1,817	3,984	0.0719	0.54	2,167	B	28.30403333	-81.38493333
907	OC	US 192-441	Boggy Creek Rd	Shady Ln	1.8	U	A	A1	Principal Art	6	2400	2860	2940	2940	N/A	N/A	D	Y	Y	1.00	2400	2860	2940	2940	2013	3/13	38,170	1,612	1,216	2,828	0.0741	0.57	1,612	B	28.2923	-81.36393333
908	OC	US 192-441	Shady Ln	Partin Settlement Rd	0.8	U	A	A1	Principal Art	4	1560	1890	1960	1960	N/A	N/A	D	Y	Y	1.00	1560	1890	1960	1960	2013	3/13	51,370	2,374	1,385	3,759	0.0732	0.63	2,374	F	28.28071667	-81.34638333
925	OC	US 192-441	Partin Settlement Rd	Commerce Center Dr	2.3	U	A	A1	Principal Art	4	1560	1890	1960	1960	N/A	N/A	D	Y	Y	1.00	1560	1890	1960	1960	2013	3/21	40,343	1,710	1,276	2,986	0.0740	0.57	1,710	C	28.2595	-81.3256
927	OC	US 192-441	Mississippi Ave	Narcoossee Rd (CR 15)	1.5	U	A2	A2	Principal Art	4	0	1330	1770	1870	N/A	N/A	D	Y	Y	1.00	0	1330	1770	1870	2013	3/14	26,748	1,121	876	1,997	0.0747	0.56	1,121	C	28.24595	-81.25403333
909	OC	US 192-441	Nova Rd (CR 532)	Old Melbourne Hwy	2.6	U	H	H	Principal Art	2	400	800	1140	1440	N/A	N/A	D	Y	Y	1.05	420	840	1200	1510	2013	3/19	21,037	1,069	748	1,817	0.0864	0.59	1,069	D	28.24211667	-81.20963333
920044	FDOT	US 441/SR 15	SR 60	Canoe Creek Rd/CR 523	14.0	RU	H	H	Principal Art	2	240	430	740	1480	N/A	N/A	U	N	N	1.00	240	430	740	1480	2012	6/27	1,257	66	61	127	0.1010	0.52	66	B	N/A	N/A
921006	FDOT	US 441/SR 15	Canoe Creek Rd/CR 523	US 192	19.7	RU	H	H	Principal Art	2	240	430	740	1480	N/A	N/A	U	Y	N	1.00	240	430	740	1480	2012	6/27	1,928	85	72	157	0.0814	0.54	85	B	N/A	N/A
557	OC	Vermont Ave	Lakeshore Blvd	US 192	0.9	U	A	A1	Local	2	510	820	880	880	N/A	Y	U	N	N	0.52	270	430	460	460	2013	3/14	2,344	96	154	250	0.1067	0.62	154	B	28.248866	-81.29256
310	OC	Woodcrest Blvd	Michigan Ave	Bill Beck Blvd	1.0	U	A1	A1	Collector	2	510	820	880	880	Y	N	U	Y	N	0.90	460	740	790	790	2009	4/22	7,470	372	228	600	0.0803	0.62	372	B	N/A	N/A
124	OC	World Dr	I-4	US 192	1.8	U	A	A1	Minor Art	4	1560	1890	1960	1960	Y	N	D	Y	N	0.90	1400	1700	1760	1760	2013	4/2	15,172	467	466	933	0.0615	0.50	467	B	28.32203333	-81.57131667
114	OC	World Dr	US 192	Osceola Pky	1.1	U	F	F	Minor Art	6	3300	4580	5580	6200	N/A	N/A	D	N/A	N/A	1.00	3300	4580	5580	6200	2013	3/12	22,966	585	841	1,426	0.0621	0.59	841	B	28.34875	-81.56516667

2015 Roadway Network Capacity Report

Count Station #	Count Source	ROADWAY	FROM	TO	Length (Miles)	Area Type (U/T/R)	Functional Class	# of Lanes (2-way)	Adjusted Service Volumes				Latest Count Year	Count Date (mm/dd)	AADT	PM Peak Hour							
									B	C	D	E				NB/EB	SB/WB	Pk Hr Total	Pk Dir	K-Factor	D-Factor	Pk Hr Pk Dir Vol	LOS
541	OC	Narcoossee Rd (CR 15)	10th St	Rummel Rd	1.2	U	Principal Art	4	1400	1700	1760	1760	2008	3/26	16,192	637	790	1,427	SB/WB	0.0872	0.55	790	B
539	OC	Narcoossee Rd (CR 15)	Rummel Rd	Jones Rd	2.2	U	Principal Art	4	1770	2560	3320	3760	2008	3/18	19,169	955	720	1,675	NB/EB	0.0856	0.57	955	B
551	OC	Narcoossee Rd (CR 15)	Jones Rd	Orange County Line	3.7	U	Principal Art	4	1400	1700	1760	1760	2008	3/18	18,113	575	1097	1,672	SB/WB	0.0905	0.66	1,097	B
364	OC	Neptune Rd	Broadway Ave/Main St	Lakeshore Blvd	0.5	U	Minor Art	4	1400	1700	1760	1760	2015	4/7	24,709	1405	805	2,210	NB/EB	0.0894	0.64	1,405	C
363	OC	Neptune Rd	Lakeshore Blvd	Kings Hwy	1.5	U	Minor Art	4	1400	1700	1760	1760	2015	4/21	25,078	1522	764	2,286	NB/EB	0.0921	0.67	1,522	C
401	OC	Neptune Rd	Kings Hwy	Partin Settlement Rd	0.8	U	Minor Art	4	1400	1700	1760	1760	2015	4/21	25,994	1449	880	2,329	NB/EB	0.0905	0.62	1,449	C
501	OC	Neptune Rd	Partin Settlement Rd	Kissimmee Park Rd	3.4	U	Minor Art	2	460	740	790	790	2015	4/23	21,770	1613	600	2,213	NB/EB	0.1027	0.73	1,613	F
502	OC	Neptune Rd	Kissimmee Park Rd	U.S. 192-441	0.5	U	Minor Art	2	0	500	730	770	2015	4/7	11,252	567	438	1,005	NB/EB	0.0893	0.56	567	D
530	OC	Nolte Rd	Old Canoe Creek Rd	Canoe Creek Road (CR 523)	1.6	U	Collector	4	1400	1700	1760	1760	2015	4/28	10,953	667	373	1,040	NB/EB	0.0969	0.64	667	B
558	OC	Nolte Rd	Canoe Creek Road (CR 523)	Michigan Ave	0.8	U	Collector	4	1400	1700	1760	1760	2015	5/5	8,760	491	325	816	NB/EB	0.0950	0.60	491	B
559	OC	Nolte Rd	Michigan Ave	Hickory Tree Rd	2.1	U	Collector	4	1400	1700	1760	1760	2015	4/28	5,539	257	259	516	SB/WB	0.0950	0.50	259	B
542	OC	Nova Rd (CR 532)	U.S. 192-441	Eden Dr	3.4	U	Collector	2	400	800	1140	1440	2015	4/9	3,271	144	147	291	SB/WB	0.0890	0.51	147	B
545	OC	Nova Rd (CR 532)	Eden Dr	Orange County Line	20.3	RU	Collector	2	240	430	740	1480	2015	4/9	1,741	62	96	158	SB/WB	0.0908	0.61	96	B
471	OC	Old Boggy Creek Rd	Denn John Ln	Boggy Creek Rd	0.5	U	Collector	2	460	740	790	790	2015	4/9	10,305	513	389	902	NB/EB	0.0875	0.57	513	C
503	OC	Old Canoe Creek Rd	US 192	Neptune Rd	0.3	U	Minor Art	4	1400	1700	1760	1760	2015	4/7	19,242	769	796	1,565	SB/WB	0.0813	0.51	796	B
504	OC	Old Canoe Creek Rd	Neptune Rd	Kissimmee Park Rd	1.9	U	Minor Art	4	1400	1700	1760	1760	2015	4/28	24,222	807	1247	2,054	SB/WB	0.0865	0.61	1,247	B
506	OC	Old Canoe Creek Rd	Kissimmee Park Rd	Canoe Creek Road (CR 523)	2.3	U	Minor Art	2	460	740	790	790	2015	4/9	18,503	540	1024	1,564	SB/WB	0.0845	0.65	1,024	F
357	OC	Old Dixie Hwy	Donegan Ave	Osceola Pky	1.3	U	Collector	2	370	590	630	630	2015	4/14	6,937	326	392	718	SB/WB	0.1045	0.55	392	C
529	OC	Old Hickory Tree Rd	Nolte Rd	US 192	1.3	U	Collector	2	460	740	790	790	2015	4/28	2,661	125	170	295	SB/WB	0.1131	0.58	170	B
111	OC	Old Lake Wilson Rd (CR 545)	US 192	Westgate Blvd	0.3	U	Minor Art	6	2160	2570	2650	2650	2015	3/31	21,766	662	826	1,488	SB/WB	0.0677	0.56	826	B
105	OC	Old Lake Wilson Rd (CR 545)	Westgate Blvd	Sinclair Rd	2.3	U	Minor Art	4	1400	1700	1760	1760	2015	4/2	6,258	178	420	598	SB/WB	0.0946	0.70	420	B
103	OC	Old Lake Wilson Rd (CR 545)	Sinclair Rd	Osceola Polk Line Rd (CR 532)	2.5	U	Minor Art	2	460	740	790	790	2015	4/2	12,886	373	875	1,248	SB/WB	0.0959	0.70	875	F
601	OC	Old Melbourne Hwy	US 192	Bronco Dr	2.4	T	Collector	2	420	800	1120	1420	2015	4/9	2,649	154	103	257	NB/EB	0.0970	0.60	154	B
208	OC	Old Tampa Hwy	US 17/92	Poinciana Blvd	2.6	U	Collector	2	400	800	1140	1440	2015	4/30	2,923	114	165	279	SB/WB	0.0973	0.59	165	B
233	OC	Old Tampa Hwy	Poinciana Blvd	Broad St	1.5	U	Collector	2	400	800	1140	1440	2015	4/21	5,450	313	239	552	NB/EB	0.1023	0.57	313	B
207	OC	Old Tampa Hwy	Broad St	Pleasant Hill Rd	1.9	U	Collector	2	400	800	1140	1440	2015	4/23	6,816	328	463	791	SB/WB	0.1172	0.59	463	C
176	OC	Old Vineland Rd	US 192	Princess Way	0.9	U	Collector	2	370	590	630	630	2015	3/31	2,686	125	111	236	NB/EB	0.0870	0.53	125	B
324	OC	Orange Ave (CR 527)	Osceola Pky	Orange County Line	0.5	U	Minor Art	2	460	740	790	790	2015	4/30	24,302	874	1133	2,007	SB/WB	0.0842	0.56	1,133	F
538	OC	Orange Ave (St Cloud)	Rummel Rd	US 192-441 (13th St)	1.1	U	Collector	2	270	430	460	460	2015	4/28	1,766	80	78	158	NB/EB	0.0913	0.51	80	B
178	OC	Oren Brown Rd	Poinciana Blvd	US 192	1.0	U	Collector	2	460	740	790	790	2015	5/4	7,286	300	271	571	NB/EB	0.0799	0.53	300	B
181	OC	Osceola Pky	I-4	SR 417	1.3	U	Principal Art	4	1400	1700	1760	1760	2012	4/10	16,824	1,007	597	1,604	NB/EB	0.0963	0.63	1,007	B
180	OC	Osceola Pky	SR 417	Vineland Rd (SR 535)	2.0	U	Principal Art	4	1400	1700	1760	1760	2015	5/4	15,202	907	491	1,398	NB/EB	0.0938	0.65	907	B
182	OC	Osceola Pky	Vineland Rd (SR 535)	Dyer Blvd	3.2	U	Principal Art	4	1010	1230	1270	1270	2015	4/2	23,216	1176	894	2,070	NB/EB	0.0883	0.57	1,176	C
325	OC	Osceola Pky	Dyer Blvd	John Young Pky	0.7	U	Principal Art	4	0	1200	1590	1680	2015	4/2	30,839	1149	1217	2,366	SB/WB	0.0760	0.51	1,217	D
321	OC	Osceola Pky	John Young Pky	US 17-92-441 (O.B.T.)	1.1	U	Principal Art	4	0	1200	1590	1680	2015	4/30	40,755	1527	1482	3,009	NB/EB	0.0753	0.51	1,527	D
323	OC	Osceola Pky	US 17-92-441 (O.B.T.)	Florida's Turnpike	1.5	U	Principal Art	6	0	1870	2410	2550	2015	5/4	51,094	1987	1716	3,703	NB/EB	0.0739	0.54	1,987	D
448	OC	Osceola Pky	Florida's Turnpike	Buenaventura Blvd	1.1	U	Principal Art	6	0	1870	2410	2550	2015	4/30	39,308	1737	1191	2,928	NB/EB	0.0760	0.59	1,737	C
450	OC	Osceola Pky	Buenaventura Blvd	Simpson Rd	2.4	U	Principal Art	4	1400	1700	1760	1760	2015	5/7	24,187	1163	694	1,857	NB/EB	0.0783	0.63	1,163	B
102	OC	Osceola Polk Line Rd (CR 532)	US 17/92	Old Lake Wilson Rd	3.0	U	Minor Art	2	460	740	790	790	2015	5/7	17,272	781	557	1,338	NB/EB	0.0790	0.58	781	D
101	OC	Osceola Polk Line Rd (CR 532)	Old Lake Wilson Rd	I-4	1.5	U	Minor Art	4	1400	1700	1760	1760	2015	4/30	25,426	1003	750	1,753	NB/EB	0.0703	0.57	1,003	B
403	OC	Partin Settlement Rd	Neptune Rd	US 192-441	1.2	U	Collector	2	460	740	790	790	2015	4/7	8,003	388	316	704	NB/EB	0.0880	0.55	388	B
418	OC	Partin Settlement Rd	US 192-441	Lakeshore Blvd	1.5	U	Collector	2	400	800	1140	1440	2015	4/28	13,005	674	518	1,192	NB/EB	0.0935	0.57	674	C
543	OC	Pine Grove Rd	US 192-441	Nova Rd (CR 532)	2.0	U	Collector	2	400	800	1140	1440	2015	4/9	3,185	158	109	267	NB/EB	0.0838	0.59	158	B
507	OC	Pine Tree Rd	Canoe Creek Rd	Hickory Tree Rd	3.0	U	Collector	2	400	800	1140	1440	2015	5/5	4,731	284	152	436	NB/EB	0.0940	0.65	284	B
221	OC	Pleasant Hill Rd	Cypress Pky	Poinciana Blvd	0.6	U	Minor Art	6	2160	2570	2650	2650	2015	4/30	64,654	1481	2936	4,417	SB/WB	0.0697	0.66	2,936	F
212	OC	Pleasant Hill Rd	Poinciana Blvd	Grasmere View Pkwy	3.6	U	Minor Art	4	1400	1700	1760	1760	2015	3/31	40,337	1348	1472	2,820	SB/WB	0.0692	0.52	1,472	C
205	OC	Pleasant Hill Rd	Grasmere View Pkwy	US 17/92	3.9	U	Minor Art	4	1400	1700	1760	1760	2015	4/30	52,112	1372	2136	3,508	SB/WB	0.0687	0.61	2,136	F
204	OC	Pleasant Hill Rd	US 17/92	Clay St	1.0	U	Minor Art	2	460	740	790	790	2015	4/28	16,782	476	838	1,314	SB/WB	0.0799	0.64	838	F
213	OC	Poinciana Blvd	Pleasant Hill Rd	Crescent Lakes Way	5.8	U	Minor Art	2	400	800	1140	1440	2015	3/31	24,396	500	1321	1,821	SB/WB	0.0739	0.73	1,321	E
202	OC	Poinciana Blvd	Crescent Lakes Way	US 17/92	2.3	U	Minor Art	4	1400	1700	1760	1760	2015	4/30	31,506	924	1246	2,170	SB/WB	0.0703	0.57	1,246	B
201	OC	Poinciana Blvd	US 17/92	One Mile North of CSX RR	1.2	U	Principal Art	4	1770	2560	3320	3760	2015	4/28	25,625	587	1250	1,837	SB/WB	0.0731	0.68	1,250	B
161	OC	Poinciana Blvd	One Mile North of CSX RR	Oren Brown Rd	2.5	U	Principal Art	2	400	800	1140	1440	2013	4/2	28,951	673	1461	2,134	SB/WB	0.0730	0.68	1,461	F
160	OC	Poinciana Blvd	Oren Brown Rd	US 192 (Bronson Hwy)	2.3	U	Principal Art	4	1400	1700	1760	1760	2015	4/28	32,888	844	1766	2,610	SB/WB	0.0809	0.68	1,766	F
159	OC	Poinciana Blvd	US 192 (BRONSON HWY)	Vineland Rd (SR 535)	0.8	U	Minor Art	4	1400	1700	1760	1760	2015	3/31	23,887	676	986	1,662	SB/WB	0.0689	0.59	986	B
158	OC	Polynesian Isle Blvd	US 192	Vineland Rd (SR 535)	1.2	U	Collector	4	1330	1620	1680	1680	2015	4/2	12,030	383	472	855	SB/WB	0.0704	0.55	472	B
171	OC	Princess Way/Seven Dwarfs Ln	US 192 (Bronson Hwy)	Old Vineland Rd	1.2	U	Collector	2	460	740	790	790	2015	3/31	1,974	81	84	165	SB/WB	0.0827	0.51	84	B
211	OC	Reaves Rd	Poinciana Blvd	Pleasant Hill Rd	1.8	U	Collector	2	370	590	630	630	2015	3/31	4,004	249	85	334	NB/EB	0.0826	0.75	249	B
455	OC	Royal Palm Dr	Buenaventura Blvd	Boggy Creek Road	0.8	U	Collector	2	370	590	630	630	2015	4/23	3,918	159	162	321	SB/WB	0.0828	0.50	162	B
517	OC	Rummel Rd	Mississippi Ave	Narcoosee Rd (CR 15)	1.9	U	Collector	2	370	590	630	630	2015	4/9	4,326	232	183	415	NB/EB	0.0959	0.56	232	B
107	OC	Sand Hill Rd	Old Lake Wilson Rd (CR 545)	Formosa Gardens Blvd	1.1	U	Collector	2	460	740	790	790	2015	4/2	2,330	72	108	180	SB/WB	0.0765	0.60	108	B
404	OC	Shady Ln	Partin Settlement Rd	US 192-441 (Bronson Hwy)	0.6	U	Collector	2	480	770	830	830	2015	4/30	8,815	321	379	700	SB/WB	0.0810	0.54	379	B
113	OC	Sherberth Rd	US 192	Orange County Line	0.9	U	Collector	2	460	740	790	790	2015	3/31	13,985	307	722	1,029	SB/WB	0.0728	0.70	722	C
173	OC	Siesta Lago Dr	US 192	Poinciana Blvd	1.2	U	Collector	2	460	740	790	790	2015	3/31	4,566	182	167	349	NB/EB	0.0757	0.52	182	B
479	OC	Simpson Rd	Boggy Creek Rd (East)	Osceola Pkwy	1.3	U	Principal Art	2	480	770	830	830	2015	5/5	24,922	922	1009	1,931	SB/WB	0.0790	0.52	1,009	F
473	OC	Simpson Rd	Osceola Pky	Buenaventura Blvd	1.8	U	Minor Art	2	480	770	830	830	2015	4/23	20,900	732	841	1,573	SB/WB	0.0760	0.53	841	F
472	OC	Simpson Rd	Buenaventura Blvd	Fortune Rd	1.3	U	Minor Art	4	1400	1700	1760	1760	2015	4/30	34,813	1398	1276	2,674	NB/EB	0.0783	0.52	1,398	B
412	OC	Simpson Rd	Fortune Rd	U.S. 192-441	1.2	U	Minor Art	2	460	740	790	790	2015	4/7	18,514	712	622	1,334	NB/EB	0.0721	0.53	712	C
106	OC	Sinclair Rd	SR 429 (Western Beltway)	Old Lake Wilson Rd	0.8	U	Collector	4	1400	1700	1760	1760	2015	4/2	4,129	224	149	373	NB/EB	0.0894	0.60	224	B
214	OC	Southport Rd	Pleasant Hill Rd	Southport	5.6	T	Minor Coll	2	420	800	1120	1420	2015	4/30	421	19	21	40	SB/WB	0.0969	0.53	21	B
923	OC	SR 535 (Vineland Rd)	Poinciana Blvd	Orange County Line	0.4	U	Minor Art	4	0	1330	1770	1870	2015	4/28	48,198	1339	1958	3,297	SB/WB	0.0698	0.59	1,958	F
515	OC	Tenth (10th) St	Narcoossee Rd (CR 15)	Michigan Ave	2.0	U	Collector	2	330	530	570	570	2015	5/5	3,908	251	145	396	NB/EB	0.1034	0.63	251	B
512	OC	Tenth (10th) St	Michigan Ave	US 192-441 (13th St)	2.0	U	Collector	2	270	430	460	460	2015	5/5	5,985	289	222	511	NB/EB	0.0871	0.57	289	C
307	OC	Thacker Ave	Osceola Pky	John Young Pky	0.6	U	Collector	4	1400	1700	1760	1760	2015	4/2	10,920	354	651	1,005	SB/WB	0.0911	0.65	651	B
305	OC	Thacker Ave	Clay St	MLK Jr Blvd	1.1	U	Collector	2	0	530	770	810	2015	4/9	9,506	317	531	848	SB/WB	0.0892	0.63	531	D
901	OC	US 192	SR 429	World Dr	3.3	U	Principal Art	6	0	2080	2680	2830	2015	3/31	72,810	1998	2945	4,943	SB/WB	0.0672	0.60	2,945	F
902	OC	US 192	Parkway Blvd	Polynesian Isle Blvd	2.4	U	Principal Art	6	0	2080	2680	2830	2015	5/5	43,421	1757	1363	3,120	NB/EB	0.0733	0.56	1,757	C
904	OC	US 192	Vineland Rd (SR 535)	Siesta Lago Dr	1.3	U	Principal Art	6	2400	2860	2940	2940	2015	4/28	52,086	2376	1530	3,906	NB/EB	0.0765	0.61	2,376	B

2016 Roadway Network Capacity Report

Count Station #	Count Source	ROADWAY	FROM	TO	Adjusted Service Volumes				Latest Count Year	Count Date (mm/dd)	ADT	AADT	PM Peak Hour							
					B	C	D	E					NB/EB	SB/WB	Pk Hr Total	Pk Dir	K-Factor	D-Factor	Pk Hr Pk Dir Vol	LOS
416	OC	Lakeshore Blvd	Fortune Rd	Partin Settlement Rd	400	800	1140	1440	2016	4/12	12705	12,832	382	732	1,114	SB/WB	0.088	0.66	732	C
417	OC	Lakeshore Blvd	Partin Settlement Rd	Brown Chapel Rd	400	800	1140	1440	2016	5/3	13590	13,862	396	744	1,140	SB/WB	0.084	0.65	744	C
516	OC	Lakeshore Blvd	Brown Chapel Rd	Mississippi Ave	400	800	1140	1440	2016	4/12	8228	8,310	494	281	775	NB/EB	0.094	0.64	494	C
225	OC	Marigold Ave	Cypress Pky	Koa St	460	740	790	790	2016	4/14	21274	21,487	972	609	1,581	NB/EB	0.074	0.61	972	F
230	OC	Marigold Ave	Koa St	Eastbourne Rd	460	740	790	790	2016	4/14	16772	16,940	728	438	1,166	NB/EB	0.070	0.62	728	C
121	OC	Masters Blvd/Goodman Rd	Championsgate Blvd	Tri-County Rd	460	740	790	790	2016	4/7	7746	7,746	350	263	613	NB/EB	0.079	0.57	350	B
333	OC	Michigan Ave (CR 531)	Osceola Pky	Carroll St	1400	1700	1760	1760	2016	4/19	33641	33,977	1354	1264	2,618	NB/EB	0.078	0.52	1,354	B
334	OC	Michigan Ave (CR 531)	Carroll St	Donegan Ave	1400	1700	1760	1760	2016	4/12	34464	34,809	1426	1356	2,782	NB/EB	0.081	0.51	1,426	C
335	OC	Michigan Ave (CR 531)	Donegan Ave	US 192-441	1400	1700	1760	1760	2016	4/12	28032	28,312	1131	1076	2,207	NB/EB	0.079	0.51	1,131	B
518	OC	Michigan Ave (St Cloud)	US 192	New Nolte Rd	400	800	1140	1440	2016	4/12	5541	5,596	120	389	509	SB/WB	0.092	0.76	389	B
534	OC	Michigan Ave (St Cloud)	New Nolte Rd	Creek Woods Dr	400	800	1140	1440	2016	4/19	2326	2,349	102	108	210	SB/WB	0.090	0.51	108	B
556	OC	Michigan Ave (St Cloud)	Lakeshore Blvd	US 192	330	530	570	570	2016	4/12	1988	2,008	59	125	184	SB/WB	0.093	0.68	125	B
539	OC	Narcoossee Rd (CR 15)	Rummel Rd	Jones Rd	1770	2560	3320	3760	2008	3/18	19560	19,169	955	720	1,675	NB/EB	0.086	0.57	955	B
541	OC	Narcoossee Rd (CR 15)	10th St	Rummel Rd	1400	1700	1760	1760	2008	3/26	16356	16,192	637	790	1,427	SB/WB	0.087	0.55	790	B
551	OC	Narcoossee Rd (CR 15)	Jones Rd	Orange County Line	1400	1700	1760	1760	2008	3/18	18483	18,113	575	1097	1,672	SB/WB	0.090	0.66	1,097	B
589	OC	Narcoossee Rd (CR 15)	U.S. 192-441	10th St	1400	1700	1760	1760	2007	2/6	16109	16,431	657	740	1,397	SB/WB	0.087	0.53	740	B
363	OC	Neptune Rd	Lakeshore Blvd	Kings Hwy	1400	1700	1760	1760	2015	4/21	24830	25,078	1522	764	2,286	NB/EB	0.092	0.67	1,522	C
364	OC	Neptune Rd	Broadway Ave/Main St	Lakeshore Blvd	1400	1700	1760	1760	2016	4/14	20798	21,006	1109	651	1,760	NB/EB	0.085	0.63	1,109	B
401	OC	Neptune Rd	Kings Hwy	Partin Settlement Rd	1400	1700	1760	1760	2015	4/21	25737	25,994	1449	880	2,329	NB/EB	0.090	0.62	1,449	C
501	OC	Neptune Rd	Partin Settlement Rd	Kissimmee Park Rd	460	740	790	790	2015	4/23	21554	21,770	1613	600	2,213	NB/EB	0.103	0.73	1,613	F
502	OC	Neptune Rd	Kissimmee Park Rd	U.S. 192-441	0	500	730	770	2016	4/19	11922	12,041	585	443	1,028	NB/EB	0.086	0.57	585	D
530	OC	Nolte Rd	Old Canoe Creek Rd	Canoe Creek Road (CR 523)	1400	1700	1760	1760	2016	4/18	11357	11,471	579	389	968	NB/EB	0.085	0.60	579	B
558	OC	Nolte Rd	Canoe Creek Road (CR 523)	Michigan Ave	1400	1700	1760	1760	2016	4/19	9871	9,970	488	392	880	NB/EB	0.089	0.55	488	B
559	OC	Nolte Rd	Michigan Ave	Hickory Tree Rd	1400	1700	1760	1760	2016	4/19	6877	6,946	359	293	652	NB/EB	0.095	0.55	359	B
542	OC	Nova Rd (CR 532)	U.S. 192-441	Eden Dr	400	800	1140	1440	2016	4/12	3530	3,565	159	141	300	NB/EB	0.085	0.53	159	B
545	OC	Nova Rd (CR 532)	Eden Dr	Orange County Line	240	430	740	1480	2016	4/12	1902	1,921	86	72	158	NB/EB	0.083	0.54	86	B
471	OC	Old Boggy Creek Rd	Denn John Ln	Boggy Creek Rd	460	740	790	790	2016	4/12	10572	10,678	380	505	885	SB/WB	0.084	0.57	505	C
503	OC	Old Canoe Creek Rd	US 192	Neptune Rd	1400	1700	1760	1760	2016	5/10	20382	20,790	807	941	1,748	SB/WB	0.086	0.54	941	B
504	OC	Old Canoe Creek Rd	Neptune Rd	Kissimmee Park Rd	1400	1700	1760	1760	2016	4/19	26251	26,514	914	1275	2,189	SB/WB	0.083	0.58	1,275	B
506	OC	Old Canoe Creek Rd	Kissimmee Park Rd	Canoe Creek Road (CR 523)	460	740	790	790	2016	4/19	19027	19,217	560	1067	1,627	SB/WB	0.086	0.66	1,067	F
357	OC	Old Dixie Hwy	Donegan Ave	Osceola Pky	370	590	630	630	2016	4/5	7400	7,400	305	350	655	SB/WB	0.089	0.53	350	B
529	OC	Old Hickory Tree Rd	Nolte Rd	US 192	460	740	790	790	2016	4/12	2488	2,513	122	163	285	SB/WB	0.115	0.57	163	B
103	OC	Old Lake Wilson Rd (CR 545)	Sinclair Rd	Osceola Polk Line Rd (CR 532)	460	740	790	790	2016	4/7	14200	14,200	413	811	1,224	SB/WB	0.086	0.66	811	F
105	OC	Old Lake Wilson Rd (CR 545)	Westgate Blvd	Sinclair Rd	1400	1700	1760	1760	2016	4/7	6321	6,321	178	420	598	SB/WB	0.095	0.70	420	B
111	OC	Old Lake Wilson Rd (CR 545)	US 192	Westgate Blvd	2160	2570	2650	2650	2016	4/7	21293	21,293	635	921	1,556	SB/WB	0.073	0.59	921	B
601	OC	Old Melbourne Hwy	US 192	Bronco Dr	420	800	1120	1420	2016	4/12	2612	2,638	166	107	273	NB/EB	0.105	0.61	166	B
207	OC	Old Tampa Hwy	Broad St	Pleasant Hill Rd	400	800	1140	1440	2016	5/3	7092	7,234	196	504	700	SB/WB	0.099	0.72	504	C
208	OC	Old Tampa Hwy	US 17/92	Poinciana Blvd	400	800	1140	1440	2016	4/12	4454	4,499	216	270	486	SB/WB	0.109	0.56	270	B
233	OC	Old Tampa Hwy	Poinciana Blvd	Broad St	400	800	1140	1440	2016	4/12	7169	7,241	432	317	749	NB/EB	0.104	0.58	432	C
176	OC	Old Vineland Rd	US 192	Princess Way	370	590	630	630	2016	4/7	3071	3,071	130	125	255	NB/EB	0.083	0.51	130	B
324	OC	Orange Ave (CR 527)	Osceola Pky	Orange County Line	460	740	790	790	2016	4/19	26263	26,526	775	1330	2,105	SB/WB	0.080	0.63	1,330	F
538	OC	Orange Ave (St Cloud)	Rummel Rd	US 192-441 (13th St)	270	430	460	460	2015	4/28	1731	1,766	80	78	158	NB/EB	0.091	0.51	80	B
178	OC	Oren Brown Rd	Poinciana Blvd	US 192	460	740	790	790	2016	4/7	9216	9,216	268	418	686	SB/WB	0.074	0.61	418	B
180	OC	Osceola Pky	SR 417	Vineland Rd (SR 535)	1400	1700	1760	1760	2016	4/5	17822	17,822	1132	514	1,646	NB/EB	0.092	0.69	1,132	B
181	OC	Osceola Pky	I-4	SR 417	1400	1700	1760	1760	2012	4/10	16,657	16,824	1,007	597	1,604	NB/EB	0.096	0.63	1,007	B
182	OC	Osceola Pky	Vineland Rd (SR 535)	Dyer Blvd	1010	1230	1270	1270	2016	4/5	23072	23,072	1339	742	2,081	NB/EB	0.090	0.64	1,339	F
321	OC	Osceola Pky	John Young Pky	US 17-92-441 (O.B.T.)	0	1200	1590	1680	2016	4/5	40001	40,001	1522	1493	3,015	NB/EB	0.075	0.50	1,522	D
323	OC	Osceola Pky	US 17-92-441 (O.B.T.)	Florida's Turnpike	0	1870	2410	2550	2016	4/5	53139	53,139	1987	1861	3,848	NB/EB	0.072	0.52	1,987	D
325	OC	Osceola Pky	Dyer Blvd	John Young Pky	0	1200	1590	1680	2016	4/5	33700	33,700	1406	1214	2,620	NB/EB	0.078	0.54	1,406	D
448	OC	Osceola Pky	Florida's Turnpike	Buenaventura Blvd	0	1870	2410	2550	2016	4/12	37635	38,011	1760	1198	2,958	NB/EB	0.079	0.59	1,760	C
450	OC	Osceola Pky	Buenaventura Blvd	Simpson Rd	1400	1700	1760	1760	2016	4/12	23558	23,794	1185	696	1,881	NB/EB	0.080	0.63	1,185	B
101	OC	Osceola Polk Line Rd (CR 532)	Old Lake Wilson Rd	I-4	1400	1700	1760	1760	2016	3/29	28000	27,720	1000	828	1,828	NB/EB	0.065	0.55	1,000	B
102	OC	Osceola Polk Line Rd (CR 532)	US 17/92	Old Lake Wilson Rd	460	740	790	790	2016	4/12	16592	16,758	800	470	1,270	NB/EB	0.077	0.63	800	F
403	OC	Partin Settlement Rd	Neptune Rd	US 192-441	460	740	790	790	2016	4/14	6560	6,626	343	290	633	NB/EB	0.096	0.54	343	B
418	OC	Partin Settlement Rd	US 192-441	Lakeshore Blvd	400	800	1140	1440	2016	4/19	12959	13,089	688	453	1,141	NB/EB	0.088	0.60	688	C
543	OC	Pine Grove Rd	US 192-441	Nova Rd (CR 532)	400	800	1140	1440	2016	4/12	3130	3,161	168	116	284	NB/EB	0.091	0.59	168	B
507	OC	Pine Tree Rd	Canoe Creek Rd	Hickory Tree Rd	400	800	1140	1440	2016	4/19	3626	3,662	193	146	339	NB/EB	0.093	0.57	193	B
204	OC	Pleasant Hill Rd	US 17/92	Clay St	460	740	790	790	2016	4/12	16571	16,737	570	696	1,266	SB/WB	0.076	0.55	696	C
205	OC	Pleasant Hill Rd	Grasmere View Pkwy	US 17/92	1400	1700	1760	1760	2016	4/12	51807	52,325	1337	2140	3,477	SB/WB	0.067	0.62	2,140	F
212	OC	Pleasant Hill Rd	Poinciana Blvd	Grasmere View Pkwy	1400	1700	1760	1760	2016	4/14	42056	42,477	1436	1617	3,053	SB/WB	0.073	0.53	1,617	C
221	OC	Pleasant Hill Rd	Cypress Pky	Poinciana Blvd	2160	2570	2650	2650	2016	5/3	60408	61,616	1840	2462	4,302	SB/WB	0.071	0.57	2,462	C
159	OC	Poinciana Blvd	US 192 (BRONSON HWY)	Vineland Rd (SR 535)	1400	1700	1760	1760	2016	4/5	25521	25,521	693	989	1,682	SB/WB	0.066	0.59	989	B
160	OC	Poinciana Blvd	Oren Brown Rd	US 192 (Bronson Hwy)	1400	1700	1760	1760	2015	4/28	32243	32,888	844	1766	2,610	SB/WB	0.081	0.68	1,766	F
161	OC	Poinciana Blvd	One Mile North of CSX RR	Oren Brown Rd	400	800	1140	1440	2013	4/2	29243	28,951	673	1461	2,134	SB/WB	0.073	0.68	1,461	F
201	OC	Poinciana Blvd	US 17/92	One Mile North of CSX RR	1770	2560	3320	3760	2015	4/28	25123	25,625	587	1250	1,837	SB/WB	0.073	0.68	1,250	B

2016 Roadway Network Capacity Report

Count Station #	Count Source	ROADWAY	FROM	TO	Adjusted Service Volumes				Latest Count Year	Count Date (mm/dd)	ADT	AADT	PM Peak Hour							
					B	C	D	E					NB/EB	SB/WB	Pk Hr Total	Pk Dir	K-Factor	D-Factor	Pk Hr Pk Dir Vol	LOS
202	OC	Poinciana Blvd	Crescent Lakes Way	US 17/92	1400	1700	1760	1760	2016	4/12	33912	34,251	949	1395	2,344	SB/WB	0.069	0.60	1,395	B
213	OC	Poinciana Blvd	Pleasant Hill Rd	Crescent Lakes Way	400	800	1140	1440	2016	4/14	26799	27,067	797	1149	1,946	SB/WB	0.073	0.59	1,149	E
158	OC	Polynesian Isle Blvd	US 192	Vineland Rd (SR 535)	1330	1620	1680	1680	2016	4/19	9037	9,127	328	338	666	SB/WB	0.074	0.51	338	B
171	OC	Princess Way/Seven Dwarfs Ln	US 192 (Bronson Hwy)	Old Vineland Rd	460	740	790	790	2016	4/7	4272	4,272	187	163	350	NB/EB	0.082	0.53	187	B
211	OC	Reaves Rd	Poinciana Blvd	Pleasant Hill Rd	370	590	630	630	2016	4/14	4732	4,779	264	152	416	NB/EB	0.088	0.63	264	B
517	OC	Rummel Rd	Mississippi Ave	Narcoosee Rd (CR 15)	370	590	630	630	2016	4/12	4809	4,857	223	242	465	SB/WB	0.097	0.52	242	B
107	OC	Sand Hill Rd	Old Lake Wilson Rd (CR 545)	Formosa Gardens Blvd	460	740	790	790	2016	3/29	2322	2,299	88	89	177	SB/WB	0.076	0.50	89	B
404	OC	Shady Ln	Partin Settlement Rd	US 192-441 (Bronson Hwy)	480	770	830	830	2016	5/10	12313	12,559	523	639	1,162	SB/WB	0.094	0.55	639	C
113	OC	Sherberth Rd	US 192	Orange County Line	460	740	790	790	2016	3/29	15178	15,026	234	755	989	SB/WB	0.065	0.76	755	D
173	OC	Siesta Lago Dr	US 192	Poinciana Blvd	460	740	790	790	2016	4/7	5303	5,303	203	167	370	NB/EB	0.070	0.55	203	B
412	OC	Simpson Rd	Fortune Rd	U.S. 192-441	460	740	790	790	2016	4/12	19539	19,734	881	626	1,507	NB/EB	0.077	0.58	881	F
472	OC	Simpson Rd	Buenaventura Blvd	Fortune Rd	1400	1700	1760	1760	2016	4/12	39457	39,852	1501	1440	2,941	NB/EB	0.075	0.51	1,501	C
473	OC	Simpson Rd	Osceola Pky	Buenaventura Blvd	480	770	830	830	2015	4/23	20693	20,900	732	841	1,573	SB/WB	0.076	0.53	841	F
479	OC	Simpson Rd	Boggy Creek Rd (East)	Osceola Pkwy	480	770	830	830	2015	5/5	24433	24,922	922	1009	1,931	SB/WB	0.079	0.52	1,009	F
106	OC	Sinclair Rd	SR 429 (Western Beltway)	Old Lake Wilson Rd	1400	1700	1760	1760	2016	3/29	5852	5,793	328	275	603	NB/EB	0.103	0.54	328	B
214	OC	Southport Rd	Pleasant Hill Rd	Southport	420	800	1120	1420	2016	4/14	595	601	34	27	61	NB/EB	0.103	0.56	34	B
923	OC	SR 535 (Vineland Rd)	Poinciana Blvd	Orange County Line	0	1330	1770	1870	2016	4/5	50695	50,695	1437	1911	3,348	SB/WB	0.066	0.57	1,911	F
512	OC	Tenth (10th) St	Michigan Ave	US 192-441 (13th St)	270	430	460	460	2016	4/12	5689	5,746	275	225	500	NB/EB	0.088	0.55	275	C
515	OC	Tenth (10th) St	Narcoossee Rd (CR 15)	Michigan Ave	330	530	570	570	2016	4/12	4858	4,907	256	206	462	NB/EB	0.095	0.55	256	B
305	OC	Thacker Ave	Clay St	MLK Jr Blvd	0	530	770	810	2016	5/3	9651	9,844	245	516	761	SB/WB	0.079	0.68	516	C
307	OC	Thacker Ave	Osceola Pky	John Young Pky	1400	1700	1760	1760	2016	5/3	11096	11,318	381	683	1,064	SB/WB	0.096	0.64	683	B
319	OC	US 17/92	MLK Jr Blvd	US 192	1560	1890	1960	1960	2016	5/3	37992	38,752	1149	1335	2,484	SB/WB	0.065	0.54	1,335	B
911	OC	US 17/92	Pleasant Hill Rd	Penfield St	1560	1890	1960	1960	2016	4/12	57026	57,596	1607	2197	3,804	SB/WB	0.067	0.58	2,197	F
912	OC	US 17/92 (N Orange Blossom Tr	Carroll St	Osceola Pky	1560	1890	1960	1960	2016	4/5	43225	43,225	1470	1724	3,194	SB/WB	0.074	0.54	1,724	C
916	OC	US 17/92 (N Orange Blossom Tr	Osceola Pky	Orange County Line	2400	2860	2940	2940	2016	4/5	31173	31,173	1131	1572	2,703	SB/WB	0.087	0.58	1,572	B
910	OC	US 17/92 (S Orange Blossom Tr	Osceola Polk Line Rd (CR 532)	Old Tampa Hwy	510	820	880	880	2016	4/12	24171	24,413	1011	820	1,831	NB/EB	0.076	0.55	1,011	F
914	OC	US 17/92 (S Orange Blossom Tr	Old Tampa Hwy	Poinciana Blvd	510	820	880	880	2016	4/12	23226	23,458	903	735	1,638	NB/EB	0.071	0.55	903	F
921	OC	US 17/92 (S Orange Blossom Tr	Ham Brown Rd	Pleasant Hill Rd	1560	1890	1960	1960	2016	4/12	30449	30,753	1234	1029	2,263	NB/EB	0.074	0.55	1,234	B
922	OC	US 17/92 (S Orange Blossom Tr	Poinciana Blvd	Ham Brown Rd	510	820	880	880	2016	4/12	24576	24,822	910	784	1,694	NB/EB	0.069	0.54	910	F
901	OC	US 192	SR 429	World Dr	0	2080	2680	2830	2016	3/29	74308	73,565	2257	2691	4,948	SB/WB	0.067	0.54	2,691	E
902	OC	US 192	Parkway Blvd	Polynesian Isle Blvd	0	2080	2680	2830	2016	4/19	46281	46,744	1896	1343	3,239	NB/EB	0.070	0.59	1,896	C
904	OC	US 192	Vineland Rd (SR 535)	Siesta Lago Dr	2400	2860	2940	2940	2016	4/7	52961	52,961	1901	1729	3,630	NB/EB	0.069	0.52	1,901	B
905	OC	US 192	Hoagland Blvd	Thacker Ave	0	2080	2680	2830	2016	4/5	45345	45,345	1636	1528	3,164	NB/EB	0.070	0.52	1,636	C
913	OC	US 192	Siesta Lago Dr	Hoagland Blvd	2400	2860	2940	2940	2016	4/7	57307	57,307	2020	1925	3,945	NB/EB	0.069	0.51	2,020	B
906	OC	US 192-441	Michigan Ave	Boggy Creek Rd	2400	2860	2940	2940	2016	4/12	56363	56,927	2222	2042	4,264	NB/EB	0.076	0.52	2,222	B
907	OC	US 192-441	Boggy Creek Rd	Shady Ln	2400	2860	2940	2940	2016	4/14	38236	38,618	1507	1197	2,704	NB/EB	0.071	0.56	1,507	B
908	OC	US 192-441	Shady Ln	Partin Settlement Rd	1560	1890	1960	1960	2016	4/19	51132	51,643	1524	2044	3,568	SB/WB	0.070	0.57	2,044	F
909	OC	US 192-441	Nova Rd (CR 532)	Old Melbourne Hwy	420	840	1200	1510	2016	4/12	22280	22,503	976	847	1,823	NB/EB	0.082	0.54	976	D
925	OC	US 192-441	Partin Settlement Rd	Commerce Center Dr	1560	1890	1960	1960	2016	4/19	38665	39,052	1273	1296	2,569	SB/WB	0.066	0.50	1,296	B
927	OC	US 192-441	Mississippi Ave	Narcoossee Rd (CR 15)	0	1330	1770	1870	2016	4/19	28717	29,004	1115	1061	2,176	NB/EB	0.076	0.51	1,115	C
557	OC	Vermont Ave	Lakeshore Blvd	US 192	270	430	460	460	2016	4/19	1427	1,441	42	105	147	SB/WB	0.103	0.71	105	B
N/A 5	OC	Westside Blvd	Funie Steed Rd	US 192	1400	1700	1760	1760	2016	4/19	8803	8,891	463	379	842	NB/EB	0.096	0.55	463	B
N/A 6	OC	Westside Blvd	Goodman Rd	Funie Steed Rd	1400	1700	1760	1760	2016	4/19	7266	7,339	365	238	603	NB/EB	0.083	0.61	365	B
310	OC	Woodcrest Blvd	Michigan Ave	Bill Beck Blvd	460	740	790	790	2009	4/22	7470	7,545	372	228	600	NB/EB	0.080	0.62	372	B
114	OC	World Dr	US 192	Osceola Pky	3300	4580	5580	6200	2016	3/29	34900	34,551	1708	969	2,677	NB/EB	0.077	0.64	1,708	B
124	OC	World Dr	I-4	US 192	1400	1700	1760	1760	2016	5/3	13027	13,288	324	692	1,016	SB/WB	0.078	0.68	692	B
455	OC	Royal Palm Dr	Buenaventura Blvd	Boggy Creek Road	370	590	630	630	2016	4/12	3877	3,916	140	163	303	SB/WB	0.078	0.54	163	B

Count Station #	Count Source	ROADWAY	FROM	TO	Adjusted Service Volumes				Latest Count Year	Count Date (mm/dd)	ADT	AADT	PM Peak Hour							
					B	C	D	E					NB/EB	SB/WB	Pk Hr Total	Pk Dir	K-Factor	D-Factor	Pk Hr Pk Dir Vol	LOS
335	OC	Michigan Ave (CR 531)	Donegan Ave	US 192-441	1400	1700	1760	1760	2017	4/13	29,647	29,647	1,108	1,203	2,311	SB/WB	0.078	0.52	1,203	B
518	OC	Michigan Ave (St Cloud)	US 192	New Nolte Rd	400	800	1140	1440	2017	4/18	5,515	5,570	214	348	562	SB/WB	0.102	0.62	348	B
534	OC	Michigan Ave (St Cloud)	New Nolte Rd	Creek Woods Dr	400	800	1140	1440	2017	4/18	2,228	2,250	82	114	196	SB/WB	0.088	0.58	114	B
556	OC	Michigan Ave (St Cloud)	Lakeshore Blvd	US 192	330	530	570	570	2017	4/18	2,056	2,077	62	126	188	SB/WB	0.091	0.67	126	B
539	OC	Narcoossee Rd (CR 15)	Rummel Rd	Jones Rd	2660	3840	4980	5650	2017	4/27	27,011	27,281	828	1,454	2,282	SB/WB	0.084	0.64	1,454	B
541	OC	Narcoossee Rd (CR 15)	10th St	Rummel Rd	2160	2570	2650	2650	2017	4/27	25,984	26,244	812	1,404	2,216	SB/WB	0.085	0.63	1,404	B
551	OC	Narcoossee Rd (CR 15)	Jones Rd	Orange County Line	2160	2570	2650	2650	2017	4/27	31,203	31,515	868	1,629	2,497	SB/WB	0.080	0.65	1,629	B
589	OC	Narcoossee Rd (CR 15)	U.S. 192-441	10th St	2160	2570	2650	2650	2017	4/27	26,375	26,639	819	1,356	2,175	SB/WB	0.082	0.62	1,356	B
363	OC	Neptune Rd	Lakeshore Blvd	Kings Hwy	1400	1700	1760	1760	2017	4/4	29,622	29,622	1,561	1,007	2,568	NB/EB	0.087	0.61	1,561	C
364	OC	Neptune Rd	Broadway Ave/Main St	Lakeshore Blvd	1400	1700	1760	1760	2017	4/4	23,461	23,461	1,308	676	1,984	NB/EB	0.085	0.66	1,308	B
401	OC	Neptune Rd	Kings Hwy	Partin Settlement Rd	1400	1700	1760	1760	2017	4/4	31,370	31,370	1,562	1,135	2,697	NB/EB	0.086	0.58	1,562	C
501	OC	Neptune Rd	Partin Settlement Rd	Kissimmee Park Rd	460	740	790	790	2017	4/25	20,286	20,489	1,007	565	1,572	NB/EB	0.077	0.64	1,007	F
502	OC	Neptune Rd	Kissimmee Park Rd	U.S. 192-441	0	500	730	770	2017	4/18	12,287	12,410	516	508	1,024	NB/EB	0.083	0.50	516	D
530	OC	Nolte Rd	Old Canoe Creek Rd	Canoe Creek Road (CR 523)	1400	1700	1760	1760	2017	4/18	14,259	14,402	818	489	1,307	NB/EB	0.092	0.63	818	B
558	OC	Nolte Rd	Canoe Creek Road (CR 523)	Michigan Ave	1400	1700	1760	1760	2017	4/19	11,242	11,354	542	473	1,015	NB/EB	0.090	0.53	542	B
559	OC	Nolte Rd	Michigan Ave	Hickory Tree Rd	1400	1700	1760	1760	2017	4/18	8,065	8,146	419	366	785	NB/EB	0.097	0.53	419	B
542	OC	Nova Rd (CR 532)	U.S. 192-441	Eden Dr	400	800	1140	1440	2017	4/27	3,615	3,651	167	141	308	NB/EB	0.085	0.54	167	B
545	OC	Nova Rd (CR 532)	Eden Dr	Orange County Line	240	430	740	1480	2016	4/12	1,902	1,902	86	72	158	NB/EB	0.083	0.54	86	B
471	OC	Old Boggy Creek Rd	Denn John Ln	Boggy Creek Rd	460	740	790	790	2017	4/4	10,478	10,478	527	350	877	NB/EB	0.084	0.60	527	C
503	OC	Old Canoe Creek Rd	US 192	Neptune Rd	1400	1700	1760	1760	2017	4/18	18,298	18,481	697	758	1,455	SB/WB	0.080	0.52	758	B
504	OC	Old Canoe Creek Rd	Neptune Rd	Kissimmee Park Rd	1400	1700	1760	1760	2017	4/18	26,053	26,314	982	1,126	2,108	SB/WB	0.081	0.53	1,126	B
506	OC	Old Canoe Creek Rd	Kissimmee Park Rd	Canoe Creek Road (CR 523)	460	740	790	790	2017	4/27	20,674	20,881	528	1,109	1,637	SB/WB	0.079	0.68	1,109	F
357	OC	Old Dixie Hwy	Donegan Ave	Osceola Pky	370	590	630	630	2017	4/13	8,720	8,720	359	390	749	SB/WB	0.086	0.52	390	C
529	OC	Old Hickory Tree Rd	Nolte Rd	US 192	460	740	790	790	2017	4/18	3,376	3,410	165	226	391	SB/WB	0.116	0.58	226	B
103	OC	Old Lake Wilson Rd (CR 545)	Sinclair Rd	Osceola Polk Line Rd (CR 532)	460	740	790	790	2017	4/4	15,726	15,726	335	920	1,255	SB/WB	0.080	0.73	920	F
105	OC	Old Lake Wilson Rd (CR 545)	Westgate Blvd	Sinclair Rd	1400	1700	1760	1760	2017	4/4	14,419	14,419	366	936	1,302	SB/WB	0.090	0.72	936	B
111	OC	Old Lake Wilson Rd (CR 545)	US 192	Westgate Blvd	2160	2570	2650	2650	2017	4/25	19,518	19,713	507	962	1,469	SB/WB	0.075	0.65	962	B
601	OC	Old Melbourne Hwy	US 192	Bronco Dr	420	800	1120	1420	2017	4/18	2,603	2,629	137	77	214	NB/EB	0.082	0.64	137	B
207	OC	Old Tampa Hwy	Broad St	Pleasant Hill Rd	400	800	1140	1440	2017	4/25	7,995	8,075	260	524	784	SB/WB	0.098	0.67	524	C
208	OC	Old Tampa Hwy	US 17/92	Poinciana Blvd	400	800	1140	1440	2017	4/6	5,611	5,611	211	387	598	SB/WB	0.107	0.65	387	B
233	OC	Old Tampa Hwy	Poinciana Blvd	Broad St	400	800	1140	1440	2017	4/25	8,262	8,345	379	414	793	SB/WB	0.096	0.52	414	C
176	OC	Old Vineland Rd	US 192	Princess Way	370	590	630	630	2017	4/11	3,064	3,064	129	122	251	NB/EB	0.082	0.51	129	B
324	OC	Orange Ave (CR 527)	Osceola Pky	Orange County Line	460	740	790	790	2017	5/4	25,336	25,589	1,084	823	1,907	NB/EB	0.075	0.57	1,084	F
538	OC	Orange Ave (St Cloud)	Rummel Rd	US 192-441 (13th St)	270	430	460	460	2017	4/18	1,755	1,773	83	78	161	NB/EB	0.092	0.52	83	B
178	OC	Oren Brown Rd	Poinciana Blvd	US 192	460	740	790	790	2017	4/11	11,194	11,194	294	488	782	SB/WB	0.070	0.62	488	C
180	OC	Osceola Pky	SR 417	Vineland Rd (SR 535)	1400	1700	1760	1760	2017	4/11	20,072	20,072	1,293	578	1,871	NB/EB	0.093	0.69	1,293	B
181	OC	Osceola Pky	I-4	SR 417	1400	1700	1760	1760	2017	4/11	24,737	24,737	1,607	955	2,562	NB/EB	0.104	0.63	1,607	C
182	OC	Osceola Pky	Vineland Rd (SR 535)	Dyer Blvd	1010	1230	1270	1270	2017	4/11	24,876	24,876	1,369	811	2,180	NB/EB	0.088	0.63	1,369	F
321	OC	Osceola Pky	John Young Pky	US 17-92-441 (O.B.T.)	0	1200	1590	1680	2017	4/20	45,133	45,584	1,419	2,051	3,470	SB/WB	0.077	0.59	2,051	F
323	OC	Osceola Pky	US 17-92-441 (O.B.T.)	Florida's Turnpike	0	1870	2410	2550	2017	4/25	54,206	54,748	2,152	1,890	4,042	NB/EB	0.075	0.53	2,152	D
325	OC	Osceola Pky	Dyer Blvd	John Young Pky	0	1200	1590	1680	2017	4/20	36,522	36,887	1,356	1,433	2,789	SB/WB	0.076	0.51	1,433	D
448	OC	Osceola Pky	Florida's Turnpike	Buenaventura Blvd	0	1870	2410	2550	2017	4/27	38,818	39,206	1,703	1,105	2,808	NB/EB	0.072	0.61	1,703	C
450	OC	Osceola Pky	Buenaventura Blvd	Simpson Rd	1400	1700	1760	1760	2017	4/13	25,875	25,875	1,247	721	1,968	NB/EB	0.076	0.63	1,247	B
101	OC	Osceola Polk Line Rd (CR 532)	Old Lake Wilson Rd	I-4	1400	1700	1760	1760	2017	4/4	30,502	30,502	1,010	948	1,958	NB/EB	0.064	0.52	1,010	B
102	OC	Osceola Polk Line Rd (CR 532)	US 17/92	Old Lake Wilson Rd	460	740	790	790	2017	4/4	19,539	19,539	761	586	1,347	NB/EB	0.069	0.56	761	D
403	OC	Partin Settlement Rd	Neptune Rd	US 192-441	460	740	790	790	2017	4/27	8,250	8,333	368	328	696	NB/EB	0.084	0.53	368	B
418	OC	Partin Settlement Rd	US 192-441	Lakeshore Blvd	400	800	1140	1440	2017	4/4	13,628	13,628	760	438	1,198	NB/EB	0.088	0.63	760	C
543	OC	Pine Grove Rd	US 192-441	Nova Rd (CR 532)	400	800	1140	1440	2017	4/18	3,347	3,380	187	108	295	NB/EB	0.088	0.63	187	B
507	OC	Pine Tree Rd	Canoe Creek Rd	Hickory Tree Rd	400	800	1140	1440	2017	4/18	3,782	3,820	186	173	359	NB/EB	0.095	0.52	186	B
204	OC	Pleasant Hill Rd	US 17/92	Clay St	460	740	790	790	2017	4/6	19,361	19,361	895	595	1,490	NB/EB	0.077	0.60	895	F
205	OC	Pleasant Hill Rd	Grasmere View Pkwy	US 17/92	1400	1700	1760	1760	2017	4/6	51,604	51,604	1,363	2,151	3,514	SB/WB	0.068	0.61	2,151	F
212	OC	Pleasant Hill Rd	Poinciana Blvd	Grasmere View Pkwy	1400	1700	1760	1760	2017	4/11	41,542	41,542	1,385	1,537	2,922	SB/WB	0.070	0.53	1,537	C
221	OC	Pleasant Hill Rd	Cypress Pky	Poinciana Blvd	2160	2570	2650	2650	2017	4/11	61,705	61,705	1,662	2,586	4,248	SB/WB	0.069	0.61	2,586	D
159	OC	Poinciana Blvd	US 192 (BRONSON HWY)	Vineland Rd (SR 535)	1400	1700	1760	1760	2017	4/11	27,904	27,904	1,048	754	1,802	NB/EB	0.065	0.58	1,048	B
160	OC	Poinciana Blvd	Oren Brown Rd	US 192 (Bronson Hwy)	1400	1700	1760	1760	2017	4/25	36,240	36,602	923	1,766	2,689	SB/WB	0.074	0.66	1,766	F
161	OC	Poinciana Blvd	One Mile North of CSX RR	Oren Brown Rd	400	800	1140	1440	2017	4/25	34,710	35,057	908	1,643	2,551	SB/WB	0.073	0.64	1,643	F
201	OC	Poinciana Blvd	US 17/92	One Mile North of CSX RR	1770	2560	3320	3760	2017	4/6	37,244	37,244	1,748	1,004	2,752	NB/EB	0.074	0.64	1,748	B
202	OC	Poinciana Blvd	Crescent Lakes Way	US 17/92	1400	1700	1760	1760	2017	4/6	34,182	34,182	1,074	1,272	2,346	SB/WB	0.069	0.54	1,272	B
213	OC	Poinciana Blvd	Pleasant Hill Rd	Crescent Lakes Way	400	800	1140	1440	2017	4/11	25,680	25,680	712	1,117	1,829	SB/WB	0.071	0.61	1,117	D
158	OC	Polynesian Isle Blvd	US 192	Vineland Rd (SR 535)	1330	1620	1680	1680	2017	4/11	10,273	10,273	357	392	749	SB/WB	0.073	0.52	392	B
171	OC	Princess Way/Seven Dwarfs Ln	US 192 (Bronson Hwy)	Old Vineland Rd	460	740	790	790	2017	4/11	3,543	3,543	122	131	253	SB/WB	0.071	0.52	131	B
211	OC	Reaves Rd	Poinciana Blvd	Pleasant Hill Rd	370	590	630	630	2017	4/11	5,172	5,172	277	152	429	NB/EB	0.083	0.65	277	B
455	OC	Royal Palm Dr	Buenaventura Blvd	Boggy Creek Road	370	590	630	630	2017	4/13	4,194	4,194	160	168	328	SB/WB	0.078	0.51	168	B
517	OC	Rummel Rd	Mississippi Ave	Narcoosee Rd (CR 15)	370	590	630	630	2017	4/18	5,523	5,578	269	272	541	SB/WB	0.098	0.50	272	B
107	OC	Sand Hill Rd	Old Lake Wilson Rd (CR 545)	Formosa Gardens Blvd	460	740	790	790	2017	4/4	2,433	2,433	78	116	194	SB/WB	0.080	0.60	116	B
404	OC	Shady Ln	Partin Settlement Rd	US 192-441 (Bronson Hwy)	480	770	830	830	2017	4/4	12,284	12,284	421	642	1,063	SB/WB	0.087	0.60	642	C
113	OC	Sherberth Rd	US 192	Orange County Line	460	740	790	790	2017	4/4	14,518	14,518	371	651	1,022	SB/WB	0.070	0.64	651	C
173	OC	Siesta Lago Dr	US 192	Poinciana Blvd	460	740	790	790	2017	4/11	5,529	5,529	215	187	402	NB/EB	0.073	0.53	215	B

2017 Roadway Network Capacity Report

Count Station #	Count Source	ROADWAY	FROM	TO	Adjusted Service Volumes				Latest Count Year	Count Date (mm/dd)	ADT	AADT	PM Peak Hour							
					B	C	D	E					NB/EB	SB/WB	Pk Hr Total	Pk Dir	K-Factor	D-Factor	Pk Hr Pk Dir Vol	LOS
412	OC	Simpson Rd	Fortune Rd	U.S. 192-441	460	740	790	790	2017	4/4	18,865	18,865	767	605	1,372	NB/EB	0.073	0.56	767	D
472	OC	Simpson Rd	Buenaventura Blvd	Fortune Rd	1400	1700	1760	1760	2017	4/20	40,000	40,400	1,479	1,457	2,936	NB/EB	0.073	0.50	1,479	C
473	OC	Simpson Rd	Osceola Pky	Buenaventura Blvd	480	770	830	830	2017	4/20	25,045	25,295	867	946	1,813	SB/WB	0.072	0.52	946	F
479	OC	Simpson Rd	Boggy Creek Rd (East)	Osceola Pkwy	480	770	830	830	2017	4/25	25,793	26,051	817	924	1,741	SB/WB	0.067	0.53	924	F
106	OC	Sinclair Rd	SR 429 (Western Beltway)	Old Lake Wilson Rd	1400	1700	1760	1760	2017	4/4	6,138	6,138	462	221	683	NB/EB	0.111	0.68	462	B
923	OC	SR 535 (Vineland Rd)	Poinciana Blvd	Orange County Line	0	1330	1770	1870	2017	4/11	58,808	58,808	1,568	2,133	3,701	SB/WB	0.063	0.58	2,133	F
512	OC	Tenth (10th) St	Michigan Ave	US 192-441 (13th St)	270	430	460	460	2017	4/18	5,720	5,777	298	220	518	NB/EB	0.091	0.58	298	C
515	OC	Tenth (10th) St	Narcoossee Rd (CR 15)	Michigan Ave	330	530	570	570	2017	4/18	4,731	4,778	264	184	448	NB/EB	0.095	0.59	264	B
305	OC	Thacker Ave	Clay St	MLK Jr Blvd	0	530	770	810	2017	4/25	11,300	11,413	377	523	900	SB/WB	0.080	0.58	523	C
307	OC	Thacker Ave	Osceola Pky	John Young Pky	1400	1700	1760	1760	2017	4/13	12,228	12,228	450	713	1,163	SB/WB	0.095	0.61	713	B
319	OC	US 17/92	MLK Jr Blvd	US 192	1560	1890	1960	1960	2016	4/5	38,385	38,385	1,268	1,186	2,454	NB/EB	0.064	0.52	1,268	B
911	OC	US 17/92	Pleasant Hill Rd	Penfield St	1560	1890	1960	1960	2017	4/6	56,782	56,782	1,616	2,353	3,969	SB/WB	0.070	0.59	2,353	F
912	OC	US 17/92 (N Orange Blossom Tr)	Carroll St	Osceola Pky	1560	1890	1960	1960	2017	4/25	42,607	43,033	1,423	1,729	3,152	SB/WB	0.074	0.55	1,729	C
916	OC	US 17/92 (N Orange Blossom Tr)	Osceola Pky	Orange County Line	2400	2860	2940	2940	2017	4/27	36,050	36,411	1,108	1,817	2,925	SB/WB	0.081	0.62	1,817	B
910	OC	US 17/92 (S Orange Blossom Tr)	Osceola Polk Line Rd (CR 532)	Old Tampa Hwy	510	820	880	880	2017	4/6	26,758	26,758	952	959	1,911	SB/WB	0.071	0.50	959	F
914	OC	US 17/92 (S Orange Blossom Tr)	Old Tampa Hwy	Poinciana Blvd	510	820	880	880	2017	4/6	24,829	24,829	811	930	1,741	SB/WB	0.070	0.53	930	F
921	OC	US 17/92 (S Orange Blossom Tr)	Ham Brown Rd	Pleasant Hill Rd	1560	1890	1960	1960	2017	4/6	32,872	32,872	1,284	1,117	2,401	NB/EB	0.073	0.53	1,284	B
922	OC	US 17/92 (S Orange Blossom Tr)	Poinciana Blvd	Ham Brown Rd	510	820	880	880	2017	4/6	27,219	27,219	539	1,384	1,923	SB/WB	0.071	0.72	1,384	F
901	OC	US 192	SR 429	World Dr	0	2080	2680	2830	2017	4/4	72,098	72,098	2,226	2,629	4,855	SB/WB	0.067	0.54	2,629	D
902	OC	US 192	Parkway Blvd	Polynesian Isle Blvd	0	2080	2680	2830	2017	4/11	54,543	54,543	2,093	1,461	3,554	NB/EB	0.065	0.59	2,093	D
904	OC	US 192	Vineland Rd (SR 535)	Siesta Lago Dr	2400	2860	2940	2940	2017	4/11	54,047	54,047	1,696	1,999	3,695	SB/WB	0.068	0.54	1,999	B
905	OC	US 192	Hoagland Blvd	Thacker Ave	0	2080	2680	2830	2017	4/25	42,130	42,551	1,474	1,427	2,901	NB/EB	0.069	0.51	1,474	C
913	OC	US 192	Siesta Lago Dr	Hoagland Blvd	2400	2860	2940	2940	2017	4/13	68,297	68,297	2,328	2,214	4,542	NB/EB	0.067	0.51	2,328	B
906	OC	US 192-441	Michigan Ave	Boggy Creek Rd	2400	2860	2940	2940	2017	4/25	58,525	59,110	2,288	2,144	4,432	NB/EB	0.076	0.52	2,288	B
907	OC	US 192-441	Boggy Creek Rd	Shady Ln	2400	2860	2940	2940	2017	4/4	39,747	39,747	1,053	1,723	2,776	SB/WB	0.070	0.62	1,723	B
908	OC	US 192-441	Shady Ln	Partin Settlement Rd	1560	1890	1960	1960	2016	4/19	51,132	51,643	1,524	2,044	3,568	SB/WB	0.070	0.57	2,044	F
909	OC	US 192-441	Nova Rd (CR 532)	Old Melbourne Hwy	420	840	1200	1510	2017	4/18	24,360	24,604	960	785	1,745	NB/EB	0.072	0.55	960	D
925	OC	US 192-441	Partin Settlement Rd	Commerce Center Dr	1560	1890	1960	1960	2016	4/19	38,665	39,052	1,273	1,296	2,569	SB/WB	0.066	0.50	1,296	B
927	OC	US 192-441	Mississippi Ave	Narcoossee Rd (CR 15)	0	1330	1770	1870	2016	4/19	28,717	29,004	1,115	1,061	2,176	NB/EB	0.076	0.51	1,115	C
557	OC	Vermont Ave	Lakeshore Blvd	US 192	270	430	460	460	2017	4/19	1,538	1,553	57	95	152	SB/WB	0.099	0.63	95	B
NA5	OC	Westside Blvd	Funie Steed Rd	US 192	1400	1700	1760	1760	2017	4/4	9,844	9,844	482	352	834	NB/EB	0.085	0.58	482	B
NA6	OC	Westside Blvd	Funie Steed Rd	US 192	1400	1700	1760	1760	2017	4/4	10,440	10,440	359	427	786	SB/WB	0.075	0.54	427	B
114	OC	World Dr	US 192	Osceola Pky	3300	4580	5580	6200	2017	4/25	28,639	28,925	342	1,636	1,978	SB/WB	0.069	0.83	1,636	B
124	OC	World Dr	I-4	US 192	1400	1700	1760	1760	2017	4/4	14,231	14,231	363	701	1,064	SB/WB	0.075	0.66	701	B

2018 Roadway Network Capacity Report

(Updated 06/15/2018)

Count Station #	Count Source	ROADWAY	FROM	TO	Adjusted Service Volumes				Latest Count Year	Count Date (mm/dd)	Week	ADT	AADT	PM Peak Hour							
					B	C	D	E						NB/EB	SB/WB	Pk Hr Total	Pk Dir	K-Factor	D-Factor	Pk Hr Pk Dir Vol	LOS
589	OC	Narcoossee Rd (CR 15)	US 192-441	10th St	2160	2570	2650	2650	2018	4/10	16	25,284	25,284	831	1251	2,082	SB/WB	0.0823	0.60	1,251	B
541	OC	Narcoossee Rd (CR 15)	10th St	Rummel Rd	2160	2570	2650	2650	2018	4/10	16	24,539	24,539	816	1129	1,945	SB/WB	0.0793	0.58	1,129	B
539	OC	Narcoossee Rd (CR 15)	Rummel Rd	Jones Rd	2660	3840	4980	5650	2018	4/10	16	26,942	26,942	918	1324	2,242	SB/WB	0.0832	0.59	1,324	B
551	OC	Narcoossee Rd (CR 15)	Jones Rd	Orange County Line	2160	2570	2650	2650	2018	4/10	16	31,860	31,860	905	1802	2,707	SB/WB	0.0850	0.67	1,802	B
364	OC	Neptune Rd	Broadway Ave/Main St	Lakeshore Blvd	1400	1700	1760	1760	2018	4/4	15	29,385	29,385	1387	904	2,291	NB/EB	0.0780	0.61	1,387	B
363	OC	Neptune Rd	Lakeshore Blvd	Kings Hwy	1400	1700	1760	1760	2018	4/4	15	30,358	30,358	1598	942	2,540	NB/EB	0.0837	0.63	1,598	C
401	OC	Neptune Rd	Kings Hwy	Partin Settlement Rd	1400	1700	1760	1760	2018	4/10	16	29,670	29,670	935	1458	2,393	SB/WB	0.0807	0.61	1,458	C
530	OC	Nolte Rd	Old Canoe Creek Rd	Canoe Creek Road (CR 523)	1400	1700	1760	1760	2018	4/10	16	13,903	13,903	708	430	1,138	NB/EB	0.0819	0.62	708	B
NA3	OC	Nolte Rd	Canoe Creek Road (CR 523)	Michigan Ave	1400	1700	1760	1760	2018	4/10	16	11,910	11,910	477	516	993	SB/WB	0.0834	0.52	516	B
NA4	OC	Nolte Rd	Michigan Ave	Hickory Tree Rd	1400	1700	1760	1760	2018	4/10	16	8,335	8,335	313	400	713	SB/WB	0.0855	0.56	400	B
542	OC	Nova Rd (CR 532)	US192-441	Eden Dr	400	800	1140	1440	2018	4/17	17	3,773	3,811	186	165	351	NB/EB	0.0930	0.53	186	B
471	OC	Old Boggy Creek Rd	Denn John Ln	Fortune Rd	460	740	790	790	2018	4/4	15	11,087	11,087	509	378	887	NB/EB	0.0800	0.57	509	C
503	OC	Old Canoe Creek Rd	US 192-441	Neptune Rd	1400	1700	1760	1760	2018	4/17	17	19,343	19,536	750	846	1,596	SB/WB	0.0825	0.53	846	B
504	OC	Old Canoe Creek Rd	Neptune Rd	Kissimmee Park Rd	0	1200	1590	1680	2018	4/10	16	24,807	24,807	813	1151	1,964	SB/WB	0.0792	0.59	1,151	C
506	OC	Old Canoe Creek Rd	Kissimmee Park Rd	Canoe Creek Road (CR 523)	460	740	790	790	2018	4/10	16	19,830	19,830	511	1063	1,574	SB/WB	0.0794	0.68	1,063	F
357	OC	Old Dixie Hwy	Donegan Ave	Osceola Pkwy	460	740	790	790	2018	4/25	18	5,540	5,595	301	242	543	NB/EB	0.0980	0.55	301	B
529	OC	Old Hickory Tree Rd	Nolte Rd	US 192-441	460	740	790	790	2018	4/10	16	3,386	3,386	152	251	403	SB/WB	0.1190	0.62	251	B
111	OC	Old Lake Wilson Rd (CR 545)	US 192	Westgate Blvd	2160	2570	2650	2650	2018	4/17	17	26,736	27,003	674	1187	1,861	SB/WB	0.0696	0.64	1,187	B
105	OC	Old Lake Wilson Rd (CR 545)	Westgate Blvd	Sinclair Rd	1400	1700	1760	1760	2018	4/17	17	15,442	15,596	314	1025	1,339	SB/WB	0.0867	0.77	1,025	B
103	OC	Old Lake Wilson Rd (CR 545)	Sinclair Rd	Osceola Polk Line Rd (CR 532)	460	740	790	790	2018	4/17	17	17,469	17,644	1038	435	1,473	NB/EB	0.0843	0.70	1,038	F
601	OC	Old Melbourne Hwy	US 192	Bronco Dr	420	800	1120	1420	2018	4/10	16	2,638	2,638	148	5	153	NB/EB	0.0580	0.97	148	B
208	OC	Old Tampa Hwy	US 17/92	Poinciana Blvd	400	800	1140	1440	2018	4/3	15	6,793	6,793	246	455	701	SB/WB	0.1032	0.65	455	C
233	OC	Old Tampa Hwy	Poinciana Blvd	Broad St	400	800	1140	1440	2018	4/3	15	9,777	9,777	423	499	922	SB/WB	0.0943	0.54	499	C
207	OC	Old Tampa Hwy	Broad St	Pleasant Hill Rd	400	800	1140	1440	2018	4/5	15	9,350	9,350	275	599	874	SB/WB	0.0935	0.69	599	C
176	OC	Old Vineland Rd	US 192	Princess Way	460	740	790	790	2018	4/3	15	3,676	3,676	142	139	281	NB/EB	0.0764	0.51	142	B
324	OC	Orange Ave (CR 527)	Osceola Pkwy	Orange County Line	460	740	790	790	2018	4/17	17	16,354	16,518	478	934	1,412	SB/WB	0.0863	0.66	934	F
538	OC	Orange Ave (St Cloud)	Rummel Rd	US 192-441 (13th St)	270	430	460	460	2018	4/17	17	1,914	1,933	110	88	198	NB/EB	0.1034	0.56	110	B
178	OC	Oren Brown Rd	Poinciana Blvd	US 192	460	740	790	790	2018	4/3	15	11,788	11,788	336	447	783	SB/WB	0.0664	0.57	447	B
181	OC	Osceola Pkwy	I-4	SR 417	0	1200	1590	1680	2018	4/3	15	29,615	29,615	1,701	1,142	2,843	NB/EB	0.0960	0.60	1,701	F
180	OC	Osceola Pkwy	SR 417	Vineland Rd (SR 535)	1400	1700	1760	1760	2018	4/3	15	24,141	24,141	1689	692	2,381	NB/EB	0.0986	0.71	1,689	C
182	OC	Osceola Pkwy	Vineland Rd (SR 535)	Dyer Blvd	1010	1230	1270	1270	2018	4/3	15	26,708	26,708	1647	874	2,521	NB/EB	0.0944	0.65	1,647	F
325	OC	Osceola Pkwy	Dyer Blvd	John Young Pkwy	0	1200	1590	1680	2018	4/17	17	33,753	34,091	1467	1208	2,675	NB/EB	0.0793	0.55	1,467	D
321	OC	Osceola Pkwy	John Young Pkwy	US 17-92-441 (O.B.T.)	0	1200	1590	1680	2018	4/17	17	38,410	38,794	1306	1421	2,727	SB/WB	0.0710	0.52	1,421	D
323	OC	Osceola Pkwy	US 17-92-441 (O.B.T.)	Florida's Turnpike	0	1870	2410	2550	2018	4/17	17	46,147	46,608	1706	1721	3,427	SB/WB	0.0743	0.50	1,721	C
448	OC	Osceola Pkwy	Florida's Turnpike	Buenaventura Blvd	0	1870	2410	2550	2018	4/10	16	37,171	37,171	1052	1734	2,786	SB/WB	0.0750	0.62	1,734	C
450	OC	Osceola Pkwy	Buenaventura Blvd	Simpson Rd	1400	1700	1760	1760	2018	4/10	16	24,717	24,717	1212	662	1,874	NB/EB	0.0758	0.65	1,212	B
102	OC	Osceola Polk Line Rd (CR 532)	US 17/92	Old Lake Wilson Rd	460	740	790	790	2018	4/3	15	18,386	18,386	794	573	1,367	NB/EB	0.0744	0.58	794	F
101	OC	Osceola Polk Line Rd (CR 532)	Old Lake Wilson Rd	I-4	1400	1700	1760	1760	2018	4/3	15	33,249	33,249	1126	1014	2,140	NB/EB	0.0644	0.53	1,126	B
403	OC	Partin Settlement Rd	Neptune Rd	US 192-441	460	740	790	790	2018	4/17	17	8,428	8,512	386	361	747	NB/EB	0.0886	0.52	386	B
418	OC	Partin Settlement Rd	US 192-441	Lakeshore Blvd	400	800	1140	1440	2018	4/10	16	14,119	14,119	785	385	1,170	NB/EB	0.0829	0.67	785	C
543	OC	Pine Grove Rd	US 192-441	Nova Rd (CR 532)	400	800	1140	1440	2018	4/10	16	3,145	3,145	164	98	262	NB/EB	0.0833	0.63	164	B
507	OC	Pine Tree Rd	Canoe Creek Rd	Hickory Tree Rd	400	800	1140	1440	2018	4/17	17	3,956	3,996	174	182	356	SB/WB	0.0900	0.51	182	B
204	OC	Pleasant Hill Rd	Clay St	US 17/92	0	500	730	770	2018	4/5	15	18,041	18,041	611	628	1,239	SB/WB	0.0687	0.51	628	D
205	OC	Pleasant Hill Rd	US 17/92	Grasmere View Pkwy	1400	1700	1760	1760	2018	4/5	15	53,058	53,058	1354	2166	3,520	SB/WB	0.0663	0.62	2,166	F
212	OC	Pleasant Hill Rd	Grasmere View Pkwy	Poinciana Blvd	1400	1700	1760	1760	2018	4/5	15	44,576	44,576	1318	1676	2,994	SB/WB	0.0672	0.56	1,676	C
221	OC	Pleasant Hill Rd	Poinciana Blvd	Cypress Pkwy	0	1870	2410	2550	2018	4/5	15	60,954	60,954	1713	2262	3,975	SB/WB	0.0652	0.57	2,262	D
159	OC	Poinciana Blvd	Vineland Rd (SR 535)	US 192 (BRONSON HWY)	1400	1700	1760	1760	2018	4/3	15	27,688	27,688	698	1083	1,781	SB/WB	0.0643	0.61	1,083	B
160	OC	Poinciana Blvd	US 192 (Bronson Hwy)	Oren Brown Rd	1400	1700	1760	1760	2018	4/3	15	38,568	38,568	950	1940	2,890	SB/WB	0.0749	0.67	1,940	F
161	OC	Poinciana Blvd	Oren Brown Rd	One Mile North of CSX RR	420	840	1200	1510	2018	4/3	15	38,308	38,308	971	1777	2,748	SB/WB	0.0717	0.65	1,777	F
201	OC	Poinciana Blvd	One Mile North of CSX RR	US 17/92	1770	2560	3320	3760	2018	4/3	15	37,383	37,383	991	1656	2,647	SB/WB	0.0708	0.63	1,656	B
202	OC	Poinciana Blvd	US 17/92	Crescent Lakes Way	1400	1700	1760	1760	2018	4/3	15	35,434	35,434	1074	1364	2,438	SB/WB	0.0688	0.56	1,364	B
213	OC	Poinciana Blvd	Crescent Lakes Way	Pleasant Hill Rd	400	800	1140	1440	2018	4/5	15	26,844	26,844	653	1220	1,873	SB/WB	0.0698	0.65	1,220	E
158	OC	Polynesian Isle Blvd	US 192	Vineland Rd (SR 535)	1330	1620	1680	1680	2018	4/3	15	11,872	11,872	363	395	758	SB/WB	0.0638	0.52	395	B
171	OC	Princess Way/Seven Dwarfs Ln	US 192 (Bronson Hwy)	Old Vineland Rd	460	740	790	790	2018	4/17	17	3,059	3,090	119	108	227	NB/EB	0.0742	0.52	119	B
211	OC	Reaves Rd	Poinciana Blvd	Pleasant Hill Rd	370	590	630	630	2018	4/5	15	6,496	6,496	293	214	507	NB/EB	0.0780	0.58	293	B
455	OC	Royal Palm Dr	Buenaventura Blvd	Simpson Rd	370	590	630	630	2018	4/17	17	3,950	3,990	167	142	309	NB/EB	0.0782	0.54	167	B
517	OC	Rummel Rd	Mississippi Ave	Narcoosee Rd (CR 15)	460	740	790	790	2018	4/10	16	5,344	5,344	240	283	523	SB/WB	0.0979	0.54	283	B
107	OC	Sand Hill Rd	Old Lake Wilson Rd (CR 545)	Formosa Gardens Blvd	460	740	790	790	2018	4/3	15	2,645	2,645	70	126	196	SB/WB	0.0741	0.64	126	B
404	OC	Shady Ln	Partin Settlement Rd	US 192-441 (Bronson Hwy)	480	770	830	830	2018	4/10	16	10,443	10,443	351	436	787	SB/WB	0.0754	0.55	436	B
113	OC	Sherberth Rd	US 192	Orange County Line	460	740	790	790	2018	4/17	17	14,399	14,543	288	828	1,116	SB/WB	0.0775	0.74	828	F
173	OC	Siesta Lago Dr	US 192	Poinciana Blvd	460	740	790	790	2018	4/3	15	6,003	6,003	238	205	443	NB/EB	0.0738	0.54	238	B
106	OC	Sinclair Rd	SR 429 (Western Beltway)	Old Lake Wilson Rd	0	1200	1590	1680	2018	4/25	18	6,570	6,636	382	268	650	NB/EB	0.0989	0.59	382	C
972610	FDOT	SR 417	Celebration Ave	I-4	2200	3020	3720	4020	2016	N/A	N/A	N/A	22500	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
972620	FDOT	SR 417	Osceola Pkwy	Celebration Ave	2200	3020	3720	4020	2016	N/A	N/A	N/A	29900	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
972630	FDOT	SR 417	Orange County Line	Osceola Pkwy	2200	3020	3720	4020	2016	N/A	N/A	N/A	33600	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
972800	FDOT	SR 429 (Western Beltway)	I-4	Sinclair Rd	2200	3020	3720	4020	2016	N/A	N/A	N/A	19400	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
972810	FDOT	SR 429 (Western Beltway)	Sinclair Rd	US 192/Orange County Line	2200	3020	3720	4020	2016	N/A	N/A	N/A	18000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
920318	FDOT	SR 535 (Vineland Rd)	US 192	Poinciana Blvd	0	1330	1770	1870	2016	N/A	N/A	N/A	30500	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
923	OC	SR 535 (Vineland Rd)	Poinciana Blvd	Orange County Line	0	1330	1770	1870	2018	4/3	15	53,727	53,727	1408	2014	3,422	SB/WB	0.0637	0.59	2,014	F
920058	FDOT	SR 60	Indian River County Line	Polk County Line	240	430	740	1480	2016	N/A	N/A	N/A	7200	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
512	OC	Tenth (10th) St	US 192-441 (13th St)	Michigan Ave	270	430	460	460	2018	4/17	17	6,101	6,162	336	235	571	NB/EB	0.0936	0.59	336	C
515	OC	Tenth (10th) St	Michigan Ave	Narcoossee Rd (CR 15)	330	530	570	570	2018	4/10	16	4,714	4,714	241	181	422	NB/EB	0.0895	0.57	241	B
305	OC	Thacker Ave	Clay St	MLK Jr Blvd	0	530	770	810	2018	4/17	17	11,875	11,994	341	576	917	SB/WB	0.0772	0.63	576	D
307	OC	Thacker Ave	Osceola Pkwy	John Young Pkwy	1400	1700	1760	1760	2018	4/17	17	12,452	12,577	394	705	1,099	SB/WB	0.0883	0.64	705	B
920314	FDOT	US 17/92 (S Orange Blossom Tr)	Polk County Line	Osceola Polk Line Rd (CR 532)	510	820	880	880	2016	N/A	N/A	N/A	10500	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
910	OC	US 17/92 (S Orange Blossom Tr)	Osceola Polk Line Rd (CR 532)	Old Tampa Hwy	510	820	880	880	2018	4/3	15	35,332	35,332	1332	1735	3,067	SB/WB	0.0868	0.57	1,735	F
914	OC	US 17/92 (S Orange Blossom Tr)	Old Tampa Hwy	Poinciana Blvd	510	820	880	880	2018	4/3	15	26,535	26,535	816	1058	1,874	SB/WB	0.0706	0.56	1,058	F

Count Station #	Count Source	ROADWAY	FROM	TO	Adjusted Service Volumes				Latest Count Year	Count Date (mm/dd)	Week	ADT	AADT	PM Peak Hour								
					B	C	D	E						NB/EB	SB/WB	Pk Hr Total	Pk Dir	K-Factor	D-Factor	Pk Hr Pk Dir Vol	LOS	V/C
541	OC	Narcoossee Rd (CR 15)	10th St	Rummel Rd	2160	2570	2650	2650	2019	3/12	11	27,969	27,410	940	1361	2,301	SB/WB	0.0823	0.59	1,361	B	0.51
539	OC	Narcoossee Rd (CR 15)	Rummel Rd	Jones Rd	2660	3840	4980	5650	2019	3/12	11	31,457	30,828	1046	1609	2,655	SB/WB	0.0844	0.61	1,609	B	0.32
551	OC	Narcoossee Rd (CR 15)	Jones Rd	Orange County Line	2160	2570	2650	2650	2019	3/27	14	35,090	35,090	728	2011	2,739	SB/WB	0.0781	0.73	2,011	B	0.76
364	OC	Neptune Rd	Broadway Ave/Main St	Lakeshore Blvd	1400	1700	1760	1760	2019	4/3	15	24,882	24,882	922	805	1,727	NB/EB	0.0694	0.53	922	B	0.52
363	OC	Neptune Rd	Lakeshore Blvd	Kings Hwy	1400	1700	1760	1760	2019	4/3	15	29,630	29,630	1311	887	2,198	NB/EB	0.0742	0.60	1,311	B	0.74
401	OC	Neptune Rd	Kings Hwy	Partin Settlement Rd	1400	1700	1760	1760	2019	4/2	14	29,670	29,670	1036	1122	2,158	SB/WB	0.0727	0.52	1,122	B	0.64
501	OC	Neptune Rd	Partin Settlement Rd	Old Canoe Creek Rd	460	740	790	790	2019	3/12	11	22387	21,939	702	903	1,605	SB/WB	0.0717	0.56	903	F	1.14
502	OC	Neptune Rd	Old Canoe Creek Rd	US 192-441	0	500	730	770	2019	3/12	11	12726	12,471	499	490	989	NB/EB	0.0777	0.50	499	C	0.68
530	OC	Nolte Rd	Old Canoe Creek Rd	Canoe Creek Road (CR 523)	1400	1700	1760	1760	2019	3/12	11	14,841	14,544	794	471	1,265	NB/EB	0.0852	0.63	794	B	0.45
NA3	OC	Nolte Rd	Canoe Creek Road (CR 523)	Michigan Ave	1400	1700	1760	1760	2019	3/12	11	13,691	13,417	606	593	1,199	NB/EB	0.0876	0.51	606	B	0.34
NA4	OC	Nolte Rd	Michigan Ave	Hickory Tree Rd	1400	1700	1760	1760	2019	3/12	11	10,476	10,266	450	501	951	SB/WB	0.0908	0.53	501	B	0.28
542	OC	Nova Rd (CR 532)	US192-441	Eden Dr	400	800	1140	1440	2019	3/12	11	3,999	3,919	213	183	396	NB/EB	0.0990	0.54	213	B	0.19
545	OC	Nova Rd (CR 532)	Eden Dr	Orange County Line	240	430	740	1480	2019	3/27	14	2071	2,071	76	93	169	SB/WB	0.0816	0.55	93	B	0.22
471	OC	Old Boggy Creek Rd	Denn John Ln	Fortune Rd	460	740	790	790	2019	4/2	14	10,643	10,643	244	680	924	SB/WB	0.0868	0.74	680	C	0.86
503	OC	Old Canoe Creek Rd	US 192-441	Neptune Rd	1400	1700	1760	1760	2019	3/12	11	20,433	20,024	769	887	1,656	SB/WB	0.0810	0.54	887	B	0.50
504	OC	Old Canoe Creek Rd	Neptune Rd	Kissimmee Park Rd	0	1200	1590	1680	2019	3/12	11	28,305	27,739	1001	1216	2,217	SB/WB	0.0783	0.55	1,216	D	0.76
506	OC	Old Canoe Creek Rd	Kissimmee Park Rd	Canoe Creek Road (CR 523)	460	740	790	790	2019	3/12	11	22,182	21,738	705	988	1,693	SB/WB	0.0763	0.58	988	F	1.25
357	OC	Old Dixie Hwy	Donegan Ave	Osceola Pkwy	460	740	790	790	2019	3/26	13	7,833	7,755	294	439	733	SB/WB	0.0936	0.60	439	B	0.56
529	OC	Old Hickory Tree Rd	Nolte Rd	US 192-441	460	740	790	790	2019	3/12	11	4,488	4,398	204	326	530	SB/WB	0.1181	0.62	326	B	0.41
111	OC	Old Lake Wilson Rd (CR 545)	US 192	Westgate Blvd	2160	2570	2650	2650	2019	3/5	10	27,016	26,746	754	1071	1,825	SB/WB	0.0676	0.59	1,071	B	0.40
105	OC	Old Lake Wilson Rd (CR 545)	Westgate Blvd	Sinclair Rd	1400	1700	1760	1760	2019	3/26	13	19,092	18,901	432	1180	1,612	SB/WB	0.0844	0.73	1,180	B	0.67
103	OC	Old Lake Wilson Rd (CR 545)	Sinclair Rd	Osceola Polk Line Rd (CR 532)	460	740	790	790	2019	3/5	10	20,296	20,093	530	941	1,471	SB/WB	0.0725	0.64	941	F	1.19
601	OC	Old Melbourne Hwy	US 192	Bronco Dr	420	800	1120	1420	2019	3/12	11	2,951	2,892	167	94	261	NB/EB	0.0884	0.64	167	B	0.21
208	OC	Old Tampa Hwy	US 17/92	Poinciana Blvd	400	800	1140	1440	2019	3/5	10	7,083	7,012	253	468	721	SB/WB	0.1018	0.65	468	C	0.41
233	OC	Old Tampa Hwy	Poinciana Blvd	Broad St	400	800	1140	1440	2019	3/5	10	9,980	9,880	465	515	980	SB/WB	0.0982	0.53	515	C	0.45
207	OC	Old Tampa Hwy	Broad St	Pleasant Hill Rd	400	800	1140	1440	2019	3/12	11	8,305	8,139	273	478	751	SB/WB	0.0904	0.64	478	C	0.42
176	OC	Old Vineland Rd	US 192	Princess Way	460	740	790	790	2019	3/5	10	3,844	3,806	145	157	302	SB/WB	0.0786	0.52	157	B	0.20
324	OC	Orange Ave (CR 527)	Osceola Pkwy	Orange County Line	460	740	790	790	2019	4/2	14	24,097	24,097	843	1121	1,964	SB/WB	0.0815	0.57	1,121	F	1.42
538	OC	Orange Ave (St Cloud)	Rummel Rd	US 192-441 (13th St)	270	430	460	460	2019	3/12	11	1,879	1,841	101	89	190	NB/EB	0.1011	0.53	101	B	0.22
178	OC	Oren Brown Rd	Poinciana Blvd	US 192	460	740	790	790	2019	3/5	10	11,901	11,782	377	508	885	SB/WB	0.0744	0.57	508	C	0.64
181	OC	Osceola Pkwy	I-4	SR 417	0	1200	1590	1680	2019	3/5	10	27,977	27,697	1,808	1,041	2,849	NB/EB	0.1018	0.63	1,808	F	1.14
180	OC	Osceola Pkwy	SR 417	Vineland Rd (SR 535)	1400	1700	1760	1760	2019	3/5	10	23,480	23,245	1744	708	2,452	NB/EB	0.1044	0.71	1,744	D	0.99
182	OC	Osceola Pkwy	Vineland Rd (SR 535)	Dyer Blvd	1400	1700	1760	1760	2019	3/5	10	28,491	28,206	1648	991	2,639	NB/EB	0.0926	0.62	1,648	C	0.94
325	OC	Osceola Pkwy	Dyer Blvd	John Young Pkwy	0	1200	1590	1680	2019	3/7	11	36,489	35,759	1455	1454	2,909	NB/EB	0.0797	0.50	1,455	D	0.92
321	OC	Osceola Pkwy	John Young Pkwy	US 17-92-441 (O.B.T.)	0	1200	1590	1680	2019	3/5	10	38,581	38,195	1324	1447	2,771	SB/WB	0.0718	0.52	1,447	D	0.91
323	OC	Osceola Pkwy	US 17-92-441 (O.B.T.)	Florida's Turnpike	0	1870	2410	2550	2019	4/2	14	51,115	51,115	1894	1729	3,623	NB/EB	0.0709	0.52	1,894	D	0.79
448	OC	Osceola Pkwy	Florida's Turnpike	Buenaventura Blvd	0	1870	2410	2550	2019	4/2	14	38,982	38,982	1155	1845	3,000	SB/WB	0.0770	0.62	1,845	C	0.77
450	OC	Osceola Pkwy	Buenaventura Blvd	Simpson Rd	1400	1700	1760	1760	2019	4/2	14	20,744	20,744	929	650	1,579	NB/EB	0.0761	0.59	929	B	0.53
102	OC	Osceola Polk Line Rd (CR 532)	US 17/92	Old Lake Wilson Rd	460	740	790	790	2019	3/5	10	17,308	17,135	601	616	1,217	SB/WB	0.0703	0.51	616	C	0.78
101	OC	Osceola Polk Line Rd (CR 532)	Old Lake Wilson Rd	I-4	1400	1700	1760	1760	2019	3/5	10	29,893	29,594	1124	856	1,980	NB/EB	0.0662	0.57	1,124	B	0.64
403	OC	Partin Settlement Rd	Neptune Rd	US 192-441	460	740	790	790	2019	3/27	14	8,492	8,492	345	334	679	NB/EB	0.0800	0.51	345	B	0.44
418	OC	Partin Settlement Rd	US 192-441	Lakeshore Blvd	400	800	1140	1440	2019	3/27	14	15,821	15,821	786	408	1,194	NB/EB	0.0755	0.66	786	C	0.69
543	OC	Pine Grove Rd	US 192-441	Nova Rd (CR 532)	400	800	1140	1440	2019	3/27	14	2,888	2,888	143	95	238	NB/EB	0.0824	0.60	143	B	0.13
507	OC	Pine Tree Rd	Canoe Creek Rd	Hickory Tree Rd	400	800	1140	1440	2019	3/12	11	4,224	4,140	195	214	409	SB/WB	0.0968	0.52	214	B	0.19
205	OC	Pleasant Hill Rd	US 17/92	Grasmere View Pkwy	1400	1700	1760	1760	2019	3/12	11	51,180	50,156	1328	2047	3,375	SB/WB	0.0659	0.61	2,047	F	1.16
212	OC	Pleasant Hill Rd	Grasmere View Pkwy	Poinciana Blvd	1400	1700	1760	1760	2019	3/12	11	40,760	39,945	1290	1446	2,736	SB/WB	0.0671	0.53	1,446	C	0.82
221	OC	Pleasant Hill Rd	Poinciana Blvd	Cypress Pkwy	0	1870	2410	2550	2019	3/12	11	58,705	57,531	1733	2225	3,958	SB/WB	0.0674	0.56	2,225	D	0.92
159	OC	Poinciana Blvd	Vineland Rd (SR 535)	US 192 (Bronson Hwy)	1400	1700	1760	1760	2019	3/5	10	25,959	25,699	731	956	1,687	SB/WB	0.0650	0.57	956	B	0.54
160	OC	Poinciana Blvd	US 192 (Bronson Hwy)	Oren Brown Rd	1400	1700	1760	1760	2019	3/5	10	36,041	35,681	859	1872	2,731	SB/WB	0.0758	0.69	1,872	F	1.06
161	OC	Poinciana Blvd	Oren Brown Rd	One Mile North of CSX RR	420	840	1200	1510	2019	3/26	13	39,307	38,914	914	2037	2,951	SB/WB	0.0751	0.69	2,037	F	1.70
201	OC	Poinciana Blvd	One Mile North of CSX RR	US 17/92	1770	2560	3320	3760	2019	3/5	10	37,626	37,250	1013	1755	2,768	SB/WB	0.0736	0.63	1,755	B	0.53
202	OC	Poinciana Blvd	US 17/92	Crescent Lakes Way	1400	1700	1760	1760	2019	3/5	10	34,888	34,539	1131	1209	2,340	SB/WB	0.0671	0.52	1,209	B	0.69
213	OC	Poinciana Blvd	Crescent Lakes Way	Pleasant Hill Rd	400	800	1140	1440	2019	3/12	11	24,319	23,833	709	1043	1,752	SB/WB	0.0720	0.60	1,043	D	0.91
158	OC	Polynesian Isle Blvd	US 192	Vineland Rd (SR 535)	1330	1620	1680	1680	2019	4/3	15	11,515	11,515	358	501	859	SB/WB	0.0746	0.58	501	B	0.30
171	OC	Princess Way/Seven Dwarfs Ln	US 192 (Bronson Hwy)	Old Vineland Rd	460	740	790	790	2019	3/5	10	4,231	4,189	172	162	334	NB/EB	0.0789	0.51	172	B	0.22
211	OC	Reaves Rd	Poinciana Blvd	Pleasant Hill Rd	370	590	630	630	2019	3/12	11	6,465	6,336	267	246	513	NB/EB	0.0794	0.52	267	B	0.42
455	OC	Royal Palm Dr	Buenaventura Blvd	Simpson Rd	370	590	630	630	2019	3/27	14	4,361	4,361	174	177	351	SB/WB	0.0805	0.50	177	B	0.28
517	OC	Rummel Rd	Mississippi Ave	Narcoosee Rd (CR 15)	460	740	790	790	2019	3/27	14	6,520	6,520	233	327	560	SB/WB	0.0859	0.58	327	B	0.41
107	OC	Sand Hill Rd	Old Lake Wilson Rd (CR 545)	Formosa Gardens Blvd	460	740	790	790	2019	3/5	10	2,545	2,520	48	166	214	SB/WB	0.0841	0.78	166	B	0.21
404	OC	Shady Ln	Partin Settlement Rd	US 192-441 (Bronson Hwy)	480	770	830	830	2019	4/2	14	10,239	10,239	327	400	727	SB/WB	0.0710	0.55	400	B	0.48
113	OC	Sherberth Rd	US 192	Orange County Line	460	740	790	790	2019	3/5	10	16,781	16,613	386	844	1,230	SB/WB	0.0733	0.69	844	F	1.07
173	OC	Siesta Lago Dr	US 192	Poinciana Blvd	460	740	790	790	2019	3/5	10	5,714	5,657	226	197	423	NB/EB	0.0740	0.53	226	B	0.29
479	OC	Simpson Rd	Boggy Creek Rd (East)	Osceola Pkwy	480	770	830	830	2019	3/13	12	27868	27,589	910	888	1,798	NB/EB	0.0645	0.51	910	F	1.10
473	OC	Simpson Rd	Osceola Pkwy	Buenaventura Blvd	480	770	830	830	2019	3/27	14	25657	25,657	903	877	1,780	NB/EB	0.0694	0.51	903	F	1.09
472	OC	Simpson Rd	Buenaventura Blvd	Fortune Rd	1400	1700	1760	1760	2019	3/27	14	41951	41,951	1523	1400	2,923	NB/EB	0.0697	0.52	1,523	C	0.87
412	OC	Simpson Rd	Fortune Rd	US 192-441	460	740	790	790	2019	3/27	14	18052	18,052	668	549	1,217	NB/EB	0.0674	0.55	668	C	0.85
106	OC	Sinclair Rd	SR 429 (Western Beltway)	Old Lake Wilson Rd	0	1200	1590	1680	2019	3/5	10	8,816	8,728	413	384	797	NB/EB	0.0904	0.52	413	C	0.26
972610	FDOT	SR 417	Celebration Ave	I-4	2200	3020	3720	4020	2018	N/A	N/A	N/A	28,900	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	NA
972620	FDOT	SR 417	Osceola Pkwy	Celebration Ave	2200	3020	3720	4020	2018	N/A	N/A	N/A	38,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	NA
972630	FDOT	SR 417	Orange County Line	Osceola Pkwy	2200	3020	3720	4020	2018	N/A	N/A	N/A	44,600	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	NA
972800	FDOT	SR 429 (Western Beltway)	I-4	Sinclair Rd	2200	3020	3720	4020	2018	N/A	N/A	N/A	26,500	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	NA
972810	FDOT	SR 429 (Western Beltway)	Sinclair Rd	US 192/Orange County Line	2200	3020	3720	4020	2018	N/A	N/A	N/A	24,900	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	NA
920318	FDOT	SR 535 (Vineland Rd)	US 192	Poinciana Blvd	0	1330	1770	1870	2018	N/A	N/A	N/A	33,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	NA
923	OC	SR 535 (Vineland Rd)	Poinciana Blvd	Orange County Line	0	1330	1770	1870	2019	3/7	11	51,357	50,330	1505	1807	3,312	SB/WB	0.0645	0.55	1,807	E	1.02
920058	FDOT	SR 60	Indian River County Line	Polk County Line	240	430	740	1480	2018	N/A	N/A	N/A	7,700	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	NA
512	OC	Tenth (10th) St	US 192-441 (13th St)	Michigan Ave	270	430	460	460	2019	3/12	11	5,638	5,525	299	228	527	NB/EB	0.0935	0.57	299	C	0.65
515	OC	Tenth (10th) St	Michigan Ave	Narcoossee Rd (CR 15)	330	530	570	570	2019	3/12	11	5,063	4,962	342	207	549	NB/EB	0.1084	0.62	342	C	0.60
305	OC	Thacker Ave	Clay St	MLK Jr Blvd	0	530	770	810	2019	3/26	13	9,941	9,842	262	466	728	SB/WB	0.0732	0.64	466	C	0.61
307	OC	Thacker Ave	Osceola Pkwy	John Young Pkwy	1400	1700	1760	1760	2019	3/5	10	12,066	11,945	362	748	1,110	SB/WB	0.0920	0.67	748	B	0.43
911	OC	US 17/92	Pleasant Hill Rd	Penfield St	1560	1890	1960	1960	2019	3/12	11	63,816	62,540	1575	2588	4,163	SB/WB	0.0652	0.62	2,588	F	1.32
920003	FDOT	US 17/92	Penfield St	Emmett St	1560	1890	1960	1960	2018	N/A	N/A	N/A	69,500	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	NA
920314	FDOT	US 17/92 (S Orange Blossom Tr)	Polk County Line	Osceola Polk Line Rd (CR 532)	510	820	880	880	2018	N/A	N/A	N/A	15,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	NA

2020 Roadway Network Capacity Report

(Updated 11/10/2020)

Count Station #	Count Source	ROADWAY	FROM	TO	Adjusted Service Volumes				Latest Count Year	Count Date (mm/dd)	Week	ADT	AADT	PM Peak Hour								
					B	C	D	E						NB/EB	SB/WB	Pk Hr Total	Pk Dir	K-Factor	D-Factor	Pk Hr Pk Dir Vol	LOS	V/C
334	OC	Michigan Ave (CR 531)	Carroll St	Donegan Ave	1400	1700	1760	1760	2020	3/3	10	38,096	37,715	1426	1545	2,971	SB/WB	0.0780	0.52	1,545	C	0.88
335	OC	Michigan Ave (CR 531)	Donegan Ave	US 192-441	1400	1700	1760	1760	2020	9/15	38	25,379	28,171	1018	1103	2,121	SB/WB	0.0836	0.52	1,103	B	0.63
556	OC	Michigan Ave (St Cloud)	Lakeshore Blvd	US 192-441	270	430	460	460	2020	10/15	43	1,933	2,010	67	111	178	SB/WB	0.0921	0.62	111	B	0.24
518	OC	Michigan Ave (St Cloud)	US 192	New Nolte Rd	400	800	1140	1440	2020	9/10	38	4,373	4,854	151	219	370	SB/WB	0.0846	0.59	219	B	0.19
534	OC	Michigan Ave (St Cloud)	New Nolte Rd	Creek Woods Dr	400	800	1140	1440	2020	10/15	43	1,847	1,921	86	104	190	SB/WB	0.1029	0.55	104	B	0.09
589	OC	Narcoossee Rd (CR 15)	US 192-441	10th St	2160	2570	2650	2650	2020	10/15	43	27,626	28,731	985	1305	2,290	SB/WB	0.0829	0.57	1,305	B	0.49
541	OC	Narcoossee Rd (CR 15)	10th St	Rummel Rd	2160	2570	2650	2650	2020	10/15	43	28,406	29,542	1163	1393	2,556	SB/WB	0.0900	0.54	1,393	B	0.53
539	OC	Narcoossee Rd (CR 15)	Rummel Rd	Jones Rd	2660	3840	4980	5650	2020	9/10	38	29,596	32,852	1068	1429	2,497	SB/WB	0.0844	0.57	1,429	B	0.29
551	OC	Narcoossee Rd (CR 15)	Jones Rd	Orange County Line	2160	2570	2650	2650	2020	9/10	38	36,222	40,206	1817	1205	3,022	NB/EB	0.0834	0.60	1,817	B	0.69
364	OC	Neptune Rd	Broadway Ave/Main St	Lakeshore Blvd	1400	1700	1760	1760	2020	9/15	38	21,243	23,580	911	666	1,577	NB/EB	0.0742	0.58	911	B	0.52
363	OC	Neptune Rd	Lakeshore Blvd	Kings Hwy	1400	1700	1760	1760	2020	9/15	38	25,683	28,508	1279	840	2,119	NB/EB	0.0825	0.60	1,279	B	0.73
401	OC	Neptune Rd	Kings Hwy	Partin Settlement Rd	1400	1700	1760	1760	2020	10/15	43	28,226	29,355	1296	1056	2,352	NB/EB	0.0833	0.55	1,296	B	0.74
501	OC	Neptune Rd	Partin Settlement Rd	Old Canoe Creek Rd	460	740	790	790	2020	10/15	43	21,404	22,260	745	825	1,570	SB/WB	0.0734	0.53	825	F	1.04
502	OC	Neptune Rd	Old Canoe Creek Rd	US 192-441	0	500	730	770	2020	9/10	38	10,408	11,553	442	426	868	NB/EB	0.0834	0.51	442	C	0.61
530	OC	Nolte Rd	Old Canoe Creek Rd	Canoe Creek Road (CR 523)	1400	1700	1760	1760	2020	9/10	38	14,527	16,125	636	506	1,142	NB/EB	0.0786	0.56	636	B	0.36
NA3	OC	Nolte Rd	Canoe Creek Road (CR 523)	Michigan Ave	1400	1700	1760	1760	2020	9/10	38	12,793	14,200	499	527	1,026	SB/WB	0.0802	0.51	527	B	0.30
NA4	OC	Nolte Rd	Michigan Ave	Hickory Tree Rd	1400	1700	1760	1760	2020	9/10	38	10,812	12,001	412	490	902	SB/WB	0.0834	0.54	490	B	0.28
542	OC	Nova Rd (CR 532)	US192-441	Eden Dr	400	800	1140	1440	2020	9/10	38	3,921	4,352	177	197	374	SB/WB	0.0954	0.53	197	B	0.17
1003	OC	Nova Rd (CR 532)	Eden Dr	Orange County Line	240	430	740	1480	2020	10/21	43	2,786	2,897	92	151	243	SB/WB	0.0872	0.62	151	B	0.35
471	OC	Old Boggy Creek Rd	Denn John Ln	Fortune Rd	460	740	790	790	2020	10/15	43	6,968	7,247	244	397	641	SB/WB	0.0920	0.62	397	B	0.50
503	OC	Old Canoe Creek Rd	US 192-441	Neptune Rd	1400	1700	1760	1760	2020	9/10	38	18,692	20,748	824	769	1,593	NB/EB	0.0852	0.52	824	B	0.47
504	OC	Old Canoe Creek Rd	Neptune Rd	Kissimmee Park Rd	0	1200	1590	1680	2020	9/10	38	26,097	28,968	978	1018	1,996	SB/WB	0.0765	0.51	1,018	C	0.64
506	OC	Old Canoe Creek Rd	Kissimmee Park Rd	Canoe Creek Road (CR 523)	460	740	790	790	2020	9/10	38	21,385	23,737	649	525	1,174	NB/EB	0.0549	0.55	649	C	0.82
357	OC	Old Dixie Hwy	Donegan Ave	Osceola Pkwy	460	740	790	790	2020	3/3	10	8,011	7,931	362	398	760	SB/WB	0.0949	0.52	398	B	0.50
529	OC	Old Hickory Tree Rd	Nolte Rd	US 192-441	460	740	790	790	2020	10/15	43	4,667	4,854	208	257	465	SB/WB	0.0996	0.55	257	B	0.33
111	OC	Old Lake Wilson Rd (CR 545)	US 192	Westgate Blvd	2160	2570	2650	2650	2020	3/10	11	31,304	30,678	831	1379	2,210	SB/WB	0.0706	0.62	1,379	B	0.52
105	OC	Old Lake Wilson Rd (CR 545)	Westgate Blvd	Sinclair Rd	1400	1700	1760	1760	2020	3/10	11	19,377	18,989	495	1101	1,596	SB/WB	0.0824	0.69	1,101	B	0.63
103	OC	Old Lake Wilson Rd (CR 545)	Sinclair Rd	Osceola Polk Line Rd (CR 532)	460	740	790	790	2020	3/10	11	21,826	21,389	579	1006	1,585	SB/WB	0.0726	0.63	1,006	F	1.27
601	OC	Old Melbourne Hwy	US 192	Bronco Dr	420	800	1120	1420	2020	3/9	11	2,611	2,559	94	112	206	SB/WB	0.0789	0.54	112	B	0.14
208	OC	Old Tampa Hwy	US 17/92	Poinciana Blvd	400	800	1140	1440	2020	9/17	39	6,951	7,577	239	435	674	SB/WB	0.0970	0.65	435	C	0.38
233	OC	Old Tampa Hwy	Poinciana Blvd	Broad St	400	800	1140	1440	2020	9/17	39	9,417	10,265	425	491	916	SB/WB	0.0973	0.54	491	C	0.43
207	OC	Old Tampa Hwy	Broad St	Pleasant Hill Rd	400	800	1140	1440	2020	10/7	41	8,082	8,567	228	750	978	SB/WB	0.1210	0.77	750	C	0.66
176	OC	Old Vineland Rd	US 192	Princess Way	460	740	790	790	2020	10/7	41	3,750	3,975	133	148	281	SB/WB	0.0749	0.53	148	B	0.19
324	OC	Orange Ave (CR 527)	Osceola Pkwy	Orange County Line	460	740	790	790	2020	3/3	10	24,169	23,927	832	765	1,597	NB/EB	0.0661	0.52	832	F	1.05
538	OC	Orange Ave (St Cloud)	Rummel Rd	US 192-441 (13th St)	270	430	460	460	2020	9/10	38	1,788	1,985	93	78	171	NB/EB	0.0956	0.54	93	B	0.20
178	OC	Oren Brown Rd	Poinciana Blvd	US 192	460	740	790	790	2020	10/7	41	10,351	10,972	331	398	729	SB/WB	0.0704	0.55	398	B	0.50
181	OC	Osceola Pkwy	I-4	SR 417	0	1200	1590	1680	2020	10/7	41	16,064	17,028	816	592	1,408	NB/EB	0.0876	0.58	816	C	0.51
180	OC	Osceola Pkwy	SR 417	Vineland Rd (SR 535)	1400	1700	1760	1760	2020	10/7	41	14,786	15,673	773	469	1,242	NB/EB	0.0840	0.62	773	B	0.44
182	OC	Osceola Pkwy	Vineland Rd (SR 535)	Dyer Blvd	1400	1700	1760	1760	2020	10/21	43	25,068	26,071	1100	1068	2,168	NB/EB	0.0865	0.51	1,100	B	0.63
325	OC	Osceola Pkwy	Dyer Blvd	John Young Pkwy	0	1200	1590	1680	2020	10/21	43	35,254	36,664	1228	1473	2,701	SB/WB	0.0766	0.55	1,473	D	0.93
321	OC	Osceola Pkwy	John Young Pkwy	US 17-92-441 (O.B.T.)	0	1200	1590	1680	2020	3/3	10	39,444	39,050	1313	1520	2,833	SB/WB	0.0718	0.54	1,520	D	0.96
323	OC	Osceola Pkwy	US 17-92-441 (O.B.T.)	Florida's Turnpike	0	1870	2410	2550	2020	3/3	10	56,766	56,198	1836	2344	4,180	SB/WB	0.0736	0.56	2,344	D	0.97
448	OC	Osceola Pkwy	Florida's Turnpike	Buenaventura Blvd	0	1870	2410	2550	2020	3/3	10	39,292	38,899	1674	1222	2,896	NB/EB	0.0737	0.58	1,674	C	0.69
450	OC	Osceola Pkwy	Buenaventura Blvd	Simpson Rd	1400	1700	1760	1760	2020	3/3	10	26,723	26,456	1226	780	2,006	NB/EB	0.0751	0.61	1,226	B	0.70
102	OC	Osceola Polk Line Rd (CR 532)	US 17/92	Old Lake Wilson Rd	460	740	790	790	2020	10/7	41	15,830	16,780	553	575	1,128	SB/WB	0.0713	0.51	575	C	0.73
101	OC	Osceola Polk Line Rd (CR 532)	Old Lake Wilson Rd	I-4	1400	1700	1760	1760	2020	3/10	11	30,077	29,475	1028	884	1,912	NB/EB	0.0636	0.54	1,028	B	0.58
403	OC	Partin Settlement Rd	Neptune Rd	US 192-441	460	740	790	790	2020	9/10	38	8,081	8,970	393	331	724	NB/EB	0.0896	0.54	393	B	0.50
418	OC	Partin Settlement Rd	US 192-441	Lakeshore Blvd	400	800	1140	1440	2020	9/10	38	12,664	14,057	617	407	1,024	NB/EB	0.0809	0.60	617	C	0.54
543	OC	Pine Grove Rd	US 192-441	Nova Rd (CR 532)	400	800	1140	1440	2020	9/10	38	3,274	3,634	104	169	273	SB/WB	0.0834	0.62	169	B	0.15
507	OC	Pine Tree Rd	Canoe Creek Rd	Hickory Tree Rd	400	800	1140	1440	2020	9/10	38	4,325	4,801	177	198	375	SB/WB	0.0867	0.53	198	B	0.17
205	OC	Pleasant Hill Rd	US 17/92	Grasmere View Pkwy	1400	1700	1760	1760	2020	9/17	39	49,184	53,611	1161	2264	3,425	SB/WB	0.0696	0.66	2,264	F	1.29
212	OC	Pleasant Hill Rd	Grasmere View Pkwy	Poinciana Blvd	1400	1700	1760	1760	2020	10/15	43	38,357	39,891	1243	1383	2,626	SB/WB	0.0685	0.53	1,383	B	0.79
221	OC	Pleasant Hill Rd	Poinciana Blvd	Cypress Pkwy	0	1870	2410	2550	2020	10/15	43	55,934	58,171	1638	2080	3,718	SB/WB	0.0665	0.56	2,080	D	0.86
159	OC	Poinciana Blvd	Vineland Rd (SR 535)	US 192 (Bronson Hwy)	1400	1700	1760	1760	2020	10/7	41	20,341	21,561	607	832	1,439	SB/WB	0.0707	0.58	832	B	0.47
160	OC	Poinciana Blvd	US 192 (Bronson Hwy)	Oren Brown Rd	1400	1700	1760	1760	2020	3/12	12	34,732	34,385	936	1608	2,544	SB/WB	0.0732	0.63	1,608	C	0.91
161	OC	Poinciana Blvd	Oren Brown Rd	One Mile North of CSX RR	1770	2560	3320	3760	2020	3/12	12	40,232	39,830	1105	1683	2,788	SB/WB	0.0693	0.60	1,683	B	0.51
201	OC	Poinciana Blvd	One Mile North of CSX RR	US 17/92	1770	2560	3320	3760	2020	10/7	41	30,709	32,552	1031	1405	2,436	SB/WB	0.0793	0.58	1,405	B	0.42
202	OC	Poinciana Blvd	US 17/92	Crescent Lakes Way	1400	1700	1760	1760	2020	10/7	41	30,072	31,876	1241	822	2,063	NB/EB	0.0686	0.60	1,241	B	0.71
213	OC	Poinciana Blvd	Crescent Lakes Way	Pleasant Hill Rd	400	800	1140	1440	2020	9/17	39	22,473	24,496	563	1151	1,714	SB/WB	0.0763	0.67	1,151	E	1.01
158	OC	Polynesian Isle Blvd	US 192	Vineland Rd (SR 535)	1330	1620	1680	1680	2020	3/12	12	11,316	11,203	372	518	890	SB/WB	0.0786	0.58	518	B	0.31
171	OC	Princess Way/Seven Dwarfs Ln	US 192 (Bronson Hwy)	Old Vineland Rd	460	740	790	790	2020	10/15	43	3,600	3,744	141	185	326	SB/WB	0.0906	0.57	185	B	0.23
211	OC	Reaves Rd	Poinciana Blvd	Pleasant Hill Rd	370	590	630	630	2020	10/15	43	5,764	5,995	243	227	470	NB/EB	0.0815	0.52	243	B	0.39
455	OC	Royal Palm Dr	Buenaventura Blvd	Simpson Rd	370	590	630	630	2020	9/10	38	3,927	4,359	189	170	359	NB/EB	0.0914	0.53	189	B	0.30
517	OC	Rummel Rd	Mississippi Ave	Narcoosee Rd (CR 15)	460	740	790	790	2020	9/10	38	5,521	6,128	250	280	530	SB/WB	0.0960	0.53	280	B	0.35
107	OC	Sand Hill Rd	Old Lake Wilson Rd (CR 545)	Formosa Gardens Blvd	460	740	790	790	2020	10/7	41	2,282	2,419	70	193	263	SB/WB	0.1152	0.73	193	B	0.24
404	OC	Shady Ln	Partin Settlement Rd	US 192-441 (Bronson Hwy)	480	770	830	830	2020	10/15	43	8,816	9,169	296	359	655	SB/WB	0.0743	0.55	359	B	0.43
113	OC	Sherberth Rd	US 192	Orange County Line	460	740	790	790	2020	3/10	11	16,728	16,393	414	906	1,320	SB/WB	0.0789	0.69	906	F	1.15
173	OC	Siesta Lago Dr	US 192	Poinciana Blvd	460	740	790	790	2020	10/7	41	5,104	5,410	204	211	415	SB/WB	0.0813	0.51	211	B	0.27
479	OC	Simpson Rd	Boggy Creek Rd (East)	Osceola Pkwy	480	770	830	830	2020	10/15	43	27,273	28,364	830	1137	1,967	SB/WB	0.0721	0.58	1,137	F	1.37
473	OC	Simpson Rd	Osceola Pkwy	Buenaventura Blvd	480	770	830	830	2020	10/15	43	25,806	26,838	1027	865	1,892	NB/EB	0.0733	0.54	1,027	F	1.24
472	OC	Simpson Rd	Buenaventura Blvd	Fortune Rd	1400	1700	1760	1760	2020	10/15	43	37,331	38,824	1435	1353	2,788	NB/EB	0.0747	0.51	1,435	C	0.82
412	OC	Simpson Rd	Fortune Rd	US 192-441	460	740	790	790	2020	9/10	38	17,641	19,582	768	569	1,337	NB/EB	0.0758	0.57	768	D	0.97
106	OC	Sinclair Rd	SR 429 (Western Beltway)	Old Lake Wilson Rd	0	1200	1590	1680	2020	3/10	11	9,179	8,995	413	404	817	NB/EB	0.0890	0.51	413	C	0.26
214	OC	Southport Rd	Pleasant Hill Rd	Southport Rd	420	800	1120	1420	2020	9/17	39	612	667	42	33	75	NB/EB	0.1225	0.56	42	B	0.05
972610	FDOT	SR 417	Celebration Ave	I-4	2200	3020	3720	4020	2019	N/A	N/A	N/A	30,700	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	NA
972620	FDOT	SR 417	Osceola Pkwy	Celebration Ave	2200	3020	3720	4020	2019	N/A	N/A	N/A	40,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	NA
972630	FDOT	SR 417	Orange County Line	Osceola Pkwy	2200	3020	3720	4020	2019	N/A	N/A	N/A	46,900	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	NA
972800	FDOT	SR 429 (Western Beltway)	I-4	Sinclair Rd	2200	3020	3720	4020	2019	N/A	N/A	N/A	28,100	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	NA
972810	FDOT	SR 429 (Western Beltway)	Sinclair Rd	US 192/Orange County Line	2200	3020	3720	4020	2019	N/A	N/A	N/A	26,900	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	NA
920318	FDOT	SR 535 (Vineland Rd)	US 192	Poinciana Blvd	0	1330	1770	1870	2019	N/A	N/A	N/A	32,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	NA
923	OC	SR 535 (Vineland Rd)	Poinciana Blvd	Orange County Line	0	1330	1770	1870	2020	9/23	39	47,132	51,374	1420	1773	3,193	SB/WB	0.0677	0.56	1,773	E	1.00
920058	FDOT	SR 60	Indian River County Line	Polk County Line	240	430	740	1480	2019	N/A	N/A	N/A	8,600	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	NA

Osceola County - Few counts were collected during March 2020 (Pre COVID-19 lockdown) and few counts were collected during Sep/Oct 2020 (post COVID-10 lockdown)

Polk Transportation Planning Organization

2020 ROADWAY NETWORK DATABASE

Effective Date: March 16, 2020

Link	Road Segment	From	To	Roadway Characteristics: Laneage Lane_Type	Capacity Group	Segment Length	Functional Classification	Estimated Traffic Characteristics: 2019 Annual Avg. Daily Traffic	AADT Growth Rate (%)	00th Highest Ho: D-Factor	K-Factor	Peak Hour / Peak Season: Two-Hour Average Volume	Level of Service	Direc-tional Capacity	LOS Standard: Multi-Modal	High-Way	Volume to Capacity Ratio	Projected LOS in Five Years	Historical Crash Data 2014 - 2018: Total Crashes	Crash Rate	Multimodal Factors: Transit Presence	Sidewalk Presence	Sidewalk Coverage	Bicycle Facility Presence	Bicycle Facility Coverage
4099W	LAKE MIRIAM DR	SR 37 (FLORIDA AVENUE S)	CR 37B (LAKELAND HIGHLANDS ROAD)	2U	4099	2.2	URBAN COLLECTOR	15,900	2.0	0.490	0.0900	701	D	940	TRANSITIONING	D	0.75	D	122	1.895	YES	PARTIAL	1.06	NONE	0.00
8020E	LAKE MORTON DRIVE	MASSACHUSETTS AVE	MASSACHUSETTS AVE	2U	L02	1.0	URBAN COLLECTOR	5,200	2.0	0.490	0.0750	182	B	792	TCCO	E	0.23	B	8	0.856	YES	PARTIAL	0.87	NONE	0.00
8020W	LAKE MORTON DRIVE	MASSACHUSETTS AVE	MASSACHUSETTS AVE	2U	L02	1.0	URBAN COLLECTOR	5,200	2.0	0.510	0.0750	189	B	792	TCCO	E	0.24	B	8	0.856	YES	PARTIAL	0.87	NONE	0.00
4106E	LAKE NED/LAKE DAISY RD	CYPRESS GARDENS RD	CR 550 (OVERLOOK DRIVE SE)	2U	L02	2.0	URBAN COLLECTOR	6,600	2.0	0.490	0.0900	291	B	792	TSDA	D	0.37	B	26	1.061	NO	PARTIAL	0.26	NONE	0.00
4106W	LAKE NED/LAKE DAISY RD	CYPRESS GARDENS RD	CR 550 (OVERLOOK DRIVE SE)	2U	L02	2.0	URBAN COLLECTOR	6,600	2.0	0.510	0.0900	303	B	792	TSDA	D	0.38	B	26	1.061	NO	PARTIAL	0.26	NONE	0.00
8007N	LAKE PARKER DRIVE EAST	IDLEWILD STREET	OLD COMBEE ROAD	2U	L02	3.2	URBAN COLLECTOR	3,700	2.0	0.510	0.0900	170	B	792	TRANSITIONING	D	0.21	B	19	0.891	NO	NONE	0.00	NONE	0.00
8007S	LAKE PARKER DRIVE EAST	IDLEWILD STREET	OLD COMBEE ROAD	2U	L02	3.2	URBAN COLLECTOR	3,700	2.0	0.490	0.0900	163	B	792	TRANSITIONING	D	0.21	B	19	0.891	NO	NONE	0.00	NONE	0.00
8219E	LAKE REEDY BOULEVARD N	CR 630	LAKE ARBUCKLE RD	2U	H02	4.9	URBAN COLLECTOR	800	2.0	0.490	0.0900	35	B	740	TRANSITIONING	D	0.05	B	3	0.416	NO	NONE	0.00	NONE	0.00
8219W	LAKE REEDY BOULEVARD N	CR 630	LAKE ARBUCKLE RD	2U	H02	4.9	URBAN COLLECTOR	800	2.0	0.510	0.0900	37	B	740	TRANSITIONING	D	0.05	B	3	0.416	NO	NONE	0.00	NONE	0.00
8062E	LAKE SHIPP DR N/AVE N SW/AVE O SW	SR 655	7TH STREET SW	2U	L02	1.1	URBAN COLLECTOR	6,500	2.0	0.490	0.0750	227	B	792	TCCO	E	0.29	B	25	1.938	YES	PARTIAL	0.60	NONE	0.00
8062W	LAKE SHIPP DR N/AVE N SW/AVE O SW	SR 655	7TH STREET SW	2U	L02	1.1	URBAN COLLECTOR	6,500	2.0	0.510	0.0750	236	B	792	TCCO	E	0.30	B	25	1.938	YES	PARTIAL	0.60	NONE	0.00
8021N	LAKE SHORE DRIVE/WEST LAKE PARKER DRIVE	PARKER STREET	GRANADA STREET	2U	L02	1.9	URBAN COLLECTOR	5,000	2.0	0.510	0.0750	182	B	792	TCCO	E	0.23	B	23	1.299	NO	PARTIAL	1.18	PARTIAL	0.26
8021S	LAKE SHORE DRIVE/WEST LAKE PARKER DRIVE	PARKER STREET	GRANADA STREET	2U	L02	1.9	URBAN COLLECTOR	5,000	2.0	0.490	0.0750	175	B	792	TCCO	E	0.22	B	23	1.299	NO	PARTIAL	1.18	PARTIAL	0.26
8215N	LAKE WILSON ROAD	CR 54 (RONALD REAGAN PKWY)	OSCEOLA COUNTY LINE	4D	L02	1.0	URBAN COLLECTOR	21,700	2.0	0.510	0.0900	996	B	1,764	TSDA	D	0.56	B	68	1.715	NO	PARTIAL	0.37	NONE	0.00
8215S	LAKE WILSON ROAD	CR 54 (RONALD REAGAN PKWY)	OSCEOLA COUNTY LINE	4D	L02	1.0	URBAN COLLECTOR	21,700	2.0	0.490	0.0900	957	B	1,764	TSDA	D	0.54	B	68	1.715	NO	PARTIAL	0.37	NONE	0.00
8023E	LIME STREET	LAKE BEULAH DRIVE	SR 37 (FLORIDA AVENUE S)	4U	L02	0.6	URBAN COLLECTOR	10,700	2.0	0.510	0.0750	389	B	1,676	TCCO	E	0.23	B	18	1.477	YES	FULL	1.66	NONE	0.00
8023W	LIME STREET	LAKE BEULAH DRIVE	SR 37 (FLORIDA AVENUE S)	4U	L02	0.6	URBAN COLLECTOR	10,700	2.0	0.490	0.0750	374	B	1,676	TCCO	E	0.22	B	18	1.477	YES	FULL	1.66	NONE	0.00
8024E	LIME STREET	SR 37 (FLORIDA AVENUE S)	INGRAHAM AVENUE S	2O	J02	0.8	URBAN COLLECTOR	6,600	2.0	0.510	0.0750	240	B	2,352	TCCO	E	0.10	B	18	1.989	YES	FULL	1.80	NONE	0.00
8024W	LIME STREET	SR 37 (FLORIDA AVENUE S)	INGRAHAM AVENUE S	2O	J02	0.8	URBAN COLLECTOR	6,600	2.0	0.490	0.0750	230	B	2,352	TCCO	E	0.10	B	18	1.989	YES	FULL	1.80	NONE	0.00
8025E	LIME STREET	INGRAHAM AVENUE S	US 98 (BARTOW RD)	2U	L02	0.3	URBAN COLLECTOR	1,000	2.0	0.510	0.0750	36	B	792	TCCO	E	0.05	B	2	4.303	NO	PARTIAL	1.54	NONE	0.00
8025W	LIME STREET	INGRAHAM AVENUE S	US 98 (BARTOW RD)	2U	L02	0.3	URBAN COLLECTOR	1,000	2.0	0.490	0.0750	35	B	792	TCCO	E	0.04	B	2	4.303	NO	PARTIAL	1.54	NONE	0.00
8026N	LINCOLN AVENUE S/OPPITZ LANE	LAKE HUNTER DRIVE	SR 37 (FLORIDA AVENUE S)	2U	L02	2.2	URBAN COLLECTOR	3,100	2.0	0.490	0.0900	137	B	792	TRANSITIONING	D	0.17	B	29	2.346	YES	PARTIAL	1.34	NONE	0.00
8026S	LINCOLN AVENUE S/OPPITZ LANE	LAKE HUNTER DRIVE	SR 37 (FLORIDA AVENUE S)	2U	L02	2.2	URBAN COLLECTOR	3,100	2.0	0.510	0.0900	142	B	792	TRANSITIONING	D	0.18	B	29	2.346	YES	PARTIAL	1.34	NONE	0.00
8114N	LIVE OAK ROAD/LAKE SEWARD DRIVE	CR 37B (LAKELAND HIGHLANDS RD)	LAKE MARIAM DRIVE	2U	L02	1.5	URBAN COLLECTOR	1,800	2.0	0.490	0.0900	79	B	792	TRANSITIONING	D	0.10	B	6	1.219	NO	PARTIAL	0.50	PARTIAL	0.06
8114S	LIVE OAK ROAD/LAKE SEWARD DRIVE	CR 37B (LAKELAND HIGHLANDS RD)	LAKE MARIAM DRIVE	2U	L02	1.5	URBAN COLLECTOR	1,800	2.0	0.510	0.0900	83	B	792	TRANSITIONING	D	0.10	B	6	1.219	NO	PARTIAL	0.50	PARTIAL	0.06
7306N	LOGISTICS PARKWAY	SR 60	OLD BARTOW LAKE WALES RD	2U	L02	0.6	URBAN COLLECTOR	2,400	2.0	0.510	0.0750	87	B	792	TCCO	E	0.11	B	1	0.379	NO	NONE	0.00	NONE	0.00
7306S	LOGISTICS PARKWAY	SR 60	OLD BARTOW LAKE WALES RD	2U	L02	0.6	URBAN COLLECTOR	2,400	2.0	0.490	0.0750	84	B	792	TCCO	E	0.11	B	1	0.379	NO	NONE	0.00	NONE	0.00
4108N	LONGFELLOW BLVD	CRYSTAL LAKE DR N	CR 542 (MAIN ST E)	2U	L02	1.5	URBAN COLLECTOR	5,100	2.0	0.490	0.0900	225	B	792	TSDA	D	0.28	B	23	1.644	YES	PARTIAL	0.84	NONE	0.00
4108S	LONGFELLOW BLVD	CRYSTAL LAKE DR N	CR 542 (MAIN ST E)	2U	L02	1.5	URBAN COLLECTOR	5,100	2.0	0.510	0.0900	234	B	792	TSDA	D	0.30	B	23	1.644	YES	PARTIAL	0.84	NONE	0.00
8318N	LUCERNE LOOP ROAD NE	SR 544 (LUCERNE PARK ROAD)	OLD LUCERNE PARK ROAD	2U	L02	0.8	URBAN COLLECTOR	2,100	2.0	0.510	0.0900	96	B	792	TRANSITIONING	D	0.12	B	0	0.000	YES	PARTIAL	0.47	NONE	0.00
8318S	LUCERNE LOOP ROAD NE	SR 544 (LUCERNE PARK ROAD)	OLD LUCERNE PARK ROAD	2U	L02	0.8	URBAN COLLECTOR	2,100	2.0	0.490	0.0900	93	B	792	TRANSITIONING	D	0.12	B	0	0.000	YES	PARTIAL	0.47	NONE	0.00
8027N	LUNN ROAD	EWELL ROAD	PIPKIN ROAD W	2U	L02	1.5	URBAN COLLECTOR	5,300	2.0	0.510	0.0900	243	B	792	TSDA	D	0.31	B	15	1.010	NO	PARTIAL	0.17	PARTIAL	0.12
8027S	LUNN ROAD	EWELL ROAD	PIPKIN ROAD W	2U	L02	1.5	URBAN COLLECTOR	5,300	2.0	0.490	0.0900	234	B	792	TSDA	D	0.30	B	15	1.010	NO	PARTIAL	0.17	PARTIAL	0.12
8089N	LUNN ROAD	SHEPHERD ROAD	EWELL ROAD	2U	L02	1.0	URBAN COLLECTOR	5,800	2.0	0.490	0.0900	256	B	792	TSDA	D	0.32	B	18	1.709	NO	PARTIAL	0.96	NONE	0.00
8089S	LUNN ROAD	SHEPHERD ROAD	EWELL ROAD	2U	L02	1.0	URBAN COLLECTOR	5,800	2.0	0.510	0.0900	266	B	792	TSDA	D	0.34	B	18	1.709	NO	PARTIAL	0.96	NONE	0.00
4109E	LYLE PKWY/E.F. GRIFFIN RD	US 98	US 98	2U	H02	4.3	URBAN COLLECTOR	3,800	2.0	0.490	0.0900	168	B	740	TRANSITIONING	D	0.23	B	30	1.001	NO	PARTIAL	0.34	NONE	0.00
4109W	LYLE PKWY/E.F. GRIFFIN RD	US 98	US 98	2U	H02	4.3	URBAN COLLECTOR	3,800	2.0	0.510	0.0900	174	B	740	TRANSITIONING	D	0.24	B	30	1.001	NO	PARTIAL	0.34	NONE	0.00
8090N	LYNCHBURG ROAD/MYERS LANE	US 92	LAKE ALFRED ROAD	2U	L02	1.6	URBAN COLLECTOR	4,600	2.0	0.490	0.0900	203	B	792	TRANSITIONING	D	0.26	B	22	1.671	NO	PARTIAL	0.00	NONE	0.00
8090S	LYNCHBURG ROAD/MYERS LANE	US 92	LAKE ALFRED ROAD	2U	L02	1.6	URBAN COLLECTOR	4,600	2.0	0.510	0.0900	211	B	792	TRANSITIONING	D	0.27	B	22	1.671	NO	PARTIAL	0.00	NONE	0.00
6901N	M.L. KING BLVD/TENTH STREET W	US 92 (MEMORIAL BLVD W)	US 98 (FLORIDA AVENUE N)	2U	C02	0.8	URBAN COLLECTOR	7,200	2.0	0.510	0.0750	262	C	800	TCCO	E	0.33	C	17	1.692	YES	FULL	1.68	FULL	1.85
6901S	M.L. KING BLVD/TENTH STREET W	US 92 (MEMORIAL BLVD W)	US 98 (FLORIDA AVENUE N)	2U	C02	0.8	URBAN COLLECTOR	7,200	2.0	0.490	0.0750	251	C	800	TCCO	E	0.31	C	17	1.692	YES	FULL	1.68	FULL	1.85
5314E	MAIN STREET E	SR 548 (BARTOW ROAD)	US 98 (LAKE PARKER AVE S)	2U	C02	0.4	URBAN COLLECTOR	4,800	2.0	0.490	0.0750	168	C	800	TCCO	E	0.21	C	15	4.515	NO	FULL	1.84	FULL	2.00
5314W	MAIN STREET E	SR 548 (BARTOW ROAD)	US 98 (LAKE PARKER AVE S)	2U	C02	0.4	URBAN COLLECTOR	4,800	2.0	0.510	0.0750	174	C	800	TCCO	E	0.22	C	15	4.515	NO	FULL	1.84	FULL	2.00
5905E	MAIN STREET E/FLAMINGO DRIVE E	SR 60	SR 60	2U	B02	2.2	URBAN COLLECTOR	7,300	2.0	0.510	0.0750	265	C	880	TCCO	E	0.30	C	65	2.246	YES	PARTIAL	1.44	NONE	0.00
5905W	MAIN STREET E/FLAMINGO DRIVE E	SR 60	SR 60	2U	B02	2.2	URBAN COLLECTOR	7,300	2.0	0.490	0.0750	255	C	880	TCCO	E	0.29	C	65	2.246	YES	PARTIAL	1.44	NONE	0.00
8046E	MAIN STREET W	LAKE BEULAH DRIVE	SR 33 (MASSACHUSETTES AVE)	2U	L02	1.0	URBAN COLLECTOR	3,600	2.0	0.490	0.0750	126	B	792	MULTI-MODAL	D	0.16	B	19	3.016	NO	PARTIAL	0.76	PARTIAL	0.92
8046W	MAIN STREET W	LAKE BEULAH DRIVE	SR 33 (MASSACHUSETTES AVE)	2U	L02	1.0	URBAN COLLECTOR	3,600	2.0	0.510	0.0750	131	B	792	MULTI-MODAL	D	0.17	B	19	3.016	NO	PARTIAL	0.76	PARTIAL	0.92
8319E	MAIN STREET/SECOND STREET/SMITH AVENUE	US 27	SR 17 (RIDGE SCENIC HIGHWAY)	2U	L02	1.0	URBAN COLLECTOR	1,800	2.0	0.510	0.0750	65	B	792	TCCO	E	0.08	B	5	1.529	NO	PARTIAL	0.37	NONE	0.00
8319W	MAIN STREET/SECOND STREET/SMITH AVENUE	US 27	SR 17 (RIDGE SCENIC HIGHWAY)	2U	L02	1.0	URBAN COLLECTOR	1,800	2.0	0.490	0.0750	63	B	792	TCCO	E	0.08	B	5	1.529	NO	PARTIAL	0.37	NONE	0.00
4110E	MAINE AVE	SR 659 (COMBEE ROAD S)	REYNOLDS RD	2U	L02	1.0	URBAN COLLECTOR	6,500	2.0	0.490	0.0900	287	B	792	TSDA	D	0.36	B	14	1.172	NO	PARTIAL	0.39	NONE	0.00
4110W	MAINE AVE	SR 659 (COMBEE ROAD S)	REYNOLDS RD	2U	L02	1.0	URBAN COLLECTOR	6,500	2.0	0.510	0.0900	298	B	792	TSDA	D	0.38	B	14	1.172	NO	PARTIAL	0.39	NONE	0.00
8028N	MALL HILL DRIVE	CR 582 (GRIFFIN ROAD)	HAMPTON HILLS DRIVE	2U	L02	0.5	URBAN COLLECTOR	11,400	2.0	0.510	0.0750	414	B	792	TCCO	E	0.52	B	21	1.974	YES	PARTIAL	0.90	NONE	0.00
8028S	MALL HILL DRIVE	CR 582 (GRIFFIN ROAD)	HAMPTON HILLS DRIVE	2U	L02	0.5	URBAN COLLECTOR	11,400	2.0	0.490	0.0750	398	B	792	TCCO	E	0.50	B	21	1.974	YES	PARTIAL	0.90	NONE	0.00
8109N	MALL HILL DRIVE	CR 35A (KATHLEEN ROAD)	CR 582 (GRIFFIN ROAD)	2U	L02	0.8	URBAN COLLECTOR	6,700	2.0	0.510	0.0750	243	B	792	TCCO	E	0.31	B	19	1.875	YES	PARTIAL	0.82	NONE	0.00
8109S	MALL HILL DRIVE	CR 35A (KATHLEEN ROAD)	CR 582 (GRIFFIN ROAD)	2U	L02	0.8	URBAN COLLECTOR	6,700	2.0	0.490	0.0750	234	B	792	TCCO	E	0.30	B	19	1.875	YES	PARTIAL	0.82	NONE	0.00
8320N	MALL HILL DRIVE	HAMPTON HILLS DRIVE	SLEEPY HILL ROAD	2D	L02	0.5	URBAN COLLECTOR	7,200	2.0	0.510	0.0750	262	B	832	TCCO	E	0.31	B	3	0.489	NO	FULL	1.88	FULL	2.00
8320S	MALL HILL DRIVE	HAMPTON HILLS DRIVE	SLEEPY HILL ROAD	2D	L02	0.5	URBAN COLLECTOR	7,200	2.0	0.490	0.0750	251	B	832	TCCO	E	0.30	B	3	0.489	NO	FULL	1.88	FULL	2.00
4117E	MAMMOTH GROVE RD	SR 60	CAMP MACK RD	2U	N02	2.1	RURAL MAJOR COLLECTOR	800	2.0	0.510	0.0900	37	B	675	OTHER	C	0.05	B	2	0.653	NO	NONE	0.00	NONE	0.00
4117W	MAMMOTH GROVE RD	SR 60	CAMP MACK RD	2U	N02	2.1	RURAL MAJOR COLLECTOR	800	2.0	0.490	0.0900	35	B	675	OTHER	C	0.05	B	2	0.653	NO	NONE	0.00	NONE	0.00
4118E	MAMMOTH GROVE RD/CAMP MACK RD	CR 17A (MASTERPIECE GARDENS ROAD)	KISSIMMEE RIVER	2U	H02	12.2	RURAL MAJOR COLLECTOR	2,700	2.0	0.490	0.0900	119	B	430	OTHER	C	0.28	B	35	0.583	NO	NONE	0.00	NONE	0.00
4118W	MAMMOTH GROVE RD/CAMP MACK RD	CR 17A (MASTERPIECE GARDENS ROAD)	KISSIMMEE RIVER	2U	H02	12.2	RURAL MAJOR COLLECTOR	2,700	2.0	0.510	0.0900	124	B	430	OTHER	C	0.29	B	35	0.583	NO	NONE	0.00	NONE	0.00
4111E	MARCUM RD/SOCRUM LOOP RD N	OLD POLK CITY RD	US 98	4U	L02	1.7	URBAN COLLECTOR	17,200	2.0	0.510	0.0900	789	B	1,676	TRANSITIONING	D	0.47	B	69	1.328	NO	FULL	1.83	FULL	2.00
4111W	MARCUM RD/SOCRUM LOOP RD N	OLD POLK CITY RD	US 98	4U	L02	1.7	URBAN COLLECTOR	17,200	2.0	0.490	0.0900	759	B	1,676	TRANSITIONING	D	0.45	B	69	1.328	NO	FULL	1.83	FULL	2.00
8101N	MARIGOLD AVENUE	POINCIANA PARKWAY	CR 580 (CYPRESS PARKWAY)	4D	B02	4.5	URBAN COLLECTOR	17,500	2.0	0.510	0.0900	803	C	2,000	TRANSITIONING	D	0.40	C	180	1.255	NO	PARTIAL	0.33	PARTIAL	0.20
8101S	MARIGOLD AVENUE	POINCIANA PARKWAY	CR 580 (CYPRESS PARKWAY)	4D	B02	4.5	URBAN COLLECTOR	17,500	2.0	0.490	0.0900	772	C	2,000	TRANSITIONING	D	0.39	C	180	1.255	NO	PARTIAL	0.33	PARTIAL	0.20
8029N	MASSACHUSETTS AVENUE	LAKE MORTON DRIVE	MAIN STREET E	4U	L02	0.3	URBAN COLLECTOR	5,200	2.0	0.490	0.0750	182	B	1,676	TCCO	E	0.11	B	19	6.772	YES	FULL	1.76	NONE	0.00
8029S	MASSACHUSETTS AVENUE	LAKE MORTON DRIVE	MAIN STREET E	4U	L02	0.3	URBAN COLLECTOR	5,200	2.0	0.510	0.0750	189	B	1,676	TCCO	E	0.11	B	19	6.772	YES	FULL	1.76	NONE	0.00
8030E	MCDONALD STREET	SR 37 (FLORIDA AVENUE S)	INGRAHAM AVENUE S	2U	L02	0.8	URBAN COLLECTOR	4,500	2.0	0.490	0.0750	157	B	792	TCCO	E	0.20	B	10	1.616	NO	FULL	1.80	NONE	0.00
8030W	MCDONALD STREET	SR 37 (FLORIDA AVENUE S)	INGRAHAM AVENUE S	2U	L02	0.8	URBAN COLLECTOR	4,500	2.0	0.510	0.0750	164	B	792	TCCO	E	0.21	B	10	1.616	NO	FULL	1.80	NONE	0.00
4112N	MCKEAN ST	SR 655 (RECKER HIGHWAY)	BRIDGERS AVE W	2U	L02	0.8	URBAN COLLECTOR	2,000	2.0	0.510	0.0750	73	B	792	TCCO	E	0.09	B	4	1.430	NO	PARTIAL	0.37	NONE	0.00
4112S	MCKEAN ST	SR 655 (RECKER HIGHWAY)	BRIDGERS AVE W	2U	L02	0.8	URBAN COLLECTOR	2,000	2.0	0.490	0.0750	70	B	792	TCCO	E	0.09	B	4	1.430	NO	PARTIAL	0.37	NONE	0.00
4114E	McNICHOLS AVE/KEYSTONE RD	SR 559 (LAKE ARIANA BLVD)	LAKE ALFRED RD	2U	L02	1.2	URBAN COLLECTOR	1,100	2.0	0.490	0.0900	49	B	792	TRANSITIONING	D	0.06	B	3	1.237	NO	PARTIAL	0.27	NONE	0.00
4114W	McNICHOLS AVE/KEYSTONE RD	SR 559 (LAKE ARIANA BLVD)	LAKE ALFRED RD	2U	L02	1.2	URBAN COLLECTOR	1,100	2.0	0.510	0.0900	50	B	792	TRANSITIONING	D	0.06	B	3	1.237	NO	PARTIAL	0.27	NONE	0.00
8105E	MEDULLA ROAD	COUNTY LINE ROAD	PIPKIN ROAD W	2U	L02	2.2	URBAN COLLECTOR	1,200	2.0	0.510	0.0900	55	B	792	TRANSITIONING	D	0.07	B	17	3.594	NO	NONE	0.00	PARTIAL	0.01
8105W	MEDULLA ROAD	COUNTY LINE ROAD	PIPKIN ROAD W	2U	L02	2.2	URBAN COLLECTOR	1,200	2.0	0.490	0.0900	53	B	792	TRANSITIONING	D	0.07	B	17	3.594	NO	NONE	0.00	PARTIAL	0.01
4116E	MINEOLA DR	SR 659 (COMBEE ROAD N)	FISH HATCHERY RD	2U	L02	0.8	URBAN COLLECTOR	800	2.0	0.490	0.0900	35	B	792	TSDA	D	0.04	B	0	0.000	NO	NONE	0.00	NONE	0.00
4116W	MINEOLA DR	SR 659 (COMBEE ROAD N)	FISH HATCHERY RD	2U	L02	0.8	URBAN COLLECTOR	800	2.0	0.510	0.0900	37	B	792	TSDA	D	0.05	B	0	0.000	NO	NONE	0.00	NONE	0.00
8031N	MISSOURI AVENUE	HIGHLAND STREET W	PINE STREET E	2U	L02	1.0	URBAN COLLECTOR	1,100	2.0	0.510	0.0750	40	B	792	TCCO	E	0.05	B	14	6.967	YES	PARTIAL	1.65	NONE	0.00
8031S	MISSOURI AVENUE	HIGHLAND STREET W	PINE STREET E	2U	L02	1.0	URBAN COLLECTOR	1,100	2.0	0.490	0.0750	38	B	792	TCCO	E	0.05	B	14	6.967	YES	PARTIAL	1.65	NONE	0.00
8091E	MOUNT OLIVE ROAD	SR 33	CR 655 (BERKELY ROAD)	2U	L02	2.3	URBAN COLLECTOR	3,200	2.0	0.490	0.0750	112	B	792	TCCO	E	0.14	B	20	1.517	NO	NONE	0.00	PARTIAL	0.29
8091W	MOUNT OLIVE ROAD	SR 33	CR 655 (BERKELY ROAD)	2U	L02	2.3	URBAN COLLECTOR	3,200	2.0	0.510	0.0750	116	B	792	TCCO	E	0.15	B	20	1.517	NO	NONE	0.00	PARTIAL	0.29
8200E	MOUNTAIN LAKE CUTOFF ROAD	OLD BARTOW ROAD	US 27	2U	L02	2.7	RURAL MINOR COLLECTOR	500	2.0	0.510	0.0900	23	B	792	TRANSITIONING	D	0.03	B	3	1.203	NO	NONE	0.00	NONE	0.00
8200W	MOUNTAIN LAKE CUTOFF ROAD	OLD BARTOW ROAD	US 27	2U	L02	2.7	RURAL MINOR COLLECTOR	500	2.0	0.490	0.0900	22	B	792	TRANSITIONING	D	0.03	B	3	1.203	NO	NONE	0.00	NONE	0.00
8201E	MOUNTAIN LAKE CUTOFF ROAD	US 27	SR 17 (RIDGE SCENIC HIGHWAY)	2U	L02	0.7	URBAN COLLECTOR	7,100	2.0	0.490	0.0750	248	B	792	TCCO	E	0.31	B	4	0.458	NO	NONE	0.00	PARTIAL	0.46
8201W	MOUNTAIN LAKE CUTOFF ROAD	US 27	SR 17 (RIDGE SCENIC HIGHWAY)	2U	L02	0.7	URBAN COLLECTOR	7,100	2.0	0.510	0.0750	258	B	792	TCCO	E	0.33	B	4	0.458	NO	NONE	0.00	PARTIAL	0.46
8032N	NEW JERSEY ROAD	GLENDALE STREET	US 98 (BARTOW RD)	2U	L02	1.6	URBAN COLLECTOR	8,200	2.0	0.510	0.0900	376	B	792	TRANSITIONING	D	0.48	B	12	0.506	NO	PARTIAL	1.09	NONE	0.00
8032S	NEW JERSEY ROAD	GLENDALE STREET	US 98 (BARTOW RD)	2U	L02	1.6	URBAN COLLECTOR	8,200	2.0	0.490	0.0900	362	B	792	TRANSITIONING	D	0.46	B	12	0.506	NO	PARTIAL	1.09	NONE	0.00
4120E	NICHOLS MINE RD/OLD NICHOLS RD	NICHOLS PLANT	CR 676 (NICHOLS ROAD)	2U	N02	0.6	LOCALCOMMERCIAL	100	2.0	0.490	0.0900	4	B	675	OTHER	C	0.01	B	0	0.000	NO	NONE	0.00	NONE	0.00
4120W	NICHOLS MINE RD/OLD NICHOLS RD	NICHOLS PLANT	CR 676 (NICHOLS ROAD)	2U	N02	0.6	LOCALCOMMERCIAL	100	2.0	0.510	0.0900	5	B	675	OTHER	C	0.01	B	0	0.000	NO	NONE	0.00	NONE	0.00
4121N	NINETY-ONE MINE RD	SR 60	US 17	2U	H02	2.8	URBAN COLLECTOR	2,600	2.0	0.490	0.0900	115	B	740	TRANSITIONING	D	0.15	B	36	2.719	NO	NONE	0.00	PARTIAL	0.11
4121S	NINETY-ONE MINE RD	SR 60	US 17	2U	H02	2.8	URBAN COLLECTOR	2,600	2.0	0.510	0.0900	119	B	740	TRANSITIONING	D	0.16	B	36	2.719	NO	NONE	0.00	PARTIAL	0.11
4008E	NINTH ST SE/AVE Z SE/LAKE ELOISE DR W/LAKE SUMMIT	SR 540 (CYPRESS GARDENS BLVD SE)	SR 540 (CYPRESS GARDENS BLVD SE)	2U	L02	2.0	URBAN COLLECTOR	7,500	2.0	0.490	0.0750	262	B	792	TCCO	E	0.33	B	23	0.826	NO	PARTIAL	0.17	NONE	0.00
4008W	NINTH ST SE/AVE Z SE/LAKE ELOISE DR W/LAKE SUMMIT	SR 540 (CYPRESS GARDENS BLVD SE)	SR 540 (CYPRESS GARDENS BLVD SE)	2U	L02	2.0	URBAN COLLECTOR	7,500	2.0	0.510	0.0750	273	B	792	TCCO	E	0.34	B	23	0.826	NO	PARTIAL	0.17	NONE	0.00
8322E	NORTH BLVD	US 27	HOLLY HILL ROAD	2U	L02	0.5	URBAN COLLECTOR	5,300	2.0	0.510	0.0750	193	B	792	TCCO	E	0.24	B	0	0.000	NO	PARTIAL	1.09	NONE	0.00
8322W	NORTH BLVD	US 27	HOLLY HILL ROAD	2U	L02	0.5	URBAN COLLECTOR	5,300	2.0	0.490	0.0750	185	B	792	TCCO	E	0.23	B	0	0.000	NO	PARTIAL	1.09	NONE	0.00
8323E	NORTH BLVD	HOLLY HILL ROAD	CR 547 N	2U	L02	1.8	URBAN COLLECTOR	3,000	2.0	0.510	0.0750	109	B	792	TCCO	E	0.14	B	2	0.202	NO	PARTIAL	0.55	NONE	0.00
8323W	NORTH BLVD	HOLLY HILL ROAD	CR 547 N	2U	L02	1.8	URBAN COLLECTOR	3,000	2.0	0.490	0.0750	105	B	792	TCCO	E	0.13	B	2	0.202	NO	PARTIAL	0.55	NONE	0.00
8324N	ODOM ROAD	DAUGHTERY ROAD E	MARCUM ROAD	2U	L02	1.0	URBAN COLLECTOR	1,400	2.0	0.510	0.0900	64	B	792	TRANSITIONING	D	0.08	B	6	2.340	NO	PARTIAL	1.21	PARTIAL	0.04
8324S	ODOM ROAD	DAUGHTERY ROAD E	MARCUM ROAD	2U	L02	1.0	URBAN COLLECTOR	1,400	2.0	0.490	0.0900	62	B	792	TRANSITIONING	D	0.08	B	6	2.340	NO	PARTIAL	1.21	PARTIAL	0.04
4125N	OLD BARTOW EAGLE LAKE RD/CRYSTAL BEACH RD	US 98	US 17	2B	I02	7.2	URBAN COLLECTOR	5,000	2.0	0.510	0.0750	182	B	640	TCCO	E	0.28	B	65	0.991	YES	PARTIAL	0.14	NONE	0.00
4125S	OLD BARTOW EAGLE LAKE RD/CRYSTAL BEACH RD	US 98	US 17	2B	I02	7.2	URBAN COLLECTOR	5,000	2.0	0.490	0.0750	175	B	640	TCCO	E	0.27	B	65	0.991	YES	PARTIAL	0.14	NONE	0.00
8099N	OLD BARTOW ROAD/OLD BARTOW LAKE WALES ROAD	SR 60	CR 653 (RATTLESNAKE ROAD)	2U	L02	4.4	URBAN COLLECTOR	1,500	2.0	0.510	0.0900	69	B	792	TRANSITIONING	D	0.09	B	10	0.839	NO	NONE	0.00	PARTIAL	0.01
8099S	OLD BARTOW ROAD/OLD BARTOW LAKE WALES ROAD	SR 60	CR 653 (RATTLESNAKE ROAD)	2U	L02	4.4	URBAN COLLECTOR	1,500	2.0	0.490	0.0900	66	B	792	TRANSITIONING	D	0.08	B	10	0.839	NO	NONE	0.00	PARTIAL	0.01

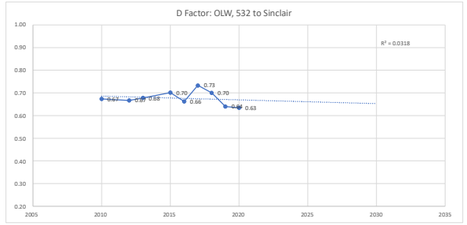
Source: Polk Transportation Planning Organization March 16, 2020

D FACTORS

Time Period	Direction	AM and PM Peak Hour Historical Comparison Old Lake Wilson Road South of Osceola Polk Line Rd. (CR 532)		Osceola Polk Line Rd. (CR 532) to Spine Rd.													Spine Rd. to Marker Ave./Fairfax Dr.													Marker Ave./Fairfax Dr. to Sinclair Rd.												
Source		*QC Tube Peak*	*2019 Polk*	*QC Tube Peak*	*Osceola 2010*	*Osceola 2012*	*Osceola 2013*	*Osceola 2015*	*Osceola 2016*	*Osceola 2017*	*Osceola 2018*	*Osceola 2019*	*Osceola 2020*	*FDOT 2019*	*FDOT 2020*	*QC Tube Peak*	*Osceola 2010*	*Osceola 2012*	*Osceola 2013*	*Osceola 2015*	*Osceola 2016*	*Osceola 2017*	*Osceola 2018*	*Osceola 2019*	*Osceola 2020*	*FDOT 2019*	*FDOT 2020*	*QC Tube Peak*	*Osceola 2010*	*Osceola 2012*	*Osceola 2013*	*Osceola 2015*	*Osceola 2016*	*Osceola 2017*	*Osceola 2018*	*Osceola 2019*	*Osceola 2020*	*FDOT 2019*	*FDOT 2020*
AM	NB/EB	645	-	629	-	-	-	-	-	-	-	-	-	1405	1059	635	-	-	-	-	-	-	-	-	-	1405	1059	628	-	-	-	-	-	-	-	-	-	1405	1059
	SB/WB	523	-	247	-	-	-	-	-	-	-	-	-	329	256	241	-	-	-	-	-	-	-	-	-	329	256	264	-	-	-	-	-	-	-	-	-	329	256
	Total	**1168**	**0**	**876**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1734**	**1315**	**876**	**0**	**0**	**0**		**0**	**0**	**0**	**0**	**0**	**1734**	**1315**	**892**	**0**	**0**	**0**		**0**	**0**	**0**	**0**	**0**	**1734**	**1315**
	Tot %													***98.2%***	***50.3%***											***94.6%***	***47.6%***											***94.4%***	***47.4%***
PM	NB/EB	563	996	415	244	240	262	373	413	335	1038	530	579	679	520	417	244	240	262	373	413	335	1038	530	579	679	520	377	244	240	262	373	413	335	1038	530	579	679	520
	SB/WB	898	957	854	504	481	552	875	811	920	435	941	1006	1530	1101	931	504	481	552	875	811	920	435	941	1006	1530	1101	900	504	481	552	875	811	920	435	941	1006	1530	1101
	Total	**1461**	**1953**	**1269**	**748**	**721**	**814**	**1248**	**1224**	**1255**	**1473**	**1471**	**1585**	**2209**	**1621**	**1348**	**748**	**721**	**814**	**1248**	**1224**	**1255**	**1473**	**1471**	**1585**	**2209**	**1621**	**1277**	**748**	**721**	**814**	**1248**	**1224**	**1255**	**1473**	**1471**	**1585**	**2209**	**1621**
	Tot %		***33.7%***		***-41.1%***	***-43.2%***	***-35.9%***	***-1.7%***	***-3.5%***	***-1.1%***	***16.1%***	***15.9%***	***24.9%***	***62.5%***	***19.3%***		***-44.5%***	***-46.5%***	***-39.6%***	***-7.4%***	***-9.2%***	***-6.9%***	***9.3%***	***9.2%***	***17.6%***	***50.3%***	***10.3%***		***-41.4%***	***-43.5%***	***-36.2%***	***-2.2%***	***-4.1%***	***-1.7%***	***15.4%***	***15.2%***	***24.2%***	***73.0%***	***27.0%***
		D Factor		**D Factor**												**D Factor**												**D Factor**											
AM		**0.55**		**0.72**											**0.81**	**0.73**											**0.81**	**0.70**											**0.81**
PM		**0.61**	**0.51**	**0.67**	**0.67**	**0.67**	**0.68**	**0.70**	**0.66**	**0.73**	**0.70**	**0.64**	**0.63**	**0.69**	**0.68**	**0.69**	**0.67**	**0.67**	**0.68**	**0.70**	**0.66**	**0.73**	**0.70**	**0.64**	**0.63**	**0.69**	**0.68**	**0.70**	**0.67**	**0.67**	**0.68**	**0.70**	**0.66**	**0.73**	**0.70**	**0.64**	**0.63**	**0.69**	**0.68**
		Peak to Daily Ratio		**Peak to Daily Ratio**												**Peak to Daily Ratio**												**Peak to Daily Ratio**											
AM		**0.055**		**0.059**											**0.079**	**0.056**											**0.079**	**0.057**											**0.079**
PM		**0.068**	**0.090**	**0.086**	**0.087**	**0.083**	**0.081**	**0.096**	**0.086**	**0.080**	**0.084**	**0.073**	**0.074**	**0.123**	**0.097**	**0.087**	**0.087**	**0.083**	**0.081**	**0.096**	**0.086**	**0.080**	**0.084**	**0.073**	**0.074**	**0.123**	**0.097**	**0.082**	**0.087**	**0.083**	**0.081**	**0.096**	**0.086**	**0.080**	**0.084**	**0.073**	**0.074**	**0.123**	**0.097**

OLW: 532 to Sinclair

	Year	D Factor	Direction
1	2010	0.67	SB
3	2012	0.67	SB
4	2013	0.68	SB
6	2015	0.70	SB
7	2016	0.66	SB
8	2017	0.73	SB
	2018	0.70	NB
10	2019	0.64	SB
11	2020	0.63	SB

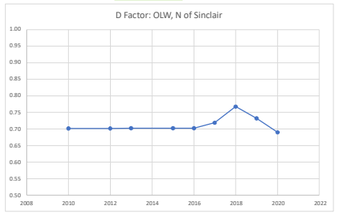


AM and PM Peak Hour Historical Comparison

Time Period	Direction	Old Lake Wilson Road – North of Sinclair Rd.												Osceola Polk Line Road – East of Old Lake Wilson Rd.											Osceola Polk Line Road – West of Old Lake Wilson Rd.										
Source		*QC Tube Peak*	*Osceola 2010*	*Osceola 2012*	*Osceola 2013*	*Osceola 2015*	*Osceola 2016*	*Osceola 2017*	*Osceola 2018*	*Osceola 2019*	*Osceola 2020*	*FDOT 2019*	*FDOT 2020*	*QC Tube Peak*	*Osceola 2010*	*Osceola 2012*	*Osceola 2013*	*Osceola 2015*	*Osceola 2016*	*Osceola 2017*	*Osceola 2018*	*Osceola 2019*	*Osceola 2020*	*FDOT*	*QC Tube Peak*	*Osceola 2010*	*Osceola 2012*	*Osceola 2013*	*Osceola 2015*	*Osceola 2016*	*Osceola 2017*	*Osceola 2018*	*Osceola 2019*	*Osceola 2020*
AM	NB/EB	500	-	-	-	-	-	-	-	-	-	1405	1059	431	-	-	-	-	-	-	-	-	-	400	807	-	-	-	-	-	-	-	-	-
	SB/WB	182	-	-	-	-	-	-	-	-	-	329	256	837	-	-	-	-	-	-	-	-	-	513	843	-	-	-	-	-	-	-	-	-
	Total	**682**	**0**	**0**	**0**		**0**	**0**	**0**	**0**	**0**	**1734**	**1315**	**1268**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**913**	**1651**	**0**	**0**	**0**		**0**	**0**	**0**	**0**	**0**
	Tot %											***154.3%***	***92.8%***											***#####***										
PM	NB/EB	332	182	182	178	178	178	366	314	432	495	679	520	938	763	586	812	781	800	761	794	601	553	602	870	874	941	1083	1003	1000	1010	1126	1124	1028
	SB/WB	1128	428	428	420	420	420	936	1038	1180	1101	1530	1101	681	524	475	634	557	470	536	573	616	575	413	885	785	738	853	750	828	948	1014	856	884
	Total	**1460**	**610**	**610**	**598**	**598**	**598**	**1302**	**1352**	**1612**	**1596**	**2209**	**1621**	**1619**	**1287**	**1061**	**1446**	**1338**	**1270**	**1297**	**1367**	**1217**	**1128**	**1015**	**1755**	**1659**	**1679**	**1936**	**1753**	**1828**	**1958**	**2140**	**1980**	**1912**
	Tot %		***-58.2%***	***-58.2%***	***-59.0%***	***-59.0%***	***-59.0%***	***-10.8%***	***-7.4%***	***10.4%***	***9.3%***	***51.3%***	***11.1%***		***#####***	***#####***	***#####***	***#####***	***#####***	***#####***	***#####***	***#####***	***#####***			***-5.5%***	***-4.3%***	***10.3%***	***-0.1%***	***4.2%***	***11.6%***	***21.9%***	***12.8%***	***8.9%***
D Factor																																		
AM		**0.73**											**0.81**	**0.66**										**0.56**	**0.51**									
PM		**0.77**	**0.70**	**0.70**	**0.70**	**0.70**	**0.70**	**0.72**	**0.77**	**0.73**	**0.69**	**0.69**	**0.68**	**0.58**	**0.59**	**0.55**	**0.56**	**0.58**	**0.63**	**0.59**	**0.58**	**0.51**	**0.51**	**0.59**	**0.50**	**0.53**	**0.56**	**0.56**	**0.57**	**0.55**	**0.52**	**0.53**	**0.57**	**0.54**
Peak to Daily Ratio																																		
AM		**0.048**											**0.079**	**0.057**										**0.069**	**0.058**									
PM		**0.103**	**0.074**	**0.066**	**0.059**	**0.049**	**0.049**	**0.090**	**0.087**	**0.085**	**0.084**	**0.123**	**0.097**	**0.073**	**0.088**	**0.076**	**0.097**	**0.079**	**0.077**	**0.067**	**0.074**	**0.071**	**0.067**	**0.076**	**0.062**	**0.075**	**0.071**	**0.081**	**0.070**	**0.065**	**0.064**	**0.064**	**0.067**	**0.065**

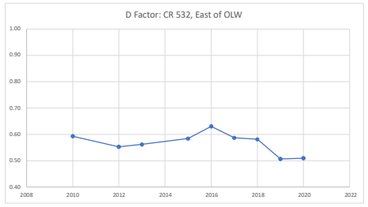
OLW: Sinc to Westgate

Year	D Factor	Direction
2010	0.70	SB
2012	0.70	SB
2013	0.70	SB
2015	0.70	SB
2016	0.70	SB
2017	0.72	SB
2018	0.77	SB
2019	0.73	SB
2020	0.69	SB



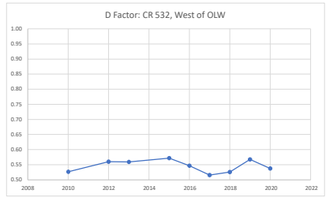
CR 532: East of OLW

Year	D Factc	Direction
2010	0.59	EB
2012	0.55	EB
2013	0.56	EB
2015	0.58	EB
2016	0.63	EB
2017	0.59	EB
2018	0.58	EB
2019	0.51	WB
2020	0.51	WB
Tube Count	0.58	EB



CR 532: West of OLW

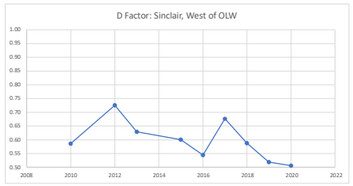
Year	D Factor	Direction
2010	0.53	EB
2012	0.56	EB
2013	0.56	EB
2015	0.57	EB
2016	0.55	EB
2017	0.52	EB
2018	0.53	EB
2019	0.57	EB
2020	0.54	EB



Time Period	Direction	QC Tube Peak	Osceola 2010	Osceola 2012	Osceola 2013	Osceola 2015	Osceola 2016	Osceola 2017	Osceola 2018	Osceola 2019	Osceola 2020	FDOT 2019	FDOT 2020
AM and PM Peak Hour Historical Comparison													
Sinclair Road													
West of Old Lake Wilson Rd.													
Source													
AM	NB/EB	216	-	-	-	-	-	-	-	-	-	249	283
	SB/WB	255	-	-	-	-	-	-	-	-	-	402	417
	Total	**471**	**0**	**0**	**0**		**0**	**0**	**0**	**0**	**0**	**651**	**700**
	Tot %											***38.1%***	***48.5%***
PM	NB/EB	289	65	140	132	224	328	462	382	413	413	420	416
	SB/WB	461	46	53	78	149	275	221	268	384	404	430	404
	Total	**750**	**111**	**193**	**210**	**373**	**603**	**683**	**650**	**797**	**817**	**850**	**820**
	Tot %		***-85.2%***	***-74.3%***	***-72.0%***	***-50.3%***	***-19.6%***	***-9.0%***	***-13.4%***	***6.2%***	***8.9%***	***13.3%***	***9.3%***
D Factor													
AM		**0.54**											**0.60**
PM		**0.61**	**0.59**	**0.73**	**0.63**	**0.60**	**0.54**	**0.68**	**0.59**	**0.52**	**0.51**	**0.51**	**0.51**
Peak to Daily Ratio													
AM		**0.060**											**0.088**
PM		**0.095**	**0.062**	**0.088**	**0.075**	**0.089**	**0.102**	**0.112**	**0.098**	**0.092**	**0.091**	**0.125**	**0.103**

Sinclair: West of OLW

Year	D Factor	Direction
2010	0.59	EB
2012	0.73	EB
2013	0.63	EB
2015	0.60	EB
2016	0.54	EB
2017	0.68	EB
2018	0.59	EB
2019	0.52	EB
2020	0.51	EB
Average (no	0.57	EB



APPENDIX O – TRAFFIC FORECASTING INFORMATION

Contained in this Appendix –

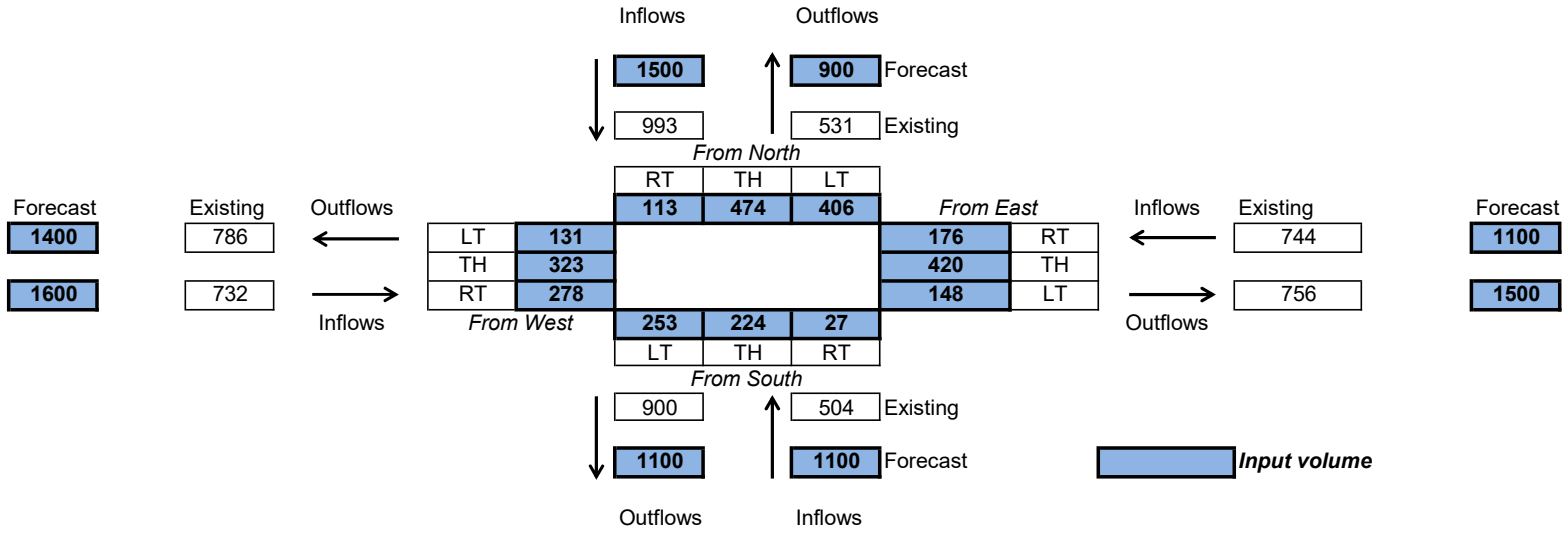
- NCHRP Tool Supporting Information
- Specific Intersection Volume Growth Explanation
- Traffic Forecast Volumes Supporting Information

NCHRP TOOL

2030 PM OLD LAKE WILSON ROAD & OSCEOLA POLK LINE ROAD (C.R. 532) NCHRP TOOL INPUTS AND OUTPUTS

Iterative Method Estimated Turning Movements

Input Volumes



Initial Turning Movement Matrix, Tijb

			East Leg	North Leg	West Leg	South Leg		
	Forecasts		***1500***	***900***	***1400***	***1100***	***Djf***	outflows, *j*
		Counts	756	531	786	900	Djb	
East Leg	***1100***	744	0	176	420	148		
North Leg	***1500***	993	406	0	113	474		
West Leg	***1600***	732	323	131	0	278		
South Leg	***1100***	504	27	224	253	0		
	Oif	Oib						

inflows, *i*

			Djf*			
first row iteration			1378	1035	1344	1543
		1100	0	260	621	219
		1500	613	0	171	716
		1600	706	286	0	608
		1100	59	489	552	0

compare

		Djf*	Djf	change
j=1		1378	1500	-8.0%
j=2		1035	900	15.0%
j=3		1344	1400	-4.0%
j=4		1543	1100	40.0%
	Totals	5300	4900	

first column iteration		1500	900	1400	1100
	1029	0	226	647	156

Iterative Method Estimated Turning Movements

1355	667	0	178	510
1451	769	249	0	433
1064	64	425	575	0

Oif*

compare		Oif*	Oif	change
i=1		1029	1100	-6.00%
i=2		1355	1500	-10.00%
i=3		1451	1600	-9.00%
i=4		1064	1100	-3.00%
	Totals	4899	5300	

second row iteration		1652	956	1483	1209
	1100	0	242	692	167
	1500	738	0	197	565
	1600	848	275	0	477
	1100	66	439	594	0

compare		Djf*	Djf	change
j=1		1652	1500	10.00%
j=2		956	900	6.00%
j=3		1483	1400	6.00%
j=4		1209	1100	10.00%
	Totals	5300	4900	

second column iteration		1500	900	1400	1100
	1033	0	228	653	152
	1370	670	0	186	514
	1463	770	259	0	434
	1034	60	413	561	0

compare		Oif*	Oif	change
i=1		1033	1100	-6.00%
i=2		1370	1500	-9.00%
i=3		1463	1600	-9.00%
i=4		1034	1100	-6.00%
	Totals	4900	5300	

third row iteration		1640	965	1496	1200
	1100	0	243	695	162
	1500	734	0	204	563
	1600	842	283	0	475
	1100	64	439	597	0

		Djf*	Djf	change
j=1		1640	1500	9.00%
j=2		965	900	7.00%
j=3		1496	1400	7.00%

Iterative Method Estimated Turning Movements

j=4		1200	1100	9.00%
	Totals	5301	4900	

third column iteration

	1500	900	1400	1100
1026	0	227	650	149
1378	671	0	191	516
1469	770	264	0	435
1027	59	409	559	0

	Oif*	Oif	change
i=1	1026	1100	-7.00%
i=2	1378	1500	-8.00%
i=3	1469	1600	-8.00%
i=4	1027	1100	-7.00%
Totals	4900	5300	

fourth row iteration

	1632	969	1504	1196
1100	0	243	697	160
1500	730	0	208	562
1600	839	288	0	474
1100	63	438	599	0

	Djf*	Djf	change
j=1	1632	1500	9.00%
j=2	969	900	8.00%
j=3	1504	1400	7.00%
j=4	1196	1100	9.00%
Totals	5301	4900	

fourth column iteration

	1500	900	1400	1100
1022	0	226	649	147
1382	671	0	194	517
1474	771	267	0	436
1023	58	407	558	0

	Oif*	Oif	change
i=1	1022	1100	-7.00%
i=2	1382	1500	-8.00%
i=3	1474	1600	-8.00%
i=4	1023	1100	-7.00%
Totals	4901	5300	

fifth row iteration 1627 971 1510 1192

Iterative Method Estimated Turning Movements

1100	0	243	699	158
1500	728	0	211	561
1600	837	290	0	473
1100	62	438	600	0

	Djf*	Djf	change
j=1	1627	1500	8.00%
j=2	971	900	8.00%
j=3	1510	1400	8.00%
j=4	1192	1100	8.00%
Totals	5300	4900	

		e	n	w	s
fifth column iteration		1500	900	1400	1100
e	1019	0	225	648	146
n	1385	671	0	196	518
w	1477	772	269	0	436
s	1019	57	406	556	0

	Oif*	Oif	change
i=1	1019	1100	-7.00%
i=2	1385	1500	-8.00%
i=3	1477	1600	-8.00%
i=4	1019	1100	-7.00%
Totals			

sixth row iteration	1625	972	1512	1191
1100	0	243	700	158
1500	727	0	212	561
1600	836	291	0	472
1100	62	438	600	0

	Djf*	Djf	change
j=1	1625	1500	8.00%
j=2	972	900	8.00%
j=3	1512	1400	8.00%
j=4	1191	1100	8.00%
Totals	5300	4900	

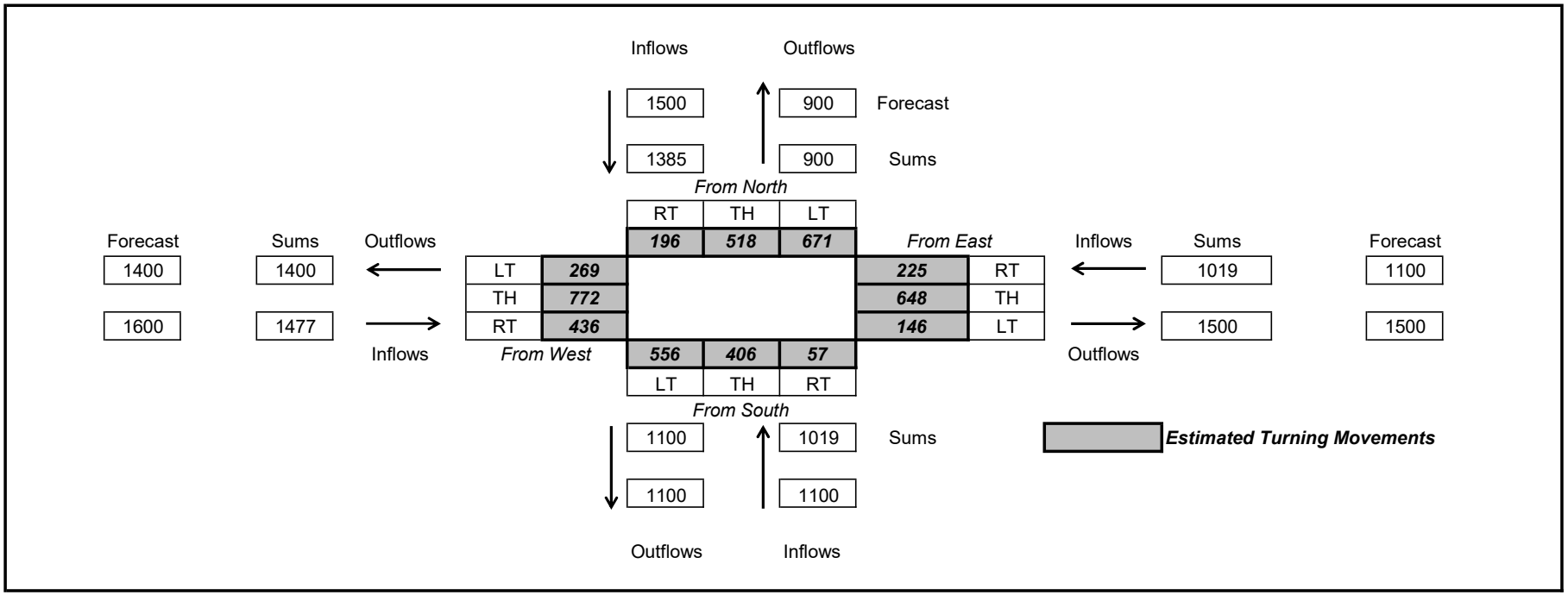
		e	n	w	s
sixth column iteration		1500	900	1400	1100
e	1019	0	225	648	146
n	1385	671	0	196	518
w	1477	772	269	0	436
s	1019	57	406	556	0

Iterative Method Estimated Turning Movements

	Oif*	Oif	change
i=1	1019	1100	-7.00%
i=2	1385	1500	-8.00%
i=3	1477	1600	-8.00%
i=4	1019	1100	-7.00%
Totals			

Iterative Method Estimated Turning Movements

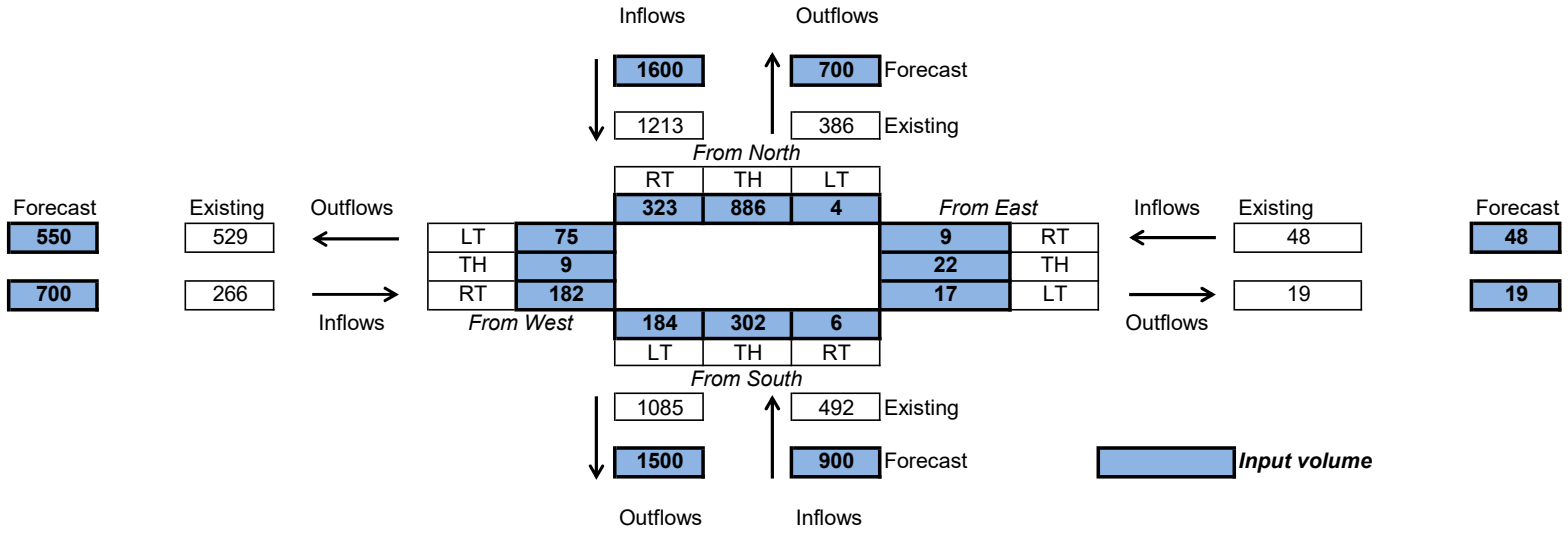
Estimated Turning Movements



2030 PM OLD LAKE WILSON ROAD &SINCLAIR ROAD NCHRP TOOL INPUTS AND OUTPUTS

Iterative Method Estimated Turning Movements

Input Volumes



Initial Turning Movement Matrix, Tijb

			East Leg	North Leg	West Leg	South Leg		
	Forecasts		***19***	***700***	***550***	***1500***	***Djf***	outflows, *j*
		Counts	19	386	529	1085	Djb	
East Leg	***48***	48	0	9	22	17		
North Leg	***1600***	1213	4	0	323	886		
West Leg	***700***	266	9	75	0	182		
South Leg	***900***	492	6	302	184	0		
	Oif	Oib						

inflows, *i*

first row iteration

	Djf*			
	40	758	785	1665
48	0	9	22	17
1600	5	0	426	1169
700	24	197	0	479
900	11	552	337	0

compare

	Djf*	Djf	change
j=1	40	19	111.0%
j=2	758	700	8.0%
j=3	785	550	43.0%
j=4	1665	1500	11.0%
Totals	3248	2769	

first column iteration

	19	700	550	1500
38	0	8	15	15

Iterative Method Estimated Turning Movements

1353	2	0	298	1053
625	11	182	0	432
751	5	510	236	0

Oif*

compare		Oif*	Oif	change
i=1		38	48	-21.00%
i=2		1353	1600	-15.00%
i=3		625	700	-11.00%
i=4		751	900	-17.00%
	Totals	2767	3248	

second row iteration					
		20	825	654	1748
48		0	10	19	19
1600		2	0	352	1245
700		12	204	0	484
900		6	611	283	0

compare		Djf*	Djf	change
j=1		20	19	5.00%
j=2		825	700	18.00%
j=3		654	550	19.00%
j=4		1748	1500	17.00%
	Totals	3247	2769	

second column iteration					
		19	700	550	1500
40		0	8	16	16
1366		2	0	296	1068
599		11	173	0	415
762		6	518	238	0

compare		Oif*	Oif	change
i=1		40	48	-17.00%
i=2		1366	1600	-15.00%
i=3		599	700	-14.00%
i=4		762	900	-15.00%
	Totals	2767	3248	

third row iteration					
		22	824	647	1755
48		0	10	19	19
1600		2	0	347	1251
700		13	202	0	485
900		7	612	281	0

		Djf*	Djf	change
j=1		22	19	16.00%
j=2		824	700	18.00%
j=3		647	550	18.00%

Iterative Method Estimated Turning Movements

j=4		1755	1500	17.00%	
	Totals	3248	2769		

third column iteration

	19	700	550	1500
40	0	8	16	16
1366	2	0	295	1069
598	11	172	0	415
765	6	520	239	0

	Oif*	Oif	change
i=1	40	48	-17.00%
i=2	1366	1600	-15.00%
i=3	598	700	-15.00%
i=4	765	900	-15.00%
Totals	2769	3248	

fourth row iteration

	22	823	646	1757
48	0	10	19	19
1600	2	0	346	1252
700	13	201	0	486
900	7	612	281	0

	Djf*	Djf	change
j=1	22	19	16.00%
j=2	823	700	18.00%
j=3	646	550	17.00%
j=4	1757	1500	17.00%
Totals	3248	2769	

fourth column iteration

	19	700	550	1500
41	0	9	16	16
1366	2	0	295	1069
597	11	171	0	415
766	6	521	239	0

	Oif*	Oif	change
i=1	41	48	-15.00%
i=2	1366	1600	-15.00%
i=3	597	700	-15.00%
i=4	766	900	-15.00%
Totals	2770	3248	

fifth row iteration 22 824 646 1758

Iterative Method Estimated Turning Movements

	48	0	11	19	19
	1600	2	0	346	1252
	700	13	201	0	487
	900	7	612	281	0

		Djf*	Djf	change
j=1		22	19	16.00%
j=2		824	700	18.00%
j=3		646	550	17.00%
j=4		1758	1500	17.00%
	Totals	3250	2769	

		e	n	w	s
fifth column iteration		19	700	550	1500
e	41	0	9	16	16
n	1365	2	0	295	1068
w	598	11	171	0	416
s	765	6	520	239	0

		Oif*	Oif	change
i=1		41	48	-15.00%
i=2		1365	1600	-15.00%
i=3		598	700	-15.00%
i=4		765	900	-15.00%
	Totals			

sixth row iteration		22	823	646	1758
	48	0	11	19	19
	1600	2	0	346	1252
	700	13	200	0	487
	900	7	612	281	0

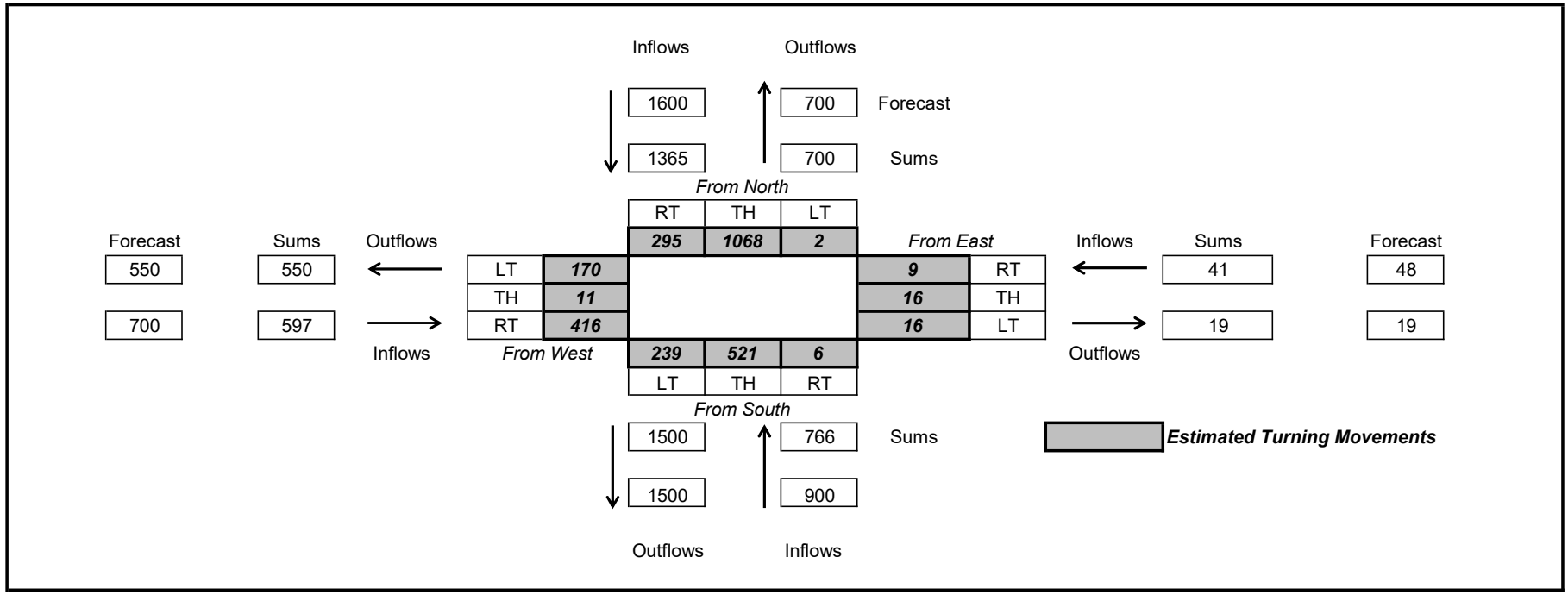
		Djf*	Djf	change
j=1		22	19	16.00%
j=2		823	700	18.00%
j=3		646	550	17.00%
j=4		1758	1500	17.00%
	Totals	3249	2769	

		e	n	w	s
sixth column iteration		19	700	550	1500
e	41	0	9	16	16
n	1365	2	0	295	1068
w	597	11	170	0	416
s	766	6	521	239	0

Iterative Method Estimated Turning Movements

	Oif*	Oif	change
i=1	41	48	-15.00%
i=2	1365	1600	-15.00%
i=3	597	700	-15.00%
i=4	766	900	-15.00%
Totals			

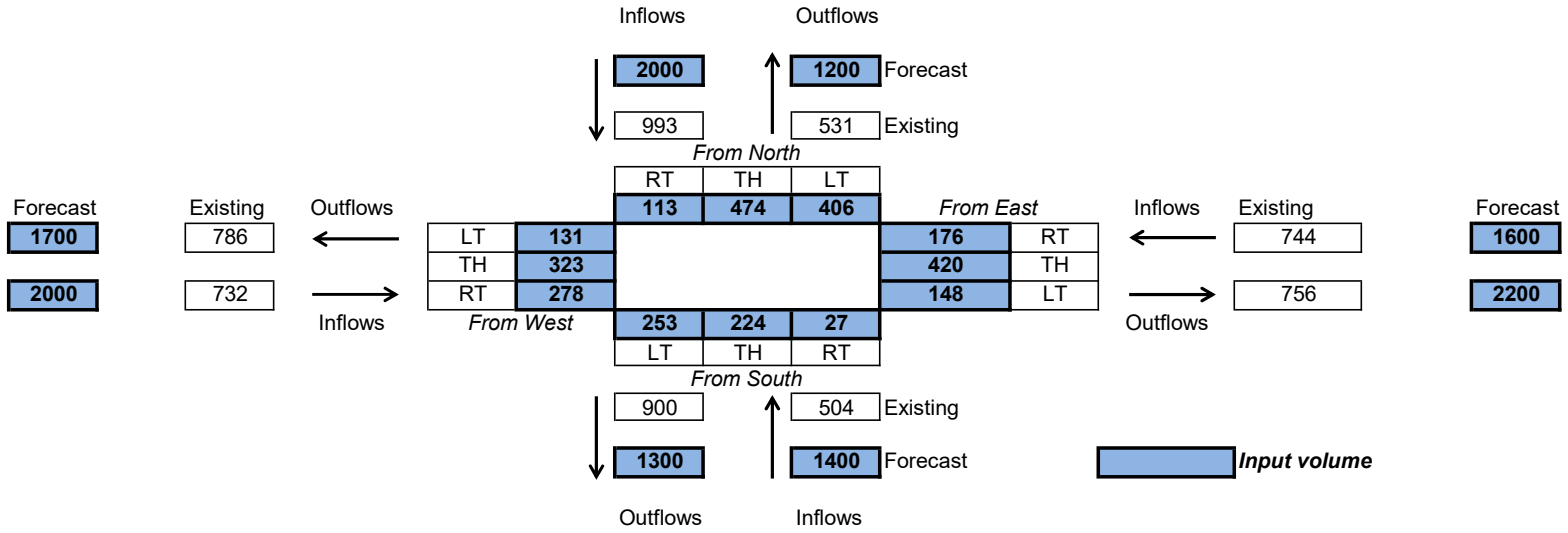
Estimated Turning Movements



2050 PM OLD LAKE WILSON ROAD & OSCEOLA POLK LINE ROAD (C.R. 532) NCHRP TOOL INPUTS AND OUTPUTS

Iterative Method Estimated Turning Movements

Input Volumes



Initial Turning Movement Matrix, Tijb

			East Leg	North Leg	West Leg	South Leg	
	Forecasts		***2200***	***1200***	***1700***	***1300***	***Djf***
		Counts	756	531	786	900	Djb
East Leg	***1600***	744	0	176	420	148	
North Leg	***2000***	993	406	0	113	474	
West Leg	***2000***	732	323	131	0	278	
South Leg	***1400***	504	27	224	253	0	
	Oif	Oib					

outflows, *j*

inflows, *i*

		Djf*			
first row iteration		1776	1358	1834	2033
	1600	0	378	903	318
	2000	818	0	228	955
	2000	883	358	0	760
	1400	75	622	703	0

compare

	Djf*	Djf	change
j=1	1776	2200	-19.0%
j=2	1358	1200	13.0%
j=3	1834	1700	8.0%
j=4	2033	1300	56.0%
Totals	7001	6400	

first column iteration		2200	1200	1700	1300
	1374	0	334	837	203

Iterative Method Estimated Turning Movements

1835	1013	0	211	611
1896	1094	316	0	486
1295	93	550	652	0

Oif*

compare		Oif*	Oif	change
i=1		1374	1600	-14.00%
i=2		1835	2000	-8.00%
i=3		1896	2000	-5.00%
i=4		1295	1400	-8.00%
	Totals	6400	7000	

second row iteration		2359	1317	1910	1415
	1600	0	389	975	236
	2000	1104	0	230	666
	2000	1154	333	0	513
	1400	101	595	705	0

compare		Djf*	Djf	change
j=1		2359	2200	7.00%
j=2		1317	1200	10.00%
j=3		1910	1700	12.00%
j=4		1415	1300	9.00%
	Totals	7001	6400	

second column iteration		2200	1200	1700	1300
	1439	0	354	868	217
	1847	1030	0	205	612
	1850	1076	303	0	471
	1263	94	542	627	0

compare		Oif*	Oif	change
i=1		1439	1600	-10.00%
i=2		1847	2000	-8.00%
i=3		1850	2000	-8.00%
i=4		1263	1400	-10.00%
	Totals	6399	7000	

third row iteration		2382	1323	1882	1413
	1600	0	394	965	241
	2000	1115	0	222	663
	2000	1163	328	0	509
	1400	104	601	695	0

		Djf*	Djf	change
j=1		2382	2200	8.00%
j=2		1323	1200	10.00%
j=3		1882	1700	11.00%

Iterative Method Estimated Turning Movements

j=4		1413	1300	9.00%	
	Totals	7000	6400		

third column iteration

		2200	1200	1700	1300
1451		0	357	872	222
1841		1030	0	201	610
1840		1074	298	0	468
1269		96	545	628	0

		Oif*	Oif	change
i=1		1451	1600	-9.00%
i=2		1841	2000	-8.00%
i=3		1840	2000	-8.00%
i=4		1269	1400	-9.00%
	Totals	6401	7000	

fourth row iteration

		2392	1319	1873	1417
1600		0	394	962	245
2000		1119	0	218	663
2000		1167	324	0	509
1400		106	601	693	0

		Djf*	Djf	change
j=1		2392	2200	9.00%
j=2		1319	1200	10.00%
j=3		1873	1700	10.00%
j=4		1417	1300	9.00%
	Totals	7001	6400	

fourth column iteration

		2200	1200	1700	1300
1456		0	358	873	225
1835		1029	0	198	608
1835		1073	295	0	467
1273		97	547	629	0

		Oif*	Oif	change
i=1		1456	1600	-9.00%
i=2		1835	2000	-8.00%
i=3		1835	2000	-8.00%
i=4		1273	1400	-9.00%
	Totals	6399	7000	

fifth row iteration

2398	1317	1867	1419	

Iterative Method Estimated Turning Movements

1600	0	393	959	247
2000	1122	0	216	663
2000	1169	322	0	509
1400	107	602	692	0

	Djf*	Djf	change
j=1	2398	2200	9.00%
j=2	1317	1200	10.00%
j=3	1867	1700	10.00%
j=4	1419	1300	9.00%
Totals	7001	6400	

		e	n	w	s
fifth column iteration		2200	1200	1700	1300
e	1457	0	358	873	226
n	1833	1029	0	197	607
w	1831	1072	293	0	466
s	1277	98	549	630	0

	Oif*	Oif	change
i=1	1457	1600	-9.00%
i=2	1833	2000	-8.00%
i=3	1831	2000	-8.00%
i=4	1277	1400	-9.00%
Totals			

sixth row iteration		2401	1315	1865	1419
	1600	0	393	959	248
	2000	1123	0	215	662
	2000	1171	320	0	509
	1400	107	602	691	0

	Djf*	Djf	change
j=1	2401	2200	9.00%
j=2	1315	1200	10.00%
j=3	1865	1700	10.00%
j=4	1419	1300	9.00%
Totals	7000	6400	

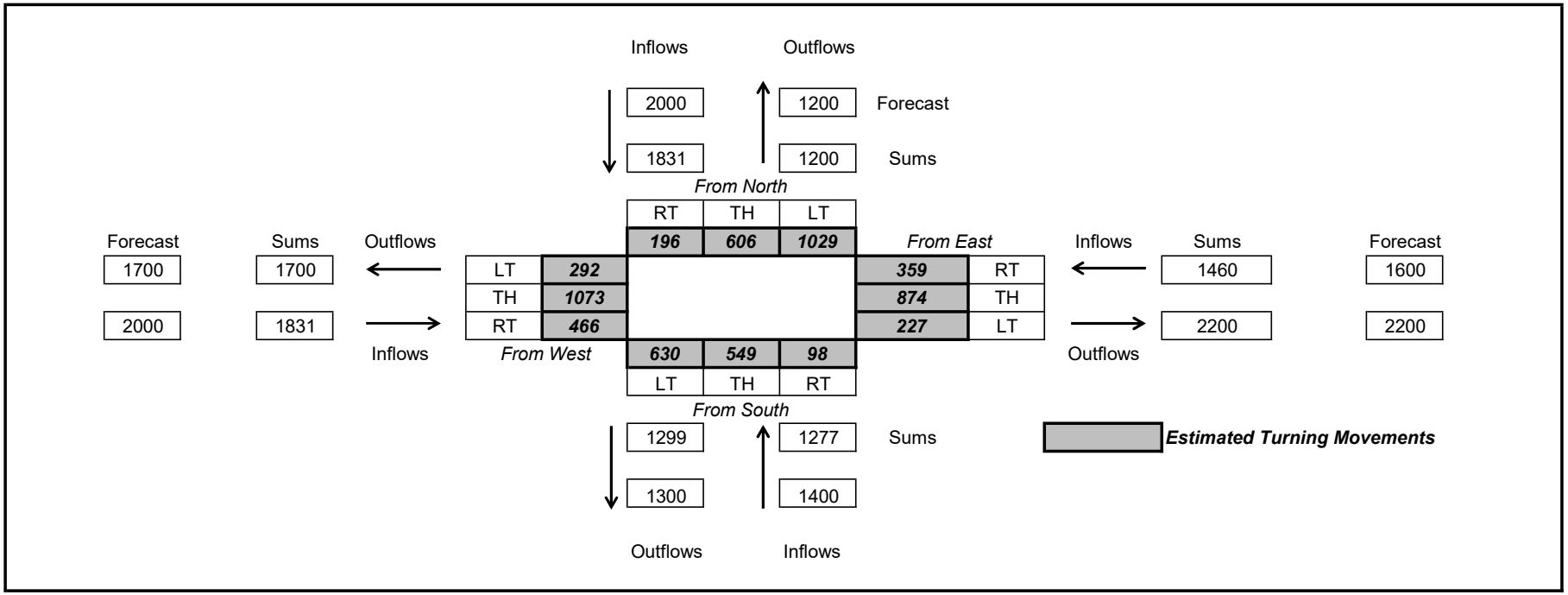
		e	n	w	s
sixth column iteration		2200	1200	1700	1300
e	1460	0	359	874	227
n	1831	1029	0	196	606
w	1831	1073	292	0	466
s	1277	98	549	630	0

Iterative Method Estimated Turning Movements

	Oif*	Oif	change
i=1	1460	1600	-9.00%
i=2	1831	2000	-8.00%
i=3	1831	2000	-8.00%
i=4	1277	1400	-9.00%
Totals			

Iterative Method Estimated Turning Movements

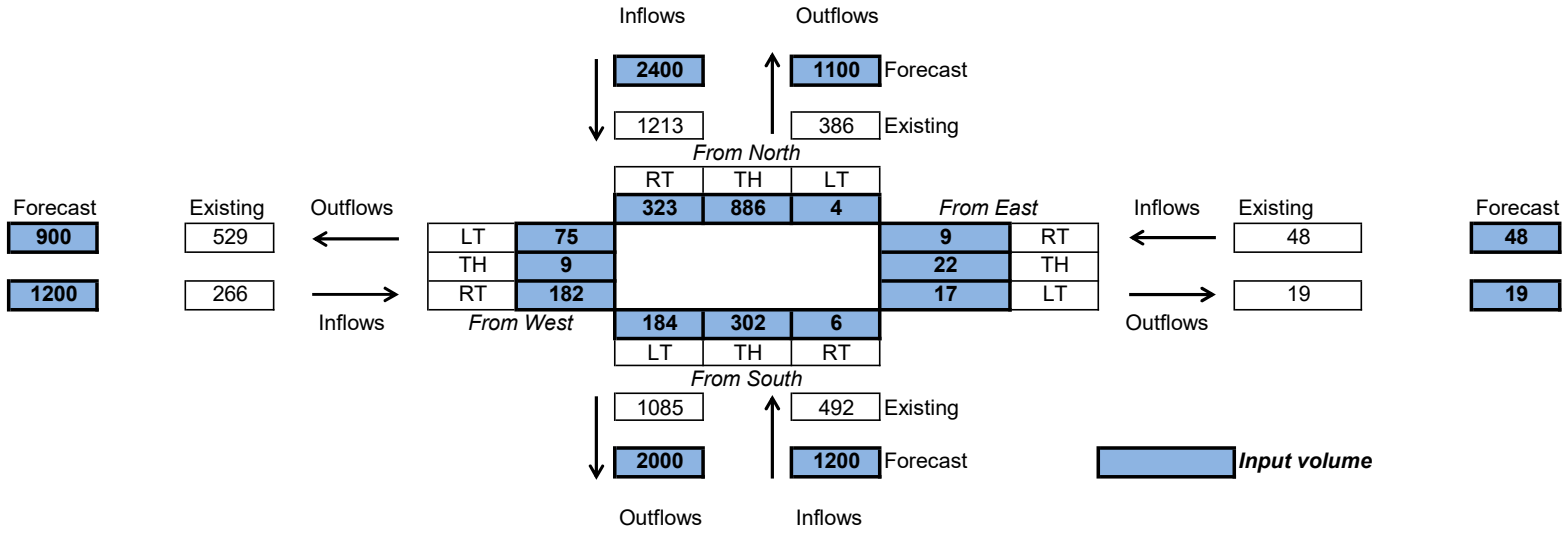
Estimated Turning Movements



2050 PM OLD LAKE WILSON ROAD &SINCLAIR ROAD NCHRP TOOL INPUTS AND OUTPUTS

Iterative Method Estimated Turning Movements

Input Volumes



Initial Turning Movement Matrix, Tijb

			East Leg	North Leg	West Leg	South Leg		
	Forecasts		***19***	***1100***	***900***	***2000***	***Djf***	outflows, *j*
		Counts	19	386	529	1085	Djb	
East Leg	***48***	48	0	9	22	17		
North Leg	***2400***	1213	4	0	323	886		
West Leg	***1200***	266	9	75	0	182		
South Leg	***1200***	492	6	302	184	0		
	Oif	Oib						

inflows, *i*

first row iteration

	Djf*			
	64	1084	1110	2591
48	0	9	22	17
2400	8	0	639	1753
1200	41	338	0	821
1200	15	737	449	0

compare

		Djf*	Djf	change
j=1		64	19	237.0%
j=2		1084	1100	-1.0%
j=3		1110	900	23.0%
j=4		2591	2000	30.0%
	Totals	4849	4019	

first column iteration

	19	1100	900	2000
40	0	9	18	13

Iterative Method Estimated Turning Movements

1873	2	0	518	1353
989	12	343	0	634
1116	4	748	364	0

Oif*

compare		Oif*	Oif	change
i=1		40	48	-17.00%
i=2		1873	2400	-22.00%
i=3		989	1200	-18.00%
i=4		1116	1200	-7.00%
	Totals	4018	4848	

second row iteration					
		22	1231	1077	2519
48		0	11	22	16
2400		3	0	664	1734
1200		15	416	0	769
1200		4	804	391	0

compare		Djf*	Djf	change
j=1		22	19	16.00%
j=2		1231	1100	12.00%
j=3		1077	900	20.00%
j=4		2519	2000	26.00%
	Totals	4849	4019	

second column iteration					
		19	1100	900	2000
41		0	10	18	13
1935		3	0	555	1377
996		13	372	0	611
1048		3	718	327	0

compare		Oif*	Oif	change
i=1		41	48	-15.00%
i=2		1935	2400	-19.00%
i=3		996	1200	-17.00%
i=4		1048	1200	-13.00%
	Totals	4020	4848	

third row iteration					
		23	1282	1083	2459
48		0	12	21	15
2400		4	0	688	1708
1200		16	448	0	736
1200		3	822	374	0

		Djf*	Djf	change
j=1		23	19	21.00%
j=2		1282	1100	17.00%
j=3		1083	900	20.00%

Iterative Method Estimated Turning Movements

j=4		2459	2000	23.00%
	Totals	4847	4019	

third column iteration

	19	1100	900	2000
39	0	10	17	12
1964	3	0	572	1389
996	13	384	0	599
1018	2	705	311	0

	Oif*	Oif	change
i=1	39	48	-19.00%
i=2	1964	2400	-18.00%
i=3	996	1200	-17.00%
i=4	1018	1200	-15.00%
Totals	4017	4848	

fourth row iteration

	22	1306	1087	2434
48	0	12	21	15
2400	4	0	699	1697
1200	16	463	0	722
1200	2	831	367	0

	Djf*	Djf	change
j=1	22	19	16.00%
j=2	1306	1100	19.00%
j=3	1087	900	21.00%
j=4	2434	2000	22.00%
Totals	4849	4019	

fourth column iteration

	19	1100	900	2000
39	0	10	17	12
1976	3	0	579	1394
997	14	390	0	593
1006	2	700	304	0

	Oif*	Oif	change
i=1	39	48	-19.00%
i=2	1976	2400	-18.00%
i=3	997	1200	-17.00%
i=4	1006	1200	-16.00%
Totals	4018	4848	

fifth row iteration 23 1316 1087 2422

Iterative Method Estimated Turning Movements

48	0	12	21	15
2400	4	0	703	1693
1200	17	469	0	714
1200	2	835	363	0

		Djf*	Djf	change
j=1		23	19	21.00%
j=2		1316	1100	20.00%
j=3		1087	900	21.00%
j=4		2422	2000	21.00%
	Totals	4848	4019	

		e	n	w	s
fifth column iteration		19	1100	900	2000
e	39	0	10	17	12
n	1983	3	0	582	1398
w	996	14	392	0	590
s	1001	2	698	301	0

		Oif*	Oif	change
i=1		39	48	-19.00%
i=2		1983	2400	-17.00%
i=3		996	1200	-17.00%
i=4		1001	1200	-17.00%
	Totals			

sixth row iteration		23	1321	1086	2418
	48	0	12	21	15
	2400	4	0	704	1692
	1200	17	472	0	711
	1200	2	837	361	0

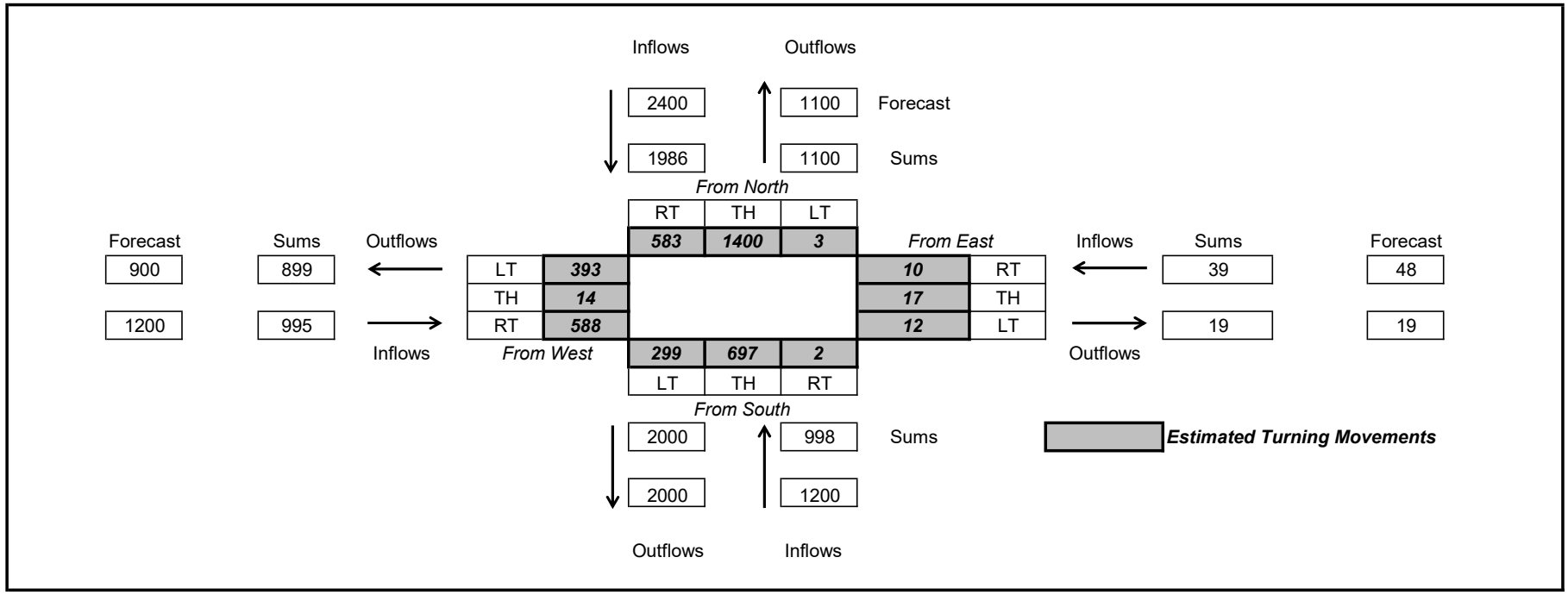
		Djf*	Djf	change
j=1		23	19	21.00%
j=2		1321	1100	20.00%
j=3		1086	900	21.00%
j=4		2418	2000	21.00%
	Totals	4848	4019	

		e	n	w	s
sixth column iteration		19	1100	900	2000
e	39	0	10	17	12
n	1986	3	0	583	1400
w	995	14	393	0	588
s	998	2	697	299	0

Iterative Method Estimated Turning Movements

	Oif*	Oif	change
i=1	39	48	-19.00%
i=2	1986	2400	-17.00%
i=3	995	1200	-17.00%
i=4	998	1200	-17.00%
Totals			

Estimated Turning Movements



VOLUME GROWTH EXPLANATION

OLD LAKE WILSON ROAD & EXCITEMENT DRIVE VOLUME GROWTH EXPLANATION

Excitement Drive

Existing PM Movements		To/From North	2030 PM Movements		2050 PM Movements	
	SBL	**19.0%**	**SBL**		**SBL**	
	2		**16**		**16**	
	6	WBR	**13**	**WBR**	**13**	**WBR**
	23	WBL	**54**	**WBL**	**54**	**WBL**
	11		**69**		**69**	
	NBR	**81.0%**	**NBR**		**NBR**	
		To/From South				

December 31, 2023 is Reunion buildout date

	2030				
AADT		K	D	PM Entering	PM Exiting
	2000	0.076	0.556	**85**	**67**

	2050				
AADT		K	D	PM Entering	PM Exiting
	2000	0.076	0.556	**85**	**67**

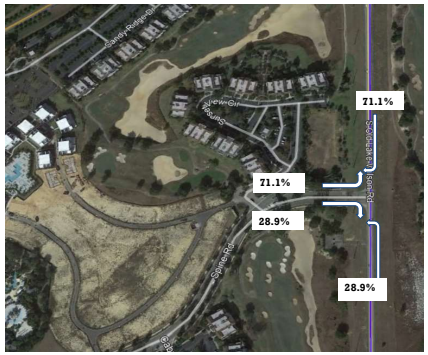
OLD LAKE WILSON ROAD & SPINE ROAD GROWTH EXPLANATION

Spine Road

		To/From North									
Existing PM Movements		**71.1%**									
		SBR			**2030 PM**			**2050 PM**			
		44				**SBR**				**SBR**	
EBR		25				**346**				**346**	
EBL		14			**EBL**	**276**		**EBL**	**276**		
		14			**EBR**	**112**		**EBR**	**112**		
		28.9%	NBL			**140**				**140**	
		To/From South				**NBL**				**NBL**	

	2030					
AADT		K	D	PM Entering	PM Exiting	
	11500	0.076	0.556	**486**	**388**	December 31, 2023 is Reunion buildout date

	2050					
AADT		K	D	PM Entering	PM Exiting	
	11500	0.076	0.556	**486**	**388**	



OLD LAKE WILSON ROAD & ASSEMBLY COURT GROWTH EXPLANATION

Assembly

Existing PM Movements		To/From North	2030 PM Movements		2050 PM Movements	
	SBL	**65.9%**	**SBL**		**SBL**	
	16		**16**		**16**	
		11 WBR		**11 WBR**		**11 WBR**
		6 WBL		**6 WBL**		**6 WBL**
	8		**8**		**8**	
	NBR	**34.1%**	**NBR**		**NBR**	
		To/From South				

2030

Zero Growth on leg, use existing PM peak hour volumes

2050

Zero Growth on leg, use existing PM peak hour volumes

OLD LAKE WILSON ROAD & FAIRFAX DRIVE/MARKER AVENUE GROWTH EXPLANATION

Fairfax Drive

Existing PM Movements

	SBR	
	28	
EBL	0	
EBR	27	
	4	
	NBL	

2030 PM Movements

		SBR
		28
EBL	**30**	
EBT	**5**	
EBR	**27**	
		4
		NBL

2050 PM Movements

		SBR
		28
EBL	**30**	
EBT	**5**	
EBR	**27**	
		4
		NBL

Volume Explanation: Zero growth is expected for the development in 2030 and 2050 but the planned signalization of this intersection will change the volume distribution for some movements at this intersection. However, the SBR and NBL volumes remain the same because It is assumed that with no change to the ability of northbound and southbound trips to enter the development, these volumes will not change. For vehicles exiting the development, more analysis is required. In the existing condition, it is assumed that a certain percentage (defined by the middle and south sections in the image and calculations below) of the development's residents desiring to travel southbound will exit right at Fairfax Drive and the rest will exit on Sinclair Road. In the existing condition, it is assumed that all residents desiring to travel northbound will exit on Sinclair Road due to the long distance to a u-turn location south of Fairfax Drive.
In the future signalized condition, it is assumed that all residents using Fairfax Avenue to turn right and travel southbound will continue to do so. It is assumed that residents in the south section will now use Fairfax Avenue to turn left and travel northbound but that all other residents will still use Sinclair road for this northbound travel. The proportion of drivers turning left out of the development is estimated from the proportions found at Spine Road. Five additional through trips are assumed as well.

Spine Proportions for Mainline		South Section	Middle Section	North Section
To/From North	**71.1%**	Existing Rights at Fairfax	Existing Rights at Fairfax	Existing Rights at Fairfax
To/From South	**28.9%**	12	15	0
		Estimated Desired Lefts	Estimated Desired Lefts	Estimated Desired Lefts
		30	0	0
		3 Estimated Desired Rights	Estimated Desired Rights	Estimated Desired Rights
		7 12	15	0

Total Homes	**577**	**100%**	
Homes Always Using Signal (South Section)	**188**	**33%**	44%
Homes Using Signal for Rights Only (Middle Section)	**239**	**41%**	56%
Homes Not Using Signal (North Section)	**150**	**26%**	

Marker Avenue

Existing PM Movements

SBL
26
14 WBR
0 WBL
8
NBR

2030 PM Movements

SBL
26 **10 WBR**
5 WBT
6 WBL
8
NBR

2050 PM Movements

SBL
26 **10 WBR**
5 WBT
6 WBL
8
NBR

Volume Explanation: Zero growth is expected for the development in 2030 and 2050 but the planned signalization of this intersection will change the volume distribution for some movements at this intersection. However, the SBL and NBR volumes remain the same because It is assumed that with no change to the ability of northbound and southbound trips to enter the development, these volumes will not change. For vehicles exiting the development, more analysis is required. In the existing condition, it is assumed that a certain percentage (defined by the image and calculations below) of the development's residents will exit at Marker Avenue and the rest will exit at Pendant Court. In the future signalized condition, it is assumed that all residents using Marker Avenue to turn right and then u-turn at Sinclair Road will now turn left at Marker Avenue. Those assumed to currently use Pendant Court to turn right and u-turn will now exit left at Marker Avenue. The proportion of drivers turning left and right out of the development is estimated from the proportions found at Spine Road. Five additional through trips are assumed as well.

Spine Proportions for Mainline

To/From North	**71.1%**
To/From South	**28.9%**

South Section Volume	North Section Estimated Volume
14	6
Estimated Desired Rights	Estimated Desired Rights
10	4
Estimated Desired Lefts	Estimated Desired Lefts
4	2

Total Homes	**197**	**100%**
Homes Always Using Signal (South Section)	**118**	**59.9%**
Homes Using Signal for Lefts Only (North Section)	**79**	**40.1%**

Subtract out the desired lefts from the NBL at Sinclair and SBT at Fairfax/Marker

OLD LAKE WILSON ROAD & SINCLAIR ROAD GROWTH EXPLANATION

Horizon West Commercial Park

Osceola County, Florida

PREPARED FOR

EastGroup Properties
Attn: Mr. Ben Rogers
2966 Commerce Park Dr, Ste 450
Orlando, FL 32819

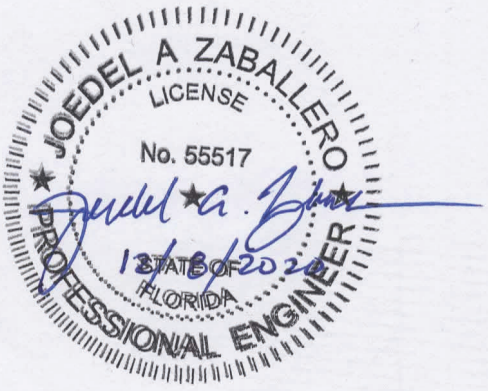
PREPARED BY

vhb

225 East Robinson Street, Suite 300
Landmark Center Two
Orlando, FL 32801
407.839.4006

December 2020

Joedel Zaballero
P.E. #55517



Trip Generation

The daily and p.m. peak hour trips were calculated based on average rates contained in the Institute of Transportation Engineers' *Trip Generation*, 10th Edition. ITE Land Use Code 154 – High Cube Transload and Short-Term Storage Warehouse was the most appropriate for the proposed development. Pass-by trips and internal capture are not applicable to the proposed site.

As shown in **Table 2**, the proposed development is expected to generate 2,100 new daily trips and 150 new PM peak hour trips (42 in, 108 out).

Table 2 : Project Trip Generation

				Total Trips [2]				
				Daily	PM Peak Hour			
ITE Code	Land Use	Size	/ Units	Trips	Total	% In	Enter	Exit
154	High-Cube Transload & Short-Term Storage Warehouse	1,500,000	/ SF	2,100	150	28%	42	108
			Total	**2,100**	**150**		**42**	**108**

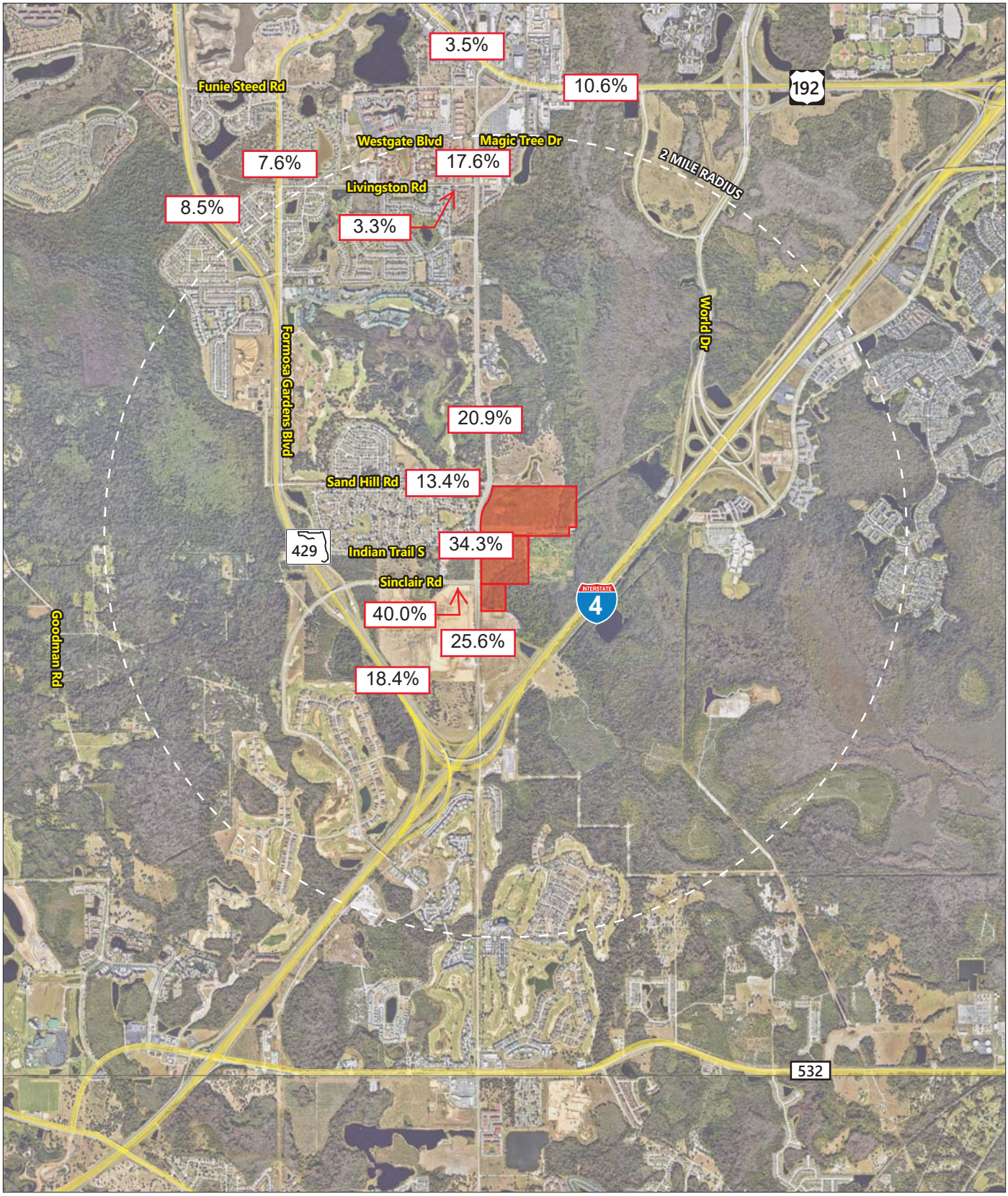
Source: Institute of Transportation (ITE) Trip Generation Manual, 10th Edition
Notes: [1] Setting location: General Urban/Suburban
[2] Trip Generation base on the on average rates, Daily = 1.4 trips/1000 SF, AM = 0.08 trips/1000 SF, PM = 0.10 trips/1000 SF.

Trip Distribution

The distribution of site generated traffic is a function of the existing roadway volumes from the traffic counts taken, surrounding land use characteristics, and proposed site access plan. Project distribution was based on a model run using the adopted CFRPMv6.1 model using 2025 socioeconomic data. A traffic analysis zone representing the proposed development was added to the model. Other surrounding TAZ's were reviewed for reasonableness. Recently approved development data was added to the existing TAZs which included Margaritaville Resort (retail, hotel, resort residential and waterpark), Niido Rental Apartments, Walmart Center on CR 545, Summerville Resort, Encore Resort at Reunion and commercial development along Champions Gate Boulevard west of Interstate 4.

The distribution of primary trips to and from the site is shown in **Figure 2** as well as **Table 1**. The Central Florida Regional Planning Model (CFRPM) version 6.1 plot can be found in **Appendix C**.

Source: Google Maps



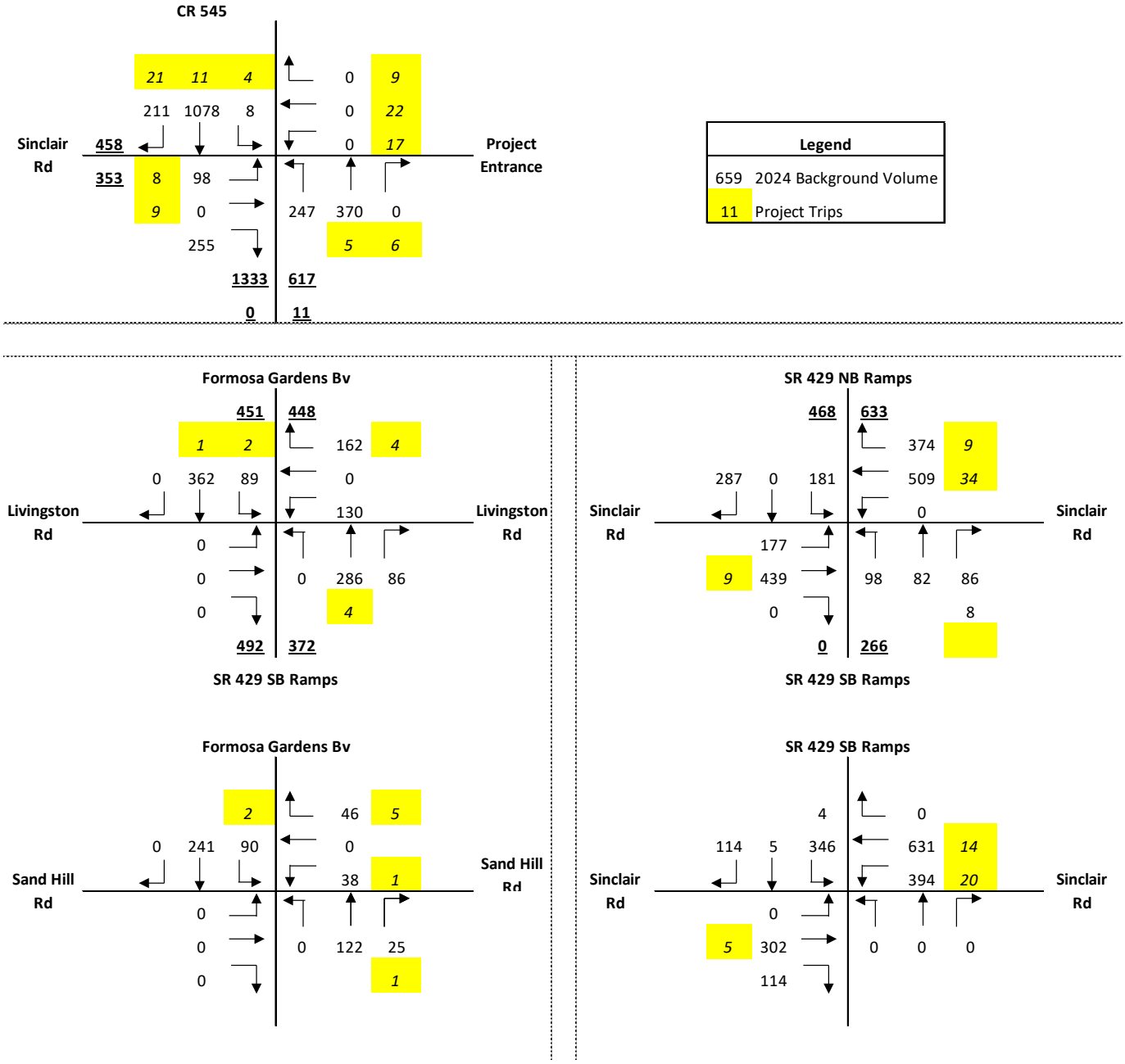
18.4% Project Trip Distribution

N.T.S.

Figure 2

Project Trip Distribution

Figure 5: 2024 Build Out PM Peak Hour Traffic Volumes (continued)

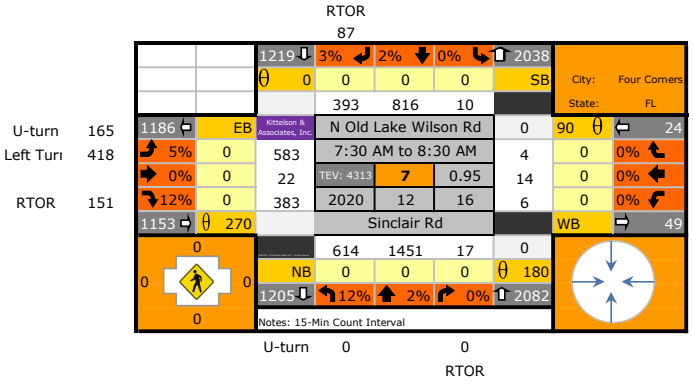


Old Lake Wilson Road and Sinclair Road – Traffic Impact Analysis (TIA) Supplementary

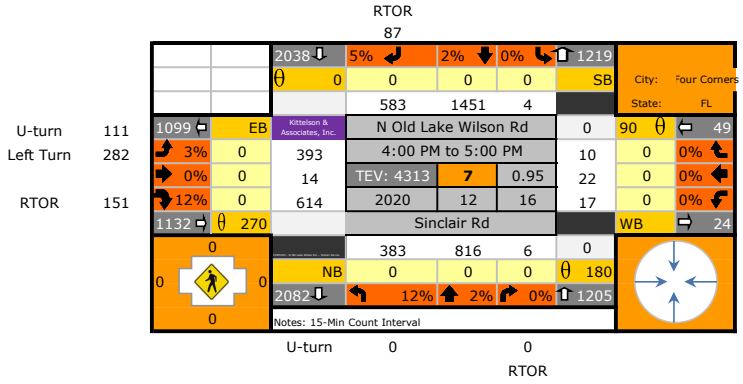
Reviewers of the PTAR noted that the ITE Land Use Code 130 (industrial park) may be more appropriate for the development than ITE LU code 154, which was identified in the TIA. The assumption that ITE LU code 130 is more appropriate for the proposed development would result in entering and exiting trips increasing by a factor of almost 4. If the entering and exiting trips to this proposed development are increased by this amount in the design year, delay and v/c ratios do increase but every movement still operates under capacity at the intersection at Sinclair Road. Therefore, even if a change in land use code was required, the build intersection configuration at Sinclair Road would still be able to accommodate that change. That being said, any revision to this TIA would be subject to the approval of Osceola County staff and is outside the bounds of this study.

The operational results of this land use change exercise are shown in the following pages of this appendix and show that the increased volumes due to potential land use change do not adversely impact operations of the intersection.

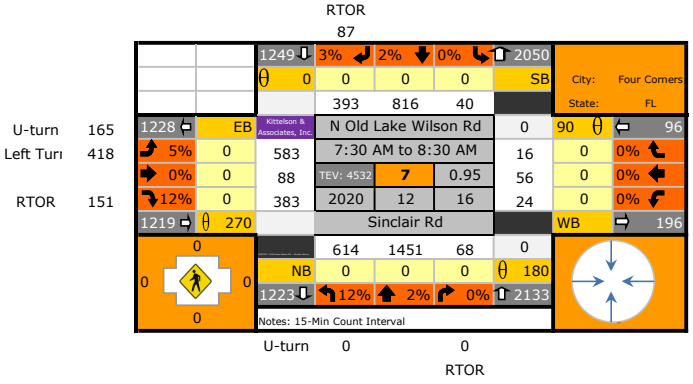
2050 AM Final Build Volumes



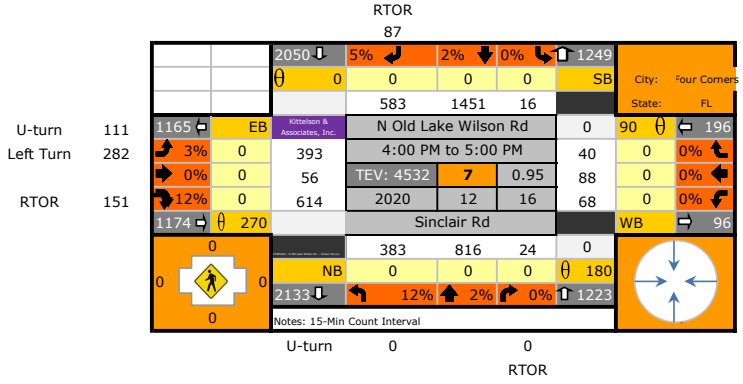
2050 PM Final Build Volumes



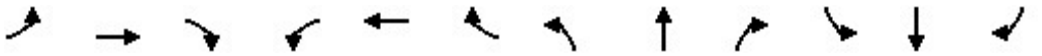
2050 AM Final Build Volumes - Sinclair Road Development Scaled Volumes



2050 PM Final Build Volumes - Sinclair Road Development Scaled Volumes



A factor of 4 was applied to each movement entering and exiting the development on the east leg in the 2050 AM and PM period.



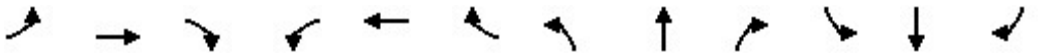
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	583	88	383	24	56	16	614	1451	68	40	816	393
Future Volume (veh/h)	583	88	383	24	56	16	614	1451	68	40	816	393
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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			Yes			No			No	
Adj Sat Flow, veh/h/ln	1826	1900	1722	1900	1900	1900	1722	1870	1900	1900	1870	1856
Adj Flow Rate, veh/h	680	0	244	25	59	17	646	1527	72	42	859	322
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	0	12	0	0	0	12	2	0	0	2	3
Cap, veh/h	727	0	1219	91	72	21	664	2144	971	169	1502	993
Arrive On Green	0.21	0.00	0.21	0.05	0.05	0.05	0.21	0.60	0.60	0.02	0.42	0.42
Sat Flow, veh/h	3478	0	2919	1810	1418	409	3182	3554	1610	1810	3554	1572
Grp Volume(v), veh/h	680	0	244	25	0	76	646	1527	72	42	859	322
Grp Sat Flow(s),veh/h/ln	1739	0	1459	1810	0	1826	1591	1777	1610	1810	1777	1572
Q Serve(g_s), s	44.2	0.0	12.2	3.1	0.0	9.5	46.4	68.8	4.3	2.0	42.3	21.8
Cycle Q Clear(g_c), s	44.2	0.0	12.2	3.1	0.0	9.5	46.4	68.8	4.3	2.0	42.3	21.8
Prop In Lane	1.00		1.00	1.00		0.22	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	727	0	1219	91	0	92	664	2144	971	169	1502	993
V/C Ratio(X)	0.94	0.00	0.20	0.27	0.00	0.82	0.97	0.71	0.07	0.25	0.57	0.32
Avail Cap(c_a), veh/h	938	0	1396	131	0	133	664	2144	971	173	1502	993
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	89.5	0.0	42.6	105.1	0.0	108.2	90.4	31.8	19.0	28.4	50.5	19.6
Incr Delay (d2), s/veh	12.5	0.0	0.0	1.6	0.0	23.3	28.0	2.0	0.1	1.1	1.6	0.9
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	28.9	0.0	8.0	2.7	0.0	8.9	29.2	38.7	3.0	1.7	26.4	19.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	101.9	0.0	42.6	106.7	0.0	131.5	118.4	33.8	19.1	29.5	52.1	20.5
LnGrp LOS	F	A	D	F	A	F	F	C	B	C	D	C
Approach Vol, veh/h		924			101			2245			1223	
Approach Delay, s/veh		86.3			125.4			57.7			43.0	
Approach LOS		F			F			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	54.0	104.0		17.9	12.5	145.5		54.1				
Change Period (Y+Rc), s	6.0	6.8		* 6.3	* 7.5	6.8		6.0				
Max Green Setting (Gmax), s	48.0	78.2		* 17	* 5.5	119.2		62.0				
Max Q Clear Time (g_c+I1), s	48.4	44.3		11.5	4.0	70.8		46.2				
Green Ext Time (p_c), s	0.0	7.7		0.2	0.0	9.3		1.8				

Intersection Summary		
HCM 6th Ctrl Delay	61.1	
HCM 6th LOS	E	

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
User approved ignoring U-Turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	393	56	614	68	88	40	383	816	24	16	1451	583
Future Volume (veh/h)	393	56	614	68	88	40	383	816	24	16	1451	583
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	1856	1900	1722	1900	1900	1900	1722	1870	1900	1900	1870	1826
Adj Flow Rate, veh/h	456	0	487	72	93	42	403	859	25	17	1527	567
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, %	3	0	12	0	0	0	12	2	0	0	2	5
Cap, veh/h	537	0	838	152	104	47	430	2228	1009	395	1848	1040
Arrive On Green	0.15	0.00	0.15	0.08	0.08	0.08	0.14	0.63	0.63	0.02	0.52	0.52
Sat Flow, veh/h	3534	0	2919	1810	1239	560	3182	3554	1610	1810	3554	1547
Grp Volume(v), veh/h	456	0	487	72	0	135	403	859	25	17	1527	567
Grp Sat Flow(s),veh/h/ln	1767	0	1459	1810	0	1799	1591	1777	1610	1810	1777	1547
Q Serve(g_s), s	28.9	0.0	32.8	8.7	0.0	17.1	28.8	27.4	1.4	0.8	83.2	43.7
Cycle Q Clear(g_c), s	28.9	0.0	32.8	8.7	0.0	17.1	28.8	27.4	1.4	0.8	83.2	43.7
Prop In Lane	1.00		1.00	1.00		0.31	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	537	0	838	152	0	151	430	2228	1009	395	1848	1040
V/C Ratio(X)	0.85	0.00	0.58	0.47	0.00	0.89	0.94	0.39	0.02	0.04	0.83	0.55
Avail Cap(c_a), veh/h	538	0	839	179	0	178	484	2228	1009	618	1848	1040
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	95.0	0.0	70.2	100.5	0.0	104.3	98.5	21.1	16.3	16.0	46.5	19.5
Incr Delay (d2), s/veh	12.2	0.0	1.0	0.9	0.0	33.3	23.5	0.5	0.0	0.1	4.4	2.1
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	20.5	0.0	18.3	7.6	0.0	14.6	19.3	17.2	0.9	0.6	47.4	33.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	107.2	0.0	71.2	101.4	0.0	137.6	122.0	21.6	16.3	16.1	50.8	21.6
LnGrp LOS	F	A	E	F	A	F	F	C	B	B	D	C
Approach Vol, veh/h		943			207			1287			2111	
Approach Delay, s/veh		88.6			125.0			52.9			42.7	
Approach LOS		F			F			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	37.1	126.4		25.6	12.5	151.0		40.9				
Change Period (Y+Rc), s	6.0	6.8		* 6.3	* 7.5	6.8		6.0				
Max Green Setting (Gmax), s	35.0	112.2		* 23	* 33	112.4		35.0				
Max Q Clear Time (g_c+I1), s	30.8	85.2		19.1	2.8	29.4		34.8				
Green Ext Time (p_c), s	0.2	15.8		0.2	0.0	3.9		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		58.9	
HCM 6th LOS		E	

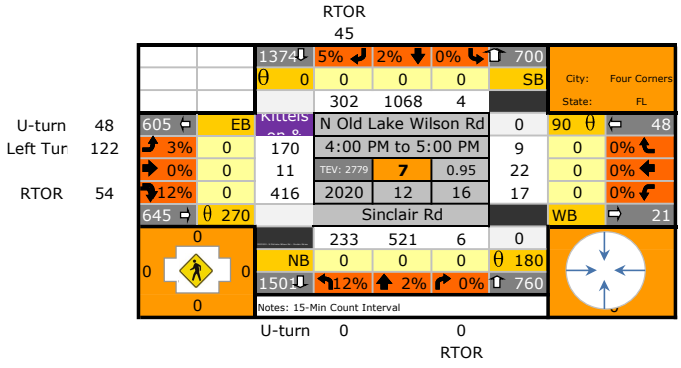
Notes

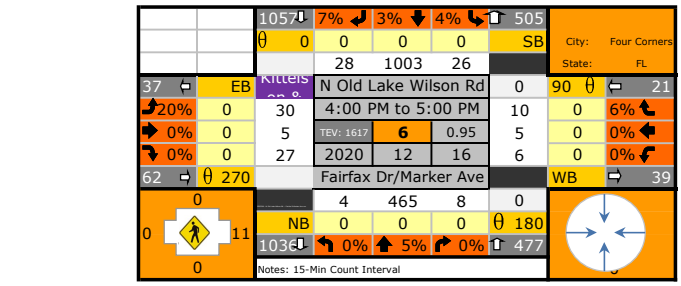
User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
User approved ignoring U-Turning movement.

TRAFFIC FORECAST VOLUMES

2030 PM RAW TRAFFIC FORECAST VOLUMES

2030 PM No Build Raw Volumes





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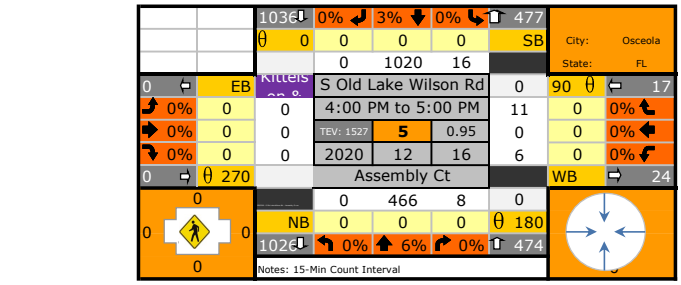
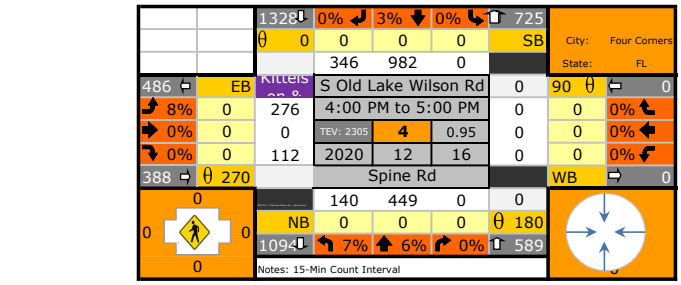


302 -251



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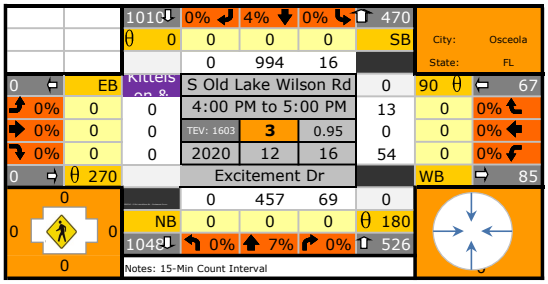
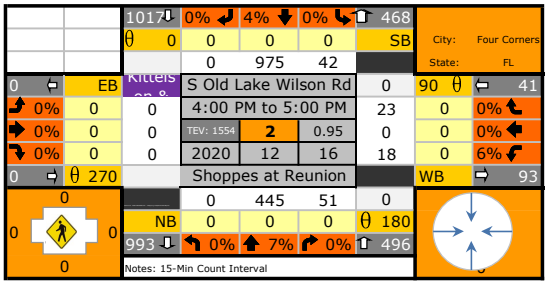
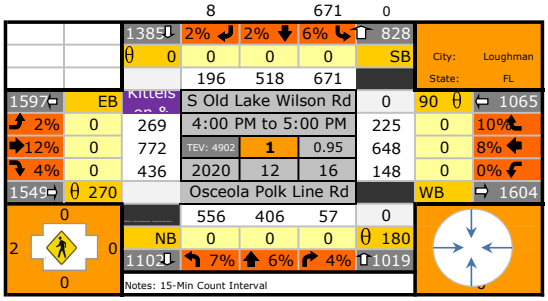


-31 58



392 -332

RTOR 8 Left Tur 671 U-turn 0



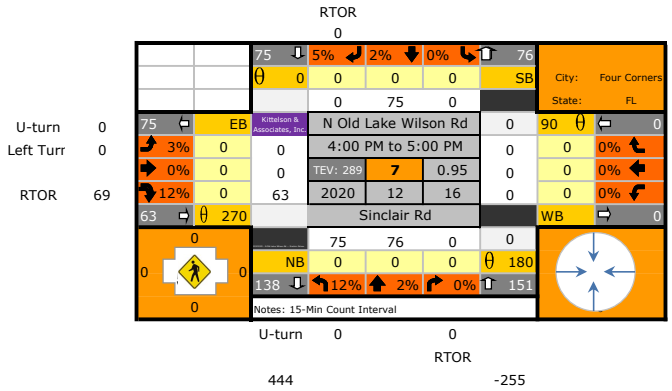
U-turn 72 Left Tur 197 RTOR 147

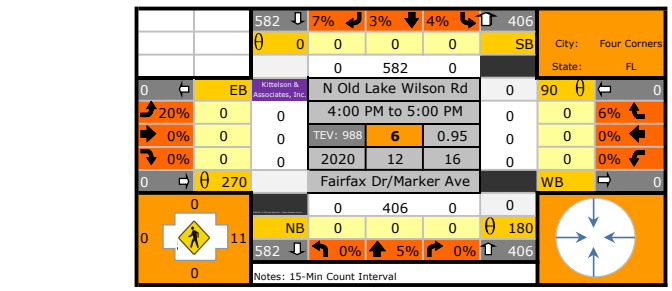
109 RTOR 104 Left Turn 44 U-turn

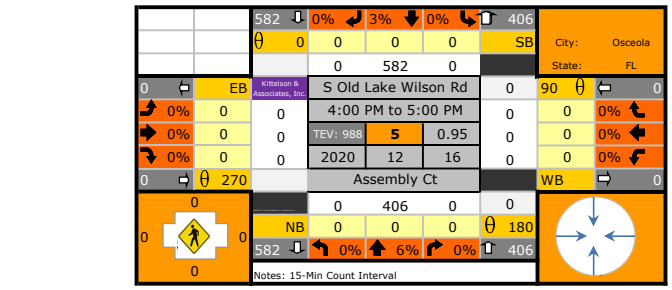
U-turn 0 3 RTOR

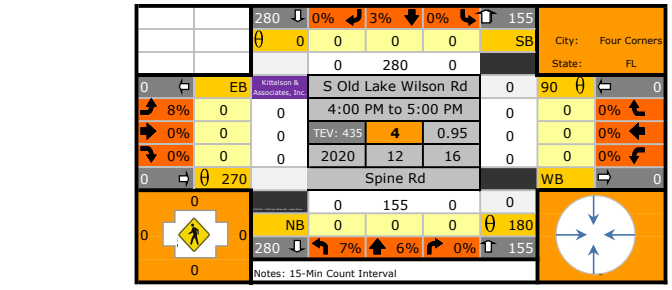
2030 PM TRAFFIC FORECAST VOLUME ADJUSTMENTS

2030 PM No Build Volume Adjustments









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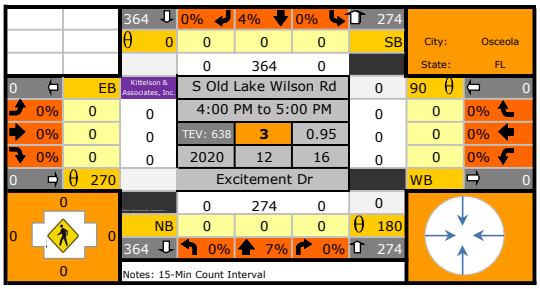

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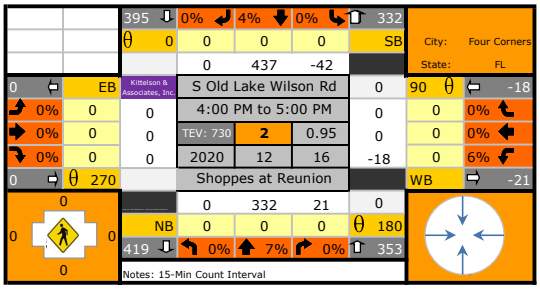
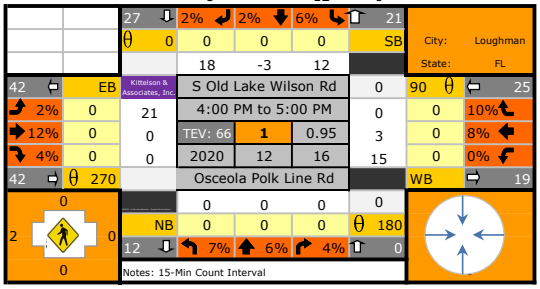


-392 332

RTOR Left Turr U-turn
-8 12 0



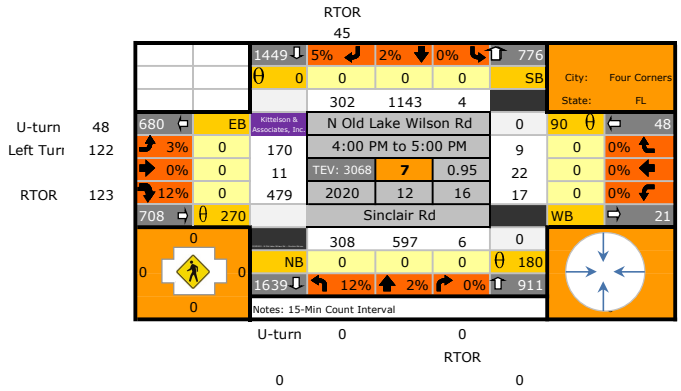
U-turn 0
Left Turr 21
RTOR 147

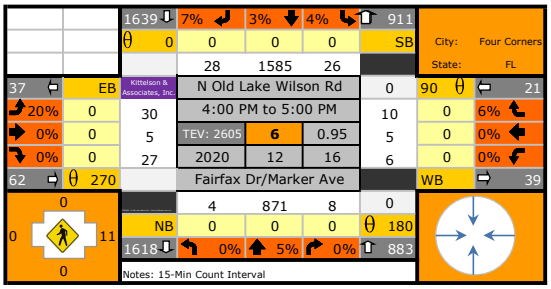
109 RTOR
7 Left Turn
8 U-turn

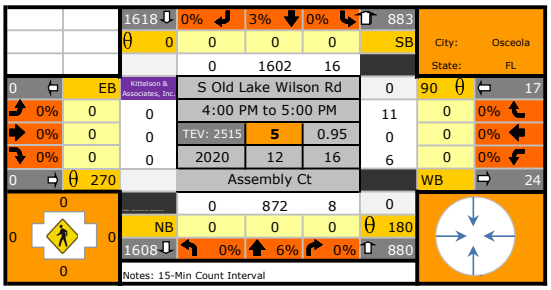
U-turn 0 3 RTOR

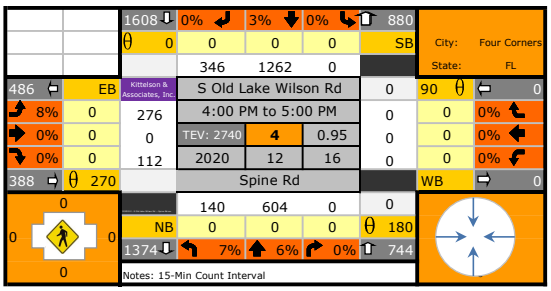
2030 PM FINAL TRAFFIC FORECAST VOLUMES

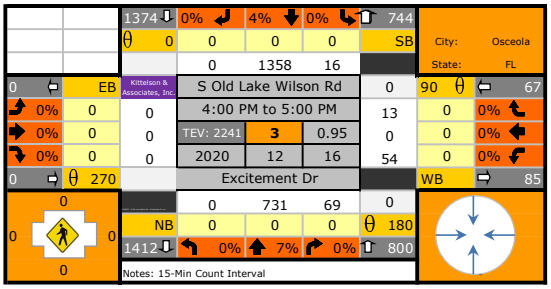
2030 PM No Build Final Volumes











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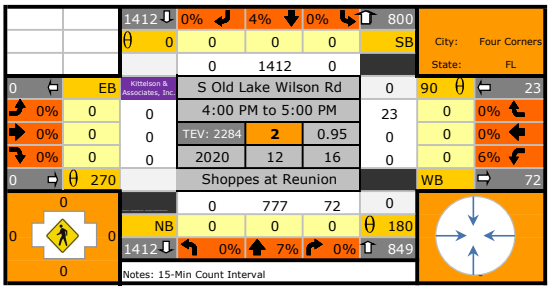
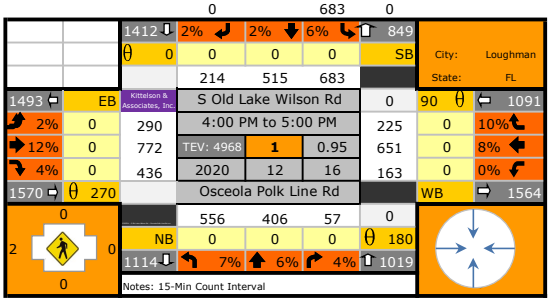


0 0

RTOR Left Turr U-turn

0 683 0



U-turn 72
Left Turı 218
RTOR 231

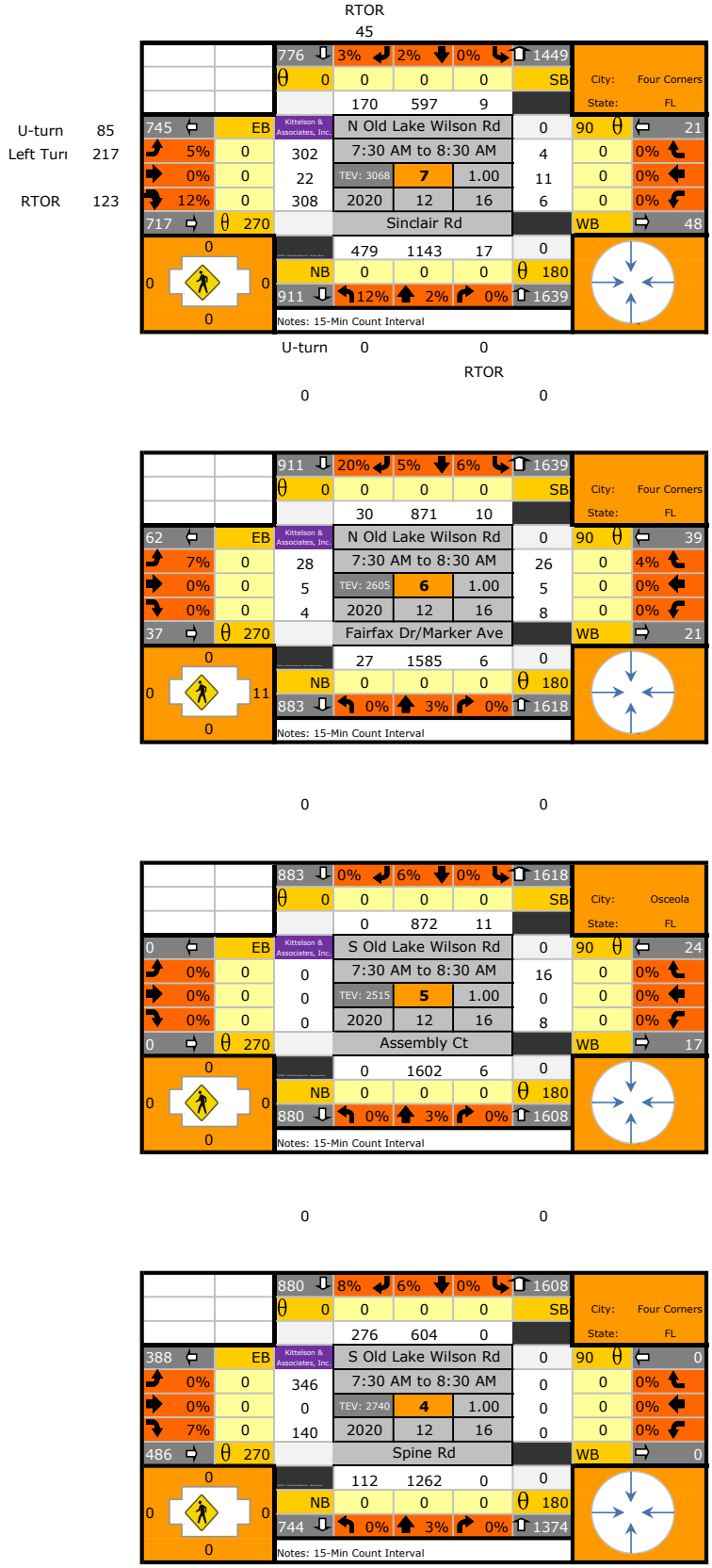
139 RTOR
111 Left Turn
52 U-turn

U-turn 0 6 RTOR

Half of No Build SBU Rerouted to Shoppes Entrance on East Leg of CR 532 (Due to SBU restriction in Build) **21**

2030 AM FINAL TRAFFIC FORECAST VOLUMES

2030 AM No Build Final Volumes



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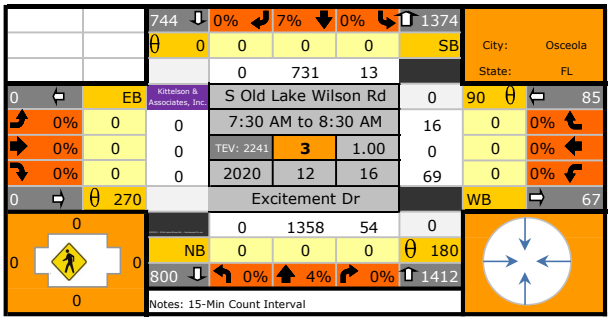

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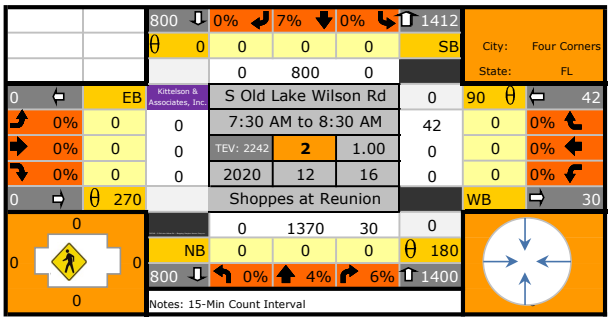
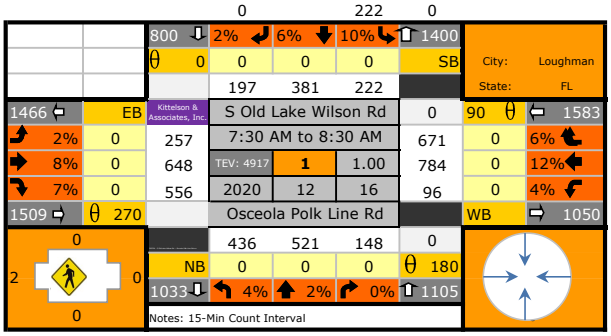


0 0

RTOR Left Turr U-turn

0 222 0



Half of No Build SBU Rerouted to Shoppes Entrance on East Leg of CR 532 (Due to SBU restriction in Build) **11**

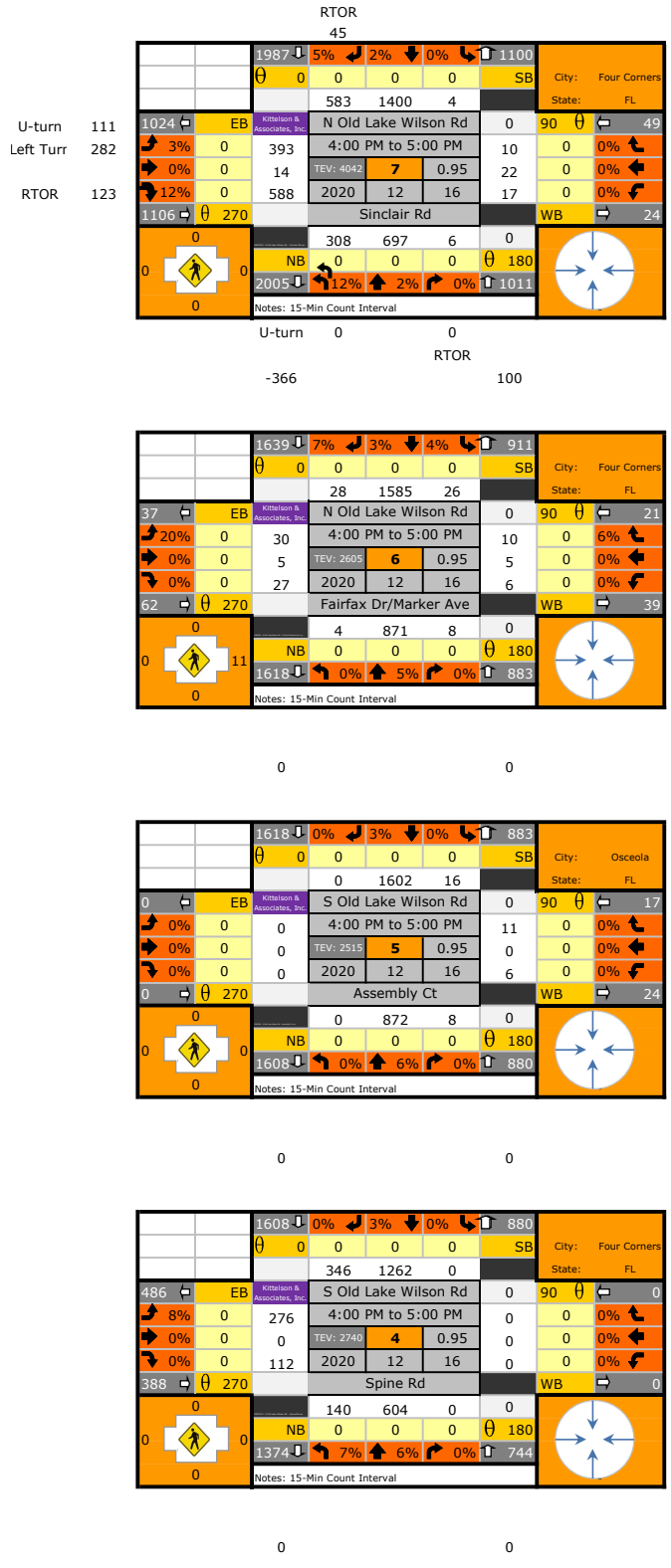
U-turn 49
Left Turı 208
RTOR 231

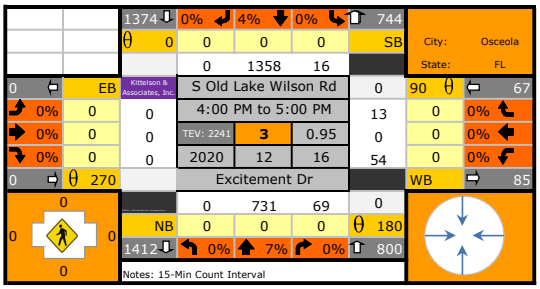
139 RTOR
64 Left Turn
32 U-turn
15

U-turn 0 6 RTOR

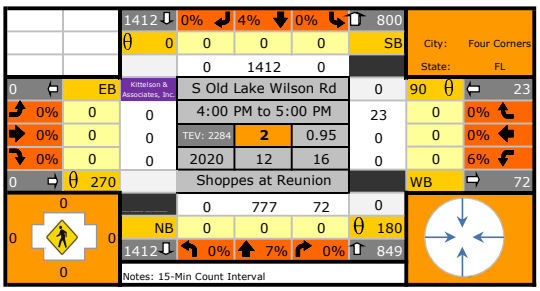
2050 PM RAW TRAFFIC FORECAST VOLUMES

2050 PM No Build Raw Volumes





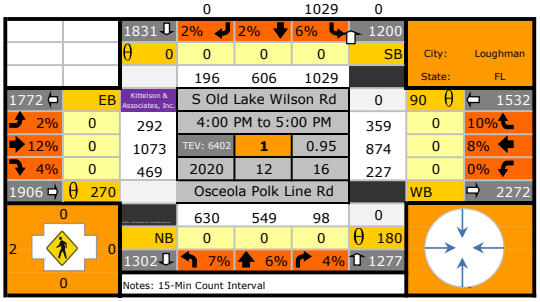
0 0



419 -351

RTOR Left Turr U-turn

0 1029 0



U-turn 72

Left Turr 220

RTOR 231

139 RTOR

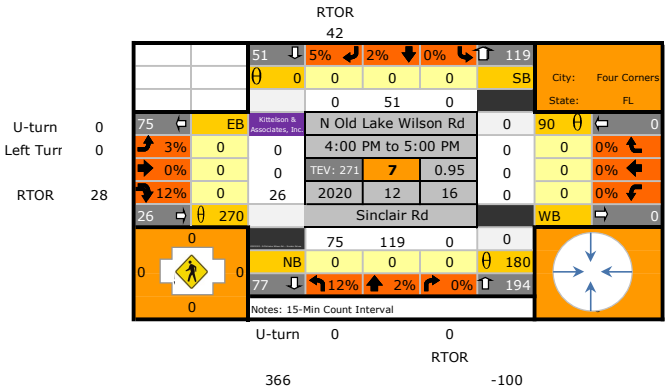
155 Left Turn

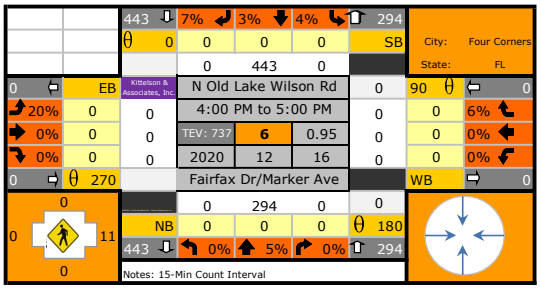
72 U-turn

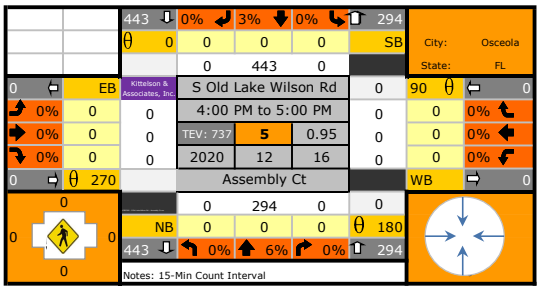
U-turn 0 6 RTOR

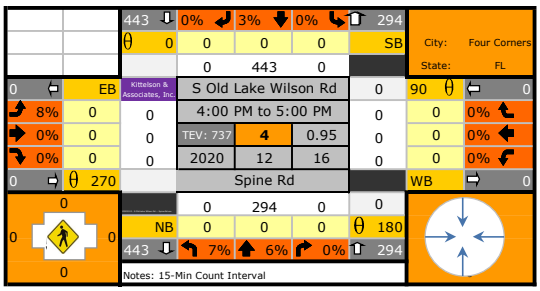
2050 PM TRAFFIC FORECAST VOLUME ADJUSTMENTS

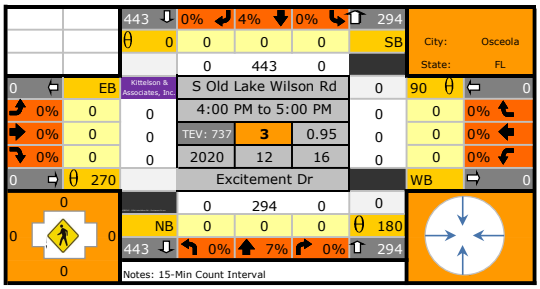
2050 PM No Build Volume Adjustments



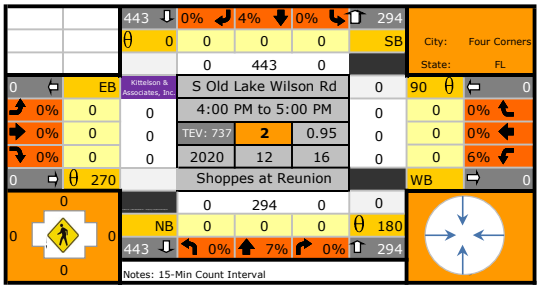






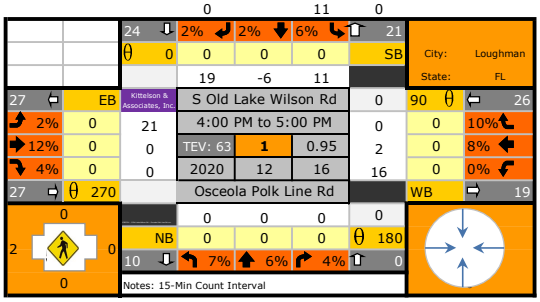


0 0



-419 273

RTOR Left Turr U-turn
0 11 0

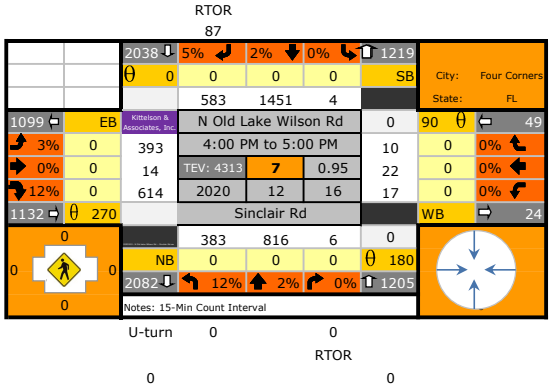


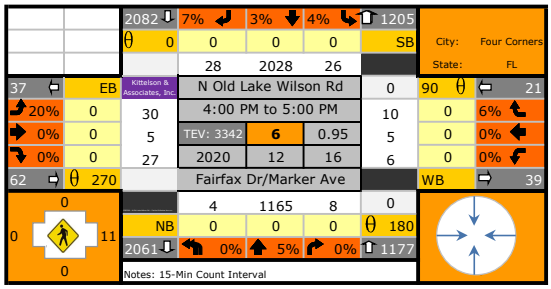
U-turn 6
Left Turr 15
RTOR 17

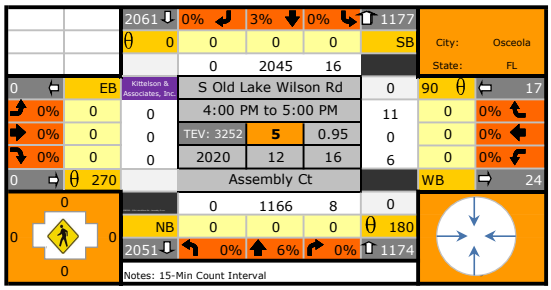
U-turn 0 5 RTOR

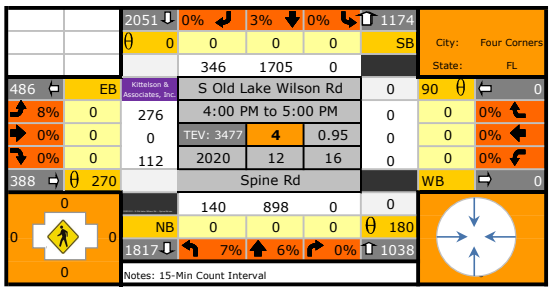
2050 PM FINAL TRAFFIC FORECAST VOLUMES

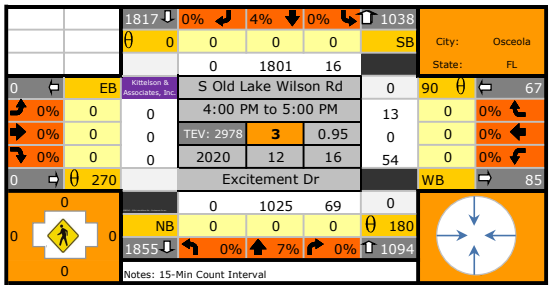
2050 PM No Build Final Volumes

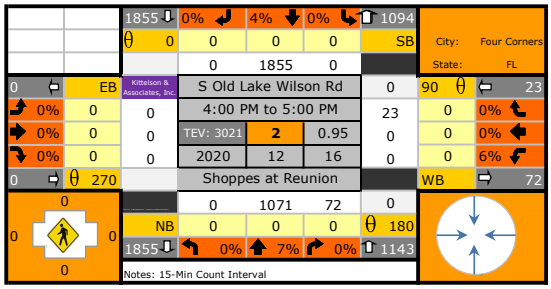


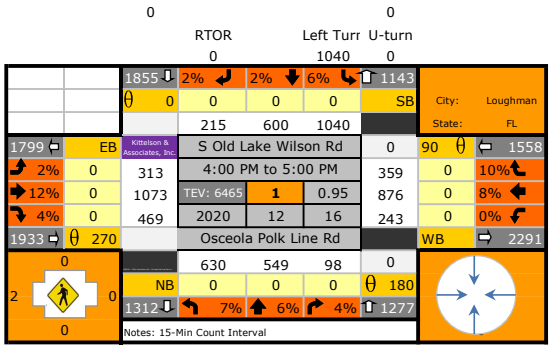












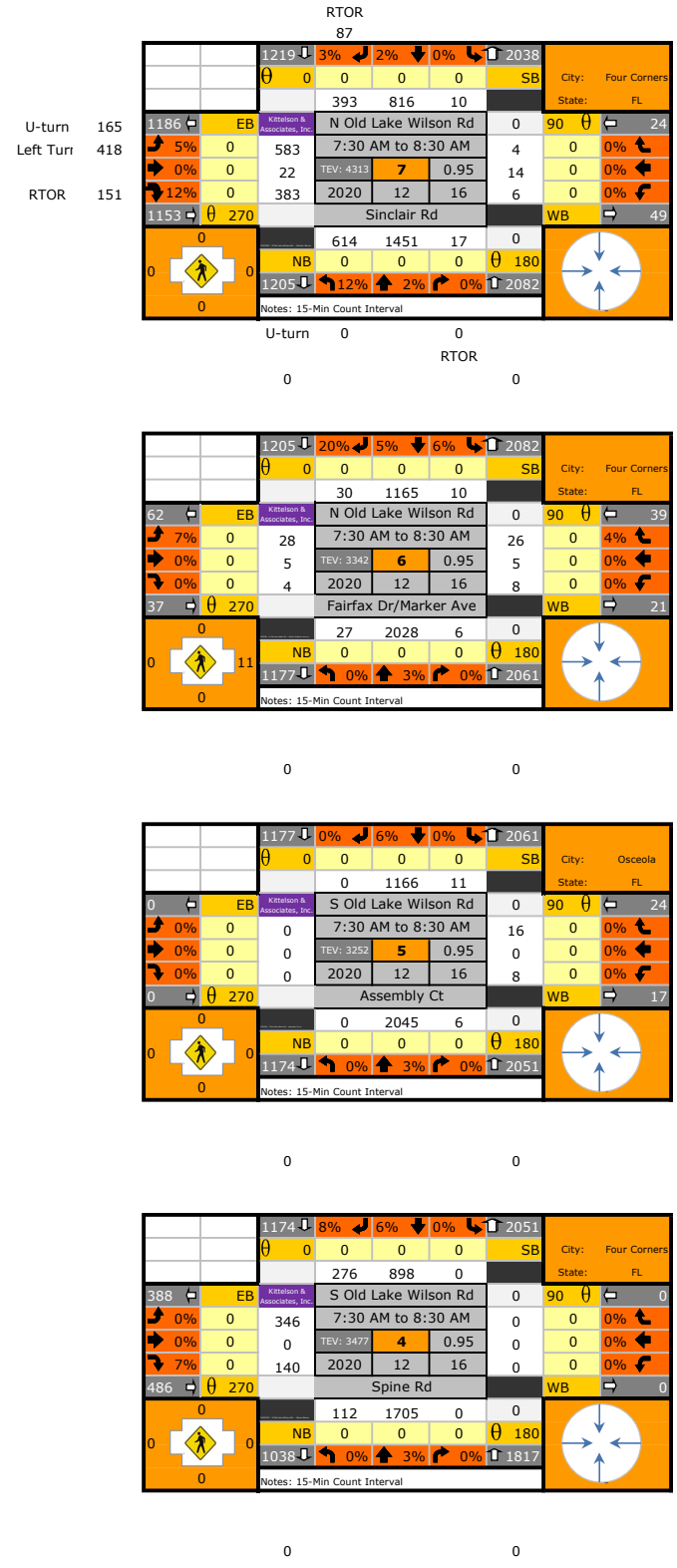
U-turn 78
Left Turn 235
RTOR 248

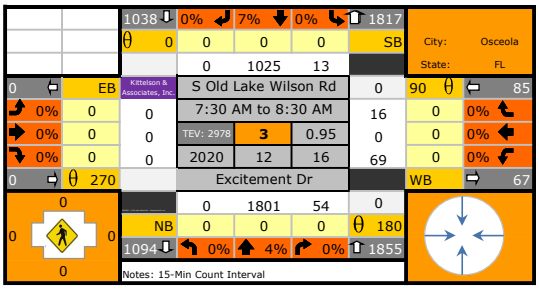
222 RTOR
163 Left Turn
80 U-turn

Half of No Build SBU Rerouted to Shoppes Entrance on East Leg of CR 532 (Due to SBU restriction in Build) **21**

2050 AM FINAL TRAFFIC FORECAST VOLUMES

2050 AM Final No Build Volumes




1038 0% 7% 0% 1817
0 0 0 0 SB
City: Osceola
State: FL
0 0 1025 13
0 EB Kittelson & Associates, Inc. S Old Lake Wilson Rd 0 90 85
0% 0 0 7:30 AM to 8:30 AM 16 0 0%
0% 0 0 TEV: 2978 3 0.95 0 0 0%
0% 0 0 2020 12 16 69 0 0%
0 270 Excitement Dr WB 67
0 1801 54 0
NB 0 0 0 180
1094 0% 4% 0% 1855
Notes: 15-Min Count Interval
0 0 0 0
0 0
1094 0% 7% 0% 1855
0 0 0 0 SB
City: Four Corners
State: FL
0 1094 0
0 EB Kittelson & Associates, Inc. S Old Lake Wilson Rd 0 90 42
0% 0 0 7:30 AM to 8:30 AM 42 0 0%
0% 0 0 TEV: 2979 2 0.95 0 0 0%
0% 0 0 2020 12 16 0 0 0%
0 270 Shoppes at Reunion WB 30
0 1813 30 0
NB 0 0 0 180
1094 0% 4% 6% 1843
Notes: 15-Min Count Interval
0 0 0 0
0 0
RTOR Left Turn U-turn
0 353 0
1094 2% 6% 10% 1843
0 0 0 0 SB
City: Loughman
State: FL
216 525 353
U-turn 49 1817 EB Kittelson & Associates, Inc. S Old Lake Wilson Rd 0 90 2299
Left Turn 208 2% 0 257 7:30 AM to 8:30 AM 1029 0 6% 222 RTOR
8% 0 874 TEV: 6408 1 0.95 1083 0 12% 11
RTOR 248 7% 0 630 2020 12 16 139 0 4% 91 Left Turn
1810 270 Osceola Polk Line Rd WB 1502 48 U-turn
0 469 606 227 0
2 0 NB 0 0 0 180
1294 4% 2% 0% 1302
Notes: 15-Min Count Interval
0 0
U-turn 0 11 RTOR
Half of No Build SBU Rerouted to Shoppes Entrance on East Leg of CR 532 (Due to SBU restriction in Build)

APPENDIX P – FUTURE NO-BUILD INTERSECTION IMPROVEMENTS

Contained in this Appendix –

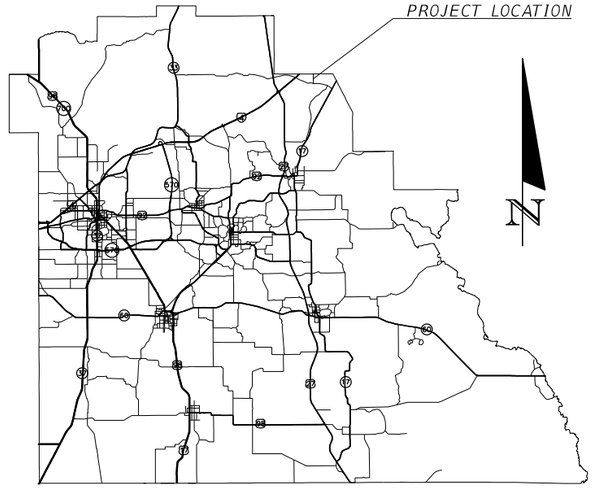
- Old Lake Wilson Road & Osceola Polk Line Road (C.R. 532) Intersection Improvements
- Old Lake Wilson Road & Shoppes at Reunion Intersection Improvements
- Old Lake Wilson Road & Fairfax Drive/Marker Avenue Intersection Improvement
- Old Lake Wilson Road Sinclair Road Intersection Improvements

OLD LAKE WILSON ROAD & OSCEOLA POLK LINE ROAD (C.R. 532) INTERSECTION IMPROVEMENTS

POLK COUNTY
ROADS AND DRAINAGE DIVISION

LAKE WILSON ROAD RECONSTRUCTION
FROM C.R. 54 TO NORTH OF C.R. 532
COUNTY PROJECT NO. 0600013

SIGNING AND PAVEMENT MARKING PLANS



INDEX OF SIGNING AND PAVEMENT MARKING PLANS

SHEET NO.	SHEET DESCRIPTION
S-1	KEY SHEET
S-2 THRU S-5	TABULATION OF QUANTITIES
S-6	GENERAL NOTES
S-7 THRU S-28	SIGNING AND PAVEMENT MARKING PLANS
S-29	GUIDE SIGN WORKSHEET
S-30 THRU S-32	SIGN CROSS SECTION

NATHAN J. POOLE
LICENSE
No 79444
STATE OF
FLORIDA
PROFESSIONAL ENGINEER

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY

ON THE DATE ADJACENT TO THE SEAL

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SIGNING AND PAVEMENT MARKING PLANS ENGINEER OF RECORD:

NATHAN J. POOLE, P.E., LICENSE NO.: 79444
VIBE
700 CENTRAL AVENUE
SUITE 302
ST. PETERSBURG, FL 33701
(727) 317-4967

CERTIFICATE OF AUTHORIZATION NO.: 30322

POLK COUNTY PROJECT MANAGER

ANGELA SPIELER, P.E., LICENSE NO. 55332
3000 SHEFFIELD ROAD
PROJECT MANAGEMENT SECTION
WINTER HAVEN, FL 33880
(863) 535-2200

PHASE III SUBMITTAL
MARCH 2020

SHEET NO.
P-3
S-1

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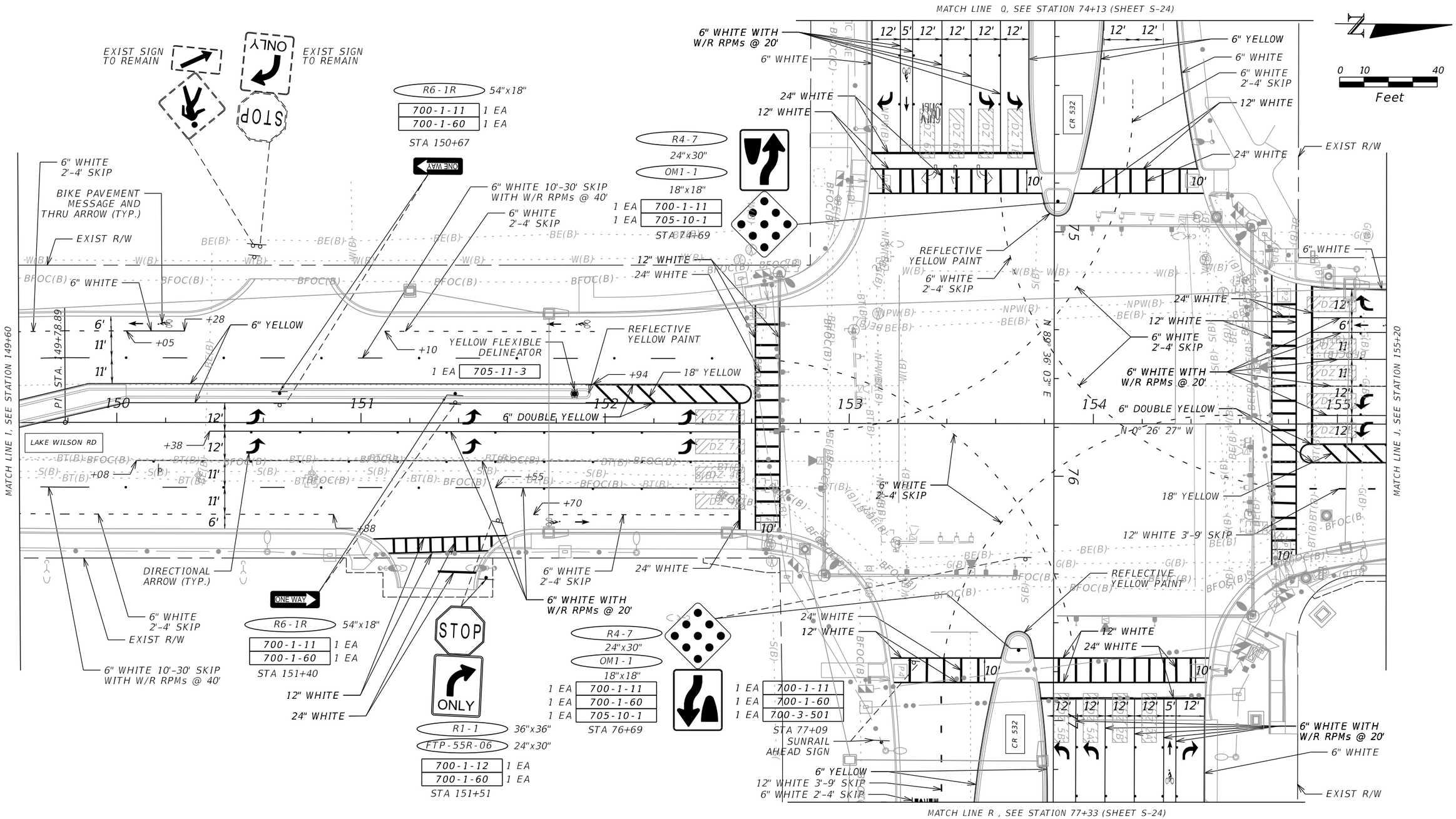

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REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

NATHAN J. POOLE, P.E.
P.E. LICENSE NUMBER 79444
VIBE
700 CENTRAL AVE
SUITE 302
ST. PETERSBURG, FL 33701

STATE OF FLORIDA
POLK COUNTY

ROAD NO.	COUNTY	PROJECT ID.
	OSCEOLA	0600013

SIGNING AND PAVEMENT MARKING PLANS (10)

SHEET NO.
P-4
S-16

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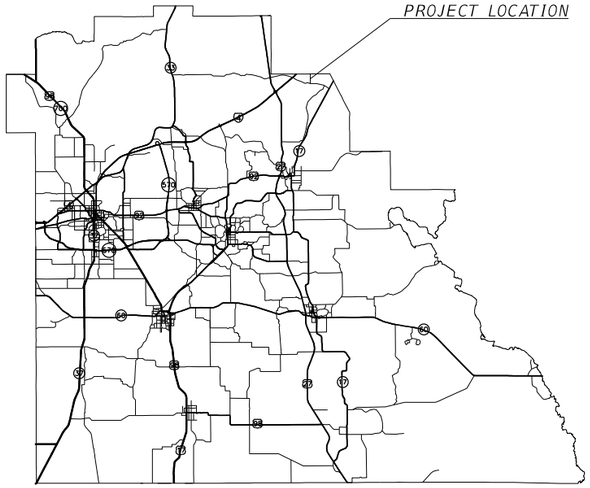
POLK COUNTY
ROADS AND DRAINAGE DIVISION

LAKE WILSON ROAD RECONSTRUCTION
FROM C.R. 54 TO NORTH OF C.R. 532
COUNTY PROJECT NO. 0600013

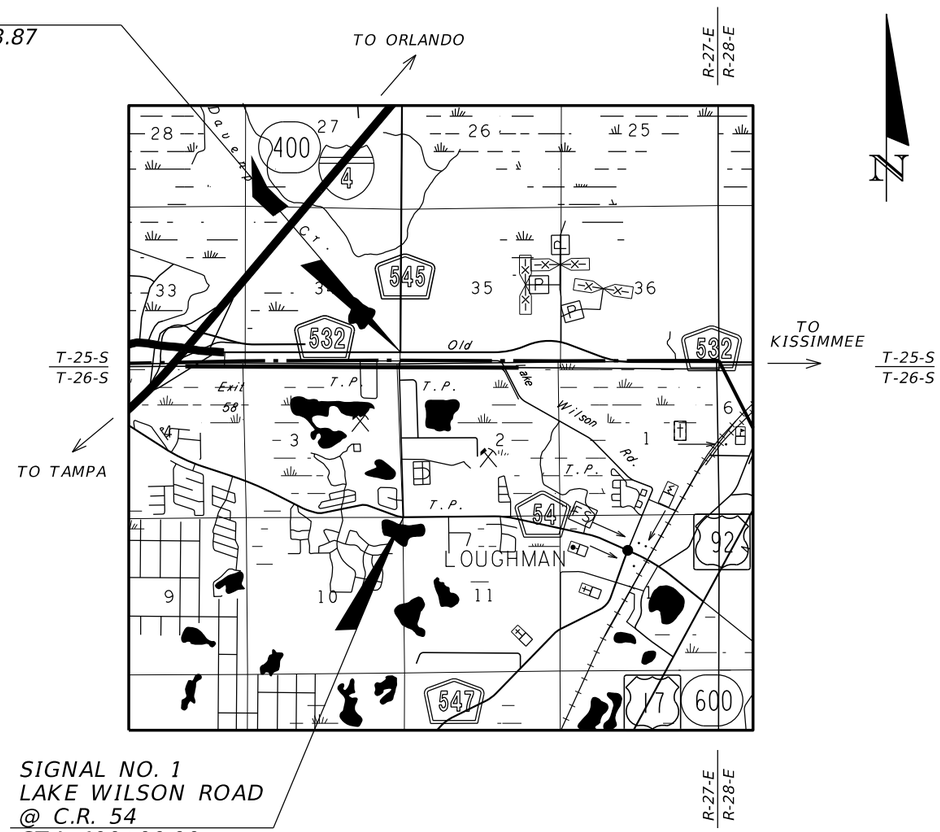
SIGNALIZATION PLANS



INDEX OF SIGNALIZATION PLANS

SHEET NO.	SHEET DESCRIPTION
T-1	KEY SHEET
T-2	SIGNATURE SHEET
T-3	TABULATION OF QUANTITIES
T-4	GENERAL NOTES
T-5 THRU T-6	SIGNALIZATION PLAN
T-7	SIGNAL TIMING DETAILS
T-8 THRU T-10	INTERSECTION CORNER DETAILS
T-11	GUIDE SIGN WORKSHEET
T-12	STANDARD MAST ARM TABULATION
T-13	STANDARD MAST ARM ASSEMBLIES DATA TABLE
T-14 THRU T-15	REPORT OF CORE BORINGS

SIGNAL NO. 2
LAKE WILSON ROAD
@ C.R. 532
STA. 153+83.87



SIGNAL NO. 1
LAKE WILSON ROAD
@ C.R. 54
STA. 100+00.00

N

SIGNALIZATION PLANS ENGINEER OF RECORD:

NATHAN J. POOLE, P.E., LICENSE NO.: 79444
VIBE
700 CENTRAL AVENUE
SUITE 302
ST. PETERSBURG, FL 33701
(727) 317-4967

POLK COUNTY PROJECT MANAGER

ANGELA SPIELER, P.E., LICENSE NO. 55332
3000 SHEFFIELD ROAD
PROJECT MANAGEMENT SECTION
WINTER HAVEN, FL 33880
(863) 535-2200

PHASE III SUBMITTAL
MARCH 2020

SHEET NO.
P-5
T-1

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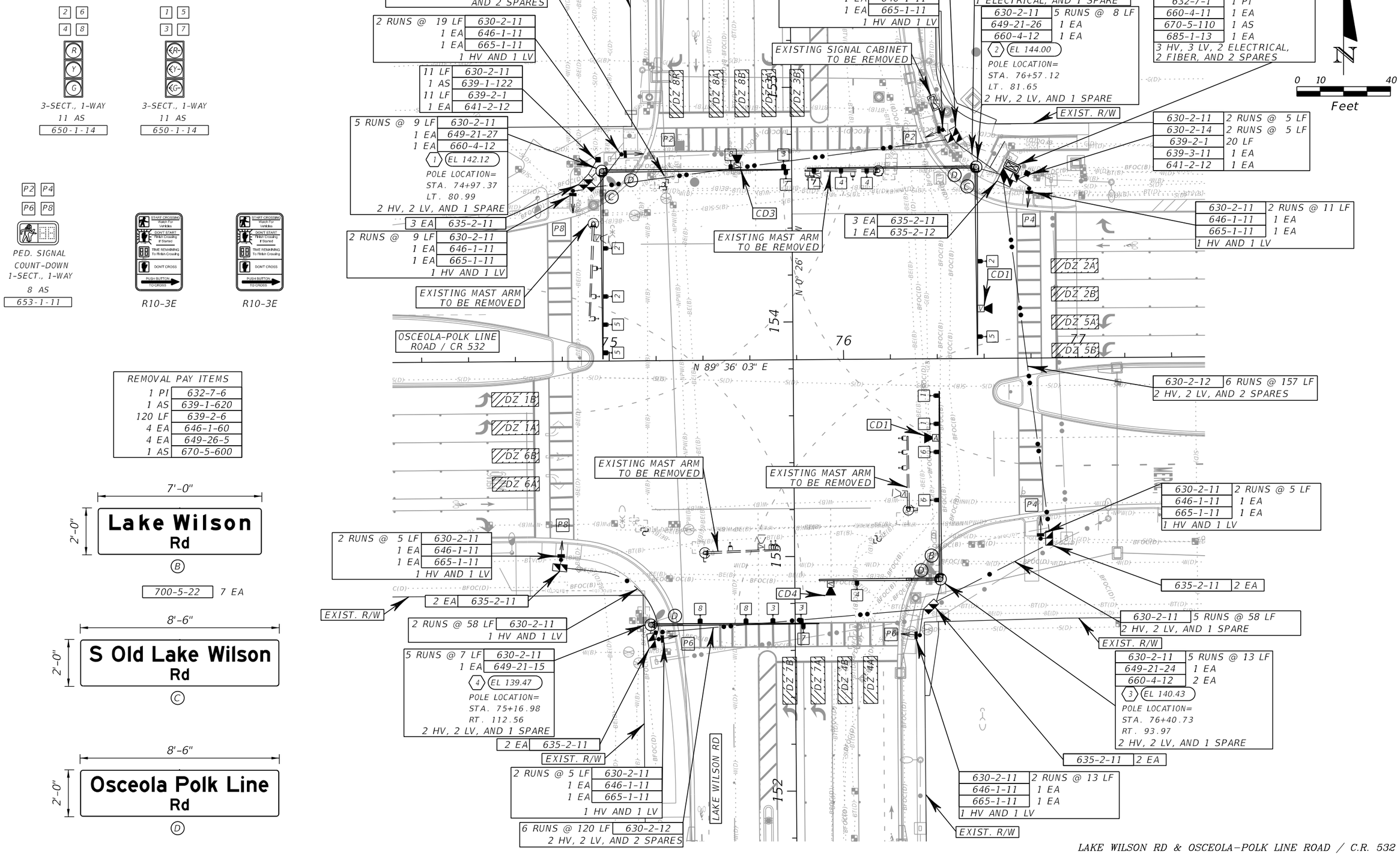


LAKE WILSON RD & OSCEOLA-POLK LINE ROAD / C.R. 532

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

NATHAN J. POOLE, P.E.
P.E. LICENSE NUMBER 79444
VIBE
700 CENTRAL AVE
SUITE 302
ST. PETERSBURG, FL 33701

STATE OF FLORIDA
POLK COUNTY

ROAD NO.	COUNTY	PROJECT ID.
CR 532	OSCEOLA	0600013

SIGNALIZATION PLAN (2)

SHEET NO. P-6 T-6

CONTROLLER OPERATIONS NOTES:

1. MAJOR STREET IS RONALD REAGAN PKWY, MOVEMENTS 2 AND 6. MINOR STREET IS LAKE WILSON RD AND PRIVATE DRIVEWAY, MOVEMENTS 4 AND 8.
2. MODIFIED SIGNAL OPERATING PLAN NO. 9 WITH THE FOLLOWING:
   - (A) CONCURRENT/ACTUATED PEDESTRIANS FOR MOVEMENTS 2 (P2) AND 4 (P4).
   - (B) MOVEMENTS 2 AND 6 SHALL FLASH YELLOW AND ALL OTHER MOVEMENTS SHALL FLASH RED DURING FLASH OPERATION.
   - (C) PROGRAM PHASE 2R AS OVERLAP A TO COME UP WITH PHASE 8 WITH 10 SECONDS OF MINIMUM GREEN, 4.9 SECONDS OF YELLOW, AND 2.0 SECONDS OF ALL RED.
   - (D) PROGRAM PHASE 8R AS OVERLAP B TO COME UP WITH PHASE 1 WITH 5 SECONDS OF MINIMUM GREEN, 4.9 SECONDS OF YELLOW, AND 2.0 SECONDS OF ALL RED.
   - (E) PROGRAM A START-UP DELAY OF 2 SECONDS FOR THE FLASHING YELLOW ARROW ON MOVEMENT 1 (RELATIVE TO THE OPPOSING THROUGH MOVEMENT).
   - (F) PROGRAM RED REVERT DETECTION PARAMETERS SO THAT WHEN MOVEMENTS 2 AND 6 ARE ACTIVE, CALLS FOR MOVEMENT 1 SHALL TERMINATE MOVEMENTS 2 AND 6 SIMULTANEOUSLY BEFORE SERVICING MOVEMENT 1 IN THE ABSENCE OF DEMAND ON MOVEMENTS 4 AND 8. USE 3 SECONDS FOR RED REVERT INTERVAL.
   - (G) SIGNAL TIMINGS PROVIDED ARE INITIAL AND MAY REQUIRE ADJUSTMENT BY THE COUNTY.

CONTROLLER TIMINGS

MOVEMENT NUMBER (CONTROLLER PHASE)	1	2	3	4	5	6	7	8
DIRECTION	EBL	WB		NB		EB		SB
TURN TYPE	PROT /PERM							
MINIMUM GREEN	5	10		5		10		10
EXTENSION	3	5		3		5		3
YELLOW CLEARANCE	4.9	4.9		3.4		4.9		4.9
ALL RED	3.0	2.0		3.0		2.0		2.7
MAXIMUM GREEN 1	38	35		15		73		57
MAXIMUM GREEN 2								
MAX LIMIT								
ADJUST BY								
PEDESTRIAN WALK		7		7				
PED. CLEARANCE		28		31				
DETECTOR MEMORY								
DET. CROSS SWITCH	YES							
DUAL ENTRY		ON				ON		
RECALL		MIN				MIN		

DETECTORS FOR LOOPS

LOOP	NO. OF LOOPS	NO. OF NEW DETS.	CHANNEL NO.	DELAY TIME (SEC)
L-1	1	1	1	0
L-6	2		2	0
L-2L	1	1	1	0
L-			2	0
L-2	2	1	1	0
L-2R	2		2	0
L-8L	2	1	1	0
L-8R	1		2	8
L-				
L-				

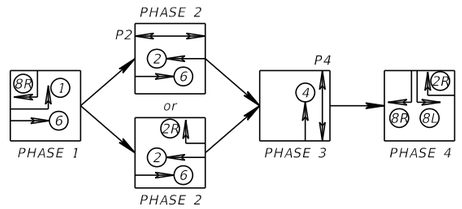
DELAY TIME IS INITIAL AND MAY REQUIRE FIELD ADJUSTING AS DIRECTED BY THE COUNTY.

VIDEO VEHICLE DETECTION ASSIGNMENTS

CAMERA DETECTOR	DETECTION ZONE	DELAY TIME (SEC)
CD1	DZ 4	8

DELAY TIME IS INITIAL AND MAY REQUIRE FIELD ADJUSTING AS DIRECTED BY THE COUNTY.

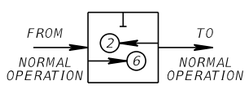
MODIFIED S.O.P. 9



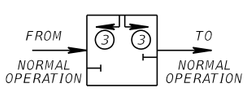
PRE-EMPTION TIMINGS

PREEMPTION TIMING PLAN	1	2	3 (E-W)	4 (S)	5	6
PRIORITY			6	6		
DELAY BEFORE PREMPTION (SEC)			10	10		
MINIMUM GREEN BEFORE PREMPTION (SEC)			*	*		
LOCK CALL			OFF	OFF		
MAXIMUM PRESENCE (SEC)			120	120		
YELLOW CLEARANCE (SEC)			**	**		
ALL RED CLEARANCE (SEC)			**	**		
DWELL PHASES			2 & 6	8		
MINIMUM DWELL (SEC)			10	10		
YELLOW CLEARANCE			**	**		
ALL RED CLEARANCE			**	**		
EXIT PHASES			2 & 6	2 & 6		

PRE-EMPTION PLAN #1



PRE-EMPTION PLAN #2



* ENTRY INTO PREEMPTION SHALL NOT VIOLATE MINIMUM GREEN OR PEDSTRIAN CLEARANCE INTERVALS.

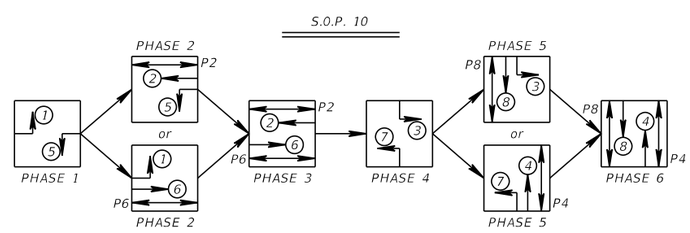
** YELLOW AND ALL RED INTERVALS DURING PREEMPTION SHALL BE THE SAME VALUES USED DURING NORMAL CONTROLLER OPERATIONS.

LAKE WILSON RD & RONALD REAGAN PKWY / C.R. 54

CONTROLLER OPERATIONS NOTES:

1. MAJOR STREET IS OSCEOLA-POL LINE RD, MOVEMENTS 2 AND 6. MINOR STREET IS LAKE WILSON RD AND OLD LAKE WILSON ROD, MOVEMENTS 4 AND 8.
2. STANDARD SIGNAL OPERATING PLAN NO. 10 WITH THE FOLLOWING:
   - (A) CONCURRENT/ACTUATED PEDESTRIANS FOR MOVEMENTS 2 (P2), 4 (P4), 6 (P6), AND 8 (P8).
   - (B) MOVEMENTS 2 AND 6 SHALL FLASH YELLOW AND ALL OTHER MOVEMENTS SHALL FLASH RED DURING FLASH OPERATION.
   - (C) SIGNAL TIMINGS PROVIDED ARE INITIAL AND MAY REQUIRE ADJUSTMENT BY THE COUNTY.

S.O.P. 10



CONTROLLER TIMINGS

MOVEMENT NUMBER (CONTROLLER PHASE)	1	2	3	4	5	6	7	8
DIRECTION	EBL	WB	SBL	NB	WBL	EB	NBL	SB
TURN TYPE	PROT		PROT		PROT		PROT	
MINIMUM GREEN	5	10	5	5	5	10	5	10
EXTENSION	3	5	3	3	3	5	3	3
YELLOW CLEARANCE	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
ALL RED	2.7	2.0	2.0	2.0	2.7	2.0	2.0	2.0
MAXIMUM GREEN 1	20	46	38	36	20	46	32	42
MAXIMUM GREEN 2								
MAX LIMIT								
ADJUST BY								
PEDESTRIAN WALK		7		7		7		7
PED. CLEARANCE		34		38		28		40
DETECTOR MEMORY								
DET. CROSS SWITCH								
DUAL ENTRY		ON		ON		ON		ON
RECALL		MIN				MIN		

VIDEO VEHICLE DETECTION ASSIGNMENTS

CAMERA DETECTOR	DETECTION ZONE	DELAY TIME (SEC)
CD1	DZ 1A	0
	DZ 1B	0
	DZ 6A	0
	DZ 6B	0
CD2	DZ 2A	0
	DZ 2B	0
	DZ 5A	0
	DZ 5B	0
CD3	DZ 3A	0
	DZ 3B	0
	DZ 8A	0
	DZ 8B	0
	DZ 8R	8
CD4	DZ 4A	0
	DZ 4B	0
	DZ 7A	0
	DZ 7B	0

DELAY TIME IS INITIAL AND MAY REQUIRE FIELD ADJUSTING AS DIRECTED BY THE COUNTY.

LAKE WILSON RD & OSCEOLA-POLK LINE ROAD / C.R. 532

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REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

NATHAN J. POOLE, P.E.
P.E. LICENSE NUMBER 79444
VIBE
700 CENTRAL AVE
SUITE 302
ST. PETERSBURG, FL 33701

STATE OF FLORIDA
POLK COUNTY

ROAD NO.	COUNTY	PROJECT ID.
CR 532 CR 54	OSCEOLA POLK	0600013

SIGNAL TIMING DETAILS

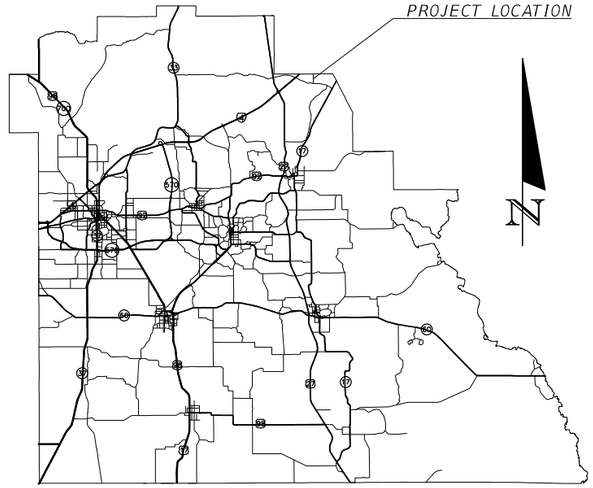
SHEET NO. P-7 T-7

OLD LAKE WILSON ROAD & SHOPPES AT REUNION INTERSECTION IMPROVEMENTS

POLK COUNTY
ROADS AND DRAINAGE DIVISION

LAKE WILSON ROAD RECONSTRUCTION
FROM C.R. 54 TO NORTH OF C.R. 532
COUNTY PROJECT NO. 0600013

SIGNING AND PAVEMENT MARKING PLANS



INDEX OF SIGNING AND PAVEMENT MARKING PLANS

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S-6	GENERAL NOTES
S-7 THRU S-28	SIGNING AND PAVEMENT MARKING PLANS
S-29	GUIDE SIGN WORKSHEET
S-30 THRU S-32	SIGN CROSS SECTION

NATHAN J. POOLE
LICENSE
No 79444
STATE OF
FLORIDA
PROFESSIONAL ENGINEER

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY

ON THE DATE ADJACENT TO THE SEAL

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SIGNING AND PAVEMENT MARKING PLANS ENGINEER OF RECORD:

NATHAN J. POOLE, P.E., LICENSE NO.: 79444
VIBE
700 CENTRAL AVENUE
SUITE 302
ST. PETERSBURG, FL 33701
(727) 317-4967

CERTIFICATE OF AUTHORIZATION NO.: 30322

POLK COUNTY PROJECT MANAGER

ANGELA SPIELER, P.E., LICENSE NO. 55332
3000 SHEFFIELD ROAD
PROJECT MANAGEMENT SECTION
WINTER HAVEN, FL 33880
(863) 535-2200

PHASE III SUBMITTAL
MARCH 2020

SHEET NO.
P-9
S-1

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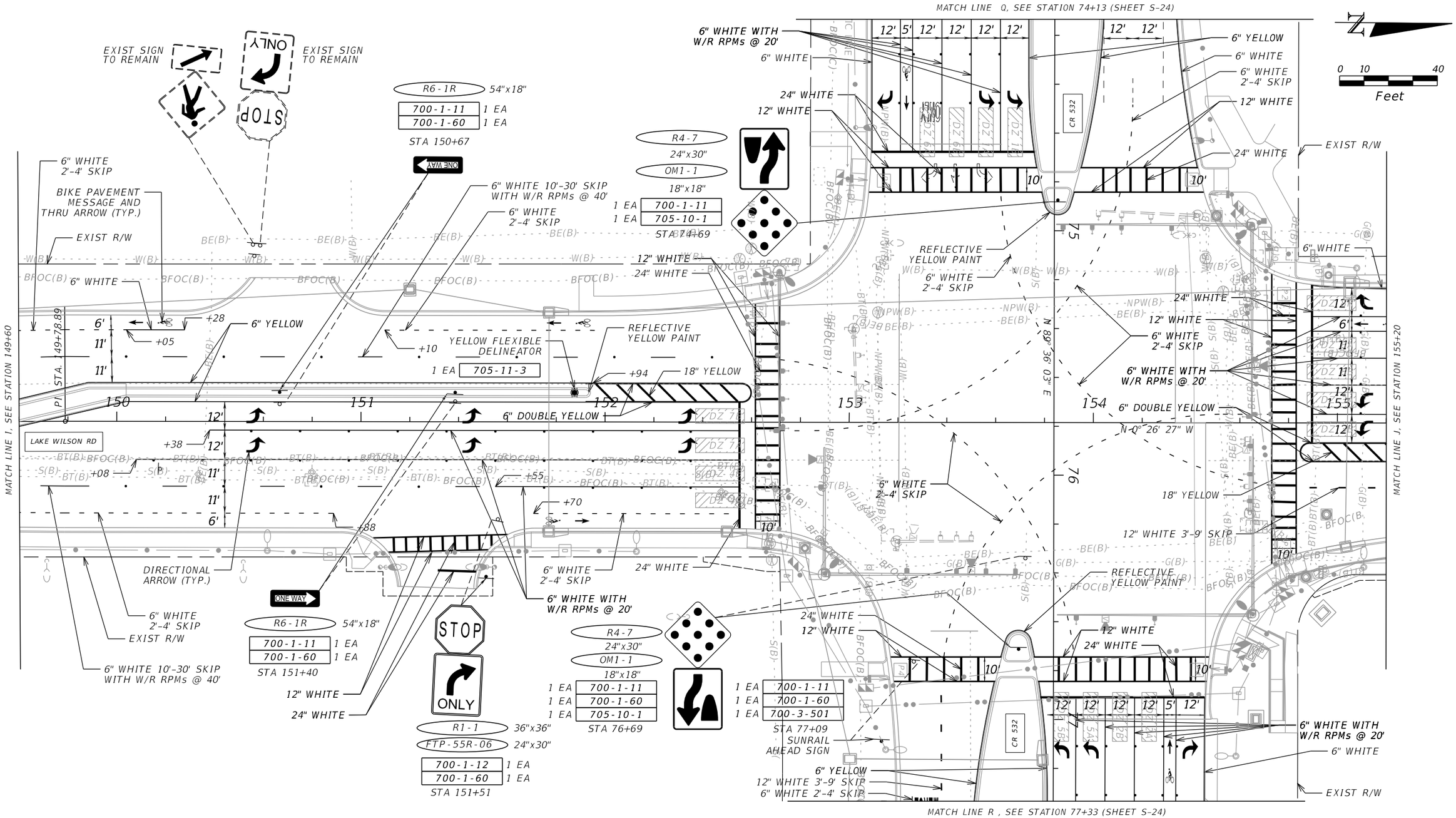

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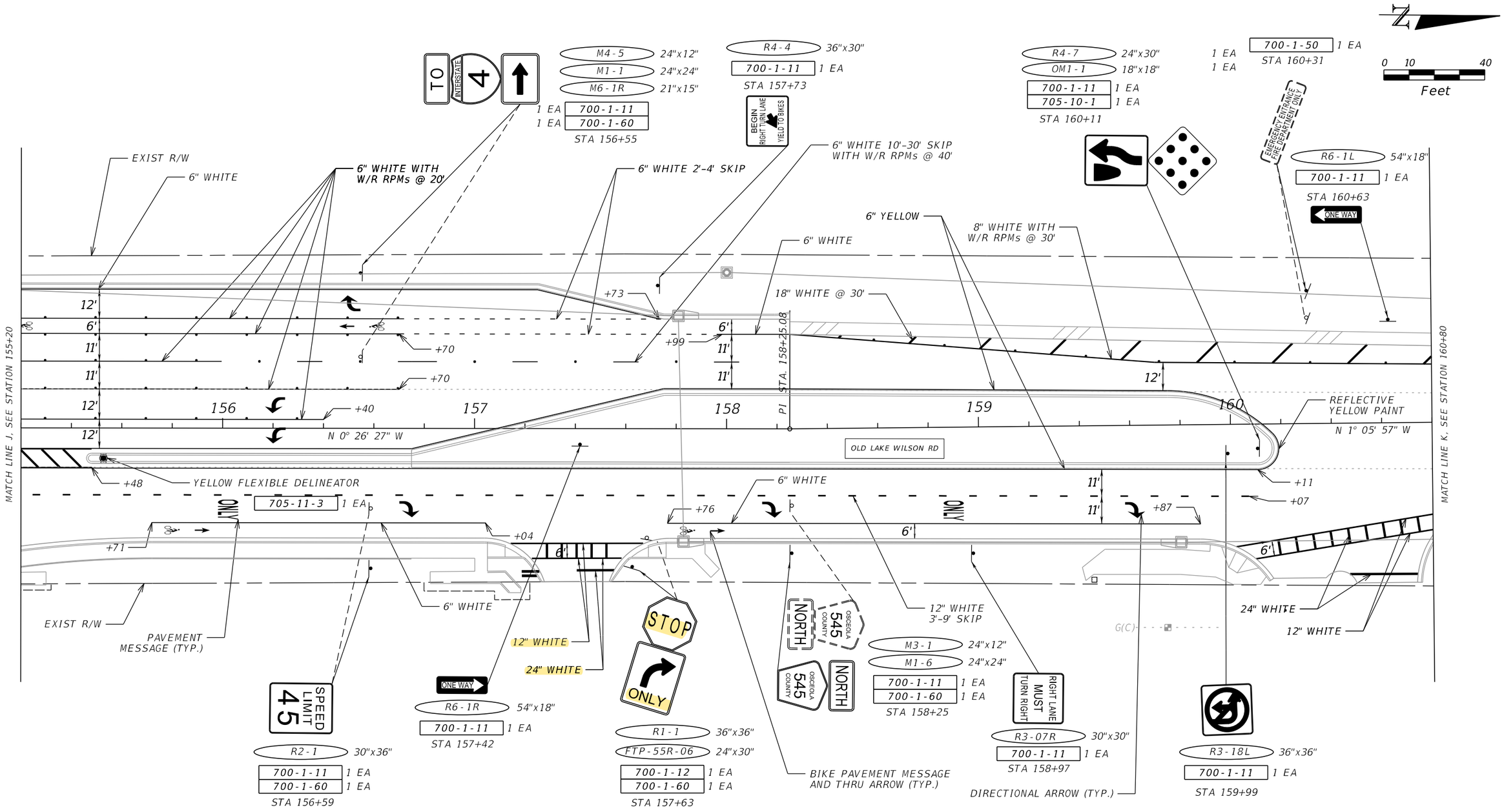
ST. PETERSBURG, FL 33701

STATE OF FLORIDA
POLK COUNTY

ROAD NO.	COUNTY	PROJECT ID.
	OSCEOLA	0600013

SIGNING AND PAVEMENT MARKING PLANS (10)

SHEET NO. P-10 S-16



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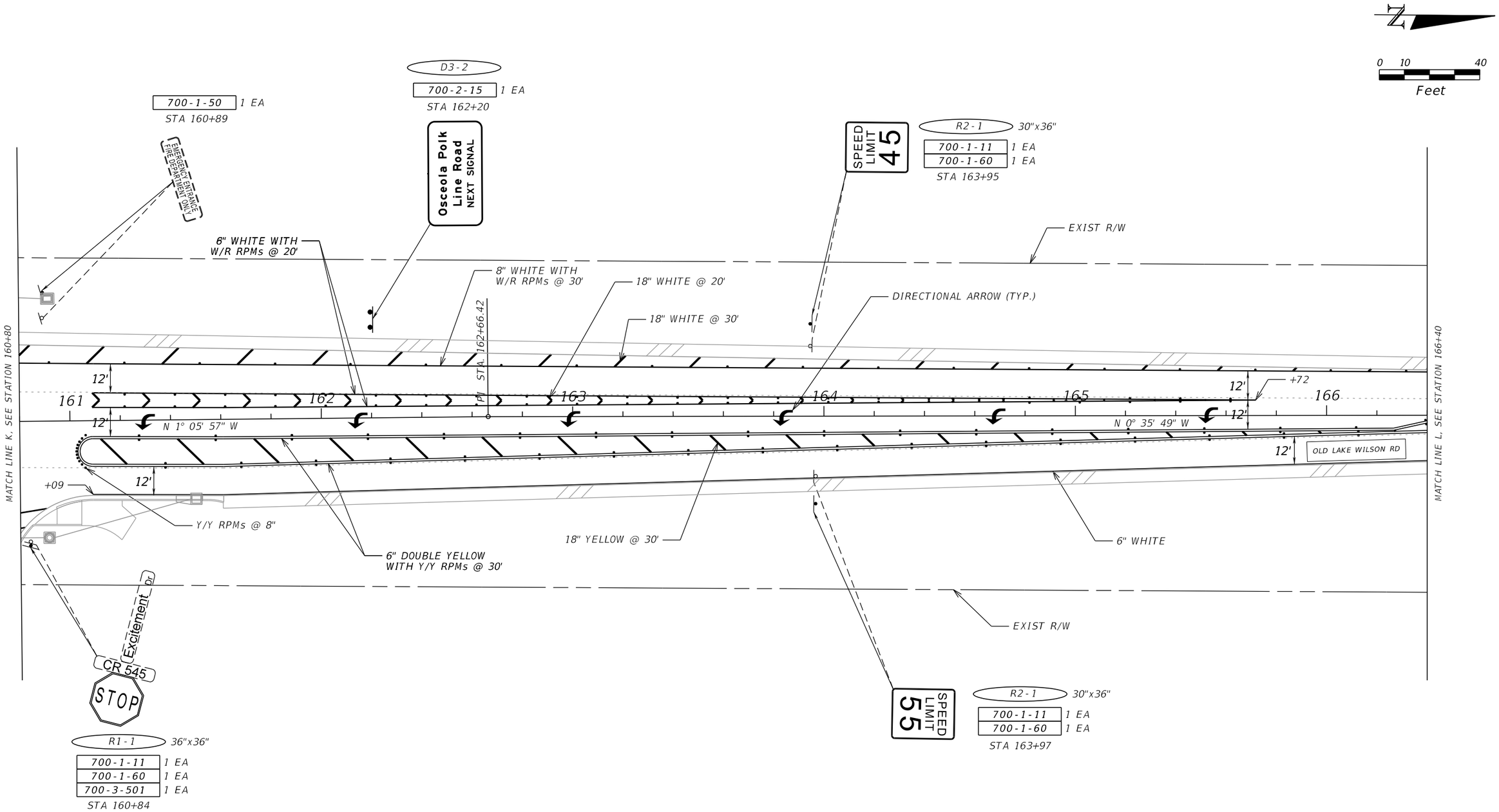
700 CENTRAL AVE
SUITE 302
ST. PETERSBURG, FL 33701

STATE OF FLORIDA
POLK COUNTY

ROAD NO.	COUNTY	PROJECT ID.
	OSCEOLA	0600013

SIGNING AND PAVEMENT MARKING PLANS (11)

SHEET NO. P-11 S-17



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SUITE 302
ST. PETERSBURG, FL 33701

STATE OF FLORIDA
POLK COUNTY

ROAD NO.	COUNTY	PROJECT ID.
	OSCEOLA	0600013

SIGNING AND PAVEMENT MARKING PLANS (12)

SHEET NO.
P-12
S-18

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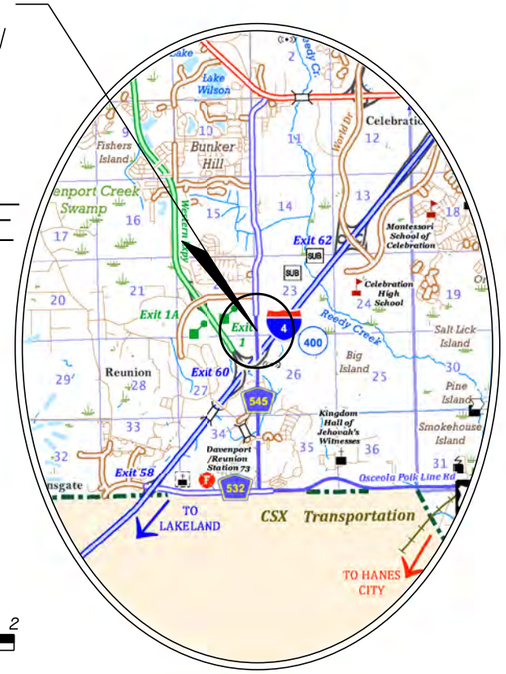
OLD LAKE WILSON ROAD & FAIRFAX DRIVE/MARKER AVENUE INTERSECTION IMPROVEMENTS

OSCEOLA COUNTY TRAFFIC ENGINEERING
PUBLIC WORKS DIVISION

INTERSECTION IMPROVEMENTS PLANS FOR
N OLD LAKE WILSON RD & FAIRFAX DR/MARKER AVE

PROJECT LOCATION



N

0 1 2

Mile

Township 25 South, Range 27 East

INDEX OF SIGNALIZATION PLANS

SHEET	DESCRIPTION
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2	SUMMARY OF PAY ITEMS
3	GENERAL NOTES
4	TOPOGRAPHIC SURVEY SHEET
5	ROADWAY PLAN SHEET
6	GRADING DETAILS
7	UTILITY ADJUSTMENT SHEET
8	SIGNING & PAVEMENT MARKING GENERAL NOTES
9-13	SIGNING & PAVEMENT MARKING PLAN SHEETS
14-16	SIGNALIZATION GENERAL NOTES
17-19	SIGNALIZATION PLANS
20	STRAIN POLE DETAILS
21	GUIDE SIGN WORKSHEET
22	SPT BORINGS
23-24	SUBSURFACE UTILITY INFORMATION

Shop drawings to be submitted to:

FURSAN S. MUNJED, P.E.
LICENSE NO. 51446
PEGASUS ENGINEERING, LLC.
301 WEST STATE ROAD 434, SUITE 309
WINTER SPRINGS, FLORIDA 32708
PHONE 407-992-9160 FAX 407-358-5155

Plans prepared by:

PEGASUS ENGINEERING, LLC.
301 WEST STATE ROAD 434, SUITE 309
WINTER SPRINGS, FLORIDA 32708
PHONE 407-992-9160 FAX 407-358-5155
CERTIFICATE OF AUTHORIZATION NO. EB-27770

BOARD OF COUNTY COMMISSIONERS

PEGGY CHOUDHRY	COMMISSIONER DISTRICT 1
VIVIANA JANER	VICE-CHAIRWOMAN, COMMISSIONER DISTRICT 2
BRANDON ARRINGTON	CHAIRMAN, COMMISSIONER DISTRICT 3
CHERYL GRIEB	COMMISSIONER DISTRICT 4
RICKY BOOTH	COMMISSIONER DISTRICT 5

DON FISHER	COUNTY MANAGER
DANIELLE SLATERPRYCE	PUBLIC WORKS DIRECTOR
JIMMY WELLS, P.E.	COUNTY ENGINEER

90% SUBMITTAL
JULY 21, 2021

GOVERNING STANDARDS AND SPECIFICATIONS:
FLORIDA DEPARTMENT OF TRANSPORTATION,
STANDARD PLANS DATED 2021-22,
AND STANDARD SPECIFICATIONS FOR ROAD AND
BRIDGE CONSTRUCTION DATED JULY 2021,
AS AMENDED BY CONTRACT DOCUMENTS.

UTILITIES ENCOUNTERED

CONTRACTOR TO CONTACT COMPANIES PRIOR TO CONSTRUCTION
(INCLUDING BUT NOT LIMITED TO THE FOLLOWING)

OWNER	TELEPHONE NO.
CENTURYLINK	850-599-1444
CHARTER COMMUNICATIONS	407-215-5870
TOHO WATER AUTHORITY	407-944-5000
DUKE ENERGY	407-905-3376
TECO PEOPLES GAS-ORLANDO	813-275-3783
SPECTRA ENERGY-SABAL TRAIL	201-853-4218
ENTERPRISE COMMUNITY DEVELOPMENT DISTRICT	407-647-7275

SOURCE OF BENCHMARK DATUM

SITE BENCHMARK #1	SITE BENCHMARK #2
SET NAIL & DISK	SET NAIL & DISK
"SSMC TRAV. PT"	"SSMC TRAV. PT"
ELEVATION=124.60'	ELEVATION=130.03'
STA 201+18.16	STA 204+64.56
OFF. 59.77' LT.	OFF. 46.58' LT.

NOTE: THE SCALE OF THESE PLANS MAY HAVE CHANGED DUE TO REPRODUCTION.

OSCEOLA COUNTY PROJECT MANAGER: KATHY LEE, P.E.

7/21/2021 2:59:33 PM N:\Projects\OSC21937_Old Lake Wilson Rd & Fairfax Dr\IIIIIII324\signals\KEYSSG01.DGN

MATCHLINE SEE SHEET 13

N

0 10 30

Feet

6" WHITE W/BI-DIRECTIONAL WHITE/RED RPM'S @ 20'

(TO BE REMOVED) 700-1-60 (1 AS)

(TO BE REMOVED) 700-1-60 (1 AS)

FAIRFAX DR

R4-7 (24" X 30") OM1-1 (18")
700-1-11 (1 AS)
705-10-1 (1 EA)

(TO BE REMOVED) 700-1-60 (1 AS)

EASEMENT

R/W LINE

REMOVE EXISTING DIRECTIONAL ARROW

EASEMENT

R/W LINE

(TO BE REMOVED) 654-2-60 (1 AS)

630-2-11 (150 LF)
715-1-12 (150 LF)

24" WHITE

6" DOUBLE YELLOW

℄ CONST. N OLD LAKE WILSON RD

24" WHITE (PREFORMED) (TYP.)

12" WHITE (10' WIDE) (TYP.)

24" WHITE

N OLD LAKE WILSON RD

201 202 203 204 205

+20 +95 +16 +91

N 2° 17' 40" W

(80 LF) 630-2-12
(80 LF) 715-1-12

REMOVE EXISTING DIRECTIONAL ARROWS

24" WHITE

N OLD LAKE WILSON RD

DIRECTIONAL ARROWS (TYP.)

635-2-11 (3 EA)

6" WHITE

24" WHITE

630-2-12 (50 LF)
715-1-12 (50 LF)

(TO BE REMOVED) 700-1-60 (1 AS)

(TO BE REMOVED) 654-2-60 (1 AS)

PROPOSED TRAFFIC CONTROLLER

6" WHITE W/BI-DIRECTIONAL WHITE/RED RPM'S @ 20'

REMOVE EXISTING PAVEMENT MARKINGS

R/W LINE

R/W LINE

EASEMENT

EASEMENT

R4-7 (24" X 30") OM1-1 (18")
700-1-11 (1 AS)
705-10-1 (1 EA)

(TO BE REMOVED) 700-1-60 (1 AS)

MARKER AVE

(TO BE REMOVED) 700-1-60 (1 AS)

MATCHLINE SEE SHEET 12

MATCHLINE SEE SHEET 9

MATCHLINE SEE SHEET 11

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

	NAME	DATE
DRAWN BY	SLB	7/16/21
DESIGNED BY	FSW	7/16/21
CHECKED BY	FSW	7/16/21
PROJ. #	OSC-20937	
XREFS		
SCALE	-	

OSCEOLA COUNTY TRAFFIC ENGINEERING
1 COURTHOUSE SQUARE, SUITE 3100
KISSIMMEE, FLORIDA 34741-5488
VOICE: (407) 742-0500 FAX: (407) 742-0600

N OLD LAKE WILSON RD & FAIRFAX DR/MARKER AVE INTERSECTION IMPROVEMENTS SIGNING & PAVEMENT MARKING PLAN

Pegasus ENGINEERING
PEGASUS ENGINEERING, LLC.
301 WEST STATE ROAD 434, SUITE 309
WINTER SPRINGS, FL, 32708
TEL. (407) 992-9160 FAX. (407) 358-5155
CERTIFICATE OF AUTHORIZATION NO. 27770
FURSAN S. MUNJED, P.E. #51446

7/21/2021 2:59:54 PM N:\Projects\OSC21937_Old Lake Wilson Rd & Fairfax Dr\IIIIII324\signing\PLANSP02.dgn

NOTES: 1. MOUNT GPS OPTICOM DETECTOR ON TOP OF THE PROPOSED CONTROLLER CABINET.

N

0 10 30

Feet

DETECTION ZONES (10' X 85')

(135 LF) 630-2-12
(3 RUNS)(2 PED & 1 SPARE)

(20 LF)(2 RUNS)(2 PED) 630-2-12
(1 EA) 646-1-11

POLE "B"
STA. 202+31.22
OFF. 69.25' LT
ELEV. 126.25

(1 EA) 641-2-18
(1180 LF) 715-1-12
(1 EA) 715-5-31

EASEMENT

R/W LINE

(2 EA) 660-4-12B

(40 LF) 630-2-12
(3 RUNS)(2 PED & 1 SPARE)

(20 LF)(2 RUNS)(2 PED) 630-2-11
(1 EA) 646-1-11

℄ CONST. N OLD LAKE WILSON RD

N OLD LAKE WILSON RD
POSTED SPEED = 45 MPH

DETECTION ZONE (9' X 85')

DZ 1

DZ 6

N 2° 17' 40" W

DETECTION ZONE (9' X 330')

(25 LF)(2 RUNS)(2 PED) 630-2-12
(1 EA) 646-1-11

(25 LF)(2 RUNS)(2 PED) 630-2-12
(1 EA) 646-1-11

POLE "A"
STA. 202+32.22
OFF. 69.62' RT
ELEV. 122.82

(1 EA) 641-2-18
(740 LF) 715-1-12
(1 EA) 715-5-31

(150 LF) 630-2-12
(3 RUNS)(2 PED & 1 SPARE)

(4 EA) 660-4-12A

MARKER AVE
POSTED SPEED = 25 MPH

DZ 8B DELAY

DZ 8A

15" RCP

FAIRFAX DR
POSTED SPEED = 25 MPH

ELEV. 126.35

ELEV. 126.49

ELEV. 123.54

(1 PI) 634-4-153

DZ 4A

DZ 4B DELAY

DETECTION ZONES (10' X 85')

201 202 203 204 205

DZ 2

DZ 5

630-2-12 (20 LF)(2 RUNS)(2 PED)
646-1-11 (1 EA)

630-2-12 (30 LF)
(3 RUNS)(2 PED & 1 SPARE)

POLE "C"
STA. 203+65.51
OFF. 64.29' LT
GROUND ELEV. 127.45

641-2-18 (1 EA)
715-1-12 (740 LF)
715-5-31 (1 EA)

635-2-11 (17 EA)

630-2-12 (20 LF)(2 RUNS)(2 PED)
646-1-11 (1 EA)

630-2-12 (100 LF)
(3 RUNS)(2 PED & 1 SPARE)

DETECTION ZONE (9' X 330')

ELEV. 128.30

DETECTION ZONE (9' X 85')

N OLD LAKE WILSON RD
POSTED SPEED = 45 MPH

630-2-11 (20 LF)(2 RUNS)(2 PED)
646-1-11 (1 EA)

630-2-11 (40 LF)
(3 RUNS)(2 PED & 1 SPARE)

630-2-11 (20 LF)(2 RUNS)(2 PED)
646-1-11 (1 EA)

630-2-11 (50 LF)
(3 RUNS)(2 PED & 1 SPARE)

639-1-122 (1 AS)
639-2-1 (200 LF)
641-2-12 (1 EA)

630-2-11 (100 LF)(14 RUNS)
632-7-1 (1 PI)
660-4-11 (1 EA)
663-1-121 (1 EA)
663-1-122 (1 EA)
670-5-111 (1 AS)
685-1-14 (1 EA)

POLE "D"
STA. 203+70.67
OFF. 71.47' RT
GROUND ELEV. 123.98

641-2-18 (1 EA)
715-1-12 (280 LF)
715-5-31 (1 EA)

EASEMENT

R/W LINE

EASEMENT

R/W LINE

EASEMENT

CD1 CD2 CD3 CD4 CD5 CD6

P2 P4 P6 P8

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

	NAME	DATE
DRAWN BY	SLB	7/16/21
DESIGNED BY	FSM	7/16/21
CHECKED BY	FSM	7/16/21
PROJ. #	OSC-20937	
XREFS		
SCALE	-	

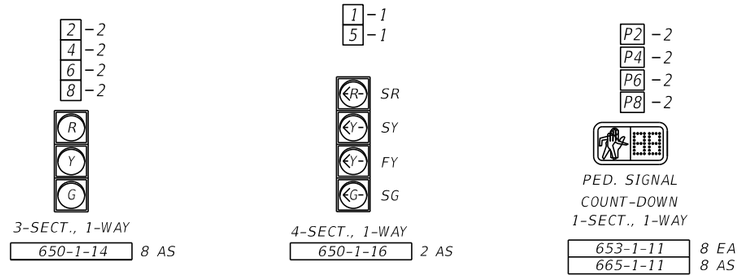
OSCEOLA COUNTY
TRAFFIC ENGINEERING
1 COURTHOUSE SQUARE, SUITE 3100
KISSIMMEE, FLORIDA 34741-5488
VOICE: (407) 742-0500 FAX: (407) 742-0600

N OLD LAKE WILSON RD & FAIRFAX DR/MARKER AVE INTERSECTION IMPROVEMENTS SIGNALIZATION PLAN

Pegasus ENGINEERING
PEGASUS ENGINEERING, LLC.
301 WEST STATE ROAD 434, SUITE 309
WINTER SPRINGS, FL, 32708
TEL. (407) 992-9160 FAX. (407) 358-5155
CERTIFICATE OF AUTHORIZATION NO. 27770
FURSAN S. MUNJED, P.E. #51446

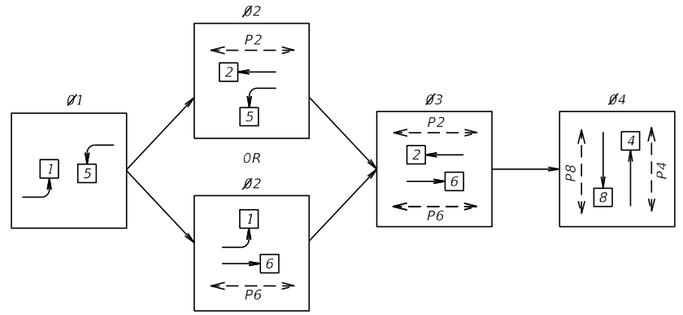
7/21/2021 3:00:01 PM N:\Projects\OSC21937_Old Lake Wilson Rd & Fairfax Dr\IIIIII324\signals\PLANSG01.dgn

PROPOSED SIGNAL HEAD DETAILS



(ALL DISPLAYS SHALL BE LED)
(ALL SIGNAL HEADS SHALL INCLUDE REFLECTIVE BACKPLATES AND VISORS)

MOVEMENT CHART
S.O.P 7

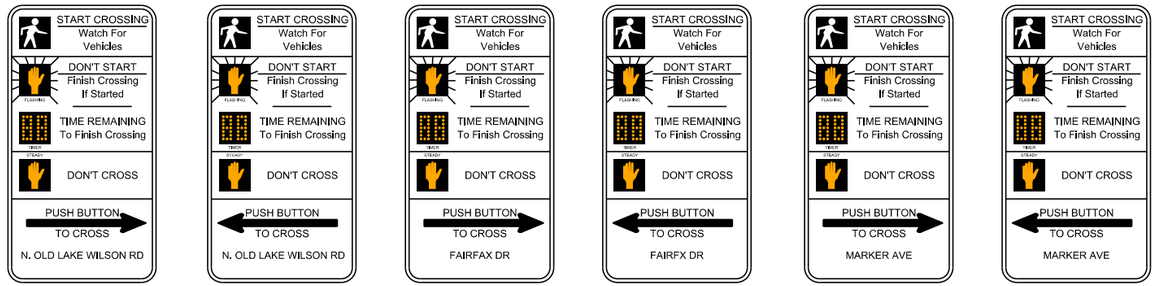


MOVEMENTS 1 & 5 SHALL OPERATE IN PROTECTED/PERMISSIVE MODE INITIALLY, BUT SHALL ALSO BE CAPABLE OF OPERATING IN PROTECTED ONLY MODE IN THE FUTURE.

PROPOSED OVERHEAD SIGNS

NOTE: 1. CONTRACTOR SHALL VERIFY STREET NAMES PRIOR TO FABRICATION OF SIGNS.
2. BACKGROUND COLOR: GREEN. LEGEND AND BORDER COLOR: WHITE.
COUNTY VERIFICATION REQUIRED PRIOR TO FABRICATION.
3. SIGNS SHALL BE ILLUMINATED BY WHITE LED LAMPS.
INTERNALLY ILLUMINATED

PEDESTRIAN SIGN DETAILS



* CONTRACTOR SHALL VERIFY STREET NAMES PRIOR TO FABRICATION.

VIDEO VEHICLE DETECTION ASSIGNMENT

CAMERA DETECTION	DETECTION ZONE	DELAY TIME (SECS)	DETECTION ZONE DIMENSION
CD1	DZ-5	-	85'
CD2	DZ-2	-	330'
CD3	DZ-4A	-	85'
	DZ-4B	5	85'
CD4	DZ-1	-	85'
CD5	DZ-6	-	330'
CD6	DZ-8A	-	85'
	DZ-8B	5	85'

INITIAL CONTROLLER TIMINGS

	TIMING FUNCTION						
	MOVEMENT NUMBER	1	2	4	5	6	8
TIMING FUNCTION	MINIMUM GREEN	5	15	10	5	15	10
	EXTENSION	3.0	3.0	3.0	3.0	3.0	3.0
	MAXIMUM GREEN 1	30	60	40	30	60	40
	MAXIMUM GREEN 2						
	YELLOW CLEARANCE	4.9	4.9	4.0	4.9	4.9	4.0
	ALL RED	2.3	2.3	2.9	2.3	2.3	2.9
	PEDESTRIAN WALK		7	7		7	7
	PED. CLEARANCE		22	18		26	18
	RECALL		MIN			MIN	
	FLASHING OPERATION	R	Y	R	R	Y	R

TIMINGS ARE INITIAL AND MAY REQUIRE FIELD ADJUSTING AS DIRECTED BY THE PROJECT ENGINEER.

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

	NAME	DATE
DRAWN BY	SLB	7/16/21
DESIGNED BY	FSM	7/16/21
CHECKED BY	FSM	7/16/21
PROJ. #	OSC-20937	
XREFS		
SCALE	-	

OSCEOLA COUNTY TRAFFIC ENGINEERING
1 COURTHOUSE SQUARE, SUITE 3100
KISSIMMEE, FLORIDA 34741-5488
VOICE: (407) 742-0500 FAX: (407) 742-0600

N OLD LAKE WILSON RD & FAIRFAX DR/MARKER AVE INTERSECTION IMPROVEMENTS SIGNALIZATION PLAN

Pegasus ENGINEERING
PEGASUS ENGINEERING, LLC.
301 WEST STATE ROAD 434, SUITE 309
WINTER SPRINGS, FL. 32708
TEL. (407) 992-9160 FAX. (407) 358-5155
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FURSAN S. MUNJED, P.E. #51446

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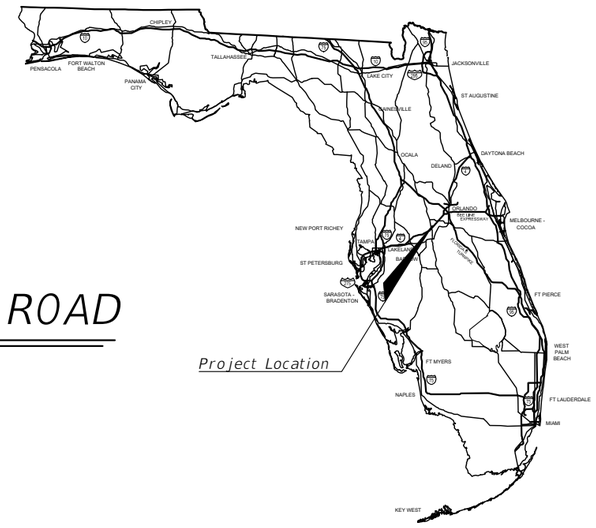
OLD LAKE WILSON ROAD & SINCLAIR ROAD INTERSECTION IMPROVEMENTS

OSCEOLA COUNTY, FLORIDA
TRANSPORTATION AND TRANSIT

CONTRACT PLANS

OLD LAKE WILSON ROAD (CR 545) AT SINCLAIR ROAD

SIGNALIZATION PLANS



INDEX OF SIGNALIZATION PLANS

SHEET NO.	SHEET DESCRIPTION
T-1	KEY SHEET
T-2	SIGNATURE SHEET
T-3	TABULATION OF QUANTITIES
T-4 to T-5	GENERAL NOTES
T-6	SIGNAL MODIFICATION PLAN
T-7	MAST ARM TABULATION
T-8	STANDARD MAST ARM ASSEMBLIES DATA TABLE
T-9	GUIDE SIGN WORKSHEET
T-10	SPT BORING RESULTS

OSCEOLA COUNTY TRANSPORTATION AND TRANSIT

VIVIANA JANER	CHAIRWOMAN OF THE BOARD OF COUNTY COMMISSIONERS
CHERYL GRIEB	VICE CHAIRWOMAN OF THE BOARD OF COUNTY COMMISSIONERS
PEGGY CHOUNDHRY	COUNTY COMMISSIONER
FRED HAWKINS	COUNTY COMMISSIONER
BRANDON ARRINGTON	COUNTY COMMISSIONER
DON FISHER	COUNTY MANAGER
RAY STANGLE, P.E.	COUNTY ENGINEER
DANIELLE SLATERPRYCE	PUBLIC WORKS DIRECTOR
TAWNY H OLORE, P.E.	DIRECTOR OF TRANSPORTATION AND TRANSIT
KATHY LEE, P.E.	TRAFFIC OPERATIONS ENGINEER

GOVERNING STANDARD PLANS:
Florida Department of Transportation, FY2021-22 Standard plans for Road and Bridge Construction and applicable Interim Revisions (Irs).

Standard Plans for Road Construction and associated Irs are availabe at the following website:
http://www.fdot.gov/design/Standardplans.shtm

APPLICABLE IRs: IR536-001-01, IR521-001-01

Standard Plans for Bridge Construction are included in the Structures Plans Component.

GOVERNING STANDARD SPECIFICATIONS:
Florida Department of Transportation, January, 2021 Standard Specifications for Road and Bridge Construction at the following website:
http://www.fdot.gov/programmanagement/Implemented/SpecBooks

100% SUBMISSION
JUNE 2021

SIGNALIZATION PLANS SHOP DRAWINGS TO BE SUBMITTED TO:

JENNIFER M. DiSTEFANO, P.E.
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET, SUITE 300
ORLANDO, FL 32801

PLANS PREPARED BY:

Engineers | Scientists
Planners | Designers
225 E. Robinson Street, Suite 300
Orlando, FL 32801 (407)839-4006
Certificate of Authorization # 3932

NOTE: THE SCALE OF THESE PLANS MAY HAVE CHANGED DUE TO REPRODUCTION.

SIGNALIZATION PLANS

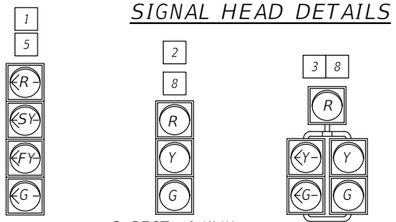
ENGINEER OF RECORD: JENNIFER M. DiSTEFANO, P.E.

P.E. NO.: 81844

SHEET NO. T-1

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

SIGNAL HEAD DETAILS



4-SECT., 1-WAY
650-1-16
2 AS

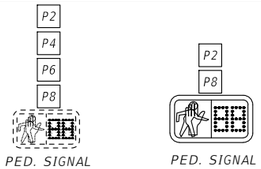
3-SECT., 1-WAY
650-1-14
2 AS

5-SECT., 1-WAY
650-1-19
1 AS

3-SECT., 1-WAY
3 EXISTING

5-SECT., 1-WAY
1 EXISTING

PEDESTRIAN SIGNAL HEAD DETAILS

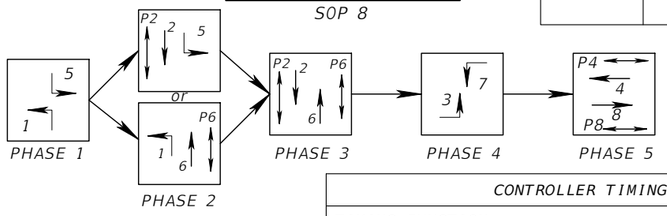


PED. SIGNAL
COUNT-DOWN
1-SECT., 1-WAY
6 EXISTING

PED. SIGNAL
COUNT-DOWN
1-SECT., 1-WAY
2 AS

MOVEMENT DIAGRAM

SOP 8



VIDEO VEHICLE DETECTION ASSIGNMENTS		
CAMERA DETECTOR	DETECTION ZONE	DELAY TIME (SEC.)
CD 1	VDZ 4	5
	VDZ 7	-
CD 2	VDZ 5	-
	VDZ 2A	-
	VDZ 2B	-
CD 3	VDZ 3	-
	VDZ 8	-

CONTROLLER TIMINGS								
TIMING FUNCTION								
MOVEMENT NUMBER	1	2	3	4	5	6	7	8
MINIMUM GREEN	-	-	-	5	5	-	5	-
EXTENSION	-	-	-	3	3	-	3	-
MAXIMUM GREEN 1	-	-	-	20	15	-	20	-
MAXIMUM GREEN 2	-	-	-	-	-	-	-	-
YELLOW CLEARANCE	-	-	-	3.7	4.7	-	3.7	-
ALL RED	-	-	-	2.6	2.8	-	2.6	-
PEDESTRIAN WALK	-	-	-	-	-	-	-	-
PED. CLEARANCE	-	-	-	-	-	-	-	-
RECALL	-	-	-	-	-	-	-	-
DETECTOR FUNCTION	-	-	-	NL	NL	-	NL	-

TIMING FUNCTION

EXISTING SIGNAL TIMING TO REMAIN UNLESS OTHERWISE NOTED.

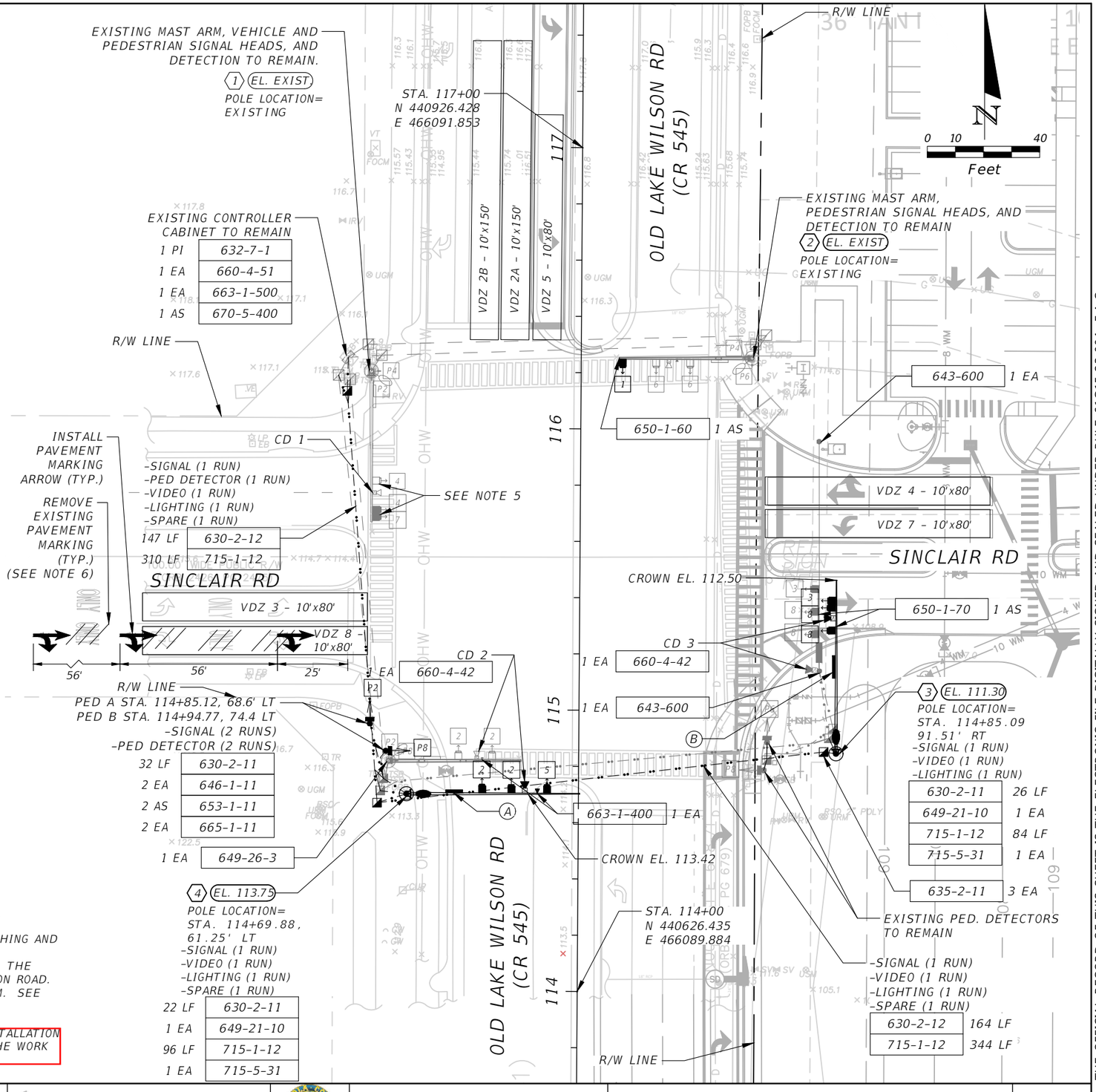
OVERHEAD SIGN DETAIL

Ⓐ **Sinclair Rd**

700-5-22
1 EA

Ⓑ **N Old Lake Wilson**

700-5-22
1 EA



NOTES:
1. THE BASELINE PROVIDED ON OLD LAKE WILSON ROAD (CR 545) IS NOT A SURVEYED BASELINE. NORTHING AND EASTING OF TWO POINTS ALONG THE BASELINE ARE PROVIDED FOR LOCATION.
2. THE MAJOR ROADWAY IS OLD LAKE WILSON ROAD (CR 545) WHICH HAS A POSTED SPEED OF 45 MPH. THE MINOR ROADWAY IS SINCLAIR ROAD WHICH HAS A POSTED SPEED OF 35 MPH WEST OF OLD LAKE WILSON ROAD.
3. OVERHEAD STREET NAME SIGNS SHALL BE DOUBLE SIDED AND FREE-SWINGING FROM THE MAST ARM. SEE SHEET T-9 FOR SIGN DETAILS.
4. UNLESS OTHERWISE NOTED, ALL EXISTING SIGNAL EQUIPMENT SHALL REMAIN.
5. ADJUSTMENT OF SIGNAL HEAD 4 AND INSTALLATION OF SIGNAL HEAD 4/7 WILL OCCUR WITH THE INSTALLATION OF THE TEMPORARY SIGNAL ON THE EAST SIDE OF OLD LAKE WILSON ROAD. FOR THE PURPOSES OF THE WORK PROPOSED ON THIS PLAN, THEY ARE EXISTING SIGNAL HEADS.
6. ALL EXISTING PAVEMENT MARKING ARROWS AND MESSAGES IN THE RIGHT LANE SHALL BE REMOVED.

REVISIONS

DATE	DESCRIPTION	DATE	DESCRIPTION

vhb
Engineers | Scientists
Planners | Designers
225 E. Robinson Street, Suite 300
Orlando, FL 32801 (407)839-4006
Certificate of Authorization # 3932
Jennifer M. DiStefano, P.E.
PE # 81844

OSCEOLA COUNTY
FLORIDA

SIGNAL MODIFICATION PLAN

SHEET NO. T-6

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

APPENDIX Q – FUTURE NO-BUILD INTERSECTION OPERATIONS REPORTS

Contained in this Appendix –

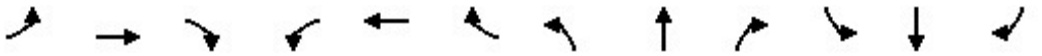
- 2030 No-Build AM Peak Hour Intersection Measures of Effectiveness (MOE) Tables
- 2030 No-Build AM Peak Hour Intersection Operations Synchro Reports
- 2030 No-Build PM Peak Hour Intersection Measures of Effectiveness (MOE) Tables
- 2030 No-Build PM Peak Hour Intersection Operations Synchro Reports
- 2050 No-Build AM Peak Hour Intersection Measures of Effectiveness (MOE) Tables
- 2050 No-Build AM Peak Hour Intersection Operations Synchro Reports
- 2050 No-Build PM Peak Hour Intersection Measures of Effectiveness (MOE) Tables
- 2050 No-Build PM Peak Hour Intersection Operations Synchro Reports

2030 NO-BUILD AM PEAK HOUR INTERSECTION MOE TABLES

2030 AM No Build Signalized Network												
Old Lake Wilson Rd. & Osceola Polk Line Rd. (CR 532)											Intersection ID: 1	
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	1.49	0.81	0.82	0.93	0.51	0.46	0.67	0.71	0.82	0.82	0.48	0.54
HCM Lane Group Delay (s)	291.7	49.0	49.4	91.0	29.0	22.1	65.5	37.0	39.2	68.7	40.6	42.1
HCM Lane LOS	F	D	D	F	C	C	E	D	D	E	D	D
HCM 95th Percentile Queue (veh/ln)	23.9	15.7	15.5	9.3	12.0	10.6	3.0	15.9	21.8	7.2	8.9	9.3
HCM6 Intersection Ctrl Delay	67.0											
HCM6 Intersection LOS	E											
Old Lake Wilson Rd. & Fairfax Dr./Marker Ave.											Intersection ID: 6	
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	0.08	1.26	0.01	0.19	0.00	0.06	0.05	0.00	0.24	0.13	0.72	0.03
HCM Lane Group Delay (s)	9.7	140.2	4.6	50.1	0.0	47.0	47.4	0.0	48.4	32.9	12.0	5.1
HCM Lane LOS	A	F	A	D	A	D	D	A	D	C	B	A
HCM 95th Percentile Queue (veh/ln)	0.3	100.9	0.1	1.4	0.0	0.4	0.4	0.0	1.6	0.4	16.6	0.3
HCM6 Intersection Ctrl Delay	91.1											
HCM6 Intersection LOS	F											
Old Lake Wilson Rd. & Sinclair Rd.											Intersection ID: 7	
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	0.96	0.72	0.02	0.68	0.00	0.71	0.03	0.00	0.17	0.05	0.71	0.34
HCM Lane Group Delay (s)	49.3	21.5	13.7	32.8	0.0	38.0	39.0	0.0	44.6	16.7	34.5	30.4
HCM Lane LOS	D	C	B	C	A	D	D	A	D	B	C	C
HCM 95th Percentile Queue (veh/ln)	17.1	15.1	0.4	10.8	0.0	8.4	0.2	0.0	0.7	0.2	10.7	0.1
HCM6 Intersection Ctrl Delay	31.6											
HCM6 Intersection LOS	C											

2030 AM No Build Unsignalized Network												
Old Lake Wilson Rd. & Shoppes at Reunion											Intersection ID: 2	
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	-	-	-		-		-	-	0.27		-	
HCM Control Delay (s)	-	-	-		-		-	-	34.9		-	
HCM Lane LOS	-	-	-		-		-	-	D		-	
HCM 95th Percentile Queue (veh/ln)	-	-	-		-		-	-	1.0		-	
Old Lake Wilson Rd. & Excitement Dr.											Intersection ID: 3	
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	-	-	-		-		1.55	-	0.10	0.03	-	-
HCM Control Delay (s)	-	-	-		-		465.7	-	29	13.1	-	-
HCM Lane LOS	-	-	-		-		F	-	D	B	-	-
HCM 95th Percentile Queue (veh/ln)	-	-	-		-		7.1	-	0.3	0.1	-	-
Old Lake Wilson Rd. & Spine Rd.											Intersection ID: 4	
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	0.16	-	-	22.76	-	0.38		-		-	-	-
HCM Control Delay (s)	10.7	0.0	-	10253.4	-	20.0		-		-	-	-
HCM Lane LOS	B	A	-	F	-	C		-		-	-	-
HCM 95th Percentile Queue (veh/ln)	0.6	-	-	46.5	-	1.8		-		-	-	-
Old Lake Wilson Rd. & Assembly Ct.											Intersection ID: 5	
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	-	-	-		-		0.32	-	0.14	0.03	-	-
HCM Control Delay (s)	-	-	-		-		199.5	-	40.9	14.7	-	-
HCM Lane LOS	-	-	-		-		F	-	E	B	-	-
HCM 95th Percentile Queue (veh/ln)	-	-	-		-		1.0	-	0.5	0.1	-	-

2030 NO-BUILD AM PEAK HOUR INTERSECTION OPERATIONS SYNCHRO REPORTS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	257	648	556	96	784	671	436	521	148	222	381	197
Future Volume (veh/h)	257	648	556	96	784	671	436	521	148	222	381	197
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	1781	1796	1841	1722	1811	1841	1870	1900	1752	1811	1870
Adj Flow Rate, veh/h	271	682	342	101	825	560	459	548	150	234	401	207
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, %	2	8	7	4	12	6	4	2	0	10	6	2
Cap, veh/h	291	1335	738	150	1159	679	309	672	183	286	830	382
Arrive On Green	0.08	0.39	0.39	0.04	0.35	0.35	0.09	0.24	0.24	0.09	0.24	0.24
Sat Flow, veh/h	3456	3385	1522	3401	3272	1535	3401	2758	752	3237	3441	1581
Grp Volume(v), veh/h	271	682	342	101	825	560	459	352	346	234	401	207
Grp Sat Flow(s),veh/h/ln	1728	1692	1522	1700	1636	1535	1700	1777	1733	1618	1721	1581
Q Serve(g_s), s	9.6	18.9	18.4	3.6	26.9	39.5	11.2	23.1	23.2	8.8	12.3	14.1
Cycle Q Clear(g_c), s	9.6	18.9	18.4	3.6	26.9	39.5	11.2	23.1	23.2	8.8	12.3	14.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.43	1.00		1.00
Lane Grp Cap(c), veh/h	291	1335	738	150	1159	679	309	433	422	286	830	382
V/C Ratio(X)	0.93	0.51	0.46	0.67	0.71	0.82	1.49	0.81	0.82	0.82	0.48	0.54
Avail Cap(c_a), veh/h	291	1335	738	179	1170	684	309	644	628	328	1283	589
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	56.1	28.3	21.1	58.1	34.4	30.2	56.1	44.0	44.1	55.3	40.2	40.9
Incr Delay (d2), s/veh	34.8	0.7	1.0	7.4	2.6	9.0	235.6	5.0	5.3	13.4	0.4	1.2
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	9.3	12.0	10.6	3.0	15.9	21.8	23.9	15.7	15.5	7.2	8.9	9.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	91.0	29.0	22.1	65.5	37.0	39.2	291.7	49.0	49.4	68.7	40.6	42.1
LnGrp LOS	F	C	C	E	D	D	F	D	D	E	D	D
Approach Vol, veh/h		1295			1486			1157			842	
Approach Delay, s/veh		40.1			39.7			145.4			48.8	
Approach LOS		D			D			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	50.6	17.8	37.0	13.1	55.6	18.1	36.7
Change Period (Y+Rc), s	* 7.6	6.9	6.9	6.9	* 7.6	6.9	6.9	6.9
Max Green Setting (Gmax), s	* 10	44.1	12.5	44.7	* 6.5	48.0	11.2	46.0
Max Q Clear Time (g_c+I1), s	11.6	41.5	10.8	25.2	5.6	20.9	13.2	16.1
Green Ext Time (p_c), s	0.0	2.2	0.1	3.8	0.0	11.8	0.0	3.2

Intersection Summary	
HCM 6th Ctrl Delay	67.0
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.

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	42	1370	30	0	800
Future Vol, veh/h	0	42	1370	30	0	800
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	4	6	0	7
Mvmt Flow	0	44	1442	32	0	842

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1442	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	164	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	164	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	34.9	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	164	-
HCM Lane V/C Ratio	-	-	0.27	-
HCM Control Delay (s)	-	-	34.9	-
HCM Lane LOS	-	-	D	-
HCM 95th %tile Q(veh)	-	-	1	-

Intersection	
Int Delay, s/veh	14.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	69	16	1358	54	13	731
Future Vol, veh/h	69	16	1358	54	13	731
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	175	0	-	185	575	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	4	0	0	7
Mvmt Flow	73	17	1429	57	14	769

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2226	1429	0	0	1486	0
Stage 1	1429	-	-	-	-	-
Stage 2	797	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 48	167	-	-	458	-
Stage 1	223	-	-	-	-	-
Stage 2	447	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 47	167	-	-	458	-
Mov Cap-2 Maneuver	~ 47	-	-	-	-	-
Stage 1	223	-	-	-	-	-
Stage 2	433	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 383.5	0	0.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	47	167	458	-
HCM Lane V/C Ratio	-	-	1.545	0.101	0.03	-
HCM Control Delay (s)	-	-	$ 465.7	29	13.1	-
HCM Lane LOS	-	-	F	D	B	-
HCM 95th %tile Q(veh)	-	-	7.1	0.3	0.1	-

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

Intersection	
Int Delay, s/veh	1296.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	346	140	112	1262	604	276
Future Vol, veh/h	346	140	112	1262	604	276
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	175	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	7	0	3	6	8
Mvmt Flow	364	147	118	1328	636	291

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2346	782	927	0	-	0
Stage 1	782	-	-	-	-	-
Stage 2	1564	-	-	-	-	-
Critical Hdwy	6.4	6.27	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.363	2.2	-	-	-
Pot Cap-1 Maneuver	~ 40	386	746	-	-	-
Stage 1	454	-	-	-	-	-
Stage 2	~ 192	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 16	386	746	-	-	-
Mov Cap-2 Maneuver	~ 16	-	-	-	-	-
Stage 1	~ 180	-	-	-	-	-
Stage 2	~ 192	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, $	7305.5	0.9	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	746	-	16	386	-	-
HCM Lane V/C Ratio	0.158	-	22.763	0.382	-	-
HCM Control Delay (s)	10.7	$ 0	10253.4	20	-	-
HCM Lane LOS	B	A	F	C	-	-
HCM 95th %tile Q(veh)	0.6	-	46.5	1.8	-	-

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

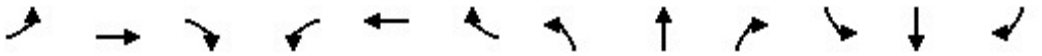
Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	16	1602	6	11	872
Future Vol, veh/h	8	16	1602	6	11	872
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	200	0	-	275	275	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	3	0	0	6
Mvmt Flow	8	17	1686	6	12	918

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2628	1686	0	0	1692	0
Stage 1	1686	-	-	-	-	-
Stage 2	942	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	27	117	-	-	382	-
Stage 1	167	-	-	-	-	-
Stage 2	382	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	26	117	-	-	382	-
Mov Cap-2 Maneuver	26	-	-	-	-	-
Stage 1	167	-	-	-	-	-
Stage 2	370	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	93.8	0	0.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	26	117	382	-
HCM Lane V/C Ratio	-	-	0.324	0.144	0.03	-
HCM Control Delay (s)	-	-	199.5	40.9	14.7	-
HCM Lane LOS	-	-	F	E	B	-
HCM 95th %tile Q(veh)	-	-	1	0.5	0.1	-



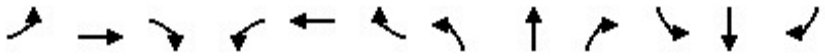
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	5	4	8	5	26	27	1585	6	10	871	30
Future Volume (veh/h)	28	5	4	8	5	26	27	1585	6	10	871	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
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	1796	1900	1900	1900	1900	1841	1900	1856	1900	1811	1826	1604
Adj Flow Rate, veh/h	29	5	4	8	5	27	28	1668	6	11	917	32
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	0	0	0	0	4	0	3	0	6	5	20
Cap, veh/h	150	80	64	176	21	114	350	1321	1138	88	1276	942
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.03	0.71	0.71	0.01	0.70	0.70
Sat Flow, veh/h	1323	977	782	1428	258	1392	1810	1856	1598	1725	1826	1348
Grp Volume(v), veh/h	29	0	9	8	0	32	28	1668	6	11	917	32
Grp Sat Flow(s),veh/h/ln	1323	0	1759	1428	0	1649	1810	1856	1598	1725	1826	1348
Q Serve(g_s), s	2.3	0.0	0.5	0.6	0.0	2.0	0.5	78.7	0.1	0.2	33.6	0.8
Cycle Q Clear(g_c), s	4.3	0.0	0.5	1.1	0.0	2.0	0.5	78.7	0.1	0.2	33.6	0.8
Prop In Lane	1.00		0.44	1.00		0.84	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	150	0	145	176	0	136	350	1321	1138	88	1276	942
V/C Ratio(X)	0.19	0.00	0.06	0.05	0.00	0.24	0.08	1.26	0.01	0.13	0.72	0.03
Avail Cap(c_a), veh/h	340	0	398	381	0	373	384	1321	1138	143	1300	960
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.5	0.0	46.8	47.3	0.0	47.5	9.6	15.9	4.6	32.2	10.1	5.1
Incr Delay (d2), s/veh	0.6	0.0	0.2	0.1	0.0	0.9	0.1	124.3	0.0	0.6	1.9	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	1.4	0.0	0.4	0.4	0.0	1.6	0.3	100.9	0.1	0.4	16.6	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.1	0.0	47.0	47.4	0.0	48.4	9.7	140.2	4.6	32.9	12.0	5.1
LnGrp LOS	D	A	D	D	A	D	A	F	A	C	B	A
Approach Vol, veh/h		38			40			1702			960	
Approach Delay, s/veh		49.4			48.2			137.6			12.0	
Approach LOS		D			D			F			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.1	84.4		16.0	8.6	85.9		16.0				
Change Period (Y+Rc), s	* 7.2	* 7.2		6.9	* 7.2	* 7.2		6.9				
Max Green Setting (Gmax), s	* 5	* 79		25.0	* 5	* 79		25.0				
Max Q Clear Time (g_c+I1), s	2.5	35.6		4.0	2.2	80.7		6.3				
Green Ext Time (p_c), s	0.0	8.1		0.1	0.0	0.0		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	91.1
HCM 6th LOS	F

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	302	22	308	6	11	4	479	1143	17	9	597	170
Future Volume (veh/h)	302	22	308	6	11	4	479	1143	17	9	597	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	1900	1722	1900	1900	1900	1722	1870	1900	1900	1870	1856
Adj Flow Rate, veh/h	318	23	195	6	12	4	504	1203	18	9	628	132
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	0	12	0	0	0	12	2	0	0	2	3
Cap, veh/h	465	32	274	229	71	24	526	1675	759	188	886	392
Arrive On Green	0.19	0.19	0.19	0.05	0.05	0.05	0.24	0.47	0.47	0.01	0.25	0.25
Sat Flow, veh/h	1739	173	1464	1810	1364	455	1640	3554	1610	1810	3554	1572
Grp Volume(v), veh/h	318	0	218	6	0	16	504	1203	18	9	628	132
Grp Sat Flow(s),veh/h/ln	1739	0	1637	1810	0	1818	1640	1777	1610	1810	1777	1572
Q Serve(g_s), s	15.9	0.0	12.1	0.3	0.0	0.8	21.9	26.1	0.6	0.2	15.6	6.6
Cycle Q Clear(g_c), s	15.9	0.0	12.1	0.3	0.0	0.8	21.9	26.1	0.6	0.2	15.6	6.6
Prop In Lane	1.00		0.89	1.00		0.25	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	465	0	306	229	0	94	526	1675	759	188	886	392
V/C Ratio(X)	0.68	0.00	0.71	0.03	0.00	0.17	0.96	0.72	0.02	0.05	0.71	0.34
Avail Cap(c_a), veh/h	926	0	746	392	0	258	526	2142	971	308	1590	704
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.2	0.0	36.8	38.9	0.0	43.8	20.7	20.4	13.6	16.6	33.0	29.7
Incr Delay (d2), s/veh	0.7	0.0	1.2	0.0	0.0	0.8	28.6	1.1	0.0	0.1	1.5	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	10.8	0.0	8.4	0.2	0.0	0.7	17.1	15.1	0.4	0.2	10.7	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.8	0.0	38.0	39.0	0.0	44.6	49.3	21.5	13.7	16.7	34.5	30.4
LnGrp LOS	C	A	D	D	A	D	D	C	B	B	C	C
Approach Vol, veh/h		536			22			1725			769	
Approach Delay, s/veh		34.9			43.1			29.5			33.6	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	30.9	24.4	11.3	8.6	52.3	11.3	24.4
Change Period (Y+Rc), s	6.8	6.8	6.0	* 6.3	* 7.5	6.8	* 6.3	* 6.3
Max Green Setting (Gmax), s	23.2	43.2	44.0	* 14	* 7.5	58.2	* 14	* 44
Max Q Clear Time (g_c+I1), s	23.9	17.6	17.9	2.8	2.2	28.1	2.3	14.1
Green Ext Time (p_c), s	0.0	6.5	0.4	0.0	0.0	13.6	0.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	31.6
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

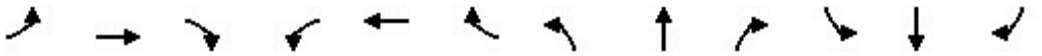
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

2030 NO-BUILD PM PEAK HOUR INTERSECTION MOE TABLES

2030 PM No Build Signalized Network												
Old Lake Wilson Rd. & Osceola Polk Line Rd. (CR 532)												Intersection ID: 1
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	1.01	0.86	0.87	0.85	0.78	0.28	0.76	0.72	0.12	0.93	0.70	0.66
HCM Lane Group Delay (s)	91.4	70.3	71.5	70.7	42.4	19.1	68.9	43.6	16.2	65.1	48.0	48.5
HCM Lane LOS	F	E	E	E	D	B	E	D	B	E	D	D
HCM 95th Percentile Queue (veh/ln)	17.9	13.4	13.7	9.2	17.0	6.5	5.3	14.6	2.4	18.4	12.5	10.8
HCM6 Intersection Ctrl Delay	56.8											
HCM6 Intersection LOS	E											
Old Lake Wilson Rd. & Fairfax Dr./Marker Ave.												Intersection ID: 6
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	0.05	0.72	0.01	0.20	0.00	0.24	0.04	0.00	0.11	0.08	1.25	0.03
HCM Lane Group Delay (s)	32.7	12.1	5.1	48.8	0.0	47.8	48.2	0.0	46.8	9.8	136.6	4.5
HCM Lane LOS	C	B	A	D	A	D	D	A	D	A	F	A
HCM 95th Percentile Queue (veh/ln)	0.1	16.7	0.1	1.6	0.0	1.6	0.3	0.0	0.8	0.3	98.8	0.3
HCM6 Intersection Ctrl Delay	89.0											
HCM6 Intersection LOS	F											
Old Lake Wilson Rd. & Sinclair Rd.												Intersection ID: 7
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	0.94	0.36	0.01	0.37	0.00	0.93	0.12	0.00	0.09	0.01	1.03	0.53
HCM Lane Group Delay (s)	74.0	20.6	16.9	34.7	0.0	64.6	40.7	0.0	42.5	17.3	78.9	37.4
HCM Lane LOS	E	C	B	C	A	E	D	A	D	B	F	D
HCM 95th Percentile Queue (veh/ln)	14.0	9.7	0.2	7.8	0.0	20.4	0.8	0.0	1.6	0.1	32.5	11.7
HCM6 Intersection Ctrl Delay	57.5											
HCM6 Intersection LOS	E											

2030 PM No Build Unsignalized Network												
Old Lake Wilson Rd. & Shoppes at Reunion											Intersection ID: 2	
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	-	-	-	-			-	-	0.06	-		
HCM Control Delay (s)	-	-	-	-			-	-	15.1	-		
HCM Lane LOS	-	-	-	-			-	-	C	-		
HCM 95th Percentile Queue (veh/ln)	-	-	-	-			-	-	0.2	-		
Old Lake Wilson Rd. & Excitement Dr.											Intersection ID: 3	
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	-	-	-	-			1.21	-	0.03	0.02	-	-
HCM Control Delay (s)	-	-	-	-			338.3	-	14.2	9.6	-	-
HCM Lane LOS	-	-	-	-			F	-	B	A	-	-
HCM 95th Percentile Queue (veh/ln)	-	-	-	-			5.3	-	0.1	0.1	-	-
Old Lake Wilson Rd. & Spine Rd.											Intersection ID: 4	
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	0.41	-	-	24.21	-	0.79		-		-	-	-
HCM Control Delay (s)	21.5	0.0	-	11053.8	-	84.8		-		-	-	-
HCM Lane LOS	C	A	-	F	-	F		-		-	-	-
HCM 95th Percentile Queue (veh/ln)	1.9	-	-	37.7	-	4.9		-		-	-	-
Old Lake Wilson Rd. & Assembly Ct.											Intersection ID: 5	
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	-	-	-	-			0.25	-	0.04	0.02	-	-
HCM Control Delay (s)	-	-	-	-			192.1	-	16.2	9.9	-	-
HCM Lane LOS	-	-	-	-			F	-	C	A	-	-
HCM 95th Percentile Queue (veh/ln)	-	-	-	-			0.8	-	0.1	0.1	-	-

2030 NO-BUILD PM PEAK HOUR INTERSECTION OPERATIONS SYNCHRO REPORTS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	290	772	436	163	651	225	556	406	57	683	515	214
Future Volume (veh/h)	290	772	436	163	651	225	556	406	57	683	515	214
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	1722	1841	1900	1781	1752	1796	1811	1841	1811	1870	1870
Adj Flow Rate, veh/h	305	813	216	172	685	91	585	427	54	719	542	225
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, %	2	12	4	0	8	10	7	6	4	6	2	2
Cap, veh/h	359	1047	772	226	950	759	581	495	62	771	770	342
Arrive On Green	0.10	0.32	0.32	0.06	0.28	0.28	0.17	0.16	0.16	0.23	0.22	0.22
Sat Flow, veh/h	3456	3272	1560	3510	3385	1485	3319	3074	387	3346	3554	1581
Grp Volume(v), veh/h	305	813	216	172	685	91	585	238	243	719	542	225
Grp Sat Flow(s),veh/h/ln	1728	1636	1560	1755	1692	1485	1659	1721	1740	1673	1777	1581
Q Serve(g_s), s	11.0	28.4	10.3	6.1	23.1	4.0	22.1	17.0	17.2	26.6	17.8	16.4
Cycle Q Clear(g_c), s	11.0	28.4	10.3	6.1	23.1	4.0	22.1	17.0	17.2	26.6	17.8	16.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.22	1.00		1.00
Lane Grp Cap(c), veh/h	359	1047	772	226	950	759	581	277	280	771	770	342
V/C Ratio(X)	0.85	0.78	0.28	0.76	0.72	0.12	1.01	0.86	0.87	0.93	0.70	0.66
Avail Cap(c_a), veh/h	394	1272	879	261	1181	860	581	315	318	797	875	389
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	55.6	38.9	18.7	58.1	41.0	16.1	52.1	51.6	51.7	47.7	45.7	45.2
Incr Delay (d2), s/veh	15.0	3.5	0.4	10.7	2.6	0.1	39.3	18.8	19.8	17.4	2.2	3.3
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	9.2	17.0	6.5	5.3	14.6	2.4	17.9	13.4	13.7	18.4	12.5	10.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.7	42.4	19.1	68.9	43.6	16.2	91.4	70.3	71.5	65.1	48.0	48.5
LnGrp LOS	E	D	B	E	D	B	F	E	E	E	D	D
Approach Vol, veh/h		1334			948			1066			1486	
Approach Delay, s/veh		45.1			45.6			82.1			56.3	
Approach LOS		D			D			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.7	42.4	36.0	27.3	15.7	47.3	29.0	34.3
Change Period (Y+Rc), s	* 7.6	6.9	6.9	6.9	* 7.6	6.9	6.9	6.9
Max Green Setting (Gmax), s	* 14	44.1	30.1	23.1	* 9.4	49.1	22.1	31.1
Max Q Clear Time (g_c+I1), s	13.0	25.1	28.6	19.2	8.1	30.4	24.1	19.8
Green Ext Time (p_c), s	0.2	7.7	0.5	0.9	0.1	10.0	0.0	3.1

Intersection Summary	
HCM 6th Ctrl Delay	56.8
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	23	777	72	0	1412
Future Vol, veh/h	0	23	777	72	0	1412
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	6	0	7	0	0	4
Mvmt Flow	0	24	818	76	0	1486

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	818	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	379	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	379	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	379	-
HCM Lane V/C Ratio	-	-	0.064	-
HCM Control Delay (s)	-	-	15.1	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0.2	-

Intersection	
Int Delay, s/veh	8.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	54	13	731	69	16	1358
Future Vol, veh/h	54	13	731	69	16	1358
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	175	0	-	185	575	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	7	0	0	4
Mvmt Flow	57	14	769	73	17	1429

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2232	769	0	0	842	0
Stage 1	769	-	-	-	-	-
Stage 2	1463	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 48	404	-	-	802	-
Stage 1	461	-	-	-	-	-
Stage 2	215	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 47	404	-	-	802	-
Mov Cap-2 Maneuver	~ 47	-	-	-	-	-
Stage 1	461	-	-	-	-	-
Stage 2	210	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	275.4	0	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	47	404	802	-
HCM Lane V/C Ratio	-	-	1.209	0.034	0.021	-
HCM Control Delay (s)	-	-	$ 338.3	14.2	9.6	-
HCM Lane LOS	-	-	F	B	A	-
HCM 95th %tile Q(veh)	-	-	5.3	0.1	0.1	-

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

Intersection	
Int Delay, s/veh	1118

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	276	112	140	604	1262	346
Future Vol, veh/h	276	112	140	604	1262	346
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	175	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	8	0	7	6	3	0
Mvmt Flow	291	118	147	636	1328	364

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2440	1510	1692	0	-	0
Stage 1	1510	-	-	-	-	-
Stage 2	930	-	-	-	-	-
Critical Hdwy	6.48	6.2	4.17	-	-	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.3	2.263	-	-	-
Pot Cap-1 Maneuver	~ 33	150	364	-	-	-
Stage 1	~ 195	-	-	-	-	-
Stage 2	375	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 12	150	364	-	-	-
Mov Cap-2 Maneuver	~ 12	-	-	-	-	-
Stage 1	~ 73	-	-	-	-	-
Stage 2	375	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, $	7887.5	4	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	364	-	12	150	-	-
HCM Lane V/C Ratio	0.405	-	24.211	0.786	-	-
HCM Control Delay (s)	21.5	$ 0	1053.8	84.8	-	-
HCM Lane LOS	C	A	F	F	-	-
HCM 95th %tile Q(veh)	1.9	-	37.7	4.9	-	-

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

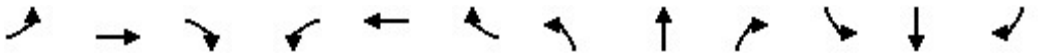
Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	11	872	8	16	1602
Future Vol, veh/h	6	11	872	8	16	1602
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	200	0	-	275	275	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	6	0	0	3
Mvmt Flow	6	12	918	8	17	1686

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2638	918	0	0	926	0
Stage 1	918	-	-	-	-	-
Stage 2	1720	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	26	332	-	-	746	-
Stage 1	392	-	-	-	-	-
Stage 2	160	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	25	332	-	-	746	-
Mov Cap-2 Maneuver	25	-	-	-	-	-
Stage 1	392	-	-	-	-	-
Stage 2	156	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	78.3	0	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	25	332	746	-
HCM Lane V/C Ratio	-	-	0.253	0.035	0.023	-
HCM Control Delay (s)	-	-	192.1	16.2	9.9	-
HCM Lane LOS	-	-	F	C	A	-
HCM 95th %tile Q(veh)	-	-	0.8	0.1	0.1	-



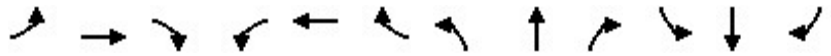
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	5	27	6	5	10	4	871	8	26	1585	28
Future Volume (veh/h)	30	5	27	6	5	10	4	871	8	26	1585	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
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	1604	1900	1900	1900	1900	1811	1900	1826	1900	1841	1856	1796
Adj Flow Rate, veh/h	32	5	28	6	5	11	4	917	8	27	1668	29
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, %	20	0	0	0	0	6	0	5	0	4	3	7
Cap, veh/h	156	21	118	158	45	98	75	1271	1112	342	1329	1082
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.01	0.70	0.70	0.03	0.72	0.72
Sat Flow, veh/h	1198	250	1399	1398	528	1162	1810	1826	1597	1753	1856	1511
Grp Volume(v), veh/h	32	0	33	6	0	16	4	917	8	27	1668	29
Grp Sat Flow(s),veh/h/ln	1198	0	1648	1398	0	1691	1810	1826	1597	1753	1856	1511
Q Serve(g_s), s	2.8	0.0	2.1	0.4	0.0	1.0	0.1	33.7	0.2	0.5	78.7	0.6
Cycle Q Clear(g_c), s	3.7	0.0	2.1	2.5	0.0	1.0	0.1	33.7	0.2	0.5	78.7	0.6
Prop In Lane	1.00		0.85	1.00		0.69	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	156	0	139	158	0	143	75	1271	1112	342	1329	1082
V/C Ratio(X)	0.20	0.00	0.24	0.04	0.00	0.11	0.05	0.72	0.01	0.08	1.25	0.03
Avail Cap(c_a), veh/h	328	0	375	357	0	385	148	1308	1144	377	1329	1082
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.2	0.0	47.0	48.1	0.0	46.5	32.5	10.2	5.1	9.7	15.6	4.5
Incr Delay (d2), s/veh	0.6	0.0	0.9	0.1	0.0	0.3	0.3	1.9	0.0	0.1	121.1	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	1.6	0.0	1.6	0.3	0.0	0.8	0.1	16.7	0.1	0.3	98.8	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.8	0.0	47.8	48.2	0.0	46.8	32.7	12.1	5.1	9.8	136.6	4.5
LnGrp LOS	D	A	D	D	A	D	C	B	A	A	F	A
Approach Vol, veh/h		65			22			929			1724	
Approach Delay, s/veh		48.3			47.2			12.2			132.4	
Approach LOS		D			D			B			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	85.9		16.2	10.0	83.7		16.2				
Change Period (Y+Rc), s	* 7.2	* 7.2		6.9	* 7.2	* 7.2		6.9				
Max Green Setting (Gmax), s	* 5	* 79		25.0	* 5	* 79		25.0				
Max Q Clear Time (g_c+I1), s	2.1	80.7		4.5	2.5	35.7		5.7				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	8.0		0.2				

Intersection Summary		
HCM 6th Ctrl Delay		89.0
HCM 6th LOS		F

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	11	479	17	22	9	308	597	6	4	1143	302
Future Volume (veh/h)	170	11	479	17	22	9	308	597	6	4	1143	302
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	1856	1900	1722	1900	1900	1900	1722	1870	1900	1900	1870	1826
Adj Flow Rate, veh/h	179	12	375	18	23	9	324	628	6	4	1203	271
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, %	3	0	12	0	0	0	12	2	0	0	2	5
Cap, veh/h	481	13	405	149	265	104	344	1756	796	375	1167	508
Arrive On Green	0.09	0.26	0.26	0.04	0.20	0.20	0.18	0.49	0.49	0.01	0.33	0.33
Sat Flow, veh/h	1767	50	1568	1810	1300	509	1640	3554	1610	1810	3554	1547
Grp Volume(v), veh/h	179	0	387	18	0	32	324	628	6	4	1203	271
Grp Sat Flow(s),veh/h/ln	1767	0	1618	1810	0	1808	1640	1777	1610	1810	1777	1547
Q Serve(g_s), s	10.2	0.0	30.7	1.0	0.0	1.9	21.2	14.3	0.2	0.1	43.2	18.8
Cycle Q Clear(g_c), s	10.2	0.0	30.7	1.0	0.0	1.9	21.2	14.3	0.2	0.1	43.2	18.8
Prop In Lane	1.00		0.97	1.00		0.28	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	481	0	418	149	0	369	344	1756	796	375	1167	508
V/C Ratio(X)	0.37	0.00	0.93	0.12	0.00	0.09	0.94	0.36	0.01	0.01	1.03	0.53
Avail Cap(c_a), veh/h	905	0	541	269	0	369	344	1756	796	469	1167	508
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.5	0.0	47.6	40.3	0.0	42.4	40.6	20.5	16.9	17.3	44.2	36.0
Incr Delay (d2), s/veh	0.2	0.0	17.0	0.4	0.0	0.1	33.4	0.2	0.0	0.0	34.7	1.4
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	7.8	0.0	20.4	0.8	0.0	1.6	14.0	9.7	0.2	0.1	32.5	11.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.7	0.0	64.6	40.7	0.0	42.5	74.0	20.6	16.9	17.3	78.9	37.4
LnGrp LOS	C	A	E	D	A	D	E	C	B	B	F	D
Approach Vol, veh/h		566			50			958			1478	
Approach Delay, s/veh		55.1			41.9			38.6			71.1	
Approach LOS		E			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	50.0	18.4	33.2	8.2	71.8	11.3	40.3
Change Period (Y+Rc), s	6.8	6.8	6.0	* 6.3	* 7.5	6.8	* 6.3	* 6.3
Max Green Setting (Gmax), s	23.2	43.2	44.0	* 14	* 7.5	58.2	* 14	* 44
Max Q Clear Time (g_c+I1), s	23.2	45.2	12.2	3.9	2.1	16.3	3.0	32.7
Green Ext Time (p_c), s	0.0	0.0	0.2	0.1	0.0	6.4	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	57.5
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

User approved ignoring U-Turning movement.

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

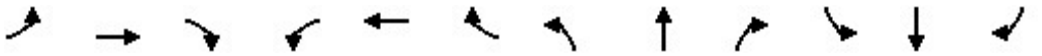
2050 NO-BUILD AM PEAK HOUR INTERSECTION MOE TABLES

2050 AM No Build Signalized Network												
Old Lake Wilson Rd. & Osceola Polk Line Rd. (CR 532)												Intersection ID: 1
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	0.91	1.24	1.24	1.48	0.63	0.45	0.81	0.81	1.02	1.00	1.02	0.92
HCM Lane Group Delay (s)	77.2	184.8	186.1	310.8	32.6	16.9	89.4	39.2	67.2	108.4	104.2	93.8
HCM Lane LOS	E	F	F	F	C	B	F	D	F	F	F	F
HCM 95th Percentile Queue (veh/ln)	15.0	37.0	35.8	15.9	17.7	11.3	5.6	23.6	44.3	13.8	18.8	15.4
HCM6 Intersection Ctrl Delay	88.7											
HCM6 Intersection LOS	F											
Old Lake Wilson Rd. & Fairfax Dr./Marker Ave.												Intersection ID: 6
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	0.19	1.62	0.01	0.19	0.00	0.06	0.05	0.00	0.24	0.13	0.96	0.03
HCM Lane Group Delay (s)	27.1	296.6	4.6	50.1	0.0	47.0	47.4	0.0	48.4	32.9	31.6	5.1
HCM Lane LOS	C	F	A	D	A	D	D	A	D	C	C	A
HCM 95th Percentile Queue (veh/ln)	0.9	200.3	0.1	1.4	0.0	0.4	0.4	0.0	1.6	0.4	35.5	0.3
HCM6 Intersection Ctrl Delay	192.5											
HCM6 Intersection LOS	F											
Old Lake Wilson Rd. & Sinclair Rd.												Intersection ID: 7
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	1.82	0.98	0.03	0.95	0.00	0.51	0.04	0.00	0.28	0.14	0.85	0.72
HCM Lane Group Delay (s)	418.1	57.3	22.0	65.9	0.0	38.5	59.3	0.0	66.7	34.5	52.4	49.2
HCM Lane LOS	F	E	C	E	A	D	E	A	E	C	D	D
HCM 95th Percentile Queue (veh/ln)	71.7	36.8	0.6	32.1	0.0	11.8	0.4	0.0	1.3	0.4	20.5	15.7
HCM6 Intersection Ctrl Delay	109.9											
HCM6 Intersection LOS	F											

2050 AM No Build Unsignalized Network												
Old Lake Wilson Rd. & Shoppes at Reunion											Intersection ID: 2	
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	-	-	-		-		-	-	0.51		-	
HCM Control Delay (s)	-	-	-		-		-	-	84.6		-	
HCM Lane LOS	-	-	-		-		-	-	F		-	
HCM 95th Percentile Queue (veh/ln)	-	-	-		-		-	-	2.2		-	
Old Lake Wilson Rd. & Excitement Dr.											**Intersection ID: 3**	
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	-	-	-		-		5.19	-	0.19	0.05	-	-
HCM Control Delay (s)	-	-	-		-		2424.4	-	55.3	17.4	-	-
HCM Lane LOS	-	-	-		-		F	-	F	C	-	-
HCM 95th Percentile Queue (veh/ln)	-	-	-		-		10.0	-	0.7	0.1	-	-
Old Lake Wilson Rd. & Spine Rd.											**Intersection ID: 4**	
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	0.21	-	-	-	-	0.58		-		-	-	-
HCM Control Delay (s)	12.9	0.0	-	-	-	36.8		-		-	-	-
HCM Lane LOS	B	A	-	-	-	E		-		-	-	-
HCM 95th Percentile Queue (veh/ln)	0.8	-	-	-	-	3.3		-		-	-	-
Old Lake Wilson Rd. & Assembly Ct.											**Intersection ID: 5**	
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	-	-	-		-		1.05	-	0.28	0.05	-	-
HCM Control Delay (s)	-	-	-		-		928.7	-	85.2	20.0	-	-
HCM Lane LOS	-	-	-		-		F	-	F	C	-	-
HCM 95th Percentile Queue (veh/ln)	-	-	-		-		1.8	-	1.0	0.1	-	-

Note: The 2030 AM No-Build Synchro report at this intersection showed an LOS of F, a delay greater than 200 seconds, and a v/c ratio greater than 1.5 for the EBL (EBLn1) movement. Since the NB/SB volumes are so high, Synchro cannot calculate an LOS, delay, or v/c ratio for the EBL movement. This movement will be shown with an LOS of F, delay greater than 200 seconds, and v/c ratio greater than 1.5 in the body of the PTAR.

2050 NO-BUILD AM PEAK HOUR INTERSECTION OPERATIONS SYNCHRO REPORTS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	257	874	630	139	1083	1029	469	606	227	353	525	216
Future Volume (veh/h)	257	874	630	139	1083	1029	469	606	227	353	525	216
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	1781	1796	1841	1722	1811	1841	1870	1900	1752	1811	1870
Adj Flow Rate, veh/h	271	920	402	146	1140	849	494	638	227	372	553	227
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, %	2	8	7	4	12	6	4	2	0	10	6	2
Cap, veh/h	183	1453	895	180	1405	835	540	515	183	372	540	248
Arrive On Green	0.05	0.43	0.43	0.05	0.43	0.43	0.16	0.20	0.20	0.12	0.16	0.16
Sat Flow, veh/h	3456	3385	1522	3401	3272	1535	3401	2567	913	3237	3441	1579
Grp Volume(v), veh/h	271	920	402	146	1140	849	494	441	424	372	553	227
Grp Sat Flow(s),veh/h/ln	1728	1692	1522	1700	1636	1535	1700	1777	1703	1618	1721	1579
Q Serve(g_s), s	7.4	29.8	20.7	5.9	42.7	60.1	20.0	28.1	28.1	16.1	22.0	19.8
Cycle Q Clear(g_c), s	7.4	29.8	20.7	5.9	42.7	60.1	20.0	28.1	28.1	16.1	22.0	19.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.54	1.00		1.00
Lane Grp Cap(c), veh/h	183	1453	895	180	1405	835	540	357	342	372	540	248
V/C Ratio(X)	1.48	0.63	0.45	0.81	0.81	1.02	0.91	1.24	1.24	1.00	1.02	0.92
Avail Cap(c_a), veh/h	183	1453	895	180	1405	835	561	357	342	372	540	248
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	66.3	31.3	16.1	65.6	35.0	31.9	57.9	56.0	56.0	61.9	59.0	58.1
Incr Delay (d2), s/veh	244.5	1.3	0.8	23.8	4.2	35.3	19.2	128.8	130.2	46.5	45.2	35.7
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	15.9	17.7	11.3	5.6	23.6	44.3	15.0	37.0	35.8	13.8	18.8	15.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	310.8	32.6	16.9	89.4	39.2	67.2	77.2	184.8	186.1	108.4	104.2	93.8
LnGrp LOS	F	C	B	F	D	F	E	F	F	F	F	F
Approach Vol, veh/h		1593			2135			1359			1152	
Approach Delay, s/veh		76.0			53.8			146.1			103.5	
Approach LOS		E			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	67.0	23.0	35.0	15.0	67.0	29.1	28.9
Change Period (Y+Rc), s	* 7.6	6.9	6.9	6.9	* 7.6	6.9	6.9	6.9
Max Green Setting (Gmax), s	* 7.4	60.1	16.1	28.1	* 7.4	60.1	23.1	21.1
Max Q Clear Time (g_c+I1), s	9.4	62.1	18.1	30.1	7.9	31.8	22.0	24.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	16.2	0.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	88.7
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

User approved ignoring U-Turning movement.

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

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	42	1813	30	0	1094
Future Vol, veh/h	0	42	1813	30	0	1094
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	4	6	0	7
Mvmt Flow	0	44	1908	32	0	1152

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1908	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	86	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	86	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	84.6	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	86	-
HCM Lane V/C Ratio	-	-	0.514	-
HCM Control Delay (s)	-	-	84.6	-
HCM Lane LOS	-	-	F	-
HCM 95th %tile Q(veh)	-	-	2.2	-

Intersection	
Int Delay, s/veh	56.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	69	16	1801	54	13	1025
Future Vol, veh/h	69	16	1801	54	13	1025
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	175	0	-	185	575	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	4	0	0	7
Mvmt Flow	73	17	1896	57	14	1079

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3003	1896	0	0	1953	0
Stage 1	1896	-	-	-	-	-
Stage 2	1107	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 15	88	-	-	303	-
Stage 1	131	-	-	-	-	-
Stage 2	319	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 14	88	-	-	303	-
Mov Cap-2 Maneuver	~ 14	-	-	-	-	-
Stage 1	131	-	-	-	-	-
Stage 2	304	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, $	1978.5	0	0.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	14	88	303	-
HCM Lane V/C Ratio	-	-	5.188	0.191	0.045	-
HCM Control Delay (s)	-	-	$ 2424.4	55.3	17.4	-
HCM Lane LOS	-	-	F	F	C	-
HCM 95th %tile Q(veh)	-	-	10	0.7	0.1	-

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

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	346	140	112	1705	898	276
Future Vol, veh/h	346	140	112	1705	898	276
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	175	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	7	0	3	6	8
Mvmt Flow	364	147	118	1795	945	291

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3122	1091	1236	0	-	0
Stage 1	1091	-	-	-	-	-
Stage 2	2031	-	-	-	-	-
Critical Hdwy	6.4	6.27	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.363	2.2	-	-	-
Pot Cap-1 Maneuver	~ 13	255	571	-	-	-
Stage 1	~ 325	-	-	-	-	-
Stage 2	~ 112	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	0	255	571	-	-	-
Mov Cap-2 Maneuver	0	-	-	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	~ 112	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s		0.8	0
HCM LOS	-		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	571	-	-	255	-	-
HCM Lane V/C Ratio	0.206	-	-	0.578	-	-
HCM Control Delay (s)	12.9	0	-	36.8	-	-
HCM Lane LOS	B	A	-	E	-	-
HCM 95th %tile Q(veh)	0.8	-	-	3.3	-	-

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

Note: The 2030 AM No-Build Synchro report at this intersection showed an LOS of F, a delay greater than 200 seconds, and a v/c ratio greater than 1.5 for the EBL (EBLn1) movement. Since the NB/SB volumes are so high, Synchro cannot calculate an LOS, delay, or v/c ratio for the EBL movement. This movement will be shown with an LOS of F, delay greater than 200 seconds, and v/c ratio greater than 1.5 in the body of the PTAR.

Intersection	
Int Delay, s/veh	2.8

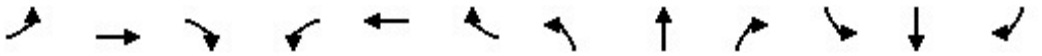
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	16	2045	6	11	1166
Future Vol, veh/h	8	16	2045	6	11	1166
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	200	0	-	275	275	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	3	0	0	6
Mvmt Flow	8	17	2153	6	12	1227

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3404	2153	0	0	2159	0
Stage 1	2153	-	-	-	-	-
Stage 2	1251	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 8	61	-	-	252	-
Stage 1	97	-	-	-	-	-
Stage 2	272	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 8	61	-	-	252	-
Mov Cap-2 Maneuver	~ 8	-	-	-	-	-
Stage 1	97	-	-	-	-	-
Stage 2	259	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 366.4	0	0.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	8	61	252	-
HCM Lane V/C Ratio	-	-	1.053	0.276	0.046	-
HCM Control Delay (s)	-	-	$ 928.7	85.2	20	-
HCM Lane LOS	-	-	F	F	C	-
HCM 95th %tile Q(veh)	-	-	1.8	1	0.1	-

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



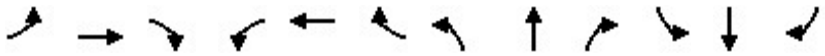
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	5	4	8	5	26	27	2028	6	10	1165	30
Future Volume (veh/h)	28	5	4	8	5	26	27	2028	6	10	1165	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
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	1796	1900	1900	1900	1900	1841	1900	1856	1900	1811	1826	1604
Adj Flow Rate, veh/h	29	5	4	8	5	27	28	2135	6	11	1226	32
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	0	0	0	0	4	0	3	0	6	5	20
Cap, veh/h	150	80	64	176	21	114	150	1321	1138	88	1276	942
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.03	0.71	0.71	0.01	0.70	0.70
Sat Flow, veh/h	1323	977	782	1428	258	1392	1810	1856	1598	1725	1826	1348
Grp Volume(v), veh/h	29	0	9	8	0	32	28	2135	6	11	1226	32
Grp Sat Flow(s),veh/h/ln	1323	0	1759	1428	0	1649	1810	1856	1598	1725	1826	1348
Q Serve(g_s), s	2.3	0.0	0.5	0.6	0.0	2.0	0.5	78.7	0.1	0.2	68.0	0.8
Cycle Q Clear(g_c), s	4.3	0.0	0.5	1.1	0.0	2.0	0.5	78.7	0.1	0.2	68.0	0.8
Prop In Lane	1.00		0.44	1.00		0.84	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	150	0	145	176	0	136	150	1321	1138	88	1276	942
V/C Ratio(X)	0.19	0.00	0.06	0.05	0.00	0.24	0.19	1.62	0.01	0.13	0.96	0.03
Avail Cap(c_a), veh/h	340	0	398	381	0	373	185	1321	1138	143	1300	960
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.5	0.0	46.8	47.3	0.0	47.5	26.6	15.9	4.6	32.2	15.2	5.1
Incr Delay (d2), s/veh	0.6	0.0	0.2	0.1	0.0	0.9	0.6	280.7	0.0	0.6	16.3	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	1.4	0.0	0.4	0.4	0.0	1.6	0.9	200.3	0.1	0.4	35.5	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.1	0.0	47.0	47.4	0.0	48.4	27.1	296.6	4.6	32.9	31.6	5.1
LnGrp LOS	D	A	D	D	A	D	C	F	A	C	C	A
Approach Vol, veh/h		38			40			2169			1269	
Approach Delay, s/veh		49.4			48.2			292.3			30.9	
Approach LOS		D			D			F			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.1	84.4		16.0	8.6	85.9		16.0				
Change Period (Y+Rc), s	* 7.2	* 7.2		6.9	* 7.2	* 7.2		6.9				
Max Green Setting (Gmax), s	* 5	* 79		25.0	* 5	* 79		25.0				
Max Q Clear Time (g_c+I1), s	2.5	70.0		4.0	2.2	80.7		6.3				
Green Ext Time (p_c), s	0.0	5.9		0.1	0.0	0.0		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		192.5
HCM 6th LOS		F

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	583	22	383	6	14	4	614	1451	17	10	816	393
Future Volume (veh/h)	583	22	383	6	14	4	614	1451	17	10	816	393
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	1900	1722	1900	1900	1900	1722	1870	1900	1900	1870	1856
Adj Flow Rate, veh/h	614	23	244	6	15	4	646	1527	18	11	859	322
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	0	12	0	0	0	12	2	0	0	2	3
Cap, veh/h	646	45	475	160	53	14	355	1552	703	79	1014	449
Arrive On Green	0.32	0.32	0.32	0.04	0.04	0.04	0.17	0.44	0.44	0.01	0.29	0.29
Sat Flow, veh/h	1739	141	1491	1810	1445	385	1640	3554	1610	1810	3554	1572
Grp Volume(v), veh/h	614	0	267	6	0	19	646	1527	18	11	859	322
Grp Sat Flow(s),veh/h/ln	1739	0	1632	1810	0	1831	1640	1777	1610	1810	1777	1572
Q Serve(g_s), s	44.0	0.0	18.3	0.4	0.0	1.4	23.2	58.3	0.9	0.5	31.3	25.3
Cycle Q Clear(g_c), s	44.0	0.0	18.3	0.4	0.0	1.4	23.2	58.3	0.9	0.5	31.3	25.3
Prop In Lane	1.00		0.91	1.00		0.21	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	646	0	520	160	0	67	355	1552	703	79	1014	449
V/C Ratio(X)	0.95	0.00	0.51	0.04	0.00	0.28	1.82	0.98	0.03	0.14	0.85	0.72
Avail Cap(c_a), veh/h	646	0	523	274	0	183	355	1552	703	156	1119	495
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.2	0.0	38.1	59.2	0.0	64.4	37.8	38.2	22.0	33.7	46.2	44.1
Incr Delay (d2), s/veh	23.7	0.0	0.4	0.1	0.0	2.3	380.3	19.1	0.0	0.8	6.1	5.1
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	22.1	0.0	11.8	0.4	0.0	1.3	71.7	36.8	0.6	0.4	20.5	15.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.9	0.0	38.5	59.3	0.0	66.7	418.1	57.3	22.0	34.5	52.4	49.2
LnGrp LOS	E	A	D	E	A	E	F	E	C	C	D	D
Approach Vol, veh/h		881			25			2191			1192	
Approach Delay, s/veh		57.6			64.9			163.4			51.3	
Approach LOS		E			E			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	45.9	50.0	11.3	9.2	66.7	11.3	50.0
Change Period (Y+Rc), s	6.8	6.8	6.0	* 6.3	* 7.5	6.8	* 6.3	* 6.3
Max Green Setting (Gmax), s	23.2	43.2	44.0	* 14	* 7.5	58.2	* 14	* 44
Max Q Clear Time (g_c+I1), s	25.3	33.3	46.0	3.4	2.5	60.3	2.4	20.3
Green Ext Time (p_c), s	0.0	5.9	0.0	0.0	0.0	0.0	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	109.9
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

User approved ignoring U-Turning movement.

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

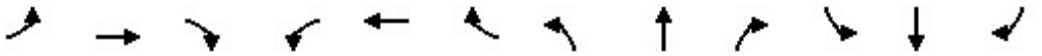
2050 NO-BUILD PM PEAK HOUR INTERSECTION MOE TABLES

2050 PM No Build Signalized Network												
Old Lake Wilson Rd. & Osceola Polk Line Rd. (CR 532)											Intersection ID: 1	
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	1.00	1.23	1.23	1.07	1.07	0.29	1.22	0.93	0.43	1.27	0.83	0.67
HCM Lane Group Delay (s)	89.5	189.3	191.5	136.6	96.3	19.1	198.1	62.8	19.3	182.2	60.0	55.2
HCM Lane LOS	F	F	F	F	F	B	F	E	B	F	E	E
HCM 95th Percentile Queue (veh/ln)	20.8	29.0	29.4	13.6	34.6	7.6	12.7	23.8	10.9	44.8	16.6	12.1
HCM6 Intersection Ctrl Delay	109.1											
HCM6 Intersection LOS	F											
Old Lake Wilson Rd. & Fairfax Dr./Marker Ave.											Intersection ID: 6	
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	0.05	0.96	0.01	0.20	0.00	0.24	0.04	0.00	0.11	0.19	1.61	0.03
HCM Lane Group Delay (s)	32.7	32.4	5.1	48.8	0.0	47.8	48.2	0.0	46.8	27.5	292.0	4.5
HCM Lane LOS	C	C	A	D	A	D	D	A	D	C	F	A
HCM 95th Percentile Queue (veh/ln)	0.1	36.0	0.1	1.6	0.0	1.6	0.3	0.0	0.8	0.8	197.9	0.3
HCM6 Intersection Ctrl Delay	190.1											
HCM6 Intersection LOS	F											
Old Lake Wilson Rd. & Sinclair Rd.											Intersection ID: 7	
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	1.24	0.52	0.01	0.72	0.00	0.98	0.20	0.00	0.16	0.02	1.38	1.09
HCM Lane Group Delay (s)	175.6	26.4	19.8	39.8	0.0	81.9	54.1	0.0	55.3	21.5	226.3	114.4
HCM Lane LOS	F	C	B	D	A	F	D	A	E	C	F	F
HCM 95th Percentile Queue (veh/ln)	28.3	14.8	0.2	17.8	0.0	29.6	1.0	0.0	2.0	0.1	68.2	35.3
HCM6 Intersection Ctrl Delay	130.4											
HCM6 Intersection LOS	F											

2050 PM No Build Unsignalized Network												
Old Lake Wilson Rd. & Shoppes at Reunion											Intersection ID: 2	
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	-	-	-		-		-	-	0.10		-	
HCM Control Delay (s)	-	-	-		-		-	-	20.9		-	
HCM Lane LOS	-	-	-		-		-	-	C		-	
HCM 95th Percentile Queue (veh/ln)	-	-	-		-		-	-	0.3		-	
Old Lake Wilson Rd. & Excitement Dr.											Intersection ID: 3	
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	-	-	-		-		3.79	-	0.05	0.03	-	-
HCM Control Delay (s)	-	-	-		-		1768.8	-	19.2	11.0	-	-
HCM Lane LOS	-	-	-		-		F	-	C	B	-	-
HCM 95th Percentile Queue (veh/ln)	-	-	-		-		7.9	-	0.2	0.1	-	-
Old Lake Wilson Rd. & Spine Rd.											Intersection ID: 4	
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	0.62	-	-	-	-	1.51		-		-	-	-
HCM Control Delay (s)	41.9	0.0	-	-	-	377.5		-		-	-	-
HCM Lane LOS	E	A	-	-	-	F		-		-	-	-
HCM 95th Percentile Queue (veh/ln)	3.7	-	-	-	-	9.6		-		-	-	-
Old Lake Wilson Rd. & Assembly Ct.											Intersection ID: 5	
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	-	-	-		-		0.79	-	0.05	0.03	-	-
HCM Control Delay (s)	-	-	-		-		810.3	-	22.3	11.5	-	-
HCM Lane LOS	-	-	-		-		F	-	C	B	-	-
HCM 95th Percentile Queue (veh/ln)	-	-	-		-		1.4	-	0.2	0.1	-	-

Note: The 2030 PM No-Build Synchro report at this intersection showed an LOS of F, a delay greater than 200 seconds, and a v/c ratio greater than 1.5 for the EBL (EBLn1) movement. Since the NB/SB volumes are so high, Synchro cannot calculate an LOS, delay, or v/c ratio for the EBL movement.. This movement will be shown with an LOS of F, delay greater than 200 seconds, and v/c ratio greater than 1.5 in the body of the PTAR.

2050 NO-BUILD PM PEAK HOUR INTERSECTION OPERATIONS SYNCHRO REPORTS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	313	1073	469	243	876	359	630	549	98	1040	600	215
Future Volume (veh/h)	313	1073	469	243	876	359	630	549	98	1040	600	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	1870	1722	1841	1900	1781	1752	1796	1811	1841	1811	1870	1870
Adj Flow Rate, veh/h	329	1129	233	256	922	355	663	578	91	1095	632	226
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, %	2	12	4	0	8	10	7	6	4	6	2	2
Cap, veh/h	306	1054	816	211	994	819	666	470	74	863	764	340
Arrive On Green	0.09	0.32	0.32	0.06	0.29	0.29	0.20	0.16	0.16	0.26	0.22	0.22
Sat Flow, veh/h	3456	3272	1560	3510	3385	1485	3319	2978	468	3346	3554	1581
Grp Volume(v), veh/h	329	1129	233	256	922	355	663	333	336	1095	632	226
Grp Sat Flow(s),veh/h/ln	1728	1636	1560	1755	1692	1485	1659	1721	1725	1673	1777	1581
Q Serve(g_s), s	12.4	45.1	11.7	8.4	37.0	19.7	27.9	22.1	22.1	36.1	23.8	18.3
Cycle Q Clear(g_c), s	12.4	45.1	11.7	8.4	37.0	19.7	27.9	22.1	22.1	36.1	23.8	18.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.27	1.00		1.00
Lane Grp Cap(c), veh/h	306	1054	816	211	994	819	666	272	272	863	764	340
V/C Ratio(X)	1.07	1.07	0.29	1.22	0.93	0.43	1.00	1.23	1.23	1.27	0.83	0.67
Avail Cap(c_a), veh/h	306	1054	816	211	994	819	666	272	272	863	764	340
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	63.8	47.4	18.7	65.8	48.0	18.5	55.9	59.0	59.0	52.0	52.5	50.3
Incr Delay (d2), s/veh	72.8	48.8	0.4	132.3	14.8	0.8	33.6	130.3	132.5	130.2	7.5	4.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.6	34.6	7.6	12.7	23.8	10.9	20.8	29.0	29.4	44.8	16.6	12.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	136.6	96.3	19.1	198.1	62.8	19.3	89.5	189.3	191.5	182.2	60.0	55.2
LnGrp LOS	F	F	B	F	E	B	F	F	F	F	E	E
Approach Vol, veh/h		1691			1533			1332			1953	
Approach Delay, s/veh		93.5			75.3			140.2			127.9	
Approach LOS		F			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	48.0	43.0	29.0	16.0	52.0	35.0	37.0
Change Period (Y+Rc), s	* 7.6	6.9	6.9	6.9	* 7.6	6.9	6.9	6.9
Max Green Setting (Gmax), s	* 12	41.1	36.1	22.1	* 8.4	45.1	28.1	30.1
Max Q Clear Time (g_c+I1), s	14.4	39.0	38.1	24.1	10.4	47.1	29.9	25.8
Green Ext Time (p_c), s	0.0	1.7	0.0	0.0	0.0	0.0	0.0	1.9

Intersection Summary	
HCM 6th Ctrl Delay	109.1
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	23	1071	72	0	1855
Future Vol, veh/h	0	23	1071	72	0	1855
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	6	0	7	0	0	4
Mvmt Flow	0	24	1127	76	0	1953

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1127	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	251	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	251	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	251	-
HCM Lane V/C Ratio	-	-	0.096	-
HCM Control Delay (s)	-	-	20.9	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0.3	-

Intersection	
Int Delay, s/veh	32.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	54	13	1025	69	16	1801
Future Vol, veh/h	54	13	1025	69	16	1801
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	175	0	-	185	575	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	7	0	0	4
Mvmt Flow	57	14	1079	73	17	1896

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3009	1079	0	0	1152	0
Stage 1	1079	-	-	-	-	-
Stage 2	1930	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 15	268	-	-	614	-
Stage 1	329	-	-	-	-	-
Stage 2	126	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 15	268	-	-	614	-
Mov Cap-2 Maneuver	~ 15	-	-	-	-	-
Stage 1	329	-	-	-	-	-
Stage 2	122	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, $	1429.3	0	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	15	268	614	-
HCM Lane V/C Ratio	-	-	3.789	0.051	0.027	-
HCM Control Delay (s)	-	-	$ 1768.8	19.2	11	-
HCM Lane LOS	-	-	F	C	B	-
HCM 95th %tile Q(veh)	-	-	7.9	0.2	0.1	-

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

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	276	112	140	898	1705	346
Future Vol, veh/h	276	112	140	898	1705	346
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	175	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	8	0	7	6	3	0
Mvmt Flow	291	118	147	945	1795	364

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3216	1977	2159	0	-	0
Stage 1	1977	-	-	-	-	-
Stage 2	1239	-	-	-	-	-
Critical Hdwy	6.48	6.2	4.17	-	-	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.3	2.263	-	-	-
Pot Cap-1 Maneuver	~ 10	~ 78	238	-	-	-
Stage 1	~ 113	-	-	-	-	-
Stage 2	~ 266	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	0	~ 78	238	-	-	-
Mov Cap-2 Maneuver	0	-	-	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	~ 266	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s		5.7	0
HCM LOS	-		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	238	-	-	78	-	-
HCM Lane V/C Ratio	0.619	-	-	1.511	-	-
HCM Control Delay (s)	41.9	0	-	$ 377.5	-	-
HCM Lane LOS	E	A	-	F	-	-
HCM 95th %tile Q(veh)	3.7	-	-	9.6	-	-

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

Note: The 2030 PM No-Build Synchro report at this intersection showed an LOS of F, a delay greater than 200 seconds, and a v/c ratio greater than 1.5 for the EBL (EBLn1) movement. Since the NB/SB volumes are so high, Synchro cannot calculate an LOS, delay, or v/c ratio for the EBL movement. This movement will be shown with an LOS of F, delay greater than 200 seconds, and v/c ratio greater than 1.5 in the body of the PTAR.

Intersection	
Int Delay, s/veh	1.6

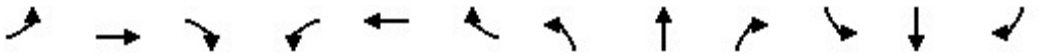
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	11	1166	8	16	2045
Future Vol, veh/h	6	11	1166	8	16	2045
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	200	0	-	275	275	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	6	0	0	3
Mvmt Flow	6	12	1227	8	17	2153

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3414	1227	0	0	1235	0
Stage 1	1227	-	-	-	-	-
Stage 2	2187	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	8	220	-	-	571	-
Stage 1	280	-	-	-	-	-
Stage 2	93	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	8	220	-	-	571	-
Mov Cap-2 Maneuver	8	-	-	-	-	-
Stage 1	280	-	-	-	-	-
Stage 2	90	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 300.4	0	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	8	220	571	-
HCM Lane V/C Ratio	-	-	0.789	0.053	0.029	-
HCM Control Delay (s)	-	-	$ 810.3	22.3	11.5	-
HCM Lane LOS	-	-	F	C	B	-
HCM 95th %tile Q(veh)	-	-	1.4	0.2	0.1	-

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



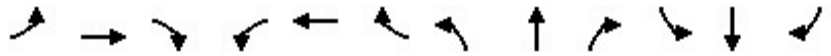
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	5	27	6	5	10	4	1165	8	26	2028	28
Future Volume (veh/h)	30	5	27	6	5	10	4	1165	8	26	2028	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
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	1604	1900	1900	1900	1900	1811	1900	1826	1900	1841	1856	1796
Adj Flow Rate, veh/h	32	5	28	6	5	11	4	1226	8	27	2135	29
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, %	20	0	0	0	0	6	0	5	0	4	3	7
Cap, veh/h	156	21	118	158	45	98	75	1271	1112	143	1329	1082
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.01	0.70	0.70	0.03	0.72	0.72
Sat Flow, veh/h	1198	250	1399	1398	528	1162	1810	1826	1597	1753	1856	1511
Grp Volume(v), veh/h	32	0	33	6	0	16	4	1226	8	27	2135	29
Grp Sat Flow(s),veh/h/ln	1198	0	1648	1398	0	1691	1810	1826	1597	1753	1856	1511
Q Serve(g_s), s	2.8	0.0	2.1	0.4	0.0	1.0	0.1	68.3	0.2	0.5	78.7	0.6
Cycle Q Clear(g_c), s	3.7	0.0	2.1	2.5	0.0	1.0	0.1	68.3	0.2	0.5	78.7	0.6
Prop In Lane	1.00		0.85	1.00		0.69	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	156	0	139	158	0	143	75	1271	1112	143	1329	1082
V/C Ratio(X)	0.20	0.00	0.24	0.04	0.00	0.11	0.05	0.96	0.01	0.19	1.61	0.03
Avail Cap(c_a), veh/h	328	0	375	357	0	385	148	1308	1144	178	1329	1082
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.2	0.0	47.0	48.1	0.0	46.5	32.5	15.5	5.1	26.9	15.6	4.5
Incr Delay (d2), s/veh	0.6	0.0	0.9	0.1	0.0	0.3	0.3	16.9	0.0	0.6	276.4	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	1.6	0.0	1.6	0.3	0.0	0.8	0.1	36.0	0.1	0.8	197.9	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.8	0.0	47.8	48.2	0.0	46.8	32.7	32.4	5.1	27.5	292.0	4.5
LnGrp LOS	D	A	D	D	A	D	C	C	A	C	F	A
Approach Vol, veh/h		65			22			1238			2191	
Approach Delay, s/veh		48.3			47.2			32.2			284.9	
Approach LOS		D			D			C			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	85.9		16.2	10.0	83.7		16.2				
Change Period (Y+Rc), s	* 7.2	* 7.2		6.9	* 7.2	* 7.2		6.9				
Max Green Setting (Gmax), s	* 5	* 79		25.0	* 5	* 79		25.0				
Max Q Clear Time (g_c+I1), s	2.1	80.7		4.5	2.5	70.3		5.7				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	5.7		0.2				

Intersection Summary		
HCM 6th Ctrl Delay		190.1
HCM 6th LOS		F

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	393	14	614	17	22	10	383	816	6	4	1451	583
Future Volume (veh/h)	393	14	614	17	22	10	383	816	6	4	1451	583
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	1856	1900	1722	1900	1900	1900	1722	1870	1900	1900	1870	1826
Adj Flow Rate, veh/h	414	15	487	18	23	11	403	859	6	4	1527	522
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, %	3	0	12	0	0	0	12	2	0	0	2	5
Cap, veh/h	575	15	496	92	145	69	325	1660	752	254	1104	481
Arrive On Green	0.22	0.32	0.32	0.02	0.12	0.12	0.17	0.47	0.47	0.01	0.31	0.31
Sat Flow, veh/h	1767	48	1569	1810	1215	581	1640	3554	1610	1810	3554	1547
Grp Volume(v), veh/h	414	0	502	18	0	34	403	859	6	4	1527	522
Grp Sat Flow(s),veh/h/ln	1767	0	1618	1810	0	1795	1640	1777	1610	1810	1777	1547
Q Serve(g_s), s	27.6	0.0	42.8	1.2	0.0	2.4	23.2	23.6	0.3	0.2	43.2	43.2
Cycle Q Clear(g_c), s	27.6	0.0	42.8	1.2	0.0	2.4	23.2	23.6	0.3	0.2	43.2	43.2
Prop In Lane	1.00		0.97	1.00		0.32	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	575	0	512	92	0	215	325	1660	752	254	1104	481
V/C Ratio(X)	0.72	0.00	0.98	0.20	0.00	0.16	1.24	0.52	0.01	0.02	1.38	1.09
Avail Cap(c_a), veh/h	751	0	512	238	0	215	325	1660	752	342	1104	481
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.4	0.0	47.1	53.1	0.0	55.0	44.5	26.0	19.8	21.4	48.0	48.0
Incr Delay (d2), s/veh	1.4	0.0	34.7	1.0	0.0	0.3	131.0	0.4	0.0	0.0	178.3	66.4
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	17.8	0.0	29.6	1.0	0.0	2.0	28.3	14.8	0.2	0.1	68.2	35.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.8	0.0	81.9	54.1	0.0	55.3	175.6	26.4	19.8	21.5	226.3	114.4
LnGrp LOS	D	A	F	D	A	E	F	C	B	C	F	F
Approach Vol, veh/h		916			52			1268			2053	
Approach Delay, s/veh		62.8			54.9			73.8			197.4	
Approach LOS		E			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	50.0	36.2	22.9	8.2	71.8	8.8	50.3
Change Period (Y+Rc), s	6.8	6.8	6.0	* 6.3	* 7.5	6.8	* 6.3	* 6.3
Max Green Setting (Gmax), s	23.2	43.2	44.0	* 14	* 7.5	58.2	* 14	* 44
Max Q Clear Time (g_c+I1), s	25.2	45.2	29.6	4.4	2.2	25.6	3.2	44.8
Green Ext Time (p_c), s	0.0	0.0	0.6	0.1	0.0	9.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	130.4
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

User approved ignoring U-Turning movement.

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

APPENDIX R – FUTURE NO-BUILD SEGMENT OPERATIONS REPORTS

Contained in this Appendix –

- 2030 No-Build Uninterrupted Segment Analysis
- 2030 No-Build Interrupted Segment Analysis
- 2050 No-Build Uninterrupted Segment Analysis
- 2050 No-Build Interrupted Segment Analysis

2030 NO-BUILD UNINTERRUPTED SEGMENT ANALYSIS

2030 AM Data

Roadway Segment	Direction	Volume at S Point	Volume at N Point	HCS Volume (Average)	Speed	BFFS	Shoulder Width	Lane Width	Segment Length	PHF	T Value	Access Points	Access Point Density	No Passing Distance	No Passing Zones
Old Lake Wilson Road: Osceola Polk Line Road (CR 532) to Fairfax Drive/Marker Avenue	NB	1400	1618	1509	55, 45	61.0	1.3	11	2.1	0.95	3.5%	1	2.4	2.05	100.0%
	SB	800	883	842	55, 45	61.0	1.3	11	2.1	0.95	6.5%	4	2.4	2.05	100.0%

2030 PM Data

Roadway Segment	Direction	Volume at S Point	Volume at N Point	HCS Volume (Average)	Speed	BFFS	Shoulder Width	Lane Width	Segment Length	PHF	T Value	Access Points	Access Point Density	No Passing Distance	No Passing Zones
Old Lake Wilson Road: Osceola Polk Line Road (CR 532) to Fairfax Drive/Marker Avenue	NB	849	883	866	55, 45	61.0	1.3	11	2.1	0.95	6.0%	1	2.4	2.05	100.0%
	SB	1412	1618	1515	55, 45	61.0	1.3	11	2.1	0.95	3.5%	4	2.4	2.05	100.0%

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	APG
Agency/Co.	Kittelson
Date Performed	05/11/22
Analysis Time Period	AM Peak Hour
Highway	Old Lake Wilson Road
From/To	CR 532 to Fairfax-Marker NB
Jurisdiction	FDOT District Five
Analysis Year	2030
Description	Old Lake Wilson Road PD&E

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.95	
Shoulder width	1.3	ft	% Trucks and buses	4	%
Lane width	11.0	ft	% Trucks crawling	0.0	%
Segment length	2.1	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	2	/mi

Analysis direction volume, Vd 1509 veh/h
Opposing direction volume, Vo 842 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.0		1.0	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	1.000		1.000	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	1588	pc/h	886	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	61.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.7	mi/h
Adj. for access point density,(note-3) fA	0.5	mi/h
Free-flow speed, FFSd	55.8	mi/h
Adjustment for no-passing zones, fnp	1.3	mi/h
Average travel speed, ATSd	35.3	mi/h
Percent Free Flow Speed, PFFS	63.3	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	1588 pc/h	886 pc/h
Base percent time-spent-following,(note-4) BPTSFd	88.3 %	
Adjustment for no-passing zones, fnp	12.9	
Percent time-spent-following, PTSFd	96.6 %	

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.93	
Peak 15-min vehicle-miles of travel, VMT15	834	veh-mi
Peak-hour vehicle-miles of travel, VMT60	3169	veh-mi
Peak 15-min total travel time, TT15	23.6	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	2.1	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	35.3	mi/h
Percent time-spent-following, PTSFd (from above)	96.6	
Level of service, LOSd (from above)	E	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	1588.4
Effective width of outside lane, We	12.30
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	6.29
Bicycle LOS	F

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	APG
Agency/Co.	Kittelson
Date Performed	05/11/22
Analysis Time Period	AM Peak Hour
Highway	Old Lake Wilson Road
From/To	CR 532 to Fairfax-Marker SB
Jurisdiction	FDOT District Five
Analysis Year	2030
Description	Old Lake Wilson Road PD&E

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.95	
Shoulder width	1.3	ft	% Trucks and buses	7	%
Lane width	11.0	ft	% Trucks crawling	0.0	%
Segment length	2.1	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	2	/mi

Analysis direction volume, Vd 842 veh/h
Opposing direction volume, Vo 1515 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.0		1.0	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	1.000		1.000	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	886	pc/h	1595	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	61.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.7	mi/h
Adj. for access point density,(note-3) fA	0.5	mi/h
Free-flow speed, FFSd	55.8	mi/h
Adjustment for no-passing zones, fnp	0.7	mi/h
Average travel speed, ATSd	35.8	mi/h
Percent Free Flow Speed, PFFS	64.2	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.0		1.0	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	1.000		1.000	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	886	pc/h	1595	pc/h
Base percent time-spent-following,(note-4) BPTSFd	79.5	%		
Adjustment for no-passing zones, fnp	12.8			
Percent time-spent-following, PTSFd	84.1	%		

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.52	
Peak 15-min vehicle-miles of travel, VMT15	465	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1768	veh-mi
Peak 15-min total travel time, TT15	13.0	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	2.1	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	35.8	mi/h
Percent time-spent-following, PTSFd (from above)	84.1	
Level of service, LOSd (from above)	E	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	886.3
Effective width of outside lane, We	12.30
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	6.83
Bicycle LOS	F

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	APG
Agency/Co.	Kittelson
Date Performed	05/11/22
Analysis Time Period	PM Peak Hour
Highway	Old Lake Wilson Road
From/To	CR 532 to Fairfax-Marker NB
Jurisdiction	FDOT District Five
Analysis Year	2030
Description	Old Lake Wilson Road PD&E

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.95	
Shoulder width	1.3	ft	% Trucks and buses	6	%
Lane width	11.0	ft	% Trucks crawling	0.0	%
Segment length	2.1	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	2	/mi

Analysis direction volume, Vd 866 veh/h
Opposing direction volume, Vo 1515 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.0		1.0	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	1.000		1.000	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	912	pc/h	1595	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	61.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.7	mi/h
Adj. for access point density,(note-3) fA	0.5	mi/h
Free-flow speed, FFSd	55.8	mi/h
Adjustment for no-passing zones, fnp	0.7	mi/h
Average travel speed, ATSd	35.6	mi/h
Percent Free Flow Speed, PFFS	63.9	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	912 pc/h	1595 pc/h
Base percent time-spent-following,(note-4) BPTSFd	80.3 %	
Adjustment for no-passing zones, fnp	12.5	
Percent time-spent-following, PTSFd	84.8 %	

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.54	
Peak 15-min vehicle-miles of travel, VMT15	479	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1819	veh-mi
Peak 15-min total travel time, TT15	13.4	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	2.1	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	35.6	mi/h
Percent time-spent-following, PTSFd (from above)	84.8	
Level of service, LOSd (from above)	E	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	911.6
Effective width of outside lane, We	12.30
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	6.57
Bicycle LOS	F

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	APG
Agency/Co.	Kittelson
Date Performed	05/11/22
Analysis Time Period	PM Peak Hour
Highway	Old Lake Wilson Road
From/To	CR 532 to Fairfax-Marker SB
Jurisdiction	FDOT District Five
Analysis Year	2030
Description	Old Lake Wilson Road PD&E

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.95	
Shoulder width	1.3	ft	% Trucks and buses	4	%
Lane width	11.0	ft	% Trucks crawling	0.0	%
Segment length	2.1	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	2	/mi

Analysis direction volume, Vd 1515 veh/h
Opposing direction volume, Vo 866 veh/h

Average Travel Speed

Direction	Analysis (d)		Opposing (o)	
PCE for trucks, ET	1.0		1.0	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor, (note-5) fHV	1.000		1.000	
Grade adj. factor, (note-1) fg	1.00		1.00	
Directional flow rate, (note-2) vi	1595	pc/h	912	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed, (note-3) S FM	-	mi/h
Observed total demand, (note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed, (note-3) BFFS	61.0	mi/h
Adj. for lane and shoulder width, (note-3) fLS	4.7	mi/h
Adj. for access point density, (note-3) fA	0.5	mi/h
Free-flow speed, FFSd	55.8	mi/h
Adjustment for no-passing zones, fnp	1.2	mi/h
Average travel speed, ATSd	35.1	mi/h
Percent Free Flow Speed, PFFS	62.9	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	1595 pc/h	912 pc/h
Base percent time-spent-following,(note-4) BPTSFd	88.4 %	
Adjustment for no-passing zones, fnp	12.5	
Percent time-spent-following, PTSFd	96.4 %	

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.94	
Peak 15-min vehicle-miles of travel, VMT15	837	veh-mi
Peak-hour vehicle-miles of travel, VMT60	3181	veh-mi
Peak 15-min total travel time, TT15	23.8	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	2.1	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	35.1	mi/h
Percent time-spent-following, PTSFd (from above)	96.4	
Level of service, LOSd (from above)	E	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	1594.7
Effective width of outside lane, We	12.30
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	6.27
Bicycle LOS	F

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

2030 NO-BUILD INTERRUPTED SEGMENT ANALYSIS

Arterial Level of Service: NB N Old Lake Wilson Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Fairfax Dr/Marker Av	I	51	147.4	75.7	223.1	2.08	33.6	C
Sinclair Rd	I	45	39.8	18.3	58.1	0.42	26.3	D
Total	I		187.2	94.0	281.2	2.51	32.1	C

Arterial Level of Service: SB N Old Lake Wilson Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Sinclair Rd	II	45	17.1	35.7	52.8	0.16	10.7	F
Fairfax Dr/Marker Av	II	45	39.8	12.8	52.6	0.42	29.0	B
Total	II		56.9	48.5	105.4	0.58	19.8	D

Arterial Level of Service: NB S Old Lake Wilson Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Osceola Polk Line Rd	II	45	11.3	48.4	59.7	0.10	6.2	F
Total	II		11.3	48.4	59.7	0.10	6.2	F

Arterial Level of Service: SB S Old Lake Wilson Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Osceola Polk Line Rd	I	49	152.4	39.6	192.0	2.08	39.1	B
Total	I		152.4	39.6	192.0	2.08	39.1	B

Arterial Level of Service: NB N Old Lake Wilson Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Fairfax Dr/Marker Av	I	51	147.4	14.4	161.8	2.08	46.4	A
Sinclair Rd	I	45	39.6	13.5	53.1	0.42	28.5	C
Total	I		187.0	27.9	214.9	2.50	42.0	B

Arterial Level of Service: SB N Old Lake Wilson Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Sinclair Rd	II	45	17.1	45.8	62.9	0.16	9.0	F
Fairfax Dr/Marker Av	II	45	39.6	101.9	141.5	0.42	10.7	F
Total	II		56.7	147.7	204.4	0.58	10.2	F

Arterial Level of Service: NB S Old Lake Wilson Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Osceola Polk Line Rd	II	45	11.3	70.3	81.6	0.10	4.6	F
Total	II		11.3	70.3	81.6	0.10	4.6	F

Arterial Level of Service: SB S Old Lake Wilson Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Osceola Polk Line Rd	I	49	152.4	53.4	205.8	2.08	36.5	B
Total	I		152.4	53.4	205.8	2.08	36.5	B

Old Lake Wilson Road 2030 No Build Signalized Segment Analysis

Northbound AM

Base Free Flow Speed Calculation

$S_{fo} = S_0 + Scalib + f_{CS} + f_A + fpk$

Link	S_0	S_{calib}	f_{CS}	f_A	f_{pk}	S_{fo}
Fairfax Drive/Marker Avenue to Sinclair Road	46.8	0.0	0.1	-0.2	0.0	46.7

Extra Calculations

Link	Posted Speed	Length	Travel Direction Access Points	Opposing Direction Access Points	Center Median Length	P w/ CM	Curb Length	P w/ Curb
Fairfax Drive/Marker Avenue to Sinclair Road	45	0.42	1	0	0.20	0.48	0.12	0.29

Travel Speed as Percent of BFFS Using Synchro Travel Speed

Link	S_{fo}	Synchro Speed	P_{BFFS}	LOS
Fairfax Drive/Marker Avenue to Sinclair Road	46.7	26.3	56.3%	C

On Street Parking	P w/ OSP
0.00	0.00

Southbound AM

Base Free Flow Speed Calculation

$S_{fo} = S_0 + Scalib + f_{CS} + f_A + fpk$

Link	S_0	S_{calib}	f_{CS}	f_A	f_{pk}	S_{fo}
Sinclair Road to Fairfax Drive/Marker Avenue	46.8	0.0	0.1	-0.2	0.0	46.7

Extra Calculations

Link	Posted Speed	Length	Travel Direction Access Points	Opposing Direction Access Points	Center Median Length	P w/ CM	Curb	P w/ Curb
Sinclair Road to Fairfax Drive/Marker Avenue	45	0.42	0	1	0.20	0.48	0.12	0.29

Travel Speed as Percent of BFFS Using Synchro Travel Speed

Link	S_{fo}	Synchro Speed	P_{BFFS}	LOS
Sinclair Road to Fairfax Drive/Marker Avenue	46.7	29.0	62.1%	C

On Street Parking	P w/ OSP
0.00	0.00

Northbound PM

Base Free Flow Speed Calculation

$S_{fo} = S_0 + Scalib + f_{CS} + f_A + fpk$

Link	S_0	S_{calib}	f_{CS}	f_A	f_{pk}	S_{fo}
Fairfax Drive/Marker Avenue to Sinclair Road	46.8	0.0	0.1	-0.2	0.0	46.7

Extra Calculations

Link	Posted Speed	Length	Travel Direction Access Points	Opposing Direction Access Points	Center Median Length	P w/ CM	Curb	P w/ Curb
Fairfax Drive/Marker Avenue to Sinclair Road	45	0.42	1	0	0.20	0.48	0.12	0.29

Travel Speed as Percent of BFFS Using Synchro Travel Speed

Link	S_{fo}	Synchro Speed	P_{BFFS}	LOS
Fairfax Drive/Marker Avenue to Sinclair Road	46.7	28.5	61.1%	C

On Street Parking	P w/ OSP
0.00	0.00

Southbound PM

Base Free Flow Speed Calculation

$S_{fo} = S_0 + Scalib + f_{CS} + f_A + fpk$

Link	S_0	S_{calib}	f_{CS}	f_A	f_{pk}	S_{fo}
Sinclair Road to Fairfax Drive/Marker Avenue	46.8	0.0	0.1	-0.2	0.0	46.7

Extra Calculations

Link	Posted Speed	Length	Travel Direction Access Points	Opposing Direction Access Points	Center Median Length	P w/ CM	Curb	P w/ Curb
Sinclair Road to Fairfax Drive/Marker Avenue	45	0.42	0	1	0.20	0.48	0.12	0.29

Travel Speed as Percent of BFFS Using Synchro Travel Speed

Link	S_{fo}	Synchro Speed	P_{BFFS}	LOS
Sinclair Road to Fairfax Drive/Marker Avenue	46.7	10.7	22.9%	F

On Street Parking	P w/ OSP
0.00	0.00

2050 NO-BUILD UNINTERRUPTED SEGMENT ANALYSIS

2050 AM Data

Roadway Segment	Direction	Volume at S Point	Volume at N Point	HCS Volume (Average)	Speed	BFFS	Shoulder Width	Lane Width	Segment Length	PHF	T Value	Access Points	Access Point Density	No Passing Distance	No Passing Zones
Old Lake Wilson Road: Osceola Polk Line Road (CR 532) to Fairfax Drive/Marker Avenue	NB	1843	2061	1952	55, 45	61.0	1.3	11	2.1	0.95	3.5%	1	2.4	2.05	100.0%
	SB	1094	1177	1136	55, 45	61.0	1.3	11	2.1	0.95	6.5%	4	2.4	2.05	100.0%

2050 PM Data

Roadway Segment	Direction	Volume at S Point	Volume at N Point	HCS Volume (Average)	Speed	BFFS	Shoulder Width	Lane Width	Segment Length	PHF	T Value	Access Points	Access Point Density	No Passing Distance	No Passing Zones
Old Lake Wilson Road: Osceola Polk Line Road (CR 532) to Fairfax Drive/Marker Avenue	NB	1143	1177	1160	55, 45	61.0	1.3	11	2.1	0.95	6.0%	1	2.4	2.05	100.0%
	SB	1855	2061	1958	55, 45	61.0	1.3	11	2.1	0.95	3.5%	4	2.4	2.05	100.0%

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	APG
Agency/Co.	Kittelson
Date Performed	05/11/22
Analysis Time Period	AM Peak Hour
Highway	Old Lake Wilson Road
From/To	CR 532 to Fairfax-Marker NB
Jurisdiction	FDOT District Five
Analysis Year	2050
Description	Old Lake Wilson Road PD&E

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.95	
Shoulder width	1.3	ft	% Trucks and buses	4	%
Lane width	11.0	ft	% Trucks crawling	0.0	%
Segment length	2.1	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	2	/mi

Analysis direction volume, Vd 1952 veh/h
Opposing direction volume, Vo 1136 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.0		1.0	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	1.000		1.000	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	2055	pc/h	1196	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	61.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.7	mi/h
Adj. for access point density,(note-3) fA	0.5	mi/h
Free-flow speed, FFSd	55.8	mi/h
Adjustment for no-passing zones, fnp	1.0	mi/h
Average travel speed, ATSd	29.6	mi/h
Percent Free Flow Speed, PFFS	53.0	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	2055 pc/h	1196 pc/h
Base percent time-spent-following,(note-4) BPTSFd	94.6 %	
Adjustment for no-passing zones, fnp	11.6	
Percent time-spent-following, PTSFd	100.0 %	

Level of Service and Other Performance Measures

Level of service, LOS	F	
Volume to capacity ratio, v/c	1.21	
Peak 15-min vehicle-miles of travel, VMT15	1079	veh-mi
Peak-hour vehicle-miles of travel, VMT60	4099	veh-mi
Peak 15-min total travel time, TT15	36.5	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	2.1	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	29.6	mi/h
Percent time-spent-following, PTSFd (from above)	100.0	
Level of service, LOSd (from above)	F	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	2054.7
Effective width of outside lane, We	12.30
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	6.40
Bicycle LOS	F

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	APG
Agency/Co.	Kittelson
Date Performed	05/11/22
Analysis Time Period	AM Peak Hour
Highway	Old Lake Wilson Road
From/To	CR 532 to Fairfax-Marker SB
Jurisdiction	FDOT District Five
Analysis Year	2050
Description	Old Lake Wilson Road PD&E

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.95	
Shoulder width	1.3	ft	% Trucks and buses	7	%
Lane width	11.0	ft	% Trucks crawling	0.0	%
Segment length	2.1	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	2	/mi

Analysis direction volume, Vd 1136 veh/h
Opposing direction volume, Vo 1952 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.0		1.0	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	1.000		1.000	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	1196	pc/h	2055	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	61.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.7	mi/h
Adj. for access point density,(note-3) fA	0.5	mi/h
Free-flow speed, FFSd	55.8	mi/h
Adjustment for no-passing zones, fnp	0.7	mi/h
Average travel speed, ATSd	29.9	mi/h
Percent Free Flow Speed, PFFS	53.5	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	1196 pc/h	2055 pc/h
Base percent time-spent-following,(note-4) BPTSFd	86.8 %	
Adjustment for no-passing zones, fnp	11.6	
Percent time-spent-following, PTSFd	91.1 %	

Level of Service and Other Performance Measures

Level of service, LOS	F	
Volume to capacity ratio, v/c	0.70	
Peak 15-min vehicle-miles of travel, VMT15	628	veh-mi
Peak-hour vehicle-miles of travel, VMT60	2386	veh-mi
Peak 15-min total travel time, TT15	21.0	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	2.1	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	29.9	mi/h
Percent time-spent-following, PTSFd (from above)	91.1	
Level of service, LOSd (from above)	F	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	1195.8
Effective width of outside lane, We	12.30
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	6.99
Bicycle LOS	F

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	APG
Agency/Co.	Kittelson
Date Performed	05/11/22
Analysis Time Period	PM Peak Hour
Highway	Old Lake Wilson Road
From/To	CR 532 to Fairfax-Marker NB
Jurisdiction	FDOT District Five
Analysis Year	2050
Description	Old Lake Wilson Road PD&E

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.95	
Shoulder width	1.3	ft	% Trucks and buses	6	%
Lane width	11.0	ft	% Trucks crawling	0.0	%
Segment length	2.1	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	2	/mi

Analysis direction volume, Vd 1160 veh/h
Opposing direction volume, Vo 1958 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.0		1.0	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	1.000		1.000	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	1221	pc/h	2061	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	61.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.7	mi/h
Adj. for access point density,(note-3) fA	0.5	mi/h
Free-flow speed, FFSd	55.8	mi/h
Adjustment for no-passing zones, fnp	0.7	mi/h
Average travel speed, ATSd	29.6	mi/h
Percent Free Flow Speed, PFFS	53.1	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	1221 pc/h	2061 pc/h
Base percent time-spent-following,(note-4) BPTSFd	87.3 %	
Adjustment for no-passing zones, fnp	11.4	
Percent time-spent-following, PTSFd	91.5 %	

Level of Service and Other Performance Measures

Level of service, LOS	F	
Volume to capacity ratio, v/c	0.72	
Peak 15-min vehicle-miles of travel, VMT15	641	veh-mi
Peak-hour vehicle-miles of travel, VMT60	2436	veh-mi
Peak 15-min total travel time, TT15	21.6	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	2.1	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	29.6	mi/h
Percent time-spent-following, PTSFd (from above)	91.5	
Level of service, LOSd (from above)	F	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	1221.1
Effective width of outside lane, We	12.30
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	6.72
Bicycle LOS	F

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	0APG
Agency/Co.	Kittelson
Date Performed	05/11/22
Analysis Time Period	PM Peak Hour
Highway	Old Lake Wilson Road
From/To	CR 532 to Fairfax-Marker SB
Jurisdiction	FDOT District Five
Analysis Year	2050
Description	Old Lake Wilson Road PD&E

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.95	
Shoulder width	1.3	ft	% Trucks and buses	4	%
Lane width	11.0	ft	% Trucks crawling	0.0	%
Segment length	2.1	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	2	/mi

Analysis direction volume, Vd 1958 veh/h
Opposing direction volume, Vo 1160 veh/h

Average Travel Speed

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	1.000	1.000
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	2061 pc/h	1221 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	61.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.7	mi/h
Adj. for access point density,(note-3) fA	0.5	mi/h
Free-flow speed, FFSd	55.8	mi/h
Adjustment for no-passing zones, fnp	1.0	mi/h
Average travel speed, ATSd	29.3	mi/h
Percent Free Flow Speed, PFFS	52.6	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	2061 pc/h	1221 pc/h
Base percent time-spent-following,(note-4) BPTSFd	94.6 %	
Adjustment for no-passing zones, fnp	11.4	
Percent time-spent-following, PTSFd	100.0 %	

Level of Service and Other Performance Measures

Level of service, LOS	F	
Volume to capacity ratio, v/c	1.21	
Peak 15-min vehicle-miles of travel, VMT15	1082	veh-mi
Peak-hour vehicle-miles of travel, VMT60	4112	veh-mi
Peak 15-min total travel time, TT15	36.9	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	2.1	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	29.3	mi/h
Percent time-spent-following, PTSFd (from above)	100.0	
Level of service, LOSd (from above)	F	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	2061.1
Effective width of outside lane, We	12.30
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	6.40
Bicycle LOS	F

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

2050 NO-BUILD INTERRUPTED SEGMENT ANALYSIS

Arterial Level of Service: NB N Old Lake Wilson Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Fairfax Dr/Marker Av	I	51	147.4	202.8	350.2	2.08	21.4	D
Sinclair Rd	I	45	39.6	44.1	83.7	0.42	18.1	E
Total	I		187.0	246.9	433.9	2.50	20.8	E

Arterial Level of Service: SB N Old Lake Wilson Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Sinclair Rd	II	45	17.1	53.2	70.3	0.16	8.0	F
Fairfax Dr/Marker Av	II	45	39.6	22.5	62.1	0.42	24.4	C
Total	II		56.7	75.7	132.4	0.58	15.7	E

Arterial Level of Service: NB S Old Lake Wilson Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Osceola Polk Line Rd	I	45	10.7	146.6	157.3	0.10	2.4	F
Fairfax Dr/Marker Av	I	51	147.4	202.8	350.2	2.08	21.4	D
Total	I		158.1	349.4	507.5	2.19	15.5	F

Arterial Level of Service: SB S Old Lake Wilson Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Osceola Polk Line Rd	I	49	152.4	107.9	260.3	2.08	28.8	C
Total	I		152.4	107.9	260.3	2.08	28.8	C

Arterial Level of Service: NB N Old Lake Wilson Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Fairfax Dr/Marker Av	I	51	147.4	27.7	175.1	2.08	42.8	A
Sinclair Rd	I	45	39.6	21.3	60.9	0.42	24.9	D
Total	I		187.0	49.0	236.0	2.50	38.2	B

Arterial Level of Service: SB N Old Lake Wilson Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Sinclair Rd	II	45	17.1	182.3	199.4	0.16	2.8	F
Fairfax Dr/Marker Av	II	45	39.6	237.3	276.9	0.42	5.5	F
Total	II		56.7	419.6	476.3	0.58	4.4	F

Arterial Level of Service: NB S Old Lake Wilson Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Osceola Polk Line Rd	II	45	11.3	181.5	192.8	0.10	1.9	F
Total	II		11.3	181.5	192.8	0.10	1.9	F

Arterial Level of Service: SB S Old Lake Wilson Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Osceola Polk Line Rd	I	49	152.4	65.7	218.1	2.08	34.4	B
Total	I		152.4	65.7	218.1	2.08	34.4	B

Old Lake Wilson Road 2050 No Build Signalized Segment Analysis

Northbound AM

Base Free Flow Speed Calculation

$S_{fo} = S_0 + Scalib + f_{CS} + f_A + fpk$

Link	S_0	S_{calib}	f_{CS}	f_A	f_{pk}	S_{fo}
Fairfax Drive/Marker Avenue to Sinclair Road	46.8	0.0	0.1	-0.2	0.0	46.7

Travel Speed as Percent of BFFS Using Synchro Travel Speed

Link	S_{fo}	Synchro Speed	P_{BFFS}	LOS
Fairfax Drive/Marker Avenue to Sinclair Road	46.7	18.1	38.8%	E

Extra Calculations

Link	Posted Speed	Length	Travel Direction Access Points	Opposing Direction Access Points	Center Median Length	P w/ CM	Curb Length	P w/ Curb	On Street Parking	P w/ OSP
Fairfax Drive/Marker Avenue to Sinclair Road	45	0.42	1	0	0.20	0.48	0.12	0.29	0.00	0.00

Southbound AM

Base Free Flow Speed Calculation

$S_{fo} = S_0 + Scalib + f_{CS} + f_A + fpk$

Link	S_0	S_{calib}	f_{CS}	f_A	f_{pk}	S_{fo}
Sinclair Road to Fairfax Drive/Marker Avenue	46.8	0.0	0.1	-0.2	0.0	46.7

Travel Speed as Percent of BFFS Using Synchro Travel Speed

Link	S_{fo}	Synchro Speed	P_{BFFS}	LOS
Sinclair Road to Fairfax Drive/Marker Avenue	46.7	24.4	52.3%	C

Extra Calculations

Link	Posted Speed	Length	Travel Direction Access Points	Opposing Direction Access Points	Center Median Length	P w/ CM	Curb	P w/ Curb	On Street Parking	P w/ OSP
Sinclair Road to Fairfax Drive/Marker Avenue	45	0.42	0	1	0.20	0.48	0.12	0.29	0.00	0.00

Northbound PM

Base Free Flow Speed Calculation

$S_{fo} = S_0 + Scalib + f_{CS} + f_A + fpk$

Link	S_0	S_{calib}	f_{CS}	f_A	f_{pk}	S_{fo}
Fairfax Drive/Marker Avenue to Sinclair Road	46.8	0.0	0.1	-0.2	0.0	46.7

Travel Speed as Percent of BFFS Using Synchro Travel Speed

Link	S_{fo}	Synchro Speed	P_{BFFS}	LOS
Fairfax Drive/Marker Avenue to Sinclair Road	46.7	24.9	53.3%	C

Extra Calculations

Link	Posted Speed	Length	Travel Direction Access Points	Opposing Direction Access Points	Center Median Length	P w/ CM	Curb	P w/ Curb	On Street Parking	P w/ OSP
Fairfax Drive/Marker Avenue to Sinclair Road	45	0.42	1	0	0.20	0.48	0.12	0.29	0.00	0.00

Southbound PM

Base Free Flow Speed Calculation

$S_{fo} = S_0 + Scalib + f_{CS} + f_A + fpk$

Link	S_0	S_{calib}	f_{CS}	f_A	f_{pk}	S_{fo}
Sinclair Road to Fairfax Drive/Marker Avenue	46.8	0.0	0.1	-0.2	0.0	46.7

Travel Speed as Percent of BFFS Using Synchro Travel Speed

Link	S_{fo}	Synchro Speed	P_{BFFS}	LOS
Sinclair Road to Fairfax Drive/Marker Avenue	46.7	5.5	11.8%	F

Extra Calculations

Link	Posted Speed	Length	Travel Direction Access Points	Opposing Direction Access Points	Center Median Length	P w/ CM	Curb	P w/ Curb	On Street Parking	P w/ OSP
Sinclair Road to Fairfax Drive/Marker Avenue	45	0.42	0	1	0.20	0.48	0.12	0.29	0.00	0.00

APPENDIX S – SIGNAL WARRANT SCREENING

Contained in this Appendix –

- 2050 Old Lake Wilson Road & Excitement Drive Signal Warrant Screening
- 2050 Old Lake Wilson Road & Spine Road Signal Warrant Screening
- 2050 Old Lake Wilson Road & Assembly Court Signal Warrant Screening

2050 OLD LAKE WILSON ROAD & EXCITEMENT DRIVE SIGNAL WARRANT SCREENING

Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use

Source: ITE *Trip Generation Manual* , 10th Edition

Land Use Code	210	
Land Use	Single-Family Detached Housing	
Setting	General Urban/Suburban	
Time Period	Weekday	
Trip Type	Vehicle	
# Data Sites	6	
	% of 24-Hour Traffic	
Time	Entering	Exiting
12-1 AM	0.5	0.2
1-2 AM	0.2	0.2
2-3 AM	0.2	0
3-4 AM	0.2	0.2
4-5 AM	0.3	0.8
5-6 AM	0.5	2.0
6-7 AM	1.6	5.9
7-8 AM	3.2	10.2
8-9 AM	3.7	8.6
9-10 AM	3.2	5.4
10-11 AM	4.2	5.4
11-12 PM	5.4	5.1
12-1 PM	5.5	5.6
1-2 PM	6.0	5.9
2-3 PM	7.0	6.2
3-4 PM	8.5	6.0
4-5 PM	10.5	7.5
5-6 PM	10.3	7.4
6-7 PM	8.6	5.9
7-8 PM	6.2	4.3
8-9 PM	6.3	3.1
9-10 PM	4.5	2.4
10-11 PM	2.2	1.1
11-12 AM	1.3	0.7

SIGNAL WARRANT ANALYSIS

Introduction

- The Signal Warrant Analysis Spreadsheets are a tool for assisting traffic engineers when evaluating the need for a traffic signal installation
- The filled spreadsheets can be used as part of the supporting documents for the signal warrant evaluation

Note: This templates are a useful resource, but it remains necessary to apply engineering judgment and to consider specific environmental, traffic, geometric, and operational conditions

Instructions

Fill in "Orange" areas only	
Automated cells based on in Input Data in "orange" cells	
General Information	Fill in below the general information including: District, County (drop-down menu) City, Engineer, Date Major and Minor Street with corresponding number of lanes and speed limits
Enter Eight Hour Volumes	Any 8 hours of an average day. Major-street and minor-street volumes shall be for the same 8 hours; however, the 8 hours satisfied in Condition A shall not be required to be the same 8 hours satisfied in Condition B for 80% columns only. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.
Enter Four Hour Volumes	Any 4 hours of an average day. Vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only, not required to be on the same approach during each of the 4 hours)
Enter Pedestrian Volumes (4-hr)	Pedestrians per hour crossing the major street (total of all crossings)
Enter Peak Hour Volumes	Vehicular: Any four consecutive 15-minute periods of an average day Pedestrian: Any four consecutive 15-minute periods of an average day representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings)

Input Data

Form 750-020-01
TRAFFIC ENGINEERING
10/15

City: **Davenport**
County: **92 – Osceola**
District: **Five**

Engineer: **Travis Hills**
Date: **August 6, 2021**

Major Street: **Old Lake Wilson Rd.** # Lanes: **2** Major Approach Speed: **45**
Minor Street: **Excitement Dr.** # Lanes: **1** Minor Approach Speed: **25**

Eight Hour Volumes (Condition A)

Hours	Major Street (total of both approaches)	Minor Street (one direction only)
7:00 AM - 8:00 AM	2893	69
4:00 PM -5:00 PM	2911	54
8:00 AM - 9:00 AM	2110	53
5:00 PM -6:00 PM	2703	42
9:00 AM 10:00 AM	1971	37
6:00 PM - 7:00 PM	2325	36
2:00 PM -3:00 PM	2544	36
6:00 AM -7:00 AM	1748	35

Eight Hour Volumes (Condition B)

Hours	Major Street (total of both approaches)	Minor Street (one direction only)
7:00 AM - 8:00	2893	69
4:00 PM -5:00	2911	54
8:00 AM - 9:00	2110	53
5:00 PM -6:00	2703	42
9:00 AM 10:00	1971	37
6:00 PM - 7:00	2325	36
2:00 PM -3:00	2544	36
6:00 AM -7:00	1748	35

Highest Four Hour Vehicular Volumes

Hours	Major Street (total of both approaches)	Minor Street (one direction only)
7:00 AM - 8:00 AM	2893	69
4:00 PM -5:00 PM	2911	54
8:00 AM - 9:00 AM	2110	53
5:00 PM -6:00 PM	2703	42

Highest Four Hour Pedestrian Volumes

Hours	Major Street (total of both approaches)	Pedestrian Crossings on Major Street

Vehicular Peak Hour Volumes

Peak Hour	Major Street (total of both approaches)	Minor Street (one direction only)	Total Entering Volume
7:00 AM - 8:00 AM	2893	69	2978

Pedestrian Peak Hour Volumes

Peak Hour	Major Street (total of both approaches)	Pedestrian Crossing Volumes on Major Street

Form 750-020-01
TRAFFIC ENGINEERING
10/15

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	Davenport	Engineer:	Travis Hills
County:	92 – Osceola	Date:	August 6, 2021
District:	Five		

Major Street:	Old Lake Wilson Rd.	Lanes:	2	Major Approach Speed:	45
Minor Street:	Excitement Dr.	Lanes:	1	Minor Approach Speed:	25

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)? ☑ Yes ☐ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☑ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☑ 70% ☐ 100%

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied for eight hours. ☐ Yes ☑ No

Warrant 1 is also satisfied if both Condition A and Condition B are "80%" satisfied (should only be applied after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems). ☐ Yes ☑ No

Condition A - Minimum Vehicular Volume

Condition A is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

100% Satisfied: ☐ Yes ☑ No
80% Satisfied: ☐ Yes ☑ No
70% Satisfied: ☐ Yes ☑ No

Number of Lanes for moving traffic on each approach		Vehicles per hour on major-street (total of both approaches)			Vehicles per hour on minor-street (one direction only)		
Major	Minor	100%[a]	80%[b]	70%[c]	100%[a]	80%[b]	70%[c]
1	1	500	400	350	150	120	105
2 or more	1	600	480	420	150	120	105
2 or more	2 or more	600	480	420	200	160	140
1	2 or more	500	400	350	200	160	140

[a] Basic Minimum hourly volume
[b] Used for combination of Conditions A and B after adequate trial of other remedial measures
[c] May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.

Street	Eight Highest Hours							
	7:00 AM - 8:00	4:00 PM -5:00	8:00 AM - 9:00	5:00 PM -6:00	9:00 AM 10:00	6:00 PM - 7:00	2:00 PM -3:00	6:00 AM -7:00
Major	2,893	2,911	2,110	2,703	1,971	2,325	2,544	1,748
Minor	69	54	53	42	37	36	36	35

Existing Volumes

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where Condition A is not satisfied and the traffic volume on a major street is so heavy that traffic on the minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.

Applicable:	☑ Yes	☐ No
100% Satisfied:	☐ Yes	☑ No
80% Satisfied:	☐ Yes	☑ No
70% Satisfied:	☐ Yes	☑ No

Number of Lanes for moving traffic on each approach		Vehicles per hour on major-street (total of both approaches)			Vehicles per hour on minor-street (one direction only)		
Major	**Minor**	**100%[a]**	**80%[b]**	**70%[c]**	**100%[a]**	**80%[b]**	**70%[c]**
1	1	750	600	525	75	60	53
2 or more	1	900	720	630	75	60	53
2 or more	2 or more	900	720	630	100	80	70
1	2 or more	750	600	525	100	80	70

[a] Basic Minimum hourly volume

[b] Used for combination of Conditions A and B after adequate trial of other remedial measures

[c] May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.

Eight Highest Hours								
Street	**7:00 AM - 8:00**	**4:00 PM -5:00**	**8:00 AM - 9:00**	**5:00 PM -6:00**	**9:00 AM 10:00**	**6:00 PM - 7:00**	**2:00 PM -3:00**	**6:00 AM -7:00**
Major	2,893	2,911	2,110	2,703	1,971	2,325	2,544	1,748
Minor	69	54	53	42	37	36	36	35

Existing Volumes

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	Davenport	Engineer:	Travis Hills
County:	92 – Osceola	Date:	August 6, 2021
District:	Five		

Major Street:	Old Lake Wilson Rd.	Lanes:	2	Major Approach Speed:	45
Minor Street:	Excitement Dr.	Lanes:	1	Minor Approach Speed:	25

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)? ☑ Yes ☐ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☑ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☑ Yes ☐ No

WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME

If all four points lie above the appropriate line, then the warrant is satisfied.

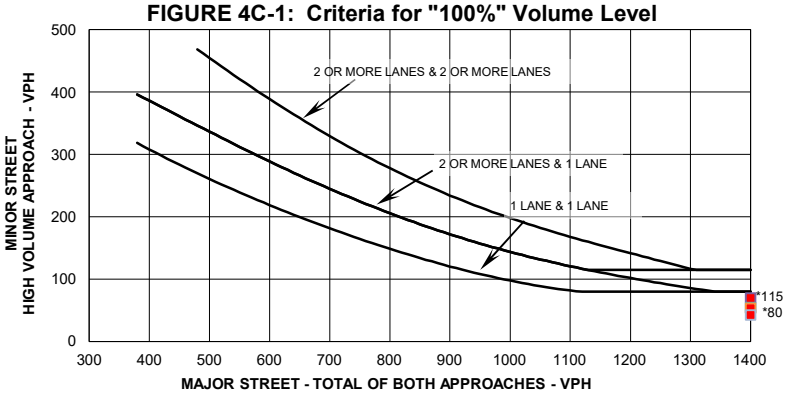
Applicable: ☑ Yes ☐ No
Satisfied: ☐ Yes ☑ No

Plot four volume combinations on the applicable figure below.

100% Volume Level

Four Highest Hours	Volumes	
	Major Street	Minor Street
00 AM - 8:00 A	2893	69
00 PM -5:00 P	2911	54
00 AM - 9:00 A	2110	53
00 PM -6:00 P	2703	42

FIGURE 4C-1: Criteria for "100%" Volume Level



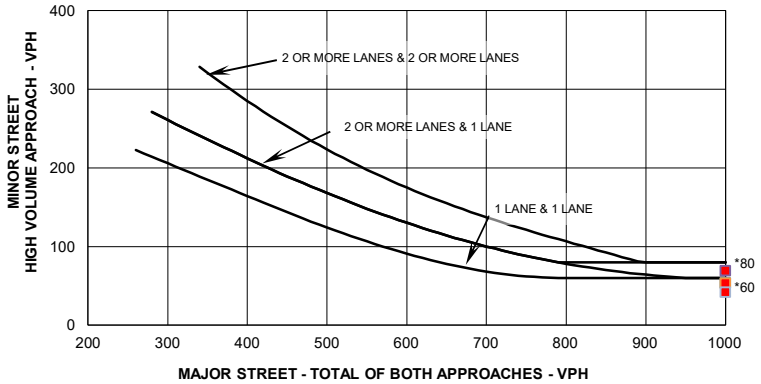
** Note: 115 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 80 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

70% Volume Level

Four Highest Hours	Volumes	
	Major Street	Minor Street
00 AM - 8:00 A	2893	69
00 PM -5:00 P	2911	54
00 AM - 9:00 A	2110	53
00 PM -6:00 P	2703	42

FIGURE 4C-2: Criteria for "70%" Volume Level

(Community Less than 10,000 population or above 70 km/hr (40 mph) on Major Street)



** Note: 80 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 60 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

2050 OLD LAKE WILSON ROAD & SPINE ROAD SIGNAL WARRANT SCREENING

Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use

Source: ITE *Trip Generation Manual* , 10th Edition

Land Use Code	210	
Land Use	Single-Family Detached Housing	
Setting	General Urban/Suburban	
Time Period	Weekday	
Trip Type	Vehicle	
# Data Sites	6	
	% of 24-Hour Traffic	
Time	Entering	Exiting
12-1 AM	0.5	0.2
1-2 AM	0.2	0.2
2-3 AM	0.2	0
3-4 AM	0.2	0.2
4-5 AM	0.3	0.8
5-6 AM	0.5	2.0
6-7 AM	1.6	5.9
7-8 AM	3.2	10.2
8-9 AM	3.7	8.6
9-10 AM	3.2	5.4
10-11 AM	4.2	5.4
11-12 PM	5.4	5.1
12-1 PM	5.5	5.6
1-2 PM	6.0	5.9
2-3 PM	7.0	6.2
3-4 PM	8.5	6.0
4-5 PM	10.5	7.5
5-6 PM	10.3	7.4
6-7 PM	8.6	5.9
7-8 PM	6.2	4.3
8-9 PM	6.3	3.1
9-10 PM	4.5	2.4
10-11 PM	2.2	1.1
11-12 AM	1.3	0.7

SIGNAL WARRANT ANALYSIS

Introduction

- The Signal Warrant Analysis Spreadsheets are a tool for assisting traffic engineers when evaluating the need for a traffic signal installation
- The filled spreadsheets can be used as part of the supporting documents for the signal warrant evaluation

Note: This templates are a useful resource, but it remains necessary to apply engineering judgment and to consider specific environmental, traffic, geometric, and operational conditions

Instructions

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General Information	Fill in below the general information including: District, County (drop-down menu) City, Engineer, Date Major and Minor Street with corresponding number of lanes and speed limits
Enter Eight Hour Volumes	Any 8 hours of an average day. Major-street and minor-street volumes shall be for the same 8 hours; however, the 8 hours satisfied in Condition A shall not be required to be the same 8 hours satisfied in Condition B for 80% columns only. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.
Enter Four Hour Volumes	Any 4 hours of an average day. Vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only, not required to be on the same approach during each of the 4 hours)
Enter Pedestrian Volumes (4-hr)	Pedestrians per hour crossing the major street (total of all crossings)
Enter Peak Hour Volumes	Vehicular: Any four consecutive 15-minute periods of an average day Pedestrian: Any four consecutive 15-minute periods of an average day representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings)

Input Data

Form 750-020-01
TRAFFIC ENGINEERING
10/15

City: **Davenport**
County: **92 – Osceola**
District: **Five**

Engineer: **Travis Hills**
Date: **August 6, 2021**

Major Street: **Old Lake Wilson Rd.** # Lanes: **2** Major Approach Speed: **55**
Minor Street: **Spine Rd.** # Lanes: **1** Minor Approach Speed: **25**

Eight Hour Volumes (Condition A)

Hours	Major Street (total of both approaches)	Minor Street (one direction only)
7:00 AM - 8:00 AM	2991	346
4:00 PM -5:00 PM	3089	276
8:00 AM - 9:00 AM	1930	244
9:00 AM -10:00 AM	1807	193
5:00 PM -6:00 PM	2849	180
6:00 PM - 7:00 PM	2350	169
2:00 PM -3:00 PM	2379	161
6:00 AM -7:00 AM	1526	156

Eight Hour Volumes (Condition B)

Hours	Major Street (total of both approaches)	Minor Street (one direction only)
7:00 AM - 8:00	2991	346
4:00 PM -5:00	3089	276
8:00 AM - 9:00	1930	244
9:00 AM -10:00	1807	193
5:00 PM -6:00	2849	180
6:00 PM - 7:00	2350	169
2:00 PM -3:00	2379	161
6:00 AM -7:00	1526	156

Highest Four Hour Vehicular Volumes

Hours	Major Street (total of both approaches)	Minor Street (one direction only)
7:00 AM - 8:00 AM	2991	346
4:00 PM -5:00 PM	3089	276
8:00 AM - 9:00 AM	1930	244
9:00 AM -10:00 AM	1807	193

Highest Four Hour Pedestrian Volumes

Hours	Major Street (total of both approaches)	Pedestrian Crossings on Major Street

Vehicular Peak Hour Volumes

Peak Hour	Major Street (total of both approaches)	Minor Street (one direction only)	Total Entering Volume
7:00 AM - 8:00 AM	2991	346	3477

Pedestrian Peak Hour Volumes

Peak Hour	Major Street (total of both approaches)	Pedestrian Crossing Volumes on Major Street

Form 750-020-01
TRAFFIC ENGINEERING
10/15

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	Davenport	Engineer:	Travis Hills
County:	92 – Osceola	Date:	August 6, 2021
District:	Five		

Major Street:	Old Lake Wilson Rd.	Lanes:	2	Major Approach Speed:	55
Minor Street:	Spine Rd.	Lanes:	1	Minor Approach Speed:	25

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)? ☑ Yes ☐ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☑ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☑ 70% ☐ 100%

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied for eight hours. ☑ Yes ☐ No

Warrant 1 is also satisfied if both Condition A and Condition B are "80%" satisfied (should only be applied after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems). ☑ Yes ☐ No

Condition A - Minimum Vehicular Volume

Condition A is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

100% Satisfied: ☑ Yes ☐ No
80% Satisfied: ☑ Yes ☐ No
70% Satisfied: ☑ Yes ☐ No

Number of Lanes for moving traffic on each approach		Vehicles per hour on major-street (total of both approaches)			Vehicles per hour on minor-street (one direction only)		
Major	Minor	100%[a]	80%[b]	70%[c]	100%[a]	80%[b]	70%[c]
1	1	500	400	350	150	120	105
2 or more	1	600	480	420	150	120	105
2 or more	2 or more	600	480	420	200	160	140
1	2 or more	500	400	350	200	160	140

[a] Basic Minimum hourly volume
[b] Used for combination of Conditions A and B after adequate trial of other remedial measures
[c] May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.

Street	Eight Highest Hours							
	7:00 AM - 8:00	4:00 PM -5:00	8:00 AM - 9:00	9:00 AM -10:00	5:00 PM -6:00	6:00 PM - 7:00	2:00 PM -3:00	6:00 AM -7:00
Major	2,991	3,089	1,930	1,807	2,849	2,350	2,379	1,526
Minor	346	276	244	193	180	169	161	156

Existing Volumes

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where Condition A is not satisfied and the traffic volume on a major street is so heavy that traffic on the minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.

Applicable:	☑ Yes	☐ No
100% Satisfied:	☑ Yes	☐ No
80% Satisfied:	☑ Yes	☐ No
70% Satisfied:	☑ Yes	☐ No

Number of Lanes for moving traffic on each approach		Vehicles per hour on major-street (total of both approaches)			Vehicles per hour on minor-street (one direction only)		
Major	**Minor**	**100%[a]**	**80%[b]**	**70%[c]**	**100%[a]**	**80%[b]**	**70%[c]**
1	1	750	600	525	75	60	53
2 or more	1	900	720	630	75	60	53
2 or more	2 or more	900	720	630	100	80	70
1	2 or more	750	600	525	100	80	70

[a] Basic Minimum hourly volume

[b] Used for combination of Conditions A and B after adequate trial of other remedial measures

[c] May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.

Eight Highest Hours								
Street	**7:00 AM - 8:00**	**4:00 PM -5:00**	**8:00 AM - 9:00**	**9:00 AM -10:00**	**5:00 PM -6:00**	**6:00 PM - 7:00**	**2:00 PM -3:00**	**6:00 AM -7:00**
Major	2,991	3,089	1,930	1,807	2,849	2,350	2,379	1,526
Minor	346	276	244	193	180	169	161	156

Existing Volumes

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	Davenport	Engineer:	Travis Hills
County:	92 – Osceola	Date:	August 6, 2021
District:	Five		

Major Street:	Old Lake Wilson Rd.	Lanes:	2	Major Approach Speed:	55
Minor Street:	Spine Rd.	Lanes:	1	Minor Approach Speed:	25

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)? ☑ Yes ☐ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☑ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☑ Yes ☐ No

WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME

If all four points lie above the appropriate line, then the warrant is satisfied.

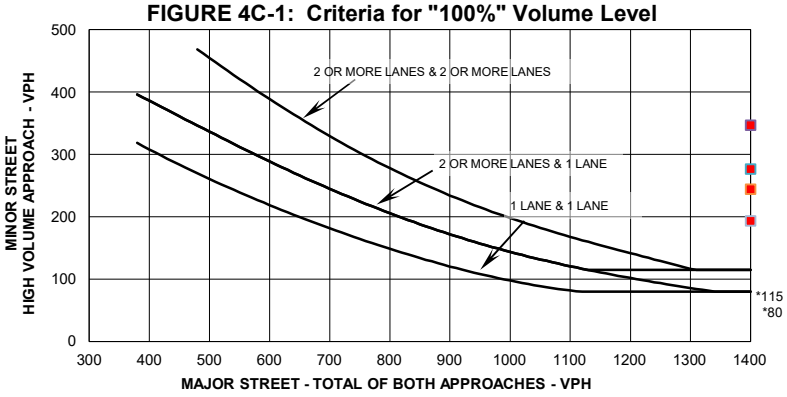
Applicable: ☑ Yes ☐ No
Satisfied: ☑ Yes ☐ No

Plot four volume combinations on the applicable figure below.

100% Volume Level

Four Highest Hours	Volumes	
	Major Street	Minor Street
00 AM - 8:00 A	2991	346
00 PM -5:00 P	3089	276
00 AM - 9:00 A	1930	244
00 AM -10:00 A	1807	193

FIGURE 4C-1: Criteria for "100%" Volume Level



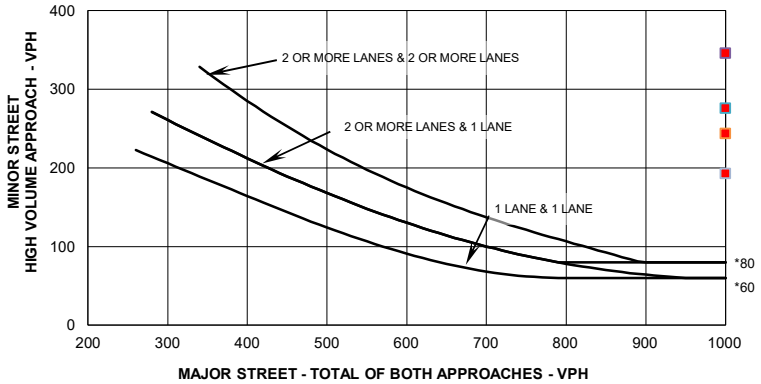
** Note: 115 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 80 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

70% Volume Level

Four Highest Hours	Volumes	
	Major Street	Minor Street
00 AM - 8:00 A	2991	346
00 PM -5:00 P	3089	276
00 AM - 9:00 A	1930	244
00 AM -10:00 A	1807	193

FIGURE 4C-2: Criteria for "70%" Volume Level

(Community Less than 10,000 population or above 70 km/hr (40 mph) on Major Street)



** Note: 80 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 60 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

2050 OLD LAKE WILSON ROAD & ASSEMBLY COURT SIGNAL WARRANT SCREENING

Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use

Source: ITE *Trip Generation Manual* , 10th Edition

Land Use Code	210	
Land Use	Single-Family Detached Housing	
Setting	General Urban/Suburban	
Time Period	Weekday	
Trip Type	Vehicle	
# Data Sites	6	
	% of 24-Hour Traffic	
Time	Entering	Exiting
12-1 AM	0.5	0.2
1-2 AM	0.2	0.2
2-3 AM	0.2	0
3-4 AM	0.2	0.2
4-5 AM	0.3	0.8
5-6 AM	0.5	2.0
6-7 AM	1.6	5.9
7-8 AM	3.2	10.2
8-9 AM	3.7	8.6
9-10 AM	3.2	5.4
10-11 AM	4.2	5.4
11-12 PM	5.4	5.1
12-1 PM	5.5	5.6
1-2 PM	6.0	5.9
2-3 PM	7.0	6.2
3-4 PM	8.5	6.0
4-5 PM	10.5	7.5
5-6 PM	10.3	7.4
6-7 PM	8.6	5.9
7-8 PM	6.2	4.3
8-9 PM	6.3	3.1
9-10 PM	4.5	2.4
10-11 PM	2.2	1.1
11-12 AM	1.3	0.7

SIGNAL WARRANT ANALYSIS

Introduction

- The Signal Warrant Analysis Spreadsheets are a tool for assisting traffic engineers when evaluating the need for a traffic signal installation
- The filled spreadsheets can be used as part of the supporting documents for the signal warrant evaluation

Note: This templates are a useful resource, but it remains necessary to apply engineering judgment and to consider specific environmental, traffic, geometric, and operational conditions

Instructions

Fill in "Orange" areas only	
Automated cells based on in Input Data in "orange" cells	
General Information	Fill in below the general information including: District, County (drop-down menu) City, Engineer, Date Major and Minor Street with corresponding number of lanes and speed limits
Enter Eight Hour Volumes	Any 8 hours of an average day. Major-street and minor-street volumes shall be for the same 8 hours; however, the 8 hours satisfied in Condition A shall not be required to be the same 8 hours satisfied in Condition B for 80% columns only. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.
Enter Four Hour Volumes	Any 4 hours of an average day. Vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only, not required to be on the same approach during each of the 4 hours)
Enter Pedestrian Volumes (4-hr)	Pedestrians per hour crossing the major street (total of all crossings)
Enter Peak Hour Volumes	Vehicular: Any four consecutive 15-minute periods of an average day Pedestrian: Any four consecutive 15-minute periods of an average day representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings)

Input Data

Form 750-020-01
TRAFFIC ENGINEERING
10/15

City: **Davenport**
County: **92 – Osceola**
District: **Five**

Engineer: **Travis Hills**
Date: **August 6, 2021**

Major Street: **Old Lake Wilson Rd.** # Lanes: **2** Major Approach Speed: **55**
Minor Street: **Assembly Ct.** # Lanes: **1** Minor Approach Speed: **25**

Eight Hour Volumes (Condition A)

Hours	Major Street (total of both approaches)	Minor Street (one direction only)
7:00 AM - 8:00 AM	3228	24
4:00 PM -5:00 PM	3235	17
8:00 AM - 9:00 AM	2021	17
9:00 AM -10:00 AM	1893	13
5:00 PM -6:00 PM	2983	12
6:00 PM - 7:00 PM	2461	12
2:00 PM -3:00 PM	2491	11
6:00 AM -7:00 AM	1598	10

Eight Hour Volumes (Condition B)

Hours	Major Street (total of both approaches)	Minor Street (one direction only)
7:00 AM - 8:00	3228	24
4:00 PM -5:00	3235	17
8:00 AM - 9:00	2021	17
9:00 AM -10:00	1893	13
5:00 PM -6:00	2983	12
6:00 PM - 7:00	2461	12
2:00 PM -3:00	2491	11
6:00 AM -7:00	1598	10

Highest Four Hour Vehicular Volumes

Hours	Major Street (total of both approaches)	Minor Street (one direction only)
7:00 AM - 8:00 AM	3228	24
4:00 PM -5:00 PM	3235	17
8:00 AM - 9:00 AM	2021	17
9:00 AM -10:00 AM	1893	13

Highest Four Hour Pedestrian Volumes

Hours	Major Street (total of both approaches)	Pedestrian Crossings on Major Street

Vehicular Peak Hour Volumes

Peak Hour	Major Street (total of both approaches)	Minor Street (one direction only)	Total Entering Volume
7:00 AM - 8:00 AM	3228	24	3252

Pedestrian Peak Hour Volumes

Peak Hour	Major Street (total of both approaches)	Pedestrian Crossing Volumes on Major Street

Form 750-020-01
TRAFFIC ENGINEERING
10/15

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	Davenport	Engineer:	Travis Hills
County:	92 – Osceola	Date:	August 6, 2021
District:	Five		

Major Street:	Old Lake Wilson Rd.	Lanes:	2	Major Approach Speed:	55
Minor Street:	Assembly Ct.	Lanes:	1	Minor Approach Speed:	25

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)? ☑ Yes ☐ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☑ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☑ 70% ☐ 100%

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied for eight hours. ☐ Yes ☑ No

Warrant 1 is also satisfied if both Condition A and Condition B are "80%" satisfied (should only be applied after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems). ☐ Yes ☑ No

Condition A - Minimum Vehicular Volume

Condition A is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

100% Satisfied: ☐ Yes ☑ No
80% Satisfied: ☐ Yes ☑ No
70% Satisfied: ☐ Yes ☑ No

Number of Lanes for moving traffic on each approach		Vehicles per hour on major-street (total of both approaches)			Vehicles per hour on minor-street (one direction only)		
Major	Minor	100%[a]	80%[b]	70%[c]	100%[a]	80%[b]	70%[c]
1	1	500	400	350	150	120	105
2 or more	1	600	480	420	150	120	105
2 or more	2 or more	600	480	420	200	160	140
1	2 or more	500	400	350	200	160	140

[a] Basic Minimum hourly volume
[b] Used for combination of Conditions A and B after adequate trial of other remedial measures
[c] May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.

Street	Eight Highest Hours							
	7:00 AM - 8:00	4:00 PM -5:00	8:00 AM - 9:00	9:00 AM -10:00	5:00 PM -6:00	6:00 PM - 7:00	2:00 PM -3:00	6:00 AM -7:00
Major	3,228	3,235	2,021	1,893	2,983	2,461	2,491	1,598
Minor	24	17	17	13	12	12	11	10

Existing Volumes

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where Condition A is not satisfied and the traffic volume on a major street is so heavy that traffic on the minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.

Applicable:	☑ Yes	☐ No
100% Satisfied:	☐ Yes	☑ No
80% Satisfied:	☐ Yes	☑ No
70% Satisfied:	☐ Yes	☑ No

Number of Lanes for moving traffic on each approach		Vehicles per hour on major-street (total of both approaches)			Vehicles per hour on minor-street (one direction only)		
Major	**Minor**	**100%[a]**	**80%[b]**	**70%[c]**	**100%[a]**	**80%[b]**	**70%[c]**
1	1	750	600	525	75	60	53
2 or more	1	900	720	630	75	60	53
2 or more	2 or more	900	720	630	100	80	70
1	2 or more	750	600	525	100	80	70

[a] Basic Minimum hourly volume

[b] Used for combination of Conditions A and B after adequate trial of other remedial measures

[c] May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.

Eight Highest Hours								
Street	**7:00 AM - 8:00**	**4:00 PM -5:00**	**8:00 AM - 9:00**	**9:00 AM -10:00**	**5:00 PM -6:00**	**6:00 PM - 7:00**	**2:00 PM -3:00**	**6:00 AM -7:00**
Major	3,228	3,235	2,021	1,893	2,983	2,461	2,491	1,598
Minor	24	17	17	13	12	12	11	10

Existing Volumes

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	Davenport	Engineer:	Travis Hills
County:	92 – Osceola	Date:	August 6, 2021
District:	Five		

Major Street:	Old Lake Wilson Rd.	Lanes:	2	Major Approach Speed:	55
Minor Street:	Assembly Ct.	Lanes:	1	Minor Approach Speed:	25

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)? ☑ Yes ☐ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☑ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☑ Yes ☐ No

WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME

If all four points lie above the appropriate line, then the warrant is satisfied.

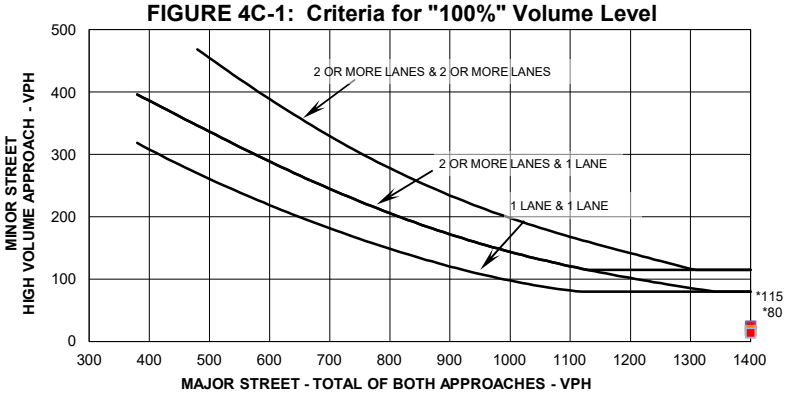
Applicable: ☑ Yes ☐ No
Satisfied: ☐ Yes ☑ No

Plot four volume combinations on the applicable figure below.

100% Volume Level

Four Highest Hours	Volumes	
	Major Street	Minor Street
00 AM - 8:00 A	3228	24
00 PM -5:00 P	3235	17
00 AM - 9:00 A	2021	17
00 AM -10:00 A	1893	13

FIGURE 4C-1: Criteria for "100%" Volume Level



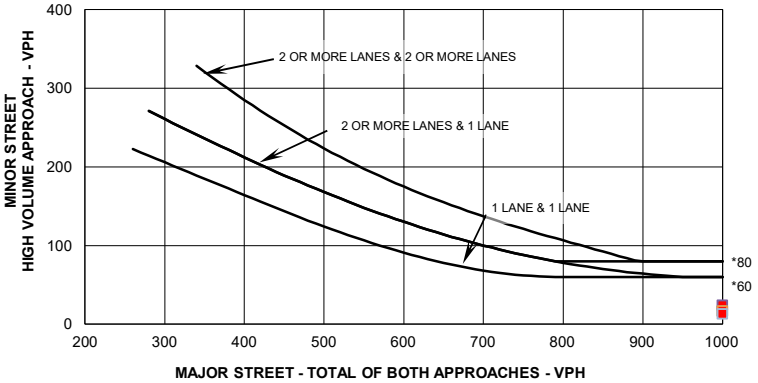
** Note: 115 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 80 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

70% Volume Level

Four Highest Hours	Volumes	
	Major Street	Minor Street
00 AM - 8:00 A	3228	24
00 PM -5:00 P	3235	17
00 AM - 9:00 A	2021	17
00 AM -10:00 A	1893	13

FIGURE 4C-2: Criteria for "70%" Volume Level

(Community Less than 10,000 population or above 70 km/hr (40 mph) on Major Street)



** Note: 80 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 60 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

APPENDIX T – FUTURE BUILD INTERSECTION OPERATIONS REPORTS

Contained in this Appendix –

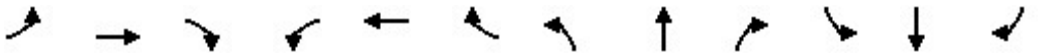
- 2030 Build AM Peak Hour Intersection Measures of Effectiveness (MOE) Tables
- 2030 Build AM Peak Hour Intersection Operations Synchro Reports
- 2030 Build PM Peak Hour Intersection Measures of Effectiveness (MOE) Tables
- 2030 Build PM Peak Hour Intersection Operations Synchro Reports
- 2050 Build AM Peak Hour Intersection Measures of Effectiveness (MOE) Tables
- 2050 Build AM Peak Hour Intersection Operations Synchro Reports
- 2050 Build PM Peak Hour Intersection Measures of Effectiveness (MOE) Tables
- 2050 Build PM Peak Hour Intersection Operations Synchro Reports
- Year of Failure Analysis

2030 BUILD AM PEAK HOUR INTERSECTION MOE TABLES

2030 AM Build Signalized Network												
Old Lake Wilson Rd. & Osceola Polk Line Rd. (CR 532)												Intersection ID: 1
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	0.91	0.52	0.33	0.89	0.51	0.41	0.77	0.73	0.53	0.49	0.39	0.44
HCM Lane Group Delay (s)	111.9	69.2	48.1	122.6	53.3	31.5	119.4	70.4	20.4	90.6	65.5	68.4
HCM Lane LOS	F	E	D	F	D	C	F	E	C	F	E	E
HCM 95th Percentile Queue (veh/ln)	20.8	19.7	10.4	13.7	21.5	17.0	5.7	29.3	13.3	10.6	14.6	15.5
HCM6 Intersection Ctrl Delay	65.6											
HCM6 Intersection LOS	E											
Old Lake Wilson Rd. & Spine Rd.												Intersection ID: 4
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	0.29	0.59	-	0.89	-	0.43		-		-	0.35	0.26
HCM Lane Group Delay (s)	12.5	12.8	-	54.6	-	39.1		-		-	16.5	5.0
HCM Lane LOS	B	B	-	D	-	D		-		-	B	A
HCM 95th Percentile Queue (veh/ln)	2.3	12.9	-	16.9	-	6.6		-		-	8.0	7.6
HCM6 Intersection Ctrl Delay	19.4											
HCM6 Intersection LOS	B											
Old Lake Wilson Rd. & Fairfax Dr./Marker Ave.												Intersection ID: 6
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	0.06	0.66	0.01	0.20	0.00	0.06	0.05	0.00	0.24	0.05	0.37	0.03
HCM Lane Group Delay (s)	4.8	9.8	4.5	52.5	0.0	49.1	49.6	0.0	50.6	7.9	7.0	5.0
HCM Lane LOS	A	A	A	D	A	D	D	A	D	A	A	A
HCM 95th Percentile Queue (veh/ln)	0.3	13.8	0.1	1.5	0.0	0.4	0.4	0.0	1.6	0.1	6.7	0.4
HCM6 Intersection Ctrl Delay	9.9											
HCM6 Intersection LOS	A											
Old Lake Wilson Rd. & Sinclair Rd.												Intersection ID: 7
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	0.95	0.45	0.01	0.90	0.00	0.24	0.21	0.00	0.56	0.03	0.29	0.14
HCM Lane Group Delay (s)	116.3	12.3	7.9	113.4	0.0	70.6	125.2	0.0	138.4	8.7	23.5	21.1
HCM Lane LOS	F	B	A	F	A	E	F	A	F	A	C	C
HCM 95th Percentile Queue (veh/ln)	24.0	18.5	0.5	16.5	0.0	8.6	0.8	0.0	2.1	0.2	14.0	6.2
HCM6 Intersection Ctrl Delay	47.9											
HCM6 Intersection LOS	D											

2030 AM Build Unsignalized Network												
Old Lake Wilson Rd. & Shoppes at Reunion											Intersection ID: 2	
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	-	-	-		-		-	-	0.12		-	
HCM Control Delay (s)	-	-	-		-		-	-	15.9		-	
HCM Lane LOS	-	-	-		-		-	-	C		-	
HCM 95th Percentile Queue (veh/ln)	-	-	-		-		-	-	0.4		-	
Old Lake Wilson Rd. & Excitement Dr.											Intersection ID: 3	
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	-	-	-		-		0.48	-	0.05	0.03	-	-
HCM Control Delay (s)	-	-	-		-		48.2	-	15	13.1	-	-
HCM Lane LOS	-	-	-		-		E	-	C	B	-	-
HCM 95th Percentile Queue (veh/ln)	-	-	-		-		2.2	-	0.1	0.1	-	-
Old Lake Wilson Rd. & Assembly Ct.											Intersection ID: 5	
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	-	-	-		-		0.08	-	0.05	0.03	-	-
HCM Control Delay (s)	-	-	-		-		39.7	-	17.2	14.7	-	-
HCM Lane LOS	-	-	-		-		E	-	C	B	-	-
HCM 95th Percentile Queue (veh/ln)	-	-	-		-		0.2	-	0.2	0.1	-	-

2030 BUILD AM PEAK HOUR INTERSECTION OPERATIONS SYNCHRO REPORTS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	257	648	556	96	784	671	436	521	148	222	381	197
Future Volume (veh/h)	257	648	556	96	784	671	436	521	148	222	381	197
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	1781	1796	1841	1722	1811	1841	1870	1900	1752	1811	1870
Adj Flow Rate, veh/h	271	682	342	101	825	706	459	548	156	234	401	207
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, %	2	8	7	4	12	6	4	2	0	10	6	2
Cap, veh/h	305	1332	825	131	1125	1331	504	1052	476	482	1021	469
Arrive On Green	0.09	0.39	0.39	0.04	0.34	0.34	0.15	0.30	0.30	0.15	0.30	0.30
Sat Flow, veh/h	3456	3385	1522	3401	3272	2701	3401	3554	1607	3237	3441	1582
Grp Volume(v), veh/h	271	682	342	101	825	706	459	548	156	234	401	207
Grp Sat Flow(s),veh/h/ln	1728	1692	1522	1700	1636	1351	1700	1777	1607	1618	1721	1582
Q Serve(g_s), s	17.8	35.2	30.5	6.8	50.9	9.9	30.6	29.5	14.9	15.3	21.3	24.4
Cycle Q Clear(g_c), s	17.8	35.2	30.5	6.8	50.9	9.9	30.6	29.5	14.9	15.3	21.3	24.4
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	305	1332	825	131	1125	1331	504	1052	476	482	1021	469
V/C Ratio(X)	0.89	0.51	0.41	0.77	0.73	0.53	0.91	0.52	0.33	0.49	0.39	0.44
Avail Cap(c_a), veh/h	382	1341	829	198	1125	1331	637	1052	476	482	1021	469
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	103.8	53.0	31.1	109.6	66.2	18.8	96.5	67.4	46.2	89.8	64.4	65.5
Incr Delay (d2), s/veh	18.8	0.4	0.4	9.9	4.2	1.5	15.4	1.8	1.8	0.8	1.1	3.0
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	13.7	21.5	17.0	5.7	29.3	13.3	20.8	19.7	10.4	10.6	14.6	15.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	122.6	53.3	31.5	119.4	70.4	20.4	111.9	69.2	48.1	90.6	65.5	68.4
LnGrp LOS	F	D	C	F	E	C	F	E	D	F	E	E
Approach Vol, veh/h		1295			1632			1163			842	
Approach Delay, s/veh		62.1			51.8			83.2			73.2	
Approach LOS		E			D			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.9	86.0	41.1	75.0	16.4	97.4	41.0	75.1
Change Period (Y+Rc), s	* 7.6	6.9	6.9	6.9	* 7.6	6.9	6.9	6.9
Max Green Setting (Gmax), s	* 25	79.1	29.1	68.1	* 13	91.1	43.1	54.1
Max Q Clear Time (g_c+I1), s	19.8	52.9	17.3	31.5	8.8	37.2	32.6	26.4
Green Ext Time (p_c), s	0.4	11.4	0.6	6.3	0.1	8.2	1.5	4.8

Intersection Summary	
HCM 6th Ctrl Delay	65.6
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

User approved ignoring U-Turning movement.

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

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	42	1370	30	0	800
Future Vol, veh/h	0	42	1370	30	0	800
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	175	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	4	6	0	7
Mvmt Flow	0	44	1442	32	0	842

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	721	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	374	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	374	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	374	-
HCM Lane V/C Ratio	-	-	0.118	-
HCM Control Delay (s)	-	-	15.9	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0.4	-

Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	69	16	1358	54	13	731
Future Vol, veh/h	69	16	1358	54	13	731
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	175	0	-	185	575	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	4	0	0	7
Mvmt Flow	73	17	1429	57	14	769

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1842	715	0	0	1486	0
Stage 1	1429	-	-	-	-	-
Stage 2	413	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 68	378	-	-	458	-
Stage 1	190	-	-	-	-	-
Stage 2	642	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 66	378	-	-	458	-
Mov Cap-2 Maneuver	153	-	-	-	-	-
Stage 1	190	-	-	-	-	-
Stage 2	622	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	42	0	0.2
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	153	378	458	-
HCM Lane V/C Ratio	-	-	0.475	0.045	0.03	-
HCM Control Delay (s)	-	-	48.2	15	13.1	-
HCM Lane LOS	-	-	E	C	B	-
HCM 95th %tile Q(veh)	-	-	2.2	0.1	0.1	-

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	346	140	112	1262	604	276
Future Volume (veh/h)	346	140	112	1262	604	276
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	1900	1796	1900	1856	1811	1781
Adj Flow Rate, veh/h	364	147	118	1328	636	291
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	7	0	3	6	8
Cap, veh/h	408	343	403	2268	1805	1132
Arrive On Green	0.23	0.23	0.05	0.64	0.52	0.52
Sat Flow, veh/h	1810	1522	1810	3618	3532	1510
Grp Volume(v), veh/h	364	147	118	1328	636	291
Grp Sat Flow(s),veh/h/ln	1810	1522	1810	1763	1721	1510
Q Serve(g_s), s	22.4	9.5	3.4	24.8	12.4	6.9
Cycle Q Clear(g_c), s	22.4	9.5	3.4	24.8	12.4	6.9
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	408	343	403	2268	1805	1132
V/C Ratio(X)	0.89	0.43	0.29	0.59	0.35	0.26
Avail Cap(c_a), veh/h	601	506	439	2268	1805	1132
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	43.2	38.2	12.1	11.7	15.9	4.5
Incr Delay (d2), s/veh	11.4	0.8	0.4	1.1	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.9	6.6	2.3	12.9	8.0	7.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	54.6	39.1	12.5	12.8	16.5	5.0
LnGrp LOS	D	D	B	B	B	A
Approach Vol, veh/h	511			1446	927	
Approach Delay, s/veh	50.1			12.8	12.9	
Approach LOS	D			B	B	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	13.7	68.6				82.3	32.7
Change Period (Y+Rc), s	* 8.3	* 8.3				* 8.3	6.8
Max Green Setting (Gmax), s	* 7.7	* 46				* 62	38.2
Max Q Clear Time (g_c+I1), s	5.4	14.4				26.8	24.4
Green Ext Time (p_c), s	0.0	5.1				10.7	1.5

Intersection Summary	
HCM 6th Ctrl Delay	19.4
HCM 6th LOS	B

Notes

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

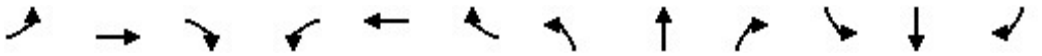
Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	16	1602	6	11	872
Future Vol, veh/h	8	16	1602	6	11	872
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	200	0	-	275	275	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	3	0	0	6
Mvmt Flow	8	17	1686	6	12	918

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2169	843	0	0	1692	0
Stage 1	1686	-	-	-	-	-
Stage 2	483	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	41	311	-	-	382	-
Stage 1	138	-	-	-	-	-
Stage 2	592	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	40	311	-	-	382	-
Mov Cap-2 Maneuver	112	-	-	-	-	-
Stage 1	138	-	-	-	-	-
Stage 2	574	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24.7	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	112	311	382	-
HCM Lane V/C Ratio	-	-	0.075	0.054	0.03	-
HCM Control Delay (s)	-	-	39.7	17.2	14.7	-
HCM Lane LOS	-	-	E	C	B	-
HCM 95th %tile Q(veh)	-	-	0.2	0.2	0.1	-



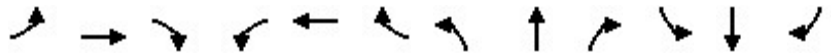
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	5	4	8	5	26	27	1585	6	10	871	30
Future Volume (veh/h)	28	5	4	8	5	26	27	1585	6	10	871	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
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	1796	1900	1900	1900	1900	1841	1900	1856	1900	1811	1826	1604
Adj Flow Rate, veh/h	29	5	4	8	5	27	28	1668	6	11	917	32
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	0	0	0	0	4	0	3	0	6	5	20
Cap, veh/h	144	78	62	170	21	111	472	2546	1154	220	2461	956
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.03	0.72	0.72	0.01	0.71	0.71
Sat Flow, veh/h	1323	977	782	1428	258	1392	1810	3526	1598	1725	3469	1348
Grp Volume(v), veh/h	29	0	9	8	0	32	28	1668	6	11	917	32
Grp Sat Flow(s),veh/h/ln	1323	0	1759	1428	0	1649	1810	1763	1598	1725	1735	1348
Q Serve(g_s), s	2.4	0.0	0.5	0.6	0.0	2.1	0.5	28.7	0.1	0.2	12.0	0.8
Cycle Q Clear(g_c), s	4.5	0.0	0.5	1.1	0.0	2.1	0.5	28.7	0.1	0.2	12.0	0.8
Prop In Lane	1.00		0.44	1.00		0.84	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	144	0	140	170	0	132	472	2546	1154	220	2461	956
V/C Ratio(X)	0.20	0.00	0.06	0.05	0.00	0.24	0.06	0.66	0.01	0.05	0.37	0.03
Avail Cap(c_a), veh/h	464	0	566	515	0	531	504	2546	1154	273	2461	956
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.8	0.0	48.9	49.5	0.0	49.7	4.8	8.4	4.5	7.8	6.6	5.0
Incr Delay (d2), s/veh	0.7	0.0	0.2	0.1	0.0	0.9	0.1	1.3	0.0	0.1	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.5	0.0	0.4	0.4	0.0	1.6	0.3	13.8	0.1	0.1	6.7	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.5	0.0	49.1	49.6	0.0	50.6	4.8	9.8	4.5	7.9	7.0	5.0
LnGrp LOS	D	A	D	D	A	D	A	A	A	A	A	A
Approach Vol, veh/h		38			40			1702			960	
Approach Delay, s/veh		51.7			50.4			9.7			7.0	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.2	88.8		16.1	8.7	90.2		16.1				
Change Period (Y+Rc), s	* 7.2	* 7.2		6.9	* 7.2	* 7.2		6.9				
Max Green Setting (Gmax), s	* 5	* 52		37.0	* 5	* 52		37.0				
Max Q Clear Time (g_c+I1), s	2.5	14.0		4.1	2.2	30.7		6.5				
Green Ext Time (p_c), s	0.0	7.1		0.2	0.0	12.4		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		9.9
HCM 6th LOS		A

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	302	22	308	6	11	4	479	1143	17	9	597	170
Future Volume (veh/h)	302	22	308	6	11	4	479	1143	17	9	597	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	1900	1722	1900	1900	1900	1722	1870	1900	1900	1870	1856
Adj Flow Rate, veh/h	334	0	195	6	12	4	504	1203	18	9	628	132
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	0	12	0	0	0	12	2	0	0	2	3
Cap, veh/h	372	0	800	28	21	7	532	2668	1209	354	2167	959
Arrive On Green	0.11	0.00	0.11	0.02	0.02	0.02	0.17	0.75	0.75	0.02	0.61	0.61
Sat Flow, veh/h	3478	0	2919	1810	1364	455	3182	3554	1610	1810	3554	1572
Grp Volume(v), veh/h	334	0	195	6	0	16	504	1203	18	9	628	132
Grp Sat Flow(s),veh/h/ln	1739	0	1459	1810	0	1818	1591	1777	1610	1810	1777	1572
Q Serve(g_s), s	23.7	0.0	13.0	0.8	0.0	2.2	39.2	31.9	0.7	0.3	20.9	8.9
Cycle Q Clear(g_c), s	23.7	0.0	13.0	0.8	0.0	2.2	39.2	31.9	0.7	0.3	20.9	8.9
Prop In Lane	1.00		1.00	1.00		0.25	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	372	0	800	28	0	28	532	2668	1209	354	2167	959
V/C Ratio(X)	0.90	0.00	0.24	0.21	0.00	0.56	0.95	0.45	0.01	0.03	0.29	0.14
Avail Cap(c_a), veh/h	751	0	1118	275	0	276	789	2668	1209	372	2167	959
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	110.2	0.0	70.6	121.5	0.0	122.2	103.0	11.7	7.8	8.7	23.1	20.8
Incr Delay (d2), s/veh	3.2	0.0	0.1	3.6	0.0	16.2	13.2	0.6	0.0	0.0	0.3	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	16.5	0.0	8.6	0.8	0.0	2.1	24.0	18.5	0.5	0.2	14.0	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	113.4	0.0	70.6	125.2	0.0	138.4	116.3	12.3	7.9	8.7	23.5	21.1
LnGrp LOS	F	A	E	F	A	F	F	B	A	A	C	C
Approach Vol, veh/h		529			22			1725			769	
Approach Delay, s/veh		97.6			134.8			42.6			22.9	
Approach LOS		F			F			D			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	47.8	159.2		10.2	12.5	194.5		32.8
Change Period (Y+Rc), s	6.0	6.8		* 6.3	* 7.5	6.8		6.0
Max Green Setting (Gmax), s	62.6	71.2		* 38	* 7.5	124.2		54.0
Max Q Clear Time (g_c+I1), s	41.2	22.9		4.2	2.3	33.9		25.7
Green Ext Time (p_c), s	0.6	4.8		0.1	0.0	6.2		1.1

Intersection Summary	
HCM 6th Ctrl Delay	47.9
HCM 6th LOS	D

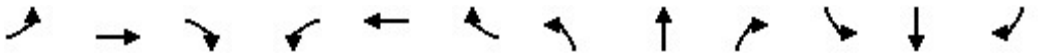
Notes
User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
User approved ignoring U-Turning movement.

2030 BUILD PM PEAK HOUR INTERSECTION MOE TABLES

2030 PM Build Signalized Network												
Old Lake Wilson Rd. & Osceola Polk Line Rd. (CR 532)												Intersection ID: 1
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	0.92	0.39	0.12	0.90	0.90	0.30	0.84	0.86	0.19	0.94	0.43	0.40
HCM Lane Group Delay (s)	106.6	63.3	57.2	122.2	90.3	38.4	123.9	91.9	36.6	103.7	58.6	59.0
HCM Lane LOS	F	E	E	F	F	D	F	F	D	F	E	E
HCM 95th Percentile Queue (veh/ln)	25.6	15.3	4.7	15.2	32.6	12.3	9.5	27.7	7.3	30.6	18.2	15.6
HCM6 Intersection Ctrl Delay	85.1											
HCM6 Intersection LOS	F											
Old Lake Wilson Rd. & Spine Rd.												Intersection ID: 4
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	0.63	0.27	-	0.88	-	0.38		-		-	0.68	0.30
HCM Lane Group Delay (s)	21.8	7.8	-	56.5	-	41.8		-		-	20.9	5.6
HCM Lane LOS	C	A	-	E	-	D		-		-	C	A
HCM 95th Percentile Queue (veh/ln)	3.0	4.7	-	14.2	-	5.5		-		-	17.4	8.9
HCM6 Intersection Ctrl Delay	20.5											
HCM6 Intersection LOS	C											
Old Lake Wilson Rd. & Fairfax Dr./Marker Ave.												Intersection ID: 6
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	0.02	0.37	0.01	0.21	0.00	0.25	0.04	0.00	0.12	0.06	0.65	0.03
HCM Lane Group Delay (s)	7.6	7.1	4.9	51.5	0.0	50.4	50.8	0.0	49.3	4.9	9.4	4.4
HCM Lane LOS	A	A	A	D	A	D	D	A	D	A	A	A
HCM 95th Percentile Queue (veh/ln)	0.0	6.7	0.1	1.6	0.0	1.7	0.3	0.0	0.8	0.3	13.4	0.3
HCM6 Intersection Ctrl Delay	9.8											
HCM6 Intersection LOS	A											
Old Lake Wilson Rd. & Sinclair Rd.												Intersection ID: 7
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	0.92	0.25	0.01	0.41	0.00	0.53	0.39	0.00	0.70	0.01	0.54	0.28
HCM Lane Group Delay (s)	112.7	12.2	9.9	92.6	0.0	76.7	112.4	0.0	118.2	8.9	25.4	20.3
HCM Lane LOS	F	B	A	F	A	E	F	A	F	A	C	C
HCM 95th Percentile Queue (veh/ln)	15.4	9.8	0.2	9.0	0.0	15.0	2.0	0.0	3.7	0.1	26.0	11.2
HCM6 Intersection Ctrl Delay	43.4											
HCM6 Intersection LOS	D											

2030 PM Build Unsignalized Network												
Old Lake Wilson Rd. & Shoppes at Reunion											Intersection ID: 2	
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	-	-	-		-		-	-	0.04		-	
HCM Control Delay (s)	-	-	-		-		-	-	11.3		-	
HCM Lane LOS	-	-	-		-		-	-	B		-	
HCM 95th Percentile Queue (veh/ln)	-	-	-		-		-	-	0.1		-	
Old Lake Wilson Rd. & Excitement Dr.											Intersection ID: 3	
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	-	-	-		-		0.23	-	0.02	0.02	-	-
HCM Control Delay (s)	-	-	-		-		24.3	-	10.9	9.6	-	-
HCM Lane LOS	-	-	-		-		C	-	B	A	-	-
HCM 95th Percentile Queue (veh/ln)	-	-	-		-		0.9	-	0.1	0.1	-	-
Old Lake Wilson Rd. & Assembly Ct.											Intersection ID: 5	
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	-	-	-		-		0.03	-	0.02	0.02	-	-
HCM Control Delay (s)	-	-	-		-		24.0	-	11.6	9.9	-	-
HCM Lane LOS	-	-	-		-		C	-	B	A	-	-
HCM 95th Percentile Queue (veh/ln)	-	-	-		-		0.1	-	0.1	0.1	-	-

2030 BUILD PM PEAK HOUR INTERSECTION OPERATIONS SYNCHRO REPORTS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	290	772	436	163	651	225	556	406	57	683	515	214
Future Volume (veh/h)	290	772	436	163	651	225	556	406	57	683	515	214
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	1722	1841	1900	1781	1752	1796	1811	1841	1811	1870	1870
Adj Flow Rate, veh/h	305	813	216	172	685	237	585	427	60	719	542	225
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, %	2	12	4	0	8	10	7	6	4	6	2	2
Cap, veh/h	339	905	730	204	800	1216	635	1082	490	766	1251	557
Arrive On Green	0.10	0.28	0.28	0.06	0.24	0.24	0.19	0.31	0.31	0.23	0.35	0.35
Sat Flow, veh/h	3456	3272	1560	3510	3385	2613	3319	3441	1557	3346	3554	1582
Grp Volume(v), veh/h	305	813	216	172	685	237	585	427	60	719	542	225
Grp Sat Flow(s),veh/h/ln	1728	1636	1560	1755	1692	1306	1659	1721	1557	1673	1777	1582
Q Serve(g_s), s	20.3	55.5	19.8	11.3	44.9	12.4	40.1	22.5	6.4	49.0	27.1	24.9
Cycle Q Clear(g_c), s	20.3	55.5	19.8	11.3	44.9	12.4	40.1	22.5	6.4	49.0	27.1	24.9
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	339	905	730	204	800	1216	635	1082	490	766	1251	557
V/C Ratio(X)	0.90	0.90	0.30	0.84	0.86	0.19	0.92	0.39	0.12	0.94	0.43	0.40
Avail Cap(c_a), veh/h	423	1059	803	278	950	1331	788	1082	490	896	1251	557
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	103.5	80.8	38.1	108.2	84.8	36.5	92.1	62.2	56.7	87.9	57.5	56.8
Incr Delay (d2), s/veh	18.7	9.5	0.3	15.6	7.1	0.1	14.5	1.1	0.5	15.8	1.1	2.2
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	15.2	32.6	12.3	9.5	27.7	7.3	25.6	15.3	4.7	30.6	18.2	15.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	122.2	90.3	38.4	123.9	91.9	36.6	106.6	63.3	57.2	103.7	58.6	59.0
LnGrp LOS	F	F	D	F	F	D	F	E	E	F	E	E
Approach Vol, veh/h		1334			1094			1072			1486	
Approach Delay, s/veh		89.2			84.9			86.6			80.5	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.4	61.8	60.0	79.9	21.1	71.1	51.3	88.6
Change Period (Y+Rc), s	* 7.6	6.9	6.9	6.9	* 7.6	6.9	6.9	6.9
Max Green Setting (Gmax), s	* 28	65.1	62.1	48.0	* 18	75.1	55.1	53.1
Max Q Clear Time (g_c+I1), s	22.3	46.9	51.0	24.5	13.3	57.5	42.1	29.1
Green Ext Time (p_c), s	0.5	5.8	2.1	3.9	0.2	6.7	2.2	6.1

Intersection Summary	
HCM 6th Ctrl Delay	85.1
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

User approved ignoring U-Turning movement.

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

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	23	777	72	0	1412
Future Vol, veh/h	0	23	777	72	0	1412
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	175	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	6	0	7	0	0	4
Mvmt Flow	0	24	818	76	0	1486

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	409	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	597	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	597	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	597	-
HCM Lane V/C Ratio	-	-	0.041	-
HCM Control Delay (s)	-	-	11.3	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	54	13	731	69	16	1358
Future Vol, veh/h	54	13	731	69	16	1358
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	175	0	-	185	575	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	7	0	0	4
Mvmt Flow	57	14	769	73	17	1429

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1518	385	0	0	842	0
Stage 1	769	-	-	-	-	-
Stage 2	749	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	112	619	-	-	802	-
Stage 1	423	-	-	-	-	-
Stage 2	433	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	110	619	-	-	802	-
Mov Cap-2 Maneuver	243	-	-	-	-	-
Stage 1	423	-	-	-	-	-
Stage 2	424	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.7	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	243	619	802	-
HCM Lane V/C Ratio	-	-	0.234	0.022	0.021	-
HCM Control Delay (s)	-	-	24.3	10.9	9.6	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.9	0.1	0.1	-

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	276	112	140	604	1262	346
Future Volume (veh/h)	276	112	140	604	1262	346
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	1781	1900	1796	1811	1856	1900
Adj Flow Rate, veh/h	291	118	147	636	1328	364
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	8	0	7	6	3	0
Cap, veh/h	329	312	233	2330	1944	1200
Arrive On Green	0.19	0.19	0.05	0.68	0.55	0.55
Sat Flow, veh/h	1697	1610	1711	3532	3618	1610
Grp Volume(v), veh/h	291	118	147	636	1328	364
Grp Sat Flow(s),veh/h/ln	1697	1610	1711	1721	1763	1610
Q Serve(g_s), s	19.5	7.5	4.3	8.6	31.7	8.7
Cycle Q Clear(g_c), s	19.5	7.5	4.3	8.6	31.7	8.7
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	329	312	233	2330	1944	1200
V/C Ratio(X)	0.88	0.38	0.63	0.27	0.68	0.30
Avail Cap(c_a), veh/h	522	495	296	2330	1944	1200
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	45.9	41.0	19.0	7.5	18.9	4.9
Incr Delay (d2), s/veh	10.7	0.8	2.8	0.3	2.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	14.2	5.5	3.0	4.7	17.4	8.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	56.5	41.8	21.8	7.8	20.9	5.6
LnGrp LOS	E	D	C	A	C	A
Approach Vol, veh/h	409			783	1692	
Approach Delay, s/veh	52.3			10.4	17.6	
Approach LOS	D			B	B	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	14.7	72.8			87.5	29.5
Change Period (Y+Rc), s	* 8.3	* 8.3			* 8.3	6.8
Max Green Setting (Gmax), s	* 11	* 47			* 66	36.0
Max Q Clear Time (g_c+I1), s	6.3	33.7			10.6	21.5
Green Ext Time (p_c), s	0.1	7.8			4.1	1.2

Intersection Summary	
HCM 6th Ctrl Delay	20.5
HCM 6th LOS	C

Notes

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

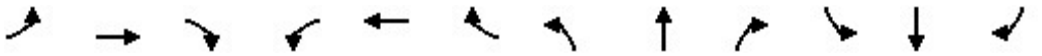
Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	11	872	8	16	1602
Future Vol, veh/h	6	11	872	8	16	1602
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	200	0	-	275	275	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	6	0	0	3
Mvmt Flow	6	12	918	8	17	1686

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1795	459	0	0	926	0
Stage 1	918	-	-	-	-	-
Stage 2	877	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	73	554	-	-	746	-
Stage 1	354	-	-	-	-	-
Stage 2	372	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	71	554	-	-	746	-
Mov Cap-2 Maneuver	196	-	-	-	-	-
Stage 1	354	-	-	-	-	-
Stage 2	363	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	196	554	746	-
HCM Lane V/C Ratio	-	-	0.032	0.021	0.023	-
HCM Control Delay (s)	-	-	24	11.6	9.9	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.1	-



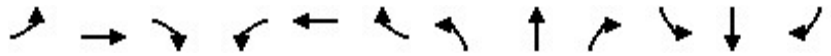
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	5	27	6	5	10	4	871	8	26	1585	28
Future Volume (veh/h)	30	5	27	6	5	10	4	871	8	26	1585	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
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	1604	1900	1900	1900	1900	1811	1900	1826	1900	1841	1856	1796
Adj Flow Rate, veh/h	32	5	28	6	5	11	4	917	8	27	1668	29
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, %	20	0	0	0	0	6	0	5	0	4	3	7
Cap, veh/h	150	20	114	150	43	95	214	2457	1131	465	2567	1100
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.01	0.71	0.71	0.03	0.73	0.73
Sat Flow, veh/h	1198	250	1399	1398	528	1162	1810	3469	1598	1753	3526	1511
Grp Volume(v), veh/h	32	0	33	6	0	16	4	917	8	27	1668	29
Grp Sat Flow(s),veh/h/ln	1198	0	1648	1398	0	1691	1810	1735	1598	1753	1763	1511
Q Serve(g_s), s	2.9	0.0	2.2	0.5	0.0	1.0	0.1	12.1	0.2	0.5	28.1	0.6
Cycle Q Clear(g_c), s	3.9	0.0	2.2	2.6	0.0	1.0	0.1	12.1	0.2	0.5	28.1	0.6
Prop In Lane	1.00		0.85	1.00		0.69	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	150	0	134	150	0	138	214	2457	1131	465	2567	1100
V/C Ratio(X)	0.21	0.00	0.25	0.04	0.00	0.12	0.02	0.37	0.01	0.06	0.65	0.03
Avail Cap(c_a), veh/h	438	0	530	486	0	544	283	2457	1131	497	2567	1100
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.8	0.0	49.5	50.7	0.0	49.0	7.6	6.7	4.9	4.8	8.1	4.3
Incr Delay (d2), s/veh	0.7	0.0	0.9	0.1	0.0	0.4	0.0	0.4	0.0	0.1	1.3	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	1.6	0.0	1.7	0.3	0.0	0.8	0.0	6.7	0.1	0.3	13.4	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.5	0.0	50.4	50.8	0.0	49.3	7.6	7.1	4.9	4.9	9.4	4.4
LnGrp LOS	D	A	D	D	A	D	A	A	A	A	A	A
Approach Vol, veh/h		65			22			929			1724	
Approach Delay, s/veh		51.0			49.7			7.1			9.2	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	90.9		16.3	10.1	88.6		16.3				
Change Period (Y+Rc), s	* 7.2	* 7.2		6.9	* 7.2	* 7.2		6.9				
Max Green Setting (Gmax), s	* 5	* 52		37.0	* 5	* 52		37.0				
Max Q Clear Time (g_c+I1), s	2.1	30.1		4.6	2.5	14.1		5.9				
Green Ext Time (p_c), s	0.0	12.7		0.1	0.0	7.0		0.3				

Intersection Summary		
HCM 6th Ctrl Delay		9.8
HCM 6th LOS		A

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	11	479	17	22	9	308	597	6	4	1143	302
Future Volume (veh/h)	170	11	479	17	22	9	308	597	6	4	1143	302
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	1856	1900	1722	1900	1900	1900	1722	1870	1900	1900	1870	1826
Adj Flow Rate, veh/h	188	0	375	18	23	9	324	628	6	4	1203	271
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, %	3	0	12	0	0	0	12	2	0	0	2	5
Cap, veh/h	458	0	702	46	33	13	353	2515	1139	590	2221	967
Arrive On Green	0.13	0.00	0.13	0.03	0.03	0.03	0.11	0.71	0.71	0.02	0.62	0.62
Sat Flow, veh/h	3534	0	2919	1810	1300	509	3182	3554	1610	1810	3554	1547
Grp Volume(v), veh/h	188	0	375	18	0	32	324	628	6	4	1203	271
Grp Sat Flow(s),veh/h/ln	1767	0	1459	1810	0	1808	1591	1777	1610	1810	1777	1547
Q Serve(g_s), s	11.2	0.0	25.7	2.3	0.0	4.0	23.2	14.4	0.3	0.1	44.1	18.3
Cycle Q Clear(g_c), s	11.2	0.0	25.7	2.3	0.0	4.0	23.2	14.4	0.3	0.1	44.1	18.3
Prop In Lane	1.00		1.00	1.00		0.28	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	458	0	702	46	0	46	353	2515	1139	590	2221	967
V/C Ratio(X)	0.41	0.00	0.53	0.39	0.00	0.70	0.92	0.25	0.01	0.01	0.54	0.28
Avail Cap(c_a), veh/h	707	0	908	76	0	76	540	2515	1139	813	2221	967
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	92.0	0.0	76.1	110.4	0.0	111.2	101.2	11.9	9.9	8.9	24.4	19.6
Incr Delay (d2), s/veh	0.6	0.0	0.6	2.0	0.0	7.0	11.5	0.2	0.0	0.0	1.0	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	9.0	0.0	15.0	2.0	0.0	3.7	15.4	9.8	0.2	0.1	26.0	11.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	92.6	0.0	76.7	112.4	0.0	118.2	112.7	12.2	9.9	8.9	25.4	20.3
LnGrp LOS	F	A	E	F	A	F	F	B	A	A	C	C
Approach Vol, veh/h		563			50			958			1478	
Approach Delay, s/veh		82.0			116.1			46.2			24.4	
Approach LOS		F			F			D			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	31.5	150.5		12.1	12.5	169.6		35.8
Change Period (Y+Rc), s	6.0	6.8		* 6.3	* 7.5	6.8		6.0
Max Green Setting (Gmax), s	39.6	110.2		* 9.7	* 33	114.4		46.0
Max Q Clear Time (g_c+I1), s	25.2	46.1		6.0	2.1	16.4		27.7
Green Ext Time (p_c), s	0.3	12.7		0.0	0.0	2.6		2.1

Intersection Summary	
HCM 6th Ctrl Delay	43.4
HCM 6th LOS	D

Notes

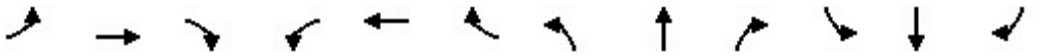
User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
User approved ignoring U-Turning movement.

2050 BUILD AM PEAK HOUR INTERSECTION MOE TABLES

2050 AM Build Signalized Network												
Old Lake Wilson Rd. & Osceola Polk Line Rd. (CR 532)												Intersection ID: 1
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	0.98	0.94	0.78	0.93	0.60	0.44	0.83	0.83	0.67	0.63	0.71	0.63
HCM Lane Group Delay (s)	132.4	113.6	82.3	139.3	48.4	25.6	125.7	65.9	14.3	88.8	87.4	88.6
HCM Lane LOS	F	F	F	F	D	C	F	E	B	F	F	F
HCM 95th Percentile Queue (veh/ln)	23.9	28.2	18.8	14.5	27.4	17.9	8.3	39.4	15.3	15.7	22.2	18.9
HCM6 Intersection Ctrl Delay	71.0											
HCM6 Intersection LOS	E											
Old Lake Wilson Rd. & Spine Rd.												Intersection ID: 4
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	0.39	0.79	-	0.89	-	0.43		-		-	0.52	0.26
HCM Lane Group Delay (s)	14.6	17.8	-	53.9	-	39.0		-		-	19.0	5.0
HCM Lane LOS	B	B	-	D	-	D		-		-	B	A
HCM 95th Percentile Queue (veh/ln)	2.3	20.7	-	16.8	-	6.6		-		-	12.1	7.6
HCM6 Intersection Ctrl Delay	21.5											
HCM6 Intersection LOS	C											
Old Lake Wilson Rd. & Fairfax Dr./Marker Ave.												Intersection ID: 6
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	0.08	0.84	0.01	0.20	0.00	0.06	0.05	0.00	0.24	0.08	0.50	0.03
HCM Lane Group Delay (s)	5.7	14.8	4.5	52.5	0.0	49.1	49.6	0.0	50.6	15.4	8.2	5.0
HCM Lane LOS	A	B	A	D	A	D	D	A	D	B	A	A
HCM 95th Percentile Queue (veh/ln)	0.3	22.1	0.1	1.5	0.0	0.4	0.4	0.0	1.6	0.2	9.6	0.4
HCM6 Intersection Ctrl Delay	13.1											
HCM6 Intersection LOS	B											
Old Lake Wilson Rd. & Sinclair Rd.												Intersection ID: 7
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	0.97	0.66	0.02	0.93	0.00	0.21	0.19	0.00	0.60	0.05	0.51	0.31
HCM Lane Group Delay (s)	118.4	26.1	14.2	101.7	0.0	44.7	114.3	0.0	128.9	20.8	43.7	17.0
HCM Lane LOS	F	C	B	F	A	D	F	A	F	C	D	B
HCM 95th Percentile Queue (veh/ln)	29.2	33.9	0.6	26.9	0.0	8.2	0.7	0.0	2.3	0.4	24.2	18.3
HCM6 Intersection Ctrl Delay	55.6											
HCM6 Intersection LOS	E											

2050 AM Build Unsignalized Network												
Old Lake Wilson Rd. & Shoppes at Reunion											Intersection ID: 2	
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	-	-	-		-		-	-	0.17		-	
HCM Control Delay (s)	-	-	-		-		-	-	21.4		-	
HCM Lane LOS	-	-	-		-		-	-	C		-	
HCM 95th Percentile Queue (veh/ln)	-	-	-		-		-	-	0.6		-	
Old Lake Wilson Rd. & Excitement Dr.											Intersection ID: 3	
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	-	-	-		-		0.85	-	0.06	0.05	-	-
HCM Control Delay (s)	-	-	-		-		142.8	-	19.5	17.4	-	-
HCM Lane LOS	-	-	-		-		F	-	C	C	-	-
HCM 95th Percentile Queue (veh/ln)	-	-	-		-		4.5	-	0.2	0.1	-	-
Old Lake Wilson Rd. & Assembly Ct.											Intersection ID: 5	
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	-	-	-		-		0.13	-	0.08	0.05	-	-
HCM Control Delay (s)	-	-	-		-		70.8	-	22.9	20.0	-	-
HCM Lane LOS	-	-	-		-		F	-	C	C	-	-
HCM 95th Percentile Queue (veh/ln)	-	-	-		-		0.4	-	0.2	0.1	-	-

2050 BUILD AM PEAK HOUR INTERSECTION OPERATIONS SYNCHRO REPORTS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	257	874	630	139	1083	1029	469	606	227	353	525	216
Future Volume (veh/h)	257	874	630	139	1083	1029	469	606	227	353	525	216
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	1781	1796	1841	1722	1811	1841	1870	1900	1752	1811	1870
Adj Flow Rate, veh/h	271	920	402	146	1140	1083	494	638	239	372	553	227
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, %	2	8	7	4	12	6	4	2	0	10	6	2
Cap, veh/h	291	1525	911	176	1367	1623	504	681	308	592	779	358
Arrive On Green	0.08	0.45	0.45	0.05	0.42	0.42	0.15	0.19	0.19	0.18	0.23	0.23
Sat Flow, veh/h	3456	3385	1522	3401	3272	2701	3401	3554	1605	3237	3441	1581
Grp Volume(v), veh/h	271	920	402	146	1140	1083	494	638	239	372	553	227
Grp Sat Flow(s),veh/h/ln	1728	1692	1522	1700	1636	1351	1700	1777	1605	1618	1721	1581
Q Serve(g_s), s	17.9	47.2	33.1	9.8	71.6	18.1	33.3	40.7	27.9	24.4	34.1	29.8
Cycle Q Clear(g_c), s	17.9	47.2	33.1	9.8	71.6	18.1	33.3	40.7	27.9	24.4	34.1	29.8
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	291	1525	911	176	1367	1623	504	681	308	592	779	358
V/C Ratio(X)	0.93	0.60	0.44	0.83	0.83	0.67	0.98	0.94	0.78	0.63	0.71	0.63
Avail Cap(c_a), veh/h	291	1525	911	228	1367	1623	504	681	308	592	779	358
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	104.6	47.7	25.2	108.0	59.8	12.1	97.6	91.6	65.0	86.7	82.0	80.3
Incr Delay (d2), s/veh	34.7	0.7	0.4	17.7	6.1	2.2	34.8	22.0	17.3	2.1	5.4	8.3
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	14.5	27.4	17.9	8.3	39.4	15.3	23.9	28.2	18.8	15.7	22.2	18.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	139.3	48.4	25.6	125.7	65.9	14.3	132.4	113.6	82.3	88.8	87.4	88.6
LnGrp LOS	F	D	C	F	E	B	F	F	F	F	F	F
Approach Vol, veh/h		1593			2369			1371			1152	
Approach Delay, s/veh		58.1			46.0			114.9			88.1	
Approach LOS		E			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.0	103.0	49.0	51.0	19.5	110.5	41.0	59.0
Change Period (Y+Rc), s	* 7.6	6.9	6.9	6.9	* 7.6	6.9	6.9	6.9
Max Green Setting (Gmax), s	* 19	96.1	42.1	44.1	* 15	100.1	34.1	52.1
Max Q Clear Time (g_c+I1), s	19.9	73.6	26.4	42.7	11.8	49.2	35.3	36.1
Green Ext Time (p_c), s	0.0	15.7	1.1	0.9	0.1	12.2	0.0	5.3

Intersection Summary	
HCM 6th Ctrl Delay	71.0
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

User approved ignoring U-Turning movement.

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

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	42	1813	30	0	1094
Future Vol, veh/h	0	42	1813	30	0	1094
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	175	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	4	6	0	7
Mvmt Flow	0	44	1908	32	0	1152

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	954	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	263	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	263	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	263	-
HCM Lane V/C Ratio	-	-	0.168	-
HCM Control Delay (s)	-	-	21.4	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0.6	-

Intersection	
Int Delay, s/veh	3.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	69	16	1801	54	13	1025
Future Vol, veh/h	69	16	1801	54	13	1025
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	175	0	-	185	575	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	4	0	0	7
Mvmt Flow	73	17	1896	57	14	1079

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2464	948	0	0	1953	0
Stage 1	1896	-	-	-	-	-
Stage 2	568	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 26	265	-	-	303	-
Stage 1	106	-	-	-	-	-
Stage 2	536	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 25	265	-	-	303	-
Mov Cap-2 Maneuver	86	-	-	-	-	-
Stage 1	106	-	-	-	-	-
Stage 2	511	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	119.6	0	0.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	86	265	303	-
HCM Lane V/C Ratio	-	-	0.845	0.064	0.045	-
HCM Control Delay (s)	-	-	142.8	19.5	17.4	-
HCM Lane LOS	-	-	F	C	C	-
HCM 95th %tile Q(veh)	-	-	4.5	0.2	0.1	-

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	346	140	112	1705	898	276
Future Volume (veh/h)	346	140	112	1705	898	276
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	1900	1796	1900	1856	1811	1781
Adj Flow Rate, veh/h	364	147	118	1795	945	291
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	7	0	3	6	8
Cap, veh/h	408	343	305	2268	1804	1132
Arrive On Green	0.23	0.23	0.05	0.64	0.52	0.52
Sat Flow, veh/h	1810	1522	1810	3618	3532	1510
Grp Volume(v), veh/h	364	147	118	1795	945	291
Grp Sat Flow(s),veh/h/ln	1810	1522	1810	1763	1721	1510
Q Serve(g_s), s	22.4	9.5	3.4	42.6	20.7	6.9
Cycle Q Clear(g_c), s	22.4	9.5	3.4	42.6	20.7	6.9
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	408	343	305	2268	1804	1132
V/C Ratio(X)	0.89	0.43	0.39	0.79	0.52	0.26
Avail Cap(c_a), veh/h	617	519	341	2268	1804	1132
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	43.2	38.2	13.8	14.9	17.9	4.5
Incr Delay (d2), s/veh	10.7	0.8	0.8	2.9	1.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.8	6.6	2.3	20.7	12.1	7.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	53.9	39.0	14.6	17.8	19.0	5.0
LnGrp LOS	D	D	B	B	B	A
Approach Vol, veh/h	511			1913	1236	
Approach Delay, s/veh	49.6			17.6	15.7	
Approach LOS	D			B	B	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	13.7	68.6			82.3	32.7
Change Period (Y+Rc), s	* 8.3	* 8.3			* 8.3	6.8
Max Green Setting (Gmax), s	* 7.7	* 45			* 61	39.2
Max Q Clear Time (g_c+I1), s	5.4	22.7			44.6	24.4
Green Ext Time (p_c), s	0.0	7.1			10.7	1.5

Intersection Summary	
HCM 6th Ctrl Delay	21.5
HCM 6th LOS	C

Notes

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

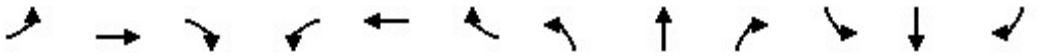
Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	16	2045	6	11	1166
Future Vol, veh/h	8	16	2045	6	11	1166
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	200	0	-	275	275	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	3	0	0	6
Mvmt Flow	8	17	2153	6	12	1227

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2791	1077	0	0	2159	0
Stage 1	2153	-	-	-	-	-
Stage 2	638	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	15	218	-	-	252	-
Stage 1	77	-	-	-	-	-
Stage 2	494	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	14	218	-	-	252	-
Mov Cap-2 Maneuver	63	-	-	-	-	-
Stage 1	77	-	-	-	-	-
Stage 2	470	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	38.9	0	0.2
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	63	218	252	-
HCM Lane V/C Ratio	-	-	0.134	0.077	0.046	-
HCM Control Delay (s)	-	-	70.8	22.9	20	-
HCM Lane LOS	-	-	F	C	C	-
HCM 95th %tile Q(veh)	-	-	0.4	0.2	0.1	-



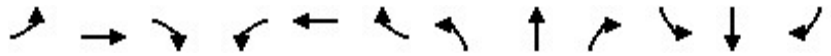
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	5	4	8	5	26	27	2028	6	10	1165	30
Future Volume (veh/h)	28	5	4	8	5	26	27	2028	6	10	1165	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
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	1796	1900	1900	1900	1900	1841	1900	1856	1900	1811	1826	1604
Adj Flow Rate, veh/h	29	5	4	8	5	27	28	2135	6	11	1226	32
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	0	0	0	0	4	0	3	0	6	5	20
Cap, veh/h	144	78	62	170	21	111	356	2546	1154	138	2461	956
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.03	0.72	0.72	0.01	0.71	0.71
Sat Flow, veh/h	1323	977	782	1428	258	1392	1810	3526	1598	1725	3469	1348
Grp Volume(v), veh/h	29	0	9	8	0	32	28	2135	6	11	1226	32
Grp Sat Flow(s),veh/h/ln	1323	0	1759	1428	0	1649	1810	1763	1598	1725	1735	1348
Q Serve(g_s), s	2.4	0.0	0.5	0.6	0.0	2.1	0.5	49.1	0.1	0.2	18.3	0.8
Cycle Q Clear(g_c), s	4.5	0.0	0.5	1.1	0.0	2.1	0.5	49.1	0.1	0.2	18.3	0.8
Prop In Lane	1.00		0.44	1.00		0.84	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	144	0	140	170	0	132	356	2546	1154	138	2461	956
V/C Ratio(X)	0.20	0.00	0.06	0.05	0.00	0.24	0.08	0.84	0.01	0.08	0.50	0.03
Avail Cap(c_a), veh/h	464	0	566	515	0	531	388	2546	1154	191	2461	956
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.8	0.0	48.9	49.5	0.0	49.7	5.6	11.3	4.5	15.2	7.5	5.0
Incr Delay (d2), s/veh	0.7	0.0	0.2	0.1	0.0	0.9	0.1	3.5	0.0	0.2	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.5	0.0	0.4	0.4	0.0	1.6	0.3	22.1	0.1	0.2	9.6	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.5	0.0	49.1	49.6	0.0	50.6	5.7	14.8	4.5	15.4	8.2	5.0
LnGrp LOS	D	A	D	D	A	D	A	B	A	B	A	A
Approach Vol, veh/h		38			40			2169			1269	
Approach Delay, s/veh		51.7			50.4			14.6			8.2	
Approach LOS		D			D			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.2	88.8		16.1	8.7	90.2		16.1				
Change Period (Y+Rc), s	* 7.2	* 7.2		6.9	* 7.2	* 7.2		6.9				
Max Green Setting (Gmax), s	* 5	* 52		37.0	* 5	* 52		37.0				
Max Q Clear Time (g_c+I1), s	2.5	20.3		4.1	2.2	51.1		6.5				
Green Ext Time (p_c), s	0.0	10.2		0.2	0.0	0.6		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	13.1
HCM 6th LOS	B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	583	22	383	6	14	4	614	1451	17	10	816	393
Future Volume (veh/h)	583	22	383	6	14	4	614	1451	17	10	816	393
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			Yes			No			No	
Adj Sat Flow, veh/h/ln	1826	1900	1722	1900	1900	1900	1722	1870	1900	1900	1870	1856
Adj Flow Rate, veh/h	630	0	244	6	15	4	646	1527	18	11	859	322
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	0	12	0	0	0	12	2	0	0	2	3
Cap, veh/h	677	0	1177	31	25	7	664	2312	1048	203	1671	1045
Arrive On Green	0.19	0.00	0.19	0.02	0.02	0.02	0.21	0.65	0.65	0.02	0.47	0.47
Sat Flow, veh/h	3478	0	2919	1810	1445	385	3182	3554	1610	1810	3554	1572
Grp Volume(v), veh/h	630	0	244	6	0	19	646	1527	18	11	859	322
Grp Sat Flow(s),veh/h/ln	1739	0	1459	1810	0	1831	1591	1777	1610	1810	1777	1572
Q Serve(g_s), s	41.0	0.0	12.5	0.8	0.0	2.4	46.4	60.5	0.9	0.5	38.8	19.8
Cycle Q Clear(g_c), s	41.0	0.0	12.5	0.8	0.0	2.4	46.4	60.5	0.9	0.5	38.8	19.8
Prop In Lane	1.00		1.00	1.00		0.21	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	677	0	1177	31	0	32	664	2312	1048	203	1671	1045
V/C Ratio(X)	0.93	0.00	0.21	0.19	0.00	0.60	0.97	0.66	0.02	0.05	0.51	0.31
Avail Cap(c_a), veh/h	938	0	1396	131	0	133	664	2312	1048	206	1671	1045
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	91.1	0.0	44.7	111.4	0.0	112.2	90.4	24.6	14.2	20.6	42.6	16.2
Incr Delay (d2), s/veh	10.6	0.0	0.0	2.9	0.0	16.7	28.0	1.5	0.0	0.2	1.1	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	26.9	0.0	8.2	0.7	0.0	2.3	29.2	33.9	0.6	0.4	24.2	18.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	101.7	0.0	44.7	114.3	0.0	128.9	118.4	26.1	14.2	20.8	43.7	17.0
LnGrp LOS	F	A	D	F	A	F	F	C	B	C	D	B
Approach Vol, veh/h		874			25			2191			1192	
Approach Delay, s/veh		85.8			125.4			53.2			36.3	
Approach LOS		F			F			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	54.0	115.0		10.3	12.5	156.5		50.7
Change Period (Y+Rc), s	6.0	6.8		* 6.3	* 7.5	6.8		6.0
Max Green Setting (Gmax), s	48.0	78.2		* 17	* 5.5	119.2		62.0
Max Q Clear Time (g_c+I1), s	43.4	40.8		4.4	2.5	62.5		43.0
Green Ext Time (p_c), s	0.0	7.8		0.0	0.0	9.3		1.8

Intersection Summary	
HCM 6th Ctrl Delay	55.6
HCM 6th LOS	E

Notes

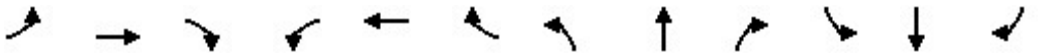
User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
User approved ignoring U-Turning movement.

2050 BUILD PM PEAK HOUR INTERSECTION MOE TABLES

2050 PM Build Signalized Network												
Old Lake Wilson Rd. & Osceola Polk Line Rd. (CR 532)												Intersection ID: 1
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	0.93	1.04	0.41	0.94	1.05	0.28	1.05	0.92	0.24	1.03	0.67	0.54
HCM Lane Group Delay (s)	105.3	145.8	91.6	134.4	119.2	28.5	177.8	91.6	20.1	113.9	79.4	77.4
HCM Lane LOS	F	F	F	F	F	C	F	F	C	F	E	E
HCM 95th Percentile Queue (veh/ln)	28.5	28.4	9.8	16.9	49.5	11.4	15.1	36.6	8.2	47.3	24.0	17.7
HCM6 Intersection Ctrl Delay	103.7											
HCM6 Intersection LOS	F											
Old Lake Wilson Rd. & Spine Rd.												Intersection ID: 4
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	0.95	0.41	-	0.88	-	0.38		-		-	0.91	0.30
HCM Lane Group Delay (s)	84.9	8.9	-	55.1	-	41.0		-		-	30.7	5.2
HCM Lane LOS	F	A	-	E	-	D		-		-	C	A
HCM 95th Percentile Queue (veh/ln)	8.0	7.8	-	14.0	-	5.4		-		-	28.1	8.6
HCM6 Intersection Ctrl Delay	27.0											
HCM6 Intersection LOS	C											
Old Lake Wilson Rd. & Fairfax Dr./Marker Ave.												Intersection ID: 6
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	0.03	0.50	0.01	0.21	0.00	0.25	0.04	0.00	0.12	0.08	0.83	0.03
HCM Lane Group Delay (s)	14.4	8.3	4.9	51.5	0.0	50.4	50.8	0.0	49.3	5.8	14.1	4.4
HCM Lane LOS	B	A	A	D	A	D	D	A	D	A	B	A
HCM 95th Percentile Queue (veh/ln)	0.1	9.6	0.1	1.6	0.0	1.7	0.3	0.0	0.8	0.3	21.5	0.3
HCM6 Intersection Ctrl Delay	12.8											
HCM6 Intersection LOS	B											
Old Lake Wilson Rd. & Sinclair Rd.												Intersection ID: 7
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	0.94	0.36	0.01	0.75	0.00	0.56	0.37	0.00	0.71	0.01	0.76	0.50
HCM Lane Group Delay (s)	122.0	16.5	12.2	95.7	0.0	68.9	111.9	0.0	127.8	11.9	40.4	14.9
HCM Lane LOS	F	B	B	F	A	E	F	A	F	B	D	B
HCM 95th Percentile Queue (veh/ln)	19.3	15.0	0.2	18.3	0.0	18.0	2.0	0.0	4.1	0.1	42.4	29.7
HCM6 Intersection Ctrl Delay	49.5											
HCM6 Intersection LOS	D											

2050 PM Build Unsignalized Network												
Old Lake Wilson Rd. & Shoppes at Reunion											Intersection ID: 2	
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	-	-	-		-		-	-	0.05		-	
HCM Control Delay (s)	-	-	-		-		-	-	13.0		-	
HCM Lane LOS	-	-	-		-		-	-	B		-	
HCM 95th Percentile Queue (veh/ln)	-	-	-		-		-	-	0.2		-	
Old Lake Wilson Rd. & Excitement Dr.											Intersection ID: 3	
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	-	-	-		-		0.35	-	0.03	0.03	-	-
HCM Control Delay (s)	-	-	-		-		39.1	-	12.5	11.0	-	-
HCM Lane LOS	-	-	-		-		E	-	B	B	-	-
HCM 95th Percentile Queue (veh/ln)	-	-	-		-		1.5	-	0.1	0.1	-	-
Old Lake Wilson Rd. & Assembly Ct.											Intersection ID: 5	
Movement	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**
HCM Lane V/C Ratio	-	-	-		-		0.05	-	0.03	0.03	-	-
HCM Control Delay (s)	-	-	-		-		33.9	-	13.4	11.5	-	-
HCM Lane LOS	-	-	-		-		D	-	B	B	-	-
HCM 95th Percentile Queue (veh/ln)	-	-	-		-		0.2	-	0.1	0.1	-	-

2050 BUILD PM PEAK HOUR INTERSECTION OPERATIONS SYNCHRO REPORTS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	313	1073	469	243	876	359	630	549	98	1040	600	215
Future Volume (veh/h)	313	1073	469	243	876	359	630	549	98	1040	600	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	1870	1722	1841	1900	1781	1752	1796	1811	1841	1811	1870	1870
Adj Flow Rate, veh/h	329	1129	233	256	922	378	663	578	103	1095	632	226
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, %	2	12	4	0	8	10	7	6	4	6	2	2
Cap, veh/h	352	1074	846	244	1002	1604	711	555	251	1064	941	419
Arrive On Green	0.10	0.33	0.33	0.07	0.30	0.30	0.21	0.16	0.16	0.32	0.26	0.26
Sat Flow, veh/h	3456	3272	1560	3510	3385	2613	3319	3441	1554	3346	3554	1581
Grp Volume(v), veh/h	329	1129	233	256	922	378	663	578	103	1095	632	226
Grp Sat Flow(s),veh/h/ln	1728	1636	1560	1755	1692	1306	1659	1721	1554	1673	1777	1581
Q Serve(g_s), s	21.7	75.5	18.5	16.0	60.6	15.0	45.1	37.1	13.7	73.1	36.6	28.2
Cycle Q Clear(g_c), s	21.7	75.5	18.5	16.0	60.6	15.0	45.1	37.1	13.7	73.1	36.6	28.2
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	352	1074	846	244	1002	1604	711	555	251	1064	941	419
V/C Ratio(X)	0.94	1.05	0.28	1.05	0.92	0.24	0.93	1.04	0.41	1.03	0.67	0.54
Avail Cap(c_a), veh/h	352	1074	846	244	1002	1604	809	555	251	1064	941	419
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	102.6	77.3	28.3	107.0	78.3	20.0	88.7	96.4	86.6	78.5	75.6	72.5
Incr Delay (d2), s/veh	31.9	41.9	0.2	70.8	13.3	0.1	16.6	49.4	4.9	35.4	3.8	4.9
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	16.9	49.5	11.4	15.1	36.6	8.2	28.5	28.4	9.8	47.3	24.0	17.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	134.4	119.2	28.5	177.8	91.6	20.1	105.3	145.8	91.6	113.9	79.4	77.4
LnGrp LOS	F	F	C	F	F	C	F	F	F	F	E	E
Approach Vol, veh/h		1691			1556			1344			1953	
Approach Delay, s/veh		109.6			88.4			121.7			98.5	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	31.0	75.0	80.0	44.0	23.6	82.4	56.2	67.8
Change Period (Y+Rc), s	* 7.6	6.9	6.9	6.9	* 7.6	6.9	6.9	6.9
Max Green Setting (Gmax), s	* 23	68.1	73.1	37.1	* 16	75.5	56.1	54.1
Max Q Clear Time (g_c+I1), s	23.7	62.6	75.1	39.1	18.0	77.5	47.1	38.6
Green Ext Time (p_c), s	0.0	3.6	0.0	0.0	0.0	0.0	2.2	5.8

Intersection Summary	
HCM 6th Ctrl Delay	103.7
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

User approved ignoring U-Turning movement.

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

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	23	1071	72	0	1855
Future Vol, veh/h	0	23	1071	72	0	1855
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	175	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	6	0	7	0	0	4
Mvmt Flow	0	24	1127	76	0	1953

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	564	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	474	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	474	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	474	-
HCM Lane V/C Ratio	-	-	0.051	-
HCM Control Delay (s)	-	-	13	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.2	-

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	54	13	1025	69	16	1801
Future Vol, veh/h	54	13	1025	69	16	1801
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	175	0	-	185	575	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	7	0	0	4
Mvmt Flow	57	14	1079	73	17	1896

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2061	540	0	0	1152	0
Stage 1	1079	-	-	-	-	-
Stage 2	982	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 49	491	-	-	614	-
Stage 1	292	-	-	-	-	-
Stage 2	328	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 48	491	-	-	614	-
Mov Cap-2 Maneuver	161	-	-	-	-	-
Stage 1	292	-	-	-	-	-
Stage 2	319	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	33.9	0	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	161	491	614	-
HCM Lane V/C Ratio	-	-	0.353	0.028	0.027	-
HCM Control Delay (s)	-	-	39.1	12.5	11	-
HCM Lane LOS	-	-	E	B	B	-
HCM 95th %tile Q(veh)	-	-	1.5	0.1	0.1	-

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	276	112	140	898	1705	346
Future Volume (veh/h)	276	112	140	898	1705	346
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	1781	1900	1796	1811	1856	1900
Adj Flow Rate, veh/h	291	118	147	945	1795	364
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	8	0	7	6	3	0
Cap, veh/h	330	313	155	2321	1970	1213
Arrive On Green	0.19	0.19	0.04	0.67	0.56	0.56
Sat Flow, veh/h	1697	1610	1711	3532	3618	1610
Grp Volume(v), veh/h	291	118	147	945	1795	364
Grp Sat Flow(s),veh/h/ln	1697	1610	1711	1721	1763	1610
Q Serve(g_s), s	19.2	7.3	4.4	14.2	52.6	8.3
Cycle Q Clear(g_c), s	19.2	7.3	4.4	14.2	52.6	8.3
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	330	313	155	2321	1970	1213
V/C Ratio(X)	0.88	0.38	0.95	0.41	0.91	0.30
Avail Cap(c_a), veh/h	531	504	155	2321	1970	1213
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	45.1	40.3	27.8	8.4	22.8	4.5
Incr Delay (d2), s/veh	10.0	0.8	57.2	0.5	7.8	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	14.0	5.4	8.0	7.8	28.1	8.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	55.1	41.0	84.9	8.9	30.7	5.2
LnGrp LOS	E	D	F	A	C	A
Approach Vol, veh/h	409			1092	2159	
Approach Delay, s/veh	51.0			19.2	26.4	
Approach LOS	D			B	C	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	13.3	72.6			85.9	29.1
Change Period (Y+Rc), s	* 8.3	* 8.3			* 8.3	6.8
Max Green Setting (Gmax), s	* 5	* 51			* 64	36.0
Max Q Clear Time (g_c+I1), s	6.4	54.6			16.2	21.2
Green Ext Time (p_c), s	0.0	0.0			6.9	1.2

Intersection Summary	
HCM 6th Ctrl Delay	27.0
HCM 6th LOS	C

Notes

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

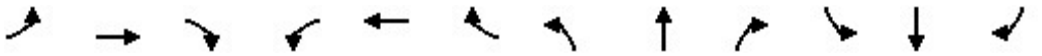
Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	11	1166	8	16	2045
Future Vol, veh/h	6	11	1166	8	16	2045
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	200	0	-	275	275	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	6	0	0	3
Mvmt Flow	6	12	1227	8	17	2153

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2338	614	0	0	1235	0
Stage 1	1227	-	-	-	-	-
Stage 2	1111	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	31	440	-	-	571	-
Stage 1	244	-	-	-	-	-
Stage 2	281	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	30	440	-	-	571	-
Mov Cap-2 Maneuver	131	-	-	-	-	-
Stage 1	244	-	-	-	-	-
Stage 2	273	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.6	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	131	440	571	-
HCM Lane V/C Ratio	-	-	0.048	0.026	0.029	-
HCM Control Delay (s)	-	-	33.9	13.4	11.5	-
HCM Lane LOS	-	-	D	B	B	-
HCM 95th %tile Q(veh)	-	-	0.2	0.1	0.1	-



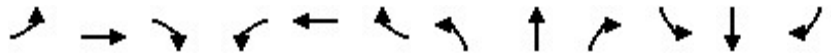
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	5	27	6	5	10	4	1165	8	26	2028	28
Future Volume (veh/h)	30	5	27	6	5	10	4	1165	8	26	2028	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
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	1604	1900	1900	1900	1900	1811	1900	1826	1900	1841	1856	1796
Adj Flow Rate, veh/h	32	5	28	6	5	11	4	1226	8	27	2135	29
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, %	20	0	0	0	0	6	0	5	0	4	3	7
Cap, veh/h	150	20	114	150	43	95	130	2457	1131	350	2567	1100
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.01	0.71	0.71	0.03	0.73	0.73
Sat Flow, veh/h	1198	250	1399	1398	528	1162	1810	3469	1598	1753	3526	1511
Grp Volume(v), veh/h	32	0	33	6	0	16	4	1226	8	27	2135	29
Grp Sat Flow(s),veh/h/ln	1198	0	1648	1398	0	1691	1810	1735	1598	1753	1763	1511
Q Serve(g_s), s	2.9	0.0	2.2	0.5	0.0	1.0	0.1	18.3	0.2	0.5	48.0	0.6
Cycle Q Clear(g_c), s	3.9	0.0	2.2	2.6	0.0	1.0	0.1	18.3	0.2	0.5	48.0	0.6
Prop In Lane	1.00		0.85	1.00		0.69	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	150	0	134	150	0	138	130	2457	1131	350	2567	1100
V/C Ratio(X)	0.21	0.00	0.25	0.04	0.00	0.12	0.03	0.50	0.01	0.08	0.83	0.03
Avail Cap(c_a), veh/h	438	0	530	486	0	544	199	2457	1131	382	2567	1100
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.8	0.0	49.5	50.7	0.0	49.0	14.3	7.6	4.9	5.7	10.8	4.3
Incr Delay (d2), s/veh	0.7	0.0	0.9	0.1	0.0	0.4	0.1	0.7	0.0	0.1	3.3	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	1.6	0.0	1.7	0.3	0.0	0.8	0.1	9.6	0.1	0.3	21.5	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.5	0.0	50.4	50.8	0.0	49.3	14.4	8.3	4.9	5.8	14.1	4.4
LnGrp LOS	D	A	D	D	A	D	B	A	A	A	B	A
Approach Vol, veh/h		65			22			1238			2191	
Approach Delay, s/veh		51.0			49.7			8.3			13.9	
Approach LOS		D			D			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	90.9		16.3	10.1	88.6		16.3				
Change Period (Y+Rc), s	* 7.2	* 7.2		6.9	* 7.2	* 7.2		6.9				
Max Green Setting (Gmax), s	* 5	* 52		37.0	* 5	* 52		37.0				
Max Q Clear Time (g_c+I1), s	2.1	50.0		4.6	2.5	20.3		5.9				
Green Ext Time (p_c), s	0.0	1.6		0.1	0.0	10.0		0.3				

Intersection Summary	
HCM 6th Ctrl Delay	12.8
HCM 6th LOS	B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	393	14	614	17	22	10	383	816	6	4	1451	583
Future Volume (veh/h)	393	14	614	17	22	10	383	816	6	4	1451	583
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	1856	1900	1722	1900	1900	1900	1722	1870	1900	1900	1870	1826
Adj Flow Rate, veh/h	425	0	487	18	23	11	403	859	6	4	1527	567
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, %	3	0	12	0	0	0	12	2	0	0	2	5
Cap, veh/h	570	0	866	48	32	15	430	2398	1086	442	2018	1128
Arrive On Green	0.16	0.00	0.16	0.03	0.03	0.03	0.14	0.67	0.67	0.02	0.57	0.57
Sat Flow, veh/h	3534	0	2919	1810	1215	581	3182	3554	1610	1810	3554	1547
Grp Volume(v), veh/h	425	0	487	18	0	34	403	859	6	4	1527	567
Grp Sat Flow(s),veh/h/ln	1767	0	1459	1810	0	1795	1591	1777	1610	1810	1777	1547
Q Serve(g_s), s	26.4	0.0	32.4	2.2	0.0	4.3	28.8	23.8	0.3	0.2	74.9	36.0
Cycle Q Clear(g_c), s	26.4	0.0	32.4	2.2	0.0	4.3	28.8	23.8	0.3	0.2	74.9	36.0
Prop In Lane	1.00		1.00	1.00		0.32	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	570	0	866	48	0	48	430	2398	1086	442	2018	1128
V/C Ratio(X)	0.75	0.00	0.56	0.37	0.00	0.71	0.94	0.36	0.01	0.01	0.76	0.50
Avail Cap(c_a), veh/h	676	0	953	61	0	60	484	2398	1086	664	2018	1128
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	91.9	0.0	68.3	110.1	0.0	111.1	98.5	16.0	12.2	11.9	37.7	13.3
Incr Delay (d2), s/veh	3.7	0.0	0.6	1.8	0.0	16.8	23.5	0.4	0.0	0.0	2.7	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	18.3	0.0	18.0	2.0	0.0	4.1	19.3	15.0	0.2	0.1	42.4	29.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	95.7	0.0	68.9	111.9	0.0	127.8	122.0	16.5	12.2	11.9	40.4	14.9
LnGrp LOS	F	A	E	F	A	F	F	B	B	B	D	B
Approach Vol, veh/h		912			52			1268			2098	
Approach Delay, s/veh		81.4			122.3			50.0			33.4	
Approach LOS		F			F			D			C	

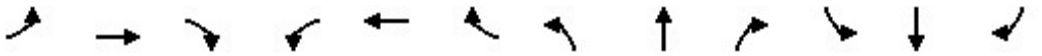
Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	37.1	137.4		12.4	12.5	162.0		43.1
Change Period (Y+Rc), s	6.0	6.8		* 6.3	* 7.5	6.8		6.0
Max Green Setting (Gmax), s	31.0	118.2		* 7.7	* 33	118.4		44.0
Max Q Clear Time (g_c+I1), s	30.8	76.9		6.3	2.2	25.8		34.4
Green Ext Time (p_c), s	0.2	19.7		0.0	0.0	3.9		2.7

Intersection Summary	
HCM 6th Ctrl Delay	49.5
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
User approved ignoring U-Turning movement.

YEAR OF FAILURE ANALYSIS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	287	1013	462	227	831	332	615	520	90	990	583	194
Future Volume (veh/h)	287	1013	462	227	831	332	615	520	90	990	583	194
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	1722	1841	1900	1781	1752	1796	1811	1841	1811	1870	1870
Adj Flow Rate, veh/h	302	1066	225	239	875	349	647	547	95	1042	614	204
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, %	2	12	4	0	8	10	7	6	4	6	2	2
Cap, veh/h	332	1074	839	244	1022	1608	696	570	257	1049	957	426
Arrive On Green	0.10	0.33	0.33	0.07	0.30	0.30	0.21	0.17	0.17	0.31	0.27	0.27
Sat Flow, veh/h	3456	3272	1560	3510	3385	2613	3319	3441	1554	3346	3554	1582
Grp Volume(v), veh/h	302	1066	225	239	875	349	647	547	95	1042	614	204
Grp Sat Flow(s),veh/h/ln	1728	1636	1560	1755	1692	1306	1659	1721	1554	1673	1777	1582
Q Serve(g_s), s	19.9	74.7	17.9	15.6	56.0	13.6	44.0	36.3	12.5	71.4	35.1	24.9
Cycle Q Clear(g_c), s	19.9	74.7	17.9	15.6	56.0	13.6	44.0	36.3	12.5	71.4	35.1	24.9
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	332	1074	839	244	1022	1608	696	570	257	1049	957	426
V/C Ratio(X)	0.91	0.99	0.27	0.98	0.86	0.22	0.93	0.96	0.37	0.99	0.64	0.48
Avail Cap(c_a), veh/h	352	1074	839	244	1022	1608	809	570	257	1049	957	426
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	103.0	77.0	28.7	106.8	75.6	19.6	89.2	95.2	85.3	78.7	74.2	70.5
Incr Delay (d2), s/veh	26.1	25.6	0.2	51.4	7.4	0.1	15.9	28.9	4.0	26.1	3.3	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	15.4	44.6	11.2	13.8	33.4	7.6	27.8	25.5	9.1	43.9	23.1	15.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	129.1	102.5	28.9	158.3	83.0	19.7	105.1	124.1	89.3	104.8	77.5	74.3
LnGrp LOS	F	F	C	F	F	B	F	F	F	F	E	E
Approach Vol, veh/h		1593			1463			1289			1860	
Approach Delay, s/veh		97.2			80.2			112.0			92.5	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	29.7	76.3	79.0	45.0	23.6	82.4	55.1	68.9
Change Period (Y+Rc), s	* 7.6	6.9	6.9	6.9	* 7.6	6.9	6.9	6.9
Max Green Setting (Gmax), s	* 23	68.1	72.1	38.1	* 16	75.5	56.1	54.1
Max Q Clear Time (g_c+I1), s	21.9	58.0	73.4	38.3	17.6	76.7	46.0	37.1
Green Ext Time (p_c), s	0.2	5.5	0.0	0.0	0.0	0.0	2.2	5.8

Intersection Summary	
HCM 6th Ctrl Delay	94.8
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

User approved ignoring U-Turning movement.

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

APPENDIX U – FUTURE BUILD SEGMENT OPERATIONS REPORTS

Contained in this Appendix –

- 2030 Build Interrupted Segment Analysis
- 2050 Build Interrupted Segment Analysis

2030 BUILD INTERRUPTED SEGMENT ANALYSIS

Arterial Level of Service: NB N Old Lake Wilson Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Fairfax Dr/Marker Av	I	48	74.1	10.5	84.6	0.99	42.2	A
Sinclair Rd	I	45	39.6	13.0	52.6	0.42	28.8	C
Total	I		113.7	23.5	137.2	1.41	37.1	B

Arterial Level of Service: SB N Old Lake Wilson Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Sinclair Rd	II	45	17.1	28.6	45.7	0.16	12.4	F
Fairfax Dr/Marker Av	II	45	39.6	6.3	45.9	0.42	33.0	B
Total	II		56.7	34.9	91.6	0.58	22.7	C

Arterial Level of Service: NB S Old Lake Wilson Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Osceola Polk Line Rd	I	45	10.7	69.6	80.3	0.10	4.6	F
Spine Rd	I	54	73.3	13.0	86.3	1.09	45.5	A
Fairfax Dr/Marker Av	I	48	74.1	10.5	84.6	0.99	42.2	A
Total	I		158.1	93.1	251.2	2.19	31.3	C

Arterial Level of Service: SB S Old Lake Wilson Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Spine Rd	I	55	65.0	31.9	96.9	0.99	36.9	B
Osceola Polk Line Rd	I	45	87.4	83.1	170.5	1.09	23.1	D
Total	I		152.4	115.0	267.4	2.08	28.1	C

Arterial Level of Service: NB N Old Lake Wilson Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Fairfax Dr/Marker Av	I	48	74.1	7.1	81.2	0.99	44.0	A
Sinclair Rd	I	45	39.6	10.1	49.7	0.42	30.5	C
Total	I		113.7	17.2	130.9	1.41	38.9	B

Arterial Level of Service: SB N Old Lake Wilson Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Sinclair Rd	II	45	17.1	23.6	40.7	0.16	13.9	E
Fairfax Dr/Marker Av	II	45	39.6	8.9	48.5	0.42	31.2	B
Total	II		56.7	32.5	89.2	0.58	23.3	C

Arterial Level of Service: NB S Old Lake Wilson Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Osceola Polk Line Rd	I	45	10.7	72.5	83.2	0.10	4.5	F
Spine Rd	I	54	73.3	10.2	83.5	1.09	47.1	A
Fairfax Dr/Marker Av	I	48	74.1	7.1	81.2	0.99	44.0	A
Total	I		158.1	89.8	247.9	2.19	31.8	C

Arterial Level of Service: SB S Old Lake Wilson Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Spine Rd	I	55	65.0	30.8	95.8	0.99	37.3	B
Osceola Polk Line Rd	I	45	87.4	68.5	155.9	1.09	25.2	D
Total	I		152.4	99.3	251.7	2.08	29.8	C

Old Lake Wilson Road 2030 Build Signalized Segment Analysis

Northbound AM

Base Free Flow Speed Calculation

$S_{fo} = S_0 + Scalib + f_{CS} + f_A + fpk$

Link	S_0	S_{calib}	f_{CS}	f_A	f_{pk}	S_{fo}
Osceola Polk Line Road (CR 532) to Spine Road	50.6	0.0	-2.7	-0.1	0.0	47.8
Spine Road to Fairfax Drive/Marker Avenue	48.8	0.0	-2.7	-0.2	0.0	46.0
Fairfax Drive/Marker Avenue to Sinclair Road	46.8	0.0	-2.7	-0.2	0.0	43.9

Travel Speed as Percent of BFFS Using Synchro Travel Speed

Link	S_{fo}	Synchro Speed	P_{BFFS}	LOS
Osceola Polk Line Road (CR 532) to Spine Road	47.8	45.5	95.2%	A
Spine Road to Fairfax Drive/Marker Avenue	46.0	42.2	91.8%	A
Fairfax Drive/Marker Avenue to Sinclair Road	43.9	28.8	65.6%	C

Extra Calculations

Link	Posted Speed	Length	Travel Direction Access Points	Opposing Direction Access Points	Center Median Length	P w/ CM	Curb Length	P w/ Curb	On Street Parking	P w/ OSP
Osceola Polk Line Road (CR 532) to Spine Road	45/55	1.09	2	0	1.09	1.00	1.09	1.00	0.00	0.00
Spine Road to Fairfax Drive/Marker Avenue	45/55	0.99	2	0	0.99	1.00	0.99	1.00	0.00	0.00
Fairfax Drive/Marker Avenue to Sinclair Road	45	0.42	1	0	0.42	1.00	0.42	1.00	0.00	0.00

Southbound AM

Base Free Flow Speed Calculation

$S_{fo} = S_0 + Scalib + f_{CS} + f_A + fpk$

Link	S_0	S_{calib}	f_{CS}	f_A	f_{pk}	S_{fo}
Sinclair Road to Fairfax Drive/Marker Avenue	46.8	0.0	-2.7	-0.2	0.0	43.9
Fairfax Drive/Marker Avenue to Spine Road	48.8	0.0	-2.7	-0.2	0.0	46.0
Spine Road to Osceola Polk Line Road (CR 532)	50.6	0.0	-2.7	-0.1	0.0	47.8

Travel Speed as Percent of BFFS Using Synchro Travel Speed

Link	S_{fo}	Synchro Speed	P_{BFFS}	LOS
Sinclair Road to Fairfax Drive/Marker Avenue	43.9	33.0	75.1%	B
Fairfax Drive/Marker Avenue to Spine Road	46.0	36.9	80.3%	A
Spine Road to Osceola Polk Line Road (CR 532)	47.8	23.1	48.3%	D

Extra Calculations

Link	Posted Speed	Length	Travel Direction Access Points	Opposing Direction Access Points	Center Median Length	P w/ CM	Curb	P w/ Curb	On Street Parking	P w/ OSP
Sinclair Road to Fairfax Drive/Marker Avenue	45	0.42	0	1	0.42	1.00	0.42	1.00	0.00	0.00
Fairfax Drive/Marker Avenue to Spine Road	45/55	0.99	0	2	0.99	1.00	0.99	1.00	0.00	0.00
Spine Road to Osceola Polk Line Road (CR 532)	45/55	1.09	0	2	1.09	1.00	1.09	1.00	0.00	0.00

Northbound PM

Base Free Flow Speed Calculation

$S_{fo} = S_0 + Scalib + f_{CS} + f_A + fpk$

Link	S_0	S_{calib}	f_{CS}	f_A	f_{pk}	S_{fo}
Osceola Polk Line Road (CR 532) to Spine Road	50.6	0.0	-2.7	-0.1	0.0	47.8
Spine Road to Fairfax Drive/Marker Avenue	48.8	0.0	-2.7	-0.2	0.0	46.0
Fairfax Drive/Marker Avenue to Sinclair Road	46.8	0.0	-2.7	-0.2	0.0	43.9

Travel Speed as Percent of BFFS Using Synchro Travel Speed

Link	S_{fo}	Synchro Speed	P_{BFFS}	LOS
Osceola Polk Line Road (CR 532) to Spine Road	47.8	47.1	98.5%	A
Spine Road to Fairfax Drive/Marker Avenue	46.0	44.0	95.7%	A
Fairfax Drive/Marker Avenue to Sinclair Road	43.9	30.5	69.4%	B

Extra Calculations

Link	Posted Speed	Length	Travel Direction Access Points	Opposing Direction Access Points	Center Median Length	P w/ CM	Curb	P w/ Curb	On Street Parking	P w/ OSP
Osceola Polk Line Road (CR 532) to Spine Road	45/55	1.09	1.09	1	1.09	1	0	0	0	0
Spine Road to Fairfax Drive/Marker Avenue	45/55	0.99	0.99	1	0.99	1	0	0	0	0
Fairfax Drive/Marker Avenue to Sinclair Road	45	0.42	0.42	1	0.42	1	0	0	0	0

Southbound PM

Base Free Flow Speed Calculation

$S_{fo} = S_0 + Scalib + f_{CS} + f_A + fpk$

Link	S_0	S_{calib}	f_{CS}	f_A	f_{pk}	S_{fo}
Sinclair Road to Fairfax Drive/Marker Avenue	46.8	0.0	-2.7	-0.2	0.0	43.9
Fairfax Drive/Marker Avenue to Spine Road	48.8	0.0	-2.7	-0.2	0.0	46.0
Spine Road to Osceola Polk Line Road (CR 532)	50.6	0.0	-2.7	-0.1	0.0	47.8

Travel Speed as Percent of BFFS Using Synchro Travel Speed

Link	S_{fo}	Synchro Speed	P_{BFFS}	LOS
Sinclair Road to Fairfax Drive/Marker Avenue	43.9	31.2	71.0%	B
Fairfax Drive/Marker Avenue to Spine Road	46.0	37.3	81.2%	A
Spine Road to Osceola Polk Line Road (CR 532)	47.8	25.2	52.7%	C

Extra Calculations

Link	Posted Speed	Length	Travel Direction Access Points	Opposing Direction Access Points	Center Median Length	P w/ CM	Curb	P w/ Curb	On Street Parking	P w/ OSP
Sinclair Road to Fairfax Drive/Marker Avenue	45	0.42	0	1	0.42	1.00	0.42	1.00	0.00	0.00
Fairfax Drive/Marker Avenue to Spine Road	45/55	0.99	0	2	0.99	1.00	0.99	1.00	0.00	0.00
Spine Road to Osceola Polk Line Road (CR 532)	45/55	1.09	0	2	1.09	1.00	1.09	1.00	0.00	0.00

2050 BUILD INTERRUPTED SEGMENT ANALYSIS

Arterial Level of Service: NB N Old Lake Wilson Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Fairfax Dr/Marker Av	I	48	74.1	15.5	89.6	0.99	39.9	B
Sinclair Rd	I	45	39.6	24.1	63.7	0.42	23.8	D
Total	I		113.7	39.6	153.3	1.41	33.2	C

Arterial Level of Service: SB N Old Lake Wilson Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Sinclair Rd	II	45	17.1	56.7	73.8	0.16	7.7	F
Fairfax Dr/Marker Av	II	45	39.6	10.3	49.9	0.42	30.4	B
Total	II		56.7	67.0	123.7	0.58	16.8	E

Arterial Level of Service: NB S Old Lake Wilson Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Osceola Polk Line Rd	I	45	10.7	113.1	123.8	0.10	3.0	F
Spine Rd	I	54	73.3	30.3	103.6	1.09	37.9	B
Fairfax Dr/Marker Av	I	48	74.1	15.5	89.6	0.99	39.9	B
Total	I		158.1	158.9	317.0	2.19	24.8	D

Arterial Level of Service: SB S Old Lake Wilson Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Spine Rd	I	55	65.0	36.8	101.8	0.99	35.1	B
Osceola Polk Line Rd	I	45	87.4	95.3	182.7	1.09	21.5	D
Total	I		152.4	132.1	284.5	2.08	26.4	D

Arterial Level of Service: NB N Old Lake Wilson Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Fairfax Dr/Marker Av	I	48	74.1	18.6	92.7	0.99	38.5	B
Sinclair Rd	I	45	39.6	7.9	47.5	0.42	31.9	C
Total	I		113.7	26.5	140.2	1.41	36.3	B

Arterial Level of Service: SB N Old Lake Wilson Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Sinclair Rd	II	45	17.1	43.1	60.2	0.16	9.4	F
Fairfax Dr/Marker Av	II	45	39.6	17.3	56.9	0.42	26.6	C
Total	II		56.7	60.4	117.1	0.58	17.8	D

Arterial Level of Service: NB S Old Lake Wilson Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Osceola Polk Line Rd	I	45	10.7	140.9	151.6	0.10	2.5	F
Spine Rd	I	54	73.3	20.0	93.3	1.09	42.1	A
Fairfax Dr/Marker Av	I	48	74.1	18.6	92.7	0.99	38.5	B
Total	I		158.1	179.5	337.6	2.19	23.3	D

Arterial Level of Service: SB S Old Lake Wilson Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Spine Rd	I	55	65.0	91.9	156.9	0.99	22.8	D
Osceola Polk Line Rd	I	45	87.4	53.9	141.3	1.09	27.8	C
Total	I		152.4	145.8	298.2	2.08	25.2	D

Old Lake Wilson Road 2050 Build Signalized Segment Analysis

Northbound AM

Base Free Flow Speed Calculation

$S_{fo} = S_0 + Scalib + f_{CS} + f_A + fpk$

Link	S_0	S_{calib}	f_{CS}	f_A	f_{pk}	S_{fo}
Osceola Polk Line Road (CR 532) to Spine Road	50.6	0.0	-2.7	-0.1	0.0	47.8
Spine Road to Fairfax Drive/Marker Avenue	48.8	0.0	-2.7	-0.2	0.0	46.0
Fairfax Drive/Marker Avenue to Sinclair Road	46.8	0.0	-2.7	-0.2	0.0	43.9

Travel Speed as Percent of BFFS Using Synchro Travel Speed

Link	S_{fo}	Synchro Speed	P_{BFFS}	LOS
Osceola Polk Line Road (CR 532) to Spine Road	47.8	37.9	79.3%	B
Spine Road to Fairfax Drive/Marker Avenue	46.0	39.9	86.8%	A
Fairfax Drive/Marker Avenue to Sinclair Road	43.9	23.8	54.2%	C

Extra Calculations

Link	Posted Speed	Length	Travel Direction Access Points	Opposing Direction Access Points	Center Median Length	P w/ CM	Curb Length	P w/ Curb	On Street Parking	P w/ OSP
Osceola Polk Line Road (CR 532) to Spine Road	45/55	1.09	2	0	1.09	1.00	1.09	1.00	0.00	0.00
Spine Road to Fairfax Drive/Marker Avenue	45/55	0.99	2	0	0.99	1.00	0.99	1.00	0.00	0.00
Fairfax Drive/Marker Avenue to Sinclair Road	45	0.42	1	0	0.42	1.00	0.42	1.00	0.00	0.00

Southbound AM

Base Free Flow Speed Calculation

$S_{fo} = S_0 + Scalib + f_{CS} + f_A + fpk$

Link	S_0	S_{calib}	f_{CS}	f_A	f_{pk}	S_{fo}
Sinclair Road to Fairfax Drive/Marker Avenue	46.8	0.0	-2.7	-0.2	0.0	43.9
Fairfax Drive/Marker Avenue to Spine Road	48.8	0.0	-2.7	-0.2	0.0	46.0
Spine Road to Osceola Polk Line Road (CR 532)	50.6	0.0	-2.7	-0.1	0.0	47.8

Travel Speed as Percent of BFFS Using Synchro Travel Speed

Link	S_{fo}	Synchro Speed	P_{BFFS}	LOS
Sinclair Road to Fairfax Drive/Marker Avenue	43.9	30.4	69.2%	B
Fairfax Drive/Marker Avenue to Spine Road	46.0	35.1	76.4%	B
Spine Road to Osceola Polk Line Road (CR 532)	47.8	21.5	45.0%	D

Extra Calculations

Link	Posted Speed	Length	Travel Direction Access Points	Opposing Direction Access Points	Center Median Length	P w/ CM	Curb	P w/ Curb	On Street Parking	P w/ OSP
Sinclair Road to Fairfax Drive/Marker Avenue	45	0.42	0	1	0.42	1.00	0.42	1.00	0.00	0.00
Fairfax Drive/Marker Avenue to Spine Road	45/55	0.99	0	2	0.99	1.00	0.99	1.00	0.00	0.00
Spine Road to Osceola Polk Line Road (CR 532)	45/55	1.09	0	2	1.09	1.00	1.09	1.00	0.00	0.00

Northbound PM

Base Free Flow Speed Calculation

$S_{fo} = S_0 + Scalib + f_{CS} + f_A + fpk$

Link	S_0	S_{calib}	f_{CS}	f_A	f_{pk}	S_{fo}
Osceola Polk Line Road (CR 532) to Spine Road	50.6	0.0	-2.7	-0.1	0.0	47.8
Spine Road to Fairfax Drive/Marker Avenue	48.8	0.0	-2.7	-0.2	0.0	46.0
Fairfax Drive/Marker Avenue to Sinclair Road	46.8	0.0	-2.7	-0.2	0.0	43.9

Travel Speed as Percent of BFFS Using Synchro Travel Speed

Link	S_{fo}	Synchro Speed	P_{BFFS}	LOS
Osceola Polk Line Road (CR 532) to Spine Road	47.8	42.1	88.0%	A
Spine Road to Fairfax Drive/Marker Avenue	46.0	38.5	83.8%	A
Fairfax Drive/Marker Avenue to Sinclair Road	43.9	31.9	72.6%	B

Extra Calculations

Link	Posted Speed	Length	Travel Direction Access Points	Opposing Direction Access Points	Center Median Length	P w/ CM	Curb	P w/ Curb	On Street Parking	P w/ OSP
Osceola Polk Line Road (CR 532) to Spine Road	45/55	1.09	1.09	1	1.09	1	0	0	0	0
Spine Road to Fairfax Drive/Marker Avenue	45/55	0.99	0.99	1	0.99	1	0	0	0	0
Fairfax Drive/Marker Avenue to Sinclair Road	45	0.42	0.42	1	0.42	1	0	0	0	0

Southbound PM

Base Free Flow Speed Calculation

$S_{fo} = S_0 + Scalib + f_{CS} + f_A + fpk$

Link	S_0	S_{calib}	f_{CS}	f_A	f_{pk}	S_{fo}
Sinclair Road to Fairfax Drive/Marker Avenue	46.8	0.0	-2.7	-0.2	0.0	43.9
Fairfax Drive/Marker Avenue to Spine Road	48.8	0.0	-2.7	-0.2	0.0	46.0
Spine Road to Osceola Polk Line Road (CR 532)	50.6	0.0	-2.7	-0.1	0.0	47.8

Travel Speed as Percent of BFFS Using Synchro Travel Speed

Link	S_{fo}	Synchro Speed	P_{BFFS}	LOS
Sinclair Road to Fairfax Drive/Marker Avenue	43.9	26.6	60.5%	C
Fairfax Drive/Marker Avenue to Spine Road	46.0	22.8	49.6%	D
Spine Road to Osceola Polk Line Road (CR 532)	47.8	27.8	58.1%	C

Extra Calculations

Link	Posted Speed	Length	Travel Direction Access Points	Opposing Direction Access Points	Center Median Length	P w/ CM	Curb	P w/ Curb	On Street Parking	P w/ OSP
Sinclair Road to Fairfax Drive/Marker Avenue	45	0.42	0	1	0.42	1.00	0.42	1.00	0.00	0.00
Fairfax Drive/Marker Avenue to Spine Road	45/55	0.99	0	2	0.99	1.00	0.99	1.00	0.00	0.00
Spine Road to Osceola Polk Line Road (CR 532)	45/55	1.09	0	2	1.09	1.00	1.09	1.00	0.00	0.00

APPENDIX V – BUILD ROUNDABOUT OPERATIONS

Contained in this Appendix –

- 2050 CAP-X Forms
- 2030 Roundabout Operational Reports
- 2050 Roundabout Operational Reports

2050 CAP-X FORMS

2050 OLD LAKE WILSON ROAD & EXCITEMENT DRIVE CAP-X FORMS

Capacity Analysis for Planning of Junctions

Summary Report - Page 1 of 2

Project Name:	Old Lake Wilson Road PD&E Study
Project Number:	25408
Location:	Old Lake Wilson Rd. & Excitement Dr.
Date:	2050 AM
Number of Intersection Legs:	3
Which leg is the minor street?	E

Traffic Volume Demand

	Volume (Veh/hr)				Percent (%)	
	U-Turn	Left	Thru	Right	Heavy Vehicles	Volume Growth
Eastbound	0	0	0	0	0.00%	0.00%
Westbound	0	69	0	16	0.00%	0.00%
Southbound	0	13	1025	0	7.00%	0.00%
Northbound	0	0	1801	54	4.00%	0.00%
Adjustment Factor	0.80	0.95		0.85		
Suggested	**0.80**	**0.95**		**0.85**		

Truck to PCE Factor		**Suggested = 2.00**	2.00
FDOT Context Zone		**C3R-Suburban Residential**	
Critical Lane Volume Threshold	2-phase signal	**Suggested = 1800**	**1800**
	3-phase signal	**Suggested = 1750**	**1750**
	4-phase signal	**Suggested = 1700**	**1700**

Capacity Analysis for Planning of Junctions

Summary Report - Page 2 of 2

TYPE OF INTERSECTION	Overall v/c Ratio	V/C Ranking	Multimodal Score	Pedestrian Accommodations	Bicycle Accommodations	Transit Accommodations
Traffic Signal	0.59	1	4.8	Fair	Fair	Good
2NS X 1EW	0.75	2	5.6	Fair	Good	Good
Two-Way Stop Control N-S	6.96	3	3.7	Poor	Fair	Good
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Capacity Analysis for Planning of Junctions

Summary Report - Page 1 of 2

Project Name:	Old Lake Wilson Road PD&E Study
Project Number:	25408
Location:	Old Lake Wilson Rd. & Excitement Dr.
Date:	2050 PM
Number of Intersection Legs:	3
Which leg is the minor street?	E

Traffic Volume Demand

	Volume (Veh/hr)				Percent (%)	
	U-Turn	**Left**	**Thru**	**Right**	Heavy Vehicles	Volume Growth
Eastbound	0	0	0	0	0.00%	0.00%
Westbound	0	54	0	13	0.00%	0.00%
Southbound	0	16	1801	0	4.00%	0.00%
Northbound	0	0	1025	69	7.00%	0.00%
Adjustment Factor	0.80	0.95		0.85		
Suggested	**0.80**	**0.95**		**0.85**		

Truck to PCE Factor		**Suggested = 2.00**	2.00
FDOT Context Zone		**C3R-Suburban Residential**	
Critical Lane Volume Threshold	2-phase signal	**Suggested = 1800**	**1800**
	3-phase signal	**Suggested = 1750**	**1750**
	4-phase signal	**Suggested = 1700**	**1700**

Capacity Analysis for Planning of Junctions

Summary Report - Page 2 of 2

TYPE OF INTERSECTION	Overall v/c Ratio	V/C Ranking	Multimodal Score	Pedestrian Accommodations	Bicycle Accommodations	Transit Accommodations
Traffic Signal	0.57	1	4.8	Fair	Fair	Good
2NS X 1EW	0.76	2	5.6	Fair	Good	Good
Two-Way Stop Control N-S	5.46	3	3.7	Poor	Fair	Good
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2050 OLD LAKE WILSON ROAD & SPINE ROAD CAP-X FORMS

Capacity Analysis for Planning of Junctions

Summary Report - Page 1 of 2

Project Name:	Old Lake Wilson Road PD&E Study
Project Number:	25408
Location:	Old Lake Wilson Rd. & Spine Rd.
Date:	2050 AM
Number of Intersection Legs:	3
Which leg is the minor street?	W

Traffic Volume Demand

	Volume (Veh/hr)				Percent (%)	
	U-Turn	**Left**	**Thru**	**Right**	Heavy Vehicles	Volume Growth
Eastbound	0	346	0	140	6.00%	0.00%
Westbound	0	0	0	0	0.00%	0.00%
Southbound	0	0	898	276	2.00%	0.00%
Northbound	0	112	1705	0	6.00%	0.00%
Adjustment Factor	0.80	0.95		0.85		
Suggested	**0.80**	**0.95**		**0.85**		

Truck to PCE Factor		**Suggested = 2.00**	2.00
FDOT Context Zone		**C3R-Suburban Residential**	
Critical Lane Volume Threshold	2-phase signal	**Suggested = 1800**	**1800**
	3-phase signal	**Suggested = 1750**	**1750**
	4-phase signal	**Suggested = 1700**	**1700**

Capacity Analysis for Planning of Junctions

Summary Report - Page 2 of 2

TYPE OF INTERSECTION	Overall v/c Ratio	V/C Ranking	Multimodal Score	Pedestrian Accommodations	Bicycle Accommodations	Transit Accommodations
Traffic Signal	0.74	1	4.8	Fair	Fair	Good
2NS X 1EW	1.01	2	5.6	Fair	Good	Good
2 X 2	1.01	2	5.6	Fair	Good	Good
Two-Way Stop Control N-S	71.95	4	3.7	Poor	Fair	Good
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Capacity Analysis for Planning of Junctions

Summary Report - Page 1 of 2

Project Name:	Old Lake Wilson Road PD&E Study
Project Number:	25408
Location:	Old Lake Wilson Rd. & Spine Rd.
Date:	2050 PM
Number of Intersection Legs:	3
Which leg is the minor street?	W

Traffic Volume Demand

	Volume (Veh/hr)				Percent (%)	
	U-Turn	Left	Thru	Right	Heavy Vehicles	Volume Growth
Eastbound	0	276	0	112	6.00%	0.00%
Westbound	0	0	0	0	0.00%	0.00%
Southbound	0	0	1705	346	2.00%	0.00%
Northbound	0	140	898	0	6.00%	0.00%
Adjustment Factor	0.80	0.95		0.85		
Suggested	**0.80**	**0.95**		**0.85**		

Truck to PCE Factor		**Suggested = 2.00**	2.00
FDOT Context Zone		**C3R-Suburban Residential**	
Critical Lane Volume Threshold	2-phase signal	**Suggested = 1800**	**1800**
	3-phase signal	**Suggested = 1750**	**1750**
	4-phase signal	**Suggested = 1700**	**1700**

Capacity Analysis for Planning of Junctions

TYPE OF INTERSECTION	Overall v/c Ratio	V/C Ranking	Multimodal Score	Pedestrian Accommodations	Bicycle Accommodations	Transit Accommodations
Traffic Signal	0.87	1	4.8	Fair	Fair	Good
2 X 2	1.11	2	5.6	Fair	Good	Good
2NS X 1EW	1.31	3	5.6	Fair	Good	Good
Two-Way Stop Control N-S	136.94	4	3.7	Poor	Fair	Good
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2050 OLD LAKE WILSON ROAD & ASSEMBLY COURT CAP-X FORMS

Capacity Analysis for Planning of Junctions

Summary Report - Page 1 of 2

Project Name:	Old Lake Wilson Road PD&E Study
Project Number:	25408
Location:	Old Lake Wilson Rd. & Assembly Ct.
Date:	2050 AM
Number of Intersection Legs:	3
Which leg is the minor street?	E

Traffic Volume Demand

	Volume (Veh/hr)				Percent (%)	
	U-Turn	**Left**	**Thru**	**Right**	Heavy Vehicles	Volume Growth
Eastbound	0	0	0	0	0.00%	0.00%
Westbound	0	8	0	16	0.00%	0.00%
Southbound	0	11	1166	0	6.00%	0.00%
Northbound	0	0	2045	6	3.00%	0.00%
Adjustment Factor	0.80	0.95		0.85		
Suggested	**0.80**	**0.95**		**0.85**		

Truck to PCE Factor		**Suggested = 2.00**	2.00
FDOT Context Zone		**C3R-Suburban Residential**	
Critical Lane Volume Threshold	2-phase signal	**Suggested = 1800**	**1800**
	3-phase signal	**Suggested = 1750**	**1750**
	4-phase signal	**Suggested = 1700**	**1700**

Capacity Analysis for Planning of Junctions

Summary Report - Page 2 of 2

TYPE OF INTERSECTION	Overall v/c Ratio	V/C Ranking	Multimodal Score	Pedestrian Accommodations	Bicycle Accommodations	Transit Accommodations
Traffic Signal	0.61	1	4.8	Fair	Fair	Good
2NS X 1EW	0.82	2	5.6	Fair	Good	Good
Two-Way Stop Control N-S	1.41	3	3.7	Poor	Fair	Good
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Capacity Analysis for Planning of Junctions

Summary Report - Page 1 of 2

Project Name:	Old Lake Wilson Road PD&E Study
Project Number:	25408
Location:	Old Lake Wilson Rd. & Assembly Ct.
Date:	2050 PM
Number of Intersection Legs:	3
Which leg is the minor street?	E

Traffic Volume Demand

	Volume (Veh/hr)				Percent (%)	
	U-Turn	**Left**	**Thru**	**Right**	Heavy Vehicles	Volume Growth
Eastbound	0	0	0	0	0.00%	0.00%
Westbound	0	6	0	11	0.00%	0.00%
Southbound	0	16	2045	0	3.00%	0.00%
Northbound	0	0	1166	8	6.00%	0.00%
Adjustment Factor	0.80	0.95		0.85		
Suggested	**0.80**	**0.95**		**0.85**		

Truck to PCE Factor		**Suggested = 2.00**	2.00
FDOT Context Zone		**C3R-Suburban Residential**	
Critical Lane Volume Threshold	2-phase signal	**Suggested = 1800**	**1800**
	3-phase signal	**Suggested = 1750**	**1750**
	4-phase signal	**Suggested = 1700**	**1700**

Capacity Analysis for Planning of Junctions

Summary Report - Page 2 of 2

TYPE OF INTERSECTION	Overall v/c Ratio	V/C Ranking	Multimodal Score	Pedestrian Accommodations	Bicycle Accommodations	Transit Accommodations
Traffic Signal	0.61	1	4.8	Fair	Fair	Good
2NS X 1EW	0.82	2	5.6	Fair	Good	Good
Two-Way Stop Control N-S	1.05	3	3.7	Poor	Fair	Good
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2050 OLD LAKE WILSON ROAD & FAIRFAX DRIVE-MARKER AVENUE CAP-X FORMS

Capacity Analysis for Planning of Junctions

Summary Report - Page 1 of 2

Project Name:	Old Lake Wilson Road PD&E Study
Project Number:	25408
Location:	Old Lake Wilson Rd. & Fairfax Dr./Marker Ave.
Date:	2050 AM
Number of Intersection Legs:	4
Major Street Direction	North-South

Traffic Volume Demand

	Volume (Veh/hr)				Percent (%)	
	U-Turn	**Left**	**Thru**	**Right**	Heavy Vehicles	Volume Growth
Eastbound	0	8	5	26	5.00%	0.00%
Westbound	0	28	5	4	3.00%	0.00%
Southbound	0	10	1165	30	5.00%	0.00%
Northbound	0	27	2028	6	3.00%	0.00%
Adjustment Factor	0.80	0.95		0.85		
Suggested	**0.80**	**0.95**		**0.85**		

Truck to PCE Factor		**Suggested = 2.00**	2.00
FDOT Context Zone		**C3R-Suburban Residential**	
Critical Lane Volume Threshold	2-phase signal	**Suggested = 1800**	**1800**
	3-phase signal	**Suggested = 1750**	**1750**
	4-phase signal	**Suggested = 1700**	**1700**

Capacity Analysis for Planning of Junctions

Summary Report - Page 2 of 2

TYPE OF INTERSECTION	Overall v/c Ratio	V/C Ranking	Multimodal Score	Pedestrian Accommodations	Bicycle Accommodations	Transit Accommodations
Traffic Signal	0.66	1	4.8	Fair	Fair	Good
2NS X 1EW	0.85	2	5.6	Fair	Good	Good
2 X 2	0.85	2	5.6	Fair	Good	Good
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Capacity Analysis for Planning of Junctions

Summary Report - Page 1 of 2

Project Name:	Old Lake Wilson Road PD&E Study
Project Number:	25408
Location:	Old Lake Wilson Rd. & Fairfax Dr./Marker Ave.
Date:	2050 PM
Number of Intersection Legs:	4
Major Street Direction	North-South

Traffic Volume Demand

	Volume (Veh/hr)				Percent (%)	
	U-Turn	**Left**	**Thru**	**Right**	Heavy Vehicles	Volume Growth
Eastbound	0	30	5	27	10.00%	0.00%
Westbound	0	6	5	10	10.00%	0.00%
Southbound	0	26	2028	28	3.00%	0.00%
Northbound	0	4	1165	8	5.00%	0.00%
Adjustment Factor	0.80	0.95		0.85		
Suggested	**0.80**	**0.95**		**0.85**		

Truck to PCE Factor		**Suggested = 2.00**	2.00
FDOT Context Zone		**C3R-Suburban Residential**	
Critical Lane Volume Threshold	2-phase signal	**Suggested = 1800**	**1800**
	3-phase signal	**Suggested = 1750**	**1750**
	4-phase signal	**Suggested = 1700**	**1700**

Capacity Analysis for Planning of Junctions

Summary Report - Page 2 of 2

TYPE OF INTERSECTION	Overall v/c Ratio	V/C Ranking	Multimodal Score	Pedestrian Accommodations	Bicycle Accommodations	Transit Accommodations
Traffic Signal	0.65	1	4.8	Fair	Fair	Good
2NS X 1EW	0.86	2	5.6	Fair	Good	Good
2 X 2	0.86	2	5.6	Fair	Good	Good
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2030 ROUNDABOUT OPERATIONAL REPORTS

MOVEMENT SUMMARY

Site: 101 [Old Lake Wilson Road and Excitement Drive 2030 AM - 2x1]

2030 AM
2x1
HCM 6
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Old Lake Wilson Rd NB												
8	T1	1429	4.0	0.550	8.6	LOS A	4.6	115.8	0.13	0.03	0.13	33.3
18	R2	57	0.0	0.550	8.6	LOS A	4.0	105.2	0.12	0.03	0.12	32.3
Approach		1486	3.8	0.550	8.6	LOS A	4.6	115.8	0.13	0.03	0.13	33.3
East: Excitement Dr WB												
1	L2	73	0.0	0.223	12.6	LOS B	0.7	18.5	0.77	0.77	0.77	27.9
16	R2	17	0.0	0.223	12.6	LOS B	0.7	18.5	0.77	0.77	0.77	28.1
Approach		89	0.0	0.223	12.6	LOS B	0.7	18.5	0.77	0.77	0.77	28.0
North: Old Lake Wilson Rd SB												
7	L2	14	0.0	0.315	5.6	LOS A	1.6	41.1	0.23	0.11	0.23	34.9
4	T1	769	7.0	0.315	5.8	LOS A	1.6	41.1	0.23	0.11	0.23	34.7
Approach		783	6.9	0.315	5.8	LOS A	1.6	41.1	0.23	0.11	0.23	34.7
All Vehicles		2359	4.7	0.550	7.8	LOS A	4.6	115.8	0.19	0.08	0.19	33.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Old Lake Wilson Road and Excitement Drive 2030 PM - 2x1]

2030 PM
2x1
HCM 6
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Old Lake Wilson Rd NB												
8	T1	769	7.0	0.320	5.6	LOS A	1.8	44.9	0.10	0.03	0.10	34.7
18	R2	73	0.0	0.320	5.5	LOS A	1.5	41.7	0.10	0.03	0.10	33.7
Approach		842	6.4	0.320	5.6	LOS A	1.8	44.9	0.10	0.03	0.10	34.6
East: Excitement Dr WB												
1	L2	57	0.0	0.100	6.2	LOS A	0.4	8.8	0.57	0.56	0.57	30.3
16	R2	14	0.0	0.100	6.2	LOS A	0.4	8.8	0.57	0.56	0.57	30.6
Approach		71	0.0	0.100	6.2	LOS A	0.4	8.8	0.57	0.56	0.57	30.4
North: Old Lake Wilson Rd SB												
7	L2	17	0.0	0.558	8.9	LOS A	4.2	108.0	0.29	0.13	0.29	33.3
4	T1	1429	4.0	0.558	9.0	LOS A	4.2	108.0	0.29	0.13	0.29	33.1
Approach		1446	4.0	0.558	9.0	LOS A	4.2	108.0	0.29	0.13	0.29	33.2
All Vehicles		2359	4.7	0.558	7.7	LOS A	4.2	108.0	0.23	0.11	0.23	33.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Old Lake Wilson Road and Assembly Court 2030 AM - 2x1]

2030 AM
2x1
HCM 6
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Old Lake Wilson Rd NB												
8	T1	1686	3.0	0.620	9.9	LOS A	6.2	154.4	0.14	0.03	0.14	32.7
18	R2	6	0.0	0.620	10.0	LOS A	5.3	140.0	0.13	0.03	0.13	31.7
Approach		1693	3.0	0.620	9.9	LOS A	6.2	154.4	0.14	0.03	0.14	32.7
East: Assembly Court WB												
1	L2	8	0.0	0.078	12.4	LOS B	0.2	6.0	0.79	0.79	0.79	29.4
16	R2	17	0.0	0.078	12.4	LOS B	0.2	6.0	0.79	0.79	0.79	29.6
Approach		25	0.0	0.078	12.4	LOS B	0.2	6.0	0.79	0.79	0.79	29.5
North: Old Lake Wilson Rd SB												
7	L2	12	0.0	0.349	5.7	LOS A	1.9	49.5	0.07	0.01	0.07	34.9
4	T1	918	6.0	0.349	5.9	LOS A	1.9	49.5	0.07	0.01	0.07	34.7
Approach		929	5.9	0.349	5.9	LOS A	1.9	49.5	0.07	0.01	0.07	34.7
All Vehicles		2647	4.0	0.620	8.5	LOS A	6.2	154.4	0.12	0.03	0.12	33.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Old Lake Wilson Road and Assembly Court 2030 PM - 2x1]

2030 PM
2x1
HCM 6
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Old Lake Wilson Rd NB												
8	T1	918	6.0	0.350	5.9	LOS A	2.1	51.4	0.10	0.03	0.10	34.6
18	R2	8	0.0	0.350	5.9	LOS A	1.7	47.7	0.10	0.03	0.10	33.6
Approach		926	5.9	0.350	5.9	LOS A	2.1	51.4	0.10	0.03	0.10	34.6
East: Assembly Court WB												
1	L2	6	0.0	0.029	6.1	LOS A	0.1	2.4	0.58	0.54	0.58	31.9
16	R2	12	0.0	0.029	6.1	LOS A	0.1	2.4	0.58	0.54	0.58	32.2
Approach		18	0.0	0.029	6.1	LOS A	0.1	2.4	0.58	0.54	0.58	32.1
North: Old Lake Wilson Rd SB												
7	L2	17	0.0	0.621	9.9	LOS A	5.8	148.6	0.10	0.02	0.10	32.8
4	T1	1686	3.0	0.621	9.9	LOS A	5.8	148.6	0.10	0.02	0.10	32.7
Approach		1703	3.0	0.621	9.9	LOS A	5.8	148.6	0.10	0.02	0.10	32.7
All Vehicles		2647	4.0	0.621	8.5	LOS A	5.8	148.6	0.10	0.02	0.10	33.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Old Lake Wilson Road and Fairfax Drive-Marker Avenue 2030 AM - 2x1]

2030 AM
2x1
HCM 6
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Old Lake Wilson Rd NB												
3	L2	28	0.0	0.645	10.7	LOS B	6.0	153.7	0.33	0.14	0.33	32.4
8	T1	1668	3.0	0.645	10.8	LOS B	6.0	153.7	0.32	0.14	0.32	32.3
18	R2	6	0.0	0.645	10.7	LOS B	6.0	153.5	0.32	0.14	0.32	31.4
Approach		1703	2.9	0.645	10.8	LOS B	6.0	153.7	0.32	0.14	0.32	32.3
East: Marker Ave WB												
1	L2	8	0.0	0.135	14.0	LOS B	0.4	10.4	0.80	0.80	0.80	30.4
6	T1	5	0.0	0.135	14.0	LOS B	0.4	10.4	0.80	0.80	0.80	30.3
16	R2	27	4.0	0.135	14.5	LOS B	0.4	10.4	0.80	0.80	0.80	29.5
Approach		41	2.7	0.135	14.3	LOS B	0.4	10.4	0.80	0.80	0.80	29.8
North: Old Lake Wilson Rd SB												
7	L2	11	6.0	0.370	6.3	LOS A	2.0	53.2	0.18	0.07	0.18	34.5
4	T1	917	5.0	0.370	6.2	LOS A	2.0	53.2	0.18	0.07	0.18	34.5
14	R2	32	20.0	0.370	6.6	LOS A	2.0	52.9	0.18	0.07	0.18	33.0
Approach		959	5.5	0.370	6.3	LOS A	2.0	53.2	0.18	0.07	0.18	34.5
West: Fairfax Dr EB												
5	L2	29	7.0	0.067	7.0	LOS A	0.2	5.6	0.59	0.59	0.59	32.2
2	T1	5	0.0	0.067	6.6	LOS A	0.2	5.6	0.59	0.59	0.59	32.3
12	R2	4	0.0	0.067	6.6	LOS A	0.2	5.6	0.59	0.59	0.59	31.5
Approach		39	5.3	0.067	6.9	LOS A	0.2	5.6	0.59	0.59	0.59	32.2
All Vehicles		2742	3.9	0.645	9.2	LOS A	6.0	153.7	0.29	0.13	0.29	33.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Old Lake Wilson Road and Fairfax Drive-Marker Avenue 2030 PM - 2x1]

2030 PM
2x1
HCM 6
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Old Lake Wilson Rd NB												
3	L2	4	0.0	0.367	6.2	LOS A	2.0	51.6	0.24	0.11	0.24	34.7
8	T1	917	5.0	0.367	6.3	LOS A	2.0	51.6	0.24	0.11	0.24	34.5
18	R2	8	0.0	0.367	6.2	LOS A	2.0	51.6	0.24	0.11	0.24	33.5
Approach		929	4.9	0.367	6.3	LOS A	2.0	51.6	0.24	0.11	0.24	34.5
East: Marker Ave WB												
1	L2	6	0.0	0.038	6.4	LOS A	0.1	3.1	0.59	0.56	0.59	33.8
6	T1	5	0.0	0.038	6.4	LOS A	0.1	3.1	0.59	0.56	0.59	33.6
16	R2	11	6.0	0.038	6.7	LOS A	0.1	3.1	0.59	0.56	0.59	32.6
Approach		22	2.9	0.038	6.6	LOS A	0.1	3.1	0.59	0.56	0.59	33.2
North: Old Lake Wilson Rd SB												
7	L2	27	4.0	0.635	10.3	LOS B	6.0	154.9	0.17	0.05	0.17	32.5
4	T1	1668	3.0	0.635	10.3	LOS B	6.0	154.9	0.17	0.05	0.17	32.5
14	R2	29	7.0	0.635	10.4	LOS B	6.0	154.6	0.17	0.05	0.17	31.5
Approach		1725	3.1	0.635	10.3	LOS B	6.0	154.9	0.17	0.05	0.17	32.5
West: Fairfax Dr EB												
5	L2	32	20.0	0.224	18.1	LOS C	0.7	17.6	0.81	0.82	0.84	28.5
2	T1	5	0.0	0.224	15.9	LOS C	0.7	17.6	0.81	0.82	0.84	28.9
12	R2	28	0.0	0.224	15.9	LOS C	0.7	17.6	0.81	0.82	0.84	28.2
Approach		65	9.7	0.224	17.0	LOS C	0.7	17.6	0.81	0.82	0.84	28.4
All Vehicles		2742	3.9	0.635	9.1	LOS A	6.0	154.9	0.21	0.09	0.22	33.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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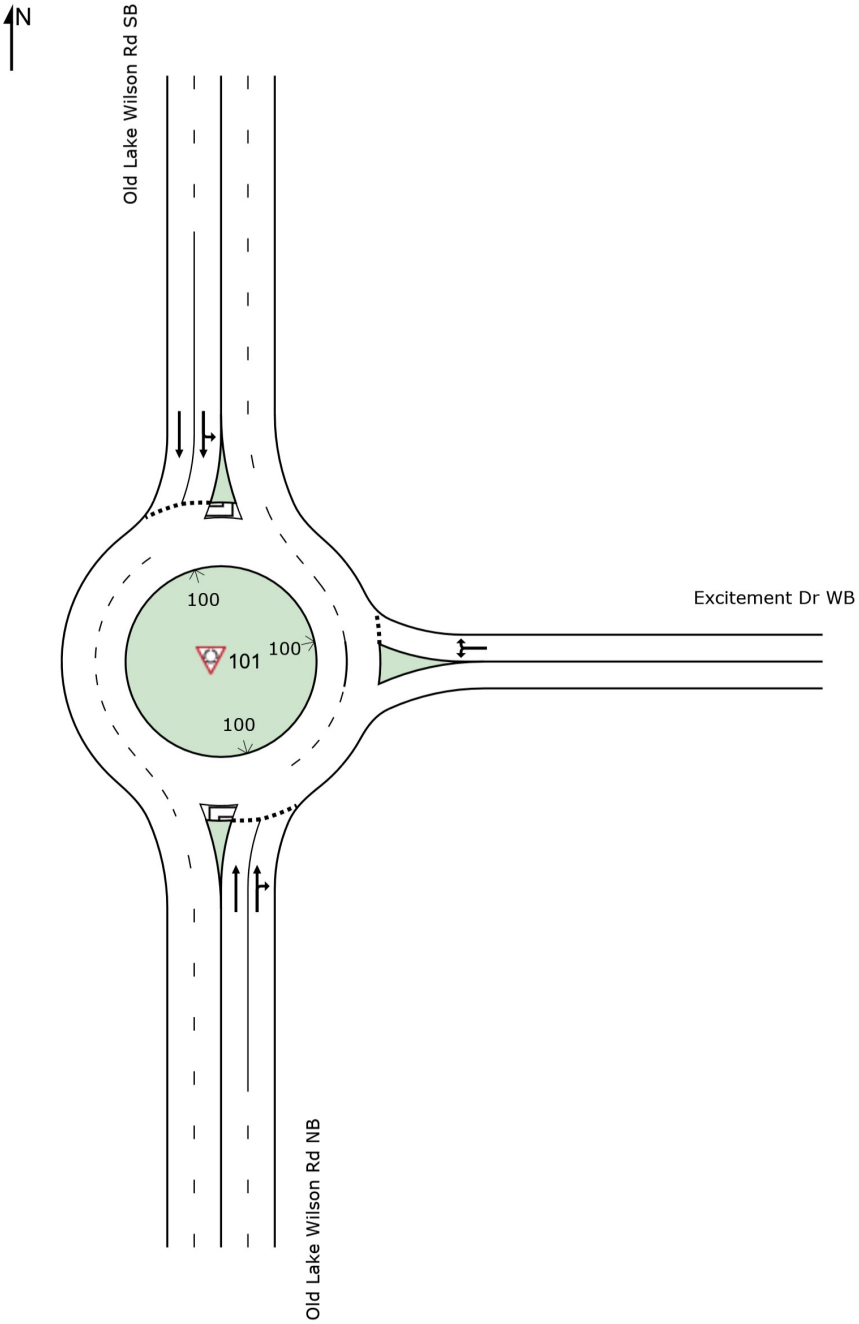
2050 ROUNDABOUT OPERATIONAL REPORTS

SITE LAYOUT

Site: 101 [Old Lake Wilson Road and Excitement Drive 2050 AM - 2x1]

2050 AM
2x1
HCM 6
Site Category: (None)
Roundabout



MOVEMENT SUMMARY

Site: 101 [Old Lake Wilson Road and Excitement Drive 2050 AM - 2x1]

2050 AM
2x1
HCM 6
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Old Lake Wilson Rd NB												
8	T1	1896	4.0	0.723	12.9	LOS B	9.7	242.9	0.20	0.05	0.20	31.3
18	R2	57	0.0	0.723	13.0	LOS B	7.6	202.5	0.18	0.05	0.18	30.4
Approach		1953	3.9	0.723	12.9	LOS B	9.7	242.9	0.20	0.05	0.20	31.3
East: Excitement Dr WB												
1	L2	73	0.0	0.337	22.0	LOS C	1.2	28.8	0.87	0.93	1.11	25.1
16	R2	17	0.0	0.337	22.0	LOS C	1.2	28.8	0.87	0.93	1.11	25.3
Approach		89	0.0	0.337	22.0	LOS C	1.2	28.8	0.87	0.93	1.11	25.2
North: Old Lake Wilson Rd SB												
7	L2	14	0.0	0.439	7.2	LOS A	2.6	67.5	0.27	0.13	0.27	34.1
4	T1	1079	7.0	0.439	7.3	LOS A	2.6	67.5	0.27	0.13	0.27	33.9
Approach		1093	6.9	0.439	7.3	LOS A	2.6	67.5	0.27	0.13	0.27	33.9
All Vehicles		3135	4.8	0.723	11.2	LOS B	9.7	242.9	0.24	0.10	0.25	31.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Old Lake Wilson Road and Excitement Drive 2050 PM - 2x1]

2050 PM
2x1
HCM 6
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Old Lake Wilson Rd NB												
8	T1	1079	7.0	0.438	7.0	LOS A	3.0	74.0	0.12	0.03	0.12	34.0
18	R2	73	0.0	0.438	7.0	LOS A	2.4	66.5	0.11	0.03	0.11	33.0
Approach		1152	6.6	0.438	7.0	LOS A	3.0	74.0	0.12	0.03	0.12	33.9
East: Excitement Dr WB												
1	L2	57	0.0	0.133	8.5	LOS A	0.4	11.2	0.66	0.66	0.66	29.4
16	R2	14	0.0	0.133	8.5	LOS A	0.4	11.2	0.66	0.66	0.66	29.7
Approach		71	0.0	0.133	8.5	LOS A	0.4	11.2	0.66	0.66	0.66	29.5
North: Old Lake Wilson Rd SB												
7	L2	17	0.0	0.737	13.7	LOS B	8.3	214.8	0.44	0.20	0.44	31.1
4	T1	1896	4.0	0.737	13.8	LOS B	8.3	214.8	0.44	0.20	0.44	31.0
Approach		1913	4.0	0.737	13.8	LOS B	8.3	214.8	0.44	0.20	0.44	31.0
All Vehicles		3135	4.8	0.737	11.2	LOS B	8.3	214.8	0.33	0.15	0.33	32.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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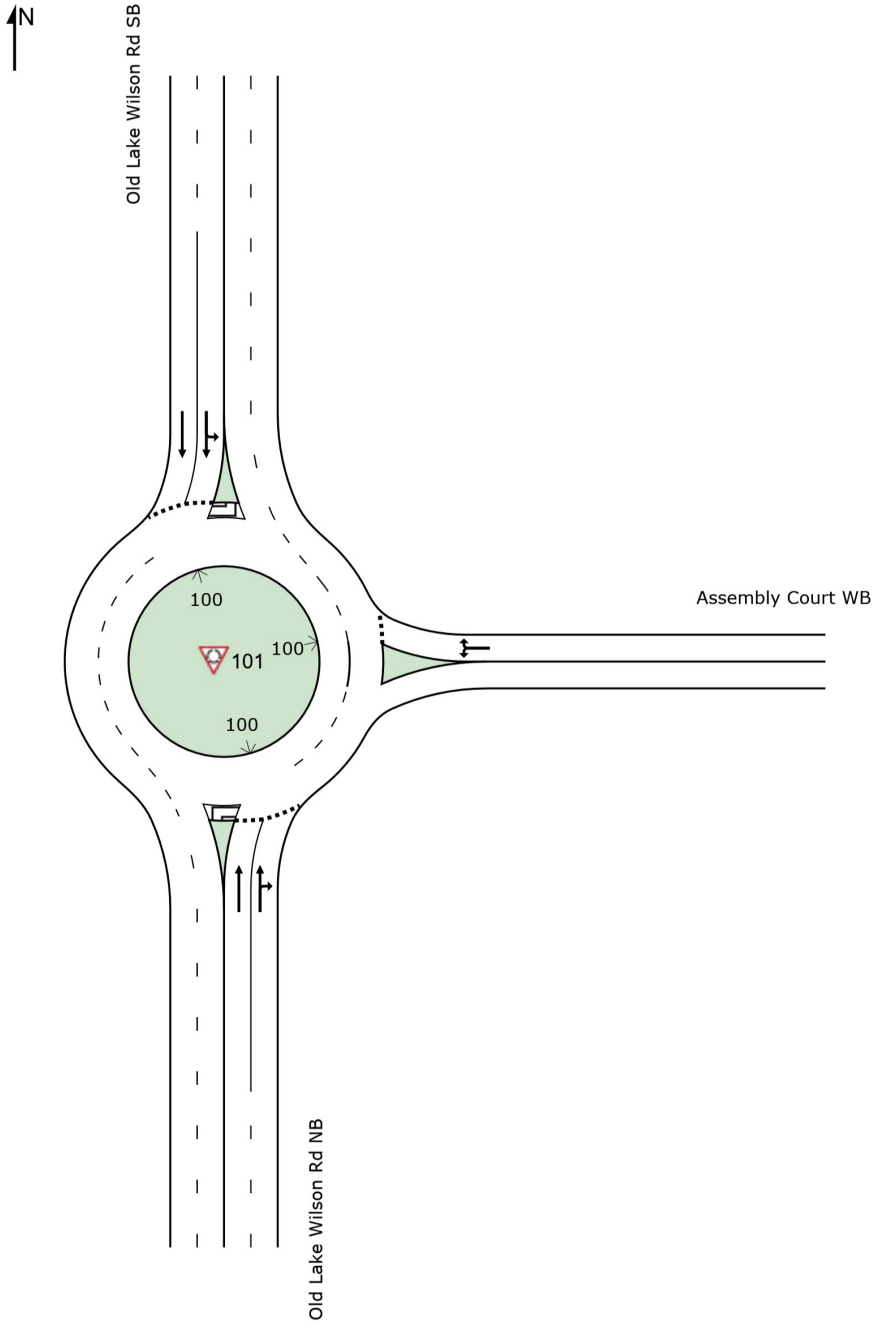
SITE LAYOUT

Site: 101 [Old Lake Wilson Road and Assembly Court 2050 AM - 2x1]

2050 AM
2x1
HCM 6
Site Category: (None)
Roundabout



MOVEMENT SUMMARY

Site: 101 [Old Lake Wilson Road and Assembly Court 2050 AM - 2x1]

2050 AM
2x1
HCM 6
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Old Lake Wilson Rd NB												
8	T1	2153	3.0	0.791	15.7	LOS C	14.0	350.1	0.24	0.06	0.24	30.2
18	R2	6	0.0	0.791	15.9	LOS C	10.9	287.1	0.21	0.05	0.21	29.3
Approach		2159	3.0	0.791	15.7	LOS C	14.0	350.1	0.24	0.06	0.24	30.2
East: Assembly Court WB												
1	L2	8	0.0	0.117	19.5	LOS C	0.3	8.6	0.86	0.86	0.86	26.9
16	R2	17	0.0	0.117	19.5	LOS C	0.3	8.6	0.86	0.86	0.86	27.1
Approach		25	0.0	0.117	19.5	LOS C	0.3	8.6	0.86	0.86	0.86	27.1
North: Old Lake Wilson Rd SB												
7	L2	12	0.0	0.466	7.2	LOS A	3.0	78.7	0.08	0.02	0.08	34.1
4	T1	1227	6.0	0.466	7.4	LOS A	3.0	78.7	0.08	0.02	0.08	33.9
Approach		1239	5.9	0.466	7.4	LOS A	3.0	78.7	0.08	0.02	0.08	33.9
All Vehicles		3423	4.0	0.791	12.7	LOS B	14.0	350.1	0.19	0.05	0.19	31.4

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Old Lake Wilson Road and Assembly Court 2050 PM - 2x1]

2050 PM
2x1
HCM 6
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Old Lake Wilson Rd NB												
8	T1	1227	6.0	0.467	7.4	LOS A	3.3	83.3	0.12	0.03	0.12	33.8
18	R2	8	0.0	0.467	7.4	LOS A	2.7	74.7	0.12	0.03	0.12	32.8
Approach		1236	6.0	0.467	7.4	LOS A	3.3	83.3	0.12	0.03	0.12	33.8
East: Assembly Court WB												
1	L2	6	0.0	0.038	8.2	LOS A	0.1	3.1	0.68	0.68	0.68	31.1
16	R2	12	0.0	0.038	8.2	LOS A	0.1	3.1	0.68	0.68	0.68	31.3
Approach		18	0.0	0.038	8.2	LOS A	0.1	3.1	0.68	0.68	0.68	31.2
North: Old Lake Wilson Rd SB												
7	L2	17	0.0	0.791	15.6	LOS C	12.5	321.0	0.17	0.03	0.17	30.3
4	T1	2153	3.0	0.791	15.7	LOS C	12.5	321.0	0.17	0.03	0.17	30.2
Approach		2169	3.0	0.791	15.7	LOS C	12.5	321.0	0.17	0.03	0.17	30.2
All Vehicles		3423	4.0	0.791	12.6	LOS B	12.5	321.0	0.15	0.04	0.15	31.4

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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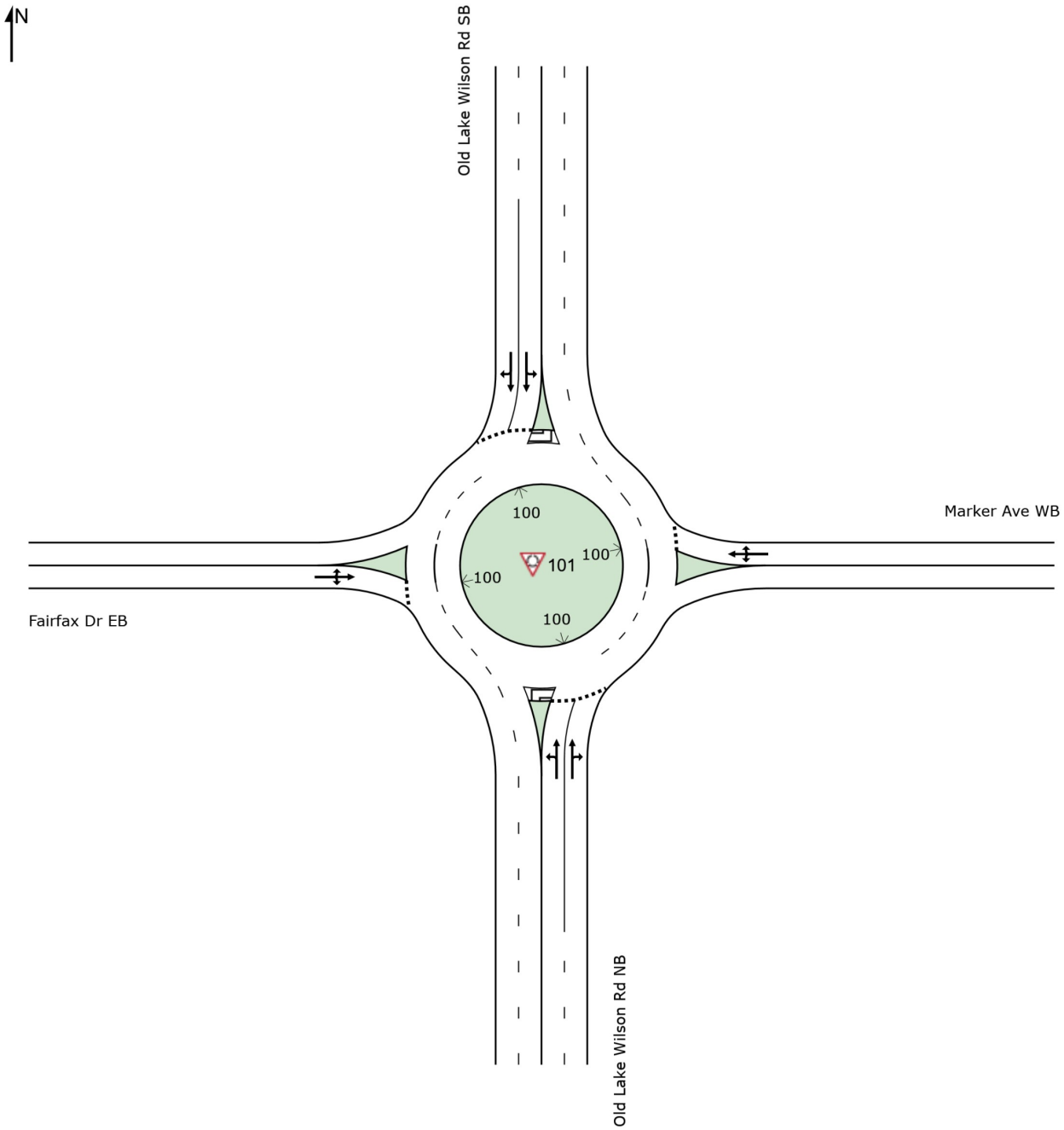
SITE LAYOUT

Site: 101 [Old Lake Wilson Road and Fairfax Drive-Marker Avenue 2050 AM - 2x1]

2050 AM
2x1
HCM 6
Site Category: (None)
Roundabout



MOVEMENT SUMMARY

Site: 101 [Old Lake Wilson Road and Fairfax Drive-Marker Avenue 2050 AM - 2x1]

2050 AM
2x1
HCM 6
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Old Lake Wilson Rd NB												
3	L2	28	0.0	0.822	17.8	LOS C	13.0	332.0	0.55	0.24	0.55	29.5
8	T1	2135	3.0	0.822	17.9	LOS C	13.0	332.0	0.55	0.24	0.55	29.4
18	R2	6	0.0	0.822	17.8	LOS C	12.9	331.3	0.55	0.24	0.55	28.6
Approach		2169	3.0	0.822	17.9	LOS C	13.0	332.0	0.55	0.24	0.55	29.4
East: Marker Ave WB												
1	L2	8	0.0	0.202	22.8	LOS C	0.6	15.0	0.88	0.88	0.90	27.2
6	T1	5	0.0	0.202	22.8	LOS C	0.6	15.0	0.88	0.88	0.90	27.1
16	R2	27	4.0	0.202	23.4	LOS C	0.6	15.0	0.88	0.88	0.90	26.4
Approach		41	2.7	0.202	23.2	LOS C	0.6	15.0	0.88	0.88	0.90	26.7
North: Old Lake Wilson Rd SB												
7	L2	11	6.0	0.489	7.9	LOS A	3.2	84.2	0.22	0.09	0.22	33.7
4	T1	1226	5.0	0.489	7.8	LOS A	3.2	84.2	0.22	0.08	0.22	33.7
14	R2	32	20.0	0.489	8.2	LOS A	3.2	83.6	0.22	0.08	0.22	32.3
Approach		1268	5.4	0.489	7.8	LOS A	3.2	84.2	0.22	0.08	0.22	33.7
West: Fairfax Dr EB												
5	L2	29	7.0	0.088	9.5	LOS A	0.3	7.1	0.69	0.69	0.69	31.2
2	T1	5	0.0	0.088	8.9	LOS A	0.3	7.1	0.69	0.69	0.69	31.3
12	R2	4	0.0	0.088	8.9	LOS A	0.3	7.1	0.69	0.69	0.69	30.5
Approach		39	5.3	0.088	9.3	LOS A	0.3	7.1	0.69	0.69	0.69	31.1
All Vehicles		3518	3.9	0.822	14.2	LOS B	13.0	332.0	0.44	0.20	0.44	30.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Old Lake Wilson Road and Fairfax Drive-Marker Avenue 2050 PM - 2x1]

2050 PM
2x1
HCM 6
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Old Lake Wilson Rd NB												
3	L2	4	0.0	0.489	7.8	LOS A	3.2	82.1	0.29	0.14	0.29	33.8
8	T1	1226	5.0	0.489	8.0	LOS A	3.2	82.1	0.29	0.14	0.29	33.7
18	R2	8	0.0	0.489	7.8	LOS A	3.2	82.1	0.29	0.14	0.29	32.7
Approach		1239	4.9	0.489	8.0	LOS A	3.2	82.1	0.29	0.14	0.29	33.7
East: Marker Ave WB												
1	L2	6	0.0	0.050	8.5	LOS A	0.2	4.0	0.69	0.69	0.69	32.7
6	T1	5	0.0	0.050	8.5	LOS A	0.2	4.0	0.69	0.69	0.69	32.6
16	R2	11	6.0	0.050	9.0	LOS A	0.2	4.0	0.69	0.69	0.69	31.6
Approach		22	2.9	0.050	8.7	LOS A	0.2	4.0	0.69	0.69	0.69	32.1
North: Old Lake Wilson Rd SB												
7	L2	27	4.0	0.807	16.6	LOS C	13.2	338.4	0.30	0.08	0.30	29.8
4	T1	2135	3.0	0.807	16.6	LOS C	13.2	338.4	0.30	0.08	0.30	29.9
14	R2	29	7.0	0.807	16.7	LOS C	13.2	337.4	0.29	0.08	0.29	29.0
Approach		2192	3.1	0.807	16.6	LOS C	13.2	338.4	0.30	0.08	0.30	29.8
West: Fairfax Dr EB												
5	L2	32	20.0	0.337	31.1	LOS D	1.0	26.9	0.89	0.96	1.17	24.7
2	T1	5	0.0	0.337	27.7	LOS D	1.0	26.9	0.89	0.96	1.17	24.9
12	R2	28	0.0	0.337	27.7	LOS D	1.0	26.9	0.89	0.96	1.17	24.4
Approach		65	9.7	0.337	29.4	LOS D	1.0	26.9	0.89	0.96	1.17	24.6
All Vehicles		3518	3.9	0.807	13.8	LOS B	13.2	338.4	0.31	0.12	0.31	31.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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